

**Before Northland Regional Council and Far North District Council**

**In the Matter** of the Resource Management Act 1991 (**Act**)

**And**

**In the Matter** of an application for regional and district resource consents to extend the hardstand area immediately adjoining the southern extremities of Bay of Islands Boatyard, Opua (legally described as Lot 1 DP 199153)

**Applicant** Far North Holdings Limited

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**Evidence of Chis Galbraith on behalf of Far North Holdings Limited**

**(Corporate)**

**Dated 23 November 2020**

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Jeremy Brabant

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### **Introduction**

1. My name is Chris Galbraith. I am the General Manager for Far North Holdings Limited (**FNHL**) and hold responsibility for operational management of the existing marina and boatyard. I have been with FNHL for 14 years.
2. I am a Certified Marina Manager having completed my Advanced Marina Management training through the Marina Industries Association of Australia.
3. I am Chairman of the New Zealand Marina Operators Association representing 90 marina and boatyard members and have also served on the Executive for over 12 years.
4. My role provides daily contact with the marine industry and its participants, including customers, businesses, suppliers, regulatory bodies, recreational maritime users and community organisations.
5. I project manage maritime developments throughout the Far North District.
6. I am also responsible for the management of over 68 Far North District Council owned recreational and commercial maritime facilities throughout the Far North.

### **Scope of Evidence**

7. My evidence will address the following matters:
  - a. The proposed development;
  - b. Commercial marine activities;
  - c. Oyster Farming activities;
  - d. Public use;
  - e. Moorings; and
  - f. Consultation with iwi and mana whenua.

### **Development Proposal**

8. This application seeks approval to provide for operational needs of the marine contracting and aquaculture sectors of our economy.
9. The proposal has been extensively described in the application and supporting reports. In brief, it seeks to:
  - a. Provide the ability for the servicing needs of both public and private marine infrastructure and aquaculture farms to be met in safe and effective way.
  - b. Appropriately separate intensive commercial operational activities from public recreational activities.
  - c. Support growth in the businesses that will use the facilities, providing economic benefits to the region by way of employment and further investment.
10. It is important to record that the proposal seeks to replace an existing barge loading dock which has effectively been disestablished as a consequence of development of stage II of the Marina. In that regard from an activity perspective it can properly be regarded as a relocation rather than a new activity. Likewise unloading of oyster barges is currently occurring at the ramp in the centre of the Marina which is not a sustainable solution for reasons addressed in the application and supporting documentation. Establishment of a ramp for unloading of oyster barges as proposed can properly be regarded as a relocation of that existing activity.

### **Marine Contractors**

11. The Bay of Islands has an extensive portfolio of recreational and commercial maritime structures. The vast majority being private structures.
12. These all require regular maintenance services, and this is generally provided by water based plant such as barges, cranes and tugs. This plant and equipment need space adjacent to the CMA to provide for efficient and

effective deployment of materials and improve safety and efficiency of operations.

13. The type of facilities proposed by this application to service the marine contractors is an area to laydown materials such as piles, marine timber, mooring blocks, steel works, sand, pile sleeves and pontoons; loading and unloading areas; and adequate water depth in all tides for most water-based plant.
14. Berthage is provided for alongside the land-based structures.
15. Marine contractors include construction and servicing equipment for wharves, jetties, moorings, navigational aids, dredging, surveying, and salvage activities.
16. The facility will service local contractors as well as those outside the region.

### **Oyster Farmers**

17. The majority of the Waikare Inlet farmers operate from the public boat ramp in the Bay of Islands marina.
18. Plant and equipment access the ramp area for loading and unloading. This equipment includes barges, forklifts, hiabs, and refrigerated trucks.
19. The intensity of this activity and means that the ramp is used almost daily.
20. This activity conflicts with recreational use of the ramp as often the ramp is blocked for use by the oyster farmers. Management protocols are sought by the marina to make the combined use as safe as possible, however the conflict of use cannot be fully mitigated by the measures deployed.
21. The application seeks to remove this activity to a replica ramp which avoids the conflict of use with the marina and public users.

### **Public Use**

22. Public use for adjacent mooring holders is maintained and enhanced with

provision for a drive-in/drop off access route.

23. Public recreational use of the new jetty is being provided for along with the Minerva steamship.<sup>1</sup>
24. A new dinghy launching ramp is being provided for recreational boat mooring owners.
25. Public cycleway/walkway access to the south is being maintained. Any impacts on these users will be carefully managed to minimise disruptions during construction. The Cycleway Trust will be fully engaged in this process to ensure their needs are met.

### **Moorings**

26. The Harbourmaster has identified 9 swing moorings that are impacted by the development. Discussions have been initiated with mooring holders and 2 of these have been resolved.
27. Negotiations will continue upon the decision on this application to relocate these.

### **Consultation**

28. There are four hapu in the wider rohe in which the development is proposed to take place.
29. Ngati Manu have been supporters of the development in this location and were involved in the selection of this location.
30. Ngati Hine have not passed comment on the development and have been asked more recently if they would like to state a position on it. A response to this question has not been received at the time of preparing this evidence.
31. Relationships have been strained with Te Kapotai and Te Roroa which has made consultation difficult and both have submitted in opposition to the

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<sup>1</sup> The Twin Coast cycle trail, the Minerva and the Bay of Islands Vintage Railway are intended to be developed as an integrated tourist attraction.

development.

32. FNHL have also consulted with marine contractors and oyster farmers.

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**Chris Galbraith**

Dated 23 November 2020