Referral application form to use for the fast-track process

Under the Fast-track Approvals Act 2024

About this referral application

This referral application form has been approved by the Secretary for the Environment in accordance with the fast-track approvals process of the Fast-track Approvals Act 2024 (the Act). All referral applications under the Act must be submitted using this form.

We recommend you discuss your referral application and the information requirements with us before you lodge the referral application. Please contact the Fast-track support team on 0800 327 875 or email info@fasttrack.govt.nz

Please provide a general level of detail in your application; sufficient to inform the Minister's decision on the referral application.

You must use this form to apply for referral applications and complete all relevant fields, even where you provide supporting attachments that are more detailed. Include attachment or appendix numbers in the relevant fields and list the attachments in section 5 of this form.

If the required information and relevant supporting material is not provided, the application will be returned to you as incomplete.

If your application is determined to be complete, and the Ministry for the Environment (MfE) considers that your project may be capable of satisfying the assessment criteria and does not appear to involve an ineligible activity, and you have paid all related fees, charges and/or levies, then we will provide it to the Minister for Infrastructure (the Minister).

Unless the Minister decides to decline the application before doing so, the Minister will invite comments on the application from relevant local authorities, Ministers, administering agencies, identified Māori groups, owners of Māori land in the project area and any other person the Minister decides is appropriate. The Minister may also request further information from you, the relevant local authorities, or relevant administering agencies before making a decision on the referral application.

If the Minister accepts your referral application, then you may lodge a substantive application with the EPA and the substantive application may be considered by a decision-making panel.

Application fees and Cost recovery

Under the Fast-track Approvals (Cost Recovery) Regulations 2025 (the Regulations), applicants lodging a referral application are required to pay a fee (deposit) of $12,000 (plus GST), and a levy of $6,700 (plus GST) to the to the Environmental Protection Authority (EPA). The fees are set in

Schedule 1 of the Regulations. These fees must be paid before lodgement of your referral application. If the required amount is not paid the application will be returned as incomplete.

Please note the final costs payable at the referral stage may exceed the referral application fee (deposit) paid. More information about cost recovery under the Fast-track Approvals Act 2024 is available from Fast-track approvals cost recovery process.

Submitting your application

You will need to submit this form through our digital Fast-track portal. You will need to receive a link to register/access the portal.

If you need any help with the form, you can call or email us:

- 0800 327 875 (0800 FASTRK) (from within New Zealand)
- email: info@fasttrack.govt.nz

How to send your completed form to us
Use the application portal – you will need to receive a link to register/access: Fast-track website

Your personal information

The Ministry for the Environment (MfE) is collecting your personal information for the purpose of administering your referral application under the Fast-track Approvals Act 2024. We will only use the information for the purposes of contacting you in relation to this application.

MfE may provide your application, or details from your application to other agencies or local authorities for the purpose of administering your referral application. If your application is accepted as complete and progresses through the referral process, the Minister may consult with other agencies and groups on your application. This will require the Minister to share the details of your application with the EPA, the Panel Convener, and those groups.

We will store your personal information securely. You have the right to access the personal information we hold about you and to ask for it to be corrected if it is wrong. If you would like to access your personal information, or have it corrected, please contact us at referrals@fasttrack.govt.nz

Official information

All information you provide with this application is subject to the Official Information Act 1982 and may be released in accordance with that Act.

Publishing your application

We intend to publish your referral application on the Fast-track Approvals website.

Any personal contact details in application documents will not be made publicly available. Please provide a copy of the application with all personal contact details redacted.

MfE may also redact certain information from publication in accordance with the Official Information Act 1992. If you think your application contains information which should be withheld, please clearly identify it and provide an explanation as to why it should be withheld.

Section 1: Applicant details

A person or persons may apply to use the fast-track process for a project. Where there is more than one person, the referral application must be lodged jointly by all of the persons who are proposed to be authorised persons for the project.

If the referral application is accepted and referred by the Minister, the person or persons who lodged the referral application will be specified as the person who is, or the persons who are, authorised to lodge a substantive application for the project.

1.1 Applicant(s) – repeat for all applicants

1.1.1 Organisation name: Hopper Developments Limited

1.1.2 NZBN (optional):

1.1.3 Contact name: [redacted]

1.1.4 Phone: [redacted]

1.1.5 Email address: [redacted]

1.1.6 Postal address (if preferred method of contact):

1.2 Agent acting on behalf of applicant (if applicable)

1.2.1 Organisation name: [redacted]

1.2.2 Contact name: [redacted]

1.2.3 Phone: [redacted]

1.2.4 Email address: [redacted]

1.2.5 Postal address (if preferred method of contact):

1.3 Finance – Agent acting on behalf of applicant (if applicable)

1.3.1 Organisation name:

1.3.2 Contact name:

1.3.3 Phone:

1.3.4 Email address:

1.3.5 Postal address (if preferred method of contact):

If you are making this application on behalf of the applicant, please attach evidence that you are authorised to make this application.

1.3.6 Please direct all correspondence relating to this application (including correspondence from MfE) to:

☐ Applicant(s)

If selecting Applicant and there is more than 1 person who lodged the referral application, please identify 1 person to receive all correspondence on behalf of all applicants.

☑ Agent for applicant

1.4.1 Compliance and enforcement history – repeat for all applicants

1.4.1 Have there been any compliance or enforcement actions taken against the applicant (or if the referral application is lodged by more than one person, any of those persons) under a specified Act definition for either 'compliance' or 'enforcement'?

☐ Yes – see below ☑ No – proceed next

1.4.2 If you answered yes above, please provide a summary of the relevant legislation and provisions, and any compliance or enforcement actions, and the outcome of those actions taken under the specified Act against the applicant or applicants, if the referral is being lodged jointly.

Section 2: Referral application summary

2.1 Project name

This is the name by which the project will be known publicly. For example - avoid using street addresses, place names, company names.

2.2 Project description and location

2.2.1 Provide a description of the project and the activities it involves

The project description helps us with inviting comments from relevant parties on the application, and publishing information about the application.

Marina and associated hardstand, breakwater and public amenities as further described in Attachment 1 at 2.2.1

2.2.2 Provide a description or map of the whole project area that identifies its boundaries in sufficient detail to enable consideration of the referral application.

For example, site address(es), certificate of title(s), shape files

The project is located in the coastal marine area abutting a Local Purpose (Esplanade) Reserve (Lot 194 DP 112758) that is adjacent to 3-5 Daisy Burrell Drive, Whangaparaoa. A public walking access track is

2.3 Ineligible activity

Your referral application must demonstrate that the project does not involve any ineligible activities as defined in Section 5 of the Act. Please consider each ineligible activity below and where relevant, provide the requested details.

When providing your response below, where possible, ***provide details of any parties involved, the extent of their holding and the activity relevant to their area****.*

Where a project involves an activity that may be the subject of a determination under sections 23 or 24, and you are intending to seek a Ministerial determination for that activity under either section, you must still complete this section in full. Determinations under, and information required in respect of, sections 23 and 24 are covered further under 2.5 Ministerial determinations under sections 23 and 24.

If your application relates to certain mining activities below the surface of the land and meets the other relevant criteria under section 5(2) of the Act then an agreement under section 5(1)(a), (b), (j) or (k) may not be required. This should be identified under the relevant questions below, and you must provide the additional information required in respect of section 5(2) under 2.3 Ineligible activity.

2.3.1 Does the project include an activity that would occur on identified Māori land as defined in section 4 of the Act?

☐ Yes – see below ☑ No – proceed to next

a. If yes, please address the following:

i. identify the land involved and the owner(s) of the land.

ii. Confirm that the activity on the land has been agreed with the owners of the land and provide evidence of the written agreement; or

A. advise whether it is proposed to seek a determination under section 23 and provide the information under 2.5 Ministerial determinations under sections 23 and 24 below; or
B. advise whether it is proposed to rely on section 5(2) of the Act and provide the information under 2.3 Ineligible activity below.

2.3.2 Does the project involve an activity that would occur in a customary marine title area?

☐ Yes – see below ☑ No – proceed next

a. Address the following:
   i. Identify the relevant customary marine title area, who the customary marine title group is;
   ii. Provide evidence that written agreement has been obtained from the customary marine title group and provide a copy of the same; **or**
      A. advise whether it is proposed to rely on section 5(2) of the Act and provide the information under 2.3 Ineligible activity below.

2.3.3 Does the project involve an activity that would occur in a protected customary rights area?

☐ Yes – see below ☑ No – proceed next

a. Address the following:
   i. Identify the protected customary rights area, the group who holds these rights and the nature of the protected customary right(s)

   ii. Explain your proposed activity and identify whether you consider that it would have a less than minor adverse effect on the exercise of the protected customary right(s), and briefly explain why; **or**
   iii. Advise whether you consider that your proposed activity would have a more than minor effect on the exercise of the protected customary right(s), and if so, confirm that the activity has been agreed to in writing by the protected customary rights group and provide a copy of that agreement.

2.3.4 Does the project involve an activity that would occur on:
Māori customary land; OR land set apart as a Māori reservation as defined in section 4 of Te Ture Whenua Māori Act 1993.

☐ Yes – see below ☑ No – proceed next

2.3.5 Does the project involve an aquaculture activity or an activity that is incompatible with aquaculture activities that would occur within an aquaculture settlement area (under section 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004); or an area reserved under another Treaty settlement for the aquaculture activities of a particular group?

☐ Yes – see below ☑ No – proceed next

2.3.6 Provide details of the aquaculture activity or the activity that is incompatible with aquaculture and the location.

2.3.7 Provide details of the relevant aquaculture settlement area or Treaty settlement legislation reserving space for aquaculture and include details of the impacted parties or particular group.

2.3.8 Provide details on whether or not the applicant is authorised to apply for a coastal permit within the aquaculture settlement area, or area reserved under another Treaty settlement for aquaculture activities, including a copy of any such authorisation.

2.3.9 Does the project include an activity that would require an access arrangement under section 61 or 61B of the Crown Minerals Act 1991?

☐ Yes – see below ☑ No – proceed next

a. Provide the following information:
   i. what is the activity that would require the access arrangement; and
   ii. does the project include an activity that would occur on Crown owned land or internal waters and land of the common marine and coastal area described in Schedule 4 of that Act and provide details of the same.
   iii. If so describe how the activity meets the criteria in section 61(1A)(a-e) of the Crown Minerals Act 1991; **or**
   iv. Confirm and provide evidence that the project would not occur in an area for which a permit cannot be granted under that Act:

2.3.10 Does the project include an activity that would be prevented under any of sections 165J, 165M, 165Q, 165ZC, or 165ZDB (regarding the management of occupation in common marine and coastal area) of the Resource Management Act 1991?

☐ Yes – see below ☑ No – proceed next

2.3.11 Provide details about which section the project does not comply with and, if relevant, the provisions of the regional coastal plan that are applicable.

2.3.12 Does the project include an activity (other than an activity that would require an access arrangement under the Crown Minerals Act 1991) that would occur on land that is listed in Schedule 4 of this Act?

☐ Yes – see below ☑ No – proceed next

a. Provide the following:
   i. identify the activity and which clause under Schedule 4 is applicable; and
   ii. confirm whether you are seeking that the Minister make a determination under section 24, and if so, whether the determination sought relates to existing electricity infrastructure or new electricity lines and provide the information under 2.5 Ministerial determinations under sections 23 and 24 below.

See Attachment 1 at 2.3

2.3.13 Does the project involve an activity that would occur on a national reserve held under the Reserves Act 1977 and requires approval under that Act?

☐ Yes – see below ☑ No – proceed next

a. Address the following:
   i. identify the activity and type of national reserve under the Reserves Act
   ii. identify what approval(s) would be required under the Reserves Act.
   iii. Confirm whether you are seeking that the Minister make a determination under section 24 and if so whether the determination sought relates to existing electricity infrastructure or new electricity lines.? If so, provide the information under 2.5 Ministerial determinations under sections 23 and 24 below

See Attachment 1 at 2.3

2.3.14 Does the project involve an activity that would occur on a reserve held under the Reserves Act 1977 that is vested in someone other than the Crown or a local authority?

☐ Yes – see below ☑ No – proceed next

a. Address the following:
   i. identify the activity, the reserve type under the Reserves Act, and the person in whom it is vested.
   ii. provide evidence that written agreement has been obtained from the person in whom the reserve is vested and provide a copy of the same; or
   iii. advise whether it is proposed to rely on section 5(2) of the Act and provide the information under 2.3 Ineligible activity below.

See Attachment 1 at 2.3

2.3.15 Does the project involve an activity that would occur on a reserve held under the Reserves Act 1977 that is managed by someone other than the Department of Conservation or a local authority?

☐ Yes – see below ☑ No – proceed next

a. Address the following:
   i. identify the activity, the reserve type under the Reserves Act, and the person or body who manages the reserve.
   ii. Provide evidence that written agreement has been obtained from the person or body responsible for managing the reserve and provide a copy of the same; **or**
   iii. advise whether it is proposed to rely on section 5(2) of the Act and provide the information under 2.3 Ineligible activity below; **or**
   iv. advise whether you consider the activity falls within the scope of section 5(5) of the Act, and provide the information under 2.3 Ineligible activity below.

See Attachment 1 at 2.3

2.3.16 Does the project involve an activity that is:

a. a prohibited activity under the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 or regulations made under that Act?

☐ Yes – please explain ☑ No – proceed next

See Attachment 1 at 2.3

b. described in section 15B (Discharge of harmful substances from ships or offshore installations) of the Resource Management Act 1991 and is a prohibited activity under that Act or regulations made under it;

☐ Yes – please explain ☑ No – proceed next

See Attachment 1 at 2.3

c. prohibited by section 15C (Prohibitions in relation to radioactive waste or other radioactive matter and other waste in coastal marine area) of the Resource Management Act 1991

☐ Yes – please explain ☑ No – proceed next

See Attachment 1 at 2.3

2.3.17 Does the project involve a decommissioning-related activity as described in section 38(3) of the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012:

☐ Yes – please explain ☑ No – proceed next

See Attachment 1 at 2.3

2.3.18 Does the project involve an activity undertaken for the purposes of an offshore renewable energy project?

☐ Yes – please explain ☑ No – proceed next

2.4 Exemptions from requirement to provide agreement

2.4.1 Mining activities under section 5(2)

The agreement of the relevant groups referred to under 3.5 Persons affected *is not required for certain mining activities under section 5(2). If you think this might apply to your application, answer the questions below.*

2.4.1.2 Is your application for an activity that is prospecting, exploration, mining or mining operations of Crown-owned minerals undertaken below the surface of any land or area?

☐ Yes –see below ☑ No – proceed next

2.4.1.3 Provide details of the activity and identify the owner and occupier of the land and any relevant details concerning the land or area (such as whether it is identified Māori land)

2.4.1.4 Explain the extent, if any to which your activity may be likely to cause any damage to the surface of the land or any loss or damage to the owner or occupier of the land.

2.4.1.5 Explain the extent, if any to which your activity will be likely to have any prejudicial effect in respect of the use and enjoyment of the land by the owner or occupier of the land.

2.4.1.6 Explain the extent, if any to which your activity will be likely to have any prejudicial effect in respect of any possible future use of the surface of the land, and if no such effects are anticipated, please explain why.

2.4.2 Activities on land proposed to be the subject of a land exchange

The agreement of relevant groups referred to in (subsection 5(1)(a) of the Act) is not required if section 5(5) applies. If you consider this section may be relevant to your application, complete the below.

2.4.2.1 Is the reserve on which the activity is to occur proposed to be the subject of a land exchange?

☐ Yes ☑ No

2.4.2.2 Is the reserve a Crown-owned reserve?

☐ Yes ☑ No

2.4.2.3 Are the person or persons responsible for managing the reserve in place because of a Treaty settlement?

☐ Yes ☑ No

2.4.2.4 Provide any supporting details which may be relevant for your responses to the above questions.

2.5 Ministerial determinations under sections 23 and 24

Complete this section if you are wish to seek a ministerial determination under section 23 or section 24 that your project is not an ineligible activity.

2.5.1 Determination in relation to linear infrastructure on Māori land under section 23

2.5.1.1 Is your application is seeking a determination under section 23 (linear infrastructure on certain identified Māori land)

☐ Yes – see below ☑ No – proceed next

Provide the following information:

2.5.1.2 Confirmation that the activity is the construction of electricity lines or land transport infrastructure (and identify which it is)

2.5.1.3 Confirmation that the above construction (or operation of) will be undertaken by a network utility operator that is a requiring authority, and that that same party is the applicant for the necessary approvals, providing details of the same.

2.5.1.4 Confirmation that the activity would occur on identified Māori land that is Māori freehold land or General land owned by Māori that was previously Māori freehold land (and identify that land)

2.5.1.5 Provide information on the rights and interests of Māori in that land

2.5.1.6 Provide an assessment of the effects of the activity on those Māori rights and interests and on the relevant land.

2.5.2 Determination in relation to existing electricity infrastructure under section 24(2)

2.5.2.1 Is your application seeking a Ministerial determination under section 24(2) (in relation to maintenance, upgrading, or continued operation of existing electricity infrastructure on certain Schedule 4 land or in a national reserve)

☐ Yes – see below ☑ No – proceed next

Provide the following information:

2.5.2.2 Confirmation that the activity is the maintenance, upgrading, or continued operation of existing electricity infrastructure.

2.5.2.3 Confirmation that the activity would occur on eligible land, as defined in section 24(3).

2.5.2.4 Advise whether the activity would materially increase the scale or adverse effects of the existing electricity infrastructure and provide an explanation of the same.

2.5.3 Determination in relation to new electricity lines under section 24(4)

2.5.3.1 Is your application seeking a determination under section 24 (the construction and operation of new electricity lines on eligible land (as defined in schedule 4 excluding land classified as a national park or listed in subsections 2, 4, 5(a), 7 or 8 of that schedule)?

☐ Yes – see below ☑ No – proceed next

Provide the following information:

2.5.3.2 Is the activity the construction and operation of new electricity lines? (provide any necessary details)

Would the activity occur on eligible land (and identify which category of eligible land);

2.5.3.3 Provide the requested information for each alternative site considered for the construction and operation of the new electricity lines:

2.5.3.4 A description of the alternative site.

2.5.3.5 A statement of the anticipated and known financial cost of undertaking the activity on the alternative site.

2.5.3.6 A description of the anticipated and known adverse effects of undertaking the activity on the alternative site.

2.5.3.7 A description of the anticipated and known financial cost and practicality of available measures to avoid, remedy, mitigate, offset, or compensate for the anticipated and known adverse effects of the activity on the alternative site.

2.5.3.8 A description of any issues (including financial cost) that would make it impractical to undertake the activity on the alternative site.

2.5.3.9 An assessment of whether it would be reasonable and practical to undertake the activity on the alternative site, considering the matters referred to above.

2.6 Appropriateness for fast-track approvals process

Here you must explain how the project meets the referral application criteria (section 22). Please consider and respond where relevant, to each question.

If the project is planned to proceed in stages, you must explain how each stage meets the referral application criteria.

If a part of the project is proposed as an alternative project, you must explain how each stage meets the referral application criteria,

2.6.1 The criteria for accepting a referral application is that the project is an infrastructure or development project that would have significant regional or national benefits. Explain how this project satisfies the criteria:

See Attachment 1 at 2.6.1 and 2.6.2

2.6.2 Explain how referring the project to the fast-track approvals process:

2.6.2.1 Would facilitate the project, including by enabling it to be processed in a more timely and cost-effective way than under normal processes; and

Yes - See Attachment 1 at 2.6.2.1

2.6.2.2 Is unlikely to materially affect the efficient operation of the fast-track approvals process

Yes - See Attachment 1 at 2.6.2.2

2.6.2.3 Has the project been identified as a priority project in a central government, local government, or sector plan or strategy (for example, in a general policy statement or spatial strategy), or a central government infrastructure priority list?

For example – a sector plan that specifically identifies the project including details such as location.

☐ Yes – see below ☑ No – proceed next

a. Identify the plan, strategy or list (or any other relevant document).

2.6.2.4 Will the project deliver new regionally or nationally significant infrastructure or enable the continued functioning of existing regionally or nationally significant infrastructure?

☑ Yes – see below ☐ No – proceed next

a. Explain how the project will deliver this.

See Attachment 1 at 2.6.1 and 2.6.2.4

2.6.2.5 Will the project increase the supply of housing, address housing needs, or contribute to a well-functioning urban environment (within the meaning of policy 1 of the National Policy Statement on Urban Development 2020). If yes, explain how the project will achieve this.

Yes - see Attachment 1 at 2.6.1 and 2.6.2.5

2.6.2.6 Will the project deliver significant economic benefits, and if so, how?

Yes - See Attachment 1 at 2.6.1 and 2.6.2.6

2.6.2.7 Will the project support primary industries, including aquaculture, and if so, how?

Yes - See Attachment 1 at 2.6.1 and 2.6.2.7

2.6.2.8 Will the project support development of natural resources, including minerals and petroleum, and if so, how?

No

2.6.2.9 Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions, and if so, how?

Yes - See Attachment 1 at 2.6.1 and 2.6.2.9

2.6.2.10 Will the project support climate change adaptation, reduce risks arising from natural hazards, or support recovery from events caused by natural hazards, and if so, how?

Yes - See Attachment 1 at 2.6.1 and 2.6.2.10

2.6.2.11 Will the project address significant environmental issues, and if so, how?

Yes - See Attachment 1 at 2.6.1 and 2.6.2.11

2.6.2.12 Is the project consistent with local or regional planning documents, including spatial strategies, and if so, how?

Yes - See Attachment 1 at 2.6.1 and 2.6.2.12

Section 3: Project details

Remember: at this stage only a general level of detail is required, enough to inform eligibility to use the fast-track approvals process.

For construction activities, please state the anticipated commencement and completion dates.

Anticipated commencement 28/09/2026 Anticipated completion 4/12/2028 As set out in Attachment Overall Development Plan

3.1 Approvals required

Applications must specify all of the proposed approvals sought but only need to provide a general level of detail about each proposed approval, sufficient to inform the Minister's decision on the referral application.

For each proposed approval an applicant must be eligible to apply for any corresponding approval under a specified Act. For example, if an approval is for a notice of requirement under the RMA, the applicant for that approval would need to be a requiring authority.

Applications for approvals under a specified Act, as required by in section 13(4)(y), are covered below in 3.8 Specific proposed approvals*.*

3.1.1 Outline the approvals sought under the Resource Management Act 1991.

Occupation, reclamation, land use, discharge and water consents as further described in Attachment 1 at 3.1

3.1.2 Outline the approvals sought under the Conservation Act 1987

None

3.1.3 Outline the approvals sought under the Reserves Act 1977

Reserves Act concession over local purpose reserves. It is likely that the Reserves Act concession will be in the form of an easement, but this is subject to any feedback from Auckland Council recommending a

3.1.4 Outline the approvals sought under the Wildlife Act 1953

Wildlife approval (wildlife permit) for korora (little penguin). A wildlife approval is not sought for native lizards because project ecologists Bioresearches already hold a Wildlife Act authority to carry out the

3.1.5 Outline the approvals sought under the National Parks Act 1980

None

3.1.6 Outline the approvals sought under the Heritage New Zealand Pouhere Taonga Act 2014

Archaeological authority and approval of a person to carry out an archaeological activity

3.1.7 Outline the approvals sought under the Freshwater Fisheries Regulations 1983

None

3.1.8 Outline the approvals sought under the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012

None

3.1.9 Outline the approvals sought under the Crown Minerals Act 1991

None

3.1.10 Outline the approvals sought under the Public Works Act 1981

None

3.1.11 *Only applicable if more than one applicant:* Provide a statement of which approvals are proposed to be held by which applicant.

3.1.12 Where there are any particular eligibility requirements to apply for an above approval; identify what they are, who the relevant applicant is, and confirm that the relevant applicant meets those requirements (including providing any necessary supporting information or documentation to evidence this).

The requirements for a person to be approved to undertake an activity under an archaeological authority are in cl 7 of Schedule 8 ETAA. The person for whom approval is sought is Glen Farley of Clough & Associates. Mr

3.1.13 Are there any other types of consents, certificates, designations, concessions, and other legal authorisations (other than contractual authorisations or the proposed approvals) and you consider are needed to authorise the project (including any that may be needed by someone other than you as the applicant(s)). Provide details on whether these have been obtained.

As is required for any reclaimed land, an application for an interest in reclaimed land will need to be made in due course to the Minister of Land Information

3.2 Project stages

3.2.1 If the project is planned to proceed in stages, provide:

1. A statement of whether the project is planned to proceed in stages, including:
   a. an outline of the nature, scale and timing of the stages; and
   b. a statement of whether you intend to lodge a separate substantive application for each of the stages.
      i. If a substantive application is intended to be lodged for each stage, address the questions under the section (Appropriateness for fast-track approvals process) for each stage of the project

n/a

3.3 Alternative project

3.3.1 If the project is proposed as an alternative project, provide:

1. A statement of whether a part of the project is proposed as an alternative project in itself; and
   a. Describe that part of the project; and
   b. Explain how that part of the project proposed as an alternative project meets the referral assessment criteria in section 22 of the Act.

n/a

3.4 Adverse effects

3.4.1 Describe any anticipated and known adverse effects of the project on the environment.

See Attachment 4 Planning Memorandum

3.4.2 Provide a statement of any activities involved in the project that are prohibited activities under the Resource Management Act 1991, and identify the relevant prohibited activity provision.

The project does not involve any prohibited activities

3.5 Persons affected

3.5.1 Provide a list of the persons, groups and/or entities who you consider are likely to be affected by the project.

The list should include, as relevant, local authorities, relevant Māori groups (as set out at section 13(4)(j)(ii)-(vii) of the Fast-track Approvals Act 2024), persons with a registered interest in land that may need to be acquired under the Public Works Act 198; and if the project includes a land exchange, the holder of an interest in the land that is to be exchanged by the Crown (see Consultation requirements for referral application).

See Attachment 1 at 3.5.1

3.5.2 Provide a summary of any consultation undertaken with the above persons and/or groups who you consider are likely to be affected by the project, and any other groups required to be consulted with under section 11 of the Act, **and** how the consultation has informed the project.

See Attachment 1 at 3.5.2 and and Attachment 5 Record of Engagement

3.5.3 List any Treaty settlements that apply to the project area and provide a summary of the relevant principles and provisions in those settlements.

See Attachment 1 at 3.5.3

3.5.4 If relevant, detail any principles or provisions in the Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 that would be invoked by the project and identify which aspects of the application trigger or otherwise invoke these requirements.

Not relevant

3.5.5 Will the project be located on land returned under a Treaty settlement?

☐ Yes – see below ☑ No – proceed next

3.5.6 Provide evidence of written agreement by the owners of the land returned.

3.5.7 Describe any processes already undertaken under the Public Works Act 1981 in relation to the project:

None

3.5.8 Provide information identifying any parcels of Māori land, marae, or identified wāhi tapu within the project area:

None

3.6 Legal interests

3.6.1 Provide a description of any legal interests you or any others applying, have in the land on which the project will occur, including a statement of how that affects your ability to undertake the work.

Hopper Developments is the owner of 3-5 Daisy Burrell Drive, Whangaparaoa, which is adjacent to the marina site. Vehicle access to the marina will be obtained through this site. The project involves vehicle an

3.7 Other matters

3.7.1 Have any activities included in the project, or any that are substantially the same as those involved in the project, previously been the subject of an application or a decision under a specified Act?

Please note the term 'application' incudes a notice of requirement and any other means by which a decision may be sought under a specified Act.

☐ Yes – see below ☑ No – proceed next

3.7.2 If an application has been made, provide details of the application.

3.7.3 If a decision has been made, also provide the outcome of the decision and the reasons for it.

3.7.4 Provide a description of whether and how the project would be affected by climate change and natural hazards:

See Attachment 1 at 3.7.4

Provide the additional details requested below as relevant to your application.

3.8 Specific proposed approvals

3.8.1 Approvals under the Resource Management Act 1991

3.8.1.1 *Resource consents*

If your application is seeking a consent for an activity that would otherwise be applied for under the Resource Management Act 1991, including an activity that is prohibited under the Act, provide the information below:

- An assessment of the project against any relevant national policy statement, any relevant national environmental standards and, if relevant, the New Zealand Coastal Policy Statement.
  See Attachment 4 Planning Memorandum
- Information on whether, to the best of your knowledge, there are any existing resource consents relevant to the project site to which RMA section 124C(1)(c) (existing consent would need to expire to enable the approval to be exercised) or RMA section 165ZI (space already occupied by the holder of an aquaculture permit) would apply if the approval were to be applied for as a resource consent under that Act
  There are no such existing resource consents

3.8.1.2 *Resource consents where the project includes standard freshwater fisheries activities*

If your application is seeking a resource consent and your project includes a standard freshwater fisheries activity, provide the information requested below:

- If an in-stream structure is proposed (including formal notification of any dam or diversion structure), provide a description of the extent to which this may impede fish passage.

  Not proposed

- Indicate whether any fish salvage activities or other complex freshwater fisheries activities are proposed.

  Not proposed

3.8.1.3 *Designations*

If your application is seeking a designation or an alteration to an existing designation for which a notice of requirement would otherwise be lodged under the Resource Management Act 1991, provide the information below:

- An assessment of the project against any relevant national policy statement, any relevant national environmental standards, or, if relevant, the New Zealand Coastal Policy Statement.

  n/a

3.8.1.4 *Designations where the project includes a standard freshwater fisheries activity*

If your application is seeking a designation or an alteration to an existing designation and your project includes a standard freshwater fisheries activity, provide the information requested below:

- If an in-stream structure is proposed (including formal notification of any dam or diversion structure), provide a description of the extent to which this may impede fish passage.

  n/a

- Indicate whether any fish salvage activities or other complex freshwater fisheries activities are proposed.

  n/a

3.8.1.5 *Change or cancelation of conditions*

If your application is seeking a change of cancellation of resource consent condition that would otherwise be applied for under the Resource Management Act 1991, provide:

- Information about whether the change or cancellation of the condition is material to the implementation or delivery of the project.

  See Attachment 4 Planning Memorandum at 4.2. The change to the existing subdivision layout, consented earthworks and roading of resource consent RUN60391143 is material to implementation and delivery of

3.8.1.6 *Certificates of compliance*

If your application is seeking a certificate of compliance that would otherwise be applied for under the Resource Management Act 1991, provide:

information that demonstrates the activity that the certificate of compliance is intended to cover can be done lawfully in the location without a resource consent.

n/a

3.8.2 Approvals relating to Conservation Act 1987, Reserves Act 1977, Wildlife Act 1953, and National Parks Act 1980

3.8.2.1 *Concessions*

For applications seeking a concession that include a lease, answer the following:

- Will the lease be for a term (including any renewals that will, or is likely to, be more than 50 years?

  ☐ Yes – see below ☐ No – proceed next

- Will the granting of the lease trigger a right of first refusal or a right of offer or return?

  ☐ Yes – see below ☐ No – proceed next

  - If you answered yes to both a. and b. above, provide evidence that the applicant has written agreement from the holder(s) of the right of first refusal or right of offer or return to waive that right for the purposes of the proposed lease.

n/a

3.8.2.2 *Land exchanges*

For applications seeking an approval for a land exchange involving conservation land, provide the details below:

- A description of both land areas proposed for exchange (for example, maps showing areas and location, addresses and legal descriptions where possible)

  n/a

- The financial value of the land proposed to be acquired by the Crown

  n/a

- A brief description of the conservation values of both pieces of land, including an explanation of why the exchange would benefit the conservation estate.

  n/a

- If the land exchange would trigger a right of first refusal or a right of offer or return, provide evidence that the applicant has written agreement from the holder of the right of first refusal or right of offer or return to waive that right for the purpose of the land exchange

  n/a

- Provide sufficient detail in respect of both land areas to confirm that no part of any land to be exchanged by the Crown is land listed in Schedule 4 or a reserve declared to be a national reserve under section 13 of the Reserves Act 1977.

  n/a

3.8.3 Approvals relating to complex Freshwater Fisheries activities

If your application is seeking an approval or dispensation that would otherwise be applied for under regulation 42 or 43 of the Freshwater Fisheries Regulations 1983 in respect of a complex freshwater fisheries activity provide the information requested below:

- Whether an in-stream structure is proposed (including formal notification of any dam or diversion structure), and a description of the extent to which this may impede fish passage.

  n/a

- Whether any fish salvage activities or other complex freshwater fisheries activities are proposed.

  n/a

3.8.4 Approvals relating to Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012

If your application is seeking a marine consent that would otherwise be applied for under the Exclusive Economic Zone and Continental Shelf Act 2012, provide the information requested below:

- Any information relating to whether the Minister for Conservation is an affected person.

  n/a

- If the applicant or the proposed holder of the marine consent has already applied for a consent under the EEZ Act in relation to the project, provide:

  - Details of any application made;
  - An explanation of any decisions made on that application; and
  - Any information that Minister may consider under section 22(6) (comparison of activity against current or likely use of the area).

  n/a

- Additional information (in a summary form) about compliance or enforcement action taken against the applicant or the person who is identified in the application as the proposed holder of the marine consent by the EPA under the EEZ Act.

  n/a

3.8.5 Approvals relating to Crown Minerals Act 1991

3.8.5.1 *Access arrangements*

For an approval for an access arrangement that would otherwise be applied for under section 61 or 61B of the Crown Minerals Act 1991, provide:

- Information that confirms the applicant or the person identified in the application as the proposed holder of the access arrangement complies with section 59(1) and (2) of the Crown Minerals Act 1991 (which applies as if a reference to an access arrangement under that Act were a reference to an access arrangement under this Act) including;
  - Evidence that the applicant or person has provided each owner and occupier of the relevant land a notice in writing of their intention to obtain an access arrangement; and

- Evidence that the notice complies with the requirements in section 59(2) of the Crown Minerals Act, and any matters required by regulations. =

n/a

3.8.5.2 *Mining permits*

For an approval for a mining permit that would otherwise be applied for under section 23A of the Crown Minerals Act 1991, provide the information requested below:

- A copy of the relevant exploration permit or existing privilege to be exchanged for a mining permit that entitles the holder to mine a Crown-owned mineral.

  n/a
- The name and contact details of the proposed permit participants and the proposed permit operator.

  n/a
- A proposed work programme for the proposed permit, which may comprise committed work, committed or contingent work, or both.

  n/a
- Evidence of the technical or financial capability of the proposed permit holder to comply with and give proper effect to the work programme.

  n/a
- Information about the proposed permit holder's history of compliance with mining or similar permits and their conditions.

  n/a
- The proposed date on which the substantive application is intended to be lodged (if your referral application is accepted) in accordance with section 42(11).

  n/a
- If the authorised person proposes to provide information under section 37 (to the relevant chief executive), the date on which the person intends to provide that information.

  n/a
- The proposed duration of the permit.

  n/a

3.8.5.3 *Mining permits for petroleum*

If the proposed approvals include a mining permit for petroleum, provide:

- A map of the area over which the mining permit application is intended to be made, the area in which the surrender of an exploration permit or existing privileges is proposed (which must be the same area as the area over which the mining permit application is intended to be made), and the extent of the resource and reserves to which the development plan relates.

  n/a

- The resources and reserves relating to the project, estimated in accordance with the Petroleum Resources Management System.

  n/a

- A high-level overview of the following:
  - the proposed field development plan;
  - the proposed date for the commencement of petroleum production;
  - the economic model for the project;
  - the proposed duration of the proposed mining permit and;
  - decommissioning plans.

  n/a

3.8.5.4 *Mining permits for minerals other than petroleum*

If the proposed approvals include a mining permit for minerals other than petroleum, provide:

- A map of the area over which the mining permit application is intended to be made, the area in which the surrender of an exploration permit or existing privileges is proposed (which must be the same area as the area over which the mining permit application is intended to be made), and the extent of the resource and reserves to which the development plan relates.

  n/a

- For minerals other than gold or silver, a report or statement confirming the ownership of the minerals targeted

  n/a

- Information on whether the application will be for a Tier 1 or Tier 2 permit.

  n/a

- An estimate of the mineral resources and reserves relating to the project, including a summary on acquisition of the data and the data underpinning the estimate (such as information on sample locations, grade, and geology). For a Tier 1 permit application the resources and reserves relating to the project are to be estimated in accordance with a recognised reporting code such as JORC or NI 43-101.

  n/a

- An indicative mine plan.

  n/a

- A high-level overview of the following:
  - the proposed mining method;
  - the proposed date for the commencement of mining and estimated annual production;
  - the economic model for the project;
  - the status of or anticipated timing for completing any pre-feasibility or feasibility studies;
  - the proposed methods for processing mined material and handling and treating waste and;
  - anticipated plans for mine closure and rehabilitation.

  n/a

Section 4: Authorisation

To the best of my knowledge, the information contained in this application is true and correct.

☑ I confirm that I am authorised to make this application.

☑ I have provided a copy of the application with all contact details redacted.

☑ I understand that all actual and reasonable costs incurred in relation to this application by MfE, EPA and other central and local government agencies will be recovered from me in accordance with section 104 of the Act, and the Fast-track Approvals Cost Recovery Regulations 2025.

Signature: [redacted] **Date:** 01/08/2025

Name: [redacted]

Section 5: Attachments

List any documents submitted with the application.

- *Remember: include a copy of your application with all contact details redacted.*

Attachment number	Document name	Author	Document version
1	Referral application attachment 1	[redacted]	
2	Overall Development Programme	Applicant	
3	Archaeology Competency Information	[redacted] Archaeologist	
4	Planning Memorandum	Tollemache Consultants Ltd	
5	Record of Engagement	Applicant	
6	Fast track projects advisory report to Minister (excerpt)	Fast-track Advisory Group	
7	Wardale Supply and Demand Study	Wardale Marine Industry Consultants	
8	Coastguard Hibiscus Letter	Coastguard Hibiscus	
9	Keep Whangaparaoa's Green Spaces letter	Keep Whangaparaoa's Green Spaces	
10	Estimated Construction Costs	Applicant	
11	LDE Assessment	LDE	
12	Ngāti Manuhiri Cultural Impact Assessment	Ngāti Manuhiri	
13	Archaeology Report	Clough Associates	
14	Surveyor Letter	Origin Surveying	
15	Transportation Report	CKL	
16	Landscape and Natural Character Assessment	Brown Ltd	
17	Ecology Report	Bioresearches	

Attachment number	Document name	Author	Document version

Referral application checklist

Use this checklist to confirm you have completed all sections of the referral application form.

Section 1: Applicant details	☑
1.2 & 1.3 Agent's evidence of authority to represent the applicant(s) - if applicable	☑
1.4 Compliance and enforcement history	☑
Section 2: Referral application summary	☑
2.1 Project name	☑
2.2 Project description and location	☑
2.3 Ineligible activity	☑
2.4 Exemptions from requirement to provide agreement	☑
2.5 Ministerial determinations under sections 23 and 24	☑
2.6 Appropriateness for fast-track approvals process	☑
Section 3: Project details	☑
3.1 Approvals required	☑
3.2 Project stages	☑
3.3 Alternative project	☑
3.4 Adverse effects	☑
3.5 Persons affected	☑
3.6 Legal interest	☑
3.7 Other matters	☑
3.8 Specific proposed approvals	☑
Section 4: Authorisation	☑
Section 5: Attachments	☑

SALLY GEPP KC
BARRISTER

HOBBS BAY MARINA REFERRAL APPLICATION – ATTACHMENT 1

DATED: 1 August 2025

2.2 Project description and location

2.2.1 Project description

1. Marina and associated hardstand and breakwater, including:
    a. Approximately 354 berths
    b. Facilities for Coastguard Unit and capacity for other marine-based agencies
    c. Hardstand with vessel maintenance infrastructure, dry stack, marine centre and marina offices
    d. Public (membership based) boat ramp and associated parking
    e. Public beach, walkways, park and wetland and associated public amenities
2. The Concept Plan is below.

2.3 Ineligible activities

1. The project does not involve any ineligible activities. In terms of s 5(1)(j) and (k), the following additional explanation is relevant:

    a. The project requires vehicle access across a Local Purpose (Esplanade) Reserve (LOT 194 DP 112758) and a public walking access route which may require some track formation across the same Reserve, an adjacent Local Purpose (Esplanade) Reserve (LOT 3 DP 124672) and an adjacent recreation reserve (Lot 29 DP 472051). The project involves a seawall that will abut an existing seawall that forms part of LOT 3 DP 124672. These reserves are vested in Auckland Council.

    b. Auckland Council has a two-tier governance structure comprising a governing body and local boards (Local Government (Auckland Council) Act 2009, s 7). Both the governing body and the local boards are responsible for Auckland Council decision making (Local Government (Auckland Council) Act 2009, s 14). Local boards do not have separate legal standing from Auckland Council (Local Government (Auckland Council) Act 2009, s 12(3)). The Hibiscus and Bays Local Board has some management functions in relation to Auckland local purpose reserves within the Board's area, including LOT 194 DP 112758 and LOT 3 DP 124672. Its allocated management functions are limited to non-regulatory matters. Its delegated regulatory responsibilities under the Reserves Act are limited to declaring, classifying, reclassifying and revoking reserve status. As the Hibiscus and Bays Local Board is part of Auckland Council, the reserves are both "vested in" and "managed by" Auckland Council.

2.6.1 and 2.6.2 Infrastructure or development project with significant regional or national benefits

2.6.1 Explain how the project is an infrastructure or development project that would have significant regional or national benefits. Explain how this project satisfies the criteria.

1. The Project will contribute significant regional benefits to the Auckland region. These benefits span economic, infrastructural, environmental, and social factors.

2. When this project applied to be listed in the Fast-track Approvals Act, the Fast-track Advisory Group included Hobbs Bay Marina in its list of projects that can provide significant regional benefits, and recommended that Hobbs Bay Marina be listed in Schedule 2 Part (see Attachment 6). The application has been substantially advanced since that time.

3. The benefits have been addressed in the Wardale Supply & Demand Study provided as Attachment 7, the letters of support from Coastguard NZ (Attachment 8) and Keep Whangaparaoa Greenspace (Attachment 9) and in the estimate of construction costings provided by the Applicant (Attachment 10). In summary these benefits are:

    a. Addressing Critical Infrastructure Shortages

        i. Marina Berth Supply:

Despite being known as the "City of Sails," the Auckland region faces a chronic shortage of marina berths. The city's marina berth supply has not kept pace with population and vessel growth, with only ~450 new berths added between 1998 and 2018.

Hobbs Bay Marina will add ~354 new berths—representing a 6% increase in Auckland's total supply and a 32% increase in the Gulf Harbour area.

ii. Hardstand Facilities:

The expanding vessel fleet along with the closure of key hardstand areas (e.g., Pier 21 and The Landing) due to prioritisation of inner city land for higher value uses like retirement villages has created a regional deficit in critical vessel servicing, refit and maintenance capacity and associated hardstand facilities.

Hobbs Bay will provide a new haulout and hardstand facility including boat hoist and covered and uncovered servicing areas with advanced discharge capture and treatment solutions. Covered servicing areas enable quicker servicing (as weather-dependency is removed) and better control of potential environmental impacts (noise, discharges, odour).

The facility will be compliant with modern environmental and biosecurity standards, and will provide for effective biofoul removal and disposal, resulting in better control of unwanted organisms. The applicant intends to develop a facility that will meet MPI certification requirements as a place of first arrival (PoFA) and Approved Transitional Facility (ATF) for vessels entering New Zealand.[1] This requires a significant investment in the facility's design and systems (e.g. collection systems for solids and liquids that do not allow inadvertent discharges to the CMA) and operational controls (including staff training and procedures). This will support biosecurity objectives across the region.

iii. Boat stack facilities:

Boat stacks provide onshore storage for powered vessels. Hobbs Bay Marina will provide dry stack storage and boat lifting equipment for trailer boats of up to 10 m in length. This type of vessel storage/lifting must be proximate to the CMA, and provision in appropriate locations reduces the need to provide for boat parking/storage areas within housing developments, optimising residential land use, and reducing vehicle movements on roads. Retrofitting this storage into existing facilities is very difficult, so provision in a purpose-built facility is the only practical option.

Auckland has two uncovered boat stacks (Gulf Harbour 100 spaces and Pine Harbour 100) along with several much larger central city facilities to accommodate similar vessels. The nearby Gulf Harbour boat stack is consistently full with a waitlist, and only provides for 9 m boats. There is an increasing move towards larger (around 10 m) vessels, which are too large to

[1] To manage biosecurity risks from small recreational craft, PoFA must have access to an MPI-approved transitional facility for haul out and decontamination.

be towed by a vehicle and too small to be accommodated in modern marinas, so the reliance on boat stack facilities will increase.

iv. Boat launching facility with supporting trailer boat parking

New recreational trailer boat registration numbers in Auckland are about 2,500 to 4,000 per year. The existing public boat ramp at Gulf Harbour is the best trailer boat launching infrastructure in the Hibiscus area and draws a wide catchment of boaties. At peak times there is launching and parking congestion and reported delays of up to one hour. The proposed new boat ramp at Hobbs Bay Marina will provide access to the CMA, and is expected to alleviate this congestion.

b. Supporting Population and Recreational Growth

i. Population Growth Alignment: The Auckland region is projected to grow to 2.3 million by 2048. The Hibiscus Coast and Rodney areas—immediate catchments for the marina—are growing faster than the regional average, reinforcing the need for expanded marine infrastructure.

ii. Boating Participation: With over 1.7 million New Zealanders participating in recreational boating and Auckland accounting for ~20% of this activity, the marina will help meet growing demand in the country's most active boating region.

c. Supporting Economic Growth and Job Creation

i. Marine Services Hub: The development will expand the existing marine services facilities at Gulf Harbour, stimulating demand for marine trades such as mechanics, electricians, riggers, and painters. This will support new business formation and job creation.

ii. Private Investment and economic benefit: The project will attract private investment and generate ongoing yearly revenue. A recent industry study found that an average marina facility makes a $9.3m annual economic contribution. Hobbs Bay Marina with 354 berths plus a haulout and hardstand facility is likely to provide a significantly larger than average economic impact (Wardale Supply and Demand Study).

iii. Employment Impact: The marina will generate employment. A recent industry study found that on average a marina employs 8.8 people and supports 63 contractors. Hobbs Bay Marina is likely to provide a greater employment contribution than those average figures (Wardale Supply and Demand Study).

iv. The Applicant has experience delivering such projects and has estimated the total construction costs for the development at $82,432,350.00. This represents a significant investment into the region through the design and construction phase.

v. The construction phase of the project would require 6 - 10 full time equivalent employees over the 4-year development period, plus work for 30 to 40 contractors/subcontractors. These are higher skilled roles. Procurement of materials and equipment for the project will spread the employment benefits beyond the Auckland region, because the specialist

building materials and equipment that are not available in Auckland will be sourced from further afield particularly Northland (armour rock and marina structures) and Bay of Plenty (marina structures).

d. Enhancing Maritime Safety and National Resilience

i. The marina will host a new headquarters for Coastguard NZ with capacity for co-location of other maritime agencies (e.g., Customs, Police, MPI, DOC), improving emergency response capabilities in the Hauraki Gulf. This mirrors the successful model at Mechanics Bay and enhances national maritime safety infrastructure.

e. Improving Public Access and Community Amenities

i. Public Infrastructure: The development includes a new public walkway, waterfront promenade, wetland reserve, and a sheltered swimming beach—enhancing recreational access and environmental amenity for the community.

ii. Boat Ramp: A new ramp will provide a point of access for people seeking to recreate in the Hauraki Gulf, while alleviating congestion at the existing Gulf Harbour ramp, which currently experiences delays of up to one hour during peak times.

f. Environmental and Coastal Resilience

i. Sustainable Design: The marina reuses dredged sediment for reclamation, reducing environmental impact. It also incorporates coastal protection features that mitigate erosion and inundation risks for adjacent residential areas.

ii. Biosecurity: Development to a standard meeting PoFA and ATF certification requirements enhances national biosecurity by enabling vessel inspections and quarantine services.

2.6.2.1 Explain how referring the project to the fast-track approvals process would facilitate the project, including by enabling it to be processed in a more timely and cost-effective way than under normal processes

1. The fast-track process offers a number of advantages in terms of time over the standard RMA process. Under a typical RMA process where it is expected that the resource consent would be publicly notified by Auckland Council the full processing timeframe (from lodgement to decision from the hearing) would likely take up to 2 years (minimum). The applicant's subdivision at 5 Daisy Burrell Drive (which did not involve any coastal works or reclamation type activities) took nearly 1.5 years from the time of lodgement to decision from a publicly notified hearing.

2. Previous marina developments within the Auckland region have been publicly notified and appealed to the Environment Court. As seen with the recent Kennedy Point marina, appeals were also filed to the Environment Court with a full Court hearing required. Depending on the court timetable this could add another 1-2 years to the project.

3. It is also the experience of the applicant and its advisors that having to secure the necessary authorisations for the project through the traditional Resource Management Act 1991, Wildlife Act 1953 and Heritage New Zealand Pouhere

Taonga Act 2014 processes is likely to take up to an extra 12 months (plus) and includes uncertainty associated with appeals to the Environment Court.

4. Under the Fast-track Approvals Act:

    a. Public and limited notification is precluded and the panel is only permitted to invite comments from specified persons. The process under the Fast-track Approvals Act for providing comment at the Expert Consenting Panel stage is appropriate and adequate to enable input on how any potential effects of the project are managed.

    b. The Fast-track Approvals Act will allow the application to be processed in a more timely manner providing the consent panel with a clearer view of the design of the project.

    c. The applicant is confident that the impacts of the Project can be managed through the substantive application (design, mitigation measures and management plans).

5. The consenting timeframe under the fast-track process is likely to be in the order of 6 months. This is a significant time saving, compared to a standard process and will enable the significant regional benefits some 2-4 years ahead of a standard process. This fast-track framework is therefore clearly fit for purpose for the project given how it materially progresses consents permits and authorities with delivery at pace.

2.6.2.2 Explain how referring the project to the fast-track approvals process: Is unlikely to materially affect the efficient operation of the fast-track approval process

1. The project is not expected to materially impact the operation of the fast-track approval process. The consents sought are those under the RMA, Wildlife Act, Heritage New Zealand Pouhere Taonga Act, and Reserves Act which are all explicitly listed in the Act.

2. The applicant has been actively engaging with the relevant Māori entities and bodies (which is ongoing). The applicant has consulted with all entities that the Fast-track Approvals Act 2024 requires.

3. The applicant's advisors are familiar with fast-track processes and will be able to meet the process requirements on applicants efficiently.

2.6.2.4 Will the project deliver new regionally or nationally significant infrastructure or enable the continued functioning of existing regionally or nationally significant infrastructure

1. "Infrastructure" includes:[2]

    (g) structures for transport on land by cycleways, rail, roads, walkways, or any other means

    and

    (k) facilities for the loading or unloading of cargo or passengers carried by sea …

[2] The Fast-track Approvals Act 2024 defines "infrastructure" by reference to the definition in s 2 RMA.

2. The project includes a marina which inherently is a facility for transportation of passengers and cargo by sea. The boat ramp facility is also a facility as described in clause (k). The associated facilities would include:

    a. Areas and structures to facilitate access to and from the marina berths, loading/unloading areas and parking, office structures, pontoons/walkways.

    b. Facilities enable the Coastguard to support vessels transporting people by sea. These facilities include:

        i. Wharf/heavy duty pontoon/floating dock infrastructure for rescue vessels and sufficient capacity for short-term berthage of recovered vessels

        ii. High capacity boat ramp or slipway for all tide launch/recovery, with winch system for vessel recovery

        iii. Facilities for vessel washdown after operations to prevent contamination

        iv. Parking in very close proximity to the Unit, for quick access by volunteers

        v. Operational spaces with dedicated areas for training, meetings, operations management, areas for PPE storage and drying, and secure lockers.

        vi. Rescue vessel maintenance and storage areas with space for storing equipment used for repairs and upkeep

        vii. Health and safety and security equipment and features

    c. Facilities for loading/unloading of cargo via the proposed new haulout and hardstand facility with MPI certification requirements as a place of first arrival (PoFA) and Approved Transitional Facility (ATF) for vessels entering New Zealand.

3. As outlined under the section 2.6.1 there is a critical shortage of marina infrastructure in Auckland.

4. Provision of public walk/cycle pathways along the coast with connection to facilities in the wider area (for which the physical works and pathways would be considered as "structures") are also "infrastructure" (clause (g)).

5. The coastline in this location is largely inaccessible to the public due to its topography. The proposed marina development will improve public access to the coastal marine area through provision for public walkways, viewing areas and fishing platforms, and an enhanced public beach. The proposed boat ramp also enhances public access to the wider Hauraki Gulf and associated recreational boating opportunities.

6. Section 6 of the RMA lists as one of the Matters of National Importance the "maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers".

7. For these reasons it is considered that the Project delivers new regionally and nationally significant infrastructure.

2.6.2.5 Explain how referring the project to the fast-track approval process: Will the project increase the supply of housing, address housing needs, or contribute to a well-functioning urban environment (within the meaning of policy 1 of the National Policy Statement on Urban Development 2020). If yes, explain how the project will achieve this

1. The National Policy Statement on Urban Development (NPS-UD) anticipates urban environments that are well-supported by infrastructure and "additional infrastructure". Additional infrastructure is defined as including [emphasis added]:

   public open space[3]

   community infrastructure as defined in section 197 of the Local Government Act 2002

   social infrastructure, such as schools and healthcare facilities

2. *Community infrastructure*[4] means land, or development assets on land, owned or controlled by the territorial authority for the purpose of providing public amenities; and includes land that the territorial authority will acquire for that purpose.

3. The proposed marina and its associated facilities will include works and specific activities which are located on and contribute towards:

   a. Public open space:

      i. being physical works on land zoned public open space to facilitate public access and recreational walkways and access to the beach;

      ii. the wider project will enable public access and recreational walkways, a beach, fishing and viewing areas which will be treated as publicly available open spaces (despite not being located on land zoned as open space)

   b. Community Infrastructure:

      i. As above, on land owned by the Auckland Council physical works are proposed to facilitate public access and recreational walkways.

   c. Social infrastructure:

      i. The Project includes specific provisions for a Coastguard unit. Coastguard is Aotearoa New Zealand's primary maritime search and rescue organisation. Its six Hauraki Gulf Units are some of the busiest across the entire country. It requires a base in the northern Hauraki Gulf to support its search and rescue endeavours. Coastguard has been looking for opportunities to establish a permanent home for Coastguard Hibiscus in the northern Hauraki Gulf for several years. The Coastguard Unit's requirements, which will be provided as part of the project, are:

         - Water access infrastructure that provides secure, all-tide access to Hauraki Gulf for quick launching and retrieval of rescue vessels:

            (i) Wharf/heavy duty pontoon/floating dock infrastructure for rescue vessels and sufficient capacity for short-term berthage of recovered vessels

[3] "Public open space" is not defined and therefore has its natural meaning of open space available for public use. Notably the NPS-UD does not limit "public open space" to vested land, land held under the Reserves Act or land zoned as open space under the AUP.
[4] As defined in section 197 of the Local Government Act 2002

(ii) High capacity boat ramp or slipway for all tide launch/recovery, with winch system for vessel recovery

(iii) Facilities for vessel washdown after operations to prevent contamination

- Parking in very close proximity to the Unit, for quick access by volunteers
- Operational spaces with dedicated areas for training, meetings, operations management, areas for PPE storage and drying, and secure lockers.
- Rescue vessel maintenance and storage areas with space for storing equipment used for repairs and upkeep
- Health and safety and security equipment and features

ii. The marina itself is a form of social infrastructure, contributing to the community's recreational objectives.

4. Furthermore Policy 1 refers to environments which have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport.
5. The Project will deliver benefits for recreation and access to the coast, including recreational boating, and through the provision public walkways, fishing and viewing areas and a boat ramp, enables access to natural and open spaces. Additional activities enabled (including provision for the Coastguard unit) will also provide for community services.
6. Overall, it is considered that the Project will contribute to a well-functioning urban environment.

2.6.2.6 Explain how referring the project to the fast-track approval process: will deliver significant economic benefits, and if so how?

Economic benefits during construction

1. The Applicant has experience delivering such projects and has estimated the total estimated construction cost for the development is $82,432,350.00. This represents a significant investment into the Region through the design and construction phase. This supports other industries associated with the supply of product/materials towards the construction of the marina (e.g those associated with mining for rock for breakwater, aggregates for road and parking areas etc, supply of landscaping).
2. The construction phase of the project would require 6 - 10 full time equivalent employees over the 4-year development period, plus work for 30 to 40 contractors/subcontractors.

Economic benefits during operation

3. In addition to the construction benefits, the project will have an ongoing regional economic impact and create ongoing employment. As outlined in the Wardale Supply and Demand Study (Attachment 7) , the project will attract private investment

and generate ongoing yearly revenue. A recent industry study found that an average marina facility makes a $9.3m annual economic contribution. Hobbs Bay Marina with 354 berths plus a haulout and hardstand facility is likely to provide a significantly larger than average economic impact.

4. The marina will generate employment. A recent industry study found that on average a marina employs 8.8 people and supports 63 contractors. Hobbs Bay Marina is likely to provide a greater employment contribution than those average figures (Attachment 7 Wardale Supply and Demand Study).

5. In addition, the new marina would have significant positive indirect economic benefits on those associated with the recreational boating and fishing industries through the sale and supply of boats, boating and fishing equipment etc. There is also potential for the Project to contribute towards marine-related tourism.

2.6.2.7 Explain how referring the project to the fast-track approval process: Will support primary industries, including aquaculture, and if so, how?

1. The Project will support primary industries, through the purchasing of raw materials that are required for the construction of the marina (e.g aggregates) which will positively contribute towards primary sector GDP and FTE employment.

2. Vessel maintenance and refit facilities will be available to commercial vessels, including those engaged in fishing and aquaculture. Marina berths can accommodate fishing and aquaculture servicing vessels. Most marinas have at least some vessels operating in fishing/aquaculture e.g. Opua, Bayswater, Tauranga Bridge Marina.

2.6.2.9 Explain how referring the project to the fast-track approval process: will support climate change mitigation, including the reduction or removal of greenhouse gas emissions, and if so, how?

1. One of the benefits of the Project is the reduced travel distances for vessels for maintenance facilities. By offering a facility as part of the hardstand area, the Project minimizes the need for boats to journey long distances to reach necessary facilities. This reduction in travel time leads to lower fuel consumption and fewer greenhouse gas emissions.

2. Similarly, the provision for the boat ramp in this location will ease pressure on roads and at other local ramps thereby cutting potential vehicle emissions.

3. These cumulative reductions align with New Zealand's national carbon targets and contribute meaningfully to climate change mitigation.

2.6.2.10 Explain how referring the project to the fast-track approval process: will support climate change adaption, reduce risks arising from natural hazards, or support recovery from events caused by natural hazards, and if so, how?

1. The LDE Assessment (Attachment 11) addresses the risk of hazards. Specifically:

    a. Earthworks and dredging would be undertaken to ensure that potential effects on land stability are minimised. Reclamation fill, placement and compaction would adhere to the Code of Practice for Land Development in Auckland and meet the general compaction standards set out in NZS4431:2022 to ensure appropriate stability for future platforms/car parking areas.

b. The potential for future sea level rise will be accounted for during detailed design with minimum finished level adopted for all structure(s), carpark(s) and hardstand(s) ensuring mitigation of any adverse effects.

c. The potential for coastal erosion within or surrounding the marina is expected to be effectively mitigated by the breakwater/groyne.

2. Climate change effects have been accounted for in the discussion above on sea level rise and coastal erosion.

3. All stormwater devices to be utilised on the site will also be designed to account for climate change.

2.6.2.11 Explain how referring the project to the fast-track approval process: Will address significant environmental issues, and if so, how?:

1. As set out in the letter from Keep Whangaparaoa's Green Spaces (Attachment 9), there is significant community concern about the informal parking on green-space areas at Gulf Harbour boat ramp. The proposed boat ramp will alleviate this impact.

2.6.2.12 Explain how referring the project to the fast-track approval process: is the project consistent with local or regional planning documents, including spatial strategies, and if so, how?

1. There is currently no draft or adopted position that sets out the region's desired outcomes or strategy in respect of marinas.

<u>Auckland Plan 2050</u>

2. The provision of a marinas does however support and align with strategic outcomes in the Auckland Plan 2050. Specifically:

   a. Transport and Access Objective: *Deliver a low-carbon, safe transport system that provides social, economic and health benefits for all*

      The Project supports this outcome by offering access to alternative transport including recreational boating, and an additional boat ramp facility. The project will directly provide for and integrate with walking and cycling infrastructure, contributing to a sustainable and resilient transport system.

   b. Belonging and Participation Objective: Foster inclusive, vibrant, and resilient communities.

      The Project will enhance public access to the coastal marine area through the provision of public walkways, fishing and viewing areas and a boat ramp, enable access to natural and open spaces. Additional activities enabled (including provision for the Coastguard unit) will also provide for community services.

      The public amenities within the Project will contribute to placemaking and community wellbeing.

   c. Māori Identity and Wellbeing Objective: Advance Māori wellbeing and aspirations.

      The project is being developed with input though engagement with mana whenua, respecting Te Ao Māori values. Māori economic development

through marine-based tourism, cultural tours, and business opportunities can also be enabled through the delivery of the Project.

d. Homes and Places Objective: Create inclusive, resilient, and high-quality urban environments.

   As identified under the response to 2.6.2.4 The Project will deliver benefits for recreation and access to the coast, and will contribute to a well-functioning urban environment.

e. Opportunity and Prosperity: Objective: Grow a productive, inclusive, and sustainable economy.

   As identified under the economic benefits (2.6.2.6) direct and indirect economic impacts of the Project include supporting marine industries including boat building, maintenance, tourism, and hospitality, and the creation of employment. The Project will also contribute to the visitor/tourism economy.

Auckland Unitary Plan

3. The Auckland Unitary Plan ("AUP") was prepared after the New Zealand Coastal Policy Statement ("NZCPS") and thus the AUP has "given effect to" the NZCPS. The Planning memorandum (Attachment 4) has addressed the Project's consistency with the objectives and policies of the NZCPS. In respect of the relevant AUP objectives and policies (including those listed in Chapters B2 and F2 as well as the relevant chapters relating to infrastructure, natural hazards and the respective zones) the Project is considered to be generally consistent with these for the following reasons:

   a. Avoids development within identified outstanding natural character, outstanding natural features or marine significant ecological areas;

   b. Adverse effects of the proposed marina and associated works can be carried out in a manner that can avoid or mitigate long-term effects on biodiversity and natural coastal dynamics.

   c. All runoff—including stormwater, sediment, and other site-related discharges can be effectively managed to maintain coastal water quality.

   d. The proposal acknowledges the role of tangata whenua as kaitiaki. Engagement will be undertaken with relevant iwi and hapū to understand cultural values associated with the site. Opportunities for ongoing involvement and input from tangata whenua will be provided throughout the project lifecycle.

   e. The proposed marina development will deliver improved public access to the CMA through provision for public walkways, viewing areas and fishing platforms, and an enhanced public beach, ensuring the coastal space is accessible and enjoyable for a wide range of users.

   f. The effects of sea level rise on the marina infrastructure and its future operation will be taken into consideration during design, accounting for sea-level rise and increased storm intensity through features such as floating docks, reinforced breakwaters, and resilient infrastructure.

g. The marina has a functional need to be located in the coastal environment (inclusive of the associated activities such a hardstands for the coastguard facilities and boat maintenance). There is no land outside of the CMA available or other practicable alternatives for the proposed activities.

h. The proposed marina will incorporate comprehensive erosion and sediment control measures during construction, including containment systems and best-practice site management. Dredging and reclamation will be accompanied by appropriate methods to manage sediment and other effects on marine ecology.

4. It is acknowledged that there may need to be some careful balancing at the substantive application stage between the final design and proposed activities. For example, Policy B8.3.2(9) which seeks to avoid reclamation unless all of the matters listed in (a)-(d) apply. This requires that the proposed reclamation and the suite of activities to be provided on the reclaimed land are considered carefully. However those are matters best considered by an Expert Consenting Panel on the basis of a substantive application and comments from invited parties.

5. An assessment of relevant national planning instruments is in the Planning Memorandum (Attachment 4).

3.1 Approvals required (RMA)

1. The Project requires consents under the following sections of the RMA:

   (a) Section 9: Land Use Consents

   (b) Sections 12 and 15: Coastal Consents

   (c) Section 13: River and lake beds

   (d) Section 14: Water

   (e) Section 15: Discharge

2. A fuller assessment of the individual consents sought under the Auckland Unitary Plan and relevant National Environmental Standards is contained in the Planning Memorandum in Attachment 4.

3.4 Adverse effects

1. An assessment of adverse effects is contained in the Planning Memorandum in Attachment 4. The project will not result in any significant adverse effects.

3.5.1 Persons affected

1. The persons likely to be affected are as follows:

   (a) The iwi authorities whose area of interest includes the area in which the project occur:[5]

[5] The groups listed at (i) to (xiii) are identified on Auckland Council's website as having an interest in the project area (https://www.aucklandcouncil.govt.nz/building-and-consents/resource-consents/prepare-resource-consent-application/Pages/find-hapu-iwi-contacts-for-your-area.aspx) The groups listed at (xiv) and (xv) were identified in the section 17 report relating to an unrelated fast track application at Whangaparaoa and have been treated as potentially having an interest as a precaution.

(i) Ngāi Tai ki Tāmaki

(ii) Te Patukirikiri,

(iii) Ngāti Pāoa,

(iv) Te Ākitai Waiohua,

(v) Te Rūnanga o Ngāti Whātua,

(vi) Ngāti Whanaunga,

(vii) Te Kawerau a Maki,

(viii) Ngāti Whātua o Kaipara,

(ix) Ngāti Whātua Ōrākei,

(x) Ngāti Wai/Ngātiwai,

(xi) Ngāti Manuhiri,

(xii) Ngāti Te Ata,

(xiii) Ngāti Maru.

(xiv) Hako Tūpuna

(xv) Trust Ngāti Tamaterā

(b) Auckland Council governing body and Hibiscus Bays Local Board

3.5.2 Consultation / How consultation has informed the project

1. Attachment 5 contains a Record of Engagement summarising all consultation undertaken.
2. The Applicant has contacted all relevant iwi authorities and relevant applicants for customary marine title regarding the Project.
3. Various consultation aspects have shaped the project so far. These include:
    a. feedback from the Harbourmaster which has led directly to the now proposed concept design for the Project.
    b. feedback from Gulf Harbour marina has led directly to the now proposed concept design for the Project (with previous options for the existing breakwater now being discounted).
    c. feedback from the Coastguard has directly informed the layout and inclusion of facilities to accommodate the Coastguard unit and the ability to co-locate other emergency/regulatory services within the Project.
    d. Ngāti Manuhiri have provided the applicant an initial Cultural Impact Assessment (Attachment 12) and the recommendations have been taken into account in the concept design (insofar as possible at this stage) and in the preliminary specialist assessments which have identified best practise techniques for sediment and erosion control and discharges for stormwater to minimise effects on the mauri of freshwater and coastal waters. Ngāti Manuhiri has recently confirmed that changes to the concept plan since the CIA was prepared do not affect its assessment or recommendations (detailed

in Record of Engagement). Continued engagement with Ngāti Manuhiri and other Mana Whenua through the Project, including the planning and development stages of the project, will occur.

e. The applicant has engaged with Auckland Council governing body and Hibiscus and Bays Local Board with respect to both the resource consent and local purpose (esplanade) reserve related approvals. This is ongoing.

4. The applicant has engaged with the administering agencies:

   a. Department of Conservation ("DOC").

   b. Heritage New Zealand Pouhere Taonga ("Heritage NZ").

   c. Ministry for the Environment ("MfE").

5. DOC's feedback noted the importance of assessing relevant national policy statements and the Hauraki Gulf Marine Park Act. DOC key issues of concern were effects on the significant ecological area in the eastern part of Hobbs Bay, effects on indigenous species (lizards, kororā, other coastal birds, marine mammals), and other indigenous biodiversity within the project area, and effects on public open space and public walking access within and adjacent to the CMA and along the coast. The project has been sited to avoid impacting marine significant ecological areas and outstanding natural landscapes, and will have minimal implications for the terrestrial significant ecological area. Surveys for indigenous species will occur as part of the substantive application, and any effects on indigenous species are expected to be less than minor. The project provides for enhanced public access to the coast in an area where there is currently legal but no practical access, and will enhance open space and amenity values.

6. Heritage NZ requested minor clarifications to the Archaeology Report (a summary table of identified heritage sites and how they are affected, a statement regarding information that will be included with the substantive application, and a reference to the cultural values of Māori archaeological sites being for mana whenua to describe). Those amendments were made to the Archaeology Report (Attachment 13).

7. MFE feedback was provided by letter stating: "As part of your referral application, you will need to provide an assessment of the project against any relevant national policy statement, national environmental standards and if relevant the New Zealand Coastal Policy Statement" and listing potentially relevant national policy statements and national environmental standards. The Planning Memorandum (Attachment 4) contains this assessment.

3.5.3 Treaty settlements

1. Seven Treaty settlements apply to the project area:

   a. Ngāti Manuhiri Claims Settlement Act 2012 (associated Deed of Settlement signed on 21 May 2011). The related iwi authority is Ngāti Manuhiri Settlement Trust.

   b. Te Kawerau a Maki Claims Settlement Act 2015 (associated Deed of Settlement signed on 22 February 2014). The related iwi authority is Te Kawerau Iwi Settlement Trust.

   c. Ngāti Tamaoho Deed of Settlement 2017 (signed on 30 April 2017)

d. Te Patukirikiri Deed of Settlement 2018 (signed on 07 October 2018). The related iwi authority is Te Patukirikiri Iwi Trust.

e. Ngāti Paoa Deed of Settlement 2021 (signed on 20 March 2021). The related iwi authorities are Ngāti Paoa Trust Board and Ngāti Paoa Iwi Trust.

f. Ngā Tai ki Tāmaki Claims Settlement Act 2018 (associated Deed of Settlement signed on 7 November 2015). The related iwi authority is Ngā Tai ki Tāmaki Trust.

g. Te Ākitai Waiohua Deed of Settlement 2021 (signed on 12 November 2021). The related iwi authority is Te Ākitai Waiohua Iwi Authority.

2. A summary of the relevant provisions and principles of the 7 Treaty settlements applying to the site is set out below (as well as a summary of the Marutūāhu Collective Redress Deed). The project is consistent with these settlements.

Ngāti Manuhiri Claims Settlement Act 2012 (associated Deed of Settlement signed on 21 May 2011)

3. The Ngāti Manuhiri Claims Settlement Act 2012 gave effect to certain provisions of the deed of settlement signed by Ngāti Manuhiri and the Crown on 21 May 2011. Deeds to amend the settlement deed were signed in February and June 2012. The Act mandates Ngāti Manuhiri as mana whenua for the rohe as outlined in the Deed of Settlement.

4. The Deed of Settlement acknowledges that Ngāti Manuhiri suffered injustices that impaired the economic, social and cultural development of Ngāti Manuhiri and records the matters required to give effect to a settlement of all the historical claims of Ngāti Manuhiri. The land settlement provides redress to Ngāti Manuhiri in the form of land, money, the right of first refusal of certain Crown lands, facilitation of ongoing relationships with government agencies, imposition of overlay classifications and statutory acknowledgements placed over land sites, place name changes and an apology from the Crown.

5. A statutory acknowledgment applies to the Ngāti Manuhiri Coastal Acknowledgement Area. This area is shown on deed plan OTS-125-06 included as an attachment to the deed. It includes the coastal area surrounding the Whangaparaoa Peninsula which forms part of the project site.

6. The statement of association for this area describes the important ancestral relationship that Ngāti Manuhiri have with the coastal marine area. It explains that there are places of spiritual, historical, cultural and economic importance to Ngāti Manuhiri along the entire coastline between Okura and Paepae o Tu (Bream Tail). It explains that the ocean area of Te Moana Nui o Toi (the central and northern Hauraki Gulf) and its mauri, kaitiaki, biodiversity, seaways, islands, and traditions, lie at the heart of the identity of Ngāti Manuhiri. The coastline extending between the Whangaparaoa Peninsula and Paepae o Tu (Bream Tail) includes a wide range of rocky, sandy and estuarine marine habitats, once rich in a variety of inshore fish species, koura and shellfish. Ngāti Manuhiri were traditionally reliant on this kaimoana resource. Places of special significance to Ngāti Manuhiri on this coastline include Whangaparaoa "the bay of sperm whales". The statement of association describes the ongoing association with the

Coastal Area. In their role as kaitiaki, Ngāti Manuhiri continue to play an active role in coastal planning, monitoring and management processes administered by the Auckland Council and the Department of Conservation.

7. As recorded in s 28 of the Settlement Act the purposes of the statutory acknowledgments are to require the relevant consent authorities, the Environment Court and Heritage New Zealand Pouhere Taonga to have regard to the statutory acknowledgment as provided for in ss 29 to 31[6]; require consent authorities to forward summaries of resource consent applications or copies of notices of resource consent application to the trustees as provided for in s 33 and to enable the trustees and members of Ngāti Manuhiri to cite the statutory acknowledgment as evidence of association of Ngati Manuhiri with a statutory area, as provided for in s 34.

8. The Deed requires the Minister for Conservation to enter into a conservation protocol with Ngāti Manuhiri. The protocol is the 4th document in the Documents appended to the Deed. The protocol area includes the Whangaparaoa peninsula and therefore the project site (protocol area map, attachment to protocol).

9. Clause 5.2 states that the Governance Entity and the Department will identify categories of statutory authorisations that may impact on the cultural, traditional and/or historic values of Ngāti Manuhiri.

10. Clause 6 relates to statutory land management. It is relevant where the Minister of Conservation is considering land management arrangements with third parties (not relevant here as the administering body for affected reserves is Auckland Council, not the Department of Conservation).

11. Clause 8 relates to sites of significance. These do not apply to the project site.

12. The Deed includes provisions relating to species and habitat protection (including programmes and pest control) (clause 9) and conservation advocacy (clause 11) which states that the governance entity and the department will seek to identify issues of mutual interest and/or concern ahead of each party making submissions in relevant processes.

13. The Deed includes provision for a protocols between Ngāti Manuhiri and the Ministry for Primary Industries and the Ministry for Culture and Heritage:

    a. The protocols set out how their respective agency will interact with and consult Ngati Manuhiri governance entity when carrying out statutory duties and functions. The site is within the protocol area. The primary industries protocol only applies to functions and duties relating to agriculture, forestry, fisheries, biosecurity, and food safety and is therefore unlikely to be relevant to the application.

[6] Section 29 provides that a relevant consent authority must have regard to the statutory acknowledgment relating to a statutory area in deciding, under section 95E of the RMA whether the trustees are affected persons in relation to an activity within, adjacent to, or directly affecting the statutory area and for which an application for a resource consent has been made.

b. The protocol with the Ministry for Culture and Heritage relates to taonga tūturu[7]. It addresses the Protected Objects Act 1975 and matters such as the claims process in relation to ngā taonga tūturu. Archaeological investigations undertaken to date have not identified any taonga tūturu, however should any taonga tūturu be found the Protected Objects Act 1975 will be complied with which will ensure that the Minister and Chief Executive can exercise their functions under the Act in accordance with the protocol.

14. There are no overlay classifications over the site and the site is not a whenua rāhui site.

Te Kawerau **ā** Maki Claims Settlement Act 2015 (associated Deed of Settlement signed on 22 February 2014).

15. Te Kawerau ā Maki Claims Settlement Act 2015 gave effect to certain provisions of a Deed of Settlement signed on 22 February 2014. Amendment Deeds were signed in August 2015 and October 2019.

16. The Deed of Settlement acknowledges that Te Kawerau ā Maki suffered injustices that impaired the economic, social and cultural development of Te Kawerau ā Maki and records the matters required to give effect to a settlement of all the historical claims of Te Kawerau ā Maki.

17. The Land Settlement provides redress to Te Kawerau ā Maki in the form of land, cash, the right of first refusal of Crown lands, an agreed historical account, imposition of overlay classifications and statutory acknowledgements/deeds of recognition placed over land sites recognizing their interest, place name changes and an apology from the Crown.

18. Te Kawerau ā Maki Coastal Statutory Acknowledgment Area includes the coastal area surrounding the Whangaparaoa peninsula including the project site. The statements of association are set out in section 4 of the documents attached to the Deed of Settlement. They describe the importance of the coastal marine area and the coastline adjoining it to the identity of Te Kawerau ā Maki. Shared ancestral interests are held with parts of Te Moana Nui o Toi (the Hauraki Gulf). The statement of association states:[8]

> The coastal environment of the Whāngaparāoa Peninsula contains a number of sites of historical and cultural significance to Te Kawerau ā Maki. They include: Rarohara (a fortified pā), Matakātia, Kotanui, Ōkoromai and Te Hāruhi (Shakespear Bay). Standing off the eastern end of the peninsula is the island of Tiritiri Mātangi, where Te Kawerau ā Maki have enduring associations including at

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[7] taonga tūturu means an object that—

(a) relates to Māori culture, history, or society; and

(b) was, or appears to have been,—

(i) manufactured or modified in New Zealand by Māori; or

(ii) brought into New Zealand by Māori; or

(iii) used by Māori; and

(c) is more than 50 years old

[8] Page 11 of Documents attached to deed of settlement

the fortified pā Te Kawerau Pā (also known as Tiritiri Mātangi Pā. The seaways to the south and north of the Whāngaparāoa Peninsula are known respectively as Moana Te Rapu and Whānga-paraoa, because of their traditional association with the annual whale migration that took place through Te Moana nui ō Toi (the Hauraki Gulf).

19. As recorded in s 29 of the Settlement Act the purposes of the statutory acknowledgments are to require the relevant consent authorities, the Environment Court and Heritage New Zealand Pouhere Taonga to have regard to the statutory acknowledgment as provided for in ss 30 to 32[9]; require consent authorities to forward summaries of resource consent applications or copies of notices of resource consent applications to the trustees as provided for in s 34 and to enable the trustees and members of Te Kawerau ā Maki to cite the statutory acknowledgment as evidence of association of Te Kawerau ā Maki with a statutory area, as provided for in s 35.

20. The Deed includes provision for a protocol with the Ministry for Culture and Heritage relating to taonga tūturu. The protocols set out how their agency will interact with and consult the Te Kawarau a Maki governance entity when carrying out statutory duties and functions. The site is within the protocol area. We refer to our comments above in relation to taonga tūturu.

21. The other protocol relates to Crown minerals. The site is within the protocol area but the subject matter of this protocol is not relevant to the project.

22. For completeness we note that Whangaparaoa Peninsula is included in the area shown on plan SO 459993 in part 3 of the attachments to the Deed. As a result this falls within the definition of an "RFR area" in s 109 of the Settlement Act. It is not however "non-exclusive RFR land" for the purposes of the Act as the site does not involve land vested in the Crown or a reserve vested in an administering body that derived title to the reserve from the Crown.[10] In the case of the Local Purpose (Esplanade) Reserve at Hobbs Bay, this was not vested in the local authority by the Crown (as is evident from the Gazette Notice). The site is therefore not part of the commercial redress.

23. There are no overlay classifications or Deeds of Recognition affecting the site.

Ngāti Tamaoho Deed of Settlement (signed 30 April 2017)

24. The Deed of Settlement acknowledges that Ngāti Tamaoho suffered injustices that impaired the economic, social and cultural development of Ngāti Tamaoho and recorded the matters required to give effect to a settlement of all the historical claims of Ngāti Tamaoho.

25. The Settlement seeks to provide redress to Ngāti Tamaoho in the form of land and money, an agreed historical account, statutory acknowledgements, a deed of

[9] Section 30 provides that a relevant consent authority must have regard to the statutory acknowledgment relating to a statutory area in deciding, under section 95E of the RMA whether the trustees are affected persons in relation to an activity within, adjacent to, or directly affecting the statutory area and for which an application for a resource consent has been made.
[10] S 109.

recognition, name changes to certain sites of interest, relationship agreements with government agencies, and an apology from the Crown.

26. There are a number of protocols and relationship agreements provided for by the Deed, including:

    a. A Crowns mineral protocol, the subject matter of which is not relevant to the application.

    b. A taonga tūturu protocol. We refer to our comments above in relation to taonga tūturu.

    c. A relationship agreement with the Minister of Conservation and the Director-General of Conservation. This states that in administering the conservation legislation Te Papa Atawhai (the Department of Conservation) must give effect to the principles of Te Tiriti o Waitangi in accordance with section 4 of the Conservation Act, which is deemed to include involving Ngāti Tamaoho in conservation decision making in matters of importance to them, ensuring Ngāti Tamaoho interests are fairly reflected. That will involve Ngāti Tamaoho and Te Papa Atawhai identifying the types of decisions that Ngāti Tamaoho will be involved in; Ngāti Tamaoho and Te Papa Atawhai maintaining open exchanges of information; Te Papa Atawhai providing Ngāti Tamaoho sufficient information and time for Ngāti Tamaoho to identify the nature and extent of their interest in an issue, while taking into account the importance of timely and efficient decision-making; and Te Papa Atawhai providing feedback on how Ngāti Tamaoho interests have been reflected in particular decisions (clause 1.7). The deed states that Ngāti Tamaoho is particularly interested in exploring and increasing opportunities to work more closely with Te Papa Atawhai in relation to range of management activities including reserves management; statutory authorisations and marine mammals. This may have relevance to the application for a wildlife approval.

    d. A relationship agreement with the Ministry for the Environment. This applies to all functions, powers, responsibilities and actions of the Secretary for the Environment that are exercised in relation to managing the use, development and protection of natural and physical resources within, or that affect, the Ngāti Tamaoho Area of Interest. It sets out ways in which to establish and maintain effective and efficient communication; including provision for an annual relationship meeting.

27. There are no deeds of recognition or statutory acknowledgements over the site (or statutory acknowledgements that may be directly impacted). The Coastal Marine Area statutory acknowledgment area is limited to the Manukau Harbour and parts of the Waitemata Harbour.

Te Patukirikiri Deed of Settlement 2018 (signed on 07 October 2018)

28. Te Patukirikiri Deed of Settlement acknowledges that Te Patukirikiri suffered injustices that impaired the economic, social and cultural development of Te Patukirikiri and recorded the matters required to give effect to a settlement of all the historical claims of Te Patukirikiri.

29. The Land Settlement provides redress in the form of land, money, the right of first refusal of Crown lands, an agreed historical account, change of conservation status of a scenic reserve, statements of association, relationship agreements with government agencies, and an apology from the Crown. The settlement does not provide for redress in relation to the Hauraki Gulf. Agreement has been reached to address this relationship in the future.[11]

30. The Deed includes provision for a protocol between Te Patukirikiri and the Ministry for Primary Industries and the Ministry for Culture and Heritage. The protocols set out how their respective agency will interact with and consult the Te Patukirikiri governance entity when carrying out statutory duties and functions. The site is within the protocol area. The primary industries protocol only applies to functions and duties relating to agriculture, forestry, fisheries, biosecurity, and food safety. The protocol with the Ministry for Culture and Heritage relates to taonga tūturu. We refer to our comments above in relation to taonga tūturu.

31. There are no statutory acknowledgements over the site and there are no statutory acknowledgements areas that will be directly impacted by the proposed project.

Ngati Paoa Deed of Settlement 2021 (signed on 20 March 2021)

32. The Ngāti Paoa Deed of Settlement was signed on 20 March 2021. The Ngati Paoa Claims Settlement Bill has been introduced but is yet to receive royal assent (it is being considered by the Committee of the Whole House).

33. The Deed of Settlement acknowledges that Ngāti Paoa suffered injustices that impaired the economic, social and cultural development of Ngāti Paoa and recorded the matters required to give effect to a settlement of all the historical claims of Ngāti Paoa. The Settlement seeks to provide redress to Ngāti Paoa in the form of land, money, the right of first refusal of Crown lands, an agreed historical account, overlay classifications, statutory acknowledgements, statements of association, name changes to certain sites of interest, relationship agreements with government agencies, and an apology from the Crown. The settlement does not provide for redress in relation to the Hauraki Gulf. Agreement has been reached to address this relationship in the future.

34. The Deed acknowledges that Ngāti Paoa has associations with, and asserts certain spiritual, cultural, historical and traditional values in relation to the places listed which includes Hauraki Gulf/Tikapa Moana.

35. The Deed includes provision for a protocols between Ngāti Paoa and the Ministry for Primary Industries and the Ministry for Culture and Heritage. The protocols set out how their respective agency will interact with and consult Ngati Paoa governance entity when carrying out statutory duties and functions. The site is within the protocol area. The primary industries protocol only applies to functions and duties relating to agriculture, forestry, fisheries, biosecurity, and food safety and is therefore unlikely to be relevant to the application. The protocol with the

[11] The Deed of Settlement Summary states: *The settlement does not provide for redress in relation to Tikapa Moana/ the Hauraki Gulf and Te Tai Tamahine/Te Tai Tamawahine. The Crown and Te Patukirikiri have agreed to conduct separate negotiations in the future to discuss potential cultural redress in relation to these areas.*

Ministry for Culture and Heritage relates to taonga tūturu. We refer to the comments above in relation to taonga tūturu.

36. There are no overlay classifications over the site.

37. There are no statutory acknowledgements over the site. There is a statement of association in relation to Hauraki Gulf/Tikapa Moana but this is not included as a statutory acknowledgment. This states that the coastal marine area of Hauraki Gulf / Tīkapa Moana (Firth of Thames) and the Hauraki Gulf is an integral part of Ngāti Paoa's rohe in Hauraki and Tāmaki Makaurau. Areas of particular cultural significance include the coastal areas from the Piako River near Thames, running west to the Waitakaruru River, travelling northward along the western coast of Hauraki Gulf / Tīkapa Moana, scattered around the inner harbour coastline of Tāmaki, and proceeding north again through to Mahurangi.

Ngāi Tai ki Tāmaki Claims Settlement Act 2018 (associated Deed of Settlement signed on 7 November 2015)

38. The Ngāi Tai ki Tāmaki Claims Settlement Act 2018 gave effect to certain provisions of the deed of settlement signed on 7 November 2015. Amendment deeds were signed in June 2016, July 2017 and June 2018. The Deed of Settlement acknowledges that Ngāi Tai ki Tāmaki suffered injustices that impaired the economic, social and cultural development of Ngāi Tai ki Tāmaki and records the matters required to give effect to a settlement of all the historical claims of Ngāi Tai ki Tāmaki.

39. The Land Settlement provides redress to Ngāi Tai ki Tāmaki in the form of land, money, the right of first refusal of Crown lands, an agreed historical account, statutory acknowledgements/deeds of recognition placed over land sites recognising their interest, relationship agreements with government agencies, place name changes and an apology from the Crown.

40. The Deed includes provision for protocols between Ngāi Tai ki Tāmaki and the Ministry for Primary Industries and the Ministry for Culture and Heritage. The protocols set out how their respective agency will interact with and consult the Ngāi Tai ki Tāmaki governance entity when carrying out statutory duties and functions. The site is within the protocol area. The primary industries protocol only applies to functions and duties relating to agriculture, forestry, fisheries, biosecurity, and food safety and is therefore unlikely to be relevant to the application. The protocol with the Ministry for Culture and Heritage relates to taonga tūturu. We refer to our comments above in relation to taonga tūturu.

41. The Deed includes provision for a relationship agreement to be prepared between the Minister of Conservation and the Director General of Conservation and Ngāi Tai ki Tāmaki. A conservation relationship agreement is included as Document 4 to the deed. The agreement records that Ngāi Tai ki Tamaki and the Department share aspirations for conservation of Tikapa Moana/the Hauraki Gulf (and other marine areas in their rohe) and will look for opportunities to promote those aspirations (clause 11.1). Clause 12.1 concerns wāhi tapu and other areas of cultural significance to Ngāi Tai ki Tamaki within public conservation lands.

42. The project site is within the Coastal Marine Statutory Acknowledgment Area. There is no specific reference to Whangaparāoa Peninsula but associations are

described for Hauraki Gulf/Tikapa Moana including motu which provided shelter and a stop over during voyaging.

43. There are no deeds of recognition[12] over the project site.

Te Ākitai Waiohua Deed of Settlement 2021 (signed on 12 November 2021)

44. The Te Ākitai Waiohua Deed of Settlement was initialled on 23 December 2022 and was signed on 12 November 2021. The Deed is conditional on the enactment of the settlement legislation. The Deed acknowledges that Te Ākitai Waiohua suffered injustices that impaired the economic, social and cultural development of Te Ākitai Waiohua and records the matters required to give effect to a settlement of all the historical claims of Te Ākitai Waiohua.

45. The Land Settlement provides redress to Te Ākitai Waiohua in the form of land, money, the right of first refusal of Crown lands, leaseback agreements, statutory acknowledgements, letters of introduction to certain Ministers/crown agencies, organisations and the Auckland Council, an agreed historical account, agreements with MPI with respect to fisheries, statements of association, relationship agreements with government agencies, and an apology from the Crown. The settlement does not provide for redress in relation to the Manukau or Waitemata Harbours. Agreement has been reached to address this relationship in the future.

46. The project site is within the Coastal Statutory Acknowledgment Area as shown on plan OMCR-131-037. The statements of association set out in the documents attached to the Deed explains that the shores of Hikurangi (Waitakere Ranges) and the Hauraki Gulf (Tīkapa Moana) through to the Manukau and Waitematā Harbours, are vital coastal areas to Te Ākitai Waiohua. Te Ākitai Waiohua maintains an enduring association with the coastal marine area, incorporating the western coast of Hikurangi from Woodhill in the north, to Whatipu in the south, through to the Manukau Harbour in its entirety, across to the Waitematā Harbour and out to the Hauraki Gulf, from Whangaparaoa in the north to Orere Point in the south ('the Coastal Area'). The statement of association states that the Coastal Area was the primary means of obtaining fresh kaimoana. It also refers to various species of migratory birds that nest along the shores of the coastal area. The Coastal Area was a crucial means of transportation by waka throughout the region and it was and continues to be a vital transport route facilitating travel, exploration, communication and trade throughout Tāmaki Makaurau. The waters of the Coastal Area are seen as a living entity with its own mauri and mana, representative of the iwi associated with these waters. The various bodies of water have their own taniwha or spiritual guardians associated with them. The Coastal Area is seen as a taonga of great cultural and spiritual significance to Te Akitai Waiohua.

47. We note that this coastal statutory acknowledgement area is not identified on the Auckland Unitary Plan maps. We assume this is because the deed is conditional on the enactment of settlement legislation.

[12] These relate to the 5 specific Reserve and Conservation Areas. These do not include the site (cl 1.2 Document 2 to the Deed).

48. There are a number of protocols and relationship agreements provided for by the deed, including:

    a. A Crowns mineral protocol (not relevant to the application).

    b. A taonga tūturu protocol. We refer to our comments above in relation to taonga tūturu.

    c. A relationship agreement with the Minister of Conservation and the Director General of Conservation. This states that in giving effect to section 4 of the Conservation Act the Department will seek to involve Te Akitai Waiohua in conservation decision making of importance to them, ensuring Te Akitai Waiohua interests are considered. This may be relevant to the wildlife approval.

    d. A relationship agreement with the Ministry for the Environment. This applies to all functions, powers, responsibilities and actions of the Secretary for the Environment that are exercised in relation to managing the use, development and protection of natural and physical resources within, or that affect, the Ngati Tamaoho Area of Interest. It sets out ways in which to establish and maintain effective and efficient communication; including provision for an annual relationship meeting.

Marut**ūā**hu Iwi Collective Redress Deed (signed on 27 July 2018)

49. The Marutūāhu Iwi Collective Redress Deed (Deed) provides the Marutūāhu Iwi with collective cultural and commercial redress in Tāmaki Makaurau, Mahurangi and Hauraki Gulf / Tīkapa Moana. It includes the 5 iwi known collectively as the Marutahu Iwi, being: Ngāti Maru, Ngāti Paoa, Ngāti Tamatera, Ngaati Whanaunga and Te Patukirikiri. The Marutūāhu Iwi Collective redress area in the Deed of Settlement that was initialled on 27 July 2018 includes the project site. It is understood, based on information from the Office of Treaty Settlements website, that the deed is subject to ratification by the members of the Marutūāhu Iwi and conditional on the enactment of legislation.

50. The Deed vests 11 area of cultural significance in fee simple in the Marutūāhu Iwi. These do not include the site. It sets out restrictions on transfer and management of specified properties, and for the transfer of specified commercial properties, none of which are relevant to the project site.

51. For completeness we note that the attachments to the deed includes plan SO 459993 (at p 21) which identifies non exclusive RFR land. This is identified as a shared right of first refusal area between Marutūāhu iwi and Te Kawerau a Maki, Ngāti Whātua. This area includes the Whangaparaoa Peninsula. The Deed provides at clause 4.42 that the RFR applies to land that is vested in the Crown; fee simple estate held by the Crown; and a reserve vested in an administering body that derived title to the reserve from the Crown. In the case of the esplanade reserve at Hobbs Bay, this was not vested in the local authority by the Crown (as is evident from the gazette notice). The site is therefore not part of the commercial redress offered.

52. The deed includes a coastal statutory acknowledgement. The deed states: the plan referred to as "Ngā Tai Whakarewa Kauri Marutūāhu Iwi (Ngāti Maru, Ngāti Paoa, Ngāti Tamaterā, Ngaati Whanaunga, and Te Patukirikiri) Coastal Statutory

Acknowledgement (OTS-403-01)" will be inserted prior to the signing of this deed and this note will be removed.

Documents that do not meet the definition of a Treaty Settlement Deed

53. As defined by the FTAA, a "Treaty settlement deed" does not include an agreement in principle or any document that is preliminary to a signed and ratified deed.[13] There are a number of documents falling within this exclusion potentially relevant to the project site:

    a. The Deed of Settlement initialled by Ngaati Whanaunga. The area of interest includes the proposed project site, based on the area of interest agreed between Ngaati Whanaunga and the Crown in a Deed of Settlement initialled on 25 August 2017.

    b. Marutūāhu Collective Redress Deed (initialled 27 July 2018). This provides collective cultural and commercial Treaty redress in respect of the shared interests of the Marutūāhu iwi: Ngāti Maru, Ngāti Paoa, Ngāti Tamaterā, Ngaati Whanaunga and Te Patukirikiri. The project site falls within the area within which Marutuahu Iwi collective redress is being provided to the Marutuahu Iwi as set out in the map included in the deed (clause 1.4).

    c. The Deeds of Settlement with Ngāti Maru initialled on 8 September 2017 and the Deed of Settlement with Ngāti Tamaterā initialled on 20 September 2017. These deeds do not include an area of interest but information from Te Kahui Mangai confirms the proposed project location as being within the area of interest for these iwi.

54. In addition, the claims of Ngati Te Ata; Ngati Hako/Hako Tupuna Trust; and Te Runanga o Ngāti Whātua are yet to be settled. Information from Te Kaui Mangai confirms the project location is within the area of interest for these groups (although the areas of interest may be refined and confirmed throughout the course of treaty settlement negotiations).

Hauraki Māori Trust Board Act 1988

55. For completeness we note that The Hauraki Māori Trust Board Act 1988 establishes the Trust Board. The beneficiaries of the Trust Board are Ngāti Hako, Ngāti Hei, Ngāti Maru, Ngāti Paoa, Patukirikiri, Ngāti Porou ki Harataunga ki Mataora, Ngāti Pukenga ki Waiau, Ngāti Rahiri-Tumutumu, Ngāi Tai, Ngāti Tamatera, Ngāti Tara Tokanui, and Ngāti Whanaunga. The Trust Board acts as a joint point of engagement for these iwi.

3.7.4 Climate change and natural hazards

1. The LDE Assessment (Attachment 11) addresses the risk of hazards. Specifically:

    a. Earthworks and dredging would be undertaken to ensure that potential effects on land stability are minimised. Reclamation fill, placement and compaction would adhere to the Code of Practice for Land Development in Auckland and meet the general compaction standards

[13] s 4 FTAA.

set out in NZS4431:2022 to ensure appropriate stability for future platforms/car parking areas.

b. The potential for future sea level rise will be accounted for during detailed design with minimum finished level adopted for all structure(s), carpark(s) and hardstand(s) ensuring mitigation of any adverse effects.

c. The potential for coastal erosion within or surrounding the marina is expected to be effectively mitigated by the breakwater/groyne.

2. Climate change effects have been accounted for in the dicussion above on sea level rise and coastal erosion.

3. All stormwater devices to be utilised on the site will also be designed to account for climate change.

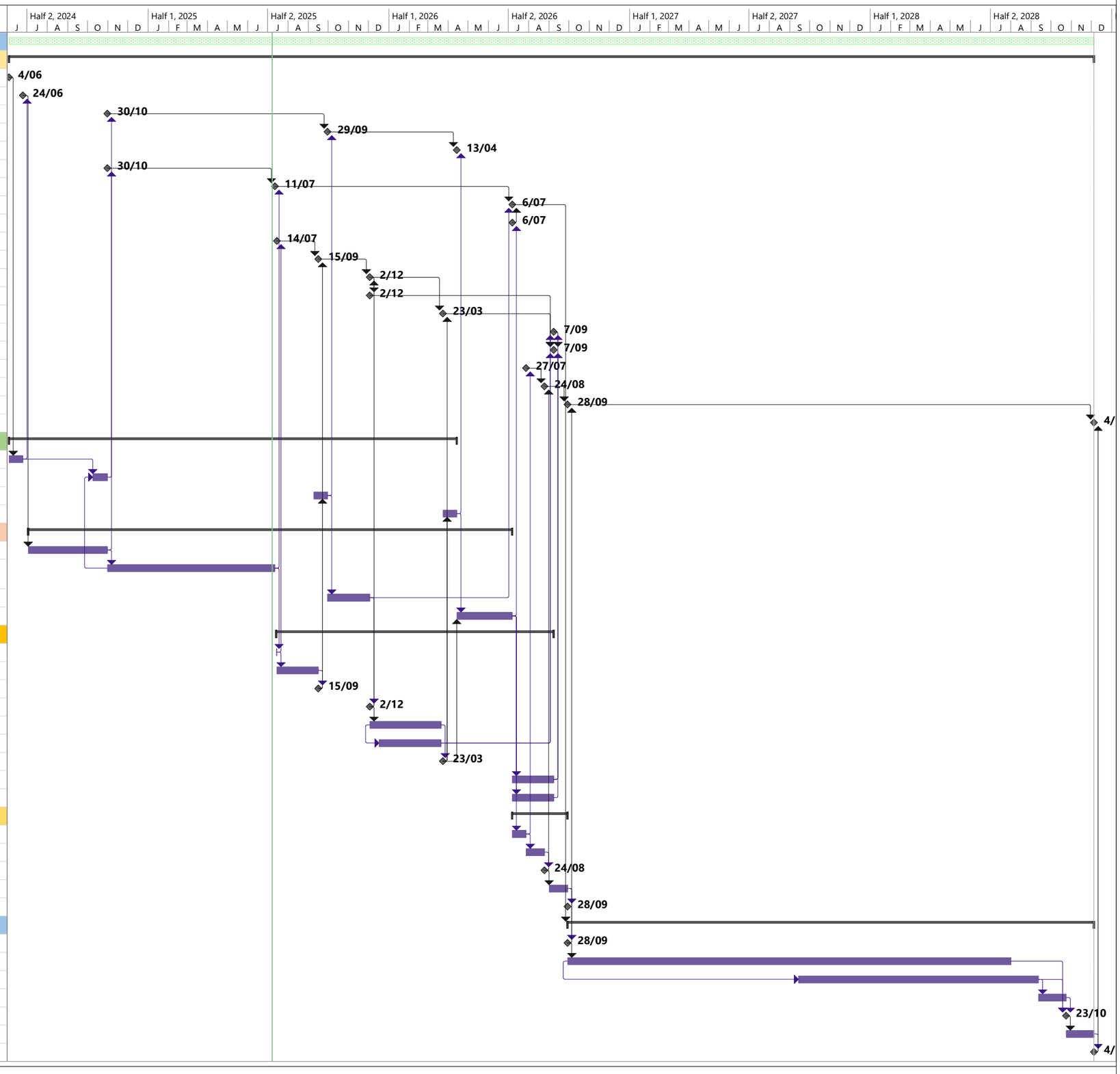
3.8.1.1 Approvals under the Resource Management Act 1991

An assessment of the project against any relevant national policy statement, any relevant national environmental standards and, if relevant, the New Zealand Coastal Policy Statement.

1. An assessment of these documents is contained in the Planning Memorandum in Attachment 4.

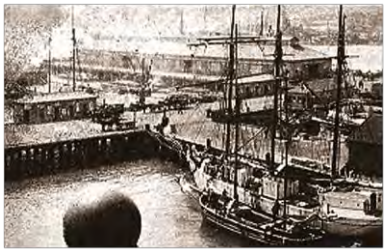
Hobbs Bay Estate - Overall Development Program

ID	Task Name	Duration	Start	Finish
1	**HOBBS BAY MARINA - DEVELOPMENT PROGRAMME**	**1139 days**	**Tue 4/06/24**	**Mon 4/12/28**
2	**PROJECT SUMMARY**	**1139 days**	**Tue 4/06/24**	**Mon 4/12/28**
3	Project Commencement	0 days	Tue 4/06/24	Tue 4/06/24
4	Consultant Procurement Phase 1 - High Level Works	0 days	Mon 24/06/24	Mon 24/06/24
5	Consultant Procurement Phase 2 - Further Investigation	0 days	Wed 30/10/24	Wed 30/10/24
6	Consultant Procurement Phase 3 - Substantive RC Work	0 days	Mon 29/09/25	Mon 29/09/25
7	Consultant Procurement Phase 4 - Design	0 days	Mon 13/04/26	Mon 13/04/26
8	Phase 1 - Investigation / High Level Works	0 days	Wed 30/10/24	Wed 30/10/24
9	Phase 2 - Further Investigation Works	0 days	Fri 11/07/25	Fri 11/07/25
10	Phase 3 - Preparation for Substantive Resource Consent	0 days	Mon 6/07/26	Mon 6/07/26
11	Phase 4 - Design	0 days	Mon 6/07/26	Mon 6/07/26
12	Fast Track Referral Application Lodgement	0 days	Mon 14/07/25	Mon 14/07/25
13	Fast Track RC Referral Application Acceptance/Approval	0 days	Mon 15/09/25	Mon 15/09/25
14	Fast Track RC Substantive Lodgement	0 days	Tue 2/12/25	Tue 2/12/25
15	MACA Engagement	0 days	Tue 2/12/25	Tue 2/12/25
16	Fast Track RC Approval	0 days	Mon 23/03/26	Mon 23/03/26
17	Engineering Plan - Lodgement, Processing & Approval	0 days	Mon 7/09/26	Mon 7/09/26
18	Building Consent - Lodgement, Processing & Approval	0 days	Mon 7/09/26	Mon 7/09/26
19	Request for Tender Issue	0 days	Mon 27/07/26	Mon 27/07/26
20	Request for Tender Award	0 days	Mon 24/08/26	Mon 24/08/26
21	Construction Commencement	0 days	Mon 28/09/26	Mon 28/09/26
22	Project Completion	0 days	Mon 4/12/28	Mon 4/12/28
23	**PROCUREMENT**	**449 days**	**Tue 4/06/24**	**Mon 13/04/26**
24	Consultant Procurement Phase 1 - High Level Works	15 days	Tue 4/06/24	Mon 24/06/24
25	Consultant Procurement Phase 2 - Further Investigation	15 days	Wed 9/10/24	Wed 30/10/24
26	Consultant Procurement Phase 3 - Substantive RC Work	15 days	Tue 9/09/25	Mon 29/09/25
27	Consultant Procurement Phase 4 - Design	15 days	Tue 24/03/26	Mon 13/04/26
28	**DESIGN PHASES**	**489 days**	**Wed 3/07/24**	**Mon 6/07/26**
29	Phase 1 - Investigation / High Level Works	85 days	Wed 3/07/24	Wed 30/10/24
30	Phase 2 - Further Investigation Works for Referral Application	162 days	Thu 31/10/24	Fri 11/07/25
31	Phase 3 - Preparation for Substantive Resource Consent	45 days	Tue 30/09/25	Tue 2/12/25
32	Phase 4 - Design	60 days	Tue 14/04/26	Mon 6/07/26
33	**AUTHORTIES**	**287 days**	**Mon 14/07/25**	**Mon 7/09/26**
34	Fast Track Referral Application Lodgement	1 day	Mon 14/07/25	Mon 14/07/25
35	Fast Track RC Referral Application Processing	45 days	Tue 15/07/25	Mon 15/09/25
36	Fast Track RC Referral Application Acceptance/Approval	0 days	Mon 15/09/25	Mon 15/09/25
37	Fast Track RC Substantive Lodgement	0 days	Tue 2/12/25	Tue 2/12/25
38	Fast Track RC Processing	65 days	Wed 3/12/25	Fri 20/03/26
39	MACA Engagement	55 days	Wed 17/12/25	Fri 20/03/26
40	Fast Track RC Approval	0 days	Mon 23/03/26	Mon 23/03/26
41	Engineering Plan - Lodgement, Processing & Approval	45 days	Tue 7/07/26	Mon 7/09/26
42	Building Consent - Lodgement, Processing & Approval	45 days	Tue 7/07/26	Mon 7/09/26
43	**CONTRACTOR PROCUREMENT**	**60 days**	**Tue 7/07/26**	**Mon 28/09/26**
44	Request for Tender Issue	15 days	Tue 7/07/26	Mon 27/07/26
45	Request for Tender Received, Review	20 days	Tue 28/07/26	Mon 24/08/26
46	Request for Tender Award	0 days	Mon 24/08/26	Mon 24/08/26
47	Notification to Commence Works	20 days	Tue 1/09/26	Mon 28/09/26
48	Pre-Con Meeting with Council	0 days	Mon 28/09/26	Mon 28/09/26
49	**CONSTRUCTION**	**570 days**	**Mon 28/09/26**	**Mon 4/12/28**
50	Construction Commencement	0 days	Mon 28/09/26	Mon 28/09/26
51	Construction - Dredging, Rockwall, Reclamation & Civil Wo	480 days	Tue 29/09/26	Mon 31/07/28
52	Construction - Buildings & Associated Works	260 days	Tue 14/09/27	Mon 11/09/28
53	Landscaping & Amenites	30 days	Tue 12/09/28	Mon 23/10/28
54	Construction Practical Completion	0 days	Mon 23/10/28	Mon 23/10/28
55	Vesting/Title	30 days	Tue 24/10/28	Mon 4/12/28
56	Project Completion	0 days	Mon 4/12/28	Mon 4/12/28



Project: Clubhouse - Building P
Date: Tue 8/07/25

Task	Summary	Inactive Milestone	Duration-only	Start-only	External Milestone	Manual Progress
Split	Project Summary	Inactive Summary	Manual Summary Rollup	Finish-only	Deadline	
Milestone	Inactive Task	Manual Task	Manual Summary	External Tasks	Progress	



Clough
& ASSOCIATES LTD
321 Forest Hill Road, Waiatarua, Auckland 0612
09 814 1946 heritage@clough.co.nz
www.clough.co.nz

Clause 7 (5), Schedule 8

Confirmation of skill and competency

I, [redacted] confirm that I have the skill and competency, and that I am fully capable, of ensuring that the activities covered by the archaeological authority sought for works for the Hobbs Bay Marina development are carried out to the satisfaction of Heritage New Zealand Pouhere Taonga.

I am a co-director at Clough & Associates. Clough & Associates is a heritage consultancy specialising in archaeological and historic heritage assessment and management. I hold a Master of Arts Degree in Anthropology (Archaeology) from the University of Auckland which I completed in 2002. I am also a member of the New Zealand Archaeological Association (NZAA).

I have 22 years of professional experience in the heritage consultancy field. My experience includes archaeological research, survey, excavation, analysis and report preparation, primarily in New Zealand. I was approved as a section 45 archaeologist by Heritage New Zealand in 2011. I have been and am currently the section 45 archaeologist for over one hundred archaeological Authorities.

I confirm that I will conform to and follow accepted archaeological practice in undertaking the archaeological work required by the conditions of any authority granted as a result of the application.

I confirm that I meet the criteria required to be an approved person to undertake an activity under the authority under sections 7(5) of the Act and 45(2)(a) of the Heritage New Zealand Pouhere Taonga Act 2014.

I have the requisite competences for recognising and respecting Māori values through my experience as a section 45 archaeologist on projects with archaeological sites associated with Māori occupation and settlement.

There are recorded archaeological sites relating to Māori settlement in close proximity to the development site. I have access to the appropriate cultural support if a site of interest to Māori is discovered as a result of the engagement Hopper Development Limited has undertaken with tangata whenua. Tangata whenua will be contacted if a site of interest to Māori are found.

[redacted]

30 June 2025

TOLLEMACHE CONSULTANTS LTD.

To: Hooper Developments Limited ("HDL")

From: Tollemache Consultants Ltd, Renee Fraser-Smith and Mark Tollemache

Date: 31 July 2025

Subject: Planning Memorandum in relation to a referral application for a fast track by Hooper Developments Limited.

1.0 INTRODUCTION

1.1 We have been asked to provide a planning summary in relation to the proposal for the Hobbs Bay Marina referral application for a Fast Track, including in respect of the relevant national planning documents. The site for the proposed marina is generally located to the southeast of the emerging development known as "Hobbs Bay Estate", which is establishing at 5 Daisy Burrell Drive, in Whangaparoa.

1.2 In summary, the proposal seeks to establish a marina development, comprising the following features:

(a) Marina with approximately 354 boat berths, with public access;

(b) Parking areas for approximately 275 vehicles, and 30 x vehicle and trailers and 20 x vessel spaces;

(c) Boat launching facilities (based on private membership);

(d) Marine Centre Buildings associated with offices, clubrooms, café, emergency service offices/training area;

(e) Amenity block and service areas (bathroom/laundry facility, fuel docks; pump out stations; slip rental (wet and dry); boat hoist/slipway and workshop/maintenance services);

(f) Public walk/cycle pathways along the coast with connection to facilities in the wider area;

(g) A small area of replenished / enhanced beach;

(h) Dredging and reclamation works to facilitate the above activities;

(i) All other associated infrastructure including breakwater, piles, pontoons, gangways, piers, access and roading.

1.3 This document provides a summary of the following matters:

(a) Overview of the application site, its surrounds and zoning context and existing consents that are relevant to this proposal;

(b) Summary of potentially applicable resource consent requirements, under all relevant statutory documents.

(c) An Assessment of Effects (at a level suitable for a referral application); and

(d) Consideration of the most relevant National and Regional planning documents.

2.0 SITE DESCRIPTION

2.1 The site for the proposed marina development is generally located southeast of the emerging development known as "Hobbs Bay Estate" at 5 Daisy Burrell Drive, in Whangaparaoa.

2.2 The site is located on the southern side of the centre of Whangaparoa Peninsula. The location, being adjacent to the Hobbs Bay Estate (north) and Gulf Harbour Marina (to its north west) form part of a wider coastal, lifestyle living environment where residential living, recreational facilities and marine infrastructure have been prioritised. Further east is Shakespear Regional Park.

Figure: Marina concept shown in relation to Gulf Harbor marina and surrounding development

2.3 The site is largely within the coastal marine area, but also includes a vehicle crossing on the adjacent local purpose (esplanade) reserve[1] and the formation of public walking access routes across the same reserve and neighbouring esplanade[2] and recreation [3] reserves to the west. The Record of Title for the adjoining land/esplanade reserve does not correctly account for the current location of Mean High Water Springs ("MHWS"), which has been recently resurveyed (in 2022), as outlined in the survey letter provided as Attachment 14. The correctly surveyed location of MHWS defines the "boundary" of the coastal marine area and adjoining land title. The implications with respect to the zone and overlays relevant to the site is considered in subsequent sections.

2.4 The survey letter (Attachment 14) also confirms that the boundary shown on the Auckland Council GIS is also incorrect (and that it does not align with either the Title boundary or MHWS).

AUP Zonings, Overlays, Precincts etc

2.5 Based on our review of the proposals development plans, works would be required in, on or over the following areas:

(a) The marina development will predominantly be located over/on an area shown on the Council GIS as subject to the *Coastal – General Coastal Marine Zone* and a small portion of *General Coastal Transition Zone*.

(b) Council-owned esplanade reserve (zoned *Open Space – Informal Recreation*[4]), which is shown on the Council GIS as 29 Island View Road and a *Coastal – General Coastal Marine Zone*.

(c) 3-5 Daisy Burrell Drive which is zoned as Residential Large Lot.

NB: Works within this site would relate primarily to establishing access to the Marina, through the road network and Local Purpose Reserve to vest that has been consented and is being established by the recent Hobbs Bay Estate subdivision development. These works will require a variation to the existing development consent as relevant to access and the provision of open space.

[1] LOT 194 DP 112758
[2] LOT 3 DP 124672
[3] Lot 29 DP 472051
[4] A very small portion of *Open Space – Conservation Zone* land is also located near the the devleopment, however it may be a mapping error (and it should form part of the adjacent marina zoning).

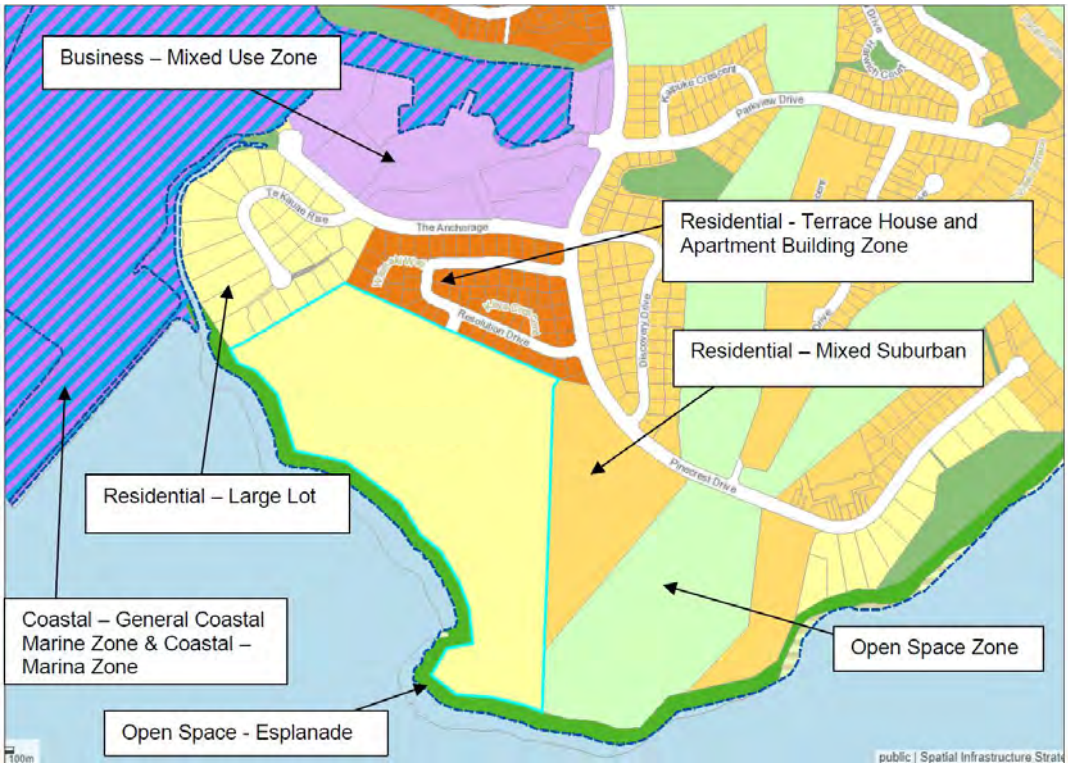


Figure: AUP zoning of surrounds

2.6 Section F1.1 of the AUP specifically identifies that the coastline mapping has not been surveyed for the AUP, and anticipates that where site specific survey determines "*that mean high water springs is not located in the position shown on the maps, the boundary at the interface between the coastal marine area and the adjacent land zone and overlays will shift to the new line of mean high water springs*."

2.7 As per the application of F1.1 above if MHWS is not located in the position shown on the maps, the boundary at the interface between the coastal marine area and the adjacent land zone and relevant overlays will shift to the new surveyed line of MHWS.

2.8 Thus, land below MHWS falls within the *Coastal - General Coastal Marine* zones. Land above MHWS will be treated as *Open Space – Informal Recreation* zone.

2.9 F8.1 of the AUP identifies that the *Coastal - Coastal Transition Zone* applies to land above MHWS that was "*typically un-zoned in previous plans. The zone is administrative only and has been introduced to account for improved ways of identifying the location of the line of mean high water springs over time*".

2.10 The Standards in F8.2 state that for land which is not privately owned the rules of the *Open Space – Informal Recreation* apply.

2.11 The proposed marina and the immediately adjacent esplanade reserve are subject to the following overlays/controls:

(a) Natural Resources: Significant Ecological Areas Overlay - SEA_T_7009

- *Located at the eastern end of the esplanade reserve, encroaching landward* 

(b) Historic Heritage and Special Character: Historic Heritage Overlay Extent of Place [rcp/dp] – 403, Pa site R10_100

- *located near to the eastern most end of the marina site* 

(c) Coastal Inundation 1 per cent AEP Plus 1m Control – 1m sea level rise

- *Located along the seaward edge of the esplanade reserve*

(d) Macroinvertebrate Community Index.

2.12 The following are also relevant for the immediate environment:

(e) Natural Heritage: Outstanding Natural Landscapes Overlay [rcp/dp] Area 50, Shakespear Regional Park and coastline

- *Applies to part of the esplanade reserve and the coastal marine area.* 

(f) Coastal Marine Zone & Gulf Harbour Marina Precinct.

- *Northwest of proposed marina* 

(g) Historic Heritage and Special Character: Historic Heritage Overlay Extent of Place [rcp/dp] – 619, Hobbs Homestead. –

- *Located behind the proposed marina, in 5 Daisy Burell Drive*

2.13 The following may also be relevant in respect of the wider environment:

(h) Natural Resources: Significant Ecological Areas Overlay –SEAM2-66, Marine 2.

- *Located in the CMA to the west of Gulf Harbour marina* 

(i) Natural Heritage: Outstanding Natural Features Overlay [rcp/dp] - ID 70, Kotanui Island stack (Frenchmans Cap).

- *Surrounding small island to south west of site* 

(j) Natural Heritage: High Natural Character Overlay [rcp/dp] - AREA 89, Matakatia Bay.

- *Located in the CMA and cliff to the west of Gulf Harbour marina* 

Figure: Relevant AUP overlays in proximity to the marina site

3.0 BACKGROUND

3.1 The Marina development is reliant upon two consented developments for access. These are described below.

<u>BUN60391143</u>

3.2 202-252 Pinecrest Drive, located to the east of the proposed marina location (separated by 3 Daisy Currell Drive) was recently approved resource consent for 39 residential allotments and associated roading as shown on the figure below.

3.3 Roading (and infrastructure) consented by this development will be utilised by the proposed Marina, with access to be over Lot 100 (road to vest), as shown in the figure below.

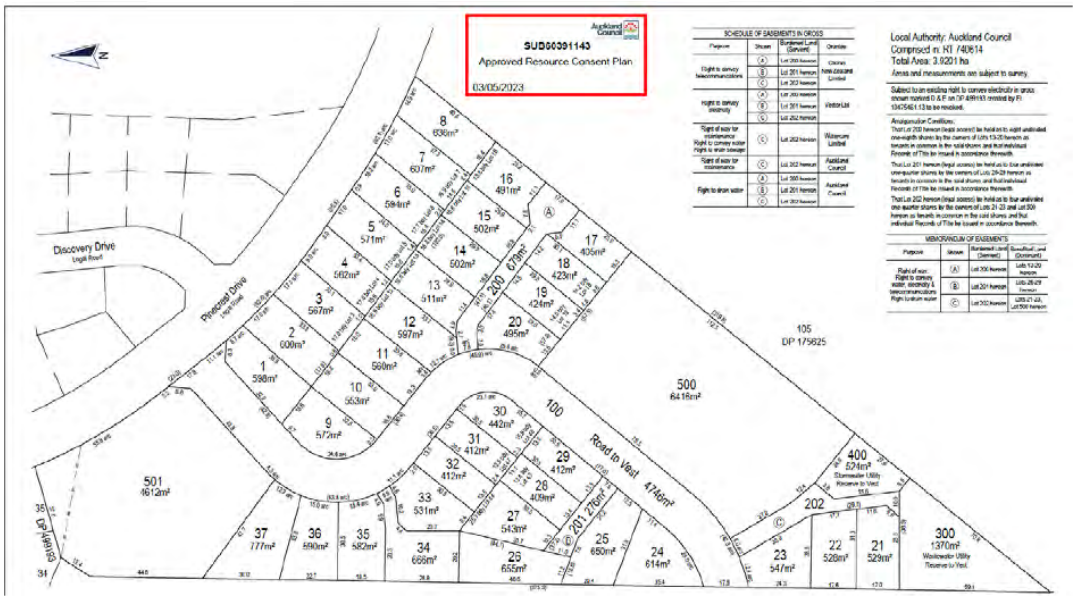


Figure: Scheme plan of approved subdivision for 202-252 Pinecrest Drive

<u>BUN60391143</u>

3.4 On 21 November 2023 Hopper Developments Limited (the applicant) were granted resource consent at 3-5 Daisy Burrell Drive for the following activities. This development is referred to as the "Hobbs Bay Estate" subdivision:

(a) Subdivision to create 88 residential lots (ranging between 7115m2 and 2190m2) across five stages, esplanade reserve, a Recreation Reserve; Historic Reserve (contain the existing pa site); two Stormwater Utility Reserves; pedestrian accessways, four roads and three Commonly Owned Access Lots ("COALS").

(b) 112,000m3 of earthworks over an area of 124,000m2 in combination with the construction of palisade and retaining walls and stormwater outlets within the coastal erosion hazard area.

(c) The temporary reclamation of 4m of an intermittent stream and works within 10m to 100m of natural inland wetlands.

(d) Tree removal within the existing esplanade reserve / Open Space Zone and Outstanding Natural Landscape and Scheduled Extent of Place Overlays as well as works within rootzone of notable trees and within riparian margins

(e) External restoration of the Hobbs Historic Homestead and to convert the homestead into a café.

(f) Blanket land use consent to infringe Large Lot Zone development core standard, to construct dwelling / buildings or structures within the Scheduled Extent of Place Overlay and to infringe vehicle access widths with respect to future development on the proposed residential lots.

3.5 The proposed Marina development will gain vehicle access via consented Road to Vest Lot 403 and will need to establish an access to the Marina / CMA from via Local Purpose (Stormwater Utility) Lot to Vest 301.

3.6 These works will be addressed through a variation to the existing development consent, as part the overall Project. The roading layout (and subsequently, the layout of some residential lots) will require minor revisions which are anticipated to be within the scope of this original consent.

3.7 The below images depict the approved consented layout. The approved development within 202-252 Pinecrest Drive is also shown for informational purposes. The approximate access route is shown in yellow.

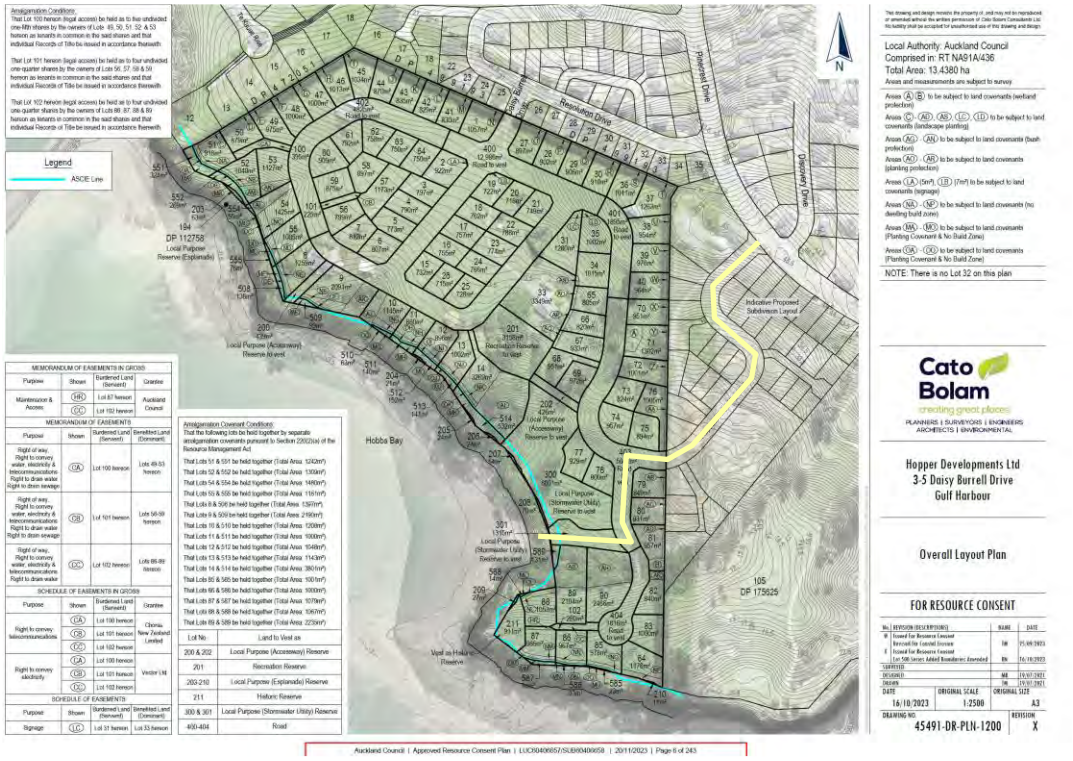


Figure: Approved subdivision scheme plan

Figure: Subdivision staging plan

4.0 APPLICABLE RESOURCE CONSENTS

4.1 Based on our review of the Project the works will or may trigger requirements for resource consents for the following activities:

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity	Other comment
National Environmental Standards					
Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ("NESCS")	Regulation 10	The disturbance of soil and proposed change in land use	Restricted Discretionary	New areas of land disturbance	
National Environmental Standards for Freshwater (NES-F)	Regulation 52	Drainage of natural inland wetlands	Non-Complying	Natural Inland wetlands and setbacks (if identified)	Unlikely, however has been included on a precautionary basis.
	Regulation 54	Other activities	Non-Complying	Natural Inland wetlands and setbacks (if identified)	Unlikely, however has been included on a precautionary basis.
	Regulation 71	Culverts	Discretionary	Stream outfalls or crossing if required	Unlikely, however has been included on a precautionary basis.

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity	Other comment
Auckland Unitary Plan ("AUP")					
Chapter F2 – Coastal – General Coastal Marine Zone	Table F2.19.1 **–** Drainage, reclamation and declamation				
	F2.19.1(A4)	Reclamation or drainage for any of the following: … • where it is required for the safe and efficient operation or construction of infrastructure; or • where it is necessary to provide for safe public access to, within or adjacent to the coastal marine area.	Discretionary	Associated with the land based marina activities (i.e. parking and service buildings, pedestrian access etc) and breakwater establishment	
	Table F2.19.2 **–** Depositing and disposal of material				
	F2.19.2(A9A)	Coastal marine area depositing of material where the deposited sediment is extracted from within the same coastal cell: • greater than 10,000m3 of sediment per 12 month period, where it is required for the safe and efficient operation or construction of infrastructure	Discretionary	Reclamation area	
	Table F2.19.3 **–** Dredging				
	F2.19.2(A23)	Maintenance Dredging	Restricted Discretionary	Berth area	

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity	Other comment
	F2.19.2(A24)	Capital Works dredging	Discretionary	Berth area	
	Table F2.19.4 – Coastal Marine Area disturbance[5]				
	F2.19.4(A35)	Coastal marine area disturbance associated with movement greater than 10,000m3 of sediment per 12 month period within the same coastal cell, where it is required for the safe and efficient operation or construction of infrastructure	Discretionary	Associated with piling for marina / reclamation area	
	F2.19.4(A42)	Native vegetation alteration or removal, not otherwise provided for	Restricted Discretionary Activity	Associated with area of reclamation / shared pathway formation	Has been included on a precautionary basis.
	Table F2.19.7 - Discharges to the coastal marine area				
	F2.19.7(A78)	Discharge of hull bio-fouling organisms resulting from cleaning of a vessel not otherwise provided for.	Restricted Discretionary	Associated with vessels in berths	Has been included on a precautionary basis.

[5] Note that activities under Activity *Table F2.19.4 – CMA disturbance* excludes any disturbance assoicated with dredging (this is covered by *Table F2.19.3 – Dredging*.

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity	Other comment
	F2.19.7(A80)	Passive discharge from a non-commercial and non-military vessel with: • light to very heavy macrofouling of international origin (level of fouling scale 2 to 5); or • very heavy macro-fouling of domestic origin (level of fouling scale 5); or • unusual or suspected harmful aquatic organisms (or species designated as pests in the relevant pest management plan prepared under the Biosecurity Act).	Restricted Discretionary	Associated with vessels in berths	Has been included on a precautionary basis.
	Table F2.19.8 – Use and Activities				
	F2.19.8(A112)	New marinas	Non-Complying	Marina	
	F2.19.8(A108)	Public amenities not otherwise provided for	Discretionary	Reclaimed areas to be used for pedestrian walkway etc	
	F2.19.8(A114)	Underwater blasting, impact and vibratory piling	Restricted Discretionary	Foundations	
	Table F2.19.10 – Structures				
	F2.19.10(A133)	Infrastructure coastal marine area structures not otherwise provided for	Discretionary	Marina facilities, buildings and services	

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity	Other comment
	F2.19.10(A142)	Hard protection structures	Discretionary	Hard protection structures (e.g rockwall / breakwater)	
	F2.19.10(A143)	Observations areas, viewing platforms, boardwalks	Discretionary	Walkways etc	
	F2.19.10(A144)	Artworks	Discretionary	Any cultural pou or other feature	
	F2.19.10(A145)	Boat ramps	Discretionary	Boat ramp	
	Note: For any parts of the Project that are not "infrastructure" the following may apply instead:				
	F2.19.1(A1)	Reclamation or drainage not otherwise provided for	Non-Complying	Associated with the land based marina activities and breakwater establishment	
	F2.19.2(A10)	Coastal marine area depositing of material not otherwise provided for	Discretionary	Reclamation area	
	C1.7	Activities not provided for in Table F2.19.3 Activity Table: Dredging	Discretionary	Berth area	
	F2.19.4(A36)	Coastal marine area disturbance associated with movement greater than 10,000m3 of sediment per 12 month period within the same coastal cell	Discretionary	Associated with piling for marina / reclamation area	
	F2.19.10(A139)	Marine facilities and buildings not on an existing wharf or existing CMA structure	Discretionary	Marina facilities and buildings	

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity	Other comment
	F2.19.10(A140)	Marine structures and services not on an existing wharf or existing CMA structure	Discretionary	Associated structures and services associated with Marina	
Chapter E3 Lakes Rivers and streams	E3.4.1(A1)	Any activities in, on, under or over the bed of lakes, rivers, streams and wetlands not otherwise provided for	Discretionary Non-Complying (in SEA overlay)	Diversion/stream works	Unlikely, however has been included on a precautionary basis.
	E3.4.1(A5)	Depositing any substance for the purposes of habitat enhancement	Restricted Discretionary	Habitat works in streams if required	
	E3.4.1(A19)	Diversion of a river or stream to a new course and associated disturbance and sediment discharge	Discretionary Non-Complying (in SEA overlay)	Diversion/stream works	Unlikely, however has been included on a precautionary basis.
Chapter E8 - Stormwater – Discharge and Diversion	E8.4.1(A10)	All other diversion and discharge of stormwater runoff from impervious areas not otherwise provided for.	Discretionary	All impervious parking / service / building areas	
E9 Stormwater Quality – HCGC and HUR	E9.4.1(A6)	Development of a new HCGC greater than 5000m2.	Controlled	Carparking area	

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity	Other comment
Chapter E11 – Land Disturbance Regional	Note: For any parts of the Project that are not "infrastructure" the following may apply instead of the E26 provisions:				
	E11.4.1 (A4)	Earthworks greater than 10,000m2 up to 50,000m2 where land has a slope less than 10 degrees, outside the sediment control protection area in the Residential Large Lot Zone	Controlled	Earthworks to form access (where outside the CMA)	
	E11.4.1 (A9)	Earthworks greater than 2,500m2 within the sediment control protection area in the Open space – Informal Recreation a*nd* Residential Large Lot Zones	Restricted Discretionary	Earthworks in ER which are within 100m landward of CMA. Earthworks to form access	
	E11.4.3(A28) and (A30)	Earthworks greater than 5m2 and 5m3 where located in an SEA	Restricted Discretionary	Earthworks within SEA_T_7009 to form access.	
Chapter E12 – Land Disturbance District	Note: For any parts of the Project that are not "infrastructure" the following may apply instead of the E26 provisions:				
	E12.4.1 (A6)&(A10)	Earthworks greater than 2,500m2 and 2,500m3 in the Open space – Informal Recreation a*nd* Residential Large Lot Zones.	Restricted Discretionary	Earthworks within the ER. Earthworks to form the access.	

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity	Other comment
Chapter E15 Vegetation Management	Note: For any parts of the Project that are not "infrastructure" the following may apply instead of the E26 provisions:				
	E15.4.1 (A22)	Vegetation alteration or removal of greater than 25m2 of contiguous vegetation, or tree alteration or tree removal of any indigenous tree over 3m in height, that is within: (a) a horizontal distance of 20m from the top of any cliff with; (b) a slope angle steeper than 1 in 3 (18 degrees); and (c) within 150m of mean high water springs	Restricted Discretionary	All vegetation removal (as all likely to be within 150m of MHWS).	Unlikely, however has been included on a precautionary basis.
	E15.4.2(A43)	Any vegetation alteration or removal not otherwise provided for, with SEA_T.	Discretionary	Vegetation removal within SEA_T_7009 to form access.	
Chapter E16 Trees in Open Space Zones	E16.4.1 (A8)	Works within the protected root zone not complying with standards	Restricted Discretionary	Works in ER - zoned Open Space	Unlikely, however has been included on a precautionary basis.
	E16.4.1(A10)	Tree removal of any tree greater than 4m in height or greater than 400mm in girth	Restricted Discretionary	Works in ER - zoned Open Space	Unlikely, however has been included on a precautionary basis.
Chapter E23 Signs	E23.4.2(A53)	Comprehensive development signage	Restricted Discretionary		
Chapter E25 Noise and Vibration	E25.4.1(A2)	Activities that do not comply with the permitted standards for noise and/or vibration	Restricted Discretionary	Whole site	

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity	Other comment
Chapter E26 Infrastructure	E26.3.3.1 (A77)	Vegetation alteration or removal that does not comply with standards, within: • coastal areas and riparian areas; and • SEA.	Restricted Discretionary	Where required to form access	
	E26.4.3.1 (A87)	Works within the protected root zone not otherwise provided for, within an open space zone	Restricted Discretionary	Where required to form access through ER	
	E26.4.3.1 (A92)	Tree alteration or removal of any tree greater than 4m in height and/or greater than 400mm in girth, within an open space zone.	Restricted Discretionary	Where required to form access through ER	
	E26.5.3.1 (A97) and (A97A)	Earthworks greater than 2500m2 and 2500m3 in residential and open space zones	Restricted Discretionary	Where required within these zones to form access	
	E26.5.3.2 (A107)	Earthworks greater than 2500m2 in the SCPA in residential and open space zones	Restricted Discretionary	Where required to form access	
Chapter E27 Transport	E27.4.1(A2)	Parking and access which is an accessory activity but does not comply with the standards.	Restricted Discretionary	Parking	

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity	Other comment
Chapter E33 – Industrial and Trade Activities	E33.4.2 (A18)	Discharge of contaminants from a new industrial or trade activity area listed as low risk OR moderate risk in Table E33.4.3 where the permitted discharge standards are not met. *NB: E33.4.3: ITA risk criteria* • *Low risk if less than 1000m2* • *moderate risk if 1000m2 – 5000m2.*	Controlled	Applies to boat repair / maintenance area (if applicable)	
Chapter E36 – Natural Hazards	E36.4.1(A56)	All other infrastructure in areas listed in the heading above (coastal erosion hazard area / OLFP) not otherwise provided for	Restricted Discretionary	Everything on land seaward to the hazard lines and affecting OLFP adjacent to road access	
	Note: For any parts of the Project that are not "infrastructure" the following may apply instead:				
	E36.4.1(A4)	All other buildings and structures on land in the coastal erosion hazard area	Restricted Discretionary	Everything on land seaward to the hazard lines	
	E36.4.1(A5)	Underground storage tanks, water tanks (including rainwater tanks), stormwater pipes on land in the coastal erosion hazard area	Restricted Discretionary	Everything on land seaward to the hazard lines	
	E36.4.1(A41)	Diverting the entry or exit point, piping or reducing the capacity of any part of an OLFP	Restricted Discretionary	OLFP adjacent to road access	

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity	Other comment
Chapter H1 Large Lot Zone	H1.4.1(A1)	Activities not provided for	Non-Complying	Construction of the marina access and any associated parking falling on the LLZ.	
Chapter H7 Open Space Zones	H7.9.1(A50)	Construction of vehicle access and parking areas	Discretionary	Construction of the marina access and any associated parking over the POS zone	

NB: The substantive application will also address all aspects of the proposal that are considered to be Permitted Activities with respect to the above rules.

Other Approvals

4.2 A variation under s127 of the RMA is required to amend the existing subdivision layout, consented earthworks and roading of the approved Hoppers consents under BUN60391143 to enable access to the proposed Marina. This variation will be sought as part of this application to this Fast Track.

4.3 The FTAA also enables the following "other approvals" to be approved as part of an overall package. Of relevance for this application it would include:

(a) A concession (Reserves Act approval) for use of, and works in, local purpose (esplanade) reserves and recreation reserve.

(b) Approvals under the Wildlife Act in relation to kororā (little penguin) if present.

(c) Archaeological Authority and approval of a person to carry out an archaeological activity.

5.0 ASSESSMENT OF EFFECTS

5.1 The Applicant has received advice from the technical experts referred to below. The relevant reports are attached to the application as:

(a) Attachment 11 prepared by LDE addressing:

(i) Land Modification, Geotechnical Engineering and Dredging;

(ii) Three Waters (Stormwater, Wastewater and Potable water); and,

(iii) Coastal Processes

(b) Attachment 13 prepared by Clough & Associates Ltd addressing Archaeology

(c) Attachment 15 prepared CKL addressing Transportation matters

(d) Attachment 16 prepared Brown NZ Limited addressing landscape and natural character matters.

(e) Attachment 17 prepared Bioresearches addressing ecological matters.

5.2 The project is considered to not result in any significant adverse effects on the environment.

5.3 The key potential adverse effects are addressed in general below:

Earthworks

5.4 LDE have prepared an assessment (Attachment 11) which addresses the effects of earthworks from the Project.

5.5 Earthworks associated with the project will be undertaken in accordance with best practice erosion and sediment control measures (Auckland Council Guidance

Document 005 ("GD05")) to ensure that any potential adverse effects are either avoided or minimised. Any residual effects can and will be appropriately managed and mitigated through the implementation of a comprehensive Erosion and Sediment Control Plan.

Infrastructure and Servicing

5.6 The LDE Assessment (Attachment 11) also addresses servicing/infrastructure.

5.7 Stormwater can be managed in the following ways:

(a) Any stormwater run-off generated from impervious areas that are trafficked by vehicles (carparks, trailer parks, loading bays and the actual access into the marina will be directed to a treatment system/s before being discharged to Hobbs Bay. It is anticipated that a treatment device such as a Hynds 'Up Flo Filter' or a 'Jellyfish Filter' from Stormwater360 will be utilised to treat run-off and capture gross pollutants, oil, debris, metals and hydrocarbons etc.

(b) All stormwater run-off originating from docks, impervious areas that are not subject to vehicular traffic and any run-off from inert roof surfaces would be captured and discharged directly into Hobbs Bay, without any treatment as 'clean' water. Roof areas would likely be directed into rain tanks for non-potable re-use.

(c) The design of all stormwater systems will address the climate change provisions contained in the Auckland Council Stormwater Code of Practice.

5.8 The stormwater system will be designed in accordance with Auckland Council's Stormwater Code of Practice and will be built to industry best practice

5.9 Connections to the public network for water supply and wastewater may be available (subject to further discussion with Watercare as part of the substantive application) – however should this not be available there are viable options for development (including rainwater tanks for potable water supply and storage tanks and tankering for wastewater) that can be implemented in a matter which ensures that adverse effects from potential wastewater discharges are avoided and effects on the infrastructure network are also avoided.

Risk of Hazards (Coastal Hazards / Land Stability)

5.10 The LDE Assessment(Attachment 11) also addresses the risk of hazards.

5.11 Earthworks and dredging would be undertaken to ensure that potential effects on land stability are minimised. Reclamation fill, placement and compaction would adhere to the Code of Practice for Land Development in Auckland and meet the general compaction standards set out in NZS4431:2022 to ensure appropriate stability for future platforms/car parking areas.

5.12 The potential for future sea level rise will be accounted for during detailed design with minimum finished level adopted for all structure(s), carpark(s) and hardstand(s) ensuring mitigation of any adverse effects.

5.13 The potential for coastal erosion within or surrounding the marina is expected to be effectively mitigated by the breakwater/groyne.

Archaeology Effects

5.14 Clough Associates have prepared an Archaeological Assessment (Attachment 13).

5.15 Of the nine archaeological sites recorded in the near vicinity of the proposed marina it is considered likely that three of the sites will not be impacted or are very unlikely to be impacted. A further five sites may possibly be impacted, and one site will certainly be impacted, being R11/1530, which is situated around the coastal edge in the vicinity of the proposed access road.

5.16 The effects on the five sites that may potentially be impacted will most likely be minor at most. Effects on site R11/1530 would likely be minor to moderate and result in the removal of a portion of the site. The level of effects on individual sites will require an archaeological assessment once details of the proposal are further developed.

5.17 Effects on the sites can be appropriately mitigated through archaeological investigation and recording of the sites under an Authority under the HNZPT Act.

Traffic

5.18 CKL have prepared a Transportation Assessment (Attachment 15). The Project will generate construction traffic effects during the progressive stages of construction. The effects of this can be managed by the implementation of appropriate Management Plans relative to the routes to be used, timing of vehicle movements, and coordination of construction vehicle parking, consistent with standard practices.

5.19 The operation of the activity will introduce additional traffic, which will generate effects in the streets that the Project will gain access from, however the number of vehicle movements can be readily accommodated by the capacity of the road network, without generating adverse safety effects. It is acknowledged that an improvement to an adjoining development has been recommended to assist with manoeuvring around one corner (anticipated to be addressed at detailed design stage), but if this cannot be achieved, access is still able to occur though the adjoining development owned by the applicant.

5.20 CKL has confirmed that the area proposed for parking is sufficient. The layout of parking associated with the marina, boat ramp and public amenities would form part of the substantive application.

Landscape and Natural Character Effects

5.21 Brown NZ Limited have prepared a Landscape & Natural Character Effects Assessment (Attachment 16), that details the landscape and natural character effects of the proposed development and how the Project can integrate within the environment.

5.22 The Project area itself is not located in any identified Outstanding Natural Landscape ("ONL") or High Natural Character ("HNC") area and does not contain any Outstanding Natural Features ("ONF"). However, the Project is located in proximity to two HNC areas (being Shakespeare Regional Park and Matakatia Bay), one ONF (Kotanui Island) and one ONL (Shakespeare Regional Park and Coastline).

5.23 The Brown NZ Limited assessment identifies that the Project will be visible to users of the current marina, including those who use the Gulf Harbour - Auckland Ferry service, and will also be visible, in whole or part, to other residential properties west of Hobbs Bay, in the general vicinity of Matakatia Bay (including users of the Matakatia Bay and its esplanade and associated reserve area).

5.24 For most viewing audiences the Project will 'make sense' in terms of its co-location with the existing marina and Gulf Harbour Village. Given its location in an area which is already highly modified, it would not alter the overall character of the area.

5.25 The Project would also not alter or erode the core attributes and values of the adjacent ONL and ONF.

5.26 The Brown NZ Limited assessment concludes that the Project is appropriate in terms of its landscape and natural character effects.

5.27 Specific landscape treatment for the marina itself will assist to integrate the Project into its surrounding landscape and will be detailed at substantive application stage.

Ecology

5.28 Bioresearches have prepared an Ecological Assessment (Attachment 17). The assessment of anticipated effects identifies that:

(a) No natural inland wetlands will be affected by the works. The only potential adverse effects on freshwater habitat would be obstruction of fish passage between the CMA and the streams and wetlands on land. Any such effects are able to be managed through careful design at the CMA interface including ensuring fish passage is provided for.

(b) It should be feasible for the removal of vegetation associated with the access road to be managed and mitigated, such that the native animal species that use the planted vegetation as habitat are also mitigated.

(c) Potential effects on lizards will not be significant and could be effectively managed with mitigation measures.

(d) Other herpetofauna (such as turtles, snakes and frogs) are not expected in the area due to an absence of suitable feeding resources

(e) Bats are unlikely to be present, so no effects on bat habitat are expected, however the substantive application would include an assessment of habitat

values in accordance with the Department of Conservation bat roost protocols (as a precautionary approach).

(f) Loss of habitats and roosting locations for a few avian species may occur, however will not be significant and could be effectively managed with mitigation measures. Specific fauna management is identified such as timing for removal of vegetation.

(g) Dredging is expected to be accompanied by appropriate management plans to manage sediment and other effects on marine ecology. Establishment and operation of the Hobbs Bay marina is not expected to adversely alter the habitat value for marine mammals or present significant risks.

5.29 Overall potential significant effects will managed through a series of measures, including through detailed design of the project, drafting and implementing management plans, and where required appropriate offsetting and/or compensation.

Cultural Effects

5.30 Ngāti Manuhiri have provided an initial Cultural Impact Assessment (Attachment 12) and the recommendations have been taken into account in the concept design (insofar as possible at this stage) and in the preliminary specialist assessments which have identified best practise techniques for sediment and erosion control and discharges for stormwater to minimise effects on the mauri of freshwater and coastal waters.

5.31 Continued engagement with Ngāti Manuhiri and other Mana Whenua through the Project, including the planning and development stages of the project, will occur.

5.32 Their participation ensures that cultural values, ancestral ties, and tikanga are thoughtfully integrated into both the design and implementation.

6.0 RELEVANT NATIONAL PLANNING DOCUMENTS

National Policy Documents

New Zealand Coastal Policy Statement (NZCPS) 2010 and Hauraki Gulf Marine Park Act (HGMPA)

6.1 The purpose of the NZCPS is "*to state policies in order to achieve the purpose of the Act in relation to the coastal environment of New Zealand*."

6.2 Sections 7 and 8 of the HGMPA are to be treated as if they were a New Zealand coastal policy statement. They emphasize sustaining the life-supporting capacity of the Gulf, protecting and enhancing the Gulf's natural, historic, and physical resources and recognizing tangata whenua relationships and cultural values.

6.3 The following objectives and policies (under both documents) are considered to be most relevant to the Proposal:

(a) Objective 1 and Sections 7(2)(c) and 8 of the HGMPA: These provisions address the potential impacts of development on coastal biological and physical processes and their life supporting capacity. Based on initial ecological and natural character assessments, it is anticipated that the marina and associated works can be carried out in a manner that can avoid or mitigate long-term effects on biodiversity and natural coastal dynamics. Additionally, all runoff—including stormwater, sediment, and other site-related discharges—can be effectively managed to maintain coastal water quality.

(i) The above objective is supported by Policy 11 which seeks to protect indigenous biodiversity in the coastal environment by avoiding adverse effects on some features, and avoiding significant effects on others. Significant ecological areas (SEA) are mapped in the Auckland Unitary Plan. The proposed marina is not within a marine SEA, and has been informed by initial ecological assessments, which did not identify any Policy 11(a) features, and which indicates that the design and construction methodology will be able to avoid significant adverse effects and can incorporate measures to remedy or mitigate any residual impacts. Ongoing monitoring and adaptive management can ultimately be implemented to ensure biodiversity values are maintained over the long term. Vehicle access will cross a terrestrial SEA through an unvegetated gap, so that minimal, if any, indigenous vegetation clearance will be required:

(ii) Policy 12 supports this objective by seeking to manage the risk of introducing and spreading harmful aquatic organisms through activities in or near the CMA. To address the potential for vessels to carry marine pests, once operational the marina will implement best-practice methodologies, including designated maintenance areas with appropriate containment systems to manage discharges from hull cleaning and vessel servicing. These measures will minimise the risk of harmful organisms entering or spreading within the coastal environment. The applicant intends the marina's hardstand will be certified as a Ministry of Primary Industries Approved Transitional Facility,

supporting achievement of Policy 12 by providing improved vessel biosecurity across the region.

(b) Objective 2 (and supporting Policies 1, 13, 14 and 15): These provisions relate to preserving the natural character of the coastal environment and wider landscapes. The proposed marina has been carefully sited outside any identified areas of Outstanding Natural Character and Outstanding Natural Landscapes, and adjacent to existing marine infrastructure. A marina is not a wholly unanticipated form of development in this location and it avoids significant adverse effects on natural character. The design will incorporate measures to retain and enhance coastal features, including sensitive landscaping, beach nourishment, low-impact construction methods, and ecological restoration, where appropriate. A Landscape Assessment supports the proposal.

(c) Objective 3 (and supporting Policy 2) and Sections 7(2)(a) and 8 of the HGMPA: These provisions related to giving effect to the principles of the Treaty of Waitangi, recognising the role of tangata whenua as kaitiaki, and ensuring their involvement in coastal management. The proposal acknowledges these principles and the role of tangata whenua as kaitiaki. Engagement will be undertaken with relevant iwi and hapū to understand cultural values associated with the site. The development respects the ongoing relationship of tangata whenua with the coastal environment, and no areas of identified cultural significance will be adversely affected. Opportunities for ongoing involvement and input from tangata whenua will be provided throughout the project lifecycle.

(d) Objective 4 (and Policies 18 and 19 and Sections 7(2)(b) and 8 of the HGMPA): This objective seeks to maintain and enhance public open space and recreational opportunities in the coastal environment. The coastline in this area is largely inaccessible due to topography, and the proposed marina development supports this objective by improving public access to the CMA through provision for public walkways, viewing areas and fishing platforms, and an enhanced public beach, ensuring the coastal space is accessible and enjoyable for a wide range of users. The proposed boat ramp enhances public access to the wider Hauraki Gulf and associated recreational boating opportunities. The Coastguard unit supports the safety of people who are recreating on the water.

(e) Objective 5: This relates to climate change based natural hazards. It is of some relevance in terms of recognising the effects of sea level rise on the marina infrastructure and its future operation. This will be taken into consideration during design, accounting for sea-level rise and increased storm intensity through features such as floating docks, reinforced breakwaters, and resilient infrastructure.

(f) Objective 6 (and supporting Policy 6 and Section 8 of the HGMPA): These provisions enable people and communities to provide for their social,

economic, and cultural well-being through appropriate use and development of the coastal environment. The proposed marina directly aligns with this by providing recreational and marine infrastructure, supporting local economic activity, and providing improved access to the CMA. The marina has a functional need to be located in the coastal environment and it makes efficient use of an already modified area of coastal waters, being adjacent to existing infrastructure.

(g) Policy 10: This policy seeks to avoid reclamation of land in the CMA unless it can meet the matters listed in (a)-(d). The marina has a functional need to be located in the coastal environment (inclusive of the associated activities such a hardstands for the coastguard facilities and boat maintenance). There is no land outside of the CMA available or other practicable alternatives for the proposed activities. The proposal delivers significant regional benefits (as outlined as part of the overall referral application). The matters listed in (2)(a)-(g) have been taken into account in the design of the Project and in the preliminary technical assessments.

(h) Policies 21- 23: These policies seek to manage water quality inclusive of sedimentation and the discharge of contaminants in the CMA by ensuring that use and development safeguard coastal water quality and ecosystem health. In this regard:

(i) The proposed marina will incorporate comprehensive erosion and sediment control measures during construction, including containment systems and best-practice site management. Dredging and reclamation will be accompanied by appropriate methods to manage sediment and other effects on marine ecology;

(ii) Operationally, the marina will include designated vessel maintenance areas equipped to manage discharge/contaminant generating activities. Infrastructure will be in place to capture and treat discharges from stormwater runoff, and other operational sources, ensuring contaminants are captured and treated prior to discharge, preventing them from entering the coastal marine area.

6.4 Overall it is it is considered that the project can be consistent with the NZCPS and the Hauraki Gulf Marine Park Act.

National Policy Statement on Urban Development (NPS-UD)

6.5 The NPS-UD sets out objectives and policies to ensure urban environments in New Zealand are well-functioning, adaptable, and capable of supporting growth. While it does not specifically address marina developments, it has some relevance in that it anticipates urban environments that are well-supported by infrastructure, including social infrastructure (parks, recreation facilities, and the like). It is relevant to consider the marina's contribution to the NPS-UD objectives.

6.6 Objective 1 requires that urban environments enable people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety.

6.7 The Project directly contributes to this objective as it supports social wellbeing through increasing opportunity for recreation and access to the coast, including recreational boating, and through the provision of public walkways, fishing and viewing areas and a boat ramp. The Coastguard unit will enhance the wellbeing of people recreating on the water. The coastal space remains accessible and enjoyable for a wide range of recreational users. The hardstand infrastructure supports the Auckland boating community by providing facilities for vessel maintenance .

6.8 Objective 4 provides for urban environments to adapt over time, in response to the changing needs of its people, communities and future generations. Whangaparaoa is a growing coastal community, as evidenced by the recent Hobbs Bay Estate development. As coastal communities grow and diversify, the demand for marine-based activities and infrastructure increases, as demonstrated in the Wardale Supply and Demand Report (Attachment 7) . The marina, hardstand and boat ramp enhance access to water-based recreation and provide additional opportunities for marine transport and services.

6.9 Objective 5 and Policy 9 require planning decisions to take into account the principles of Te Tiriti o Waitangi. The applicant has been consulting with iwi and hapū in respect of the Project and initial consultation has resulted in consideration of cultural values and aspirations in the marina design/activities and will continue should the application be referred.

6.10 The Project is consistent with the NPS-UD.

National Policy Statement for Indigenous Biodiversity (NPS-IB)

6.11 The NPS-IB guides Councils in identifying Significant Natural Areas (SNAs) and managing the potential negative impacts of new activities on these areas. It only applies to terrestrial biodiversity.

6.12 The substantive application will demonstrate how these requirements will be met in the landward part of the application, with initial assessments identifying that:

(a) Potential effects on freshwater values are able to be managed through careful design including ensuring fish passage is provided for;

(b) Any removal of vegetation will be minimised and any effects avoided or mitigated on native animal species that use the planted vegetation as habitat;

(c) Potential effects on lizards will not be significant and can be effectively managed with mitigation measures. Other herpetofauna (such as turtles,

snakes and frogs) are not expected in the area due to an absence of suitable feeding resources;

(d) Loss of habitats and roosting locations for a few avian species may occur, however will not be significant and could be effectively managed with mitigation measures. Specific fauna management is identified such as timing for removal of vegetation.

6.13 The substantive application would include an assessment of habitat values in accordance with the Department of Conservation bat roost protocols (as a precautionary approach) to manage effects on bats.

6.14 The project will create habitat in a new wetland park adjacent to the esplanade reserve/SEA.

6.15 The Project will not have any of the effects listed in clause 3.10(2), and any other effects will be managed in accordance with the effects management hierarchy as required by clause 3.10(3). The project will contribute to indigenous vegetation restoration goals in clauses 3.21 and 3.22. It is consistent with the NPS-IB.

National Policy Statement for Freshwater Management

6.16 The National Policy Statement for Freshwater Management 2020 ('NPS-FM') seeks to manage natural and physical resources to prioritise firstly, the health and well-being of water bodies and freshwater ecosystems, secondly, the health and needs of people, and thirdly the ability to provide for the social, economic, and cultural well-being of people and communities.

6.17 The project is consistent with the relevant policies of the NPS-FM for the following reasons:

(a) The proposal can minimise and mitigate its effects on ecosystems and waterbodies in a manner which give effects to Te Mana o te Wai, through careful design and integration between engineering, ecology and planning practises, specifically:

i. sediment discharge is minimised through the use of erosion and sediment control measures (consistent with Council guidelines);

i. stormwater discharges are appropriately treated to protect the health of freshwater environments; and

(b) Any works within proximity to wetlands can be carefully designed to ensure that the potential risk for adverse effects are minimised as far as practicable.

(c) The engineering designs (including calculations, flood modelling and stormwater devices) will addresses climate change.

6.18 Involvement of iwi will continue to ensure that the tangata whenua values and interests, including the principle of Te Mana o te Wai, are reflected in the outcomes associated with freshwater management.

6.19 The project is consistent with the NPS-FM.

MACA applicants with applicants that cover Hobbs Bay site

Nu	Applicant Group	Contact Details	1st Engagement	Response/Feedback	2nd Engagement	Response/Feedback	3rd Engagement	Response/Feedback
1	Hauraki Maori Trust Board	[redacted]	21-Feb-25		13-May-25			
2	Ihaia Paora Weka Tuwhera Gavala Murray Mahinepua Reserve Trust Ngatirua Iti NgatiMuri Nagatiruamahue NgatiKawau Ngati Haiti Ngaitupango NgaPuhi NgatiKahu Te Auopouri	[redacted]	21-Feb-25		13-May-25			
3	Ngaati Whanaunga	[redacted]	21-Feb-25		13-May-25			
4	Ngāi Tai ki Tāmaki	[redacted]	21-Feb-25		13-May-25			
5	Ngai Tamarawaho	[redacted]	21-Feb-25		13-May-25			
6	Ngapuhi nui tonu (Waitangi Marae)	[redacted]	21-Feb-25		13-May-25			
7	Ngapuhi nui tonu-Kota-toka-tutaha-moana o whaingaroa	[redacted]	21-Feb-25		13-May-25			
8	Ngapuhi nui tonuu (Te Kotahitanga Marae)	[redacted]	21-Feb-25		13-May-25			
9	Ngati Kawau and Te Waiariki Korora	[redacted]	21-Feb-25		13-May-25			
10	Ngati Maru	[redacted]	21-Feb-25		13-May-25			
11	Ngāti Rehua Ngātiwai ki Aotea	[redacted]	21-Feb-25		13-May-25			
12	Ngati Taimanawaiti	[redacted]	21-Feb-25		13-May-25	Response 17/05/2025: Kia ora [redacted] , Thank you for reaching out to us. We have no comment that we are able to make at this point in time. Ngā mihi, [redacted]		
13	Ngati Tamatera	[redacted]	21-Feb-25		13-May-25			
14	Ngati Te Ata	[redacted]	21-Feb-25		13-May-25	Response: 13/05/2025 Tena koe Please send through any reports you have for this proposal. Nga mihi [redacted] Reports requested from [redacted] , HDL responded 19/05/2025		
15	Reti whanau	[redacted]	21-Feb-25		13-May-25			
16	Te Kaunihera o Te Tai Tokerau	[redacted]	21-Feb-25		13-May-25			
17	Te Whanau a Rangiwhakaahu	[redacted]	21-Feb-25		13-May-25			
18	Ngati Taimanawaiti	[redacted]	21-Feb-25		13-May-25			
19	Ngāti Whātua Ōrākei	[redacted]	21-Feb-25		13-May-25			
21	Mahurangi, Ngati Awa and Ngapuhi	[redacted]	21-Feb-25		13-May-25			
23	Ngāti Manuhiri	[redacted]	21-Feb-25		13-May-25			
25	Ngaitawake	[redacted]	21-Feb-25		13-May-25			
27	Ngati Kahu, Te Rarawa and Te Uriohina	[redacted]	21-Feb-25	Mail undeliverable	13-May-25	**Response: 19/05/2025:** Kia ora [redacted] I am awaiting a response from my clients I shall certainly be in touch with you by weeks end Ngā mihi/Kind regards [redacted]		
29	Ngati Te Ata	[redacted]	21-Feb-25		13-May-25	Response: 13/05/2025 Tena koe Please send through any reports you have for this proposal. Nga mihi [redacted] Reports requested from [redacted] , HDL responded 19/05/2025		
31	Te Hikutu Hapū	[redacted]	21-Feb-25		13-May-25			
33	Ngati Kawau & Te Waiariki Korora	[redacted]	21-Feb-25		13-May-25			
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Proposed Hobbs Bay Marina Iwi Engagement

Nu	Applicant Group	Contact Details	1st Engagement	Response/Feedback	2nd Engagement	Response/Feedback	3rd Engagement	Response/Feedback	4th Engagement	Response/Feedback
1	Hako Tupuna Trust	[redacted]	20-Nov-24		13-May-25					
2	Ngati Maru	[redacted]	20-Nov-24		29-Jan-25		13-May-25		13-May-25	
3	Ngati Paoa Iwi Trust	[redacted]	20-Nov-24		29-Jan-25		13-May-25		13-May-25	
4	Ngāi Tai ki Tāmaki	[redacted]	13-Aug-24	**Response 26/08/2024:** Kia ora Ettiene, Thank you for the invitation to hui with yourself and Gray this afternoon and to advise that Ngāi Tai ki Tāmaki have no further comments and will not be engaging any further regarding the proposed marina. Mauri ora, Rev Butler Aukaha Tōmau - Taiaomaurikura (RMA Team) Ngāi Tai ki Tāmaki						
5	Ngati Tamatera	[redacted]	20-Nov-24		29-Jan-25	**Response: 05/02/2025 HDL,responded to the below with no further response from** [redacted] Kia ora [redacted] , Please advise who are the other iwi groups you are engaging with to ensure all relevant partners are aware of the proposed marina development. Also do you have resource to support this engagement? Ngā mihi, [redacted]			13-May-25	
6	Ngati Te Ata	[redacted]	20-Nov-24		29-Jan-25		13-May-25		13-May-25	
7	Ngati Whanaunga	[redacted]	20-Nov-24		29-Jan-25	**Response 30/01/2025:** HDL did not respond to this Teenaa koe [redacted] , RE: Hobbs Bay Proposed Marina Development - Ngati Whanaunga Incorporated Thank you yes Ngaati Whanaunga is available to do a CVA/CIA this will cost 60 hours x $456 per hour, also a site visit cost will also be required this cost are, 1.Site visit/meeting $720.00 2.Read/technical reports $180.00 x 4 hrs-6hrs 3.KM rate $1.04 4.Travel time $180.00 per hour 5.GST 15% Please provide all information and all technical reports, if you can confirm cost, we can arrange for meeting pre-site and prior to CVA/CIA as well a post meeting to discuss recommendations CIA. Please provide a PO number for this Project I have cc our office for invoicing. Ngaa mihi, Naa, [redacted] Environment Officer Ngaati Whanaunga Inc	31-Jul-25	Discussions on CIA resourcing are ongoing. As a first step, Ngāti Whanaunga has requested a copy of the applicant's technical reports and a site visit, and this is being arranged.		
8	Ngati Whatu o Kaipara	[redacted]	20-Nov-24		29-Jan-25		13-May-25		13-May-25	
9	Ngati Whatu Orakei Trust	[redacted]	20-Nov-24		29-Jan-25		13-May-25		13-May-25	
10	Ngatiwai Trust Board	[redacted]	20-Nov-24		29-Jan-25		13-May-25		13-May-25	
11	Te Akitai Waiohua Iwi Authority	[redacted]	20-Nov-24		29-Jan-25		13-May-25		13-May-25	
12	Te Kawerau Iwi Settlement Trust	[redacted]	20-Nov-24		29-Jan-25		13-May-25	**Response: 16/05/2025:** Kia ora [redacted] , Thank you for your email – and your follow up email, Te Kawerau ā Maki have an interest here, but in this instance defer to our whanaunga Ngati Manuhiri who maintain ahi kaa in this area. As long as they are engaging, we are fine to just receive updates as the proposal progresses. Ngā mihi, [redacted]	13-May-25	**Response: 16/05/2025:** Kia ora [redacted] , Thank you for your email – and your follow up email, Te Kawerau ā Maki have an interest here, but in this instance defer to our whanaunga Ngati Manuhiri who maintain ahi kaa in this area. As long as they are engaging, we are fine to just receive updates as the proposal progresses. Ngā mihi, [redacted]
13	Te Patukirikiri Incoporated	[redacted]	20-Nov-24		29-Jan-25		13-May-25		13-May-25	
14	Te Runanga o Ngati Whatua	[redacted]	20-Nov-24		29-Jan-25		13-May-25		13-May-25	
15	Ngāti Manuhiri	[redacted]	8-Oct-24	CIA provided, site visit undertaken 2/10/2024. No further action required.	9-Jun-25	Requested a review of the updated marina plan, no response as yet.	23/06/2025 08/07/2025	Followed up with no response Followed up again, response received Kia ora [redacted] , Thank you kindly for your emails and patience awaiting a response from us. We have just returned to office after being in France for the United Nations Oceans Conference. Can I clarify are you still seeking feedback on your updated proposal. I would greatly appreciate if you could resend this to me and I will review this immediately and provide the feedback. Ngā mihi, [redacted]	16-Jul-25	Feedback received: 16/07/2025 Kia ora [redacted] Thank you for your email. The updated concept plan looks good. No further comments please keep us updated as the project progresses. Ngā mihi, Manuhiri Kaitiaki Charitable Trust.

Proposed Hobbs Bay Marina General & Authorties Engagement

Nu	Group	Contact Details	1st Engagement	Response/Feedback	2nd Engagement	Response/Feedback	3rd Engagement	Response/Feedback	4th Engagement	Response/Feedback
1	Community Group: KWGS - Keep Whangaperoa Green Spaces	[redacted]	31/01/2025 11/04/2025	No feedback due to being overseas. No formal feedback but telephonic conversations held.	28-Apr-25	Response received 30/04/2025: Hi [redacted] I haven't forgotten about this but there has been quite a lot of focus on progressing discussions around the future of the golf course for the last few weeks. I will try and close this out this week. Sorry for my somewhat tardy response. Thank you [redacted]		Letter received KWGS: 10/05/2025		
2	Gulf Harbour Marina	[redacted]	23/02/2025 27/02/2025 03/03/2025	[redacted] made contact with [redacted] Feedback received [redacted] Follow up [redacted] with feedback received for request for documents.	11/03/2025 20/03/2025 24/03/2025 28/03/2025	[redacted] follwed up for a meeting to discuss concept. [redacted] followed with a phone can but no response. [redacted] called again with no response. [redacted] speedy responded advising that he will be traveling for the next few weeks.	15/04/2025 07/05/2025 08/05/2025	Hoppers issued a formal letter to [redacted] at Gulf Harbour. Feedback received from Gulf Harbour marina HDL responded to Gulf Harbour Marina requesting a meeting with [redacted]		
3	Hobbs Bay Estate Open Days		04/09/2024 29/03/2025	First Open Day - Open the the community Second Open Day - Open the the community						
4	Watercare	[redacted]	02/04/2025 3/04/2025 14/04/2025	Plan was issued to Watecare Feedback received from Watercare with next steps for marina discussion. Meeting held at Watercare office, flow calculations advised would be required.		IGC calculations were completed but not issued to Watercare				
5	Heritage NZ Pouhere Taonga	[redacted]	11/04/2025	Pre-application meeting arranged for 17 April	17/04/2025	Pre-application meeting with Heritage NZ [redacted] – senior archaeologist (GW), [redacted] – advisor (māori heritage) (TB), [redacted] – planner (LA), [redacted] - area manager (MK), [redacted] – pou arahi. HDL represented by [redacted] and [redacted] from Clough Associates. Discussed [redacted] report. Heritage NZ requested: (1) that where any information is not available at this stage but will be provided in substantive application, this is made clear. (2) Statement on values of māori archaeological sites (can refer to CIA). (3) summary table of sites and how affected. Clough report edited to reflect feedback.				
6	Department of Conservation	[redacted]	11/04/2025	DOC requested information about ownership of esplanade reserve, ecological effects assessments, engagement with iwi.	19/05/2025	HDL provided information requested by DOC and arranged a pre-application meeting	4/06/2025	Email from DOC Senior Heritage Advisor - "at present I see no issues for the management of archaeological heritage sites"	9-Jun-25	Pre-application meeting with DOC, attended for HDL by [redacted] and Bioresearches consultants, attended for DOC by [redacted] (contractor project manager), [redacted] (legal), [redacted] (ecologist – lizards), [redacted] (ranger project lead community) [redacted] (tech advisor shorebirds and penguins), [redacted] (ecologist freshwater), [redacted] (land regulatory delivery manager), [redacted] (regulatory), [redacted] (permissions advisor – Wildlife Act), [redacted] (technical advisor – veg). Discussed concept plan, potential effects and mitigation measures, public access, relevant poliices including HGMPA, esplanade reserve. Bioresearches later made some changes to Ecological report to reflect feedback.
7	Ministry For the Environment	[redacted]	11/04/2025	Received letter from MFE with list of policies to address. Letter advised that further engagement not required on referral application						
8	Auckland Council (Governing Body)	[redacted]	13/03/2025	Pre-application meeting. Attended by [redacted] (Principal Project Lead), [redacted] (Senior Parks Planner), [redacted] (Team leader, Parks Liaison), [redacted] (Parks and Places Specialist), [redacted] (Senior Land Use Advisor), [redacted] (Consultant Planner). Discussed concept plan, land owner approval requirements for esplanade reserve, opportunities for public access enhancements, reclamation policies, role of Local Board).	10/07/2025	Letter from Auckland Council legal dated 10 July 2025 advising on esplanade reserve authorisations.				
9	Auckland Council (Hibiscus and Bays Local Board)	[redacted]	28/04/2025 (HDL has also previously engaged with the Local Board over the subdivision and has discussed the marina in that context)	Requested meeting. Initially advised to direct inquiries to Auckland Council. Eventually advised that "while our legal team are going to respond to you soon more fully, they've let us know it's their opinion and guidance that it's fine for the local board to meet with you now. This would be for the purpose of understanding your plans, askind questions etc. ". Meeting arranged for 5/08/2025.						
10	Coastguard	[redacted]	27-Nov-24	First engagement on project background with [redacted] - Northern Manager - Coastguard, also updated on the 17th Feb after briefing the Hibiscus branch.	12-Dec-24	Meeting with Hibiscus Coast volunteers in Orewa, discussed plans for the development. Positive support from the President [redacted] and Crew chief [redacted] Branch urgenlty needs access to on waer vesel storage with more call-outs and the likley need to accommodate a larger vessel in the future as the branch reached further afield.	17-Feb-25	Visited Coatsguard at Marine Centre, Mechnics Bay, with HB Project team and viewed the control centre. Updated [redacted] on project before and with the Hobbs Bay project team.	7-Jul-25	Updated the Hibiscus Coast team wth the revised concept plan after changes post engagement with Gulf Harbour. Postive suport and agreement to consider a letter of support.
11	Harbourmaster	[redacted]	17-Feb-25	Met with [redacted] (HM) and [redacted] his deputy to dicuss the Hobbs Bay Project and explain the various components including the northern marine centre concept.. Feeback was positive recognising their role as the regulator who will review on behalf of Auckland Council. They suggested areas of focus including navigational safety with two marina channels being together	9-Jun-25	Meeting to update the Harbourmaster team on refinement of the concept plan for the marina. Updated addressed the amendments made post discussion and enaggement with Gulf Harbour including a new channel access locaton. HM team provided feedback on suggestion of channel markers to direct vessel traffic away from the Hobbs Bay marina channel to reduce wakes. There was also dicussion on the need for HB to be clear in terms of pulic access that is enduring and not offered and later removed.				
12	NZ Police	[redacted]	31-Jan-25	Met with the Snr Sergent [redacted] head of NZ Police Maritime Division to explain the Hobbs Bay proposal for a Northern Maritime Centre. Positive feedback as the Police have constand needs for vessel berthage. Others at NZ Police make decisions over the placement of officers, but having access to office facilities and berthage at the northern edge of the Auckland woudl be a positive. Appreciated the early engagement and looks forward to the project progressing.						

Fast-Track Projects Advisory Group

Report to Ministers

2 AUGUST 2024

3. Purpose and Primary Deliverable

The purpose of the Advisory Group was to independently assess and provide recommendations to Ministers regarding projects that the Advisory Group considered suitable for listing in Schedule 2 of the Bill.

The primary deliverable of the Advisory Group was to provide a report to Ministers by 2 August 2024 which recommended:

- projects they consider should be included in Part A or Part B of Schedule 2 of the Bill, with reasons why, and which projects should not be included in Schedule 2 of the Bill, and why; and
- the priority of projects both in terms of their worthiness of being listed as well as the order in which they should be referred to the Expert Panel.

Sectors

The Advisory Group had to assess a significant number of applications, diverse in both nature and scale, in a limited timeframe. To better facilitate a fair assessment of similar applications we categorised projects by sectors into Aquaculture and Farming, Housing and Land Development, Infrastructure, Mining and Quarrying and Renewable Electricity. Assessing applications in the context of these sector narratives was also important in our consideration of significant regional or national benefits.

The sector narratives are detailed in Section 5 of this report.

Significant Regional or National Benefits

The Bill only applies to projects that can deliver significant regional or national benefits. Accordingly, a fundamental exercise for the Advisory Group was to assess applications and for members to exercise their best judgement as to whether or not the projects promoted in those applications could deliver significant regional or national benefits.

Of the 384 applications the Advisory Group are of the view that 342 projects, assessed in the context of the sector narratives, could deliver significant regional or national benefits. In that regard we consider that those projects satisfy one or more of the sub-clauses in clause 17, while also being cognisant of the broad economic benefit ground in clause 17(3).

The Advisory Group recommend that 42 applications are not listed in the Bill. The majority of these could not in our view deliver significant regional or national benefits, while others were lacking material information or were ineligible for other reasons.

2A Priority Five by sector – 30 total

Housing and Land Development

FTA047	Metlifecare Whenuapai
FTA066	Waikanae North
FTA069	Hobsonville Village Development
FTA092	Whenuapai Green
FTA128	GreenCycle - Advanced Composting Facility
FTA205	Saulbrey Road Residential Development
FTA212	Piripai Block Development
FTA219	Tahimana
FTA220	Pōteriwhi (Parau Farms) Housing and Recreation Development
FTA239	Ngāruawāhia King Street Residential Development
FTA259	Pohutukawa Place Development – Stages 6-12
FTA271	Bellgrove Rangiora Stages 2-5 (Bellgrove Stage 2-5
FTA272	Whisper Creek residential village
FTA364	Wakefield Village

Infrastructure

FTA214	End of Life Bridges Programme
FTA216	Hobbs Bay Marina
FTA277	Papakura to Pukekohe Route Protection - Four-tracking and Active Mode Corridor (the Project)
FTA285	Omakiwi Jetty
FTA298	Out of Scope
FTA301	Belfast Residential and Stormwater Management Area Development

Mining and Quarrying

FTA161	Drury Quarry Expansion – Sutton Block
FTA200	Mangawhai/Pākiri Embayment Sand Extraction Project
FTA372	Northern Block Mining Project

Renewable Electricity

FTA051	Wheao Hydro-Electric Power Scheme Re-Consenting
FTA056	Kaimai Hydro-Electric Power Scheme Re-Consenting
FTA154	Tekapo Power Scheme – Applications for Replacement Resource Consents
FTA175	Wairoa Solar Farm
FTA198	Tolaga Bay Solar Farm
FTA228	Lake McKay Hydro Scheme
FTA236	Waihi Hydroelectric Power Scheme Reconsenting

Location of project: On the south-eastern side of Main North Road. Belfast, Christchurch. **Project Description:** The Belfast Residential and Stormwater Management Area Development project will construct 324 residential sites and associated infrastructure.					
FTA214	New Zealand Transport Agency Waka Kotahi (NZTA)	End of Life Bridges Programme	Multi-region	5	Out of Scope
Location of project: Various bridges on SH network throughout New Zealand. **Project Description:** To replace eight high priority state highway bridges that are in an 'end of life' condition. These bridges have structural issues and risks, and it is more economically viable to replace them than to continue maintenance.					
FTA216	Hopper Developments Limited	Hobbs Bay Marina	Auckland	5	Out of Scope
Location of project: Costal Marine area at Hobbs Bay, Gulf Harbour, Whangaparaoa, Auckland. **Project Description:** The Hobbs Bay Marina Project is to construct a 310-berth marina, public boat ramp, enhanced swimming beach, and associated facilities such as car and boat trailer parking.					
FTA285	Omakiwi Limited	Omakiwi Jetty	Northland	5	Out of Scope
Location of project: Omakiwi Cove, Eastern Bay of Islands. **Project Description:** The Omakiwi Jetty Project is to construct and operate a jetty and associated hardstand area to support current and anticipated tourist vessel operations and at Omakiwi Cove. The jetty will extend into the coastal marine some 160m from the mean high-water springs so to accommodate large tourist vessels.					
FTA277	Auckland Transport (AT)	Papakura to Pukekohe Route Protection - Four-tracking and Active Mode Corridor (the Project)	Auckland	5	Out of Scope
Location of project: North Island Main Trunk railway line between Papakura and Pukekohe. **Project Description:** The Papakura to Pukekohe Route Protection – Four-tracking and Active Mode Corridor project will remove six level crossings and associated crossing interventions while establishing an active mode corridor to facilitate and support KiwiRail's four-tracking transport project. The active mode corridor will start at Pukekohe and terminate at Drury Railway Station.					

Mining and Quarrying 2A

FTA107	Matakanui Gold Limited (a wholly owned subsidiary of Santana Minerals Limited)	Bendigo-Ophir Gold Project	Otago	1	Out of Scope
Location of project: On, and around, Bendigo and Ardgour Stations in Central Otago (within the Dunstan Mountains) approximately 20 km north of Cromwell.					

WARDALE
marine industry consulting

HOBBS BAY MARINA

SUPPLY & DEMAND STUDY

JULY 2025

Important Notice & Disclaimer

This report is issued pursuant to the terms and conditions set out in the engagement letter dated 30 August 2024.

This report contains information that is commercial in confidence and is prepared on a confidential basis for Hopper Developments Ltd and is only available for use by Hopper Developments Ltd for the express purpose agreed in writing with Wardale Ltd.

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This report includes Appendices. These appendices should be read in conjunction with the main part of the report and this report should not be considered complete without them. Any assumptions or limitations expressed within the report apply also to the Appendices unless otherwise stated.

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Executive Summary

Report Purpose

This report provides an overview of the domestic and international trends for recreational boats and preliminary analysis of the supply and demand for marina berths in Auckland to demonstrate the regionally significant contribution that Hobbs Bay Marina development will have.

Information Sources

The sources of information include statistics, marina data, media articles, survey results, interviews with marinas and other industry participants, WARDALE research and analysis.

Hobbs Bay Marina Overview

Hopper Developments proposes to applied for Fast-Track consent to develop a new marina at Hobbs Bay on the Whangaparoa Peninsula, 45km drive from Auckland CBD. This location is a fast-growing area of Auckland and provides convenient access to the popular recreational boating waters of the Hauraki Gulf.

The new marina will supply much needed additional marine infrastructure capacity for the Auckland region and its forecast population growth, providing a regionally significant contribution to forecast infrastructure needs.

The marina design can efficiently utilise the existing channel breakwater wall so new breakwaters are only required to protect the southwest and southeast edges. The proposal includes dredging of marine sediment to create a marina basin for ~354 floating berths. This sediment is sustainably reused onsite to construct a reclamation to enable provision of necessary infrastructure including the Northern Marine Centre headquarters for Coastguard and other maritime agencies, vessel haulout and maintenance hardstand, boat ramp, marina office and trailer parking.

The development also provides a new public walkway and waterfront promenade, wetland reserve and an enhanced sheltered swimming beach to improve amenity. The quality of public amenity is expected to be similar to Hopper's Marsden Cove development.

Marina Berths Supply & Demand

Marinas are an economic hub. The NZ industry makes a $538 million annual economic contribution including supporting 310 small businesses and over 6,300 jobs.

NZ marinas supply ~12,595 marina berths. NZ yacht and launch numbers are expected to grow by 200 or 0.8% p.a.

Auckland is known as the "City of Sails", reflecting its heritage as the largest and most popular boating location in the country. The Auckland marina market is mature and well established, with limited new development in recent years and no significant new supply planned in the foreseeable future. The Auckland supply of recreational berths (excluding swing and pile moorings) is over 5,900 in 13 main marinas.

Westhaven is the largest marina, with over 1,500 recreational berths (~26% of total) followed by Gulf Harbour/Fairway Bay Marina with a combined 1,122 berths (~19% of total) plus ~173 waterway berths.

Gulf Harbour Marina has good overall occupancy but there is some vacancy in all berth sizes, so there is currently no waitlist. The expansion of Fairway Bay completed in December 2022 added a net 20 berths.

The proposed supply of ~354 new berths at Hobbs Bay is an increase of 32% in the Gulf Harbour location.

Hobbs Bay Marina Supply & Demand Executive Summary

Marina Berth Supply & Demand (continued)

The broader Auckland region population of 1.8m is forecast to increase by an average of 0.9% p.a. over the period to 2048. In the context of the existing Auckland supply of over 5,900 marina berths, the ~354 new berths at Hobbs Bay is ~6% increase. Given that the main Auckland marinas have relatively high occupancy and there is limited new marina berth supply in the foreseeable future, the offer of modern new berths at a new marina in Hobbs Bay is expected to attract some customers from other marinas. This should facilitate more vessels being accommodated across the Auckland region.

Marina berth demand peaked during Covid border restrictions in 2020 – 2022 with excess demand leading to long waitlists for vessel purchases and berth licences prices more than doubling at some marinas. During this period marina developments such as Half Moon Bay North Pier (97 berths) and Westhaven Pier AA (45 berths) filled quickly.

Tighter economic conditions has seen boat sales volumes decline more recently and a moderation in demand for marina berths. This is illustrated by recent marina developments such as Waiheke Marina and Okara Marina in Whangarei taking a longer time to fill.

However, the economic climate will continue to change over time and the new marina will have an asset life that spans many economic cycles.

Northern Marine Centre

The proposed Northern Marine Centre within the development is proposed to provide a northern headquarters for Coastguard and other maritime agencies in a similar way that the Mechanics Bay centre provides for central Auckland (e.g. potential for agencies such as Customs, Police, Ministry of Primary Industries, Department of Conservation to cohabitate in the centre). The centre also links to dedicated floating berths for their vessels and visiting agency vessels. The marina proposes to also provide Port of First Arrival customs and MPI service and potentially meeting rooms and storage facilities for marine-based community organisations (e.g. waka ama, Sailability, Waterwise).

Boat Stack Facilities

Boat stacks provide onshore storage for powered vessels up to 12m. Auckland has three dry stack facilities (Pier 21, Orams and Tamaki) catering for ~760 boats plus two uncovered boat stacks (Gulf Harbour 100 spaces and Pine Harbour 100). The nearby Gulf Harbour boat stack is consistently full with a waitlist, however the maximum size of 9m means that it is catering for a different market than marina berths.

Boat Maintenance Facilities

Typically up to 5% of the value of a boat goes into maintenance every year. The closure of hardstand areas at Pier 21 (Wynyard Quarter) and The Landing (Okahu Bay) in recent years, combined with growing vessel numbers, has increased demand at the remaining hardstand facilities in the Auckland region. The Gulf Harbour maintenance hardstand is typically busy. Hobbs Bay Marina will berth up to ~354 vessels which will require regular maintenance services and infrastructure.

Hobbs Bay Marina will expand the existing Gulf Harbour marine service hub by providing a new haulout and maintenance hardstand. This will supply additional needed boat maintenance capacity for the Auckland region which is compliant with modern environmental standards. It will also function as a Ministry of Primary Industries (MPI) Transitional Facility providing biosecurity protection for the Auckland region. New boat maintenance facilities will stimulate economic growth in the marine trades and new job creation.

Trailer Boat Ramp

Trailer boating is a growing recreational activity in the Auckland region, with new recreational trailer boat registrations in Auckland ranging for 2,500 to 4,000 per year.

Congestion at the Gulf Harbour boat ramp creates delays of one hour on busy days causing frustration among local boaties.[1] and a significant overflow of trailer parking onto grassed areas. Council is aware of this issue and the Local Board is considering options to relieve the pressure caused by high demand at Gulf Harbour as the priority location in the area.

Hobbs Bay Marina will provide a new quality sheltered all-tide access boat ramp which will increase launching capacity for the region.

Ferry Service

Hobbs Bay Marina will support demand for the ferry service connecting Gulf Harbour to Auckland CBD.

Hobbs Bay Marina
Executive Summary

A preliminary analysis of the indicative feasibility of the Hobbs Bay Marina development and the benefits that it provides as a regionally significant development for the Auckland region is shown below, which is based on WARDALE's review of available information and the supply and demand analysis in this report.

Hobbs Bay Marina Indicative Feasibility

- Limited options for new development of other marina berths in Auckland region in foreseeable future.
- Popular boating location within driving distance of Auckland CBD and provides direct convenient boating access to Hauraki Gulf.
- Favourable demographics for income, home ownership levels and population growth.
- New modern facility is attractive for generating customer demand.
- Can target build towards scarce berth sizes to meet demand.
- Access to existing marine services infrastructure already in place at Gulf Harbour.
- Size of marina at ~354 berths provides economies of scale relative to small facilities.
- Experienced quality developer provides new customers confidence.
- Complements and enhances amenity of the adjacent 88 lot residential development.
- New boat ramp, public walkway and promenade and swimming beach will activate the marina area.
- Phasing of new berth construction to align with demand.

Benefits to Auckland Region

- Addresses limited availability of marina berths in Auckland region given increasing demand driven by population growth.
- Addresses shortage of modern boat maintenance facilities by supplying additional capacity to support growth of Auckland region.
- Will create a marine services economic hub that will support economic growth of marine services trades and stimulate new job growth.
- The maintenance hardstand will be an MPI Transitional Facility providing biosecurity protection for the Auckland region.
- The proposed inclusion of a Northern Marine Centre will provide northern headquarters for the Coastguard and other maritime agencies to cohabitate in a similar way that the Mechanics Bay centre currently provides for central Auckland (as detailed on slide 5).
- Hobbs Bay Marina will provide a new quality trailer boat ramp providing sheltered all tide access which will increase launching capacity for the Auckland region and alleviate the current significant peak congestion and delays at the existing Gulf Harbour ramp.
- Public amenity improvements including a public walkway and waterfront promenade, sheltered beach for safe swimming and wetland reserve area will enhance and activate this area.
- Ongoing support and demand for the ferry terminal and the service connecting Gulf Harbour to downtown Auckland.

2. Introduction

Hobbs Bay Marina Overview

Hopper Developments is planning to develop Hobbs Bay Marina with ~354 floating berths, marine services infrastructure and improvements to public amenity.

Hobbs Bay Marina Overview

The Hobbs Bay Marina development is located at the entrance to the existing Gulf Harbour Marina. This location is a fast-growing area of Auckland and provides convenient access to the popular recreational boating waters of the Hauraki Gulf.

The Marina will provide additional boating infrastructure needed in the region, including ~354 marina berths, a proposed Northern Marine Centre headquarters for Coastguard and other maritime agencies, marina office, boat maintenance infrastructure and trailer parking. Public amenity of the area will be enhanced through access to a public walkway and waterfront promenade, sheltered swimming beach and a wetland reserve.

Hopper Developments has a track record of excellence in property and marine development including the coastal waterways in Whitianga, Marsden Cove and Pauanui.

The adjacent shoreline is Esplanade Reserve vested in the Auckland Council. The Seabed is Common Coastal Marine Area

The development utilises one of the existing breakwaters, so only requires construction of revetment breakwater groynes on the south-western and south-eastern edges to provide sheltered berthing for vessels. Excavation of the papa rock seabed is required to provide suitable all tide water.

The new marina structures will protect the adjoining residential areas from a coastal erosion hazard and provides positive effects for the hazard risks of the neighbouring terrestrial area. Levels will be set for the 50 year inundation level including 1% AEP tide, significant weather events and sea level rise.

Excavated material is proposed to be retained on site and used to form a reclamation for necessary adjacent landside marina facilities such as Coastguard headquarters, vessel haulout maintenance facilities and boat ramp which cannot be located away from the waters edge.

Consultation has been undertaken with 17 Iwi regarding the adjacent subdivision. Iwi deferred to Ngati Manuhiri who provided a cultural assessment and subsequent support of the adjoining proposal. No special importance of the adjoining CMA was noted.

Hobbs Bay Marina Concept Plan

A preliminary concept plan is shown for the Hobbs Bay Marina and the associated landside facilities and public amenities.

There is potential to stage the floating berth infrastructure to align with demand growth, with the plan showing an indicative 50%/50% split into Stage 1 and 2.

A concept plan with wider perspective is provided in Appendix A.

Analysis of the supply and demand for berths is provided in Section 3 and other marina facilities in Section 4.

Legend

1 Travel Lift Hard Stand & Maintenance Sheds
2 Boat Ramp & Trailer Parking
3 Dry Stack Boat Storage & Launching
4 Northern Marine Centre (Coastguard and Others)
5 Subdivision Walkway to Marina
6 Marina Parking
7 Marina Park & Wetlands
8 Marina Office & Community Use Rooms
9 Marina Road & Pedestrian Entrance
10 Public Beach
11 Public Walkway
12 Outstanding Natural Landscapes Overlay
13 Eastern Breakwater with Public Walkway & Fishing Bays
14 Western Breakwater
15 Stage 1 Berths
16 Stage 2 Berths
Public Walkway / Promenade

Length metres	Type	Berth Count	T Heads Count	Total Berths	Indicative Stage 1	Indicative Stage 2
14	Mono	86	5	91	58	33
14	Cat	10	-	10	8	2
16	Mono	102	6	108	46	62
16	Cat	12	-	12	8	4
18	Mono	86	4	90	28	62
18	Cat	4	-	4	2	2
20	Mono	23	2	25	16	9
20	Cat	3	-	3	-	3
25	Mono	8	1	9	9	-
25	Cat	2	-	2	2	-
Total		**336**	**18**	**354**	**177**	**177**

Hobbs Bay Marina
Northern Marine Centre

Hobbs Bay provides convenient access to the Hauraki Gulf and is a suitable location to establish a northern region maritime hub for Coastguard and other complementary agencies.

COASTGUARD

Coastguard Northern Headquarters

Coastguard requires a home base for its operations in northern Auckland and has committed its support to the Hobbs Bay proposed Northern Marine Centre.

Coastguard has indicated that its requirements for a northern facility include:

- Water access infrastructure that provides secure all tide access for quick launching of its rescue vessels;
- Dedicated floating berths for its rescue vessels and sufficient capacity for short-term berthage of recovered vessels;
- Vessel washdown facilities;
- Covered shed space for vessel storage and maintenance;
- Equipment storage shed space;
- Office space; and
- Meeting rooms where they can host their Coastguard Training courses as part of their Preventative Education.

At present Coastguard has makeshift arrangements in place at Gulf Harbour including a berth, a floating dock which is not under cover and some equipment is stored in a small floating building. Another Coastguard vessel is stored remotely at the Stanmore Bay garage.

Other Maritime Agencies

There is an opportunity for other complementary maritime agencies to cohabitate in the Northern Marine Centre in a similar way that the Mechanics Bay centre provides (e.g. potential for agencies such as Customs, Police, Ministry of Primary Industries, Department of Conservation). Discussions with potential maritime organisations are in progress.

Community Marine Facilities

It is planned that the marine hub facility could also accommodate other marine-based community organisations such as waka ama, Sailability and Waterwise.

3.
Marina Berth Supply & Demand

NZ Marina Industry Overview

Marinas are an economic hub. The NZ industry makes a $538 million annual economic contribution including supporting 310 small businesses and over 6,300 jobs.

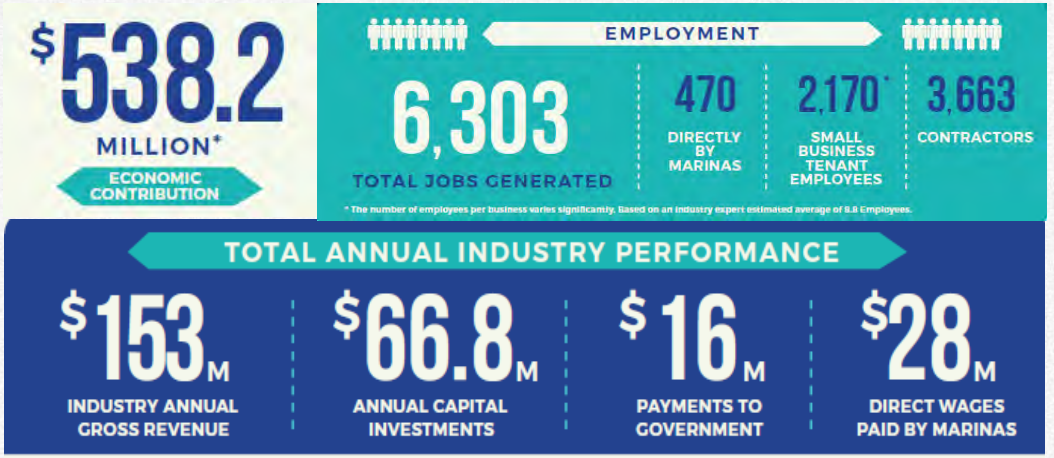
The New Zealand Marina Operators Association (NZMOA) surveyed its members in 2023 and reported statistics which show the significant economic contribution made by marinas.

Marinas provide a wide range of facilities for the benefit of both boaters and the general public.

Source: NZ Marina Operators Association statistics

New Zealand Marina Industry Statistics

The industry includes 58 marinas supporting 310 small businesses and over 6,300 jobs.



The average marina facility has 279 berths with 86% occupancy and makes a $9.3m annual economic contribution.

$523K	annual direct wages paid per marina
8.8	employees per marina
63	contractors supported per marina
$2.6m	annual revenue per marina
$1,346K	annual capital investment per marina
$358K	annual taxes and government payments per marina

Hobbs Bay Marina has ~354 large berths plus a haulout and hardstand facility so is expected to provide significantly larger economic impact than the average marina above.

Refer to Appendix C for a NZMOA document summarising the industry statistics and assumptions.

Macro Marina Trends

WARDALE analysis of long-term trends in New Zealand and international marinas and vessel demand has highlighted key trends including:

Growing Boat Ownership	• NZ has one of the highest boat ownership ratios in the world • Recreational vessels have steadily increased as a proportion of population • Long term growth in boat ownership supported by population growth • Share boat ownership businesses are stimulating demand from customers with disposal income but limited capital • Boating participation rates in New Zealand remain consistently strong
Preference for Powered Vessels	• Boaties are more time constrained, creating a trend towards powered vessels • Particularly strong demand growth for trailerable power boats and small water-craft • Greater demand for launches than yachts for boat purchases and marina berths
Improving Standards	• Marina customers are generally becoming older and more affluent • Marinas are improving facility and service standards to yield higher fees and returns. Marinas are replacing low cost swing and pile moorings with modern finger berths. • Higher standards for water quality and biosecurity
Increasing Vessel Length	• Marina developments have increased average berth size over time • Demand for marina berths and new yachts/launches is strongest in 12m+ sizes (and multi-hulls) • Growing vacancy in marina berths for vessel sizes up to 10m
Alternative Storage Options	• Smaller berths being removed from marinas in favour of larger berths • Hard stands, sheds and boat stackers are increasingly being used for smaller vessels • Urban intensification is driving demand for storage sheds and boat trailer park yards
Optimisation of Existing Marinas	• Limited supply of new marinas given consenting challenges, local opposition and environmental issues • Existing marinas with access to deep water are a valuable scarce resource • Marinas are optimising berths layouts and land uses within available space

New Zealand Marinas Boat Storage Supply

New Zealand marinas supply an estimated 12,595 marina berths, primarily in the 10.1 – 20 metre size range, along with smaller quantities of moorings dry stacks and hard stands.

The NZ Marina Operators Association 2023 survey of NZ marinas provides a recent estimate of the New Zealand supply of marina berths.[1]

A total of 40 marinas, representing 69% of the known eligible marinas in New Zealand, completed the survey.[2]

NZ Marinas Supply of Boat Storage Estimate [1]

Boat storage type	Number of spaces [3]	% of all spaces
Berths	12,595	80.6%
Moorings	720	4.6%
Dry stacks	1,232	7.9%
Hard stands	1,071	6.9%
Total	15,618	100.0%

NZ Marinas Supply of Boat Storage Estimate by Size [1]

	Berths		Hard stands		Moorings		Dry stacks	
Storage size	# spaces	% spaces	# spaces	% spaces	# spaces	% spaces	# spaces	% spaces
0-10m	2,235	17.7%	672	62.7%				
10.1-20m	9,709	77.2%	338	31.6%				
20.1-30m	519	4.1%	47	4.4%				
30.1m+	132	1.0%	14	1.3%				
Under 12m					260	36.1%		
12m+					460	63.9%		
0-6m							20	1.6%
6.1-10m							1,160	94.2%
10.1-14m							47	3.8%
14.1-20m							5	0.4%
Total	12,595	100.0%	1,071	100.0%	720	100.0%	1,232	100.0%

1. "2023 Health of the New Zealand Marina Industry Survey: Economic, Social and Environmental Performance", Study conducted for New Zealand Marina Operators Association by Dr. Ed Mahoney, Teresa Herbowicz, and Dr. Steve Miller, Michigan State University, USA.
2. Eligible marinas were defined as employing at least one full time equivalent position and having either at least 20 on water berths or moorings that were rented/leased or being a marina hardstand/slipway/drydock facility that rented storage space and/or provided service, repair or refit.
3. The number of marina storage spaces are as at 30 June 2023 and were based on both a recent inventory of marinas conducted by the New Zealand Marina Operators Association and number of spaces provided by marinas on the survey.

Definition of Local Auckland Market

Auckland is known as the City of Sails", reflecting its heritage as the largest and most popular boating location in the country.

This report is focussed on a defined Auckland marina market shown in the map. This local market includes 13 main recreational marina facilities with wet berths accessing the Hauraki Gulf, extending from Sandspit Marina in the north to Pine Harbour in the south ("Local Auckland Market").

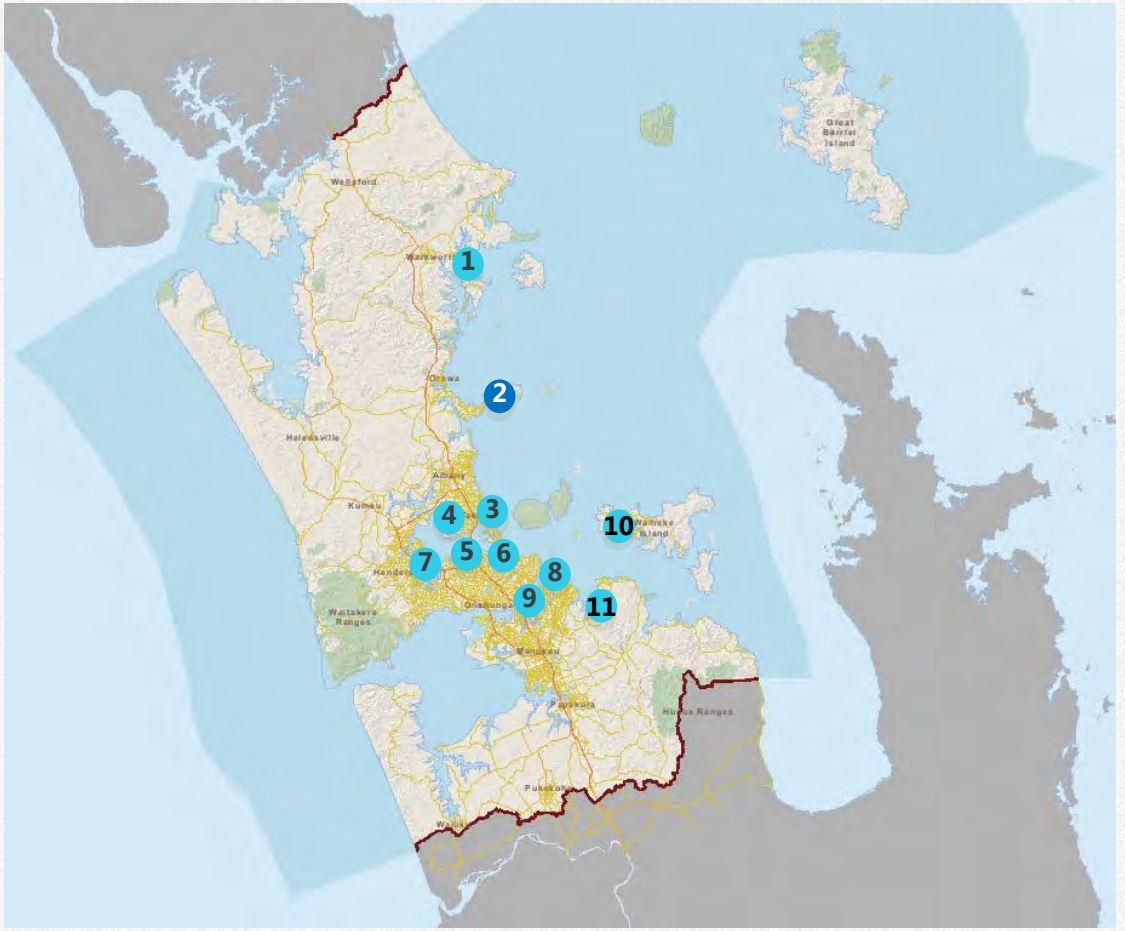
The following facilities are excluded from the scope of the Local Auckland Market marinas in this report:

- Temporary waiting berths for vessels at facilities;
- Pile moorings and swing moorings at marinas;
- 78 Mooring Management Areas managed by the Harbourmaster that provide approximately 4,300 moorings;
- Commercial marina facilities including Westhaven Z Pier charter boat berths, Silo superyacht marina, Hobson West and Viaduct Harbour marina.

Landside vessel storage includes three dry stack facilities and two uncovered boat stacks in the Auckland region for which supply and demand is separately considered in Section 4.

Residential waterways at Gulf Harbour provide an additional 173 berths considered in the analysis of Berth Supply vs Population.

Defined Local Auckland Market – Main Marina Locations



1. **Sandspit Marina**
2. **Gulf Harbour Marina**
   Fairway Bay Marina
3. **Milford Marina**
4. **Bayswater Marina**
5. **Westhaven Marina + Pier 21**
6. **Orakei Marina**
   Outdoor Boating Club
7. **Hobsonville Marina**
8. **Half Moon Bay Marina**
9. **Tamaki Marine Park**
10. **Kennedy Point Marina**
11. **Pine Harbour Marina**

Local Auckland Market Marina Berth Supply

The Local Auckland Market is mature and well established, with a relatively low amount of new development in recent years. The Local Auckland Market supply of marina berths (excluding swing and pile moorings) comprises over 5,900 recreational marina berths, with an average length of 13.1m. Westhaven is the largest marina, comprising over 1,500 recreational berths (about 26% of the total Local Market Area) followed by Gulf Harbour/Fairway Bay Marina with a combined 1,122 berths (19% of total)

Local Auckland Market – Recreational Marina Berth Mix

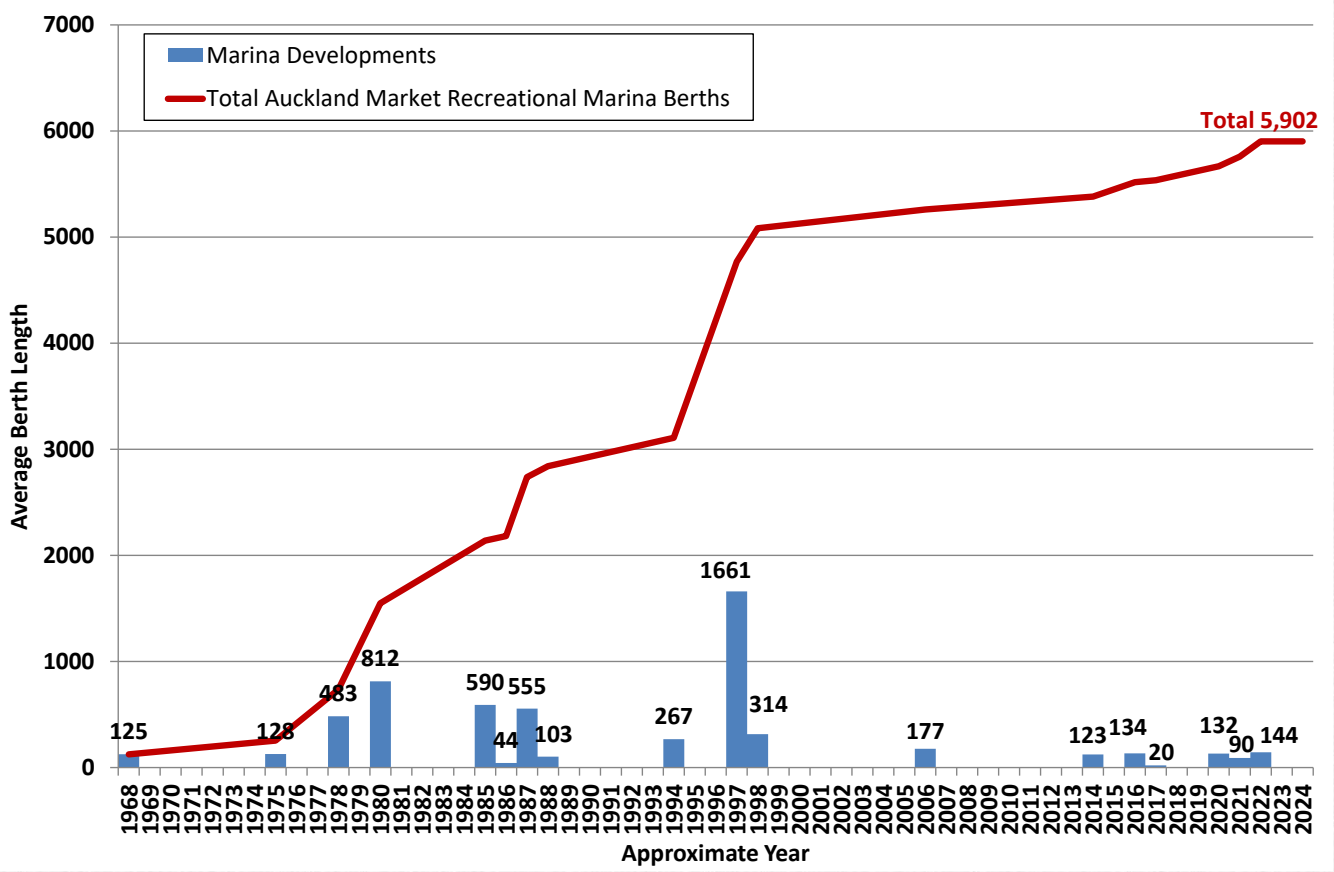
		MARINA															LOCAL MARKET	
		West haven	Milford	Half Moon Bay	Hobson ville	Pine Harbour	Buck lands Beach	Pier 21 Marina	Outdoor Boating Club	Bays water	Gulf Harbour	Gulf Harbour Fairway Bay	Orakei	Sand spit Marina	Tamaki Marine Park Marina	Kennedy Point Waiheke	TOTAL SUPPLY	%
Berth Size (m)	8	2	84	-	-	-	-	-	-	-	-	-	-	-	-	-	86	1.5%
	9	-	-	35	-	36	-	-	-	-	-	-	-	-	-	-	71	1.2%
	10	316	36	246	130	183	37	6	55	29	222	2	-	-	-	2	1,264	21.4%
	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
	12	559	85	169	288	208	41	29	128	168	370	8	26	25	7	33	2,144	36.3%
	13	23	12	-	-	80	-	-	-	68	193	-	-	-	-	-	376	6.4%
	14	272	-	33	128	-	-	4	27	-	-	8	48	69	13	43	645	10.9%
	15	21	-	35	-	-	-	-	-	48	129	-	-	-	-	-	233	3.9%
	16	86	-	10	35	31	20	3	5	44	8	14	41	27	2	31	357	6.0%
	17	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	3	0.1%
	18	72	-	24	8	10	2	-	-	20	54	23	18	13	2	31	277	4.7%
	19	-	-	-	1	-	-	-	-	-	-	-	2	-	-	-	3	0.1%
	20	109	-	16	-	5	3	1	-	22	20	10	13	-	11	23	233	3.9%
	21	1	-	-	-	-	-	-	-	-	20	-	1	-	-	-	22	0.4%
	22	16	-	3	-	-	-	-	-	6	6	1	2	-	-	-	34	0.6%
	23	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	0.0%
	24	54	-	-	-	-	-	-	-	-	7	4	-	-	-	-	65	1.1%
	25	-	-	5	-	1	-	1	-	3	13	-	5	-	-	11	39	0.7%
	>25	4	-	4	-	1	-	-	-	6	7	-	20	-	-	7	49	0.8%
TOTAL		1,535	217	580	590	555	103	44	215	414	1,052	70	177	134	35	181	5,902	100.0%
Average		13.4m	10.2m	12.1m	12.3m	12.0m	12.6m	12.7m	12.0m	14m	13.2m	16.9m	17.5m	14.4m	15.8m	16.7m	13.1m	

Sources: Marina websites, WARDALE research and estimates.

Recreational Berth Supply over Time

The indicative profile of the supply of marina berths to the Local Auckland Market over time is shown in the graph.

Local Auckland Market – Recreational Marina Berth Supply over Time



Sources: Marina websites, WARDALE research and estimates.

During the period from 1978 to 1998 over 4,300 marina berths were constructed, an average of 217 per year. The average growth rate was about 10% p.a. (however this was off a low base and benefited from the transition of vessels from moorings to marina berths).

During the twenty year period from 1998 to 2018 the rate of supply of new marina berths slowed considerably, with only ~450 new berths constructed. This was an average rate of ~23 per year or 0.4% p.a. which was considerably less than population growth. During this period Orakei Marina, Westhaven Pier Y and Sandspit Marina were constructed. The slowdown in supply was partly due to consenting delays in relation to new projects. Respondents to the Auckland Marine Industry Survey noted that it was becoming increasingly difficult to gain consent for new marina facilities with competing demand for water space and high costs and uncertainty associated with consent processes. This was demonstrated by a proposed new marina at Matiatia on Waiheke Island being declined in the Environment Court.

During the period from 2020 to 2024 there were four marina developments (Westhaven various pier redevelopments, Half Moon Bay North Pier extension, Tamaki Marine Park and Kennedy Point Marina). However, these developments are relatively small compared with large existing marinas.

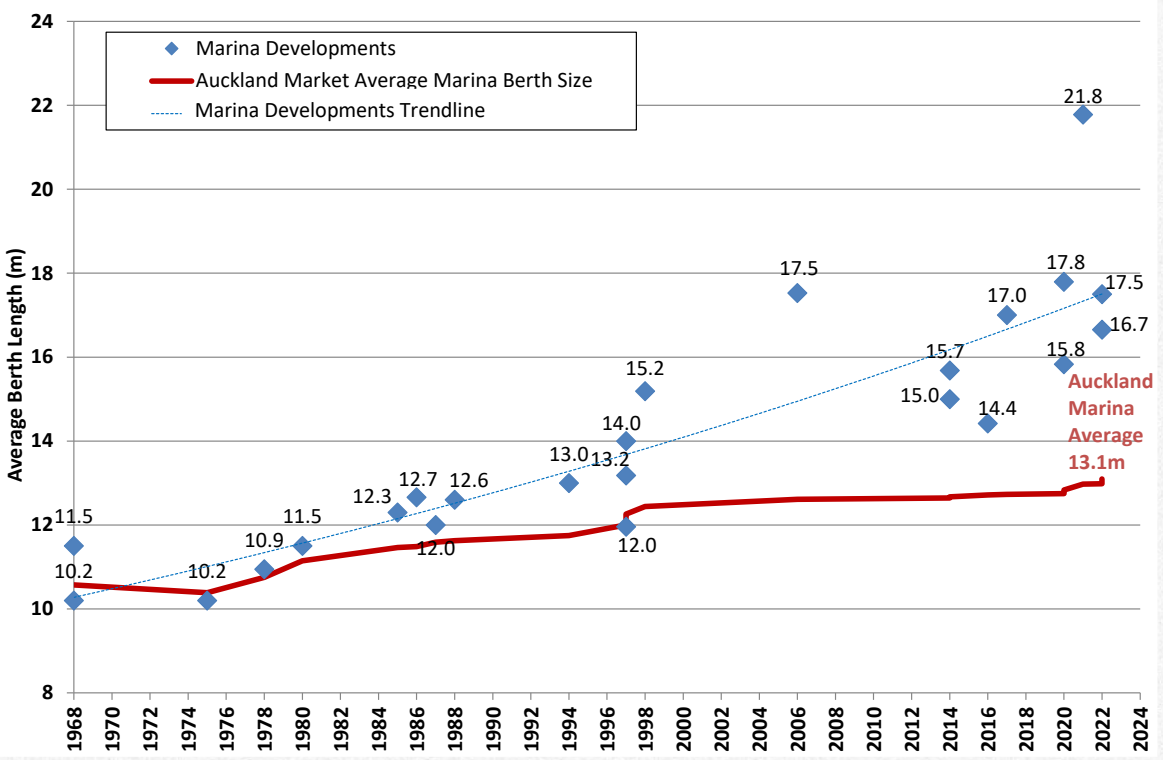
Marina Developments Increasing Berth Sizes

The average size of the floating marina berths in the Local Auckland Market has increased by 2.2m from 11.1m to 13.3m over a 52 year period

More recent Auckland marina developments have generally provided larger marina berth lengths with averages in the range of 14m to 18m, which has increased the overall average over time.

This result is consistent with the increasing trend in the size of vessels in New Zealand and internationally.

Average Berth Size of Marina Developments in Auckland Market



Sources: Marina websites, WARDALE research and estimates.

Recent Auckland Marina Developments

Fairway Bay

The Gulf Harbour Fairway Bay Marina expansion project completed in December 2022 replaced approximately 12 existing walkway berths (which had previously been added in 2019) with 32 new finger berths within inner basin of the marina on Piers A, D and E. This reconfiguration provided a net increase of 20 berths, from 50 to 70 berths.

- This berth expansion project reportedly addressed increasing demand for berths, especially larger sizes and the catamaran market. The average size of the 32 new berths was 17.5m.

Sandspit Marina

- Sandspit Marina was constructed in 2015 and provides ~134 berths. It is located about 50km drive north of Gulf Harbour and provides convenient access to Kawau Island, Tawharanui, Omaha and Pakiri beaches and Goat Island Marine Reserve.
- Occupancy is high with very few empty berths. There are about 20 customers on the waitlist with excess demand for berth lengths 14m, 16m, and 18m.

Westhaven Marina

- Westhaven Marina had full occupancy and a large waitlist which resulted in a decision to redevelop its underutilised pile mooring area with additional new modern large marina berths.
- The Pier AA and Pier AB development added ~90 new finger berths with an average berth length of 21.8m.
- The plans for stage 2 of the redevelopment provide for Pier AC with an additional 51 new serviced berths (indicative timing year 2027+).

Half Moon Bay

- The Half Moon Bay North Pier marina extension was built in 2020 and opened in the first half of 2021.
- The new berths were constructed at the entrance of the existing marina (similar to the Hobbs Bay concept).
- North Pier provided approximately 97 new berths ranging from 14m to 30m and an average length of about 17.8m.
- There was strong demand for this project and it was reported that all berths pre-sold prior to construction commencing.[1]

Waiheke Marina Kennedy Point

- Waiheke Island Marina commenced construction in 2022 and opened in November 2023. This new marina is located at Kennedy Point in Pūtiki Bay which is a central island location in the Hauraki Gulf.
- The marina has 181 berths sized from 12m to 30m, with average length of about 16.7m.
- Almost all berth licences have been sold.

1. Boating New Zealand article 26 March 2022, accessed at: https://boatingnz.co.nz/waxing-moon/

Future Auckland Marina Berth Supply

There appears to be limited new supply of marina berths within the Auckland region in the foreseeable future, other than planned or potential incremental expansions of existing marina facilities.

Incremental Expansion Projects

Existing marinas are conducting incremental expansion projects where possible and reconfiguring their berths to suit the market, however these changes are relatively immaterial to the overall Local Auckland Market. For example:

- Tamaki Marine Park recently developed 35 marina berths which have high occupancy, with demand particularly strong in the 16m to 18m range. Tamaki Marine Park intends to secure more water space for further berth development and is actively working on this opportunity with neighbours.

- Westhaven Marina has plans for its pile mooring redevelopment provide for future development (in year 2027+) of Pier AC with an additional 51 new serviced berths, subject to availability of Auckland Council funding. This project is shown as #15 in the image below.

Source: Westhaven Marina website

- Bayswater Marina plans to develop a new four-level 156-boat storage dry stack including 20 car and boat trailer parks, 18 berth-holder car parks, and 10 visitor spaces at ground level. Storage bays will range from 8.5 to 12 meters in length. Bayswater Marina has also consented development of 78 apartments.

- Orakei Marina has potential for further expansion but there are currently no signs that this will proceed in the near term and it would be subject to consentability.

Marine NZ Vessel Number Estimates

NZ Marine Industry Association ("NZ Marine") estimates that New Zealand numbers of yachts and launches (the most relevant category for marina berths) are expected to grow 0.8% p.a.

Historical growth in yacht and launch numbers since 2010 is estimated to be 2,350 vessels (0.6% p.a. average growth).

Estimated New Zealand vessel numbers and growth rates by type

Boat Type	Existing Boat Numbers 2024	Expected Annual Growth	Expected Annual Growth %	Historical Boat Numbers 2010	Average Annual Growth since 2010
Yachts and launches over 7.5m	**24,350**	**200**	**0.8%**	**22,000**	**0.6%**
Commercial boats (moored and trailer)	7,200	100	1.4%	5,000	1.9%
Trailer power boats	215,500	3,500	1.6%	170,000	1.1%
Jet skis	93,000	1,000	1.1%	10,000	27.5%
Trailer sailor boats	16,200	100	0.6%	15,000	0.4%
Small unpowered vessels[1]	1,597,506	40,000	2.5%	250,000	13.2%
Less: Boats scrapped/exported	n/a	-6,000	n/a	n/a	n/a
Total	**1,953,756**	**38,900**	**2.0%**	**467,000**	**10.0%**

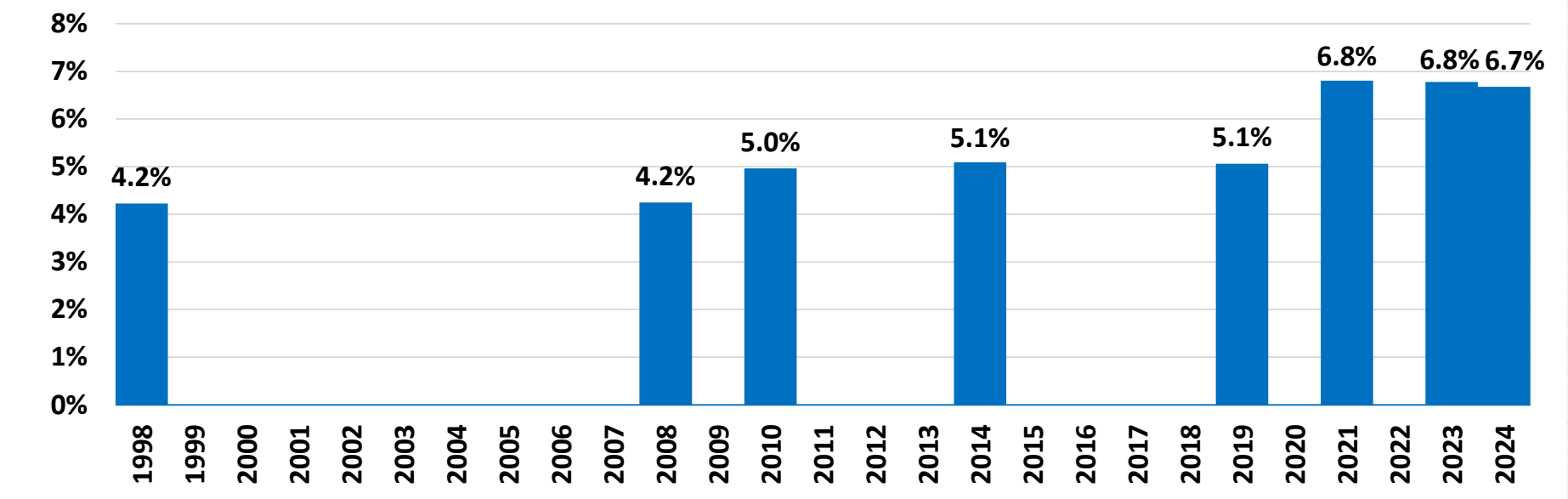
Sources: NZ Marine data (2024 and 2010). Maritime NZ recreational survey (2024 and 2010).
1. Small unpowered vessels include dinghies, inflatables, kayaks, canoes, windsurfers and SUPs.

New Zealand Boat Numbers Relative to Population

The ratio of boat ownership (excluding small unpowered vessels[1]) relative to the New Zealand population has grown over the last 25 years, from 4.2% to approximately 6.8% as shown in the graph below.

New Zealand has one of the highest boat ownership ratios in the world at one boat (excluding small unpowered vessels) per 15 people. By comparison, the ratio is one boat per 28 people in Australia, 28 in the United States, 143 in France, 670 in Japan and 690 in Spain.[2]

New Zealand Recreational Boats (excluding small unpowered vessels) as % of Population



Sources: Statistics NZ population data and Maritime NZ recreational boating surveys, Marine NZ data

1. This definition of boat includes yachts, launches, commercial vessels, trailered power boats, jet skis and trailer sailors above 5m but excludes small unpowered vessels such as dinghies, inflatables, kayaks, canoes, windsurfers and SUPs.
2. Calculated based on data from ICOMIA Recreational Boating Industry Statistics Report, 2020. The definition of "boat" applied includes jet skis and inflatables but excludes other small unpowered vessel types.

Recreational Boating Participation

Based on the 2024 participation rate, NZ Marine reports that boating is New Zealand's largest recreational activity with approximately 1.7 million recreational boating participants.[1]

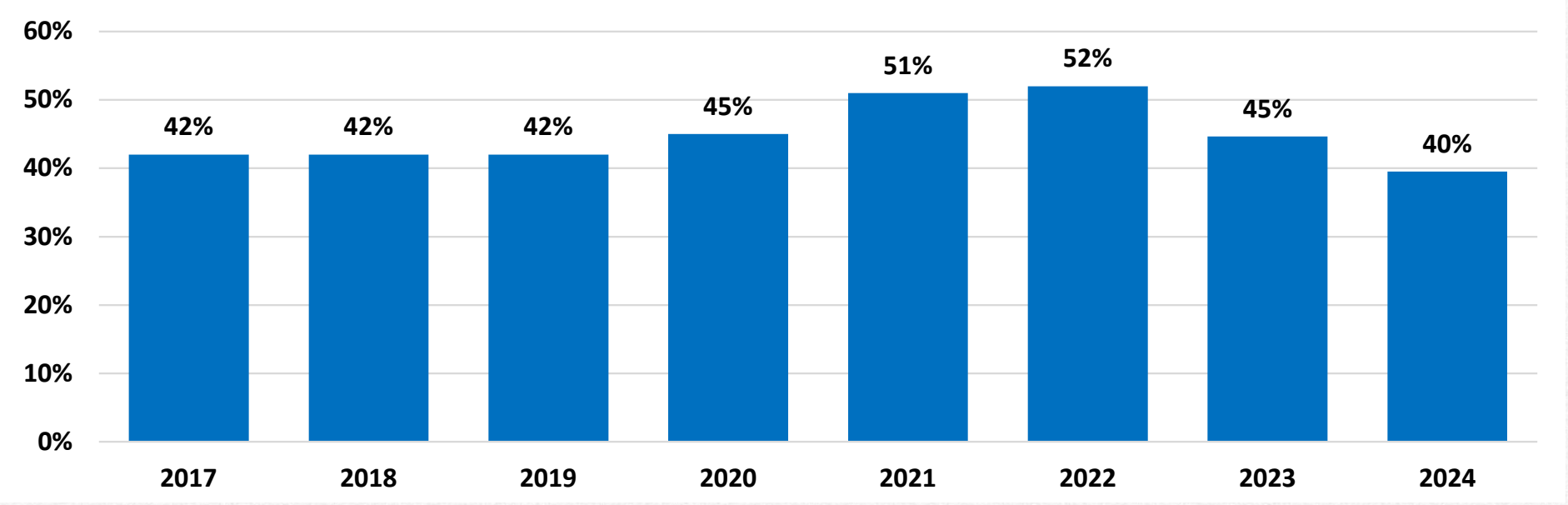
Maritime NZ conducts a regular survey of recreational boating user participation levels.

A historic survey in 1996 had a boating participation rate of 41%, which is similar to the results in the period from 2017 – 2019 shown in the graph below, indicating that participation rates appear to have been relatively steady over time.

However, COVID border restrictions in 2020 - 2022 limited discretionary recreational spending options and resulted in strong increases in demand for domestic recreational boating activities and higher participation levels of over 50%. This demand spike was also reported by many New Zealand marinas experiencing berth full occupancy, growing waitlists and significant berth price increases.

The participation results in 2023 and 2024 has moderated to 45% and 40%, respectively, which is broadly consistent with historical levels.

Estimated Percentage of New Zealand Population Involved in Recreational Boating



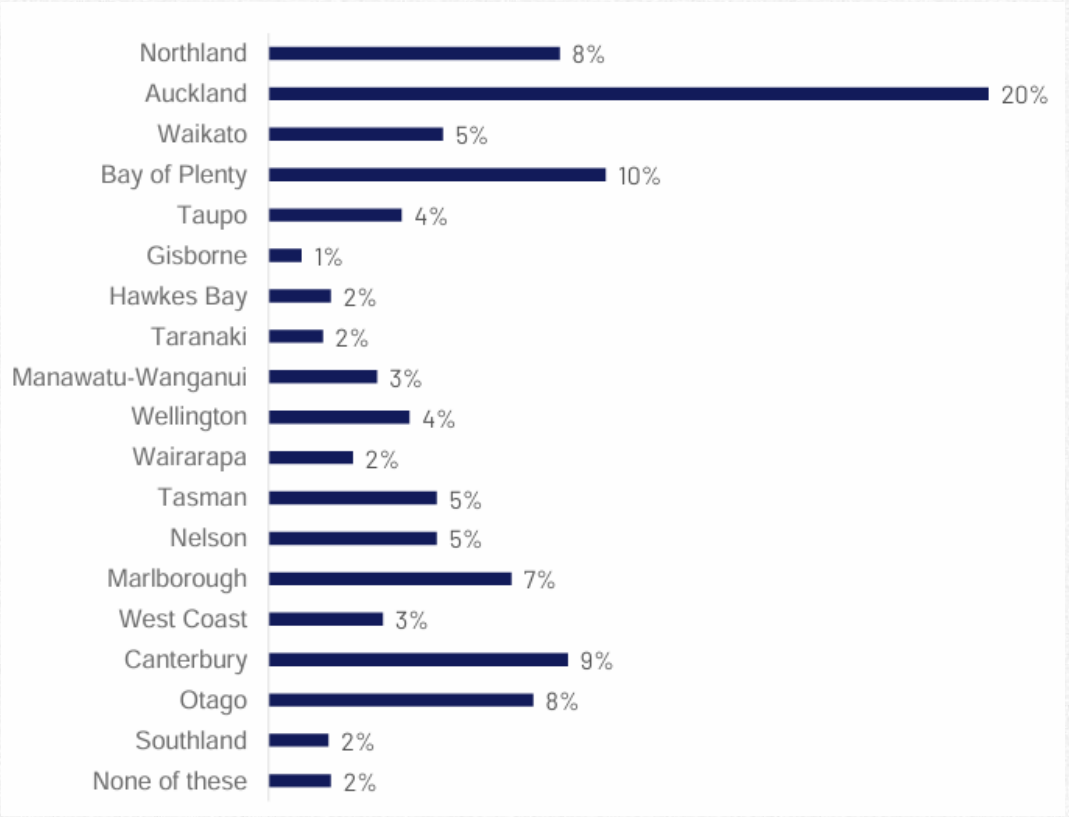
Source: Maritime NZ Recreational Boating Monitor Topline Reports, IPSOS. Participation is broadly defined to include both boat owners and people who participate through the use of vessels that they do not own.

1. NZ Marina calculation is based on the recreational boating participation rate multiplied by the New Zealand 18+ year old population.

Recreational Boating by Region

The Auckland region is the major recreational boating region accounting for ~20% of New Zealand's recreational boating activity.

Estimated Proportion of New Zealand Recreational Boating Activity by Region

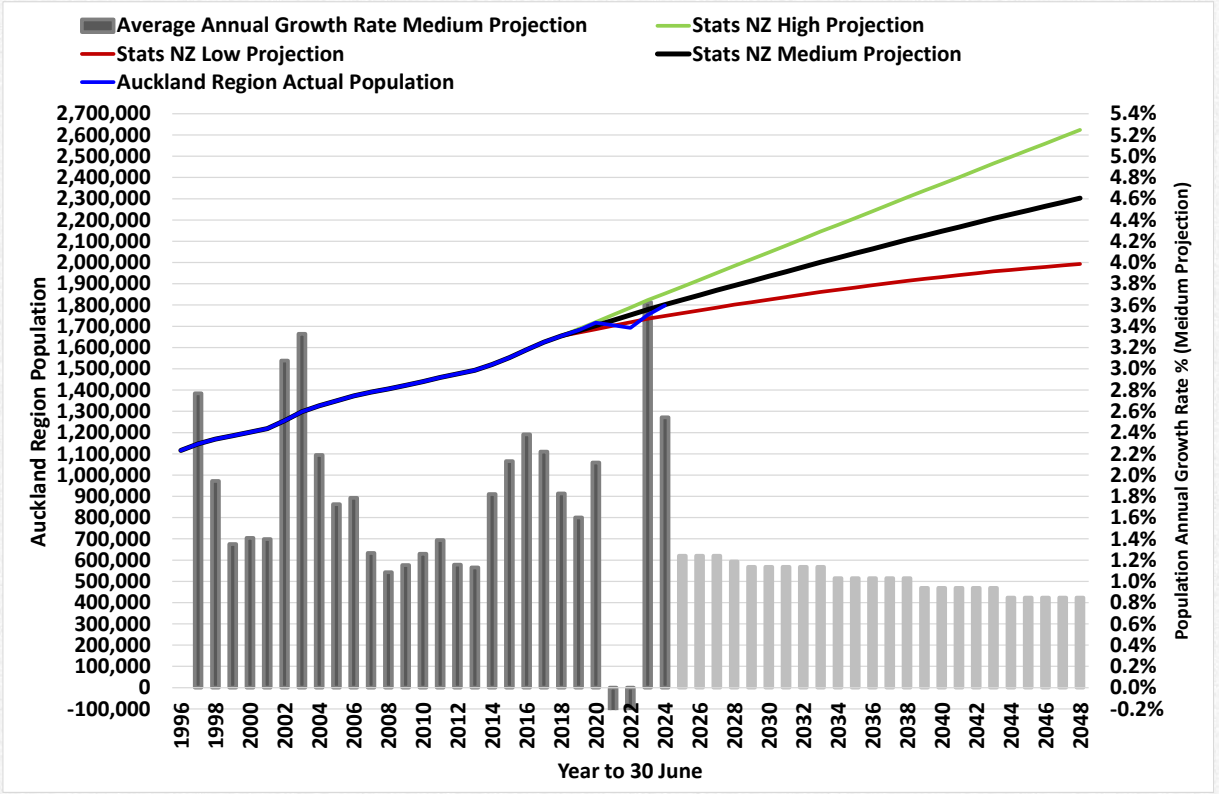


Source: Maritime NZ Recreational Boating Monitor Report, 2023-2024, IPSOS.

Auckland Population Growth

Growth in population is a key driver of long-term vessel ownership demand.

Auckland Region Population Forecast and Annual Growth Rate



Source: Statistics NZ population data. The latest Statistics NZ subnational projections for Auckland region are from 2018 base.

Statistics NZ data shows Auckland region's population grew at average 1.7% p.a. from 1.1 million to 1.7 million over the 25 years to June 2021.

Covid border closures resulted in a short-term reduction in Auckland's population growth by -0.7% in both years to June 2021 and 2022.

However, Auckland's population recovered to 1.75m in 2023 driven by strong net migration. In 2024 growth was 2.5% to 1.80m.

Statistics NZ's population projections to 2048 show continued growth is expected for the Auckland region.

The medium projection is Auckland region's population will grow to 2.3 million in 2048, representing average growth of 0.9% p.a.

The average growth rate under the low projection is 0.5% p.a. and under the high projection is 1.3% p.a.

There is an expected gradual slowing in the rate of growth, with the medium projection slowing from an average of 1.3% p.a. initially to 0.8% p.a. by the end of the forecast period. This is driven by ageing population.

Statistics NZ long term forecasts for total NZ population median case grow from 5.3m in 2024 to 7.8m in 2078, an average of 0.7% p.a. (growth rate of 1.0% p.a. in initial years declining over time to 0.5% p.a.)

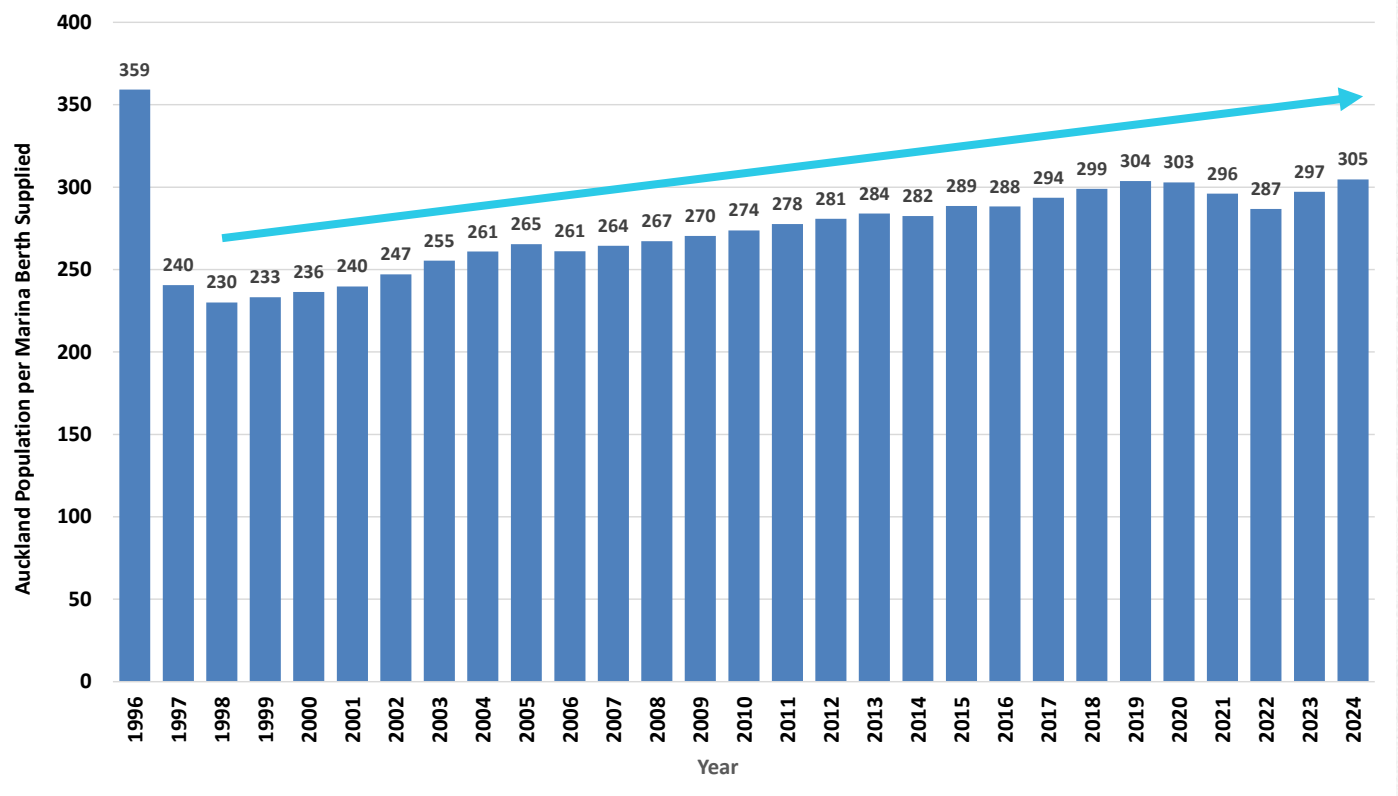
Auckland Population vs Marina Berths

The supply of marina berths to the Auckland region has lagged population growth since 1998.

The ratio of Auckland population to marina berth supply was 359 in 1996 and reduced to 240 in 1997 due to a significant supply of new marina berths that year. This ratio has been increasing in most years since 1998, from 230 people per berth to 305 people per berth in 2024. This increase in the ratio is indicative of growing demand pressure for marina berths in the Auckland region.

The Auckland ratio of population to marina berth supply ratio is relatively high compared to other regions of New Zealand as shown on the next slide.

Auckland Region Population per Marina Berth Supplied



Sources: Statistics NZ population data, Auckland marina berth data.

Local Area Population Growth

The populations of the Hibiscus and Bays area and Rodney have both been growing faster than the Auckland region and New Zealand.

- The immediate population catchment for Hobbs Bay Marina is the Hibiscus and Bays Local Board area.
- This area has favourable demographics for income, home ownership levels and population growth.
- The Hibiscus and Bays population has grown rapidly from 68,000 in 1996 to 120,400 in 2024, an average of 2.1% p.a.
- The wider Rodney area population has also grown rapidly from 39,000 in 1996 to 82,400 in 2024, an average of 2.7% p.a.
- By comparison, over the same period since 1996 the Auckland region grew at a lower average of 1.7% p.a. and New Zealand at 1.3% p.a.
- Over the last 10 years the Hibiscus Coast has experienced an average increase of 2,400 and Rodney 2,370 people p.a.
- Years 2020 – 2022 were impacted by Covid border restrictions so do not reflect the underlying trend.
- There was a rebound in population growth in 2023 driven by high levels of net migration.
- In 2024, Hibiscus and Bays population grew by 1.3% and Rodney population grew by 1.9%.

Annual Population Growth for Hibiscus and Bays vs Auckland and NZ

	Hibiscus and Bays Local Board			Rodney Local Board			Auckland Region	New Zealand
Year	Population	Annual Increase	Growth %	Population	Annual Increase	Growth %	Growth %	Growth %
1996	68,000			39,000				
1997	69,900	1,900	2.8%	40,400	1,400	3.6%	2.8%	1.3%
1998	71,500	1,600	2.3%	41,400	1,000	2.5%	1.9%	0.9%
1999	72,600	1,100	1.5%	42,300	900	2.2%	1.4%	0.5%
2000	73,900	1,300	1.8%	43,200	900	2.1%	1.4%	0.6%
2001	75,100	1,200	1.6%	44,100	900	2.1%	1.4%	0.6%
2002	77,300	2,200	2.9%	45,400	1,300	2.9%	3.1%	1.8%
2003	80,100	2,800	3.6%	46,800	1,400	3.1%	3.3%	2.0%
2004	82,100	2,000	2.5%	48,200	1,400	3.0%	2.2%	1.5%
2005	83,700	1,600	1.9%	49,700	1,500	3.1%	1.7%	1.1%
2006	85,200	1,500	1.8%	51,000	1,300	2.6%	1.8%	1.2%
2007	86,400	1,200	1.4%	51,900	900	1.8%	1.3%	0.9%
2008	87,300	900	1.0%	52,900	1,000	1.9%	1.1%	0.9%
2009	88,300	1,000	1.1%	53,800	900	1.7%	1.2%	1.0%
2010	89,300	1,000	1.1%	54,800	1,000	1.9%	1.3%	1.1%
2011	90,600	1,300	1.5%	55,800	1,000	1.8%	1.4%	0.8%
2012	91,800	1,200	1.3%	56,700	900	1.6%	1.2%	0.5%
2013	94,000	2,200	2.4%	57,300	600	1.1%	1.1%	0.8%
2014	96,400	2,400	2.6%	58,700	1,400	2.4%	1.8%	1.7%
2015	99,000	2,600	2.7%	60,600	1,900	3.2%	2.1%	2.1%
2016	102,100	3,100	3.1%	63,200	2,600	4.3%	2.4%	2.3%
2017	105,600	3,500	3.4%	66,100	2,900	4.6%	2.2%	2.1%
2018	108,500	2,900	2.7%	69,100	3,000	4.5%	1.8%	1.8%
2019	110,900	2,400	2.2%	71,200	2,100	3.0%	1.6%	1.6%
2020	113,500	2,600	2.3%	74,500	3,300	4.6%	2.1%	2.2%
2021	113,900	400	0.4%	76,700	2,200	3.0%	-0.7%	0.4%
2022	113,900	-	0.0%	78,700	2,000	2.6%	-0.7%	0.1%
2023	118,800	4,900	4.3%	80,900	2,200	2.8%	3.6%	2.1%
2024	120,400	1,600	1.3%	82,400	1,500	1.9%	2.5%	1.3%
Last 5 Years p.a.		**1,900**	**1.7%**		**2,240**	**3.0%**	**1.4%**	**1.2%**
Last 10 Years p.a.		**2,400**	**2.2%**		**2,370**	**3.4%**	**1.7%**	**1.6%**
Last 20 Years p.a.		**1,915**	**1.9%**		**1,710**	**2.7%**	**1.5%**	**1.3%**
Since 1996 p.a.		**1,871**	**2.1%**		**1,550**	**2.7%**	**1.7%**	**1.3%**

Sources: Infometrics, Statistics NZ.

Recreational Berth Supply vs Population

Hobbs Bay Marina has an immediate population catchment of the Hibiscus Coast and more widely the Rodney District. However, demand is expected to also come from the broader Auckland region due to the favourable location for accessing the Hauraki Gulf and shortages of supply at other Auckland facilities.

- The immediate Hibiscus Coast local population is ~120,400 and existing total berth numbers at Gulf Harbour, Fairway Bay and the Waterways are ~1,295. This represents population per recreational berth of 93 (comparable to Nelson).
- Adding the Rodney District, increases population to ~202,800 and the ratio of population to existing recreational berths to 157 (comparable to Tauranga). The addition of ~354 berths at Hobbs Bay marina increases total recreational berth supply to 1,649 and would reduce the ratio to 123 (comparable to Northland).
- The broader Auckland region has a higher ratio of population to recreational berths of 289 and is expected to contribute to demand. The addition of the Hobbs Bay supply reduces the Auckland regional ratio to 273.
- Thames Coromandel population per berth is lowest, likely due to demand for berths in this area being supported by it being a holiday destination. Wellington region population per berth is highest at 500 and this corresponds with high marina occupancy rates.

Recreational Berth Supply versus Population for Selected Areas of New Zealand

Area	Marinas	Population Estimate	Marina Berths	Waterway Berths	Total Recreational Berths	Population per Marina Berth	Population per Recreational Berth
Thames Coromandel	Tairua, Whangamata, Whitianga, Thames, Matarangi, Cooks Beach	33,300	746	650	1,396	45	24
Nelson/Tasman/Marlborough	Nelson, Motueka, Tarakohe, Havelock, Picton, Waikawa	167,500	2,088	-	2,088	80	80
Nelson District	Nelson Marina	55,200	591	-	591	93	93
Hibiscus Coast	Gulf Harbour, Fairway Bay Marina, Hobbs Bay Marina	120,400	1,476	173	1,649	82	73
Hibiscus Coast	Gulf Harbour, Fairway Bay Marina	120,400	1,122	173	1,295	107	93
Northland Region	Marsden Cove, Whangarei, Riverside, Port Nikau, Okara, Tutukaka, Bay of Islands, Kerikeri, Whangaroa	204,800	1,493	200	1,693	137	121
Tauranga	Tauranga Marina, Tauranga Bridge Marina	162,800	1,060	-	1,060	154	154
Hibiscus Coast + Rodney District	**Gulf Harbour, Fairway Bay Marina, Hobbs Bay Marina**	**202,800**	**1,476**	**173**	**1,649**	**137**	**123**
Hibiscus Coast + Rodney District	**Gulf Harbour, Fairway Bay Marina**	**202,800**	**1,122**	**173**	**1,295**	**181**	**157**
Auckland Region	Existing Auckland Marina Berth Supply + Hobbs Bay Marina	1,753,700	6,256	173	6,429	280	273
Auckland Region	Existing Auckland Marina Berth Supply	1,753,700	5,902	173	6,075	297	289
Whangarei District	Whangarei Marina, Riverside, Port Nikau, Okara	102,200	283	-	283	361	361
Wellington Region	Chaffers, Seaview, Evans Bay, Clyde Quay Mana	550,600	1,101	-	1,101	500	500

Source: Infometrics. Statistics NZ, Marina websites, marinaberths.com, WARDALE analysis.

New Zealand Marinas Occupancy

Survey results indicate that NZ marinas provide storage for over 13,400 vessels and generally have good occupancy levels.

- NZ marinas have an estimated 10,844 vessels stored in marina berths, based on marina berth occupancy average of 86% in 2023.
- Australian marinas had the same average occupancy 86%
- In 2023 there was still room for an estimated 2,200 boats at New Zealand marinas including about 1,800 boats at berths and moorings.
- Estimated vessels in other storage types at marinas are:
  - 667 vessels stored on moorings, based on average occupancy of 92.6%
  - 1,066 vessels are stored in dry stacks based on average occupancy of 86.5%
  - 859 vessels are in hard stands based on average occupancy of 80.2%

NZ Marinas Occupancy Estimate [1]

	Occupancy Average	Occupancy Median	Estimated number of boats stored at marinas [3]
Berths	**86.1%**	**90.0%**	**10,844**
Moorings	**92.6%**	**94.0%**	**667**
Dry stacks	**86.5%**	**87.5%**	**1,066**
Hard stands	**80.2%**	**90.0%**	**859**
All spaces	**86.1%**	**89.5%**	**13,444**

The proportion of marinas that reported occupancy levels greater than 75% is:

- Marina berths: 45 out of 54
- Moorings 9 out of 13
- Dry stacks 6 out of 8
- Hard stands 19 out of 30

NZ Marinas Occupancy Breakdown by Berth Type [1]

	Berths [4]		Moorings [4]		Dry stacks [4]		Hard stands [4]	
Occupancy	**# marinas**	**%marinas**	**# marinas**	**%marinas**	**# marinas**	**%marinas**	**# marinas**	**%marinas**
Under 50%	1	**1.9%**	0	**0.0%**	0	**0.0%**	5	**16.7%**
50 - 75%	8	**14.8%**	0	**0.0%**	2	**25.0%**	6	**20.0%**
76 - 89%	15	**27.8%**	4	**30.8%**	2	**25.0%**	2	**6.7%**
90 - 99%	24	**44.4%**	7	**53.8%**	2	**25.0%**	9	**30.0%**
100%	6	**11.1%**	2	**15.4%**	2	**25.0%**	8	**26.7%**
Total	**54**	**100.0%**	**13**	**100.0%**	**8**	**100.0%**	**30**	**100.0%**

1. "2023 Health of the New Zealand Marina Industry Survey: Economic, Social and Environmental Performance", Study conducted for New Zealand Marina Operators Association by Dr. Ed Mahoney, Teresa Herbowicz, and Dr. Steve Miller, Michigan State University, USA.
2. Eligible marinas were defined as employing at least one full time equivalent position and having either at least 20 on water berths or moorings that were rented/leased or being a marina hardstand/slipway/drydock facility that rented storage space and/or provided service, repair or refit.
3. The estimated number of boats stored at marinas is estimated using the total number of different storage spaces and the overall average occupancy rate for the different storage types.
4. Based on the number of marinas that offered different types of storage types.

Gulf Harbour Marina Occupancy

- An illustrative indication of the high occupancy levels of Gulf Harbour marina is shown in the latest Auckland Council aerial photo below.
- Given local and regional population growth, demand for additional marina berths and associated facilities is expected to exceed the existing available supply at Gulf Harbour over time.

- Gulf Harbour Marina has over 1,050 marina berths with an average length of ~13m.
- Gulf Harbour and Fairway Bay berth vacancy rates were not disclosed to us.
- Gulf Harbour has a few berths available for rent, but many berths are owner occupiers.
- There is no waitlist as the marina is able to accommodate all enquires.
- The hardest berths to rent are the smaller sizes 10m and 12m.
- Gulf Harbour has reconfigured some 12m berths into 12m Cat berths to try to get some rented.
- The marina still sees some overseas cruisers for berths in the summer.
- Fairway Bay is favoured as a new facility with some new berths as well as older berths. It popular with overseas cruisers.
- The Skipperi boat share business has now set up at Fairway Bay.

4.
Other Marina Facilities

Boat Stack Storage

Connectivity to Infrastructure

Marine Services

Boat Maintenance Haulout & Hardstand

Trailer Boat Ramp

Boat Stack Vessel Storage Supply & Demand

Auckland Boat Stack Storage Supply

The Auckland region has three dry stack facilities catering for ~760 boats and two uncovered stacks with ~290 spaces.

The Pier 21 and Orams dry stacks are fully enclosed and located in the central city by Westhaven Marina.

Tamaki Marine Park is located on Gabador Place, Mount Wellington with access to the harbour via the Tamaki River and its dry stack is covered but only partially enclosed.

Bayswater Marina plans to develop a new dry stack with capacity to store 156 boats of maximum length 12 metres.

The Pine Harbour and Gulf Harbour stacks are uncovered.

	Stack Vessel Capacity	Maximum Length
Pier 21	190	9.2m
Orams	310	12.0m
Tamaki Marine Park	260	12.0m
Subtotal – Dry Stack	**760**	
Pine Harbour	190	10.0m
Gulf Harbour	100	9.0m
Subtotal - Uncovered	**290**	
Total	**1,050**	

Source: Marina websites, WARDALE estimates.

Boat Stack Storage Demand Trends

There is an increasing demand for conveniently located land-based storage facilities for boats near to quality launching in the Auckland region. This demand is supported by the following trends:

- The trend of increasing customer preference for powered vessels is supportive for demand for land-based storage facilities, given the ability to rack powered vessels up to 12m length vertically to improve land utilisation;
- The trend of urban intensification is resulting in smaller house sites without sufficient space to store a boat which increases demand for land-based storage facilities;
- The trend of larger modern power boats being transportable by trailer as an alternative to marina berth storage and this will have an impact upon marina design. Boat storage yard space has traditionally been provided at many marinas but this is under pressure for redevelopment given limited available marina land area and higher value alternative uses, so vertical storage racks will assist marinas to meet the growing demand for their limited marina berth water space and land; and
- The trend of consenting becoming more difficult for marinas, particularly in the Local Auckland Market, which has resulted in minimal vacancy supports the demand for alternative storage options such as land based storage and dry stacks.

As a result of these trends, onshore vertical storage and quality launching facilities are likely to become increasingly higher priorities for the marina sector.

Dry stack facilities provide a premium storage option for customers, offering covered storage, the convenience of vessel cleaning and providore service and berthing access directly into the marina. The industry trends of vessel owners ageing, being time constrained and purchasing more expensive boats is supportive of higher service standards such as those offered by dry stacks.

Boat Stack Vessel Storage Occupancy

Auckland Boat Stacks Indicative Occupancy

	Indicative Occupancy	Vessels on Waitlist
Dry Stacks		
Pier 21	~85 - 95%	Variable, can reach 20 – 30 at times
Orams	~100%	Not available
Tamaki Marine Park	~80%	-
Uncovered Stacks		
Pine Harbour	~90%	-
Gulf Harbour	~100%	Indicatively 50

Source: WARDALE research and estimates.

Auckland Boat Stacks

WARDALE research and analysis of Auckland boat stacks provides a general indication of occupancy levels,

- Gulf Harbour's uncovered boat stack is typically consistently at capacity with a waitlist of about 50.
- Pine Harbour's larger 9m and 10m uncovered boat stack spaces are typically full. However, there has consistently been some vacancy in these smaller sizes up to due to its rural location which means customers are more likely to have space to store trailer boats at home relative to facilities in the central city.
- Pier 21 dry stack typically has indicative occupancy levels of ~85% - 95%, with summer being the stronger period of the year.[1] Racks for larger vessels 8.5m plus tend to be consistently full and at times the waitlist is up to 20 – 30. Smaller racks for vessels up to 7m experience lower demand.
- Orams facility is typically at capacity with approximately full occupancy and a waitlist for the largest of their dry stack storage spaces.
- Tamaki Marine Park experienced growing demand during the Covid border restriction period driven by strong growth in new boat purchases arriving from overseas. The Sports Marine boat dealership is on site. Tamaki Marine Park has received customer referrals from Pier 21 when it is at capacity and has success retaining these vessels at the Tamaki site.

1. The Pier 21 marina berths typically have relatively high occupancy levels, with sizes from 10m to 16m typically full and there can be a customer waitlist particularly for the larger sized berths 14m to 16m.

Hobbs Bay Marina Connectivity to Existing Infrastructure

Public Waterfront Access

- The public road and adjacent residential subdivision are planned to be connected by a new public walkway access to the waterfront including a new manmade swimming beach and wetland reserve. A waterfront promenade on top of two of the breakwater structures will enable public access and viewing of the harbour and marina. The quality of public amenity is expected to be similar to the Marsden Cove development completed by Hopper.

Ferry

- The ferry from Gulf Harbour to Auckland City has returned to full operating schedule including 24 sailings per day, covering inter-peak times and offering additional evening services.

- The Hobbs Bay Marina development is consistent with ongoing support and demand for the ferry terminal and the service connecting Gulf Harbour to downtown Auckland.

Breakwater Structures

- The marina will require construction of two breakwater structures and importantly the entrance is designed to limit waves action (both natural and ferry) into the marina area.

Mitigation of Coastal Hazard Risk

- The Hobbs Bay Marina structures will protect the adjoining residential areas from a coastal erosion hazard and provides positive effects for the hazard risks of the neighbouring terrestrial area.

- Levels will be set for the 50 year inundation level including 1% AEP tide, significant weather events and sea level rise.

Roading

- Driving access to Hobbs Bay Marina from the Twin Coast Highway takes about 20 minutes.

- Development of Penlink/O Mahurangi is ongoing with expected completion in late 2027. These public infrastructure works will improve connectivity to the end of Whangaparaoa peninsula and the proposed development of Hobbs Bay Marina.

Marine Service Facilities

The proposed Hobbs Bay Marina will stimulate demand for marine services and economic and job growth in the Auckland region.

Typically up to 5% of the value of a boat goes into maintenance every year. Boat maintenance involves a range of marine services including boat maintenance travel lift and hardstand, chandleries, auto electricians, diesel engine mechanics, hydraulic operators, marine painters and riggers.

The existing Gulf Harbour Marine Service Centre provides haul-out, storage, maintenance and servicing of boats up to 55m, a chandlery, fuel dock, licensed café and marine broker.

Hobbs Bay Marina will berth ~354 vessels which will require regular maintenance services, thereby creating additional demand for established and new marine service businesses and infrastructure.

Hobbs Bay will add a new haulout and hardstand facility which is compliant with modern environmental standards and will supply additional needed boat maintenance capacity for the Auckland region. It will also function as a Ministry of Primary Industries (MPI) Transitional Facility providing biosecurity protection for the Auckland region.

The expansion of the existing Gulf Harbour marine services hub with additional new marine services infrastructure will support economic growth and the creation of new jobs.

AES (AUCKLAND ENGINEERING SUPPLIES)


BRIN WILSON BOAT BUILDERS

BURNSCO GULF HARBOUR

FIREFISH FABRICATION


GULF HARBOUR COVERS

GULF HARBOUR RIGGING

GULF HARBOUR TRAVEL LIFT & HARDSTAND

HIBISCUS MARINE COATINGS

MULTIHULL SOLUTIONS & THE YACHT SALES CO.

NZ SHIPWRIGHTS


OSMOSIS SOLUTIONS


OVLOV MARINE LTD

WEBER MARINE

GULF GROUP MARINA BROKERS

1. Hobbs Bay Marina Fast Track Consent Application, May 2024.

Boat Maintenance Haulout & Hardstand

Auckland Boat Maintenance Hardstands

The closure of hardstand areas at Pier 21 (Wynyard Quarter) and The Landing (Okahu Bay) in recent years, combined with growing vessel numbers, has increased demand at the remaining hardstand facilities in the Auckland region. Hobbs Bay Marina is adjacent to the existing boat maintenance hardstand at Gulf Harbour which provides 100T and 30T travel lifts. Hobbs Bay Marina has potential to supply additional needed boat maintenance capacity for the Auckland region.

Other existing significant boat maintenance haulout facilities in Auckland include:

- Sandspit Yacht Club (13T)
- Hibiscus Marine and Storage (22T)
- Quayside Mahurangi (60T)
- Robertson Boats at Warkworth (85T)
- Orams at Westhaven (85T, 75T and larger)
- Floating Dock Services at Westhaven (20T)
- Hobsonville (75T, 35T)
- Half Moon Bay (85T, 35T)
- Pine Harbour (50T)
- Tamaki Marine Park (60T, 20T, 9T, 7T)
- McMullen and Wing (300T, 65T)

There are also smaller boat haulout facilities with capacities less than 20T at clubs and commercial boat repair yards.

However, club facilities are under increasing pressure due to ageing infrastructure and insufficient processes to manage biosecurity and health and safety risks.

<u>Gulf Harbour Hardstand Occupancy:</u>

- The Gulf Harbour maintenance hardstand is typically busy.
- Boat owners have changed their practices accepting that not everyone can be hauled out in the week before Christmas holidays so they now schedule earlier which better spreads demand across the year.
- The mid-winter months of July and August 2024 had good utilisation, showing no impact from the weaker economic conditions.
- Some boats are not being antifouled in order for customers to save money.

Trailer Boat Ramp

The existing public boat ramp at Gulf Harbour has limited launching and trailer parking capacity, so is highly congested with significant delays at peak times. Hobbs Bay Marina will provide a new quality sheltered trailer boat ramp which will increase launching capacity for the region.

Currently there are approximately 169 boat ramps in the Auckland region, however only a relatively small proportion are quality sheltered all tide ramps.

Trailer boating is a growing recreational activity in the Auckland region, with new recreational trailer boat registrations in Auckland ranging for 2,500 to 4,000 per year.

The existing Gulf Harbour public boat ramp provides two launching lanes with a central pontoon structure. The boat ramp is protected by a groyne breakwater structure to the east, but can still be exposed to wind chop during rough conditions. There are 67 marked designated trailer parks and an additional 4 unmarked boat trailer parks.

The Gulf Harbour public boat ramp is favoured by boaties as the best boat launching facility with all tide access in the area and therefore draws on a wide catchment of boaties from the Hibiscus Coast and Rodney District. Council does not charge for launching or parking at this public boat ramp.

Congestion at the Gulf Harbour boat ramp at peak times creates significant delays in trailer boat access for launching and retrieval which are reported to be one hour on busy days, causing frustration among local boaties.[1] At peak times there is a significant overflow of trailer parking onto grassed areas. The Gulf Harbour Marina Manager indicated to WARDALE that the boat ramp is "as busy as ever".

Council has conducted surveys assessing nine boat ramps in the Hibiscus and Bays Local Board area to see where improvements are needed to relieve the pressure caused by high demand. The work recommended that the local board focus its efforts on the bottleneck caused by the number of boaties launching and retrieving their craft at the boat ramp at Gulf Harbour as a priority. The work undertaken indicated that it would be difficult for Council to make changes to ramps on Whangaparoa Peninsula that go onto the beach, without negative effects on other users. Local board members also raised issues with Stanmore Bay and Hatfields Beach ramps, including the need to widen them.[2]

The ferry terminal at Gulf Harbour shares this car parking area, so ferry customers can contribute to congestion in this area.

Campervans utilising the double length parking spaces can also exacerbate congestion in the area near the boat ramp at peak times which could be improved via Council parking rules.

Other quality boat ramps in the Auckland region also face peak congestion issues.

1. "Boat ramps survey ramping up", Local Matters, 29 September 2021, accessed at: https://www.localmatters.co.nz/hibiscus-news/boat-ramps-survey-ramping-up/
2. "Gulf Harbour boat ramp a priority", Local Matters, 4 April 2022, accessed at: https://www.localmatters.co.nz/hibiscus-news/gulf-harbour-boat-ramp-a-priority/

5.
Appendices

A. Hobbs Bay Marina Concept Plan

B. Gulf Harbour Marina Overview

C. NZ Marina Industry Overview

Appendix A Hobbs Bay Marina Concept Plan

Client:
Hopper Developments

Location:
Hobbs Bay

Project:
Hobbs Bay Marina

Title:
Prelim Stage 1 & 2 Berths & SEA, ONL Overlays

Drawing: **0302**
Revision: **03**

Scale:
1:4,000 @ A3

Date:
8 July 2025

Revisions:

ID		
01.	21/02/25	Chanel / Staging
02.	19/05/25	Entrance Channel
03.	26/05/25	Land Amendments

Notes:
1. All dimensions are in metres, unless otherwise stated

1:4,000 @ A3

0 50 100 200 m

WARDALE
marine industry consulting

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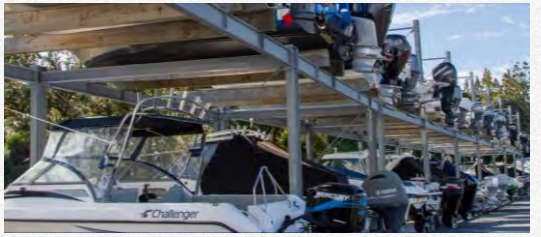
Appendix B
Gulf Harbour Marina Overview

Gulf Harbour Marina is located on the Whangaparoa Peninsula, 45km drive from Auckland CBD. The main marina was completed in 1997. Fairway Bay Marina was constructed between 2014 and 2022. Gulf Harbour Marina provides important marine infrastructure for the Auckland region including:

- Over 1,050 marina berths including 10m to 55m berth owner-occupiers and 10m to 30m berths for rental to long term tenants and visiting vessels. Fairway Bay provides a further 70 berths;
- Dry stack for storing trailer boats up to 10 metres;
- Trailer park storage;
- 15,000m2 of sealed hard stand area;
- Wash-down facilities for vessel maintenance;
- Haulout service provided by two mobile boat hoists (100 tonne hoist with 7.8m beam and a 30 tonne hoist);
- Marine Centre offering a full range of specialist marine trade services; and
- Marine facilities and services including showers, laundry, Wi-Fi, chandlery, fuel dock, licensed café and marine broker.

Adjacent to the marina there is an existing waterway containing residential house sections with an additional ~173 private berth pontoons.



Appendix C
NZ Marina Industry Overview

NEW ZEALAND MARINA INDUSTRY OVERVIEW

INDUSTRY VALUE & PERFORMANCE

NEW ZEALAND MARINA Operators Association

MARINAS - A HUB OF ECONOMIC ACTIVITY

It is estimated that 58 marina businesses generate Economic Contribution of $538.2M & support almost 6,303 jobs

$538.2 MILLION*

ECONOMIC CONTRIBUTION

*Extrapolated from MIA's industry estimate based on the IMPLAN International Model & OECD input-outpot tables

6,303 JOBS

EMPLOYMENT SUPPORTED

MARINA PERFORMANCE

MARINAS

58

AVERAGE REVENUE

$2.6M

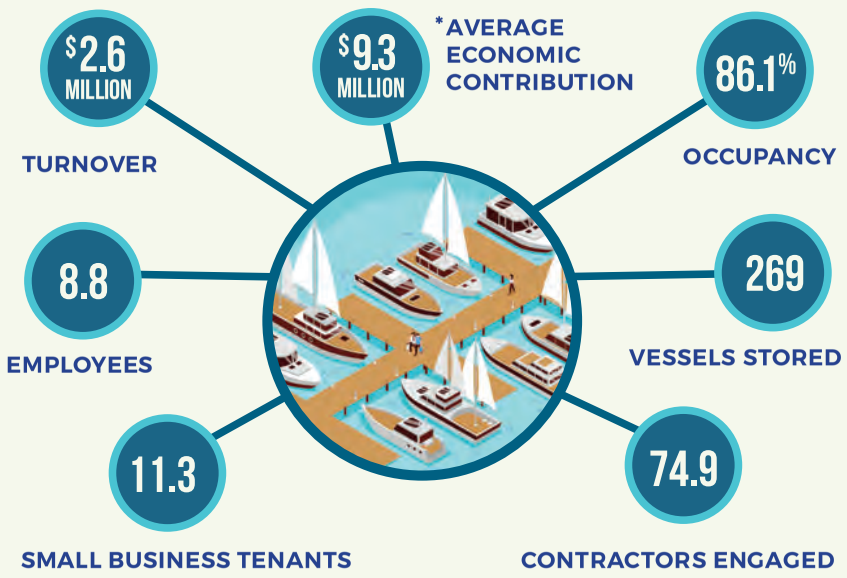
AVERAGE OCCUPANCY

86%

TOTAL ANNUAL INDUSTRY PERFORMANCE

$153M	$66.8M	$16M	$28M
INDUSTRY ANNUAL GROSS REVENUE	ANNUAL CAPITAL INVESTMENTS	PAYMENTS TO GOVERNMENT	DIRECT WAGES PAID BY MARINAS

THE AVERAGE MARINA



$523K

ANNUAL WAGES PAID

$1,356,000

ANNUAL CAPITAL INVESTMENT

$358,000

ANNUAL TAXES & GOVERNMENT PAYMENTS

* Estimated by local industry experts and based on an extrapolation of the MIA's data which was calculated using the IMPLAN International Model and OECD input-output tables

Data in this report is based on a 2023 Industry Survey. Footnotes explain if industry estimates have been used to further extrapolate results.

INDUSTRY CONTRIBUTIONS

EMPLOYMENT

6,303 TOTAL JOBS GENERATED

470 DIRECTLY BY MARINAS

2,170* SMALL BUSINESS TENANT EMPLOYEES

3,663 CONTRACTORS

* The number of employees per business varies significantly. Based on an industry expert estimated average of 8.8 Employees.

SUPPORTING SMALL BUSINESS & EMPLOYMENT

46.6% Of marinas provide premises & work for small businesses

310 Small businesses are supported at marinas

11.3 Average number of small businesses supported by each marina

Average employees per marina **8.8**

Average annual direct wages paid **$523K**

Total wages paid to direct employees **$28 MILLION**

CONTRACTORS

83% of marinas engage the services of external contractors

63 contractors are engaged by each marina annually

ENVIROMENTAL PROTECTION

$3.1M Capital investment in environmental protection/ facilities

17.2% Have environmental protection strategies in place, or will have in three years

17% Of marinas have a Clean Marina Accreditation

FACILITIES PROVIDED

FOR BOATERS

- **56.9%** FUEL
- **58.6%** WASTE WATER PUMP OUT
- **53.4%** VESSEL MAINTENANCE
- **6.9%** BOAT SYNDICATION
- **74.9%** BOAT SALES
- **29.3%** MARINAS WITH LIVE-ABOARDS

FOR EVERYONE

- **25.9%** EVENTS/ FUNCTIONS
- **22%** CHARTER VESSELS
- **6.9%** ACCOMMODATION
- **34.5%** FOOD AND BEVERAGE
- **24%** OTHER RETAIL
- **55%** PUBLIC ACCESS

Data in this report is based on a 2023 Industry Survey.
Footnotes explain if industry estimates have been used to further extrapolate results.

Research completed with the support of the Marina Industries Association

22/07/2025

[redacted] (Representing Hopper Developments)

Dear [redacted]

Referral Application: Hobbs Bay Marina

Coastguard Tautiaki Moana is Aotearoa New Zealand's primary maritime search and rescue organisation. The purpose of this letter is to indicate our interest in the opportunity to identify a permanent home for Coastguard Hibiscius on the Whangaparaoa Peninsular within the proposed Hobbs Bay Marina and to describe the significant public benefit that will be achieved if the ability to locate the local unit in this strategic location can be secured.

About Coastguard

Our mission is to saves lives on the water and to help everyone enjoy our magnificent marine environment, not matter their waka.

We are a federated organisation that is enabled by staff and powered by volunteers. In 2024, our 2,000+ volunteers gave their time to help bring thousands of people home safely to dry land from oceans, rivers and lakes from Houhora to Bluff. We support all vessels, whether they are boats, jet skis, or kayaks, no matter the situation.

Our volunteers are based at 62 Coastguard units and communities around the country. We have 59 units crewing 101 rescue vessels and rescue craft (jet ski) positioned in strategic locations around the coast and on major lakes and rivers. In addition, we have two air patrol units based in Auckland and Northland and a dedicated Operations Centre in Auckland where highly trained volunteers and staff lead search and rescue incidents and routine breakdowns as well as take trip reports, broadcast weather conditions, and monitor various VHF channels across New Zealand.

Our needs

The Hauraki Gulf is a an extremely popular boating area, and we support people out on the water all year round from our six Coastguard bases that are strategically based around the Gulf. These six Units are come of our busiest, across the entire country, and over the past six years Coastguard Hibiscius has responded to nine hundred of the seven thousand total calls for assistance that have taken place.

Coastguard has been looking for opportunities to establish a permanent home for Coastguard Hibiscius in the northern Hauraki Gulf for several years. Hobbs Bay Marina provides a realistic prospect of achieving this requirement with a purpose-built facility that meets all of our functional needs as discussed below.

Ideally a Coastguard unit would have:

- Water access infrastructure that provides secure, all-tide access to Hauraki Gulf for quick launching and retrieval of rescue vessels:
    - Wharf/heavy duty pontoon/floating dock infrastructure for rescue vessels and sufficient capacity for short-term berthage of recovered vessels
    - High capacity boat ramp or slipway for all tide launch/recovery, with winch system for vessel recovery
    - Facilities for vessel washdown after operations to prevent contamination
- Parking in very close proximity to the Unit, for quick access by volunteers
- Operational spaces with dedicated areas for training, meetings, operations management, areas for PPE storage and drying, and secure lockers.
- Rescue vessel maintenance and storage areas with space for storing equipment used for repairs and upkeep
- Health and safety and security equipment and features

We have investigated options to establish a unit in existing northern Hauraki Gulf marinas and sites, but have not identified anywhere suitable.

Unit at Hobbs Bay Marina

Hopper Developments and Coastguard have been discussing the opportunity to provide a Coastguard unit as part of Hobbs Bay Marina for approximately 8 months. Hoppers have provided for the unit's functional requirements (described above) in their concept plan.

Coastguard expects to establish a unit at Hobbs Bay Marina, if approval for this project is secured.

We closely collaborate with government-led search and rescue services like the Police, Surf Life Saving and the Rescue Co-ordination Centre (RCCNZ). We work together on major marine rescues, to ensure a coordinated response. We anticipate the potential for co-location of other search and rescue services at Hobbs Bay Marina.

For those reasons, Coastguard sees significant benefit to establishing a marina at Hobbs Bay and strongly supports the proposal.

Regards

[redacted]

[redacted]
General Manager – Operations and Response
Coastguard Tautiaki Moana

Keep Whangaparāoa's Green Spaces.

Healthy Communities Need Space

08 May 2025

To Whom it May Concern at Auckland City Council

I am writing on behalf of Keep Whangaparāoa's Green Spaces (KWGS) community group to express our support for the proposed Hobbs Bay Marina, planned to be located in Gulf Harbour. As a community group representing the local community, we believe this project will provide immense benefits to the region as a whole.

The original concept for Gulf Harbour included a world class golf course and marina so that the area would become a hub for recreation. KWGS believe that the golf course must be retained and redeveloped and we are working towards that end. The building of further marina facilities would strengthen our stated position that there are strong recreation and business synergies between golf and marine activities.

Hoppers have explained to us that the creation of the proposed Hobbs Bay Marina will offer a safe, sustainable, and innovative transportation alternative for both residents and visitors. By providing additional docking facilities and berths, the marina will facilitate easier access for boaters, supporting both recreational and commercial marine activities. The marina will enhance access to local businesses, beaches, and recreational areas, boosting the local economy. KWGS is concerned about vehicles parking in green-space areas at Gulf Harbour around the Gulf Harbour boat ramp, and would strongly support an additional boat ramp with dedicated vehicle and trailer parking, to take some of the pressure off the existing infrastructure.

KWGS believe that the new marina will also serve as a hub for marine-based tourism and water sports, generating further economic opportunities in hospitality, retail, and services for tourists and locals alike. Moreover, it will improve the area's environmental sustainability by promoting eco-friendly boating practices and providing opportunities for eco-tourism activities.

By enhancing the accessibility of our region, this project has the potential to bring long-term social, economic, and environmental benefits to our community. KWGS believe the Hobbs Bay Marina will not only provide vital infrastructure for boating and tourism but also significantly contribute to the overall well-being and prosperity of the area.

We urge you to give strong consideration to the approval of this essential project. The Hobbs Bay Marina will not only benefit boaters and tourists but will enhance the quality of life for all who live, work, and visit the region.

Thank you for considering our support for this exciting and important development.

[redacted]

HOPPERS

[redacted]

17 July 2025

Dear [redacted]

Estimated Construction Costs – Proposed Hobbs Bay Marina Development

We are pleased to provide a summary of the estimated construction costs associated with our proposed marina development, which forms part of our Fast Track referral application.

The proposed development includes the construction of marina infrastructure such as berthing facilities, pontoons, breakwaters, service buildings, utility connections, and associated landscaping and access works. The estimate also includes necessary environmental mitigation measures and site preparation activities, please refer to the estimated construction costs on the next page.

Based on concept designs and current market rates, the total estimated construction cost for the development is **$82,432,350.00** (exclusive of GST). This estimate has been prepared with input from qualified civil engineers, marine engineering consultants and a civil contractor, and includes appropriate allowances for contingencies.

The proposed marina will provide a number of direct and indirect permanent jobs within the construction and marine industries. The development will also benefit various regions outside of Auckland such as Northland, particularly Whangarei where armoured rock and marina equipment will be procured from as well as the Bay of Plenty which produces marina equipment like pontoons and jetties etc.

We trust this summary meets the requirements for the Fast Track referral process. Please do not hesitate to contact us should you require any further detail or clarification.

Yours sincerely,

[redacted]

[redacted]
Project Manager

Hopper Developments Ltd

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Auckland, New Zealand

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HOPPERS

HOBBS BAY MARINA - CONSTRUCTION ESTIMATE

Item	Description	Unit	Quantity	Rate	Totals
1	**Dredging Works**				
1a	Dredging of Basin	m3	240000	$ 23.00	$ 5,520,000.00
1b	Transport & Disposal of Material	m3	20000	$ 60.00	$ 1,200,000.00
1c	Rock Amouring	m3	3600	$ 150.00	$ 540,000.00
1d	Boat ramp	ls	1	$ 250,000.00	$ 250,000.00
1e	Reclaimation	m2	40000	$ 395.00	$ 15,800,000.00
1f	Beach Installation	LS	1	$ 60,000.00	$ 60,000.00
1g	Breakwater - Rock wall	lm	900	$ 25,000.00	$ 22,500,000.00
1h	Breakwater - Concrete Pile wall		900	$ 22,000.00	$ 19,800,000.00
	Subtotal				**$ 45,870,000.00**
2	**Civil Works**				
2a	Stormwater	ls	1	$ 800,000.00	$ 800,000.00
2b	Sanitary Sewer	ls	1	$ 2,000,000.00	$ 2,000,000.00
2c	Water reticulation	ls	1	$ 800,000.00	$ 800,000.00
2d	Roading - including footpaths, concrete platforms etc	m2	35000	$ 250.00	$ 8,750,000.00
2e	Utilities - Power, fibre	ls	1	$ 1,800,000.00	$ 1,800,000.00
2f	Miscellaneous	ls	1	$ 1,650,000.00	$ 1,650,000.00
	Subtotal				**$ 15,800,000.00**
3	**Pontoons, Gangways, Mooring Piles, Hardstand etc**	ls	1	$ 3,000,000.00	**$ 3,000,000.00**
4	**Buildings**	ls	2	$ 3,000,000.00	**$ 6,000,000.00**
5	**Landscaping**	ls	1	$ 700,000.00	**$ 700,000.00**
6	**Contractors P&G 10%**	ls			**$ 7,137,000.00**
7	**Contingency**	ls			**$ 3,925,350.00**
	Construction Total				**$ 82,432,350.00**

Hopper Developments Ltd

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Hobbs Bay Marina

FEASIBILITY

LDE
engineers • scientists

DEVELOPMENT FEASIBILITY ASSESSMENT

Hobbs Bay Estate Marina

1 INTRODUCTION

Hopper Developments Limited intends to utilise the 'fast-track' process (Fast Track Approvals Act 2024) for a proposed marina (comprising approximately 300 berths). If accepted, formal reporting on the above matters would accompany the "substantive application". This letter provides a high-level consideration of the anticipated and potential effects arising from the proposed marina development at Hobbs Bay in respect of the following matters:

- Land Modification, Geotechnical Engineering and Dredging;
- Three Waters (Stormwater, Wastewater and Potable water); and,
- Coastal Processes

2 GEOTECHNICAL/EARTHWORKS

2.1 General Land Modification

In respect of any potential earthworks to be undertaken on the landward side of the marina, we anticipate that adherence to the Auckland Council Guidance Document 005 ("GD05") which provides guidance on erosion and sediment control for all land disturbing activities, will provide for effective mitigation for erosion and sediment control potential effects.

2.2 Preliminary Ground Model

Our high-level preliminary ground model is based on the geotechnical information contained within the CMW geotechnical report and associated documents.

2.2.1 Sea Cliff

The sea cliff height varies between approximately 5.5m (eastern end) and 17m (western end). Machine boreholes investigated close to the coastal margin of the Hobbs Bay Estate subdivision found East Coast Bays Formation (ECBF) bedrock at depths ranging between 4.8m to 10m, with residual ECBF overlying the bedrock (sandstone/siltstone), and a 'Transition Zone' comprising soils derived from near- complete weathering of the ECBF 'bedrock'.

In general, it was found that 'bedrock' makes up the lower exposures of the cliff face, some 50% to 70%, with some areas of locally higher or lower depths.

There is a rock platform fronting the cliff which varies in width, with sand covering the eastern end.

It should be noted that the CMW report found potential bedding-parallel shear zone along the base of the northern sea cliff projection (towards the central to eastern end) which appeared to undergo or be more susceptible to more rapid weathering and erosion.

While consideration will need to be given to debris/rock fall protection for any structures and or public space proposed within close proximity to the coastal cliffs, we do not consider this to be a significant risk to the project and could be readily mitigated with scaling of any loose material from the face or the installation of debris walls and/or rock netting etc. The most appropriate methodology will be confirmed during detailed design.

2.2.2 Marine Area

The proposed marina area is expected to have an average water depth of approximately 2 metres, with shallower depths near the coastline and deeper water extending towards the harbour or the southern extent of the marina. These depths would fluctuate with tidal variations.

Online resources provide information on water depths at the neighbouring Gulf Harbour Marina[1], indicating that the main access channel and superyacht berths have depths of around 4 metres. Berths for recreational yachts and boats are typically in depths of approximately 2 metres or less.

It is understood that no existing testing data is available within the marine project area. Geotechnical data from outside the dredge area is likely to be unreliable, particularly as the available data is limited to the onshore area of Hobbs Bay Estate. However, the MAF (2006) report noted that capital dredging for Gulf Harbour Marina in 2000 involved the removal of 52,000 cubic metres of sandstone from the interior channel, 40,000 cubic metres of silt and sand from the entrance channel, and 30,000 cubic metres from the East Marina Extension basin.

The marine area is likely to consist of a variable mixture of weathered bedrock, intact bedrock, and marine sediments. Most bed material within waterbodies results from sedimentation, a natural process where material is eroded by water and transported from inland waterways and coastlines towards the ocean. In general, coarser sands and silts are more common along the coast, while finer muds accumulate in lower-energy environments.

Aerial photograph observations suggest that the proposed Hobbs Bay Marina is likely underlain by a combination of bedrock-like materials with a layer of overlying sediment. Sediment thickness is expected to increase where geological structures such as faults, folds, or bedding planes are present, as these features can intensify weathering, erosion, and sediment deposition. The CMW geotechnical report also indicates the presence of a bedding-parallel shear zone near the base of the eastern cliff, with sand covering the embayment to the immediate east of this zone.

While no site-specific testing is available and we anticipate a variable sea bed profile, from our desktop study and local knowledge of the geology within the area we do not consider there to be any substantive geotechnical concerns or issues regarding the practicality of dredging and forming the marina.

2.3 Dredging

Dredging involves the removal of bank or bed material from water bodies such as harbours, lakes, or rivers. It is typically carried out using large excavators from the bank or in the water from a barge, while larger-scale dredging operations utilise specialist equipment such as hydraulic suction systems. As sedimentation is a continuous natural process, ongoing sediment removal is often necessary following initial dredging works. Although periodic maintenance dredging of the marina and deep-water entrance channel can be expected, no significant sediment accretion is anticipated, owing to both the shelter provided by the embayment with further shelter from the proposed breakwater/groyne to the south; and the lack of any significant volume of sediment laden run-off into the marina from the north or east from any water courses.

As a preliminary estimate, and assuming ground conditions are similar to those encountered during dredging for the adjacent Gulf Harbour Marina, anticipated dredging volumes and techniques are summarised in the following table.

Given the uncertainty in the in situ ground conditions, we have adopted an estimation-based approach, presenting a range to reflect the expected variability in both ground conditions and dredged volumes. We assume that marine sediments (or soils) will comprise the majority of encountered materials. For the purpose of this estimation, we assume 80% of the total area will comprise marine sediments. The remaining 20% could potentially encounter bedrock sequences.

Area	Approximate Area of Dredging m^2	Assumed Depth of Dredging M into the ground	Anticipated Geology	Dredge Method	Dredge Volume m^3
General Berth Areas	~100,000	1 – 2	Marine Sediments (Likely based on CMW indicative ground models)	Cutter Suction Dredge or Barge Mounted Excavator	100,000-200,000
	~30,000	1 – 2	Bedrock of Sandstone/Siltstone Sequences (Possible but Less Likely based on CMW indicative ground models)	Barge-mounted excavators (Backhoe Barge)	30,000-60,000

Note: each dredge method assumes that an accompanying hopper barge is used for transportation.

Total dredge volume is anticipated to be in the order of 200,000 to 300,000 m^3.

[1] Gulf Harbour Marina | NZ Marina of the Year 2020-21 | Navigating the Marina

2.4 Disposal Options

At the present time, the options for dredge materials are:

1. **Dry and Reuse Option:** Sediment is dredged from the source location, dried on the adjacent land, or nearby, and either reused for on-site reclamation filling or transported to another location for use.

2. **Dry and Landfill Option:** Sediment is dredged from the source location, dried on adjoining land or nearby, and then transported by truck for disposal at a landfill. It is understood that the dredged material from Gulf Harbour was managed using this method.

3. **Cement (or Lime) Mixing and Landfill Option:** Sediment is dredged from the source location and transported by barge to a storage site. It is then mixed with cement or lime to achieve a shovel-able consistency, followed by transportation by truck for disposal at a landfill. This method facilitates faster drying of water-laden materials.

4. **Cement (or Lime) Mixing for Reuse Option:** Sediment is dredged from the source location, transported by barge to a storage site, and mixed with cement or lime. It is then either reused for on-site reclamation filling or transported to another location for use.

5. **Offshore Disposal:** Sediment is dredged from the source location and transported by barge to an offshore disposal site, typically using a bottom dump barge.

For any reclamation fill, placement and compaction would adhere to the Code of Practice for Land Development in Auckland and meet the general compaction standards set out in NZS4431:2022. Specific compaction control criteria will need to be developed once site-specific material properties are known, upon completion of site-specific geotechnical testing. This criteria will also need to account for any cement or lime treatment, considering the intended maritime use.

For all options above, consideration will need to be given to possible ecological and environmental impacts, however with suitable sediment control(s) etc, any impact will be adequately mitigated to be non-substantive. Exact methodology will be identified during detailed design when the chosen disposal option is selected.

2.5 Structures

2.5.1 Hardstand/Carpark

The proposed Marina will comprise approximately 300 berths therefore, there will be a corresponding large impervious area required for parking and vehicle movements. The hardstand surface will likely be reclaimed land with a sealed surface. Due to the size of the proposed hardstand, a piled structure would be cumbersome to install and maintain.

Material for the reclamation could likely be sourced from the dredged sediment, after conditioning with cement, lime or a combination of both depending on the soil properties. During the detailed investigation, a design will be prepared to re-use the dredged materials. The testing will include machine sediment auger sampling and laboratory soil testing. Gulf Harbour Marina hard stand was likely constructed using this process therefore, it is likely that Hobbs Bay Marina can adopt a similar methodology.

Conditioning and reuse of the dredge material on adjoining land is the most efficient and sustainable methodology to construct the hardstand area(s) and is geotechnically feasible provided adequate dewatering of the material. Once conditioned, we consider that compaction criteria will be readily met.

2.5.2 Breakwater Rockwall

A new Breakwater Rockwall will be proposed in the east-to-west direction along the southern boundary of the Marina. There is suitable material and rock available in Whangarei that could be barged down for construction.

2.6 Detailed Investigation at Substantive Application Stage

Overall, our high-level feasibility assessment suggests the marina is viable with relatively limited geotechnical constraints, considering both local and surrounding effects.

At the substantive application stage, additional detailed physical Investigation will be required. Soil investigations and testing techniques are similar to terrestrial procedures. The likely required minimum investigations would be the following:

- Marine Boreholes
- Laboratory Soil testing
- Coastal Survey

3 STORMWATER

All stormwater generated by the Marina development will be disposed of into Hobbs Bay, therefore, significant consideration needs to be given to the treatment and resulting water quality of stormwater runoff. The areas subject to the marina works would fall outside the Regionwide Stormwater Network Discharge Consent (RNDC) held by Healthy Waters (Auckland Council), and as such, a private stormwater discharge consent would be required.

Stormwater can be managed in the following ways:

- All stormwater run-off originating from docks, impervious areas that are not subject to vehicular traffic and any run-off from inert roof surfaces would be captured and discharged directly into Hobbs Bay, without any treatment as ‘clean’ water. Roof areas would likely be directed into rain tanks for non-potable re-use.
- Any stormwater run-off generated from impervious areas that are trafficked by vehicles (carparks, trailer parks, loading bays and the actual access into the marina will be directed to a treatment system/s before

being discharged to Hobbs Bay. It is anticipated that a treatment device such as a Hynds 'Up Flo Filter' or a 'Jellyfish Filter' from Stormwater360 will be utilised to treat run-off and capture gross pollutants, oil, debris, metals and hydrocarbons etc.

- Given the proximity to the coastal environment, no attenuation of stormwater will be required. However, any outlets would need to be designed to manage scour and erosion.

While there is no risk of flooding, there will be overland flow from the Hobbs Bay Estate subdivision above the marina which will need to be considered and controlled. As shown in Figure 1 below, four overland flow paths will discharge to the marina, these could either be directed through the marina carparks or directed around the marina to the east then south via drainage channels. Alternatively, these could be captured within a separate piped network.

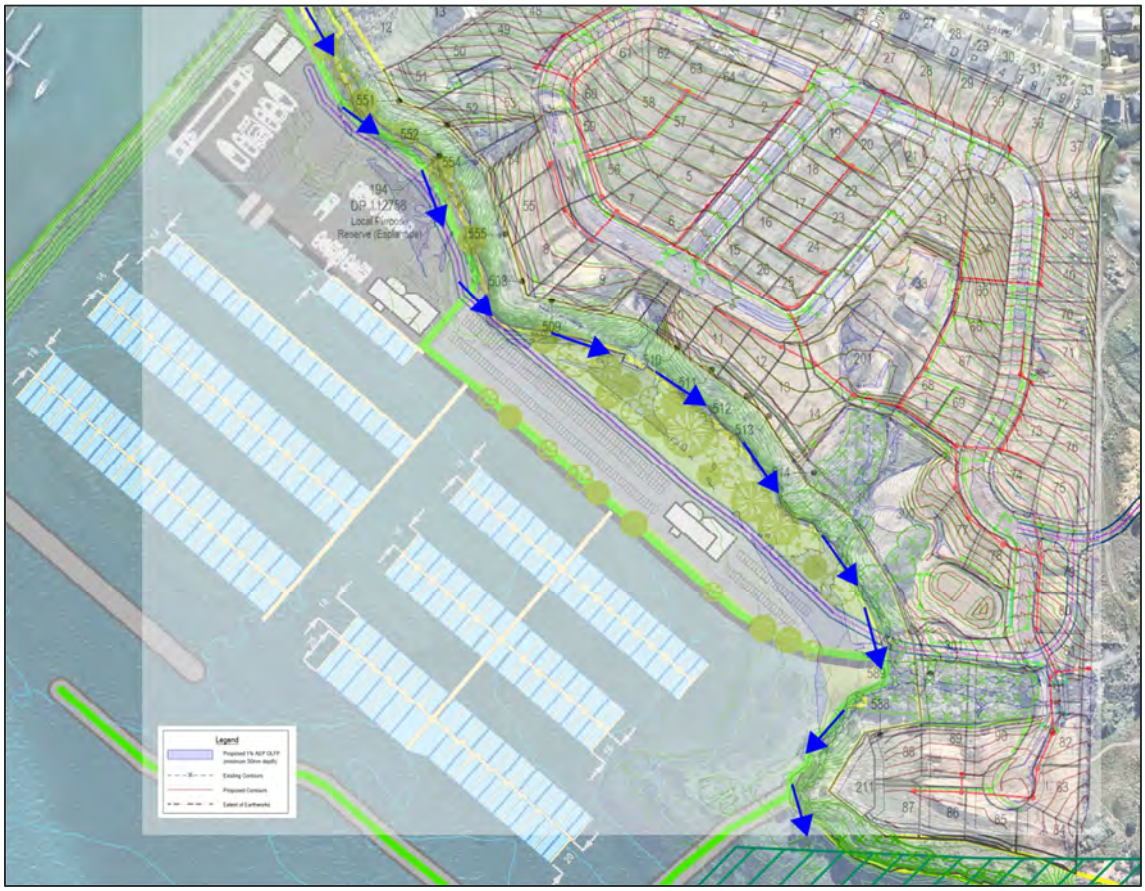

Figure 1: Proposed 1%AEP Overland Flow Path Layout from Subdivision

The design of all stormwater systems will address the climate change provisions contained in the Auckland Council Stormwater Code of Practice.

The stormwater system will be designed in accordance with Auckland Council's Stormwater Code of Practice and will be built to industry best practice.

4 WASTEWATER

We understand that there is currently limited capacity available in the Hibiscus Coast wastewater network, however an upgrade of Watercare's Army Bay wastewater treatment plant is scheduled for completion in 2031. Depending on the timing of the marina development a connection into the adjacent Hobbs Bay Estate wastewater network could be available. During the consenting process for the Hobbs Bay Estate Development consultation with Watercare was conducted and the understanding is that the existing wastewater pump station (GIS ID 961546) is undersized.

To enable the connection, wastewater from the proposed marina development (including berths, buildings and any public amenities) will be collected within a proposed public pump station located toward the southeastern extent of the marina and be pumped, via a proposed public rising main to a new wastewater manhole within the Hobbs Bay Estate, adjacent 'Road 4'. Wastewater would then gravity flow from this proposed manhole to the existing public wastewater pump station GIS ID 961546. Please refer to Figure 2 below for a schematic of the proposed wastewater reticulation.

The existing wastewater pump station GIS ID 961546 currently serves 58 lots. The Hobbs Bay Estate Development will increase the catchment of the pump station to 148 lots. In regard, to the Hobbs Bay Estate Development there was a consultation with development engineer Lars Fog from Watercare Services Ltd (on 28th July 2021), which confirmed the proposed upgrade of the existing wastewater pump station is the logical option and would be acceptable with a detailed design to follow.

This previous correspondence with Watercare Services Ltd provides strong assumption that with upgrades to the existing pumpstation connection would be acceptable.

Figure 2: Proposed Wastewater connection to the Public Network

In the unlikely event that the council network was not upgraded in time to service the marina, it would be possible to install a series of wastewater storage tanks to service the marina, with the waste being transported via trucks

when necessary to parts of the network that do have capacity. This is currently how some marinas, like Kennedy Point Marina on Waiheke deal with wastewater disposal due to limited network capacity on the island, and is possible because marinas generally are not high-volume wastewater generating activities.

5 POTABLE WATER

The water supply network in the proposed Hobbs Bay Estate development includes a 63Ø rider and a 125Ø main supply within the western and eastern berm of Road 4 respectively. It is proposed to connect into the development's network near Lot 80, adjacent to the stormwater reserve to provide potable water to the Marina as shown in Figure 3 on the following page.

The Hobbs Bay Estate water main network is proposed to connect to the existing water mains located along Resolution Drive. The hydrants on Resolution Drive and Pinecrest Drive were tested in January 2022 by Nova Flowtec Services Ltd and found to have adequate flow for the Development. Watercare also completed a hydraulic model from the proposed connection point and suggested that there is enough capacity for the domestic demand of the proposed subdivision. Once the exact type and number of commercial activities and serviced berths are known, a detailed serviceability assessment of the water network will be completed.

There are eleven proposed fire hydrants to be constructed during the development of Hobbs Bay Estate. These hydrants will be inadequate to supply the proposed Marina for firefighting as are not located within 135m of the whole site. It is proposed to extend the water supply into the Marina, If capacity is inadequate, dedicated storage tanks for firefighting supply will be required, or a saltwater intake from within the marina could be investigated. Any hydrant connections will need to be located near the entry to the Marina and near the boat trailer park within easy access for first responders.

If the public water supply cannot support the entire marina development, a series of rainwater storage tanks could be designed. The tanks would be designed with sufficient buffer to ensure peak flows are always available. Any available supply from the Watercare mains would supply the tanks, and the remaining supply would be from roof collection systems on all proposed buildings.

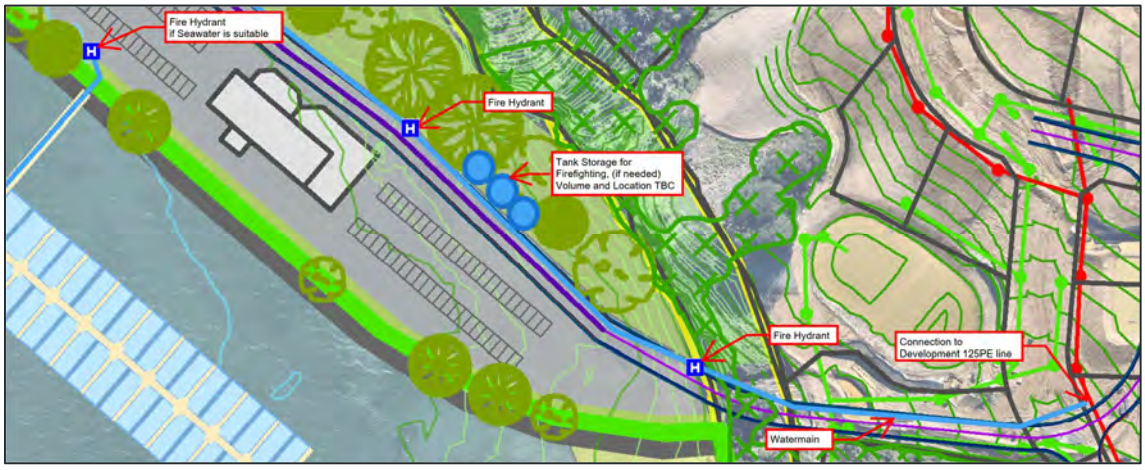

Figure 3: Proposed Water supply connection to 125PE in Subdivision Network

6 ACCESSWAY AND ROADING

Access to the proposed marina will be via the roading network constructed as part of the adjacent Hobbs Bay Estate subdivision as per figure 4 below. Two options exist to access the marina, either via connection to 'Road 2' or 'Road 4'.

Connection to 'Road 4' via 'Carpark 2' is the most direct route, however consideration needs to be given to the significant elevation difference between proposed ground level of 'Carpark 2' of around RL8.0 to the proposed marina carpark level of around RL2.0-3.0. There is also a significant elevation difference between 'Road 2' and the marina carpark level, however the longer route provides more opportunity to address grading issues.

Figure 4: Proposed access to Subdivision roading system

7 COASTAL PROCESSES

7.1 Sea Level Rise

Climate change is expected to accelerate sea level rise (SLR) into the future. The New Zealand Coastal Policy Statement (NZCPS) requires that identification of coastal hazards includes consideration of sea level rise over at least a 100-year planning period. Although coastal consents are generally granted for a term of 35 years, it's unlikely that the marina would be disestablished after a single consent period so consideration of the longer term effects and maintenance/renewals would be considered in any marina and infrastructure design.

To predict SLR the Ministry for the Environment (Mfe, 2024) recommends that four scenarios are considered. These are essentially emissions-based scenarios and denoted Representative Concentration Pathways (RCPS). These scenarios are based on the latest IPCC guidance and are outlined below and presented in Figure 5 below.

- RCP2.6 - Low to eventual net-zero emission scenario
- RCP4.5 - Intermediate-low scenario
- RCP8.5 - High-emissions scenario
- RCP8.5 H+ - Extreme H+ scenario

Figure 24: Range of projections of global mean sea level rise to 2200 for three representative concentration pathways, relative to 2000 from Kopp et al (2014)

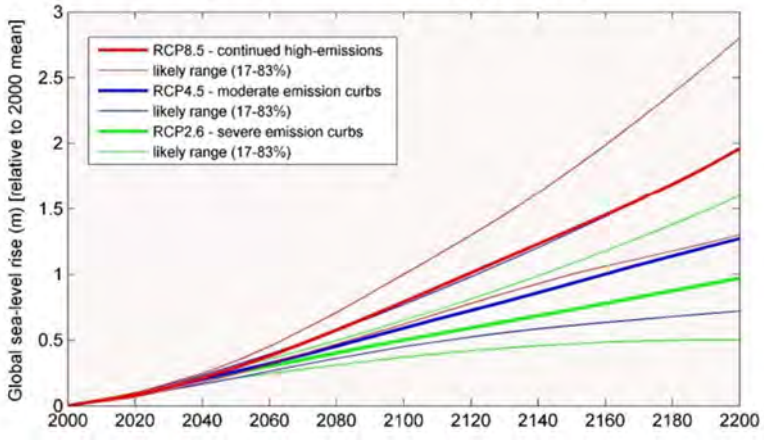

Figure 5: Sea Level Rise Predictions presented within Mfe (2024)

We consider that a future sea level rise of 1.0m should be considered for the proposed marina site. Marinas are mostly constructed of adaptive systems of pontoons and piles, however carparks and land-based parts require a more conservative approach, as they are more difficult to adjust as the sea level rises.

The potential for future sea level rise will be accounted for during detailed design with minimum finished levels adopted for all structure(s), carpark(s) and hardstand(s) ensuring mitigation of any adverse effects.

7.2 Wave Action

Given the relatively sheltered position of the proposed marina on the southern side of the Whangaparaoa Peninsula and the proposed breakwater/groyne south of the proposed berths to protect the marina from prevailing wind and wave action, we consider that any wave action within the marina will be minimal.

From NIWA 2013, the expected ‘storm-tide elevations on the eastern open-coast’ and ‘maximum storm-tide plus wave setup elevations’ within the proximity of the proposed Hobbs Bay marina are around RL2.01 and RL2.52 respectively (relative to AVD-46) for a 0.01AEP event. Consideration should be given to these levels plus climate change during design of the sea wall/groyne.

The proposed marina entrance location and arrangement protects the berths from any adverse effects of nuisance wave action and will be further refined during detailed design.

7.3 Coastal Inundation

The proposed marina site is currently subject to 1%AEP inundation (refer to Figure 6 below), however we consider that once future sea level rise is considered during the design and other controls (breakwater/groyne) are in place, the potential for any future inundation of the site will be mitigated.

Minimum finished floor levels can be set as part of the more detailed design as part of the substantive application to adequately mitigate potential effects.

Figure 6: Auckland Council GeoMaps 1% ARI Inundation Data

7.4 Coastal Erosion/Accretion

As outlined in Section 2.3, periodic maintenance dredging of the marina and deep-water entrance channel can be expected, however no significant sediment accretion is anticipated, owing to both the shelter provided by the proposed breakwater/groyne to the south and the lack of any significant volume of sediment laden run-off into the marina from the north or east from any water courses.

We consider coastal erosion within or surrounding the marina to be minor issue, with the breakwater/groyne expected to mitigate the potential foreshore/cliff erosion mentioned in the geotechnical section.

8 CONCLUSIONS

In summary, we consider that dredging of the existing seabed to form the Hobbs Bay Marina should not present any significant engineering challenges and can be undertaken in a manner that controls sediment discharges to water during dredging.

It is important to note that material types and physical properties can vary significantly within the project area (e.g., the proposed marina area) and even within a single layer or formation. Therefore, a sufficient number of borings, including in-situ and laboratory tests, should be conducted to accurately represent the materials to be dredged across the project area and at the specified dredging depth.

Several options for the disposal of dredge material exist; the potential effects of these options vary but in all cases there are options to avoid or mitigate any adverse effects. We also consider that the development can be serviced by the existing and proposed public three waters reticulation networks within the vicinity of the site. Any impacts/effects of coastal processes are relatively insignificant and will be subject to detailed design as part of the substantive application.

9 LIMITATIONS

This report should be read and reproduced in its entirety, including the limitations to understand the context of the opinions and recommendations given.

This report has been prepared exclusively for Hopper Developments Ltd in accordance with the brief given to us or the agreed scope and they will be deemed the exclusive owner on full and final payment of the invoice. Information, opinions, and recommendations contained within this report can only be used for the purposes with which it was intended. LDE accepts no liability or responsibility whatsoever for any use or reliance on the report by any party other than the owner or parties working for or on behalf of the owner, such as local authorities, and for purposes beyond those for which it was intended.

This report was prepared in general accordance with current standards, codes and best practice at the time of this report. These may be subject to change.

For and on Behalf of LDE Ltd

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National Engineering Manager
Geotechnical & Geosciences

Reviewed by: [redacted]

National Engineering Manager
Civil & Infrastructure

10 APPENDIX – REFERENCE MATERIALS

Drawings

- Davis Coastal Consultants Limited – P01 Proposed Layout, Hobbs Marina, Rev. A, dated 01 May 2024.

Geotechnical documents provided for our study include:

- CMW (NZ) Limited – Geotechnical Investigation Report for Resource Consent; 5 Daisy Burrell Drive, Whangaparaoa, dated 6 July 2022, Revision 2.
- 4Sight Consulting Limited (Now part of SLR) – Site Specific Coastal Hazard Assessment, dated 5 May 2023, version 3.0
- CMW (NZ) Limited – s92 Response Letter, dated 27 April 2023
- CMW (NZ) Limited – s92 Response Letter, dated 19 June 2023
- CMW (NZ) Limited – Revised Geotechnical Design Memo for Design Change at Lots 9 and 10, dated 22 August 2023.

Other documents reviewed as reference literature:

- Ministry of Agriculture and Forestry (MAF) Biosecurity New Zealand Technical Paper No: 2019/05, June 2006

CULTURAL IMPACT ASSESSMENT

[redacted]

MANUHIRI KAITIAKI CHARITABLE TRUST

Author	[redacted]
Position	Kaitātari Pakihi
Signature	[redacted]

Authorised By	[redacted]
Position	Chief Executive
Signature:	[redacted]

Table of Contents

1 Introduction to Ngāti Manuhiri

The Ngāti Manuhiri Settlement Trust is a Post Settlement Governance Entity (PSGE) who are the mandated and approved entity to represent Ngāti Manuhiri and its environs. The Ngāti Manuhiri Settlement Trust provides environmental services through the Manuhiri Kaitiaki Charitable Trust.

1.1 Whakapapa

By the fourteenth century migrations associated with some of the famous ancestral canoes had begun to influence the Mahurangi area. These migrants conquered and absorbed the Maru iwi and the descendants of Toi. From the North came the Ngai Tahuhu people, the descendants of Tahuhu. From the south came the descendants of Tainui waka who had settled around the Waitemata Harbour. These people, who also had Arawa affiliations, had by the sixteenth century become known by the general name Ngaoho. They had intermarried with the earlier tribal groups, including Ngai Tahuhu who they pushed to the north, and were in occupation of all the land between the Waikato River and the Kaipara Harbour entrance, including Mahurangi.

The Kawerau people (are) descended from a large group of Ngāti Awa people who had migrated north to the Tamaki isthmus from Kawhia in the 1620's. Led by Maki, the most famous ancestor of the Mahurangi people they initially settled at Rarotonga (Mt Smart). Then over the next generation they spread northward conquering the islands of the Hauraki Gulf north to Hauturu-o-Toi (Little Barrier Island), the Kaipara district north to the harbour entrance, as well as the east coast from Takapuna to Te Arai. This conquest included Mahurangi, where the people of Ngaoho and Ngai Tahuhu were defeated and absorbed.

Maki had four sons Manuhiri, Maraeāriki, Ngawhetu and Tawhiakiterangi. These children all had associations with the Mahurangi. Manuhiri has upheld and maintained customary rights and principles since then to the present day. Ngāti Manuhiri has strong links to the confederation of tribes known as Te Kawerau who descend from Maki and his children.

1.2 Rohe

Ngāti Manuhiri Settlement Trust's rohe or tribal boundaries encompass Bream Tail / Mangawhai to the north and extend south to the Okura River mouth south of Whangaparaoa. Our easterly boundary takes in the islands of Hauturu-ō-Toi, Kawau Tūmārō-ō-Tōi, Tiritiri Matangi, Panetiki, the Mokohinau islands, Hāwere a Maki, Motu Tohorā, Motuihe, Moturekareka, Motuketekete, Motutara, Te Haupa and associations in the Waitemata and the lower Hauraki Gulf. The western boundary starting in the North at Patumakariri, Kaipara, Moturemu, Arapārera, Makarau through to Ōteha / Takapuna.

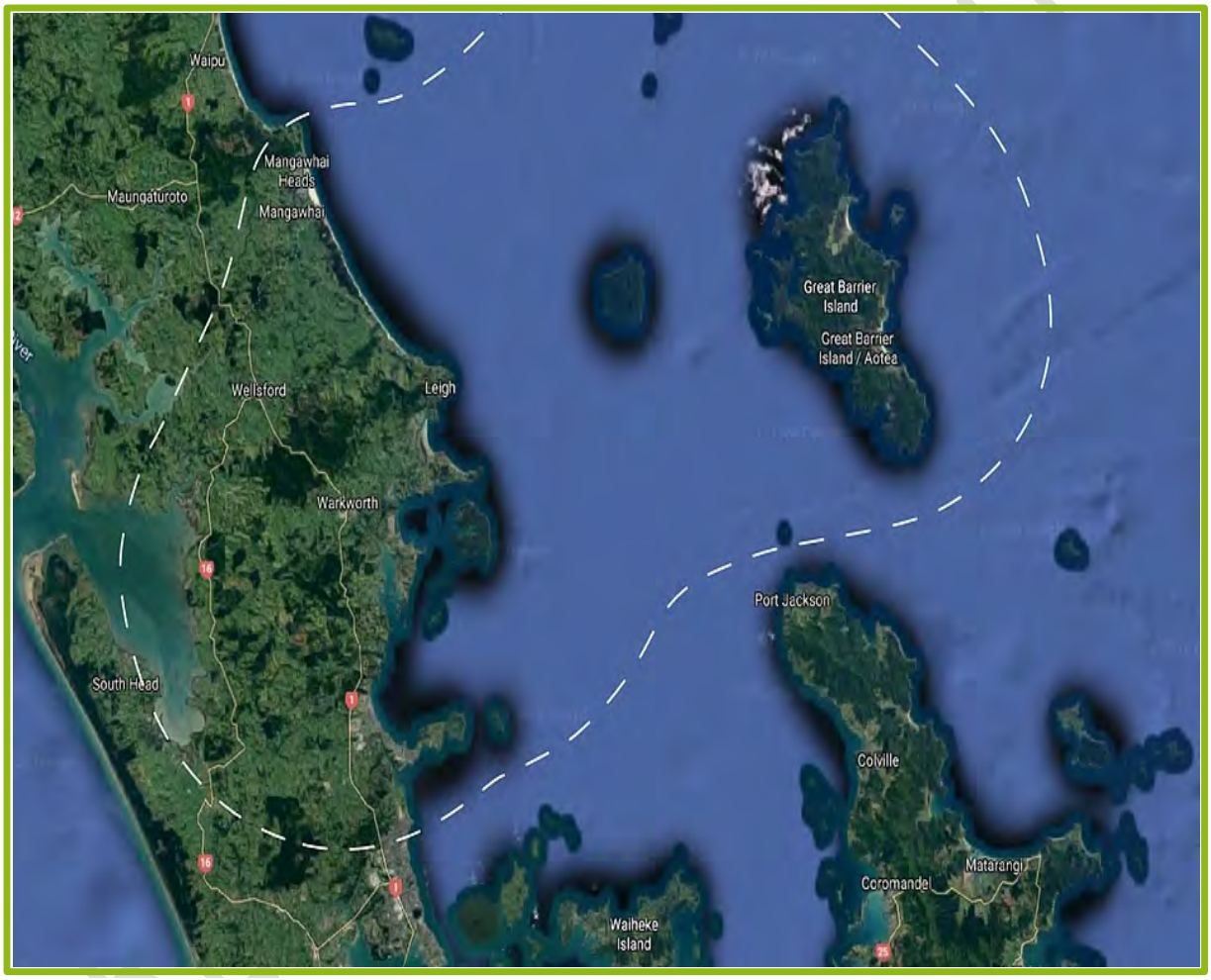
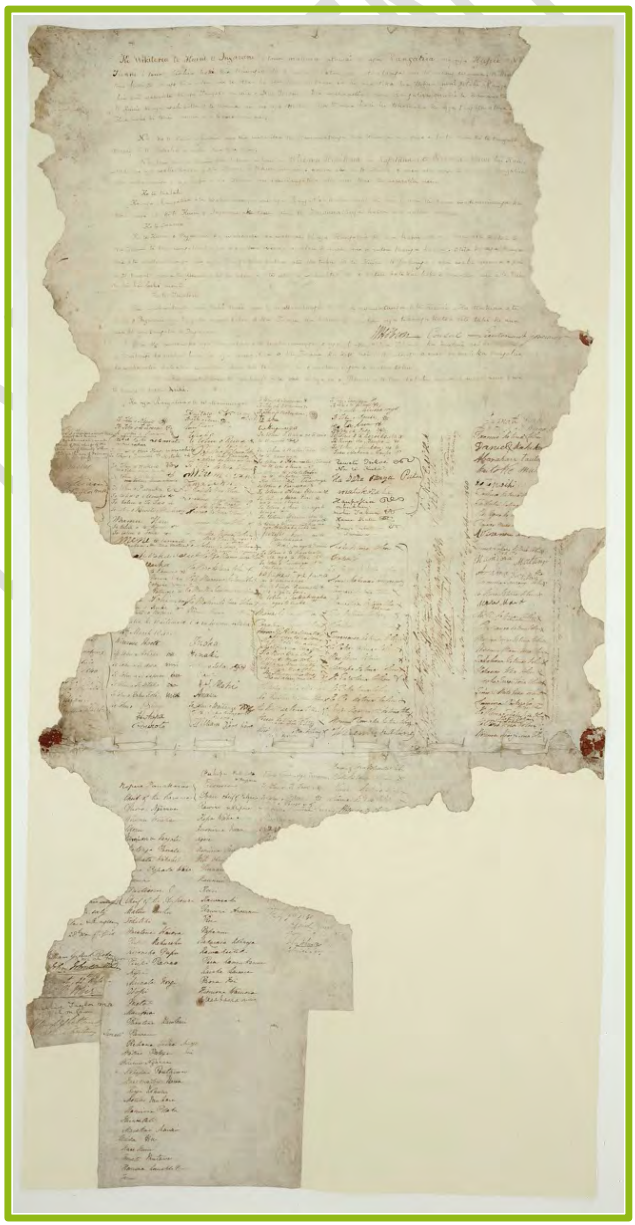


Figure 1: Ngāti Manuhiri Rohe (Tribal Boundary)

1.3 Legislative Framework

Through the Waitangi Tribunal process, the Ngāti Manuhiri Claims Settlement Act 2012 came into effect on 19 November 2012. The act mandates Ngāti Manuhiri as mana whenua for the rohe as outlined in the Deed of Settlement (and Figure 1.). It recognised and apologised for breaches of the Treaty by the Crown - as alluded previously - the actions of which have impacted negatively on the hapū for the last 150 years. The legislation provides statutory acknowledgement of statements by Ngāti Manuhiri regarding their cultural, spiritual, historical, and traditional association, requiring relevant authorities to have regard to the views of Ngāti Manuhiri in all matters affecting these areas.

The Resource Management Act 1991 provides statutory recognition of the Treaty of Waitangi and the principles derived from the Treaty. It introduces the Māori resource management system via the recognition of kāwanatanga and Tino rangatiratanga and accords Territorial Local Authorities with the power to delegate authority to iwi over relevant resource management decisions. The Act contains over 30 sections, which require Councils to consider matters of importance to tangata whenua. Some of the most important of these are:



- The principles of the Treaty of Waitangi and their application to the management of resources (Section 8).
- Recognition and provision for the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu and other taonga (Section 6(e).
- Having particular regard to the exercise of kaitiakitanga or the iwi's exercise of guardianship over resources (Section 7(a)).

The obligation to consult with iwi/ hapū over consents, policies, and plans. (Combination of all the sections above and Clause 3(1)(d) of Part 1 of the first schedule of the Resource Management Act).

2 Introduction to the Project

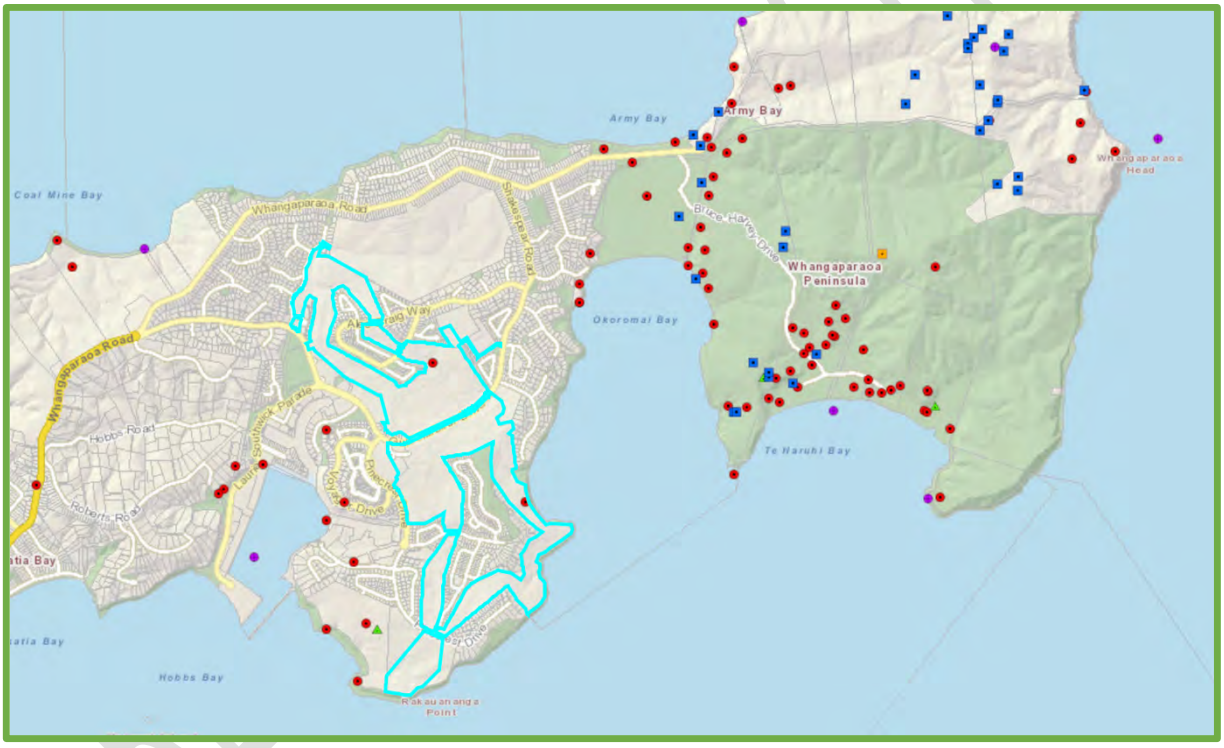
This Cultural Impact Assessment has been completed by Manuhiri Kaitiaki Charitable Trust for the applicants Hooper Developments Ltd.

2.1 Description of Works

The applicant proposes to construct a 310 Berth Marina, including 10 Superyacht Berths, at Hobbs Bay, adjoining the existing Gulf Harbour Marina, It will provide car and car and boat trailer parks, minor associated commercial facilities, public beach recreation and swimming facility.

2.2 Auckland Council Cultural Heritage Inventory

A search of the Auckland Council CHI showed recorded archaeological sites surrounding the property as shown in the image below - CHI sites (red dots) & Historic Māori Occupation (Purple dots).



3 Te Taiao (Environmental) Observations

Undertaking a site visit offers an important opportunity to experience the site and gain a greater understanding of the current state of te taiao (the environment).

During the site visit, cultural monitoring was completed by a kaitiaki of the Manuhiri Kaitiaki Charitable Trust, and they have made the following observations of te taiao (the environment) as it is.

3.1 Te Taiao (Environmental) Observation Matrix

	Needs Improvement		Neutral		Thriving
Whenua (Land)			☑		
Wai (Water)			☑		
Hau (Air)			☑		
Tiaki Taiao (Biodiversity)		☑			
Taonga Tuku Iho (Artifacts) & Wāhi Tapu (Sacred Sites)			☑		

3.2 Te Taiao (Environmental) Observation Comments

- Whenua has a small number of Native plantings that have been heavily eroded.
- Large Pohutakawa falling from the cliff edge.
- Significant amount of construction happening on the whenua above the coastal area.
- Moana is muddy with noticeable suspended sediment in the wai.
- Very little biodiversity in the area. Empty Kotare burrows covered in spiderweb eroding in the bank.

3.3 Site Visit Photographs

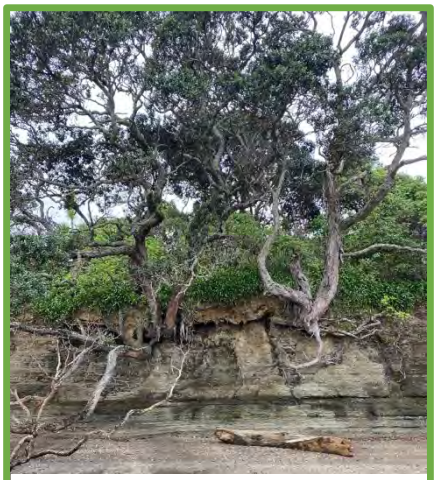
Old living rakau

Expose midden piled up

Rock breakwater

Public access down to beach

Bank erosion causing large Pohutakawa to fall



Kotare burrows in bank

4 Te Taiao (Environmental) Impacts of Proposed Works

Ngāti Manuhiri Settlement Trust's key te taiao (environmental) indicators are used to identify and categorise risks from a mana whenua perspective. The matrix below helps to convey the degree to which each Te Taiao indicator is at risk with respect to the proposed development.

	LOW RISK: - Unlikely to create adverse impact - Not identified as culturally significant site/ location - Conditions may apply - Easily mitigated	**MEDIUM RISK:** - Potential adverse impact - Known cultural associations for locality but not specific to site location - Requires conditions/actions to mitigate impacts	**HIGH RISK:** - Likely adverse impacts - Identified as a culturally significant site/ location - Requires further investigation e.g., CIA/CVA report - Detailed mitigation plan required
Mauri (*life-force*)		☑	
Wairua (*spiritual connectedness*)		☑	
Oranga (*wellbeing*)		☑	
Whenua (*land*)		☑	
Wai (*water)*		☑	
Hau (*air*)		☑	
Tiaki Taiao (*biodiversity*)		☑	
Taonga Tuku Iho (*artefacts*)		☑	
Wāhi Tapu (*sacred site*)		☑	

5 Assessment Comments on specific Te Taiao Indicators

5.1 **Mauri** *Life-force* and **Wairua** *Spiritual connection*

Mauri is the life energy force or unique life essence that gives being and form to all things in the universe. All elements of the natural environment, including people, possess mauri and all forms of life are related. This interconnectedness of all things means that the wellbeing of any part of the environment will directly impact the wellbeing of the people. The primary objective of Māori environmental management is to protect mauri from desecration and to maintain and restore the integrity of mauri and thus the interconnectedness of all forms of life.

Often development sites and their surroundings may have been subject to some modification for previous residential occupation and resulted in such as the loss of fauna and flora, but still retains some mauri and wairua. It is hoped that the developers will try to preserve the mauri and prevent further degradation and/or land modification. As kaitiaki, the Ngāti Manuhiri Kaitiaki Charitable Trust want to see this mauri enhanced and protected.

Cultural risks of the proposal on Mauri and Wairua:

- Disturbance to the mauri of the rakau.
- Potential disruption to the wairua due to construction activities in a spiritually significant area.
- Vibrations and noise affecting the spiritual harmony of the realm of Tāne (birds and insects)
- Potential disturbance to spiritual sites or areas of significance during construction activities, leading to a loss of cultural connection and spiritual significance for Ngāti Manuhiri, who have a rich history of seasonal harvesting, utilising the moana for resources, and engaging in traditional practices.

To mitigate the above risks, recommendations for the applicant to consider are:

- Implement an accidental discovery protocol to respect cultural heritage.
- Minimise noise and vibrations to protect the spiritual environment.
- Prioritise the preservation and enhancement of mauri and wairua of the land.
- On-going protection of the mauri of the wai and the moana are recognised as wāhi taonga.
- The state of the natural environment is restored to a state which supports the values and customs of Ngāti Manuhiri.
- Implement erosion control measures to prevent soil erosion and sediment runoff.

5.2 Oranga *Wellbeing*

Oranga relates to the potential effects on the people of Ngāti Manuhiri by outside influences or events that affect their way of life or traditions. The concept of well-being encompasses the physical, mental, and emotional, social, and spiritual dimensions of health. Climate Change is the biggest threat to Hauora (another form of wellbeing).

Climate change is a major factor to be considered for future developments and planning that can influence hau ora. Many of the fundamental building blocks for health and well-being are at risk due to anthropogenic causes and climate change. Climate change impacts on existing weather patterns and processes in a range of ways. For Māori this presents an ever-growing risk as Māori have used and relied upon the seasons and the climate for centuries. An example is the Maramataka, which has informed mahinga kai and seasonal harvesting of resources over and across centuries and in turn generations.

As a nation, changes because of climate change are already being felt (sea level rise, warming oceans etc). In such, climate change is already affecting the mana of Ngāti Manuhiri. Future developments must be in line with climate change plans and strategies. It must be noted that all mana whenua will be subjected to a range of different climate change risks that they face.

Ngāti Manuhiri as a hapu believe that quality of life and well-being is defined by our ecosystems - *Ko ahau te taiao, ko te taiao, ko ahau*. Therefore, consideration, inclusion and implementation of our recommendations would contribute to the Hau Ora of Ngāti Manuhiri members.

Cultural risks of the proposal on Oranga:

- Degraded taonga ecosystems reducing potential for cultural harvesting of traditional food sources from the moana.
- Health risks associated with potential pollution or contamination of the coastal environment during construction or maintenance activities, affecting the overall wellbeing of both humans and marine life, disrupting traditional practices reliant on clean water and abundant marine resources.

To mitigate the above risks, recommendations for the applicant to consider are:

- Ensuring that the cumulative effects of activities upon Ngāti Manuhiri and our taonga (treasure species) are fully recognised and protected.
- Ensuring that spiritual and cultural concepts are recognised as key - ensuring that natural waterways, estuaries, and shore seabed are recognised for their traditional food and other resources.
- The oranga (wellbeing) of the environment is protected, maintained and/or enhanced.
- Implement measures to minimise noise, dust, and pollution during construction to protect the physical and mental health of nearby residents and cultural practitioners.

5.3 Whenua *Land*

Land is viewed as life-sustaining and cleansing and is embodied by the Earth Mother Papatūānuku. Ngāti Manuhiri has a strong cultural and spiritual connection to the land.

Mana over ancestral is enhanced through whakapapa and the application of ongoing Manuhiritanga upon the land. Ngāti Manuhiri retain kaitiaki responsibilities whether land has been sold or not: the land is taonga and its management including recreational development or ground disturbing works must be balanced with the need to protect its mauri, productive capacity, cultural values, and native biodiversity.

Cultural risks of the proposal on Whenua:

- Potential harm to the roots of significant trees and other vegetation.
- Preserving the whenua (land) is of paramount importance. Disturbance of the whenua through drilling and excavation activities can either restore or disrupt its natural state. Care must be taken to protect and respect the land's integrity.
- Disruption, damage or impacts to taonga including kōiwi, during earthworks associated with the proposal.
- Soil erosion or sedimentation caused by construction activities leading to degradation of land and loss of biodiversity in the coastal ecosystem, disrupting the delicate balance of flora and fauna that have sustained Ngāti Manuhiri for generations.

To mitigate the above risks, recommendations for the applicant to consider are:

- Carefully plan drilling to avoid root zones of significant rākau.
- Ensure proper management of drill slurry to prevent land contamination.
- Develop a robust erosion and sediment control plan to protect the whenua. Implement terrestrial and riparian planting to offset the loss of native vegetation.
- All contractors on site should be familiar with the Accidental Discovery Protocols
- All topsoil should be protected and reused on site where feasible or disposed of nearby when possible.
- To prevent unnecessary risk of sediment discharge, all earthworks should take place within the prescribed earthworks season as per the Auckland Unitary plan (Operative in Part) between 1 October – 30 April.
- Areas of land disturbance should be stabilised as soon as possible to reduce the area for potential erosion. Revegetation is the most supported option where possible.
- Spill kits should be present during earthworks and construction should any spills occur.
- Incorporate traditional land management practices of Ngāti Manuhiri, such as planting native species and controlling invasive plants, to enhance the health and resilience of the land.

5.4 Wai *Water*

Ngāti Manuhiri values water both generally through Te Ao Māori (the Māori world view) and our cultural, historic, and traditional links with specific streams, rivers, wetlands, lakes, springs, seaways and other water bodies. Mauri is a binding force between the spiritual and physical; it sustains all life and is strongly present in water. The mauri of a water body is thus a measure of its life-giving capacity or physical and spiritual health. In addition, water is valued for drinking, transport, as a source of kai, and irrigation.

Waterways can become severely degraded due to poor management of waste, stormwater, earthworks and other pollutants or pest fish which destroy or significantly decrease their mauri. The importance of the coastal area to Ngāti Manuhiri over many generations is reflected by ancient whakataukī and waiata, traditions associated with the ocean, the sailing and navigational skills of the tribe, and the adornment of Ōmaha Marae as the present-day focal point of the iwi today.

Ngāti Manuhiri look at water with three different Te Taiao (environmental) indicators:

- Wai ora (wellbeing water)
- Wai māori (freshwater/ drinking water)
- Wai mate (Water Pollution)

Ngāti Manuhiri wishes to ensure that the mauri of the water is protected ensuring that spiritual and cultural aspects of wai are maintained for future generations.

Cultural risks of the proposal on Wai:

- Further degradation of water quality during the drilling process potentially harms aquatic life crucial for Ngāti Manuhiri's traditional practices, including fishing, and gathering of rongoā (medicinal plants).
- The quality of wai (water) in the area is essential both ecologically and culturally. Construction activities could have a detrimental impact on wai, given the potential for runoff and contamination.

To mitigate the above risks, recommendations for the applicant to consider are:

- Monitor water quality throughout the drilling project to ensure that traditional uses of water, such as fishing and gathering of medicinal plants, are not compromised.
- Enhance riparian planting with native species to stabilise banks and improve water quality.
- Evaluate the effects of construction on wai quality and flow. Ensure that stormwater management systems are culturally and environmentally sensitive to prevent pollutants from affecting wai quality.
- Maintain clean and healthy wai for the overall well-being of the ecosystem.
- All chemicals, fuels, and other hazardous substances should be stored in designated areas away from stormwater catch pits to contain spills and prevent environmental harm.
- Implement best practices for construction near waterways to prevent pollution and degradation.

- If heavy machinery is utilised for the proposed works, re-fuelling should not be undertaken on the immediate vicinity of the awa/river. Likewise, machinery entering the site and working on installation should be checked for fuel leaks.
- Implement sediment and erosion control measures to prevent pollution and contamination of waterways during construction and maintenance activities.
- Enhance habitat restoration efforts to protect marine habitats crucial for the wellbeing and cultural practices of Ngāti Manuhiri.

5.5 **Hau** *Air*

Hau/air is another Māori taonga derived from Ranginui (the sky father). Human activities impact air quality causing air pollution. The Manuhiri Kaitiaki Charitable Trust is concerned with the impact that air pollution has on the environment, human health and spiritual values. Therefore, hau/air is another aspect over which kaitiakitanga is exercised to maintain the mauri. Air pollution also impacts the visibility of the stars, moon, and rainbows. The Maramataka is important for sowing and harvesting.

Cultural risks of the proposal on Hau:

- Air pollution from construction activities, such as dust, noise, and emissions from machinery, impacting air quality in the surrounding area and potentially affecting the health of nearby communities, including Ngāti Manuhiri, who have ancestral ties to the coastal forests and rely on clean air for their wellbeing.
- Airborne particulate matter can diminish the mauri of our air/hau and affect the health of and wellbeing of tangata (people) and taonga species (birds, lizards, insects etc.).
- Dust and exhaust fume generation resulting from earthworks during infrastructure upgrades.

To mitigate the above risks, recommendations for the applicant to consider are:

- Use dust suppression techniques during drilling.
- Ensure equipment is well-maintained to minimise emissions.
- Schedule work to reduce impact on nearby communities.
- Manage dust, noise, and air quality issues during construction with respect for cultural practices associated with hau.
- Aim for minimal disturbance to the environment and the community.
- Dust as a result from vehicle movements or earth working can have an impact on the tangata and the whenua. If a dust nuisance occurs, accessways are sprayed down with water or works are avoided during periods of high wind. Any sediment laden runoff from dust suppressant activities should be managed to ensure it does not enter the receiving environment.
- Incorporate traditional land management practices of Ngāti Manuhiri, such as planting native species and controlling invasive plants, to enhance the health and resilience of the land.

5.6 Tiaki Taiao *Biodiversity*

The Māori worldview considers everything living and non-living to be interconnected and that humans are therefore linked with biodiversity. Ngāti Manuhiri have a role as kaitiaki to preserve the mauri, wāhi tapu (sacred sites) and natural taonga (treasures) in their rohe.

Taonga katoa species refer to flora and fauna that are fundamental and significant to the culture and identity of Ngāti Manuhiri. Taonga species provide sources of inspiration of sources cultural expression, food, shelter, clothing as well as medicinal purposes, Rongoa Māori. These taonga form part of the inherited knowledge and are related to Ngāti Manuhiri by whakapapa. As mana whenua, Ngāti Manuhiri work on the principle that given the extent of environmental degradation from human activities and development, all new developments/activities should be looking for ways to enhance biodiversity and leave the environment in a better state.

Cultural risks of the proposal on Tiaki Taiao:

- Risks to biodiversity and ecological balance due to habitat disturbance or destruction caused by construction activities, impacting marine life and traditional food sources relied upon by Ngāti Manuhiri for sustenance and cultural practices.
- Disruption of nesting sites or breeding grounds for native species during the project, leading to potential declines in biodiversity and ecological resilience, threatening the delicate ecosystem that has supported Ngāti Manuhiri's way of life for generations.
- Local loss of native species, particularly those endemics to the area through impacts on habitat areas/food sources.
- Absence of taonga species from an area due to barriers can affect the system by changing the whakapapa of the community.

To mitigate the above risks, recommendations for the applicant to consider are:

- Continue supporting pest management programs to protect native species.
- Restore areas with native plants to enhance biodiversity.
- Monitor the impact of drilling on local fauna and flora.
- Develop and implement good practice environmental management measures that respect tiaki taiao principles. These measures should encompass erosion control, fauna protection, and habitat restoration.
- Working hours between 8am to 5pm to prevent noise pollution, which can impact on tangata (people) and taonga species.
- The oranga (wellbeing) of the environment is protected, maintained and/or enhanced.
- If a representative of the Manuhiri Kaitiaki Charitable Trust is in attendance, all pre-start meetings and official gatherings of project team/contractors is to be opened with a karakia.

5.7 Wāhi Tapu *Sacred site* and Taonga Tuku Iho *Artefacts*

Wāhi tapu and taonga form part of the cultural heritage of Ngāti Manuhiri and includes archaeological sites, ecofacts and artefacts as well as sites of spiritual and historic significance to iwi. For example, wāhi tapu may include pā sites, battlefields, burial grounds, significant historic iwi sites, and waka landings. Taonga can refer to artefacts or parts thereof, objects, flora, fauna, water bodies, tikanga, history, traditions, or people.

Ngāti Manuhiri are kaitiaki of all aspects of our history, culture, traditions and tikanga. Only Ngāti Manuhiri, or the agents of the Manuhiri kaitiaki Charitable Trust, can establish the significance of any historic place or area associated with our iwi. There are many sites of significance that are only known to iwi members. These sites can include urupā and places associated with significant events. Such places are wāhi tapu (sacred site) and will be protected by iwi.

Ngāti Manuhiri believes that the inherent mana of their tupuna lives on through whakapapa and their successive generations and considers the wāhi tapu (sacred space) and urupā (cemeteries) where their tupuna lie as places that are tapu (sacred) requiring both kaitiakitanga (protection) and utu (reverence).

Cultural risks of the proposal on Wāhi Tapi and Taonga Tuku Iho:

- Risk of disturbing or damaging taonga tuku iho (ancestral treasures) or wāhi tapu (sacred sites) buried within or nearby the project area during construction or maintenance works, potentially desecrating sites of cultural significance to Ngāti Manuhiri and violating their spiritual connection to the land.
- Potential violation of cultural protocols or tapu (sacredness) associated with the site, leading to spiritual and cultural repercussions for Ngāti Manuhiri, who have deep-rooted ties to the land and sea, including historical practices like whale hunting, which brought richness to their tribe.

To mitigate the above risks, recommendations for the applicant to consider are:

- All construction staff, contractors and sub-contractors undertake a cultural induction programme before starting the project with Ngāti Manuhiri.
- Ngāti Manuhiri need 10 days notification before earthworks start to guarantee a cultural monitor will be on-site if required for the topsoil stripping. Please contact 0508 MANUHIRI or email kaitiaki@ngatimanuhiri.iwi.nz
- Where possible, land disturbance should be done in areas that have been disturbed to reduce the potential impact to undiscovered subsurface archaeological sites.

6 Accidental Discovery Protocols

It is imperative that accidental discovery protocols are strictly adhered to during works, including any site visits. A copy of this report is to be kept on site during works, alongside the resource consent should it be granted, to ensure all contractors on site are aware of the culturally sensitive aspects of this activity.

The term 'kōiwi' refers to human remains such as skeletal material, while 'taonga' means cultural artefacts such as implements, weapons or decorations traditionally and historically used by tangata whenua and includes parts or the remains thereof. Features such as pits, midden or terraces are afforded the same legal protection as other archaeological materials or taonga. Iwi play an important role as kaitiaki in the care and management of kōiwi tangata/human skeletal remains and taonga following discovery. It is essential that iwi is notified at the earliest opportunity should any kōiwi or taonga be unearthed during earthworks or other operations.

The following procedures should be adopted in the event that kōiwi, archaeological features or taonga are discovered or are suspected to have been unearthed during construction activities:

- If kōiwi, archaeological features, or taonga are exposed during development, earthworks should immediately cease in the vicinity. It is important that any remains, or artifacts are left undisturbed or in situ once discovered.
- The Site Supervisor should take steps immediately to secure the area so that kōiwi or taonga remain untouched and site access is restricted. The Site Supervisor will ensure that eating, drinking, and smoking in the immediate vicinity is prohibited.
- The Project Manager will notify:
  - the New Zealand Police (in the case of kōiwi /skeletal remains only)
  - the New Zealand Historic Places Trust
  - Manuhiri Kaitiaki Charitable Trust
  - The Project Archaeologist (if applicable)
- Manuhiri Kaitiaki Charitable Trust will contact the appropriate kaumatua in order to guide and advise the parties involved as to the appropriate course of action. Any associated costs should be met by the developer.
- The Project Manager will ensure staff are available on site to guide police (as appropriate) and kaumatua to the site. In the case of kōiwi, site access should be restricted to other parties until the Police are satisfied the remains are not of forensic relevance.
- If the parties involved are satisfied that the kōiwi or taonga are of Māori origin the kaumatua will decide how they are to be dealt with and will communicate this to the New Zealand Police and other parties are appropriate.
- Activity on the site will remain on hold until the Police (in the case of kōiwi), the kaumatua and New Zealand Historic Places Trust have given approval for activity to recommence.

The Project Manager shall ensure that kaumatua can undertake karakia and other cultural ceremonies and activities at the site as may be considered appropriate in accordance with tikanga Māori (Māori customs and protocols).

7 Conclusion

Manuhiri Kaitiaki Charitable Trust does **not oppose** the proposed project on the condition that the project is carried out in general accordance with the recommendations provided in this Cultural Impact Assessment (CIA).

These recommendations are based on the information provided by the applicant and Auckland Council and are aimed at mitigating cultural risks and to ensure the protection and enhancement of Ngāti Manuhiri cultural values.

Failure to implement these recommendations may result in the withdrawal of support from Manuhiri Kaitiaki Charitable Trust.

For the avoidance of doubt, the Trust's support for the project is contingent upon the fulfilment of the following conditions:

- The applicant must comply with all recommendations outlined in this CIA.
- Any significant changes to the project scope, design, or location must be re-evaluated through a new CIA process.
- The applicant must ensure proper consultation and engagement with the Trust for any future developments or stages of the project.

Written responses to the recommendations and conditions outlined in this CIA should be submitted to kaitiaki@ngatimanuhiri.iwi.nz.

Any future applications or modifications related to this project will require separate consideration and consultation by the Manuhiri Kaitiaki Charitable Trust Resource Management Unit.

Manuhiri Kaitiaki Charitable Trust looks forward to working collaboratively with the applicant to ensure the successful and culturally sensitive completion of this project.

8 Disclaimer

This Cultural Impact Assessment (CIA) is prepared by the Manuhiri Kaitiaki Charitable Trust for the specific project and applicant as mentioned within this document. The information contained in this CIA is based on the details provided by the applicant and the current understanding of the cultural, environmental, and legislative context relevant to Ngāti Manuhiri.

Limitations

- The assessment and recommendations provided herein are specific to the project as described in this document. Any significant changes to the project scope, design, or location will necessitate a re-evaluation and potentially a new CIA.
- The CIA reflects the situation as of the date of its preparation. Future developments in legislation, environmental conditions, or cultural considerations may affect the validity of the findings and recommendations,
- This document contains culturally sensitive information and should be treated with respect. Any misuse or misinterpretation of the information provided is strictly prohibited
- The support or non-opposition from the Manuhiri Kaitiaki Charitable Trust does not imply an endorsement of the project in its entirety but is contingent upon adherence to the recommendations and conditions outlined in this CIA.
- Any future applications or developments within the project area will require separate consultation with the Manuhiri Kaitiaki Charitable Trust. This includes any additional works, modifications, or phases not covered by the current application.

Responsibilities

- The applicant is responsible for all costs associated with further consultation, site visits, cultural engagements (e.g., blessings), and any other actions related to this Resource Consent Application.
- It is the applicant's responsibility to ensure compliance with all relevant legal and regulatory requirements, including but not limited to the conditions and recommendations specified in this CIA.
- The applicant must adhere to the cultural protocols and procedures outlined, especially those pertaining to accidental discoveries of kōiwi, taonga, or other archaeological features.

Confidentiality and Use

This document is intended for use by the applicant and relevant authorities in the context of the specified project. Any distribution or reproduction of this document beyond its intended use must be approved by the Manuhiri Kaitiaki Charitable Trust.

For further information or clarification on the contents of this CIA, please contact the Manuhiri Kaitiaki Charitable Trust at kaitiaki@ngatimanuhiri.iwi.nz

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MEMO

Clough & Associates Ltd	
To:	Hopper Developments Ltd
From:	[redacted], Clough & Associates
CC:	
Date:	24/04/2025
Re:	Hobbs Bay Marina Fast Track Memo
Comments:	Nine archaeological sites have been recorded in the development area and there is potential for additional unrecorded sites to be present. An archaeological assessment should be prepared to determine the effects of the proposed development on archaeological values. It is considered likely that one site will be impacted, and a further five sites may potentially be impacted. The effects on the five sites that may potentially be impacted will most likely be minor at most. Effects on site R11/1530 would likely be minor to moderate. An Authority will be required to modify or disturb any recorded or unrecorded archaeological sites. The information recorded through this process is an appropriate mitigation measure.

Introduction

Hopper Development Limited is applying for a marina development to be referred to the Fast-Track Approvals Act 2024 approvals process Section 13 sets out the requirements for a referral application. These include "a description of the anticipated and known adverse effects of the project on the environment". No additional information is required in relation to the archaeological activity.

Hopper Development Limited will require resource consents and an archaeological authority for the project, along with approval of a person to undertake an archaeological activity.

This Memorandum provides advice regarding any heritage constraints relating to a proposed development of a marina at Hobbs Bay, Whangaparāoa, Auckland, to support the application for referral.

Methodology

Although this Memorandum is provided to support the referral application, it is noted that Schedule 5 Approvals relating to Resource Management Act 1991 and Schedule 8 (Approvals relating to Heritage New Zealand Pouhere Taonga Act 2014 (HNZPT Act)) will be relevant to the archaeological requirements for the project's substantive application, if the project is referred to

the Fast-Track. The information requirements for a substantive application for an authority under the Act are the same as in the HNZPT Act (assessment of archaeological effects, Māori and other relevant values, statement on Māori consultation, effects on identified values, and other details (clause 2)). As well, the archaeologist approved to undertake archaeological investigation must meet the same criteria as under the HNZPT Act (clause 7).

The New Zealand Archaeological Association's (NZAA) site record database (ArchSite), Auckland Council's Cultural Heritage Inventory (CHI), Auckland Unitary Plan Operative in Part (AUP (OP)) schedules and the Heritage New Zealand Pouhere Taonga (Heritage NZ) New Zealand Heritage List/Rārangi Kōrero were searched to determine whether any archaeological sites had been recorded on or in the immediate vicinity of the project area.

This memo has drawn on the historical and archaeological background research from the Archaeological Assessment Report prepared for the subdivision of 3-5 Daisy Burrell Drive, Whangaparāoa (Apfel, Roth and Farley 2023), which is in immediate proximity to the proposed marina. The subdivision earthworks are underway, with an archaeological Authority (2023/568) granted for the project and activated.

Historical Background

Māori Settlement

Bickler and Farley (2014) have synthesised the pre- and post-European contact histories of the wider Hibiscus Coast area. This in turn draws upon earlier work by Turton (1877), Murdoch (1991 and 1996), Grover (1996), Mosen et al. (2000), Campbell and Clough (2003), Judge and Clough (2005) and Bickler et al. (2007 and 2008). The Māori history is shown to be complex, reflecting both the mobile nature of Māori settlement and political changes through time. The Whangaparāoa peninsula was clearly an important node in the migrations, conquests, and trading networks of several Māori groups.

Early Māori settlement across the area was focussed primarily along the coastal margins. This allowed access to the rich fishing grounds (particularly well known for shark fishing), coastal forest and fertile soils. The archaeological record currently indicates that settlement on the banks of navigable streams/rivers (including the Ōrewa River) tended to comprise short-term encampments rather than permanent or semi-permanent settlements.

Early European Settlement

The Peninsula was sold off as part of the Mahurangi Purchase in 1841. Crown agents initially negotiated sale of the block solely with the Marutūahu confederation. The western boundary of the block was poorly defined, and was only properly surveyed in 1845. As a result, the Crown had to renegotiate the sale of the block piece by piece with various iwi and hapū as claims arose through the 1840s and 1850s.

After the completion of the Mahurangi Purchase by the government in 1853-54, land in the Wade district (the anglicised version of Te Weiti) was put up for auction. Crown Grants were made to settlers who sought land within marketing distance of Auckland.

An early map indicates that by 1860 the project area was part of a property that had passed into the ownership of Ranulph Dacre, who had previously operated trading schooners in the Pacific. The map indicates that the land was wooded with 'tea tree' at that time (Figure 1). It is considered unlikely that Ranulph ever lived on the property. However, the house within the 3-5 Daisy Burrell Drive property, now known as Hobbs Homestead, was built for his son Charles Craven Dacre. Charles took up the land in 1870, but abandoned his efforts at farming in 1876. The land was later sold, along with the rest of the eastern half of the Whangaparāoa peninsula, to Robert Shakespear in a series of transactions in the early 1880s.

In 1883 Shakespear moved his family into Dacre's old house. The family moved to Little Barrier Island in 1897 and the landholdings at Whangapāraoa were worked by employees or tenants, with Thomas Buddle acting as administrator.

Everard John Hobbs purchased 753 acres of the Shakespears' Whangaparāoa land, including Dacre house shortly after his marriage, in 1906. Hobbs had been an employee of the Shakespear family from at least the 1880s, and ran both dairy cows and sheep on the property.

Archaeological and other Historic Heritage Sites

The archaeological sites in the area are located along the coastline around Hobbs Bay. These are the result of archaeological surveys and investigations relating, in particular, to the residential development of Hobbs Bay. The recorded sites relate to both the Māori occupation of the area and early European settlement. The concentration of archaeological remains across the wider area reflects the importance of Whangaparāoa in providing easy access to marine resources and arable alluvial flats – all elements favoured by both Māori and early European settlers.

There are nine archaeological sites recorded on the NZAA ArchSite Database in the near vicinity of the proposed marina (Figure 2 and Figure 3). These are R11/100 (Pā), R11/128 (midden), R11/1528 (Hobbs Homestead), R11/1529 (midden), R11/1530 (midden), R11/1531 (midden), R11/1532 (midden), R11/1533 (midden), and R11/1534 (midden). Details are provided below and site record forms are appended.

R11/100 (CHI 6792, AUP ID 403). This is a scheduled pā site, situated on a headland overlooking Hobbs Bay. The site is situated within what will become three legal titles: Lot 1 DP 112758, being the Local Purpose Reserve (Esplanade), and proposed Lots 209 and 211. Lot 209 is proposed to be a further Local Purpose Reserve (Esplanade), while Lot 211 is to be vested as an Historic Reserve. Should any works encroach upon the cliff the site may be impacted.

R11/128 (CHI: 8757) This midden deposit is partially situated within Lot 1 DP 112758, being the Local Purpose Reserve (Esplanade) and partially within one of the residential allotments under development. The CHI grid coordinate places the site within the CMA; however this is not accurate. Should any works encroach upon the cliff the site may be impacted.

R11/1528 (CHI: 3030, AUP ID 619). Hobbs Homestead, a scheduled historic structure, is situated within the ongoing subdivision, well away from any works that may be associated with the development of the marina.

R11/1529. This midden is situated within a number of the allotments of the residential development, and well away from any works that may be associated with the development of the marina.

R11/1530. This midden is situated within a number of the allotments of the residential development. Elements of this site are considered highly likely to extend into Lot 1 DP 112758, being the Local Purpose Reserve (Esplanade). This site extends into the area to be utilised for an access road for the marina, and therefore the site is likely to be impacted by the proposed development.

R11/1531. This midden deposit is situated in Lot 1 DP 112758, being the Local Purpose Reserve (Esplanade). This site will be in close proximity to works proposed to be undertaken to allow for the formation of the beach.

R11/1532. This midden has grid coordinates that place the site within the CMA. However, the site is actually situated on the cliff edge and extends into Lot 1 DP 112758, being the Local Purpose Reserve (Esplanade). Works that may impact upon the cliff, including tree removal may affect this site.

R11/1533. This midden site is partially situated within Lot 1 DP 112758, being the Local Purpose Reserve (Esplanade) and partially within proposed Lots for a Local Purpose Accessway. The site is situated at the top of the cliff, and is unlikely to be impacted, unless works are required that would modify the cliff.

R11/1534. This midden is partially situated within Lot 1 DP 112758, being the Local Purpose Reserve (Esplanade) and partially within a number of the allotments of the residential development. The site is situated at the top of the cliff, and is unlikely to be impacted, unless works are required that would modify the cliff.

It should be noted that other so far unidentified subsurface sites associated with Māori settlement are also likely to be present.

Assessment of Effects

The detailed design is not currently available and so exact earthworks are not yet known. This information will be provided as part of the substantive application. However, based on the information available to date it is possible to provide a summary of the likely effects.

Of the nine archaeological sites recorded in the near vicinity of the proposed marina it is considered likely that three of the sites will not be impact or are very unlikely to be impacted (R11/100, R11/1528, and R11/1529). A further five sites may possibly be impacted (R11/128, R11/1531, R11/1532, R11/1533 and R11/1534), depending on works required that may require modification of the coastal cliffs, or the vegetation thereon. One site will certainly be impacted, being R11/1530, which is situated around the coastal edge in the vicinity of the proposed access road.

The effects on the five sites that may potentially be impacted will most likely be minor at most. Effects on site R11/1530 would likely be minor to moderate and result in the removal of a portion of the site. The level of effects on individual sites at this stage is a matter of opinion, and will require an archaeological assessment once details of the proposal are further developed.

Effects on the sites can be appropriately mitigated through archaeological investigation and recording of the sites under an Authority under the HNZPT Act.

Archaeological Site	Impact Potential	Likely Impact
R10/100	Nil	N/A
R10/128	Low	Works removing vegetation or otherwise modifying cliffs
R10/1528	Nil	N/A
R10/1529	Nil	N/A
R10/1530	Will be impacted	Access road, other filling or landscaping works
R10/1531	Low	Works removing vegetation
R10/1532	Moderate	Works removing vegetation or constructing coastal pathway or modifying cliffs
R10/1533	Low	Works removing vegetation or otherwise modifying cliffs
R10/1534	Low	Works removing vegetation or otherwise modifying cliffs

Findings and Statutory Requirements

The background research and archaeological records confirm that nine recorded archaeological sites are present in the vicinity of the proposed marina development at Hobbs Bay. At least one of these sites (R11/1530, midden) is likely to be directly impacted by the project, while others (R11/1532, midden) may also be affected. Also, the presence of additional unidentified archaeological sites associated with Māori settlement along the coastal edge, particularly shell midden, is considered likely, especially in the vicinity of the streams. An Authority would also be required to modify or destroy any currently unrecorded sites.

All bar one of the sites relates to Māori settlement, and therefore have cultural values in addition to the archaeological values. Such values are for mana whenua to determine. An ongoing relationship and consultation have been maintained with Ngāti Manuhiri. A CIA have been prepared by them regarding the project, which identifies cultural values relevant to the sites, along with potential risks and recommendations for the management of those risks.

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MEMO

An archaeological assessment will be required to determine the effects of the proposed development on archaeological values. Eight of the nine recorded archaeological sites are associated with Māori settlement and occupation and tangata whenua should be engaged to determine the cultural values of the development site. As well, since archaeological survey cannot always detect sites of traditional significance to Māori, such as wāhi tapu, the tangata whenua should be consulted regarding the possible existence of such sites within the development area.

A 19th century European homestead is located on the adjacent property and the 19th century use of the property most likely consisted of tree felling, farming and possibly gum digging. Based on the nature of the recorded archaeological sites and the history of the property it is possible that similar sites are present in the vicinity of the proposed area of works. Any impacts to sites that cannot be avoided should be appropriately managed through archaeological investigation under an Authority issued by Heritage NZ to provide information on the history of the local area.

Yours sincerely

[redacted]

[redacted]

Director

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Figure 1. SO 892A dated 1859, showing a close-up of the area where the project area is located. Landowners' names are pencilled in. To the north is a large area of swamp land, while the area around the project area is described as wooded in tea tree. Source: Quickmap

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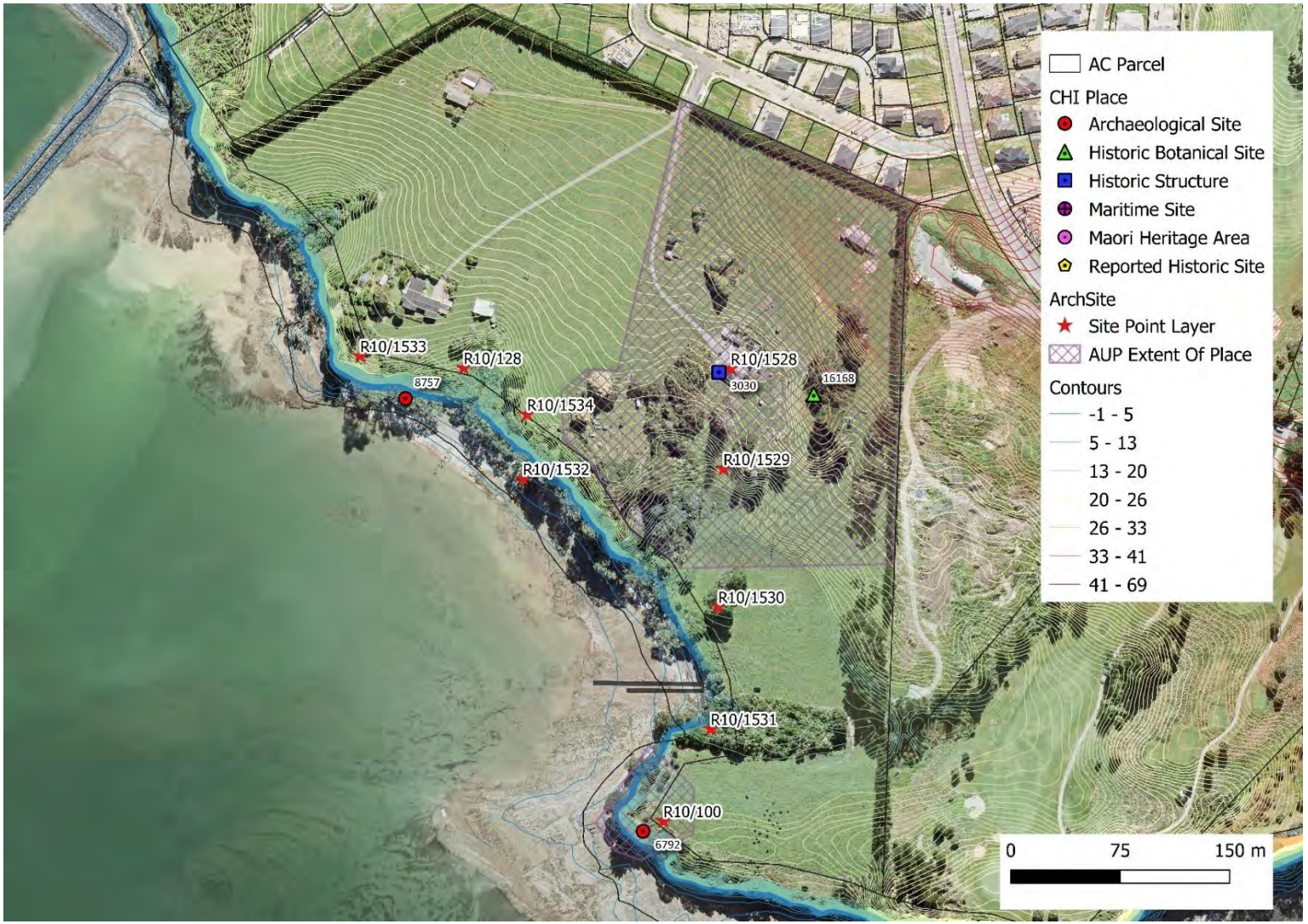

Figure 2. Map showing the archaeological and historic heritage sites recorded in the near vicinity of the proposed marina (site locations sourced from NZAA ArchSite and Auckland Council CHI)

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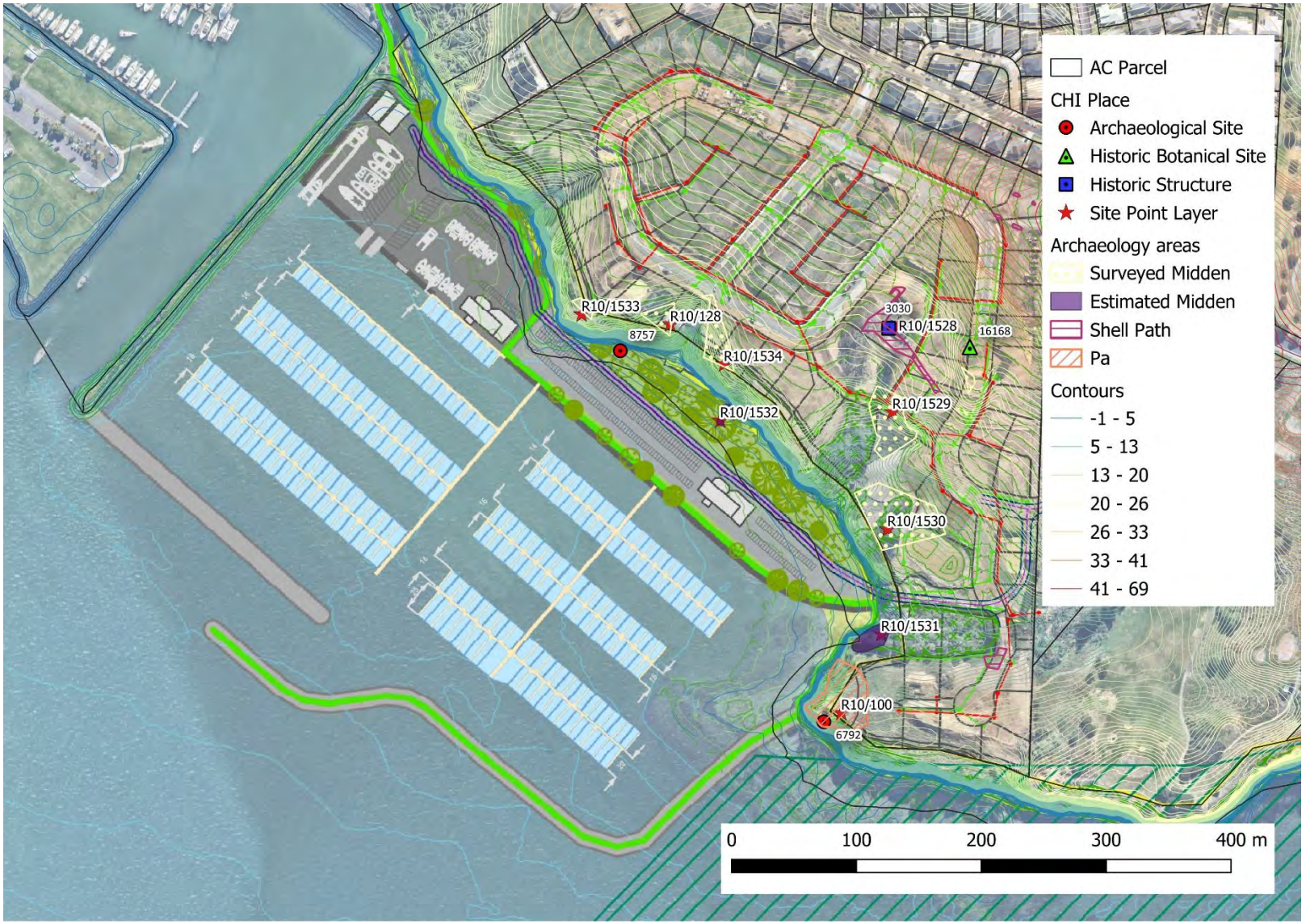

Figure 3. Map showing the location of archaeological and historic heritage sites in relation to the proposed marina development

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Appendix A: Site Record Forms

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

ARCHSITE archaeological site recording scheme

Site Record Form

NZAA SITE NUMBER: R10/100

SITE TYPE: Pa

SITE NAME(s):

DATE RECORDED:

SITE COORDINATES (NZTM) Easting: 1760390 **Northing:** 5944816 **Source:** Handheld GPS

IMPERIAL SITE NUMBER: N38/103 **METRIC SITE NUMBER:** R10/100

Finding aids to the location of the site

The pa is located on the southeastern headland of Hobb's Bay and west of Rakauahanga Point.

Brief description

Ring ditch pa with cliff faces on the northern and western flanks. Features include banks, scarping, terrace and midden.

Recorded features

Bank (earth), Ditch - ring, Midden, Scarp, Terrace

Other sites associated with this site

Printed by: aaronapfel 13/12/2021

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD HISTORY	NZAA SITE NUMBER: R10/100

Site description

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron & Roth, Kirstin
Grid reference (E1760390 / N5944816)

The site was visited during an archaeological survey for Hopper Developments Ltd. Probing and test-pitting was done on the east side of the hill to determine the extent of the site and identify unrecorded features. The previously recorded area on the west side was not probed or test-pitted.

Upon reaching the foot of the hill/ridge, a significant amount of crushed shell could be seen amongst a heavily trampled path on the northeast side of the pa. A test pit was placed adjacent to it, which revealed there to be a shell deposit here. The contents included rock, charcoal, pipi, cockle and what appeared to be fragments of red brick. Probing the immediate area revealed the extent of the deposit to be approximately 6.5m long and 6m wide. The test pit revealed this deposit in a scatter from the surface up to 23cm below the surface. It is thought that this deposit is a 19th or 20th century deposit of shell laid on the farm track. Adjacent to this deposit and approximately a quarter-way up the hill there is a level platform that extends east-west across the northeast portion of the hill which could potentially have been used as a living surface. Upon investigating the entirety of the ridge, it became apparent that a large number of amorphous features exist. A total of 20 features were identified, photographed and georeferenced. It is important to note that many of these are likely the result of vegetation removal, i.e. tree throws. However, some may be archaeological. Five test pits were placed across the top of the ridge, a fair distance away from the currently recorded location of the pa site. This was done in order to determine changes in the stratigraphy.

The initial site drawing implies that the extent of the site does not exceed the ditch feature. An animal burrow located at NZTM coordinates 1760440 5944811 ±3m, approximately halfway across the ridge, has brought up a large amount of charcoal to the surface. The animal possibly disturbed the remains of a tree thrown or fire scoop or similar feature. Combined with the stratigraphic profiles obtained from the ridge, this implies that the extent of the pa may extend eastwards.

More information on the site can be found in A. Apfel, K. Roth, G. Farley. December 2021. 5 Daisy Burrell Drive, Hobbs Bay: Archaeological Assessment. Clough & Associates report prepared for Hopper Developments Ltd.

Updated 24/01/2018 (other), submitted by emmabrooks
Grid reference (E1760390 / N5944816)

Missing 1999 site update record form uploaded.

Condition of the site

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron & Roth, Kirstin

The site remains to be in fair condition as previously described. However, the occasional animal burrow has brought subsurface material to the surface.

The site is in fair condition although ditch and bank defences are quite shallow. Midden is eroding from along the top of cliff scarps of pa. There is also some exposed midden in the paddock to the NE.

Statement of condition

Current land use:

Threats:

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY	NZAA SITE NUMBER: R10/100

Supporting documentation held in ArchSite

SITE REFERENCE FORM

AD AX AE 88 AA GI
SITE NUMBER N38/103

Map number N.38.
Map name Silverdale.
Grid reference ~~311876.~~ 309874 E230900 N687400

SITE TYPE pa.

1. Aids to relocation of site On the south end of the east side of ~~Hobbs~~ Hobbs Bay, Whangaparaoa, west of Rakaunanga Point.

2. State of site; possibility of damage or destruction On the Hobbs property, in grass , some scrub and second growth.

3. Owner Hobbs,
Address Whangaparaoa
Attitude

Tenant Manager on farm.
Address
O.K.
Attitude

4. Name of site
Source of name

5. Date recorded 14/1/64. Details of investigation; methods and equipment used walked over and paced site.

6. Aerial photograph numbers Site shows: clearly/badly/not at all

7. Reported by A. Leahy.
Date

Filekeeper M. W. Springrice
Date 8/4/64

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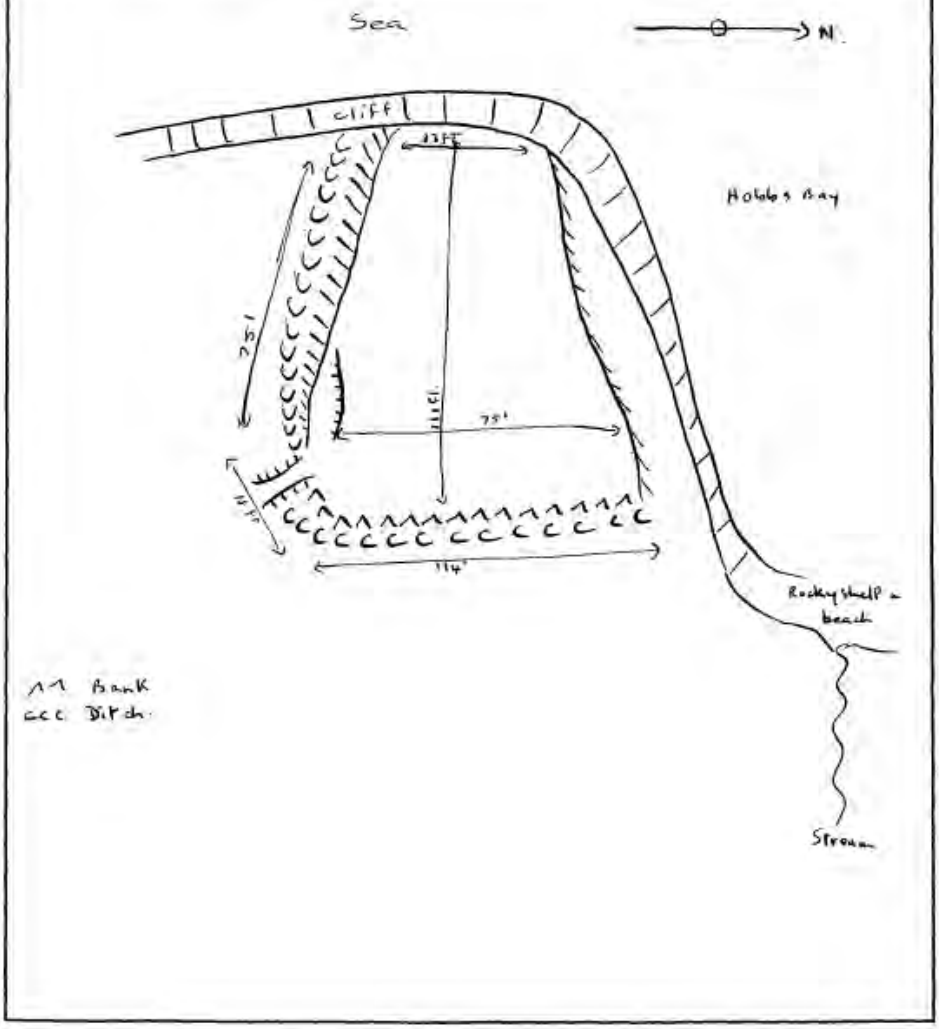
Map number N. 38. Map name Silverdale, Grid reference ~~311876~~ 309874	SITE NUMBER N38/103 SITE TYPE pa.



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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION SITE RECORD FORM (METRIC) Metric map number sheet R10 Metric map name Whangaparaoa NZMS 260 map edition 1993	NZAA METRIC SITE NUMBER R10/100 **UPDATE** DATE VISITED 12/5/99 SITE TYPE Pa SITE NAME: MAORI OTHER
Grid Reference Easting 2 6 7 0 8 0 Northing 6 5 0 6 5 0	
1. Aids to relocation of site (attach sketch map). Hobbs Bay, Whangaparaoa. On the low headland at the southern end of small bay east of Gulf harbour mariner (refer to attached location map).	
2. State of site and possible future damage In pasture, in good condition with some continuing erosion and stock damage. Some infilling of ditch.	
3. Description of site (Supply full details: history, local environment, references, sketches, etc. If extra sheets are attached, include a summary here) Ring ditch (30m x 2m x 1.5m deep) cuts off small area of the low headland, transverse terrace lies above the beach inside defences. Stock traffic and erosion appears to have resulted in a partial infilling of the ditch. In pasture ca 100m behind site and outside of ditch are two terraces, 20m x 15m and 15m x 15m, separated by a 1.5m high scarp. Midden (cockle and pipi in a black, greasy soil) can be seen scattered in cattle tracks below terraces adjacent to small watercourse that is draining out of artificial pond on golf course.	
4. Owner Current - J.N. Hobbs Ltd Address C/- PO Box 111, Auckland	Tenant/manager Address
5. Nature of information (hearsay, brief or extended visit) Survey Photographs (reference numbers and where held) Aerial photographs (reference numbers and clarity of site)	
6. Reported by Don Prince Address c/- Clough & Associates 209 Carter Rd. Oratia.	Filekeeper Date
7. New Zealand Historic Places Trust (for office use) Type of site Local environment Land classification Present condition and future danger of destruction Local body	

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ARCHSITE archaeological site recording scheme

Site Record Form

NZAA SITE NUMBER: R10/128

SITE TYPE: Midden/Oven

SITE NAME(s):

DATE RECORDED:

SITE COORDINATES (NZTM) Easting: 1760253 **Northing:** 5945127 **Source:** Handheld GPS

IMPERIAL SITE NUMBER: N38/131 **METRIC SITE NUMBER:** R10/128

Finding aids to the location of the site

The site is located on the eastern side of Hobb's Bay, c.300m to the northwest of the ring ditch pa site R10/100.

Brief description

The site consists of a natural (enhanced) terrace wtih a fragmented midden eroding down the gap in the cliffs. Originally recorded as an old Maori camping area with middens and hangi stones.

Recorded features

Midden, Ovenstones, Terrace

Other sites associated with this site

Printed by: aaronapfel 13/12/2021

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SITE RECORD HISTORY	NZAA SITE NUMBER: R10/128

Site description

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron & Roth, Kirstin
Grid reference (E1760253 / N5945127)

The site was visited during an archaeological survey for Hopper Developments Ltd. Probing was done to determine the extent and density of the shell.

The site is located to the southeast of the domestic house located on the southwest side of the property, adjacent to the stream. As this is a recorded site, no test pits were placed here. However, the extent of the shell midden was determined through probing. The extent of the midden is approximately 15m long down the slope and 15m wide across the slope at its widest point. Probing the slopes shows there to be several dense deposits followed by areas that are sparse. Probing revealed that the midden continues westwards along the cliff adjacent to the fence as a thin scatter and may be connected to midden site R10/1533.

More information on the site can be found in A. Apfel, K. Roth, G. Farley. December 2021. 5 Daisy Burrell Drive, Hobbs Bay: Archaeological Assessment. Clough & Associates report prepared for Hopper Developments Ltd.

Condition of the site

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron & Roth, Kirstin

A small portion of the shell midden is visible from the surface and subject to erosion. The majority of the midden is below the surface.

According to landowners other middens are also in the area. The exposure that was seen was quite fragmentary and sparse and the grass cover was fairly stable. There are likely to be more significant subsurface deposits in this area.

Statement of condition

Current land use:

Threats:

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SITE RECORD INVENTORY	NZAA SITE NUMBER: R10/128

Supporting documentation held in ArchSite

AV AX AC BB AA GI

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD FORM

Map number N38
Map name Silverdale
Map edition 3rd. 1965
Grid Reference 308877

SITE NUMBER N38/131

SITE NAME: MAORI / OTHER

SITE TYPE Midden/hangi area.

E 230800 N 637700

1. Aids to relocation of site

On the beach side and to east of the old farm house. Most of the site is under the grove of pine trees.

2. State of site; possibility of damage or destruction

In grass and trees. Reasonably safe as not in area proposed for immediate development.

3. Description of site *(NOTE: This section is to be completed ONLY if no separate Site Description Form is to be be prepared.)*

Not visited due to lack of time. Mr Hobbs (farmer) said it was the "old Maori camping area". Reported much midden and hangi stones. He seemed to think this was the biggest camping site on his farm - and this in spite of his knowledge of the extensive site (N38/ 87) on other side of the farmhouse area.

4. Owner Mr J. Hobbs — Tenant/Manager
Address Whangaparaoa — Address

Attitude Very interested and co-operative. — Attitude

5. Methods and equipment used

Photographs taken: ~~Yes/No~~ (Describe on Photograph Record Form)
Date recorded

6. Aerial photograph or mosaic No. — Site shows: Clearly/badly/not at all

7. Reported by J.R. McKinley — Filekeeper
Address NZHPT

Date 1.10.73 — Date 6/10/73

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ARCHSITE archaeological site recording scheme

Site Record Form

NZAA SITE NUMBER: R10/1528

SITE TYPE: Historic - domestic

SITE NAME(s): Hobbs Homestead

DATE RECORDED:

SITE COORDINATES (NZTM) Easting: 1760436 **Northing:** 5945126 **Source:** On Screen

IMPERIAL SITE NUMBER: **METRIC SITE NUMBER:** R10/1528

Finding aids to the location of the site

Located on property 5 Daisy Burrell Drive, central east side of property. Accessed via gravel driveway.

Brief description

Recorded features

Foot path, Building - homestead

Other sites associated with this site

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SITE RECORD HISTORY	NZAA SITE NUMBER: R10/1528

Site description

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron & Roth, Kirstin
Grid reference (E1760436 / N5945126)

The building was briefly inspected from the outside during a field visit. The homestead is fairly large containing two detached sheds on its north/northwest side. The building has a hipped roof with timber cladding. The cladding consists of horizontally placed overlapping timber planks finished with a white paint. The north side of the building contains two porch areas. The west side of the building contains two oriel style windows that protrude from the building, one of which is half-hexagonal in shape and the other square. Both of these oriel windows contain decorative, coloured and textured glass panels. The south side of the building contains a long veranda with decorative finials lining its roof. The chimney is brick-lined. Probing revealed the existence of what is most likely a shell path around the north, east and south sides of the homestead. This shell is visible on the surface on the northeast side of the homestead, adjacent to the sheds.

The following is taken from Apfel, Roth and Farley 2021:

The historic building on property 5 Daisy Burrell Drive is now known as Hobbs Homestead, and was built for Charles Craven Dacre. Charles was born in Sydney in 1848 and moved to Auckland with the family in 1859. In 1865 he was sent to England, where he intended on training as an officer in the army, but soon transferred to the Royal Agricultural College to learn the management skills necessary for a gentleman farmer. He returned to New Zealand in 1870 on the Inflexible, taking up his father's Whangaparaoa land where he intended to run sheep. In 1876 Charles abandoned the farm and moved to Auckland, where he went into business as a grain merchant. The land and house then appear to have sat empty for several years, until the eastern half of the Whangaparaoa peninsula, including the homestead, was acquired in a series of early 1880s purchases by Robert Shakespear.

Robert Henry Anson Shakespear, from a family of colonial army officers, had arrived in New Zealand in the 1870s. The Shakespears came upon the Whangaparaoa block in 1880. Robert described the land in a letter to his grandfather as having "an abundance of fish and wild pigs, and splendid flats of alluvial soil." He purchased the land from Dacre in several large blocks, from 1880 to 1882, eventually coming to own the whole eastern half of the peninsula. He, his wife Blanche, and their first children moved to the block in 1883, where they lived in Dacre's old house. The family moved to Little Barrier Island in 1897 and the landholdings at Whangaparaoa were worked by employees or tenants, with Thomas Buddle acting as administrator.

Everard John Hobbs was an employee of the Shakespear family from at least the 1880s. Hobbs was working as a gumdigger in the Silverdale area in 1884, before being taken on as a farm employee by Robert Shakespear by 1886. Everard purchased 753 acres of the Shakespear's Whangaparaoa land between Okoromai and including the Dacre house shortly after his marriage, in 1906. Everard ran stock on the farm, both dairy cows and sheep. His wife, Daisy Hobbs, passed away in 1923, and Everard does not seem to have remarried. Their son John stayed on the farm, marrying Ruth Florence Williams in 1929. Everard Hobbs passed away in 1947, and the property passed to his son John Norman and a solicitor as executors on his death. Some of the northern part of the block was taken for roading in the 1950s, but it remained a sizeable block of over 700 acres, supplemented for the family by grazing leases elsewhere.

More information on the site can be found in A. Apfel, K. Roth, G. Farley. December 2021. 5 Daisy Burrell Drive, Hobbs Bay: Archaeological Assessment. Clough & Associates report prepared for Hopper Developments Ltd.

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron & Roth, Kirstin
Grid reference (E1760436 / N5945126)

The building was briefly inspected from the outside during a field visit. The homestead is fairly large containing two detached sheds on its north/northwest side. The building has a hipped roof with timber cladding. The cladding consists of horizontally placed overlapping timber planks finished with a white paint. The north side of the building contains two porch areas. The west side of the building contains two oriel style windows that protrude from the building, one of which is half-hexagonal in shape and the other square. Both of these oriel windows contain decorative, coloured and textured glass panels. The south side of the building contains a long veranda with decorative finials lining its roof. The chimney is brick-lined. Probing revealed the existence of what is most likely a shell path around the north, east and south sides of the homestead. This shell is visible on the surface on the northeast side of the homestead, adjacent to the sheds.

The following is taken from Apfel, Roth and Farley 2021:

The historic
building on property 5 Daisy Burrell Drive is now known as Hobbs Homestead, and was built for Charles Craven Dacre. Charles was born in Sydney in 1848 and moved to Auckland with the family in 1859. In 1865 he was sent to England, where

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he intended on training as an officer in the army, but soon transferred to the Royal Agricultural College to learn the management skills necessary for a gentleman farmer. He returned to New Zealand in 1870 on the Inflexible, taking up his father's Whangaparaoa land where he intended to run sheep. In 1876 Charles abandoned the farm and moved to Auckland, where he went into business as a grain merchant. The land and house then appear to have sat empty for several years, until the eastern half of the Whangaparaoa peninsula, including the homestead, was acquired in a series of early 1880s purchases by Robert Shakespear.

Robert Henry Anson Shakespear, from a family of colonial army officers, had arrived in New Zealand in the 1870s. The Shakespears came upon the Whangaparaoa block in 1880. Robert described the land in a letter to his grandfather as having "an abundance of fish and wild pigs, and splendid flats of alluvial soil." He purchased the land from Dacre in several large blocks, from 1880 to 1882, eventually coming to own the whole eastern half of the peninsula. He, his wife Blanche, and their first children moved to the block in 1883, where they lived in Dacre's old house. The family moved to Little Barrier Island in 1897 and the landholdings at Whangaparaoa were worked by employees or tenants, with Thomas Buddle acting as administrator.

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More information on the site can be found in A. Apfel, K. Roth, G. Farley. December 2021. 5 Daisy Burrell Drive, Hobbs Bay: Archaeological Assessment. Clough & Associates report prepared for Hopper Developments Ltd.

Condition of the site

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron & Roth, Kirstin

The building has been lived in continuously, renovated and kept-up. Livestock are active on the property but do not appear to be causing any significant damage to the homestead or its surrounds.

Statement of condition

Current land use:

Threats:

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY	NZAA SITE NUMBER: R10/1528

Supporting documentation held in ArchSite

South side of Hobbs Homestead showing veranda and oriel style windows. Facing northeast

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North side of Hobbs Homestead. Facing southeast

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

ARCHSITE archaeological site recording scheme

Site Record Form

NZAA SITE NUMBER: R10/1529

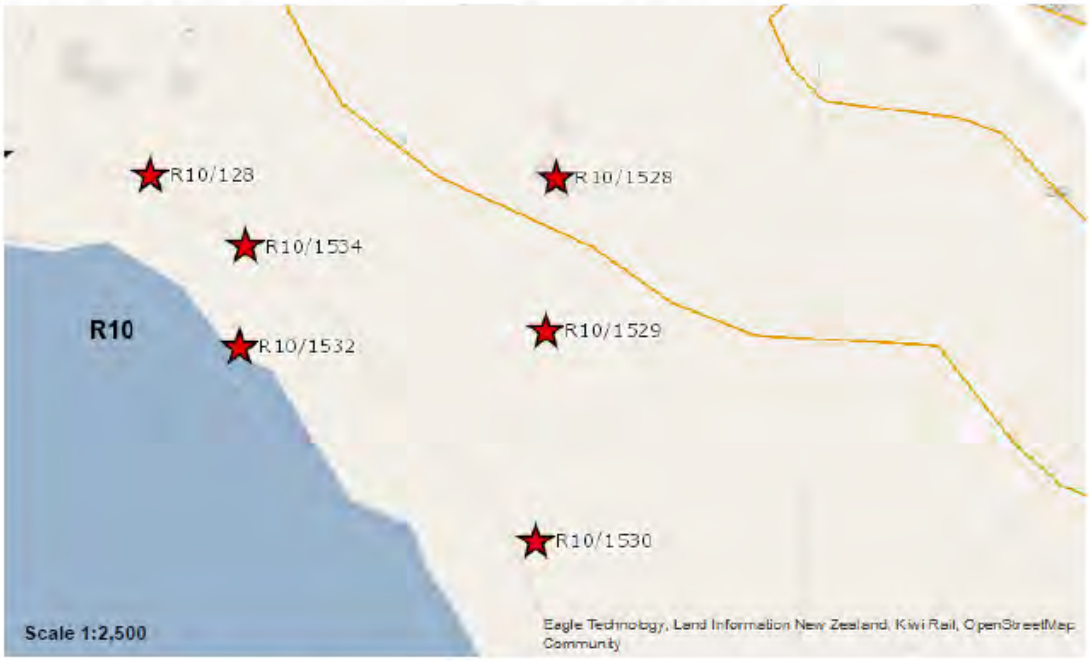
SITE TYPE: Midden/Oven

SITE NAME(s):

DATE RECORDED:

SITE COORDINATES (NZTM) Easting: 1760431 **Northing:** 5945057 **Source:** Handheld GPS

IMPERIAL SITE NUMBER: **METRIC SITE NUMBER:** R10/1529



Finding aids to the location of the site

Located on the central east side of property 5 Daisy Burrel Drive. Approximately 50m south of 19th century homestead.

Brief description

Recorded features

Midden, Pit

Other sites associated with this site

Printed by: aaronapfel 13/12/2021

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SITE RECORD HISTORY	NZAA SITE NUMBER: R10/1529

Site description

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron. Roth, Kirstin
Grid reference (E1760431 / N5945057)

The site was visited during an archaeological survey for Hopper Developments Ltd. Probing and test-pitting was done to determine the extent and density of the shell.

Three distinct areas containing exposed and buried shell deposits were discovered surrounding a relatively large area consisting of two adjacent hills. The shell continues to exist westwards towards the cliff.

The first shell area is located on the southwest side of the west hill and is approximately 29m in length across the entirety of the west slope, and continues approximately 25m down the slope up to the fence and beyond towards the densely vegetated cliff. The deposit exists from the surface up to 30-35cm deep at its deepest. Probing indicates this shell to be most dense across the slope. The shell appears to taper out and continue south around the hill and southwest into a wetland area as scatters. A small pit exists at the base of the hill where the midden is not particularly dense. This pit is approximately 2m long and 2m wide.

The second shell area exists on the south/southeast side of the west hill and is relatively small in comparison to the first, being approximately 6m by 5m in extent. This midden does not appear to contain any dense deposits and is more of a shell scatter.

The third shell area exists on the eastern hill and is similar in size and density to the shell on the western hill. This deposit is approximately 25m in length across the entirety of the west slope and continues approximately 15m down the slope towards the shell/gravel path leading from the historic house. Probing indicates this shell to be most dense across the slope.

Upon visual inspection of the eroded material; the shell midden contained a wide variety of material/species including fire cracked rock, charcoal, pipi, cockle, whelk, cooks turban, operculum and other gastropods.

More information on the site can be found in A. Apfel, K. Roth, G. Farley. December 2021. 5 Daisy Burrell Drive, Hobbs Bay: Archaeological Assessment. Clough & Associates report prepared for Hopper Developments Ltd.

Condition of the site

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron. Roth, Kirstin

A significant portion of the shell midden is visible from the surface and subject to erosion.

Statement of condition

Current land use:

Threats:

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY	**NZAA SITE NUMBER:** R10/1529

Supporting documentation held in ArchSite

Clough
& ASSOCIATES LTD
321 Forest Hill Road, Waiatarua, Auckland 0612
09 814 1946 heritage@clough.co.nz
www.clough.co.nz

MEMO

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

ARCHSITE archaeological site recording scheme

Site Record Form

NZAA SITE NUMBER: R10/1530

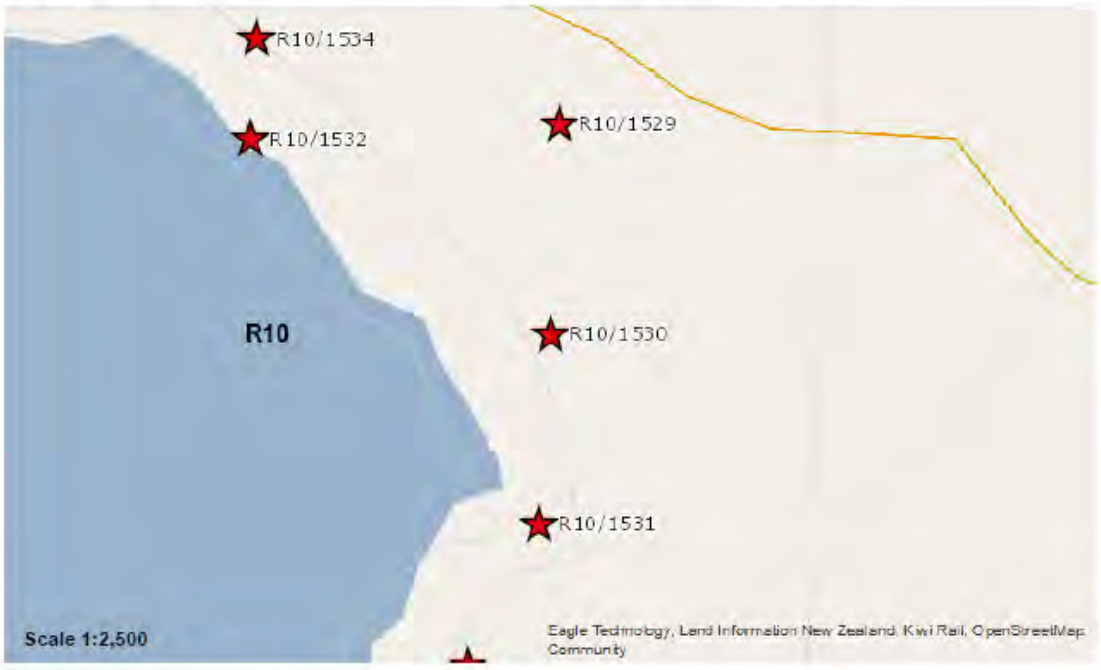
SITE TYPE: Midden/Oven

SITE NAME(s):

DATE RECORDED:

SITE COORDINATES (NZTM) Easting: 1760427 **Northing:** 5944963 **Source:** Handheld GPS

IMPERIAL SITE NUMBER: **METRIC SITE NUMBER:** R10/1530



Finding aids to the location of the site

Located on the southeast side of property 5 Daisy Burrel Drive. Approximately 150m south of 19th century homestead and 70m north of the stream.

Brief description

Recorded features

Midden

Other sites associated with this site

Printed by: aaronapfel 13/12/2021

1 of 3

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD HISTORY	NZAA SITE NUMBER: R10/1530

Site description

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron & Roth, Kirstin
Grid reference (E1760427 / N5944963)

The site was visited during an archaeological survey for Hopper Developments Ltd. Probing and test-pitting was done to determine the extent and density of the shell.

Upon visual inspection of the area, a large patch of exposed soil and shell midden could be seen on the surface. This midden contained pipi, cockle, gastropods, fire cracked rock and charcoal. The disturbance is due to animal burrows, as there were several amongst the large patch of exposed soil and midden. The shell midden is substantially large as its scatter extended to a length and width of approximately 40m, continuing in length westwards beyond the fence and towards the cliff. The shell exists at a depth of approximately 10cm below the surface and is approximately 10cm dense at its densest area.

Condition of the site

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron & Roth, Kirstin

A large portion of the shell midden is visible from the surface and subject to erosion. Animal burrows have caused significant damage to the deposit.

Statement of condition

Current land use:

Threats:

Clough
& ASSOCIATES LTD
321 Forest Hill Road, Waiatarua, Auckland 0612
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MEMO

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY	**NZAA SITE NUMBER:** R10/1530

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MEMO

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

ARCHSITE
archaeological site recording scheme

Site Record Form

NZAA SITE NUMBER: R10/1531

SITE TYPE: Midden/Oven

SITE NAME(s):

DATE RECORDED:

SITE COORDINATES (NZTM) Easting: 1760422 **Northing:** 5944879 **Source:** Handheld GPS

IMPERIAL SITE NUMBER: **METRIC SITE NUMBER:** R10/1531

Finding aids to the location of the site

Located on the southeast side of property 5 Daisy Burrell Drive, adjacent to the southern stream and coast.

Brief description

Recorded features

Midden

Other sites associated with this site

Clough
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321 Forest Hill Road, Waiatarua, Auckland 0612
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www.clough.co.nz

MEMO

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD HISTORY	NZAA SITE NUMBER: R10/1531

Site description

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron & Roth, Kirstin
Grid reference (E1760422 / N5944879)

The site was visited during an archaeological survey for Hopper Developments Ltd.

This midden area can be found adjacent to the boat launch rails, and consists of exposed shell, mostly cockle, and small amount of charcoal and fire cracked rock. Unfortunately, due to the dense vegetation, this area could not be probed or test pitted. Thus, the extent of this midden could not be determined. It is clear that coastal erosion has had a significant impact on this shell midden.

More information on the site can be found in A. Apfel, K. Roth, G. Farley. December 2021. 5 Daisy Burrell Drive, Hobbs Bay: Archaeological Assessment. Clough & Associates report prepared for Hopper Developments Ltd.

Condition of the site

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron & Roth, Kirstin

A large portion of the shell midden is visible from the surface and subject to coastal erosion.

Statement of condition

Current land use:

Threats:

Clough
& ASSOCIATES LTD
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MEMO

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY	**NZAA SITE NUMBER:** R10/1531

Supporting documentation held in ArchSite

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MEMO

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

ARCHSITE archaeological site recording scheme

Site Record Form

NZAA SITE NUMBER: R10/1532

SITE TYPE: Midden/Oven

SITE NAME(s):

DATE RECORDED:

SITE COORDINATES (NZTM) Easting: 1760293 **Northing:** 5945050 **Source:** Handheld GPS

IMPERIAL SITE NUMBER: **METRIC SITE NUMBER:** R10/1532

Finding aids to the location of the site

Central southern side of property 5 Daisy Burrell Drive, cliff edge.

Brief description

Recorded features

Midden

Other sites associated with this site

Printed by: aaronapfel 13/12/2021

1 of 3

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321 Forest Hill Road, Waiatarua, Auckland 0612
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www.clough.co.nz

MEMO

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD HISTORY	NZAA SITE NUMBER: R10/1532

Site description

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron & Roth, Kirstin
Grid reference (E1760293 / N5945050)

The site was visited during an archaeological survey for Hopper Developments Ltd.

At the central southern side of the property along the coast/beach, a large fallen tree can be found with shell midden amongst its roots. Additionally, exposed midden can be seen eroding out of the cliff-face where this tree presumably fell from. The eroding section of midden was too close to the cliff's edge to investigate.

More information on the site can be found in A. Apfel, K. Roth, G. Farley. December 2021. 5 Daisy Burrell Drive, Hobbs Bay: Archaeological Assessment. Clough & Associates report prepared for Hopper Developments Ltd.

Condition of the site

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron & Roth, Kirstin

An unknown portion of the shell midden is visible from the surface and subject to erosion.

Statement of condition

Current land use:

Threats:

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MEMO

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY	NZAA SITE NUMBER: R10/1532

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MEMO

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

ARCHSITE archaeological site recording scheme

Site Record Form

NZAA SITE NUMBER: R10/1533

SITE TYPE: Midden/Oven

SITE NAME(s):

DATE RECORDED:

SITE COORDINATES (NZTM) Easting: 1760182 **Northing:** 5945135 **Source:** Handheld GPS

IMPERIAL SITE NUMBER: **METRIC SITE NUMBER:** R10/1533

Finding aids to the location of the site

Southwest side of property 5 Daisy Burrell Drive

Brief description

Recorded features

Midden

Other sites associated with this site

Printed by: aaronapfel 13/12/2021

1 of 3

Clough
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www.clough.co.nz

MEMO

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD HISTORY	NZAA SITE NUMBER: R10/1533

Site description

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron & Roth, Kirstin
Grid reference (E1760182 / N5945135)

The site was visited during an archaeological survey for Hopper Developments Ltd. Probing and spading was done to determine the extent and density of the shell.

A relatively large, but thin patch of midden exists beneath overgrown grass adjacent to the cliffs edge on the southwest side of the property, just to the southwest of the modern domestic dwelling that exists there. This deposit is approximately 8m long 6m wide, however, the midden may continue westwards towards the cliff edge. Probing and minor spading revealed that the shell exists just beneath the surface and is typically a scatter with some relatively dense patches closer to the centre of the midden.
Probing indicated that the midden may continue eastwards along the cliff adjacent to the fence as a thin scatter and may be connected to adjacent midden site R10/128.

More information on the site can be found in A. Apfel, K. Roth, G. Farley. December 2021. 5 Daisy Burrell Drive, Hobbs Bay: Archaeological Assessment. Clough & Associates report prepared for Hopper Developments Ltd.

Condition of the site

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron & Roth, Kirstin

The shell exists beneath the surface and does not appear to be eroding in any significant way. However, if the midden exists along the cliff edge, it may be at risk from erosion.

Statement of condition

Current land use:

Threats:

Clough
& ASSOCIATES LTD
321 Forest Hill Road, Waiatarua, Auckland 0612
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MEMO

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY	NZAA SITE NUMBER: R10/1533

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MEMO

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

ARCHSITE archaeological site recording scheme

Site Record Form

NZAA SITE NUMBER: R10/1534

SITE TYPE: Midden/Oven

SITE NAME(s):

DATE RECORDED:

SITE COORDINATES (NZTM) Easting: 1760296 **Northing:** 5945095 **Source:** Handheld GPS

IMPERIAL SITE NUMBER: **METRIC SITE NUMBER:** R10/1534

Finding aids to the location of the site

Central south side of property 5 Daisy Burrell Drive, adjacent to cliff edge.

Brief description

Recorded features

Midden

Other sites associated with this site

Printed by: aaronapfel 13/12/2021

1 of 3

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09 814 1946 heritage@clough.co.nz
www.clough.co.nz

MEMO

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD HISTORY	NZAA SITE NUMBER: R10/1534

Site description

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron & Roth, Kirstin
Grid reference (E1760296 / N5945095)

The site was visited during an archaeological survey for Hopper Developments Ltd. Probing and was done to determine the extent and density of the shell.

This midden area is located on the central south side of property 5 Daisy Burrell Drive, along a relatively steep slope that leads westwards towards the densely vegetated cliff. This midden covers a significantly large length of approximately 40m across the slope, and continues approximately 12m down the slope to the south/southwest to the fence and beyond towards the cliff. The midden is densest across the central portion of the slope.

More information on the site can be found in A. Apfel, K. Roth, G. Farley. December 2021. 5 Daisy Burrell Drive, Hobbs Bay: Archaeological Assessment. Clough & Associates report prepared for Hopper Developments Ltd.

Condition of the site

Updated 13/12/2021 (Field visit), submitted by aaronapfel , visited 23/07/2021 by Apfel, Aaron & Roth, Kirstin

A small portion of the shell midden is visible from the surface and subject to erosion. The majority of the midden is below the surface.

Statement of condition

Current land use:

Threats:

Clough
& ASSOCIATES LTD
321 Forest Hill Road, Waiatarua, Auckland 0612
09 814 1946 heritage@clough.co.nz
www.clough.co.nz

MEMO

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY	NZAA SITE NUMBER: R10/1534

Supporting documentation held in ArchSite

Clough
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321 Forest Hill Road, Waiatarua, Auckland 0612
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www.clough.co.nz

MEMO

24 June 2025

To whom this may concern,

RE: Hobbs Bay Marina - Adjacent Esplanade Reserve Boundaries

Client: Hopper Developments Ltd
Site: Hobbs Bay

The following is a description of the seaward boundaries of the existing local purpose esplanade reserve boundaries that border the proposed marina site, Lot 194 DP 112758 and Lot 3 DP 124672.

The seaward boundary of Lot 194 DP 112758 was surveyed in 1992 by DP 152517 and shows that Mean High Water Springs is coincident with Mean High Water Mark at the base of the cliff. This boundary has subsequently been surveyed by Cato Bolam Consultants in 2022 as part of the subdivision consent application for Hobbs Bay Estate (BUN60406655), with only minor differences being apparent when compared with the survey on DP 152517
The same boundary appears in error on GIS maps. This is largely due to the process of digitising natural boundaries by LINZ when Landonline was created. For reference, please see attached plan 1053-DR-S-1302-A

The seaward boundary of Lot 3 DP 124672 - NA72D/233, falls on the rock groin that runs parallel with the entrance to the existing Guld Harbour Marina.
The boundary was defined in 1988 on DP 124672 and represents Mean High Water Mark.

Yours sincerely,

[redacted]

[redacted]
Surveyor

LEGAND:

MHWS DP 152517

MHWS CBC 2022

GIS

CLIENT

HOPPERS

PROJECT

PROPOSED MARINA

CAPTURE
Land Development Consultants

	DATE	REVISION DETAILS	ISSUED
A	24/06/25	FOR INFORMATION	DL

DRAWING STATUS

INFORMATION ONLY

DRAWING TITLE

ESPLANADE RESERVE
BOUNDARY COMPARISON

PROJECT NO	SCALE	PLOT SIZE
1053	1:2500	A3

DRAWING NO: 1053-DR-S-1302-A

REVISION: A

1053-DR-S-1302 MHWS Comparison.dwg

Planning | Surveying | Engineering | Environmental

[redacted]
Hopper Developments Ltd
PO Box 110
Orewa
Auckland

Ref: B24203
8 June 2025

Subject: **Hobbs Bay Marina – Transportation Overview**
Issued via: [redacted]

Dear [redacted]

We are pleased to provide the following high-level consideration of the anticipated transportation environment and potential effects arising from the proposed marina development at Hobbs Bay.

Proposed Development

Hopper Developments Limited (Hoppers) proposes to develop a marina, referred to as Hobbs Bay, at 5 Daisy Burrell Drive in Whangaparaoa, Auckland. An indicative layout of the marina is shown in Figure 1 below, and it is anticipated that the marina could have up to 380 berths. Figure 1 also shows the residential subdivision previously consented within the site.

Figure 1: Indicative Marina Layout

The Applicant intends to utilise the 'fast-track' process (Fast Track Approvals Act 2024) for the Project. If accepted, a formal Integrated Transportation Assessment report would accompany the "substantive application". This letter provides an overview of the transportation aspects of the marina to support an application for "referral".

Consented Developments

In November 2023, Hoppers was granted consent for an 88-lot residential subdivision (over five (5) stages) on the bulk of the site at 5 Daisy Burrell Drive. Figure 2 shows the layout and staging of the consented subdivision with north up the page.

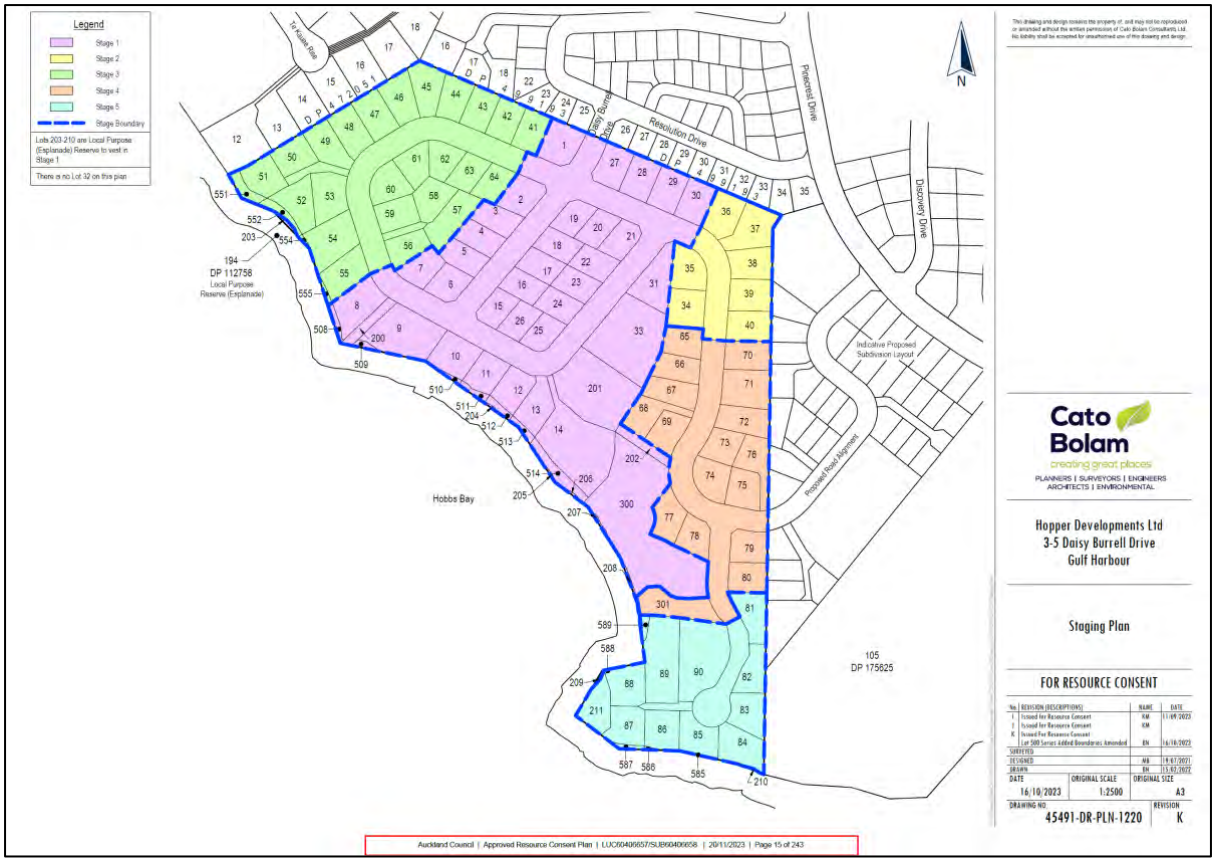

Figure 2: Consented Subdivision – 5 Daisy Burrell Drive

Consent has also been granted to a third party for a 39-lot subdivision at 202-252 Pinecrest Drive which is the neighbouring site to the east of 5 Daisy Burrell Drive. Note that north is to the left of the page.

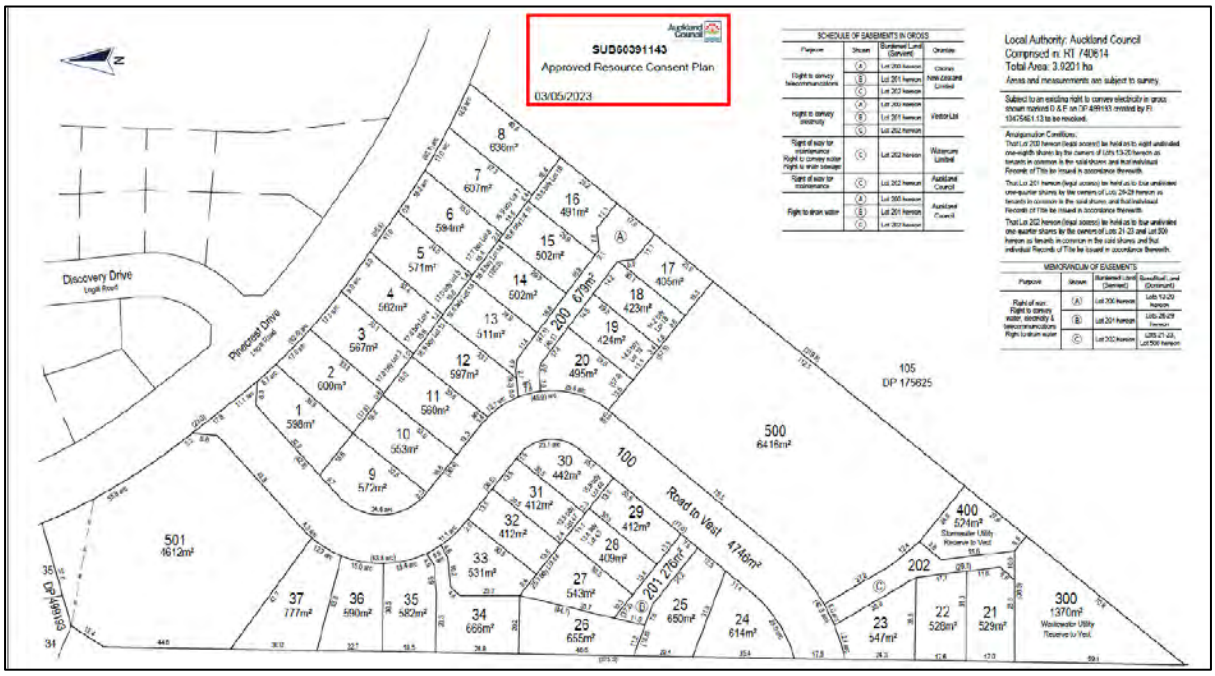

Figure 3: Consented Subdivision - 202-252 Pinecrest Drive

Consideration has been given to how the proposed marina would integrate from a transportation perspective with these subdivisions as described below.

Access

The primary access to the marina is proposed to be established towards the east within Stage 4 of the Hoppers subdivision. Access to this area is most likely to be the adjacent Pinecrest subdivision (by others) as this gives the most direct access from Gulf Harbour Road (however roading access is available via the Hoppers previous stages of subdivision).

To achieve the marina access, some changes to the consented road reserve within 5 Daisy Burrel Drive will be required. Minor variations may also be required in other locations, subject to a detailed review. As both the marina and residential subdivision are being undertaken by Hoppers these changes are able to be incorporated without affecting third party landowners for this part of the access route. However, it is acknowledged that this would require a concurrent change of conditions to the approved Hoopers subdivision to enable the connection. It is envisaged that this would occur as part of the overall 'fast track' consent. The changes themselves are not considered to be significant in nature and would primarily comprise a change in road alignment within Stage 4 of the subdivision. The exact alignment and cross section of the new road will be detailed as part of the substantive application design.

Within the adjacent 202-252 Pinecrest Drive subdivision, the legal width of the road reserve is 17m. The minimum legal width for a local road as per the Auckland Transport standards is 16m which is satisfied. It is considered that these roads can accommodate vehicles that are towing boats rather than just cars associated with residential dwellings. Regardless, vehicle tracking assessment has been undertaken of the two 90° corners of the consented Pinecrest subdivision to ensure that boat access via this route is feasible. The centreline radius of these corners should be at least 30m to enable to

cars towing boats to be able to pass each other and it is considered that the corner near Lot 200 can accommodate towed trailers. The corner closer to the marina at Lot 202 is expected to need some widening in order to achieve this as shown in Figure 4 below. This is not a significant change and would only affect the one lot on the inside of the corner. Consultation with the neighbouring landowner would be required for this change and it is understood that consultation is already ongoing. These changes are likely to be accepted by Auckland Council as part of the consented detailed engineering plan approval process, however a formal change of conditions can be made as required.

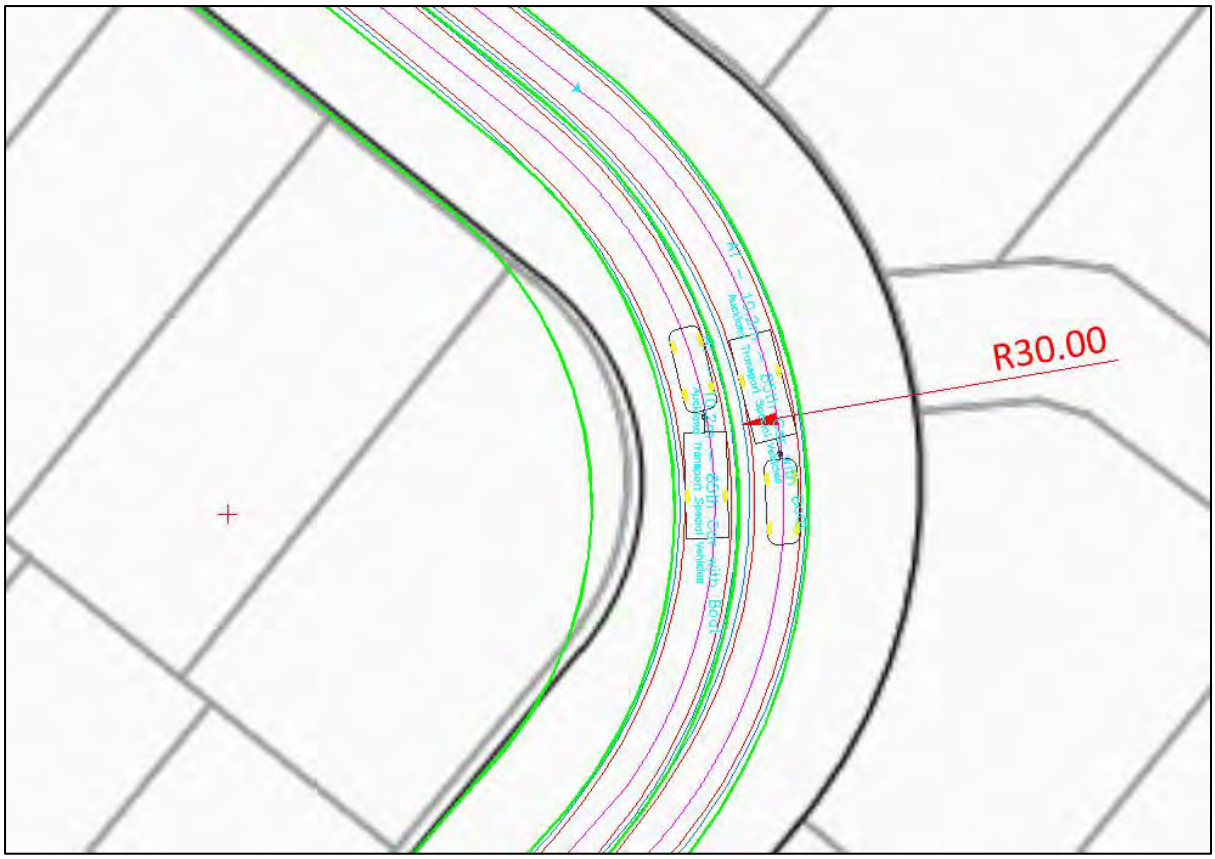

Figure 4: Boat Trailer Tracking

The access route via Pinecrest Drive is the most direct between the site and the wider road network. Hence this is most likely where marina related traffic would travel. There is also a possible route through the Hoppers subdivision via Resolution Drive. While less direct, the centrelines of curves on this route are greater than 30m and the carriageway is at least 6m wide throughout. Hence it is possible for vehicles to still navigate through the road network without getting stuck.

Gradient is a notable constraint for the site given the site's topography. The road within Stage 4 is estimated to be at approximately 15m above sea level while the marina would likely be approximately 5m above sea level. This results in the access road needing to drop approximately 10m. The length of the road between Stage 4 of the subdivision and the marina is likely to be in the order of 130m. This results in a gradient of 7.69% (1 in 13) which is less than the ideal maximum of 8% (1 in 12.5) and well below the absolute maximum gradient of 12.5% (1 in 8) as stipulated in the Auckland Transport standards. Therefore, it is assessed that appropriate gradients on the road are achievable. This gradient is also suitable for pedestrians.

There is also the potential for a secondary access option to the northwest of the proposed marina. This follows the existing route along the coast that provides access for petrol tankers to refuel the tanks that are used for refuelling boats within the neighbouring marina. This is a single-track unsealed road at present. The existing access is highlighted in red on Figure 5 below.

This access could provide an alternative means of access to the marina. If this option is pursued, this existing access would need to be widened and upgraded to a sealed surface to support marina traffic. Given the access already accommodate fuel tankers, it is considered that in an upgraded state, it should also be able to accommodate boat trailers.

Figure 5: Refuelling Tanks

The roads that make up the wider road network i.e. Pinecrest Drive and Gulf Harbour Drive typically have a cross-section that is at least 20m wide with carriageways that are also wider than 6m. There is also a roundabout intersection between Pinecrest Drive and Parkview Drive. This roundabout has circulating lanes that are 6.5m wide and the collar around the central island includes a 2m collar which provides additional space for larger vehicles to still circulate around the roundabout. Hence the wider road network is able to accommodate marina related traffic.

Overall, it is considered that appropriate means of access to the proposed marina suitable to accommodate expected vehicle types can be achieved via either of the options considered.

Trip Generation

The Institute of Transportation Engineers Trip Generation Manual (ITE Manual) has been used to determine the number of trips likely to be generated by the marina. The ITE Manual has a marina activity (Land Use 420) which has been used to assess the vehicles per hour (vph) and vehicles per day

(vpd) likely to be generated by the proposed marina as shown in Table 1 based on a marina with 380 berths.

Table 1: Trip Generation Summary

Time Period	Rate	Trips
Weekday Morning Peak Hour	0.12/berth	46vph
Weekday Evening Peak Hour	0.21/berth	80vph
Saturday Peak Hour	0.22/berth	84vph
Sunday Peak Hour	0.31/berth	118vph
Weekday	2.41/berth	916vpd
Saturday	2.61/berth	992vpd
Sunday	3.49/berth	1,326vpd

The proposal also includes a boat ramp. The ITE Manual does not include published rates for a boat ramp. A first principles assessment has been undertaken. An average time for a boat to be loaded or unloaded from a ramp has been taken as 5 minutes. This would mean that a single ramp could feasibly generate up to 24 vehicle movements per hour (12 arrivals and 12 departures). A ramp that is wide enough for two boats to load or unload simultaneously would therefore generate 48 movements per hour. While the width of the boat ramp is yet to be confirmed, this assessment will consider a ramp that allows for two boats to be loaded/unloaded simultaneously

Based on the above, the proposal could generate up to 166vph (118vph from the marina and 48 from the boat ramp) on a Sunday, which is the busiest day for the activity. Traffic to the marina would likely use Gulf Harbour Drive to access the wider road network.

Consideration has also been given to the consented subdivision consents that would yield some 127 lots combined. Based on the ITE peak hour trip generation rate of 0.99 trips/dwelling, the subdivisions would generate some 126 trips in the peak hour. The total expected traffic generation of both residential subdivision and marina is some 292vph. For simplicity at this high level, this assumes the peak hour for the two activities coincide, which is unlikely to be the case.

Existing traffic volumes on Pinecrest Drive are some 250vph. Existing traffic volumes on Gulf Harbour Drive are in the order of 800vph. The carrying capacity of a single lane of traffic is typically over 1,200vph and both Pinecrest Drive and Gulf Harbour Drive have a single lane in each direction. The addition of up to 292vph to the existing 250vph (Pinecrest Drive) and 800vph (Gulf Harbour Drive) would still be within the carrying capacity of both roads considered.

Consideration has also been given to the ability of the Pinecrest Drive / Gulf Harbour Drive intersection to accommodate the expected degree of traffic. Based on the *'Austroads Guide to Traffic Management Part 6 Intersections, Interchanges and Crossings, Management'* Figure 3.25, the existing intersection layout already includes a right turn bay within the median. Hence this intersection layout is considered suitable to accommodate the assessed future traffic demands.

Alternative Travel Modes

In terms of multimodal access, the existing and proposed subdivision roads provided for walking access, with cyclists sharing the carriageway road with other users. It is considered that this is reasonable within the residential nature of the subdivisions, and on the existing road network including Pinecrest Drive and Gulf Harbour Drive, that the presence of cars towing boat trailers is unlikely to alter the predominant environment for these road users. The proposed marina also has the potential to enable additional facilities for pedestrians.

Road Safety

In terms of road safety, the consented subdivision roads will be designed and built to current Auckland Transport standards and will result in an appropriate road safety outcome. A review of the personal and collective road safety risk rating for Pinecrest Drive and Gulf Harbour Road identified both as being low risk. As such, it us considered that the proposed marina is likely to have negligible effects on road safety.

Construction Traffic

It is standard practice as part of the resource consent that a Construction Traffic Management Plan (CTMP) is developed to outline how deliveries (including construction equipment) and workers to and from the site will be managed and mitigated. Traffic volumes generated during construction are expected to be less than 166vph which is the anticipated volumes that would be generated once the site is completed.

Construction vehicles associated with the marina are expected to be similar to those that would also be used for construction of the residential dwellings within the adjacent subdivisions. It is possible that some vehicles may be delivered via the water which would not affect the road network. Given, that consent has been granted for construction of the neighbouring subdivisions, it is considered that construction activities can be managed to ensure any generated traffic effects are appropriately mitigated (including if construction occurs at the same time as any adjoining subdivision).

Conclusion

It is proposed to develop a marina at 5 Daisy Burrell Drive with approximately 380 berths. It is proposed for the marina to be consented under the fast-track process. This report has identified the key transportation constraints of the proposal, and the following conclusions have been reached:

- The marina is likely to generate up to 166 vehicles in the peak hour. The wider road network is expected to be able to accommodate these trips in conjunction with the 126vph assessed as likely to arise from the consented residential subdivisions.
- It is considered that the proposal is unlikely to have detrimental effects on road safety, which has been identified as being low risk.

- Primary access to the site is expected to be established to the east of the marina. Changes to the consented subdivision within 5 Daisy Burrell Drive are expected, with this being within the control of Hoppers.
- A minor change to one of the corners will be required within the consented subdivision at 202-252 Pinecrest Drive. This change would require consultation with the neighbouring developer however the change conserved to not be significant and would only affect one lot.
- While the site has some steep topography, the roads and accesses are expected to able to comply with relevant standards for gradients and width.
- A secondary access to the marina is possible via the existing accessway to the northwest to add extra resilience to the site access. This route would require some upgrading however is not necessary from a transportation perspective if there are constraints that prevent this route from being upgraded.
- No upgrades are expected on the wider road network to support marina related traffic.

Based on the above, there are no critical transportation matters that would prevent a marina from being developed at the site.

We trust this meets your requirements. Please do not hesitate to contact us if you have any questions or require any additional information.

[redacted]
Transportation Engineering Manger
[redacted]
CKL

b r o w n

HOBBS BAY MARINA
LANDSCAPE & NATURAL CHARACTER EFFECTS ASSESSMENT

Prepared For:

Hopper Developments Limited

Brown NZ Limited
June 2025

1. Introduction

This assessment sets out to address the landscape and natural character effects associated with a marina proposed for Hobbs Bay by Hopper Developments Ltd (HDL).

The project would be located on the eastern side of Hobbs Bay, opposite the existing Gulf Harbour Marina to the west and north-west, and would incorporate a rock breakwater, a beach, a boat ramp, boat hardstand, commercial tenancies, car parking, trailer parking, and related facilities at Hobbs Bay, Whangaparaoa. The proposal would be largely enclosed by a line of sedimentary cliffs and pohutukawas that separate the current bay and its reef margins from elevated slopes to the immediate north. Those cliffs, which often attain heights of 10-15m, create a strong line of demarcation between the marina site and the sloping terrain above it, which continues to climb up to the primary coastal ridge that Pinecrest Drive runs along. Together with land around Discovery Drive and Resolution Drive, this hinterland comprises part of the original Gulf Harbour Estate and Gulf Harbour Golf Course.

Figure 1. The proposed marina prepared by Wardale Marine Industry Consulting

The slopes directly above the marina site – below Pinecrest Drive and south of both Resolution Drive and Te Kauae Rise – are currently being developed in accordance with HDL's consent for its Hobbs Bay Subdivision (see Figure 2, overleaf), comprising 88 lots that will abut the existing residences on Pinecrest Drive and Resolution Drive, together with a partly developed, Te Kauae Rise. The convex slopes of that

consented subdivision will eventually combine with the aforementioned cliff-line and pohutukawas to create a sizeable physical buffer between the marina site and most of Gulf Harbour's existing residential properties. At the same time, ridges both sides of Gulf Harbour Marina's entry channel will help to isolate the new marina from the apartment towers and other more intensive residential development focused on the Gulf Harbour Village and its canal system.

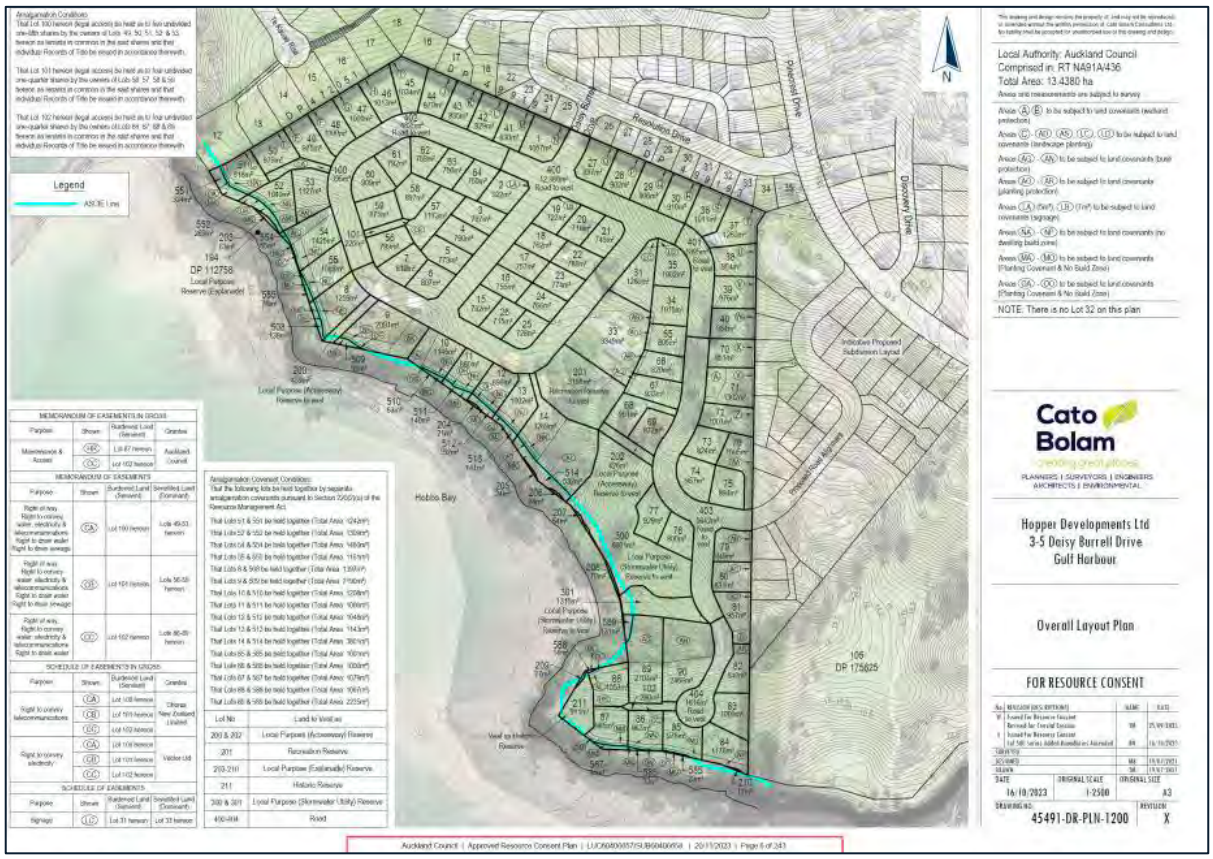

Figure 2. The consented Hobbs Bay Subdivision

Even so, the proposed marina will remain exposed to users of the current marina, including those who use the Gulf Harbour - Auckland Ferry service. It will also be visible, in whole or part, to other residential properties west of Hobbs Bay, in the general vicinity of Matakatia Bay and spread across the coastline on both sides of it. This includes users of Matakatia Bay and its esplanade, as well as those residents who visit a small reserve – Tiri Reserve – next to Tiri Road, further west again.

2. The Site and Its Wider Landscape Setting

2.1 The Site's Setting

As shown in **Attachments 1** and **2** (appended to this report), Hobbs Bay is located on the south side of the Whangaparaoa Peninsula, a narrow, deeply incised, and irregular landform that projects out into the Pacific Ocean between the Weiti River estuary and Orewa. The southern side of the Peninsula, in particular, reveals a sequence of deep bays that 'eat into' its profile, culminating in Okoromai Bay, which marks the point of division between Whangaparaoa's urban area and two large areas that remain much more 'natural' – a large pocket of NZ Defence Force land that dominates its northern distal end, and Shakespeare Park to the south, which wraps around Shakespeare / Te Hurahi Bay.

Most of the Peninsula extending through from Silverdale, Orewa and Red Beach to Matakatia Bay is already notable for its large swathe of suburban development, often concentrated around its renowned northern beaches such as those found in Stanley, Big Manley and Tindalls Bays, as well as around the Whangaparaoa Shopping Centre and adjoining light industrial area. However, near Okoromai Bay this pattern changes with the Gulf Harbour Village – focused on its canal and marina, together with apartment buildings up to 11 storeys high – creating a much more urban node of activities and residential concentration. Although moored yachts and launches are also found near Stillwater in the Weiti River, Gulf Harbour is also the only location where a marina is found within and near the Peninsula, its compact rows of piers and berthed vessels packed tightly into the narrow valley system near the village and its central canal.

Conversely, both the surrounding pockets of residential development at Gulf Harbour and the older residential areas found closer to Whangaparaoa Road – the main transport spine down the Peninsula – are fragmented by two adjoining golf courses: that belonging to the long-established and still active, Whangaparaoa Golf Club, and the more recently developed, now closed, Gulf Harbour Golf Course that occupies much of the coastal hinterland behind Hobbs Bay and part of its eastern end (immediately east of the consented Hobbs Bay subdivision). Together with the open grounds of Gulf Harbour Reserve, at the head of the current Gulf Harbour Village's canal system, and two local schools, these have created a more varied and 'frittered' suburban edge near Okoromai Bay that both enhances the internal amenity of this end of the Peninsula and contributes to a sense of transition near the regional park and Defence Force land.

However, it is not just the pattern of land uses and activities up and down the Peninsula that is highly variable. Many of its northern beaches, together with Shakespeare / Te Hurahi Bay and Okoromai Bay, are gently shelving, with backshore areas that mirror this. As a result, the areas behind the likes of Tindalls and Big Manley Beaches have a long history of development and redevelopment on low coastal terraces and gently rolling terrain that readily facilitates such development. However, the headlands between these low-lying areas, together with bands of sandstone and mudstone cliffs and escarpments that break up Whangaparaoa's sequence of bays, often rise quite steeply above rock shelves and reefs that jut out into the ocean. Many of these are fringed by pohutukawas – like Hobbs Bay – while some also reveal a more complex layering of canopy species underlain by a richer mosaic of coastal shrubland. These stretches of more natural and more varied coastline include the eastern end of Matakatia Bay, together with much of the cliffed coastline that starts at the eastern end of Hobbs Bay, stretching through to the margins of Okoromai Bay and Shakespeare Bay.

2.2 Hobbs Bay

The marina site's geology is typical of that found throughout the Whangaparaoa Peninsula, with GNS's Geology Map of NZ, indicating that its cliffs and backslope are underpinned by "*alternating sandstone and mudstone with variable volcanic content and interbedded volcaniclastic grits*" that are commonly associated with Neogrene Rocks of the *East Coast Bays Formation* of the *Warkworth Sub-group* and *Waitemata Group*. These sit on sandstone and mudstone formations that spread out from the cliff-line at Hobbs Bay to create a layered reef near the current marina channel. Although three small headlands or promontories interrupt the cliff-line's broad sweep from north to south, it is only at the point where the coast starts to swing around to the east, then north-east – moving out of Hobbs Bay – that the line of cliffs appreciably changes. It is also at the eastern end of the Bay that the cliffs drop down to create a swale that would be used for vehicle access to the proposed marina.

A small beach area is also found at the eastern end of the Bay, below this swale, although it mainly comprises a striated sandstone bed overlain by gravels and mud, rather than sand. As a result, its recreational value is quite limited. The current absence of public access to this stretch of coastline – other than via a track down to the marina breakwater off The Anchorage – and the difficulty of then traversing it at medium to high tide, further compounds this situation. In effect, recreational activities are largely confined to clambering around the Bay's sedimentary cliffs and shoals at low tide (or close to it).

Above the cliffs and the aforementioned swale, the slopes traversing the Hobbs Bay subdivision and part of the previous Gulf Harbour Golf Course extend back towards the Pinecrest Drive ridgeline. Looking from that road towards the sea and Hobbs Bay, these roll down to the edge of the cliff-line, which is highlighted by a strip of pohutukawas and coastal shrubs that occasionally extend down the escarpment face to meet the rock terracing at its base. Other species running along the clifftop include pines, pampas, privet, and two mature Norfolk Island pines, while a group of mature oaks is set back from the coast near a house still on the subdivision site. As a result, little of Hobbs Bay itself is visible from the road. Instead, most such views are oriented more towards the open sea and coastline near Makatakia Bay, the sail-like form of Kotanui Island (**Attachments 7** and **8**), and the iconic profile of a much more distant Rangitoto.

Looking towards the Bay from both Hammerhead Reserve and the settled coastal slopes around Makatakia Bay, much more of the Bay's cliffs and intertidal reef are apparent. These provide a visual frame for, and backdrop to, the marina site (**Attachments 10-13**), although views from the likes of Balboa Drive also embrace the existing Gulf Harbour Marina and Village, together with rows of housing both sides of Hobbs Bay (**Viewpoints 8** and **9**). Public views from this quarter are, however, limited by the houses and related structures, together with gardens and native cliff-top vegetation to Balboa Drive, Beauvoir Avenue and Tiri Road.

3. Statutory Considerations

3.1 Areas of High Natural Character

Two areas of High Natural Character are located near the marina site (**Attachment 3**). In Schedule 8 of the Auckland Unitary Plan (AUP), they are described as follows:

> **HNC 88**: Shakespeare Regional Park
>
> *An extensive unit comprising headlands, steep cliffs and rocky shoals with sheltered bays and beaches. The coastal edge is extensively vegetated in mature and remnant coastal forest with the hinterlands being a mix of pasture, regenerating scrublands and remnant coastal forest. This natural character unit enjoys a dynamic interaction with the open waters of the Hauraki Gulf, forming the terminus of the Whangaparaoa Peninsula, and gesturing at the historic connection between the main land and Tiritiri Matangi Island. Although nearby, the Army Bay sewage treatment plant and army barracks are slightly removed from the coastal environment, and by in large the unit is free of development. That said, the regional park does inject a large number of visitors to the area in general, but particularly to Te Haruhi, Okoromai and Army Bays where some ancillary structures have been located to service the concentration of visitors.*
>
> **HNC 89**: Matakatia Bay
>
> *A confined part of the coastline comprised of dramatically uplifted headland, coastal cliffs, rocky shoals and remnant coastal vegetation that protrudes out between Matakatia Bay and the reclaimed breakwaters of Gulf Harbour Marina at Hobbs Bay and Kotanui Island (Frenchmans Cap). The formative processes of erosion are clearly expressed by the interplay of the exposed coastal cliffs, the headland and the tenuous thread of rocky formations that hint at the historic connections with Kotanui Island and the landforms engagement with the adjacent bays and the Hauraki Gulf.*

The first of these HNC Areas is focused on the sandy, main beach of Shakespeare / Te Hurahi Bay and the increasingly forested sequence of cliffs, headlands and reefs that enclose it, both physically and visually. This coastal sequence terminates on the eastern side of Okoromai Bay and has no connection with Hobbs Bay.

Similarly, the bush-covered headland at the eastern end of Matakatia Bay, together with its steep escarpment face and ring of sedimentary reefs below, is the primary focus of HNC Area 89. Although lying closer to Hobbs Bay, the HNC Area is oriented more to the south and south-west, framing Matakatia Bay, and is separated from Hobbs Bay by both the housing-topped coastline near Balboa Drive and Beauvoir Avenue, and the outer edge of the existing Gulf Harbour Marina. Consequently, there is quite limited 'engagement' between Hobbs Bay and the HNC Area 89.

3.2 Outstanding Natural Features and Landscapes

On the other hand, Hobbs Bay faces directly towards the vertical pinnacle of rock that is Kotanui Island (ONF 70), while ONL 50, addressing the "*Shakespeare Regional Park and Coastline*", terminates at the edge of Hobbs Bay, next to the proposed marina site (**Attachment 4**). The descriptions of this ONF and ONL found in Schedules 7 and 8 of the Auckland Unitary Plan (AUP) are as follows:

ONF 70: Kotanui Island

70	Kotanui Island stack (Frenchmans Cap)	Whangaparaoa	B	A prominent and well defined contemporary sea stack eroded out of Waitematā _Group rocks	a, c, e, g, i, l

The factors associated with the ONF appear to be as follows, although "l" is missing in Section B4.2.2(4):

(a) the extent to which the landform, feature or geological site contributes to the understanding of the geology or evolution of the biota in the region, New Zealand or the earth, including type localities of rock formations, minerals and fossils;

(c) the extent to which the feature is an outstanding representative example of the diversity of Auckland's natural landforms and geological features;

(e) the extent to which the landform, geological feature or site contributes to the value of the wider landscape;

(g) the potential value of the feature or site for public education;

(i) the state of preservation of the feature or site;

ONL 50: Shakespeare Regional Park

ONL Description					**WESI Criteria**						
ID	**Name**	**Location**	**Landscape Type, Nature & Description**	**Elements, Patterns & Processes**	**Natural Science Factors**			**Aesthetic Values**		**Expressiveness**	**Transient Values**
					Geological Topographical	**Ecological**	**Dynamic**	**Memorability**	**Naturalness**		
50	Shakespeare Regional Park and Coastline	Central Rodney	**Coastal Wild nature (Coastal) Wild Nature/cultured nature (Lowland) Wild nature/cultured nature (Hill country)** Combination of strongly defined peninsula headland landform and remnant forest intermixed with pasture descending to wetlands and gently shelving coastal margins around Army Bay and Okoromai Bay while the eastern and northern coastlines of the headland are emphatically defined by very steep cliffs and shoals.	Coastal landforms with remnant indigenous vegetation and pattern of pasture reinforcing topography.	**High** Very dramatic profile of coastal headland and clearly etched cliff lines contrasting with the more gentle profile of ridges and valleys descending towards beaches and intertidal flats of Army/ Okoromai Bay.	**High** Enclosed coastal waters connected with re-emergent wetlands stream corridors and bush remnants, significant revegetation. Birdlife abundant.	**High** Interaction of open sea with headland cliffs with more sheltered inner bays. Strongly expressed patterns and landscape structure with the Regional Park's landscape contrasting quite markedly with nearby urban development and the Army facilities.	**High** Strongly expressed interplay between bush and stream gullies and on some ridge crests with surrounding pasture and marked interaction between the coastal cliffs and the sea.	**High/mod** Strong sense of natural sequence from the bays into wetlands and up-stream corridors into bush areas.	**High** Very clearly defined natural patterns and sequence providing positive counterpoint with the Regional Park's areas of pasture. Very strong interaction between land and sea expressed in the cliff margins particularly.	**High** Highly atmospheric interaction with both the Hauraki Gulf, affected by weather and light conditions, time of year/ day. Abundant coastal birdlife, proximity to Tiritiri Matangi.

It is important to note, however, that in addition to the characteristics listed above, the main ridgeline between Hobbs Bay and Okoromai Bay is frequently lined with pockets of housing between and above the 'fairways' of the former Gulf Harbour Golf Course. This is particularly apparent near Pinecrest Drive above and directly east of Hobbs Bay. As the course is progressively sold off and future residential development displaces the recreational open space that was a component of ONL 70, this will inevitably change both the character of the skyline between Hobbs Bay and Okoromai Bay, together with some of the characteristics and values associated with the ONL. To a certain degree, this transition will also be accentuated by the

consented Hobs Bay Subdivision that is currently under construction at the western end of ONL 70. The following photo shows part of that ridgeline landscape next to Pinecrest Drive that is already for sale:

3.3 The Auckland Unitary Plan: ONLs & ONFs

Chapter B.4, together with Sections D.10 and D.11 of the AUP contain key provisions that are relevant to the protection of the ONF, ONL and HNC Areas identified above:

> ***B4 Natural Heritage***
>
> ***B4.2. Outstanding natural features and landscapes B4.2.1. Objectives***
>
> *(1) Outstanding natural features and landscapes are identified and protected from inappropriate subdivision, use and development.*
>
> *(2) The ancestral relationships of Mana Whenua and their culture and traditions with the landscapes and natural features of Auckland are recognised and provided for.*
>
> *(3) The visual and physical integrity and the historic, archaeological and cultural values of Auckland's volcanic features that are of local, regional, national and/or international significance are protected and, where practicable, enhanced.*
>
> ***B4.2.2. Policies***
>
> *Identify, evaluate and protect outstanding natural landscape*
>
> *(1) Identify and evaluate a place as an outstanding natural landscape considering the following factors* (refer to Schedule 7 of the AUP) ……..
>
> *(2) Include a place identified as an outstanding natural landscape in Schedule 7 Outstanding Natural Landscapes Overlay Schedule.*
>
> *(3) Protect the physical and visual integrity of Auckland's outstanding natural landscapes from inappropriate subdivision, use and development. ……..*
>
> *Identify, evaluate and protect outstanding natural features*
>
> *(4) Identify and evaluate a place as an outstanding natural feature considering the following factors ……..*
>
> *(5) Include a place identified as an outstanding natural feature in Schedule 6 Outstanding Natural Features Overlay Schedule.*
>
> *(6) Protect the physical and visual integrity of Auckland's outstanding natural features from inappropriate subdivision, use and development.*
>
> *Management of outstanding natural landscapes and outstanding natural features*

(8) Manage outstanding natural landscapes and outstanding natural features in an integrated manner to protect and, where practicable and appropriate, enhance their values.

D10. Outstanding Natural Features Overlay and Outstanding Natural Landscapes Overlay

D10.2. Objectives [rcp/dp]

(1) Auckland's outstanding natural features and outstanding natural landscapes are protected from inappropriate subdivision, use, and development.

(2) The ancestral relationships of Mana Whenua with outstanding natural features and outstanding natural landscapes are recognised and provided for.

(3) Where practicable the restoration and enhancement of outstanding natural features and outstanding natural landscapes, including in the Waitākere Ranges Heritage Area and the Hauraki Gulf /Te Moana-nui o Toi/Tīkapa Moana, is promoted.

(4) Existing rural production activities are recognised as part of landscape values including in outstanding natural features and outstanding natural landscapes.

D10.3. Policies [rcp/dp]

(1) Protect the physical and visual integrity of outstanding natural landscapes by:

(a) avoiding the adverse effects of inappropriate subdivision, use and development on the natural characteristics and qualities that contribute to the values of the outstanding natural landscape;

(b) maintaining the visual coherence and integrity of the outstanding natural landscape;

(c) maintaining natural landforms, natural processes and vegetation areas and patterns;

(d) maintaining the visual or physical qualities that make the landscape iconic or rare; and

(e) maintaining high levels of naturalness in outstanding natural landscapes that are also identified as outstanding natural character or high natural character areas.

(2) Protect the physical and visual integrity of outstanding natural landscapes while taking into account the following matters:

(a) the extent of anthropogenic changes to the natural elements, patterns, processes or characteristics and qualities;

(b) the presence or absence of structures, buildings or infrastructure;

(c) the temporary or permanent nature of any adverse effects;

(d) the physical and visual integrity and the natural processes of the location;

(e) the physical, visual and experiential values that contribute significantly to the natural landscape's values;

(f) the location, scale and design of any proposed development; and

(g) the functional or operational need of any proposed infrastructure to be located in the outstanding natural landscape area.

(3) Protect the physical and visual integrity of outstanding natural features, including volcanic features that are outstanding natural features, by:

(a) avoiding the adverse effects of inappropriate subdivision, use and development on the natural characteristics and qualities that contribute to an outstanding natural feature's values;

(b) ensuring that the provision for, and upgrading of, public access, recreation and infrastructure is consistent with the protection of the values of an outstanding natural feature; and

(c) *avoiding adverse effects on Mana Whenua values associated with an outstanding natural feature.*

(4) *Protect the physical and visual integrity of outstanding natural features, while taking into account the following matters:*

(a) *the value of the outstanding natural feature in its wider historic heritage, cultural, landscape, natural character and amenity context;*

(b) *the educational, scientific, amenity, social or economic value of the outstanding natural feature;*

(c) *the historical, cultural and spiritual association with the outstanding natural feature held by Mana Whenua;*

(d) *the extent of anthropogenic changes to the natural characteristics and qualities of the outstanding natural feature;*

(e) *the presence or absence of structures, buildings or infrastructure;*

(f) *the temporary or permanent nature of any adverse effects;*

(g) *the physical and visual integrity and the natural processes of the location;*

(h) *the physical, visual and experiential values that contribute significantly to the outstanding natural feature's values;*

(i) *the location, scale and design of any proposed subdivision, use or development; and*

(j) *the functional or operational need of any proposed infrastructure to be located within the outstanding natural feature.*

(5) *Enable use and development that maintains or enhances the values or appreciation of an outstanding natural landscape or outstanding natural feature.*

(6) *Provide for appropriate rural production activities and related production structures as part of working rural and coastal landscapes in outstanding natural landscape and outstanding natural feature areas.*

(7) *Encourage the restoration and enhancement of outstanding natural landscapes and outstanding natural features where practical, and where this is consistent with the values of the feature or area.*

D11. Outstanding Natural Character and High Natural Character Overlay

D11.2. Objectives

(1) *The natural characteristics and qualities of areas with outstanding natural character, or high natural character values are preserved and protected from inappropriate subdivision, use and development.*

(2) *Where practical areas with outstanding natural character or high natural character values in the coastal environment, including areas in the Waitākere Ranges Heritage Area and the Hauraki Gulf/To Moana Nui o Toi/Tīkapa Moana, are enhanced.*

D11.3. Policies

(1) *Subdivision, use and development in areas scheduled in Schedule 8 Outstanding Natural Character and High Natural Character Overlay Schedule must:*

(a) *avoid adverse effects on the natural characteristics and qualities that contribute to the natural character values of outstanding natural character areas;*

(b) *avoid significant adverse effects, and avoid, remedy or mitigate other adverse effects, on the characteristics and qualities that contribute to the natural character values of high natural character areas;*

(c) maintain significant landforms and indigenous vegetation and habitats that are significant natural characteristics and qualities in outstanding natural character and high natural character areas, to protect the visual and biophysical linkages between areas, while taking into account:

(i) the location, scale and design of the proposed subdivision, use or development;

(ii) the extent of anthropogenic changes to landform, vegetation, coastal processes and water movement;

(iii) the presence or absence of structures, buildings or infrastructure;

(iv) the temporary or permanent nature of any adverse effects;

(v) the physical and visual integrity of the area, and the natural processes of the location;

(vi) the intactness of any areas of significant vegetation and vegetative patterns;

(vii) the physical, visual and experiential values that contribute significantly to the wilderness and scenic value of the area;

(viii) the integrity of landforms, geological features and associated natural processes, including sensitive landforms such as ridgelines, headlands, peninsulas, cliffs, dunes, wetlands, reefs, freshwater springs, streams, rivers and surf breaks;

(ix) the natural characteristics and qualities that exist or operate across mean high water spring and land in the coastal environment, including processes of sediment transport, patterns of erosion and deposition, substrate composition and movement of biota, including between marine and freshwater environments; and

(x) the functional or operational need for any proposed infrastructure to be located in the area.

These objectives and policies are effectively carried through to Policies E18.3, E19.2 and E19.3, which comprise Auckland-wide provisions addressing the Natural Character of the Coastal Environment and Natural Landscapes in the Coastal Environment.

3.4 NZ Coastal Policy Statement (2010)

The provisions outlined above are devolved from sections 6(a) and (b) of the RMA, and also reflect directly relevant policy directives within the NZ Coastal Policy Statement, including the following:

Objective 2

To preserve the natural character of the coastal environment and protect natural features and landscape values through:

- *recognising the characteristics and qualities that contribute to natural character, natural features and landscape values and their location and distribution;*
- *identifying those areas where various forms of subdivision, use, and development would be inappropriate and protecting them from such activities; and*
- *encouraging restoration of the coastal environment.*

Objective 4

To maintain and enhance the public open space qualities and recreation opportunities of the coastal environment by:

- *recognising that the coastal marine area is an extensive area of public space for the public to use and enjoy; ……*

Policy 13 Preservation of Natural Character

(1) To preserve the natural character of the coastal environment and to protect it from inappropriate subdivision, use, and development:

(a) avoid adverse effects of activities on natural character in areas of the coastal environment with outstanding natural character; and

(b) avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of activities on natural character in all other areas of the coastal environment; including by:

(c) assessing the natural character of the coastal environment of the region or district, by mapping or otherwise identifying at least areas of high natural character; and

(d) ensuring that regional policy statements, and plans, identify areas where preserving natural character requires objectives, policies and rules, and include those provisions.

(2) Recognise that natural character is not the same as natural features and landscapes or amenity values and may include matters such as:

(a) natural elements, processes and patterns;

(b) biophysical, ecological, geological and geomorphological aspects;

(c) natural landforms such as headlands, peninsulas, cliffs, dunes, wetlands, reefs, freshwater springs and surf breaks;

(d) the natural movement of water and sediment;

(e) the natural darkness of the night sky;

(f) places or areas that are wild or scenic;

(g) a range of natural character from pristine to modified; and

(h) experiential attributes, including the sounds and smell of the sea; and their context or setting.

Policy 15 Natural Features and Natural Landscapes

To protect the natural features and natural landscapes (including seascapes) of the coastal environment from inappropriate subdivision, use, and development:

(a) avoid adverse effects of activities on outstanding natural features and outstanding natural landscapes in the coastal environment; ……

Of particular note, Policy 13 of the NZ Coastal Policy Statement requires the avoidance of significant adverse effects on HNC Areas, and Policy 15 stipulates the avoidance of adverse effects in relation to ONF 70 and ONL 50.

3.5 The Hauraki Gulf Marine Park Act (2000)

Finally, development proposals within the Hauraki Gulf are subject to assessment against relevant provisions of the Hauraki Gulf Marine Park Act – specifically:

8 Management of Hauraki Gulf

To recognise the national significance of the Hauraki Gulf, its islands, and catchments, the objectives of the management of the Hauraki Gulf, its islands, and catchments are—

(a) the protection and, where appropriate, the enhancement of the life-supporting capacity of the environment of the Hauraki Gulf, its islands, and catchments:

(b) the protection and, where appropriate, the enhancement of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments:

(c) the protection and, where appropriate, the enhancement of those natural, historic, and physical resources (including kaimoana) of the Hauraki Gulf, its islands, and catchments with which tangata whenua have an historic, traditional, cultural, and spiritual relationship:

(d) the protection of the cultural and historic associations of people and communities in and around the Hauraki Gulf with its natural, historic, and physical resources:

(e) the maintenance and, where appropriate, the enhancement of the contribution of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments to the social and economic well-being of the people and communities of the Hauraki Gulf and New Zealand:

(f) the maintenance and, where appropriate, the enhancement of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments, which contribute to the recreation and enjoyment of the Hauraki Gulf for the people and communities of the Hauraki Gulf and New Zealand.

4. Effects Assessment

This stage of my report addresses the landscape and natural character effects of the proposed marina. This begins with identification of the receiving environments and audiences that would be exposed to the proposal, then addresses effects in relation to each of the receiving environments or catchments identified, before summarising the proposed marina's effects as a whole. Although some of the effects identified are influenced by the visibility of the proposal, this report very largely focuses on the more qualitative effects that it would generate – in terms of the coastline's key characteristics and values (biophysical and perceptual attributes), and its sense of place and identity (associative values) – by *Te Tangi a te Manu* (the NZILA Landscape Assessment Guidelines, May 2022).

This assessment culminates in the attribution of landscape and natural character effects ratings for each receiving environment, then overall. These ratings are consistent with the 7-point scale outlined in section 6.39 of *Te Tangi a te Manu*, as shown below:

In terms of this scale, it is important to note that the 'guidelines' comment as follows in respect of the magnitude and meaning of some key RMA terms that address effects:

> *6.39*
> - *'More than minor' can be characterised as 'moderate' or above.*
> - *'Minor' adverse effects means some real effect, but of less than moderate magnitude and significance. ..... 'Minor' can be characterised as 'low' and 'low-moderate' on the 7-point scale.*
> - *'Less than minor' means insignificant. It can be characterised as 'very low' and overlapping with 'low' on the 7-point scale.*
>
> *6.42 Significant adverse effect means of major magnitude and importance. A significant effect can be characterised as 'high' or 'very high' on the 7-point scale.*

4.1 Receiving Environments and Audiences

The proposed marina would be visible, to varying degrees, from a range of vantage points and catchments:

1. Within the **sea area off Hobbs Bay and Matakatia Bay**;
2. The **Pinecrest Drive ridgeline**, including existing residential settlements on that road and wrapped around Resolution Drive, together with that emerging around Te Kauae Rise;
3. **Gulf Harbour Village**, including individual (detached) residential properties on Voyager Drive and the taller apartments within the Gulf Harbour Village complex;
4. **Gulf Harbour Marina** extending out to Hammerhead Reserve;

5. The **cliffs topped by residential development both sides of Matakatia Bay** and behind it – from Balboa Drive near the existing marina to Whangaparaoa and Tiri Roads that are elevated above Matakatia Bay; and

6. **Matakatia Bay** itself.

The audiences associated with these different catchments include the following:

- Local residents;
- Marina users (including visitors and freedom campers on Hammerhead Reserve);
- Local boaties and fishermen in the waters off Hobbs Bay;
- Recreational users of Matakatia Bay;
- Motorists using local roads – including Pinecrest Drive and the Matakatia Parade;

4.2 Evaluation of Effects For Each Catchment

The following sections address the effects on each receiving environment and their constituent audiences in turn. This culminates in a landscape and natural character effects rating for each receiving environment that is consistent with the scale described above.

Catchment 1. **Offshore of Hobbs Bay**

Visibility: The proposed marina would sit at the base of the cliffs lining the northern to north-eastern side of Hobbs Bay – more obvious than the current Gulf Harbour Marina, but still enclosed to a degree by the cliffs behind the Bay, the headland at its eastern end and the wider embayment created by the combination of Hobbs Bay, Gulf Harbour and Matakatia Bay. The flat plane of the sea and the backdrop of both cliffs and pohutukawa-dominated vegetation behind the marina would also help to 'contain' the marina, both physically and visually. Even so, it would be clearly visible from the seas south of Whangaparaoa and as such would have a high level of visibility overall.

Landscape Effects: Although visible, the marina would be ensconced within part of the Whangaparaoa Peninsula coastline that is both notable for its natural landforms – in particular, its sequences of striated sedimentary cliffs – and bands of coastal vegetation that are interposed between layers of mostly residential development, roads and beachfront promenades. Near Hobbs, this culminates in the intensive development of the Gulf Harbour Marina and Village, centred on the latter's apartment buildings and canal system. In the more immediate vicinity of Hobbs Bay, the subdivision being completed at present by Hopper Developments above the marina site simply compounds the emergence of a highly modified coastal landscape and environment. Consequently, even though Hobbs Bay is relatively free of development below its cliff-line, this is not the case in relation to its wider setting, with the neighbouring Gulf Harbour Marina and Village combining to create an intensively developed node at Whangaparaoa. The regular movement of vessels in and out of the marina, including ferries to and from Auckland City, simply compounds this situation.

Consequently, much as the proposed marina would profoundly alter the character of Hobbs Bay itself, it would have much less impact on the wider coastal landscape around both it and Gulf Harbour. Looking from offshore, the marina would become an apparent extension of the existing Gulf Harbour Marina, occupying part of the coastline that is already notable for the interplay between that marina and surrounding housing, with the more natural landforms and vegetation of the shoreline near Hobbs Bay, Gulf Harbour and Matakatia Bay.

As indicated above, the marina would also be contained to some degree by the combined embayment of Hobbs and Matakatia Bays, while the rising cliffs, bush cover and even housing above it would afford a strong backdrop to the marina – its forms and vessels wouldn't 'bleed out', visually' into the open seas of the Hauraki Gulf and, more particularly, the sea area closer to Okoromai Bay, Te Huruhi Bay and Shakespeare Regional Park. The headland at the eastern end of Hobbs Bay (on the edge of ONL 50) would be important in creating this feeling of separation and demarcation – between more developed and more natural parts of Whangaparaoa's distal coastline.

Overall, therefore, the marina would 'make sense' in terms of its co-location with the existing marina and Gulf Harbour Village and its avoidance of the more open, exposed, and still relatively natural coastline in the direction of Okoromai Bay. As a result, it is considered that the marina's landscape effects would be of a low-moderate level.

Natural Character Effects: Many of the same considerations also have a bearing on the natural character effects of the proposal, especially the substantially modified nature of its surrounds and the visual and physical integration of the proposed marina in Hobbs Bay with that already found at Gulf Harbour (and, by

extension, the adjacent Village). It would also have a close association with the emerging subdivision and other residential development in its immediate vicinity, climbing up the slopes towards Pinecrest Drive. In other words, the new marina would help to concentrate the effects of modification and development in part of Whangaparaoa's coastline that is already highly modified – clearly so, when approaching from the open sea. In addition, it would be visually separate from both HNC 88 and HNC 89, focused on Te Huruhi Bay and Matakatia Bay.

Consequently, much as the marina would very appreciably change the character of Hobbs Bay itself, its natural character effects would also be of a low-moderate order overall.

Ratings Summary:

Marina Visibility:	Landscape Effects:	Natural Character Effects:
high	low-moderate	low-moderate

Catchment 2. **The Pinecrest Drive Ridge** (Viewpoints 1- 4, Attachments 6-8)

Visibility: The cliffs and vegetation associated with them would screen most of the marina from Pinecrest Drive, Te Kauae Drive, the existing development on Resolution Drive and even most of the future Hobbs Bay subdivision and its road network. At most, the marina's yacht masts, outer breakwater, and some of its outer berths and vessels would be exposed to most of these locations; the only exception being the access road to the marina at the eastern end of the Hobbs Bay Subdivision. Future housing throughout the 88-lot subdivision would further isolate the marina from this viewing quadrant and, in particular, the majority of its public vantage points closer to Pinecrest Ridge and Resolution Drive. The future marina would have a low-moderate level of visibility.

Landscape Effects: The introduction of the marina to views from this quarter would impose lines of masts on the open seas presently visible beyond the cliff-line, together with a small array of vessels and berths near the outer edge of the marina, as indicated above. This would disrupt some of the clean palette of the sea visible beyond that 'edge', together with its residual naturalness and aesthetic appeal. Yet, as is also described above, few public vantage points or even private properties higher up the Hobbs Bay slopes would actually reveal this change, with intervening development, gardens and vegetation hampering such exposure.

While most properties near Pinecrest Drive, Resolution Drive and within the new Hobbs Bay Subdivision would undoubtedly retain the sense of being near the sea, both direct views of it and exposure to the proposed marina would be quite restricted, especially for those properties back from the cliff-line. Instead, most would retain more narrow glimpses of the far sea – closer to Long Bay and even Rangitoto – as well as across Hobbs Bay to the slopes on both sides of Matakatia Bay that are also lined by cliffs, vegetation and other housing development. The marina would be a minor component of such views and would do little to alter its highly modified, developed character, especially in the immediate foreground to middle distance. Moreover, the transitional nature of the Hobbs Bay and wider Gulf Harbour landscape is clearly apparent at present: the proposed marina would do little to change this, nor would it greatly alter, and adversely affect, the catchment's identity.

As a result, it is considered that the proposed marina would have a low to very low level of adverse effect on this viewing catchment. Indeed, for some, the close proximity of the marina and the access that it provides to both vessels and the sea might well be regarded as positive attributes of the local landscape.

Natural Character Effects: In a similar vein, the proposed marina would impact part of the Whangaparaoa coastline that is already notable for its complex interplay of natural and cultural elements, and Hobbs Bay is effectively ringed by development of various kinds. In fact, it would have a quite limited impact on most locals' perception of the sea and the Hobbs Bay coastline. As such, the proposal appears to be consistent with Policy 6(c) of the NZCPS, which encourages '*the consolidation of existing coastal settlements and urban areas where this will contribute to the avoidance or mitigation of sprawling or sporadic patterns of settlement and urban growth'*.

There would remain intrinsic awareness of the marina and, like the current Gulf Harbour Marina, it would therefore further colour perceptions of the wider coastline and its degree of modification. But the close proximity of both marinas to one another would also reinforce the idea of the Hobbs Bay Marina as an extension of its predecessor. At the same time, the new marina would enhance recreational access to part

of the local coastline that has been largely cut off to date, including the small, sheltered beach proposed for its eastern end. Overall, therefore, the marina's natural character effects in relation to this catchment would be of a low order.

Ratings Summary:

Marina Visibility:	Landscape Effects:	Natural Character Effects:
low-moderate	low to very low	low

Catchment 3. **Gulf Harbour Village** (Viewpoints 5, Attachment 8)

Visibility: Looking from the direction of Gulf Harbour Village and housing on its periphery – notably strung along Voyager Drive – the existing marina and the headlands both sides of its narrow entry channel dominate views towards the open seas near Long Bay and the Weiti Estuary. A forest of yacht masts rising above the existing marina, together with vegetation and housing on its flanks, further accentuates this visual enclosure. As a result, the proposed marina within Hobbs Bay would either appear as an extension of the current marina, especially when looking from the direction of the Gulf Harbour apartment blocks, or as a minor outlier to it when looking from near Voyager Drive. Overall, the marina would have a low level of visibility relative to this viewing quadrant.

Landscape Effects: As indicated above, most views from the apartment buildings within Gulf Harbour Village towards Hobbs Bay are over the existing Gulf Harbour Marina and the headlands that frame its entryway, while housing and the eastern headland below Te Kauae Rise block nearly all views from the public domain and most private properties in the vicinity of Discovery Rise of the proposed marina site. At most, therefore, the new marina would have an incremental – either glimpsed on its own or as an apparent extension of the current boat harbour.

Although this would result in some contraction of sea area off Gulf Harbour for those looking out to sea from elevated apartments, the greater bulk of values associated with such views – related to the veneer of both marina and residential development overlaid on the landforms and sea area of Gulf Harbour – would be little altered. The increased level of development outside Gulf Harbour's immediate marina catchment would have an incremental effect on public perception of the wider coastal landscape, without appreciably changing its perceived levels of naturalness, cohesion, or aesthetic appeal. Gulf Harbour's sense of place and identity would also remain much as at present. Consequently, the new marina would have a low level of effect in relation to the area's overall character and values.

Natural Character Effects: In a similar fashion, the Hobbs Bay Marina would have a low level of effect in relation to the perceived naturalness and intactness of the coastal environment. Viewed through the lens of very intensive residential and current marina development, Gulf Harbour's intrinsic naturalness would appear little changed from at present, and the proposed marina's impact on its natural character would be of a very low order.

Ratings Summary:

Marina Visibility:	Landscape Effects:	Natural Character Effects:
low	low	very low

Catchment 4. **Gulf Harbour Marina** (Viewpoints 6 & 7, Attachment 9)

Visibility: Views from within the existing Gulf Harbour Marina would remain entirely dominated by its piers, vessels, yacht masts, and general development. Only in the vicinity of Hammerhead Reserve and the marina's entry channel would this situation change, with views opening out to reveal the proposed marina. In such views, it would be prominent, but would largely 'read' as an extension of the existing boat harbour, structures and facilities. Taking both perspectives into account, it is considered that the Hobbs Bay Marina would have a moderate level of visibility.

Landscape Effects: Similar to the adjoining Village's residential area, most views from the current marina would be powerfully in; influenced by its existing infrastructure, boats, car parking areas, structured margins and related activities. Again, the new marina would be largely perceived as an extension of the existing facility, with boat movements in and out of Gulf Harbour – including by ferries – reinforcing such perceptions. Only at the outer edge of the marina, near Hammerhead Reserve, would this change with the new marina being split from the current one by the existing entry channel.

Nevertheless, this is still a robust maritime environment, which is very largely dominated by boating activities and vessels that are visually framed by ancillary marina development, then apartment buildings and other housing, both within and just outside Gulf Harbour Village. Even the open fairway of Hammerhead Reserve, together with the entry channel and breakwaters next to it, are clearly artificial. Although Hobbs Bay and its more natural characteristics are much more apparent at this end of the existing marina, the wider landscape is still marked by the presence of the marina's navigation channel and markers, and a broad sweep of housing across the ridges and main slopes that enclose both sides of Gulf Harbour.

Consequently, even though the proposed marina would result in substantial physical modification of Hobbs Bay, it would have much less impact on the sense of place and identity associated with the existing marina catchment in its entirety. As such, it is therefore considered that the Hobbs Bay Marina would have a low level of effect on this viewing catchment in general, even though it is acknowledged that the new marina would have a greater, conceivably moderate-high, level of effect on Hammerhead Reserve and its ferry terminal more specifically.

Natural Character Effects: The dichotomy just identified also applies to the proposed marina's natural character effects: it would have little or no impact on the natural character values of the wider coastal environment – including Hobbs Bay – as perceived from inside the existing marina – but it would clearly alter the essential nature and character of Hobbs Bay when viewed from Hammerhead Reserve and nearby. The significance of the Bay's sea area, sedimentary escarpments, and coastal 'bush' would be appreciably 'downgraded' and its inherent naturalness (contrasting with that of the Gulf Harbour Marina) would be effectively lost.

Even so, Hobbs Bay remains within the same coastal catchment as Gulf Harbour, and it remains part of a highly developed, modified stretch of coastline in totality. In this regard, it is clear that future development within the Hobbs Bay Subdivision will soon also have a part to play in affecting perceptions of Hobbs Bay and its more immediate surroundings. Consequently, the fundamental changes to Hobbs Bay itself have to be measured against the consolidation of development within one already modified section of Whangaparaoa's coastline and the integration of like-for-like developments within one part of it, again bearing in mind Policy 6(c) of the NZCPS. On balance, it is considered that the proposed marina would also

have a very low degree of impact on most of the current marina, but this would also rise to a moderate level in relation to the area around Hammerhead Reserve and the present marina entry channel.

Ratings Summary:

Marina Visibility:	Landscape Effects:	Natural Character Effects:
moderate	low to moderate-high	very low to moderate

Catchment 5. **Balboa Drive To Tiri Road Ridgeline & Residential Areas** (Viewpoints 8-11, Attachments 10-12)

Visibility: The proposed marina would be screened to varying degrees by intervening landforms, housing and other residential structures, bush, and garden vegetation in this catchment. In particular, the marina site and proposed development would be difficult to see from the majority of local roads and vantage points, other than from a quite distant, Tiri Reserve off Tiri Road (south of Matakatia Bay). Although housing spread along the outer edge of the coastal ridge both sides of, and behind, Matakatia Bay would obtain clearer views of the proposal, awareness of it from a public standpoint would be much more limited. Like Hobbs Bay itself, the proposed marina would have a low-moderate profile and degree of visibility, overall.

Landscape Effects: As indicated above, public views towards Hobbs Bay and the marina site are very limited, largely to parts of Balboa Drive and a much more distant Tiri Reserve. As a result, Hobbs Bay enjoys limited public exposure and appreciation: for the most part, it is simply a strip of coast that frames and encloses Gulf Harbour. On the other hand, those living on the crest of the coastal ridge near Balbao Drive, Beauvoir Avenue, Whangaparaoa Avenue (above Matakatia Bay), and Tiri Road, enjoy grandstand views towards both Gulf Harbour and Hobbs Bay. Consequently, the occupants of the residential properties just described have both a much greater appreciation of Hobbs Bay than the public at large, and would be impacted to a greater degree by the marina proposal.

Although many of these same properties also overlook the developed matrix of Gulf Harbour's marina and village, and others look more directly out to sea – less so towards Hobbs Bay – the anticipated changes to the coastal landscape around Hobbs Bay would be marked for this audience. Those living in this catchment would lose part of the natural 'frame' for Gulf Harbour, with the coastline as a whole becoming both less natural and less aesthetically appealing in general. Notwithstanding the reality that most such views would still be affected by neighbouring housing and related structures, garden plants, and coastal regeneration, the counterpoint between a highly developed coastal node and the more natural coastline outside it would be appreciably diminished or lost.

On the other hand, little of this transition would be visible from roads and other public vantage points, except for a very small, and quite remote, Tiri Reserve. Consequently, any changes to the public landscape around Gulf Harbour and Hobbs Bay would be largely small-scale, glimpsed rather than clearly seen, and effectively incremental.

Reflecting these contrasting situations, it is considered that the proposed marina would have a very low impact on the public domain, but would be more meaningful in terms of the coastline's identity for local residents, and would therefore have a moderate level of effect on them.

Natural Character Effects: Much the same contrast would be apparent in respect of perceived natural character values and effects, with private property owners both more able to appreciate the existing qualities of Hobbs Bay than the wider Whangaparaoa community and more sensitive to changes within it. This includes changes to its fundamental attributes, including its sea area, reefs, escarpment and native vegetation, and the contrast that it offers to Gulf Harbour, Marina and Village.

On the other hand, Hobbs Bay is increasingly surrounded by development that becomes all the more apparent in elevated views from the likes of Balboa Drive, and even more distant views from closer to Tiri

Reserve reveal the outer berths and other artificial structures of the Gulf Harbour Marina. The Bay's 'backcloth' of residential development is also becoming ever more clearly visible. Consequently, the coastal environment within and around Hobbs Bay is already in a state of obvious transition. In this regard, it is also noted that views from the ridge behind Matakatia Bay, and further south, would also reveal the interplay between the proposed marina and HNC 89 at the eastern end of Matakatia Bay. Yet, such views already capture the contrast between that HNC Area and housing both directly above it and on the crest of the Pinecrest Drive ridge. The lower-lying marina within Hobbs Bay would compound this situation in an incremental manner, but would not create it. Indeed, the more distant profile of the marina might well enhance the value of the HNC Area in a comparative sense.

Taking these factors into account, it is considered that the proposed marina would have a low-moderate level of effect on the natural character of Hobbs Bay when viewed from the public domain and a slightly higher, moderate level of effect on those same values in relation to the private properties in this catchment.

Ratings Summary:

Marina Visibility:	Landscape Effects:	Natural Character Effects:
low-moderate	very low to moderate	low-moderate to moderate

Catchment 6. **Matakatia Bay** (Viewpoint 12, Attachment 13)

Visibility: The proposed marina would not be visible from the centre and eastern end of Matakatia Bay, but part of it would come into view near the western end of the Bay, by its parade, backed by the site's sequence of cliffs and vegetation. Of note, whereas the marina would be largely tucked in against its headland 'backcloth', both would remain well apart from the distinctive form of Kotanui Island – ONF 50 – and ONL 70 would be largely hidden from view beyond the headland at the end of Hobbs Bay. On the other hand, it would be visually juxtaposed with HNC Area 89 at the far end of Matakatia Bay. Regardless, the proposed marina would have a low level of visibility.

Landscape Effects: Viewed from the eastern end of Matakatia Bay and its Parade, a tongue of land projects out past HNC 89, and the proposed marina would infill much of its base. Even so, it remains quite distant, relative to Matakatia Bay's own cliffed profile, and appears to be contained by the ONL 50 headland east of the marina site. Seaward of all of these features, ONF 70 – Kotahi Island – rises up to the south-east, a sail-like outlier to Whangaparaoa's sedimentary cliffs, that even with the introduction of another marina to the local coastline, would retain its solitary, statuesque profile.

Consequently, much as the proposed marina would be visible from part of Matakatia Bay, it would also remain peripheral to more direct views out to sea, and it would appear quite recessive and somewhat remote, visually – aided by the backdrop of the Pinecrest Drive ridge and ONL 50 behind its berths and commercial development. Although it would inevitably add to the patina of development spread around this viewing catchment, it would not appear overly intrusive or disruptive of the key qualities associated with Matakatia Bay, including its sense of containment and relative isolation, its residual naturalness (largely associated with HNC 89, but not exclusively so), the expressiveness of its beach and cliff landforms, and its aesthetic appeal. Overall, the proposed marina would have little, if any, impact on the Bay's sense of place and identity.

Consequently, its impact on Matakatia Bay's landscape values as a whole would be quite limited and of a low order.

Natural Character Effects: As in relation to landscape effects, the proposed marina would sit within a second tier of coastal elements visible from Matakatia Bay – well outside the main body of the Bay and beyond HNC 89. Although still visually juxtaposed with that HNC Area, it would remain quite distant and, as such, would not appreciably alter the balance between the more natural and more developed 'halves' of Matakatia Bay. HNC 89, together with the Bay's fundamental landform, its bands of regenerating bush and its beach area, would be unchallenged by the new marina.

As a result, the proposed marina, together with both existing and merging housing above and behind Hobbs Bay, would remain largely divorced from the natural character patterns and qualities that contribute to Mayakatia Bay. The marina's effects in relation to this catchment would therefore remain at a low level.

Ratings Summary:

Marina Visibility:	Landscape Effects:	Natural Character Effects:
low	low	low

4.3 Summary

Table 1, following, summarises the effects ratings for each catchment:

Table 1.

Visual Catchments:	Visibility / Prominence:	Landscape Effects:	Natural Character Effects:
1. Offshore of Hobbs Bay	high	Low-moderate	Low moderate
2. The Pinecrest Road Ridge	Low-moderate	Low to very low	low
3. Gulf Harbour Village	low	low	Very low
4. Gulf Harbour Marina	Low-moderate	**Low** (inside marina) to **moderate-high** (Hammerhead Reserve)	**Very low** (inside marina) to **moderate** (Hammerhead Reserve)
5. Balboa Drive to Tiri Road Ridgeline	Low-moderate	**Very low** (public domain) to **moderate** (private residences)	**Low-moderate** (public domain) to **moderate** (private residences)
6. Matakatia Bay	low	low	low

In terms of both the proposed marina's landscape and natural character effects, it is accepted that the physical and visual changes to Hobbs Bay would be profound. However, these would also be substantially (if not entirely) mitigated by:

a) The Bay's close association with the intensively developed node of Gulf Harbour, in particular, its marina;

b) The way in which the site is also framed, both physically and visually, by residential development, including that emerging across the Hobbs Bay Subdivision site;

c) The site's enclosure by a line of sandstone-mudstone cliffs and coastal vegetation directly behind (north-east) of it;

d) The site's containment by the headland at its south-eastern end, and the way in which this promontory effectively isolates Hobbs Bay from most of ONL 50;

e) The site's separation from ONF 70 – Kotanui Island – by the sea area between Hobbs and Matakatia Bays;

f) The site's physical separation from HNCs 88 and 89; and

g) The way in which an array of landforms, housing (and related domestic structures), garden vegetation, ridgeline stands of bush, and even the Gulf Harbour, combine to limit public exposure to Hobbs Bay and – to a lesser degree – restrict views from private properties to the marina site.

As a result, the proposed marina's effects would typically be of a low to low-moderate order. Furthermore, landscape treatment or design could be employed to, where possible, further integrate the marina with its

Hobbs Bay landscape setting. This might include additional planting between the current esplanade reserve and the marina, as well as between the 'reclamation area' and proposed berths.

5. Statutory Review

In addition, this assessment indicates that the proposed marina would have a low level of effect on ONL 50, ONF 70 and HNC Areas 88 and 89. Focusing initially on ONL 50, which lies closest to the subject site, the following commentary on page 24 of the Hobbs Bay Subdivision decision is noteworthy:

> *77. The Council reporting planner, in the s42A report considered the predicted erosion of most if not all of the esplanade reserve, and loss of the function of the existing established vegetation within the reserve that provides a natural backdrop to the southern boundary of the subdivision and helps screen the subdivision proposal and future built form when viewed from the coast, will overall have adverse landscape and visual effects that will be more than minor and unacceptable, when in combination with an intensified subdivision in terms of the proposed lot sizes being smaller than anticipated within the Residential – Large Lot Zone. In terms of the Large Lot Zone provisions and taking into account proposed intensification of activities greater than anticipated by the plan (in relation to minimum 4,000m2 lot sizes), site constraints and the high likelihood of esplanade erosion, the development will not, in Ms Fretton's opinion, maintain the area's spacious landscape character, landscape qualities and natural features. Therefore, in her opinion, development is not appropriate for the physical and environmental attributes of the site particularly to those sites along the coastal cliff.*
>
> - *The Council's Principal Landscape Architect, Paul Murphy, as reported in the s42A report, supported the proposal from a landscape and visual effects perspective, but relied on the coastal vegetation and its esplanade reserve location not being lost to erosion.*
> - *Ms Fretton's final view on landscape matters was set out in her memo dated 5 October ,which was subsequent to preparation of the s42A report and subsequent to a meeting between the applicant's and the Council's specialists which discussed matters including landscape impacts. In this she concluded that based on comments received from the Council's specialists she supports the proposal from a landscape perspective therefore the proposal will have acceptable landscape and visual effects. ……..*
>
> *79. Our findings on spacious landscape character, landscape qualities and natural features are that existing, proposed and likely future self-seeded coastal vegetation would manage effects on landscape qualities and natural features. When combined with the public open space network and additional private landscape planting requirements, the spacious and largely screened landscape character will be retained and enhanced. The more intensive residential sites and buildings will not dominate the coastal landscape character or its spaciousness. Even if the modelled coastal erosion occurs and is not delayed by stormwater management, the planted landscape character is likely to regenerate itself on the resultant lower angled slopes of the coastal edge.*

This implies that further development near the western 'toe' of ONL 50 could be contentious, and like the adjoining subdivision, may well require care in relation to amelioration and mitigation at the interface with the ONL, so as to avoid eroding its values and overall integrity. In this case, based on the assessment undertaken, it is anticipated that the Hobbs Bay Marina would not appreciably alter or erode the core attributes and values of ONL 50 (as is outlined in Section 3.2 above).

In relation to ONF 70, it is further assessed that the marina would be sufficiently distant that it would not affect:

- The scientific value of Kotanui Island as a geological feature;
- Its value as a representative sample of the Region's coastal landforms;
- Its value as a landscape feature within part of Hobbs Bay;
- Its value from an educational standpoint; or
- Its state of preservation.

Consequently, Kotanui Island, which is primarily identified as an ONF for its geomorphological values (as opposed to landscape values), would not be appreciably affected by the Hobbs Bay Marina proposal.

Turning lastly to HNCs 88 and 89, this assessment indicates that the proposed marina would have a very limited effect on the core values of both.

As a result, it is considered that the proposed marina would have a low (less than minor) level of effect on the values and integrity of ONL 50, ONF 70, and HNC Areas 88 and 89, and as such, the proposal is considered to be aligned with AUP Chapters B4, D10 and D11, as well as Policies Policies E18.3, E19.2 and E19.3. It is further considered that the marina proposal would be consistent with Objectives 2 and 6, and Policies 13 and 15, of the NZ Coastal Policy Statement, as well as with Policy 8 of the Hauraki Gulf Marine Park Act.

6. Conclusion

Based on this assessment, it is considered that the Hobbs Bay Marina proposal is appropriate in terms of its landscape and natural character effects and that it would be consistent with the relevant statutory provisions applicable to the application site.

A detailed Landscape and Visual Assessment (following the concepts and principles outlined in *'Te Tangi a te Manu'* (Aotearoa New Zealand Landscape Assessment Guidelines), 2022 and detailed planting / landscape concept plans will be provided as part of the substantive application

[redacted]

BTP, Dip LA, Fellow NZILA, Affiliate NZPI

MEMORANDUM

Bioresearches
A Babbage Company

TO:	Hopper Developments Ltd ([redacted])	Date:	21 July 2025
COPY TO:	Hopper Developments Ltd	Job No:	68044
FROM:	[redacted]		

PRELIMINARY ECOLOGICAL ASSESSMENT OF PROPOSED HOBBS BAY MARINA

Dear [redacted]

This memorandum provides a high-level assessment of the avian, freshwater, marine, terrestrial ecology values, and characteristics within the proposed Hobbs Bay marina, Whangaparāoa. For this assessment, the zone of influence (ZOI) includes the proposed footprint of excavation and reclamation, plus areas adjacent shoreward of the footprint (Figure 1).

Figure 1. Proposed Layout - preliminary. Figure provided by Hopper Developments

This assessment is informed by a desktop review of the area, and detailed investigations of the smaller projects nearby. This initial report is intended to support a request to include Hobbs Bay Marina as a Fast Track referral project. If successful, then a more comprehensive suite of assessments would be

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undertaken, with the results lodged with appropriate assessment of effects, offset (if required), compensation (if required) and management plans as part of a substantive application.

A desktop review was undertaken to determine locations and extents of protected vegetation (riparian margins) of the Auckland Unitary Plan and significant ecological area (SEA) and biodiversity overlays (Auckland Unitary Plan).

Overview of ecological values within ZOI.

Freshwater

The freshwater habitats were assessed by desktop, informed by Auckland Council GIS overlays: Catchments and Hydrology, specifically, overland flow paths and flood prone areas; and contours; and the application for development and hearing documents for the adjacent site, 3–5 Daisy Burrell Drive, Gulf Harbour, specifically, Boffa Miskell (2022) Assessment of Ecological Effects[1].

Three natural inland wetlands were identified by Boffa Miskell (2022) within the adjacent development site, one of which is located 62 m from the Coastal Marine Area (CMA), the remainder located more than 100 m of the CMA and proposed works area (Figure 2). The proposed Hobbs Bay Marina works are outside of the 10 m wetland assessment zone but lie within the 100 m assessment zone of Boffa Miskell Wetland 1. The proposed works are largely in the CMA and coastal area immediately adjacent; are located at the base of near vertical cliffs; and as Wetland 1 is fed by ground water and overland flow paths, and located on contours 12–14 m above the CMA, the works have no hydrological connection with the wetlands, will not result to changes to the hydrological regime or result in drainage of the wetland, and therefore, do not trigger the National Environmental Standards for Freshwater (NES-F). It is highly unlikely that there are other natural inland wetlands present in the works area, but this will need to be field verified.

[1] Boffa Miskell (2022) Assessment of Ecological Effects. Hobbs Bay. Report prepared for Hopper Development Limited. 51pp.

Figure 2. Wetlands and streams in the vicinity of the Hobbs Bay proposed marina extension. (From Boffa Miskell, 2022).

Several streams flow from the 3–5 Daisy Burrell Drive development to the CMA, both to the southern beach and in the vicinity of the proposed beach car park and commercial tenancies (Figure 2). As long as the works are in the CMA then no streamworks (Auckland Unitary Plan E3 and NES-F) consents should be triggered, but consideration will have to be given to fish passage between the CMA and streams, as eels and an unidentified fish (likely a banded kokopu) were found in the streams.

Terrestrial

Vegetation

The terrestrial vegetation community within the proposed marina development is comprised of indigenous vegetation on the cliff face. The property inland is currently being subdivided and has been undergoing earthworks recently. Auckland Council Geomaps classifies the existing vegetation as Pōhutukawa treeland/flaxland/rockland (CL1[2]) vegetation (Figure 3, which is likely to include pōhutukawa trees, *Metrosideros excelsa*, and other native trees and shrubs. There is also some adjacent vegetation that is denoted as UC (Unclassified). A more detailed inventory of the plant species present will need to be confirmed following a detailed site investigation.

Herpetofauna (reptiles and amphibians)

The Auckland Region supports a diversity of native reptiles and amphibians. The Auckland mainland (i.e., excluding offshore islands) supports 10 species of native lizards and one species of native frog,

[2] Singers, N.; Osborne, B.; Lovegrove, T.; Jamieson, A.; Boow, J.; Sawyer, J.; Hill, K.; Andrews, J.; Hill, S.; Webb, C. 2017. Indigenous terrestrial and wetland ecosystems of Auckland. Auckland Council.

and the surrounding oceans support two species of non-resident migrant marine turtles and six species of vagrant marine turtles and marine snakes. In addition, one exotic lizard and two species of exotic frog, none of which are protected by law, also occur in the Region (van Winkel *et al*. 2018[3]).

A review of historical records of reptiles and amphibians within 20 km of the proposed Hobbs Bay marina[4] revealed the presence of seven native lizard species (three geckos and four skinks), four marine turtles, and one marine snake (DOC Herpetofauna database, accessed March 2025) (Table 1).

A review of the Hobbs Bay lizard salvage report (Boffa Miskell 2024[5]) and Ecology Compliance report (Boffa Miskell 2025[6]) revealed that three ornate skinks (*Oligosoma ornatum;* 'At Risk – Declining') were captured during vegetation clearance activities on the coastal boundary of the residential development proposal at Hobbs Bay, on 19 February 2024 and 19 February 2025. While the salvage areas were located outside the Hobbs Bay Marina project area, these records indicate the presence of ornate skink in the wider surrounding landscape.

While the marina development would mostly affect the marine environment, the narrow strip of terrestrial vegetation along the foreshore/ coastal margin and cliff edges could potentially support native lizards, including species listed as 'At Risk' under the New Zealand Threat Classification System (Townsend *et al*. 2008[7]; Hitchmough *et al*. 2021[8]; Rolfe *et al*. 2022[9]). While the likelihood of occurrence in the project area is considered low, with lizards more likely to inhabit cliff top vegetation and the densely vegetated gullies away from the shoreline, a survey should be undertaken to confirm occurrence. Exotic plague skinks and two species of exotic bell frogs (*Ranoidea* spp.) could potentially inhabit the same coastal cliff vegetation. These exotic species are common and not protected by law, thus their potential presence in the project area would not have any impact on the development. Regarding native frogs, none are expected to be found in or near the project area, as it lies outside the currently known range of Hochstetter's frog and lacks suitable habitat for this species.

The local records of marine turtles and snakes represent a mix of beach stranded individuals and anecdotal observations of free-swimming turtles on the northern side of Whangaparāoa Peninsula (Manly, Red Beach, and Orewa) and further afield in the Hauraki Gulf (e.g., Tiri Channel). Marine reptiles are rarely seen and infrequently reported, which means very little is known about their movements and habitat use in New Zealand waters. Although it cannot be ruled out that marine turtles or marine snakes may occasionally enter the sheltered waters of Hobbs Bay, the lack of essential resources and habitats—such as seagrass beds, reefs rich in sponges, and soft-bodied prey (jellyfish, tunicates, and salps)—indicates that these reptiles are unlikely to be utilising the waters in the footprint of the proposed marina.

[3] van Winkel *et al.* (2018). Reptiles and amphibians of New Zealand. A field guide. Auckland University Press.
[4] Records of offshore island species have been excluded due to the low likelihood of these species being impacted by the proposed Hobbs Bay marina project.
[5] Boffa Miskell (2024). Hobbs Bay lizard salvage: notice of completion and summary of works. Memorandum prepared for Hopper Developments Ltd. 2 p.
[6] Boffa Miskell (2025). Ecology compliance monitoring. Memorandum prepared for Hopper Developments Ltd. 3 p.
[7] Townsend et al. (2008). New Zealand Threat Classification System manual. Department of Conservation, Wellington.
[8] Hitchmough *et al*. (2021). Conservation status of New Zealand reptiles, 2021. New Zealand Threat Classification Series 35. Department of Conservation, Wellington. 15 p.
[9] Rolfe *et al*. (2022). New Zealand Threat Classification System manual 2022. Part 1: Assessments. Department of Conservation, Wellington. 45 p.

Table 1. Herpetofauna recorded within 20 km of the proposed Hobbs Bay Marina site (island species excluded), including their New Zealand threat statuses, and preferred habitats.

Common name	Scientific name	NZ threat status	Preferred habitat
Shore skink	*Oligosoma smithi*	At Risk – Declining	Supralittoral zone (sand, rock platform, and coastal vegetation).
Copper skink	*Oligosoma aeneum*	At Risk – Declining	Supralittoral zone to inland scrub/ forest.
Moko skink	*Oligosoma moco*	At Risk – Relict	Supralittoral zone (coastal vegetation and scrub).
Ornate skink	*Oligosoma ornatum*	At Risk – Declining	Supralittoral zone to inland scrub/ forest.
Pacific gecko	*Dactylocnemis pacificus*	Not Threatened	Supralittoral zone to inland scrub/ forest.
Elegant gecko	*Naultinus elegans*	At Risk – Declining	Coastal scrub to inland scrub/ forest.
Forest gecko	*Mokopirirakau granulatus*	At Risk – Declining	Coastal scrub to inland scrub/ forest.
Leatherback turtle	*Dermochelys coriacea*	Migrant	Marine pelagic environments, occasionally found closer to shore.
Loggerhead turtle	*Caretta caretta*	Vagrant	Inhabits shallow waters near the coast (e.g. bays, estuaries) especially in areas supporting seagrass beds/ meadows.
Green turtle	*Chelonia mydas*	Migrant	Inhabits shallow waters near the coast (e.g. bays, estuaries) especially in areas supporting seagrass beds/ meadows.
Hawksbill turtle	*Eretmochelys imbricata*	Vagrant	Inhabits shallow waters near the coast (e.g. bays, estuaries) especially in areas supporting seagrass beds/ meadows.
Yellow-bellied sea snake	*Hydrophis platurus*	Not Threatened	Marine pelagic environments, occasionally found closer to shore.

Bats

One species of native bat, long-tailed bat (LTB, *Chalinolobus tuberculatus*), is known to occur in mainland Auckland[10]. It is listed as 'Nationally Critical' and is widely distributed across the southern, western, and northern parts of the region (DOC bat record database, February 2025). The nearest verified records of LTBs to Hobbs Bay are from the Stillwater/ Weiti and western Stanmore Bay areas, approximately 6–7 km away. Surveys for bats have recently (2022) been undertaken on the large property situated immediately behind Hobbs Bay though no bats were detected[11] and bat surveys at nearby Shakespear Regional Park have never detected bats.

Considering the lack of bat detections from the landscape immediately surrounding the proposed marina development site, and that potential bat habitat (medium to large trees, wetlands) is not expected to be affected, no adverse effects on bats are anticipated. A precautionary survey for bats, given their 'Nationally Critical' threat status would be sensible in the event that trees or vegetation meeting the Department of Conservation bat roost criteria will be affected by the development.

Terrestrial invertebrates

The project area is expected to support a diverse range of common terrestrial invertebrates, including many species associated with coastal environments. However, none of these invertebrates are anticipated to be protected under the Wildlife Act 1953. It is also unlikely that any of the affected

[10] The northern short-tailed bat (STB; *Mystacina tuberculata aupourica*) is known to occur on Hauturu/ Little Barrier Island.

[11] DOC Bat Database, updated February 2025.

terrestrial invertebrates will be classified as threatened or 'At Risk' species. Nevertheless, a survey of the affected area would be necessary to confirm this assumption.

Avian fauna

Local observations from eBird and iNaturalist indicate the local area (within 5 km of the site, excluding islands) has a moderate-high level of bird diversity, due to a diversity of habitats. Many of the species are exotic or non-threatened native species.

The key habitats that may be either directly or indirectly affected are Mangroves, coastal vegetation, rocky shoreline, intertidal mudflats, and subtidal marine environments. All these habitats are used for foraging by birds. The predominant habitat to be affected is the coastal shoreline, primarily inhabited by shorebirds and seabirds. Terrestrial vegetation on the coastal margin and cliff edges are assumed to not be affected as they are outside the footprint of the current design, aside from where the road would access the car park. This vegetation type may include large pōhutukawa trees that may be used for roosting and even nesting by coastal birds, such as pied shags and spoonbills. Any potential impacts on this terrestrial vegetation will be determined once the final design plans are known.

A review of the Ecology Compliance report (Boffa Miskell 2025) indicated that only one nest of an indigenous bird species was located during vegetation clearance activities on the coastal boundary of the residential development proposal at Hobbs Bay. One Tui nest was located on 13 December 2023 with a chick in it, which had fledged a week later. No coastal bird surveys were specifically undertaken at that time. As part of the residential development at Hobbs Bay, daily checks are undertaken for roosting Little Penguins. None have been detected to date.

The Threatened or At Risk species that may occur within the project area are listed in Table 2. Only those that have suitable habitat within the ZOI are included, so seabirds that tend to forage beyond inshore environments have not been included. Likewise, wetland birds that are unlikely to inhabit coastal habitats have been excluded, due to lack of freshwater wetlands or salt marsh habitats within the project area. In total, 3 Threatened and 14 At Risk species are identified to potentially be present.

Table 2 Avian species that may occur within the ZOI and potentially impacted.

Species	Scientific Name	Threat Status	Habitat used	Habitat use
Banded rail Moho pererū	*Hypotaenidia philippensis*	At Risk- Declining	Mangrove/Wetland	Foraging
Banded Dotterel Pohowera	*Anarhyncus bicinctus*	At Risk- Declining	Intertidal	Foraging
Bar-tailed Godwit Kuaka	*Limosa lapponica*	At Risk- Declining	Intertidal	Foraging
Black-billed Gull Tarāpuka	*Chroicocephalus bulleri*	At Risk- Declining	Intertidal	Foraging
Brown teal Pāteke	*Anas chlorotis*	Threatened – Nationally Increasing	Intertidal, Mangroves	Foraging/Roosting
Caspian tern Taranui	*Hydroprogne caspia*	Threatened – Nationally Vulnerable	Subtidal	Foraging
Little penguin Kororā	*Eudyptula minor*	At Risk- Declining	Subtidal	Foraging
Little black shag Kawau tūī	*Phalacrocorax sulcirostris*	At Risk- Naturally Uncommon	Subtidal	Foraging
Little shag Kawaupaka	*Microcarbo melanoleucos*	At Risk - Relict	Subtidal	Foraging

Species	Scientific Name	Threat Status	Habitat used	Habitat use
New Zealand dotterel Tūturiwhatu	*Anarhynchus obscurus*	At Risk - Recovering	Intertidal	Foraging
Pied shag Kāruhiruhi	*Phalacrocorax varius*	At Risk - Recovering	Subtidal	Foraging/Roosting
Red-billed Gull Tarāpunga	*Chroicocephalus novaehollandiae*	At Risk- Declining	Intertidal	Foraging
Reef heron Matuku moana	*Egretta sacra*	Threatened - Nationally Endangered	Intertidal	Foraging
Royal Spoonbill Kōtuku ngutupapa	*Platalea regia*	At Risk – Naturally Uncommon	Intertidal	Foraging/Roosting
South Island pied oystercatcher Tōrea	*Haematopus finschi*	At Risk- Declining	Intertidal	Foraging
Variable oystercatcher Tōrea pango	*Haematopus unicolor*	At Risk - Recovering	Intertidal	Foraging.
White-fronted tern Tara	*Sterna striata*	At Risk - Recovering	Subtidal	Foraging

Three key habitats have been identified that may be impacted by the proposed marina (Figure 3). Approximately 5.83 ha of intertidal foraging habitats for shorebirds may be affected. This area may also be used by other coastal birds (e.g. shags and terns) for feeding on small fish when submerged by the tide, as well as another 11.03 ha of subtidal habitat. The coastal margin habitats are comprised of coastal cliff plant species, currently classified as “Pōhutukawa treeland/flaxland/rockland” (CL1; Auckland Council Geomaps), which may be directly impacted in parts. Larger pōhutukawa trees may be used as a roosting site for some coastal species, such as the three shag species and spoonbills. Little penguins may also use this coastline for roosting or nesting burrows. Although they are well known to use artificially constructed seawalls as well, so may preferably use the seawalls in the adjacent Gulf Harbour marina. Species presence within these habitats is yet to be determined, surveys are planned as part of the substantive application, but the total number of birds impacted are likely to be small.

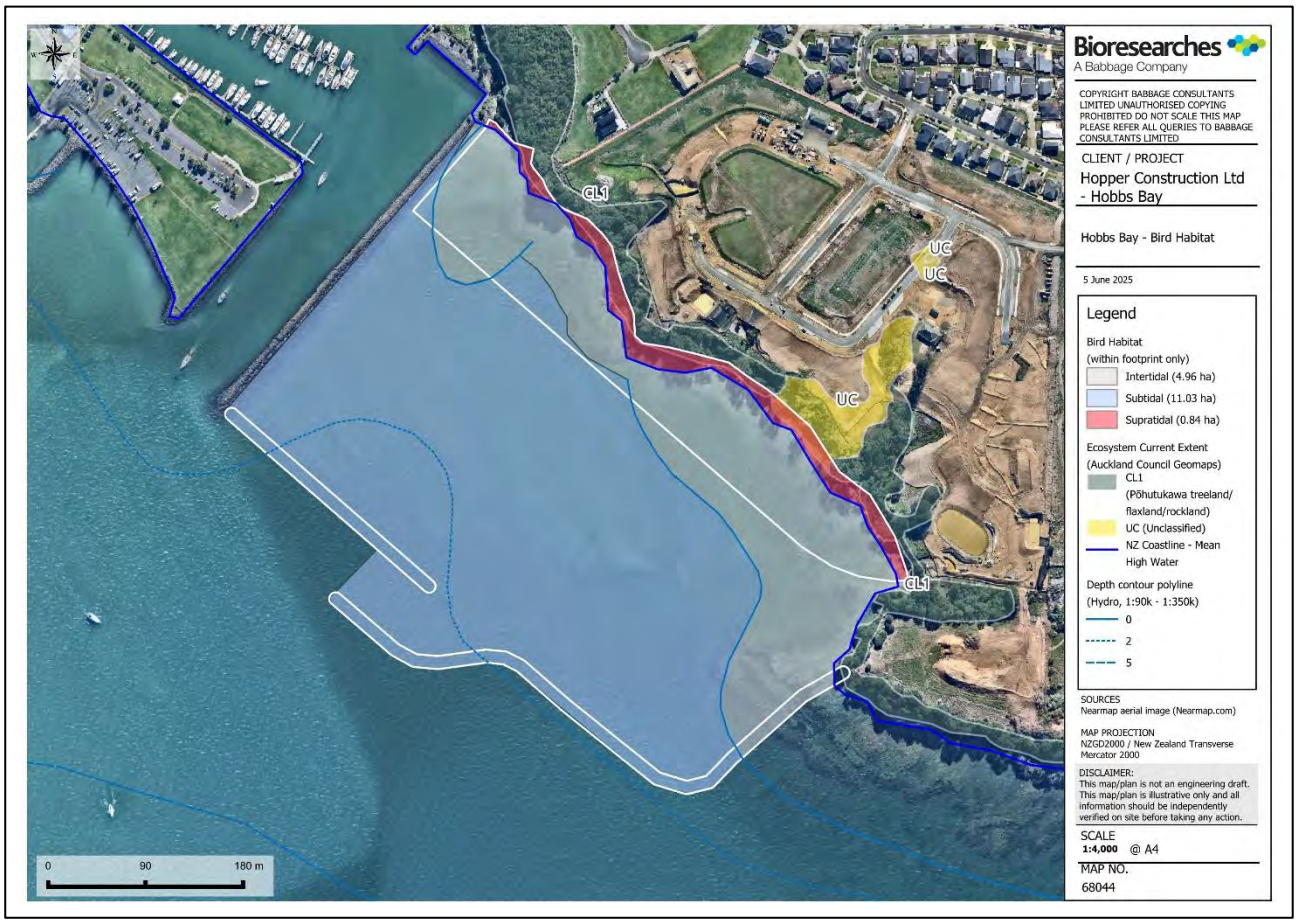

Figure 3 Bird habitats within the proposed marina footprint.

Marine ecology

The approximately 11 km long Whangaparāoa Peninsula, is located in the Auckland region, and within the North-eastern Marine Biogeographic Region. The peninsula is surrounded by the Hauraki Gulf, and is home to various coastal ecosystems, including sandy beaches, rocky shores, and estuaries. These habitats support a wide range of marine life, from tiny invertebrates to larger fish species and marine mammals. The coastal areas of Whangaparāoa are important habitats for seabirds. Like many coastal areas, Whangaparāoa faces environmental challenges such as coastal erosion, climate change impacts, and pollution. Much of the peninsula is residential property, and the eastern 3 km of the peninsula is a mixture of shrubland and farmland. Hobbs Bay is located approximately halfway along the peninsula on the southern side and is adjacent to Gulf Harbour Marina.

Figure 4 Hobbs Bay

The marine ecological values of the Hobbs Bay marina area are representative of partially sheltered rocky and soft shore habitats characteristic of north-eastern New Zealand. Hobbs Bay supports a diverse intertidal ecosystem transitioning from sandy shores to rocky outcrops, providing a variety of habitats that sustain a range of marine life.

The centre of the bay from photographic observation appears to be a flat soft, rocky reef. No significant areas of mangroves are present in Hobbs Bay; however, some plants are present in a short narrow (~ 50 m long, < 5 m wide) drainage channel at the northwestern end of the bay.

Based on ecological survey work in Gulf Harbour Marina (Bioresearches 2019[12]) and the adjacent public boat ramp (Bioresearches 2022[13]) and historical region-wide seafood resources surveys (Bioresearches 1993[14], 1994[15]). The rock substrate in the splash zone is likely to be characterised by the small snail *Austrolittorina* and barnacles. Below this, the rock surfaces in the upper intertidal zone will be dominated by Pacific oysters (*Crassostrea gigas*), and common gastropods and crab species in rock crevasses. The flat sandstone substrate likely has a patchy covering layer of sediment of varying depth, and the infauna biota present within the sediments will typically include polychaete worms (B*occardia* sp. and *Heteromastus filiformis*), crustacea such as amphipods (*Paracorophium excavatum* and Phoxocephalidae), and crabs (*Austrohelice crassa*) the larger areas may also contain the bivalve *Nucula hartvigiana*. The exposed sandstone will likely have occasional patches of the seaweed Neptune necklace (*Hormosira banksii*,) and the Coralline algae (*Corallina officinalis*). Occasional elevated rocky surfaces in this zone will host a variety of gastropods (black nerite, *Nerita melanotragus*, top shell, *Diloma aethiops*, Cat's eye, *Turbo smaragdus*, *Austrolittorina*, sea slug *Onchidella*, whelks, *Cominella*, and *Haustrum*, and limpets, *Cellana* sp), and crabs (*Hemigrapsus* and *Petrolisthes*). Less common species include Blue mussels (*Mytilus edulis*), chiton (*Chiton glaucus*, *Sypharochiton pelliserpentis*), starfish (*Coscinasterias muricata*, *Patiriella regularis*) and ascidians.

Within Gulf Harbour Marina, the Mediterranean fan worm (*Sabella spallanzanii*) is abundant (Bioresearches 2019). This species is likely found at and below the low tide level in Hobbs Bay. The kina sea urchin (*Evechinus chloroticus*) and sea cucumber (*Stichopus mollis*) have also been reported and are likely to be present below low tide level. Within the Gulf Harbour Marina channel, the shallow intertidal area down to 1–2 metres depth is home to the brown seaweed *Carpophyllum flexuosum*, it is possible this seaweed could also be present in the shallow intertidal areas of Hobbs Bay.

The rocky intertidal embayment is likely to provide food resources for birds and fish. How significant these resources are will be determined by surveys of the benthic biota and bird usage. However, it is unlikely the habitat is a significant food resource with other much larger intertidal sand flats present nearby in Okoromai Bay.

[12] Bioresearches (2019). Assessment of Ecological Effects of Dredging Fuel Dock Shore. Report for Gulf Harbour Marina. Job No: 62525. pp24
[13] Bioresearches (2022). Pre-Dredging Biological and Sediment Characteristics Report. Report for Ventia. pp23
[14] Bioresearches (1993). Intertidal Seafood Resources of the East Coast of Auckland. Prepared for Auckland Regional Council. pp81
[15] Bioresearches (1994). Intertidal Seafood Resources of the Northern East Coast of Auckland and Waiheke Island. Prepared for Auckland Regional Council. pp84

All the biota likely to be present in Hobbs Bay are typical and abundantly found on the east coast of Auckland.

Marine mammals are expected to occur from time to time within the Hobbs Bay Gulf Harbour Marina area. All the marine mammals are likely to be intermittently present and will have some threatened or 'At-Risk' classification; however, the establishment of the Hobbs Bay marina is not expected to adversely alter the habitat value for marine mammals or present significant risks.

Anticipated adverse effects.

Freshwater

From the desktop analysis it appears that no natural inland wetlands will be affected by the works, and assuming that no stream reclamation is proposed above the CMA, the only potential adverse effect on freshwater habitats would be obstruction of fish passage between the CMA and the streams and wetlands on the 3–5 Daisy Burrell Drive development. The maintenance of connectivity between the streams / wetlands and the CMA needs to include provision for native fish passage. Careful design at the freshwater CMA interface is recommended to avoid triggering freshwater consenting requirements, and field verification of potential natural inland wetlands in the vicinity of the proposed works will need to be confirmed.

Terrestrial

Vegetation

It is not anticipated that vegetation will need to be removed to accommodate the construction of the marina. Vegetation removal to create an accessway to the beach at the eastern extent of the site has already been undertaken as part of the Hobbs Bay development, and the marina development footprint is generally situated outside of areas supporting established vegetation. If, however, minor vegetation removal is required to accommodate the marina development, it will be feasible for the removal of vegetation to be managed and mitigated, including mitigation for any native animal species that use the vegetation as habitat. Confirmation of any vegetation clearance and whether any species may be affected will need to be confirmed following a detailed site investigation.

Herpetofauna

The loss of a small area coastal vegetation along the foreshore could potentially disturb or harm protected native lizards (particularly skinks) if indeed they inhabit the area. The total loss of potential lizard habitat will be small relative to the habitat available in the surrounding landscape, and the quality of the affected habitat considered to be low. Overall, any potential effects on lizards will not be significant and could be effectively managed with mitigation measures. Considering the assumed absence of suitable feeding resources for marine turtles in Hobbs Bay and the very low probability of visitation by both turtles and marine snakes, the project will not have adverse effects on marine reptiles.

Since native frogs are not likely or expected to occur in the footprint, no adverse effects on frogs are anticipated.

Bats

The presence of bats in the potential project area is considered unlikely due to the lack of bat records from the surrounding landscape. No anticipated effects on potential bat habitat are expected and therefore, adverse ecological effects on bats are not anticipated. However, an assessment of the habitat values in accordance with the Department of Conservation bat roost protocols would be the recommended precautionary approach.

Terrestrial invertebrates

Since no protected or threatened or 'At Risk' invertebrates are likely or expected to occur in the footprint, no adverse effects on terrestrial invertebrates are anticipated.

Avian fauna

The loss of foraging habitats and/or reduction in food supply will occur within the intertidal and subtidal environments. Loss of habitats in the upper intertidal environment for roosting locations for a few species, may also occur. Breeding habitats are less likely to be impacted for any Threatened or At Risk species. It should be feasible for the removal of vegetation to be managed and mitigated, such that the native animal species that use the vegetation as habitat are also mitigated. Confirmation of the species affected, and extent of the clearance will, however, need to be confirmed following a detailed site investigation.

Marine ecology

- The process of marina excavation will disturb the seabed, potentially releasing contaminants into the water column if dredging is conducted at high tide. However, the concentrations of contaminants are not expected to be very high as most of the sediment to be excavated is likely to be rocky. Dredging is expected to be accompanied by appropriate management plans to manage sediment and other effects.
- The excavation and reclamation of intertidal habitat within the bay will result in the permanent loss of habitat.
- The creation of subtidal habitats will result in different compositions and abundance of biota.
- Construction activities will be required to avoid adverse effects to marine mammal.

In order to define any mitigation detail surveys of sediment quality and benthic biota composition and abundance within the works footprint will be required.

All the marine mammals are likely to be intermittently present and will have some threatened or 'At-Risk' classification; however, the establishment and operation of the Hobbs Bay marina is not expected to adversely alter the habitat value for marine mammals or present significant risks.

Anticipated Mitigation

Under the NZCPS 2010, Policy 11 'Indigenous biological diversity (biodiversity)' requires the protection of indigenous biological diversity in the coastal environment and avoidance of significant adverse effects, and avoidance, remediation, or mitigation of other adverse effects of activities on:

- Indigenous taxa that are identified as 'threatened' or 'at risk' in the New Zealand Threat Classification System (NZTCS) (NZCPS policy 11(a)(i));

- Taxa listed by the International Union for Conservation of Nature (IUCN) as 'threatened' (NZCPS policy 11(a)(ii));
- Habitats of indigenous species where the species are at the limit of their natural range, or are naturally rare (NZCPS policy 11(a)(iv)); and
- Habitats in the coastal environment that are important during the vulnerable life stages of indigenous species (NZCPS policy 11(b)(ii));
- Habitats, including areas and routes, important to migratory species (NZCPS policy 11(b)(v)); and
- Ecological corridors, and areas important for linking or maintaining biological values identified under this policy (NZCPS policy 11(b)(vi)).

With the information known at present, several bird species would require the final design to avoid adverse impacts on them and the habitats they live in under NZCPS 2010 policy 11(a). The detailed survey data planned to be collected as part of the substantive application will be used to finalise the design such that significant adverse effects are avoided.

NZCPS policy 11(a)(ii) requires avoidance of adverse effects to biota such as marine reptiles. Based on the current design and knowledge no adverse effects are expected to the marine reptiles.

The significance of the loss of shorebird feeding habitats will be determined by quantification of food resources and the shorebird usage of the habitat as part of the substantive application. Under NZCPS 2010 policy 11(b) the significance of the effects determines if avoidance, remediation, or mitigation of other adverse effects is required.

Minimisation and mitigation of adverse effects at Hobbs Bay Marina would include fauna management:

- Timing of vegetation removal (if removal is required) to avoid the main bird breeding season (or preclearance nesting surveys to guide avoidance of nesting native birds).
- Implementation of a lizard management plan to provide for capture, relocation, and any associated habitat enhancement.
- If bats or suitable bat roosting habitat are identified during on-site investigations, the roost tree felling protocols (if vegetation removal is required) should be enacted to mitigate potential impacts on bats.
- Dense buffer planting of all newly created vegetation edges.
- Remediating areas with native replanting around the marina development to restore the natural ecosystem as far as practicable.

Minimisation and mitigation of adverse effects at Hobbs Bay Marina construction in the marine environment could include;

- Timing of activity to minimise impacts on fish breeding.
- Containment of works area to avoid spread of contaminants if present and including fine sediments.
- Observation for nearby marine mammals during construction.

Depending on the values identified in detailed surveys yet to be conducted, the effects of the construction of the as yet undesigned marina, and the mitigations yet to be finalised, it is possible some

residual effects could still be present. If so, then it is speculated that an offsetting and / or compensation package will be required.

Overall potential significant effects will be managed through a series of measures, including through detailed design of the project, drafting and implementing management plans, and where required appropriate offsetting and/or compensation.

Wildlife Act Authorities (WAA)

Statutory obligations require management of populations of protected species where they or their habitats are threatened by land use changes. It is anticipated that the only indigenous species that are present and may require WAA will be native lizards. Native reptiles are legally protected under the Wildlife Act 1953 (and subsequent amendments), and vegetation and other features that provide habitat for these species are recognised by the Resource Management Act 1991. Bioresearches currently has a valid Wildlife Act Authority (WA 98006-FAU) to carry out the salvage and relocation of lizards within the Auckland region.

Impacts on birds will be managed during construction, to avoid active nests, which should be sufficient for all species, except for Little Penguins. Additional surveys will be required to determine if roost or nesting burrows of Little Penguins are present. Should they be present, an additional WAA will be required. Little penguins are present in the surrounding area and are known to utilise rock seawalls as roost/nest sites. The existing seawall for Gulf Harbour marina adjoining the proposed site may be Little Penguin habitat but impacts on this wall is yet to be determined by a finalised marina design.

Anticipated Offset/Compensation

With out the detailed knowledge planned to be collected as part of the substantive application it is hard to speculate if offsetting or compensation will be required or to what extent. Biodiversity offsetting or biodiversity compensation models (e.g. BOAM or BCM models) will be used to address any identified residual effects.

Kind regards,

[redacted]

[redacted]
Technical Director Marine Ecology
Bioresearches (Babbage Consultants)

APPLICABILITY AND LIMITATIONS

Restrictions of Intended Purpose

This report has been prepared solely for the benefit of Hopper Developments Ltd as our client with respect to the brief. The reliance by other parties on the information or opinions contained in the report shall, without our prior review and agreement in writing, be at such party's sole risk.

Legal Interpretation

Opinions and judgements expressed herein are based on our understanding and interpretation of current regulatory standards and should not be construed as legal opinions. Where opinions or judgements are to be relied on, they should be independently verified with appropriate legal advice.

Maps and Images

All maps, plans, and figures included in this report are indicative only and are not to be used or interpreted as engineering drafts. Do not scale any of the maps, plans or figures in this report. Any information shown here on maps, plans and figures should be independently verified on site before taking any action. Sources for map and plan compositions include LINZ Data and Map Services and local council GIS services. For further details regarding any maps, plans or figures in this report, please contact Bioresearches (Babbage Consultants).