

Doug's Opua Boat Yard



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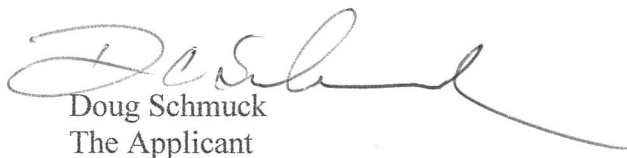
4 August 2020

Brett Hood
Reyburn and Bryant

REF: DEEMED COASTAL PERMITS AND APP.041365-01.01

1. I have considered the concerns of the Commissioner over night and further discussions and understandings with Mr Maxwell regarding the above.
2. In this, I have also reviewed the understandings from the time of the decision of Jackson J on the matter that led to mutual understandings between the NRC and myself.
3. That these understanding where further addressed in the needs and purposes behind the consent order in 2001 that led to the current Resource Consents working collectively for 18 years with the Deemed Coastal Permits which are in effect two separate structural occupations in the CMA.
4. With these new understandings in mind, I can clearly see the position of the Commissioner. I am therefore, not contrary to another mutual solution whereby the Deemed Coastal Permit for the slipway is defined by its own occupational footprint within the greater new occupational footprint for the new facilities.
5. These, then, of the wharf and marina as proposed and or extended seaware to accommodate physical inshore concerns around remediation of historical uses of the foreshore and the mitigation by hard structures to achieve dredging depths that are required to meet the needs of the purposes for which this application was undertaken.
6. I therefore request that you put this to the Commissioner in your further submissions to him as to solution in addressing his concerns.

Regards


Doug Schmuck
The Applicant