

IN THE MATTER of the Resource Management Act 1991(RMA)

AND

**IN THE MATTER Resource Consent Applications by Northport Ltd –
Port Expansion Project at Marsden Point.**

Application Numbers:

Whangarei District Council: LU2200107

Northland Regional Council: APP.040976.01.01

JOINT WITNESS STATEMENT (JWS) IN RELATION TO:

Recreation – Addendum

25 September 2023

Participants: Craig Jones

Rob Greenaway

Memo

To	Marlene Oliver and Emma Cairncross
From	Craig Jones and Rob Greenaway
Date	25 September 2023
Project	Northport Ltd - Port Expansion Project at Marsden Point.
Subject	Addendum to Joint Witness Statement (JWS) in relation to: Recreation and Planning 21 September 2023. Off-site proposals
Status	Final - agreed

Purpose

Section 3.3 of the JWS stated:

3.3 Off-site proposals

Rob Greenaway and Craig Jones agree that there are residual significant adverse effects at the local scale and more than minor at the regional scale that are not being avoided, remedied or mitigated. The residual effects relate to access to coastal space of scale, fishing, walking and passive recreation. They agree that off-site mitigation is required to address these residual effects. There is an opportunity as part of the off-site proposals to relocate and enhance the Te Araroa connectivity. Craig Jones' evidence (s42a Report Appendix C8, section 8.0) contains a list of possible off-site mitigation opportunities.

Alternative off-site mitigation options could include:

- *Developing walking and cycling connections from Marsden Marina to the ocean side of Marsden Point Beach (bypassing Northport and Channel Infrastructure). This should include access onto the beach.*
- *Establishing a permeant Te Araroa walkway water taxi connection via the Marsden Marina (which links to a new walkway).*
- *Exploring opportunities for enhancing safe swimming west of Northport potentially involving new structures.*
- *Optimising passive recreation and picnicking opportunities.*

Rob Greenaway supports this list. Rob Greenaway and Craig Jones agree to review the list and identify any examples of potential projects and whole of life costs, and provide their suggestions to the planners.

All experts acknowledge that discussions to date and the above examples are indicative and have not been informed by feedback from iwi, hapū and stakeholders.

This memo identifies potential costs of the listed mitigation options, and the experts' responses to each.

Method

Craig Jones has sourced indicative pricings from relevant professionals with regional experience in asset construction. Prices are all considered indicative and would all require complete scoping. Both experts agree that considering the time constraints, the costs are useful starting points.

Both experts reiterate the final point in section 3.3 of the JWS that examples are indicative and have not been informed by feedback from iwi, hapū and stakeholders. Neither experts have the necessary skills to confirm or otherwise test the cost estimates.

Cost estimates

Te Araroa route from Marsden Cove Marina to Bream Bay Beach

The route cost is based on:

- Formed separated hard surfaced pathway along Marsden Bay Drive and Rama Rd (1.8km). This may require boardwalk in the adjacent wetland in places, and some retaining beside the road to provide the necessary width.
- Safe pedestrian/cycle crossing point across SH15 (at grade but with refuge bay and traffic control)
- Upgraded track/cycle trail (shaping, drainage, surfacing) from the end of Rama Rd to the beach, and improved high tide access southward above the beach toward Ruakaka. (approx. 1.6km)
- Access structure from the track down to beach level (opposite the end of Rama Rd). Probably a staircase.
- Signage for the new route.

The estimated total cost of this is \$2.2M.

The experts agree that the recommended route is logical but cannot comment on the appropriateness of the price estimate.

Marina Water Taxi

Both experts agree that the most likely scenario for water taxi services via the Marina Cove Marina is the use of an existing facility. Some improvements to such a structure might be necessary, but unlikely considering the nature of the activity (a small vessel using a floating pontoon). There may be some rental costs for commercial access which has not been estimated.

Estimated cost for a new separate marina pontoon is approximately \$450,000. If the existing pontoon at Marsden Bay Beach was relocated to the marina, costs could be reduced to \$350,000.

General Passive Recreation

An estimate of \$600,000 has been developed as a provisional sum for passive recreation and picnicking opportunities based on four sites with gas BBQs, picnic tables, bins, plantings, access, parking, and design costs. The experts agree that it is not clear where such sites could be located, but could include at One Tree Point and on coastal reserve areas between One Tree Point and Marsden Bay. The development could include only one substantial consolidated site at, for example, One Tree Point if a swimming pontoon was developed there.

Toilets are not included and could easily double the estimate (for one ablution block).

Swimming Pontoon / Structure

The experts agree that there are limited opportunities for the location of a swimming pontoon near Northport. One Tree Point appears to be an option and the costs are based on using this location, requiring approximately 70m total length made up of a 10m x 3m floating pontoon with a 55m floating access pontoon and 15m aluminium access ramp/bridge. The cost estimate is \$500k.

Both experts agree that there would be no requirement for a similar facility at Marsden Bay Beach if this pontoon was provided.

Whole of Life Costs

Craig Jones has sought an estimate of 'whole of life costs' for the assets listed. These have been provided as:

- Structures: approximately 2.5% of capital cost per annum (for a 50 year life)
- Tracks: approximately 1.5% of capital cost per annum (for a 50 year life)