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To: District Plan Team – Attention: Greg Wilson
Strategic Planning & Policy
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RE: Submission on the Proposed Far North District Plan 2022

1. Details of persons making submission

Far North Holdings Limited ('**FNHL**')
C/- Sanson & Associates Ltd
Attention: Steven Sanson
PO Box 318
PAIHIA 0247
Email: steve@sansons.co.nz

2. General Statement

FNHL are directly affected by the Proposed Far North District Plan ('**PDP**'). They seek numerous changes to the PDP.

FNHL cannot gain an advantage in trade competition through this submission. They are directly impacted by the PDP. The effects are not related to trade competition.

3. Background & Context

Background

Far North District Council (**FNDC**) established FNHL to act as a vehicle for delivery of the Council's commercial activities.

FNHL work on development and community projects to help boost investment and employment in the Far North.

FNDC is their only shareholder, and FNHL report to the Council quarterly at meetings which ratepayers are free to attend.

FNHL are governed by an independent, professionally-appointed Board. The directors are all independent directors appointed by the FNDC from time to time. They are responsible for overseeing the management of the company according to the goals and objectives captured in their Statement of Intent. This is reviewed and agreed annually with FNDC.

FNHL is required to operate responsibly and profitably and return 50% of its annual net profit to the FNDC which it uses to supplement rates. The remaining 50% of annual net profit is reinvested by FNHL in infrastructure or new business opportunities.

FNDC estimates that without income generated by Far North Holdings, general rates would have been about four percent higher each year.

Although the Far North Holdings Board and management team reports directly to FNDC the company's ultimate beneficiaries are the communities of the Far North.

Their efforts in Opuia and the wider Bay of Islands have:

- encouraged commercial investment and development right across the district, on both coasts
- encouraged over 460 overseas cruising yachts a year to enter NZ through the Bay of Islands
- boosted the marine services industry in the Bay of Islands
- supported the creation of over 60 new businesses in Opuā alone
- secured the visits of 50 cruise ships annually to the Bay of Islands, carrying 70,000 passengers
- secured the re-development and extension of all the wharfs: Paihia, Opuā, Russell and Waitangi
- secured recreational maritime facilities across the district
- raised environmental standards right across the NZ marina industry

Unlike most New Zealand companies, FNHL will invest in and manage opportunities that are less profitable than is normal in the commercial market, if such opportunities have a clearly identifiable benefit to the ratepayers in the Far North – such as additional employment or attracting third party investment to the district.

Site Description

The land to which this submission relates comprises the following sites (referred as the '**Landholdings**') as outlined below and found in **Attachment 2**.

This includes the area considered as the 'Bay of Islands Marina', 'Marine Park', 'Colenso Triangle', and 'Opua Commercial Estate'. These areas are also outlined below in **Figures 1-4**.

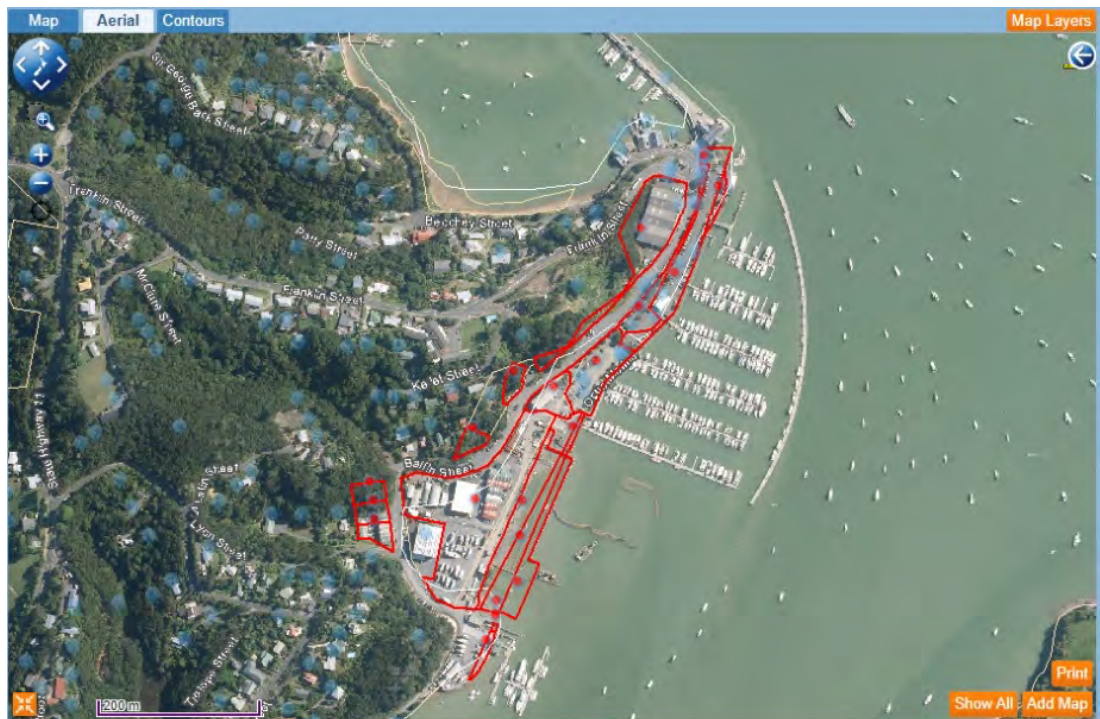


Figure 1 – Bay of Islands Marina



Figure 2 – Opua Commercial Estate



Figure 3 – Colenzo Traingle



Figure 4 – Opuia Marine Business Park

Current & Proposed Zoning

The current and proposed zoning of each area is outlined in table 1 below.

Table 1

Location	Operative Zoning & Overlays	Proposed Zoning	Proposed Overlays	Other Features
Bay of Islands Marina	<ul style="list-style-type: none"> • Commercial • Industrial • Recreational Activities • Coastal Residential • Maritime Exemption Area 	<ul style="list-style-type: none"> • Light Industrial • Mixed Use • General Residential 	<ul style="list-style-type: none"> • Coastal Environment 	<ul style="list-style-type: none"> • Coastal Flooding Hazards • Kiwirail Designation
Opua Commercial Estate	<ul style="list-style-type: none"> • Commercial 	<ul style="list-style-type: none"> • Mixed Use 	<ul style="list-style-type: none"> • Coastal Environment 	<ul style="list-style-type: none"> • Coastal Hazards
Colenzo Triangle	<ul style="list-style-type: none"> • General Coastal 	<ul style="list-style-type: none"> • Rural Production 	<ul style="list-style-type: none"> • Coastal Environment 	<ul style="list-style-type: none"> • Coastal Flooding Hazards • Kiwirail Designation
Opua Marine Business Park	<ul style="list-style-type: none"> • Coastal Living 	<ul style="list-style-type: none"> • Rural Lifestyle 	<ul style="list-style-type: none"> • Coastal Environment 	<ul style="list-style-type: none"> • Coastal & River Flooding Hazards

Description of the Surrounds

The surrounding land uses and properties which surrounds the Landholdings include multiple facets such as:

- Existing residential and commercial activities in the general Opuia township. This includes typical convenience stores, offices, residential dwellings, visitors' accommodation, and schools (for example).
- State Highway 11.
- The Twin Coast Cycle Trail.
- Various marine related activities such as moorings, oyster farms, a ferry terminal, and coastal walkways.

The Landholdings and broader area are situated in an area of differing land uses and differing purposes. The environment is unique in the Far North context, providing a large marina for the Bay of Islands, public transport networks to Russell, and a strong maritime environment.

In terms of the Landholdings, the PDP represents an opportunity to forward plan what the Bay of Islands Marina and associated sites could provide in the future.

This submission and associated attachments represent an ongoing and potential regeneration opportunity is important for Opuia and the District.

4. The specific provisions of the Proposed Far North District Plan that this submission relates to are:

- Those provisions found in **Attachment 1** which relate to the Mixed Use Zone and Coastal Environment;
- A new Bay of Islands Marina Development Area overlay;
- The re-introduction of the Maritime Exemption Overlay for the Bay of Islands Marina.

5. FNHL seek the following amendments/relief:

This submission requests that the PDP:

- To change all of the Landholdings from their respective operative and proposed zoning in Table 1 to a **Mixed Use Zone**, including retaining Opua Commercial Estate as Mixed Use Zone); S320.001
S320.002
S320.003
S320.006
- An Bay of Islands Marina Development Area overlay that applies to the Bay of Islands Marina Landholdings (**Figure 1**); S320.004
- To retain the Maritime Exemption Area of the Operative District Plan as currently mapped in relation to the Bay of Islands Marina. S320.005
S320.007
S320.008
- To promote changes / deletions / additions to those provisions found in **Attachment 1 and 2**; and
- Any other relief considered necessary to achieve the aims and intents of this submission.

The attachments include specific evidence to support this submission, and further detailed assessment material will be provided prior to the hearing on this matter.

6. The reasons for making the submission on the Proposed District Plan are as follows:

The reasons why it is believed that the Mixed Use Zone is a more appropriate zone for the Landholdings are (in general):

- a) FNHL considers that the PDP zoning and provisions are not the best way to achieve sustainable management under Part 2 of the RMA or give effect to higher order policy documents including the National Planning Standards, the National Planning Statement for Urban Capacity, the New Zealand Coastal Policy Statement, the Regional Policy Statement for Northland, or the Strategic Direction of the PDP.
- b) There are alternative approaches which are considered to be superior to managing the landholdings other than that outlined in the section 32 report prepared by FNDC. This alternative approach is provided in **Attachment 2**.

Promoting a Development Area approach, with amended Mixed Use Zone and Coastal Environment provisions are considered to more appropriately meet Part 2 and Section 32 of the RMA.

These reasons are further outlined under various headings below.

Better aligns with existing and consented development, size of Landholdings and surrounding and proposed land uses.

Amending the zoning of the Landholdings more appropriately reflects existing, consented and proposed land uses. These potential land uses are outlined spatially in **Attachment 3** which considers a different approach than the PDP for the Landholdings.

It is noted that the concepts within **Attachment 2** have been developed to showcase 'what else' might be possible in terms of the Landholdings and will need to be considered through a more robust and thorough process which includes community consultation. This approach is also supported through the proposed Bay of Islands Marina Development Area ("OMDA") found in **Attachment 2**.

Bay of Islands Marina already contains existing commercial activities, such as cafes, offices, a laundromat, and various marine based commercial activities, and, as **Attachment 2** highlights, there is ample area available to promote a more mixed use environment in this area, including an enhanced public realm.

These services not just the marina but the wider community and this is important to note.

Notwithstanding the above, Bay of Islands Marina will retain marine related industry and a marine character, and this is important to note. It will contain elements of mixed use alongside those uses typically seen at a Marina. The connection to the other Landholdings, promote the ability for the marine industry to expand for particular uses, such as longer-term stays, larger marine related repairs and fit outs, and larger marine related projects.

Marine Business Park, although currently vacant, promotes the transition required for Bay of Islands Marina to be Mixed Use in nature and will allow for the Marina to free up both existing space and infrastructure for additional activities. The Marine Business Park will provide units that existing Opuia businesses

can grow into and allow the marina to attract new businesses that cannot be accommodated in Opuia due to no premises being available. This lack of space is a significant constraint to growth..

Retaining the Marine Business Park as Rural Lifestyle as proposed, does not promote the effective transition of Bay of Islands Marina, or provide future growth for the maritime industry. Given its size, proximity, connection to Bay of Islands Marina, and existing consents this area is also considered appropriate for a Light Industrial.

Commercial Estate is proposed to be Mixed Use, and this is supported. This site may contain a series of uses such as boat and trailer storage and maritime industry activities which are supported through the Mixed Use Zone.

Colenso Triangle is already consented for a mixture of uses which are not necessarily rural in nature. These consents can be provided on request. A change of zoning to reflect this is proposed, and a Mixed Use Zone is considered appropriate for this site.

When considered together, there will be no net loss of maritime industry or potential in the Bay of Islands Marina, owing to these being provided for at Commercial Estate and Marine Business Park, however there will be a net gain of other activities to the Marina which will increase its character, public open domain, and overall economic, social, cultural, and environmental benefits to the District and community of Opuia.

These proposed changes are considered to more appropriately meet Part 2 of the RMA.

The PDP does not promote a modern and world class marina and sufficient transition towards this outcome.

Bay of Islands Marina

The PDP does not promote the potential for the Bay of Islands Marina to transition and develop into a destination world class marina, with the opportunity for place-based waterfront design and a mixed use micro community that more appropriately meets the purpose of the RMA.

The PDP in effect seeks to see the Bay of Islands Marina as an area simply providing for light industrial uses, without any acknowledgement that marinas and ports are progressively changing to mixed use environments. A study of other mixed use marinas and port areas has been undertaken and this is provided in **Attachment 2**.

The approach of the PDP is not agreed with by FNHL who see the Bay of Islands Marina Landholdings, and other areas as offering a differing environment to that preferred by the PDP, whilst enabling and expanding maritime activity.

The expansion of maritime activity is a key component of the changes sought to the PDP. Commercial Estate and Marine Business Park provide for this expansion. This has been developed on the basis that existing businesses want to grow but require more space to do so. The Bay of Islands Marina is

'land poor' so alternative options are required to manage and provide for this growth.

The proposed approach promotes the maintenance and enhancement of the quality of the environment to a far greater extent than that provided for under the PDP. In the context of the relief sought, a Development Area is proposed, allowing for the lodgement of a future Master Plan and Precinct Plan(s) for the Bay of Islands Marina specifically. This approach is considered to appropriately meet Part 2 of the RMA.

Commercial Estate & Marine Business Park

These areas promote the effective transition towards meeting the aspirations for Bay of Islands Marina, which has been contended as more appropriately meeting the purpose of the RMA.

The approach acknowledges the servicing constraints detailed within the rationale which supports the PDP zoning and provisions. It is not intended to rely on Council servicing for these areas and thus, minimal stress is provided to these areas. Council's own subdivision provisions for the Mixed Use Zone allow for densities where areas are unserviced (refer to Standard SUB-S1 Minimum Allotment Standards). Therefore, the approach to zoning for areas that are unserviced is explicitly supported in certain circumstances.

These areas are promoted for mixed use on the basis of transitioning existing uses from the marina, to bespoke commercial and industrial sites. They are to be self sufficient, as is evidenced at Commercial Estate and Marine Business Park,

until such a time that FNDC reticulated services become available. This approach is supported by **Attachment 2**.

Overall transport matters will need careful consideration and these are indicatively outlined in **Attachment 2**.

The Landholdings are not consistent with the PDP

The Light Industrial Zone serves the purpose of retaining the Bay of Islands Marina specifically as an area to only service a light industrial future. This approach is not agreed with, as the Bay of Islands Marina is already a highly developed mixed use environment.

It is also the centre of the community as all retail/cafés etc needed are provided and found within the marina so it is already a service centre.

Other marinas across the country are focussing towards a mixed use environment. Some of these marinas are outlined in **Appendix 2**. It is shown that a modern marina / port environment retains its existing and underlying purpose of servicing maritime industry, whilst also promoting the public realm and connections to the coastal marine area, as well as promoting a mixture of uses.

As is found in **Attachment 2**, the preferred approach is for the Bay of Islands Marina to be considered as Mixed Use, reflecting its existing and potential uses, as well as promoting a specific Development Area which will allow FNHL to appropriately Master Plan its landholdings for future development.

In terms of Marine Business Park, the PDP proposes a Rural Lifestyle zoning. Unfortunately, the site is subject to many layers which would make rural lifestyle difficult, such as coastal hazards, and its access to the State Highway and potential ability to transition and expand the maritime industry of Opuā makes it more appropriate as a Mixed Use Zone.

For Colenso Triangle, the site has consented development which does not align with the Rural Production Zone. Its uses are more mixed in nature as outlined in **Attachment 2** and thus a Mixed Use Zone is proposed.

The removal of the Maritime Exemption Area as it applies to the Bay of Islands Marina is particularly concerning as this enables buildings with a functional need to be located in close proximity to the coastal edge. This is fundamental to retaining and growing the maritime industry within this location and it is proposed that this be re-included into the PDP.

The PDP errs in its consideration of potential growth for Opuā

The PDP relies on evidence prepared by BERL¹ and internal reports² to promote areas for commerce, industry and housing.

The report prepared by Market Economics found in **Attachment 2** provides a different view of potential growth for Opuā in terms of economic growth and employment, particularly as it relates to a change in the PDP to support the area as a Mixed Use Zone. It is clear that PDP approach does

¹ Potential future demand for commercial land Far North District, February 2017

² Appendix 7f – Paihia, Haruru, and Opuā. Summary of Evaluation of s.31 Plan Enabled Housing Supply

not support greater economic opportunities than Mixed Use as proposed in this submission.

The Landholdings are consistent with the Mixed Use Zone provisions and the ODMA

The Mixed Use Zone provisions are considered to more appropriately reflect the existing development and potential development opportunities for the Bay of Islands Marina, Marine Business Park and Colenso Triangle.

In addition, the OMDA will support a more targeted and nuanced approach to managing the Bay of Islands Marina to a far greater extent than that proposed in the PDP. This approach has been assessed through the s32 process (see **Attachment 2**).

More consistent with higher order RMA policies and plans

The proposed regional plan considers the marina to be within the Bay of Islands Marina Zone and Coastal Commercial Zone. This sets in place a strong maritime character and associated activities for the future.

It is also noted that maritime industry have a functional need to be located next to the Bay of Islands Marina, however this needs to be balanced against the other factors that exist such as the Coastal Environment, infrastructure provision, and the general shift of marinas towards mixed use environments that open up the public realm and access towards the coastal marine area.

The location of the zoning proposed is considered appropriate and more appropriately meeting the requirements of the National Policy Statement for Urban Development.

In terms of the Regional Policy Statement for Northland, there are relevant policies such as:

- Objective 3.5 enabling economic activities
- Objective 3.6 economic activities – reverse sensitivity and sterilization
- Objective 3.8 efficient and effective infrastructure
- Policy 5.1.1 planned and coordinated development
- Policy 5.1.2 Development in the coastal environment

The proposed changes are considered to give effect to these provisions as they more appropriately enable economic activities, manage reverse sensitivity and sterilisation through more appropriate urban design considerations under the OMDA, and promote the effective and efficient use of resources by expanding the maritime industry on sites that can be self serviced.

Additionally, the process within the OMDA is considered to be a far more appropriate pathway than that proposed under the PDP in terms of planning and coordinating development through its Master Plan and Precinct Plan(s) provisions. The Coastal Environment overlay area is not specifically challenged, but the provisions in the PDP apply district wide, and there are nuances within the highly modified environment at the Bay of Islands Marina that are to be challenged, such as the proposed building heights and footprints. This is not inconsistent with the approach sought under the PDP, but

promotes further detail at a site specific level. The ODMA provides for this consideration.

More consistent with the RMA

The RMA seeks to enable people to provide for their economic, social, cultural and well being while ensuring natural and physical resources remain available for future generations, and adverse effects are appropriately avoided, remedied or mitigated.

The proposed changes to the PDP for the Landholdings are considered to be more consistent with the RMA for the following reasons:

- They maintain and enhance public access to and along the coastal marine area (s6(d) RMA).
- They provide an efficient use and development of natural and physical resource (s7(b) RMA).
- They maintain and enhance amenity values (s7(c) RMA).
- They maintain and enhance the quality of the environment (s7(f) RMA).

7. FNHL wish that the Far North District Council address the above matters by:

- To change all of the Landholdings from their respective operative and proposed zoning in Table 1 to a **Mixed Use Zone**, including retaining Opuia Commercial Estate as Mixed Use Zone);
- An Bay of Islands Marina Development Area that applies to the Bay of Islands Marina Landholdings;

- To promote changes / deletions / additions to those provisions found in **Attachment 1 and 2**; and
- Any other relief considered necessary to achieve the aims and intents of this submission.

8. Our clients wish to be **heard** in relation this submission.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'S Sanson', written in a cursive style.

Steven Sanson

Director | Consultant Planner

On behalf of FNHL

Dated this 21st Day of October 2022

Attachment 1: Proposed Changes to Provisions

Proposed amendments by FNH:

Key

Text underlined are additions made to the framework

~~Text struck~~ are deletions made to the framework and also indicate opposition to the provision(s).

Text highlighted represent support and retention.

Overview

The Far North District has a vast and complex coastal environment with dynamic natural processes, unique natural and physical attributes and high cultural values. The District Plan has mapped the coastal environment and identifies areas within it that contain high or outstanding natural character. These areas were originally identified through the regional mapping project undertaken by the Regional Council for the RPS. The methodology for identifying them can be found in APP1- Mapping methods and criteria and the schedules of high and outstanding natural character can be found in SCHED7 and SCHED8 of the District Plan. The mapped coastal environment accounts for approximately 12% of the District's total land area.

Much of the District's coastline is relatively undeveloped in the sense that there is limited built development and supporting infrastructure. The past few decades have seen an increasing pressure for development in coastal areas, particularly along the east coast where there is a continued pattern of settlement which has placed additional pressure on coastal resources and character. Consideration needs to be given to both the preservation of the natural character of the coastal environment and the level of intervention to manage land use and subdivision, while ensuring the communities health, safety and wellbeing.

The coastal hazard rules are located in this chapter in accordance with the Planning Standards, while other natural hazards such as flooding are controlled in the Natural Hazards chapter. The Natural Hazards chapter consolidates all of the objectives and policies related to natural hazards including rules that must be considered when assessing proposals within a Coastal Hazard Area.

Council has a responsibility under the RMA, the NZCPS and the RPS to preserve and protect the natural character of the coastal environment from inappropriate land use and subdivision.

Objectives	
CE-O1	The natural character of the coastal environment is identified and managed to ensure its long-term preservation and protection for current and future generations.
CE-O2	Land use and subdivision in the coastal environment: <ol style="list-style-type: none"> preserves the characteristics and qualities of the natural character of the coastal environment; is consistent with the surrounding land use; does not result in urban sprawl occurring outside of urban zones; promotes restoration and enhancement of the natural character of the coastal environment; and recognises tangata whenua needs for ancestral use of whenua Māori.
CE-O3	Land use and subdivision in the coastal environment within urban zones is of a scale that is consistent with existing built development.

Policies	
CE-P1	Identify the extent of the coastal environment as well as areas of high and outstanding natural character using the assessment criteria in APP1- Mapping methods and criteria.
CE-P2	Avoid adverse effects of land use and subdivision on the characteristics and qualities of the coastal environment identified as: <ol style="list-style-type: none"> outstanding natural character; ONL; ONF.
CE-P3	Avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of land use and subdivision on the characteristics and qualities of the coastal environment not identified as: <ol style="list-style-type: none"> outstanding natural character; ONL; ONF.

CE-P4	Preserve the visual qualities, character and integrity of the coastal environment by: a. consolidating land use and subdivision around existing urban centres and rural settlements; and b. avoiding sprawl or sporadic patterns of development.
CE-P5	Enable land use and subdivision in urban zones within the coastal environment where: a. there is adequacy and capacity of available or programmed development infrastructure; and b. the use is consistent with, and does not compromise the characteristics and qualities.
CE-P6	Enable farming activities within the coastal environment where: a. the use forms part of the values that established natural character of the coastal environment; or b. the use is consistent with, and does not compromise the characteristics and qualities.

CE-P7	Provide for the use of Māori Purpose zoned land and Treaty Settlement land in the coastal environment where: <ol style="list-style-type: none"> the use is consistent with the ancestral use of that land; and the use does not compromise any identified characteristics and qualities.
CE-P8	Encourage the restoration and enhancement of the natural character of the coastal environment.
CE-P9	Prohibit land use and subdivision that would result in any loss and/or destruction of the characteristics and qualities in outstanding natural character areas.
CE-P10	Manage land use and subdivision to preserve and protect the natural character of the coastal environment, and to address the effects of the activity requiring resource consent, including (but not limited to) consideration of the following matters where relevant to the application: <ol style="list-style-type: none"> the presence or absence of buildings, structures or infrastructure; the temporary or permanent nature of any adverse effects; the location, scale and design of any proposed development; any means of integrating the building, structure or activity; the ability of the environment to absorb change; the need for and location of earthworks or vegetation clearance; the operational or functional need of any regionally significant infrastructure to be sited in the particular location; any viable alternative locations for the activity or development; any historical, spiritual or cultural association held by tangata whenua, with regard to the matters set out in Policy TW-P6; the likelihood of the activity exacerbating natural hazards; the opportunity to enhance public access and recreation; the ability to improve the overall quality of coastal waters; and any positive contribution the development has on the characteristics and qualities.

Rules

Notes:

- There may be rules in other District-Wide Matters and the underlying zone in Part 3- Area Specific Matters that apply to a proposed activity, in addition to the rules in this chapter. These other rules may be more stringent than the rules in this chapter. Ensure that the underlying zone chapter and other relevant District-Wide Matters chapters are also referred to, in addition to this chapter, to determine whether resource consent is required under other rules in the District Plan. Refer to the *how the plan works* chapter to determine the activity status of a proposed activity where resource consent is required under multiple rules.
- The National Environmental Standards for Plantation Forestry 2017 (NES-PF) regulates plantation forestry and Regulation 6 of the NES-PF allows plan rules to be more stringent to give effect to Policy 13 of the NZCPS. Rule CE-R6 Plantation forestry and plantation forestry activities in this chapter contains more stringent rules for plantation forestry activities to protect natural character of coastal environment and prevails over the NES-PF regulations.
- The Earthworks chapter rules apply 'in addition' to the earthworks rules in this overlay chapter, not instead of. In the event of a conflict between the earthworks chapter and this chapters earthworks rules, the most stringent rule will apply.

CE-R1	New buildings or structures, and extensions or alterations to existing buildings or structures	
Coastal environment	Activity status: Permitted Where: PER-1 If a new building or structure is located in an urban zone it is: <ol style="list-style-type: none"> no greater than 300m², <u>except within the OMDA, and the Mixed Use Zone at the Opuā Marina, Marine Business Park, Commercial Estate, and Colenzo Triangle that is no greater than 800m².</u> located outside high or outstanding natural character areas. 	Activity status where compliance not achieved with PER-1: Discretionary (inside a high natural character area) Non-complying (inside an outstanding natural character area)
	PER-2 If a new building or structure is not located within an urban zone it is:	Activity status where compliance not achieved with PER-2: Discretionary (outside an outstanding natural character area) Non-complying (inside an outstanding natural character area)

S320.009

1. ancillary to farming activities (excluding a residential unit).
 2. no greater than 25m².
 3. located outside outstanding natural character areas.
- PER-3**

**Activity status where compliance not achieved with PER-3 or PER-4:
Discretionary**

	<p>Any extension to a lawfully established building or structure is no greater than 20% of the GFA of the existing lawfully established building or structure.</p> <p>PER-4 The building or structure, or extension or addition to an existing building or structure, complies with standards: CE-S1 Maximum height. CE-S2 Colours and materials.</p>	
CE-R2	Repair or maintenance	
Coastal environment	<p>Activity status: Permitted</p> <p>Where:</p> <p>PER-1 The repair or maintenance of the following activities where they have been lawfully established and where the size, scale and materials used are like for like:</p> <ol style="list-style-type: none"> 1. roads. 2. fences. 3. network utilities. 4. driveways and access. 5. walking tracks. 6. cycling tracks. 7. farming tracks. 	<p>Activity status where compliance is not achieved with PER-1: Discretionary</p>
CE-R3	Earthworks or indigenous vegetation clearance	
Coastal environment	<p>Activity status: Permitted</p> <p>Where:</p> <p>PER-1 The earthworks or indigenous vegetation clearance is:</p> <ol style="list-style-type: none"> 1. required for repair or maintenance permitted under CE-R2 Repair or Maintenance. 2. required to provide for safe and reasonable clearance for existing overhead power lines. 3. necessary to ensure the health and safety of the public. 4. for biosecurity reasons. 5. for the sustainable non-commercial harvest of plant material for rongoā Māori. <p>PER-2 The earthworks or indigenous vegetation clearance is not provided for within CE-R3 PER-1 but it complies with standard CE-S3 Earthworks or indigenous vegetation clearance.</p>	<p>Activity status where compliance not achieved with PER-1: Discretionary</p> <p>Activity status where compliance not achieved with PER-2: Non-complying</p>
CE-R4	Farming	
Coastal environment	<p>Activity status: Permitted</p> <p>Where:</p> <p>PER-1 The farming activity is located outside high or outstanding natural character areas.</p>	<p>Activity status where compliance is not achieved with PER-1: Discretionary (outside an outstanding natural character area) Non-complying (inside an outstanding natural character area)</p>
CE-R5	Demolition of buildings or structures	
Coastal environment	<p>Activity status: Permitted</p>	<p>Activity status where compliance not achieved: Not applicable</p>
CE-R6	Plantation forestry and plantation forestry activity	
Coastal environment	<p>Activity status: Discretionary</p>	<p>Activity status where compliance not achieved with DIS-1: Non-complying</p>

	Where: DIS-1 The plantation forestry or plantation forestry activity is located outside outstanding natural character areas.	
CE-R7	Extension to existing mineral extraction activity	
Coastal environment	Activity status: Discretionary Where: DIS-1 The extension is to an existing lawfully established mineral extraction activity and is located outside outstanding natural character areas.	Activity status where compliance not achieved with DIS-1: Non-complying
CE-R8	New mineral extraction activity	
Coastal environment	Activity status: Prohibited	Activity status where compliance not achieved: Not applicable
CE-R9	Land fill, managed fill or clean fill	
Coastal environment	Activity status: Prohibited	Activity status where compliance not achieved: Not applicable

Standards		
CE-S1	Maximum height	
Coastal environment	<ol style="list-style-type: none"> 1. The maximum height of any new building or structure above ground level is 5m and must not exceed the height of the nearest ridgeline, headland or peninsula. 2. Any extension to a building or structure must not exceed the height of the existing building above ground level or exceed the height of the nearest ridgeline, headland or peninsula. <p>This standard does not apply to:</p> <ol style="list-style-type: none"> i. The Orongo Bay zone ii. The OMDA, and the Mixed Use Zone at the Opuia Marina, where the maximum height limit is 16m. iii. Marine Business Park, Commercial Estate, and Colenso Triangle where the maximum height limit is 12m. 	Where the standard is not met, matters of discretion are restricted to: Not applicable
CE-S2	Colours and materials	
Coastal environment	The exterior surfaces of buildings or structures shall: <ol style="list-style-type: none"> 1. be constructed of materials and/or finished to achieve a reflectance value no greater than 30%. 2. have an exterior finish within Groups A, B or C as defined within the BS5252 standard colour palette. 	Where the standard is not met, matters of discretion are restricted to: Not applicable
CE-S3	Earthworks or indigenous vegetation clearance	

S320.010

Coastal environment	Any earthworks or indigenous vegetation clearance must (where relevant): <ol style="list-style-type: none">1. not occur in outstanding natural character areas.2. not exceed a total area of 50m² for 10 years from the notification of the District Plan in an area of high natural character.3. not exceed a total area of 400m² for 10 years from the notification of the District Plan in an area outside high or outstanding natural character areas.4. not exceed a cut height or fill depth of 1m.5. screen any exposed faces. Note: The NESF requires a 10m setback from any natural wetland in respect of earthworks or vegetation clearance and may require consent from the Regional Council.	Where the standard is not met, matters of discretion are restricted to: Not applicable
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Rules in coastal hazard areas

A land use activity or subdivision may be subject to more than one hazard. Where this occurs, the most stringent activity status applies. Rules relating to other natural hazards, are located in the Natural Hazards chapter.

Any application for a resource consent in relation to a site that is potentially affected by natural hazards must be accompanied by a report prepared by a suitably qualified and experienced engineer or technical expert that addresses the matters identified in the relevant objectives, policies, performance standards and matters of control/discretion.

A land use activity or subdivision undertaken within a coastal hazard area may also be subject to other rules in the Coastal Environment chapter. When this occurs, the most stringent activity status applies and a site specific assessment of matters relating to the coastal environment and coastal hazard areas are required.

CE-R10		External alterations to existing buildings	
Coastal hazard area	<p>Activity status: Permitted</p> <p>Where:</p> <p>PER-1 There is no increase in the GFA of the building.</p> <p>PER-2 The external alteration, including any associated earthworks, does not direct coastal inundation onto other properties.</p>	<p>Activity status where compliance not achieved with PER-1 or PER-2 - Restricted Discretionary refer to Rule CE-R17</p> <p>Matters of discretion are restricted to:</p> <p>a. the matters outlined in Rule CE-R17.</p>	
CE-R11		Maintenance, repair or upgrading of infrastructure, including structural mitigation assets	
Coastal hazard area	<p>Activity status: Permitted</p> <p>Where:</p> <p>PER-1 There is no increase to the footprint of any above ground infrastructure.</p> <p>PER-2 Any works to maintain, repair or upgrade infrastructure does not direct coastal inundation onto other properties</p> <p>PER-3 The ground is reinstated to the equivalent state that existed prior to the works.</p>	<p>Activity status where compliance not achieved with PER-1 or PER-2: Restricted Discretionary where it meets CE-R19.</p> <p>Matters of discretion are restricted to:</p> <p>a. the matters outlined in Rule CE-R19.</p>	
CE-R12		New buildings or structures	
Coastal hazard area	<p>Activity status: Permitted</p> <p>Where:</p> <p>PER-1 The building or structure is one of the following: i. above ground buildings and structures with a footprint of 10m² or less and are not used for a vulnerable activity. ii. decks less than 30m² and less than 1m in height.</p> <p>PER 2 The building or structure including any associated earthworks, does not direct coastal inundation onto other properties.</p> <p>PER 3 All standards of the relevant zone applying to the activity are met.</p>	<p>Activity status where compliance not achieved with PER-1, PER-2 or PER-3: Restricted Discretionary refer to Rule CE-R17 (buildings) or CE-R19 (structures)</p> <p>Matters of discretion are restricted to:</p> <p>a. the matters outlined in Rule CE-R17 or CE-R19</p>	
CE-R13		Building or structures ancillary to farming activities	
Coastal hazard area	<p>Activity status: Permitted</p>	<p>Activity status where compliance not achieved with PER-1, PER-2, PER-3, PER-4</p>	

	<p>Where:</p> <p>PER-1 The accessory building or structure has a footprint that is less than 100m².</p> <p>PER-2 The accessory building or structure is not located within a High Risk Coastal Hazard area.</p> <p>PER-3 The accessory building or structure does not contain a vulnerable activity.</p> <p>PER 4 The accessory building or structure, including any associated earthworks, does not direct coastal inundation onto other properties.</p> <p>PER 5 All standards of the relevant rural zone applying to the activity are met.</p>	<p>or PER-5: Restricted Discretionary refer to Rule CE-R17 (buildings) CE-R19 (structures)</p> <p>Matters of discretion are restricted to:</p> <p>a. the matters outlined in Rule CE-R17 or CE-R19</p>
<p>CE-R14 New buildings, and extension or alterations that increase the GFA of existing buildings</p>		
<p>Coastal hazard area</p>	<p>Activity status: Restricted Discretionary</p> <p>Where:</p> <p>RDIS-1 New buildings or extension or alterations of existing buildings, including any associated earthworks, does not direct coastal inundation onto other properties.</p> <p>RDIS-2 The new building (other than for a vulnerable activity) or extension or alteration to an existing building is not located in a High Risk Coastal Hazard Area.</p> <p>RDIS-3 A new building for a vulnerable activity is not located in a High Risk Coastal Hazard Area.</p> <p>RDIS-4 The activity complies with standards: CE-S4 Minimum floor levels CE-S5 Information requirements</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> i. the nature and likelihood of the natural hazard event and effects on integrity of the building and associated structures or infrastructure to the extent that such effects are not appropriately managed by the building consent process under the Building Act 2004; ii. the vulnerability and resilience of the building and associated structures or infrastructure to natural hazard events; iii. provision of safe access and egress during a hazard event; iv. the ability to relocate or adapt to the coastal hazard over time or in response to direct effects of the hazard; v. whether the building and associated structures or infrastructure is likely to accelerate, worsen or result in material damage or increased inundation to that land, other land or any 	<p>Activity status where compliance with RDIS-1, RDIS-2 or RDIS-4 not achieved: Discretionary</p> <p>Activity status where compliance with RDIS-3 not achieved: non-complying</p>

	<p>other building, structure or infrastructure;</p> <p>vi. the proposed duration of the activity within a hazard area;</p> <p>vii. any proposed hazard mitigation works and associated effects including on public access, landscape and other values; and</p> <p>viii. the effects of any vegetation planting or removal.</p>	
CE-R15	Change in use to accommodate vulnerable activities within existing buildings	
Coastal hazard area	<p>Activity status: Restricted Discretionary</p> <p>Where:</p> <p>RDIS-1 The activity is accommodated within a building that complies with standards: CE-S4 Minimum floor levels CE-S5 Information requirements</p> <p>RDIS-2 The activity is not in a High Risk Coastal Hazard Area.</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> i. the nature and likelihood of the natural hazard event and effects on integrity of the building to the extent that such effects are not appropriately managed by the building consent process under the Building Act 2004; ii. the vulnerability and resilience of the activity, including people and property, to natural hazard events; iii. provision of safe access and egress to the building during a hazard event; iv. the ability to relocate or adapt to the coastal hazard over time or in response to direct effects of the hazard; v. the proposed duration of the activity within a hazard area; vi. any proposed hazard mitigation works and associated effects including on public access, landscape and other values. 	Activity status where compliance not achieved: Discretionary
CE-R16	New structures (excluding buildings) and infrastructure, and extensions or alterations to existing structures (excluding buildings and infrastructure)	
Coastal hazard area	<p>Activity status: Restricted Discretionary</p> <p>Where:</p> <p>RDIS-1 The structure or infrastructure is not a structural mitigation asset.</p> <p>RDIS-2 The new structure, infrastructure, extension or alteration, including any associated earthworks, does not increase coastal inundation on other properties.</p> <p>RDIS-3 The new structure, infrastructure, extension or alteration is not located in a High Risk Coastal Hazard Area.</p> <p>RDIS-4 The activity complies with standard: CE-S5 Information requirements</p> <p>Matters of discretion are restricted to:</p>	Activity status where compliance not achieved: Discretionary

	<ul style="list-style-type: none"> i. the nature and likelihood of the natural hazard event and effects on integrity of the structure or infrastructure to the extent that such effects are not appropriately managed by the building consent process under the Building Act 2004; ii. the vulnerability and resilience of the structure or infrastructure to natural hazard events; iii. provision of safe access and egress where necessary during a hazard event; iv. the ability to relocate or adapt to the coastal hazard over time or in response to direct effects of the hazard; v. whether the structure of infrastructure is likely to accelerate, worsen or result in material damage or increased inundation to that land, other land or any building, structure or infrastructure; vi. the proposed duration of the activity within a hazard area; vii. any proposed hazard mitigation works and associated effects including on public access, landscape and other values; viii. the effects of any vegetation planting or removal; and ix. for infrastructure, whether there is a functional or operational need to be located within the hazard area. 	
CE-R17	Hazardous facility	
Coastal hazard area	Activity status: Discretionary Where: DIS-1 The facility is not located in a High Risk Coastal Hazard Area.	Activity status where compliance not achieved: Non complying
CE-R18	Hazardous facility	
Coastal hazard area	Activity status: Discretionary Where: DIS-1 The facility is not located in a High Risk Coastal Hazard area.	Activity status where compliance not achieved: Non-complying activity
CE-R19	Activities not otherwise listed in the coastal hazard area provisions	
Coastal hazard area	Activity status: Discretionary	Activity status where compliance not achieved: Not applicable

Standards in coastal hazard areas

CE-S4	Minimum floor levels	
Coastal hazard area	All activities occurring within buildings are designed so they will not be subject to inundation and/or material damage (including erosion) over a 100-year timeframe, and either: <ul style="list-style-type: none"> i. the finished floor level of any building accommodating a vulnerable activity must be at least 500mm above the maximum water level in a 1 percent AEP flood event plus 1m sea level rise; or ii. the finished floor level of any other building must be at least 300mm above the maximum water level in a 	Where the standard is not met, matters of discretion are restricted to: Not applicable

	1 percent AEP flood event plus 1m sea level rise.	
CE-S5	Information requirements	
Coastal hazard area	Any application for a resource consent in relation to a site that is potentially affected by a coastal hazard must be accompanied by a report prepared by a suitably qualified and experienced engineer that addresses the matters identified in the relevant objectives, policies, performance standards and matters of control/discretion.	Where the standard is not met, matters of discretion are restricted to: Not applicable

Proposed amendments by Matauri X:

Key

Text underlined are additions made to the framework

~~Text struck~~ are deletions made to the framework and also indicate opposition to the provision(s).

Text highlighted represent support and retention.

Overview

The District's urban business centres have traditionally been zoned commercial and contain retail activities, commercial services, food and beverage establishments as well as social and educational services, with limited residential activities.

The Mixed Use zone provides a framework in which commercial and residential activities can co-exist and it enables a range of compatible activities. The focus of the zone is to revitalise urban centres and other identified areas such as the Opua Marina, Marine Business Park, Commercial Estate, Colenzo Triangle and the Opua Marine Development Area 'OMDA' and support business owners, residents and visitors, while ensuring that associated effects are appropriately managed. The Mixed Use zone will contribute to the vibrancy, safety and prosperity of the District's urban centres and other identified areas such as the Opua Marina, Colenzo Triangle, Marine Business Park, Commercial Estate and the Opua Marine Development Area 'OMDA' and will be serviced by appropriate infrastructure. S320.011

The Council has a responsibility under the RMA, the National Policy Statement on Urban Development and the RPS to ensure that there is sufficient land for housing and business to meet the future demands of the District, that development occurs in the right location and that it is appropriately serviced.

Objectives	
MUZ-O1	The Mixed Use zone is the focal point for the District's commercial, community and civic activities, and provides for residential development where it complements and is not incompatible with these activities.
MUZ-O2	Development in the Mixed Use zone is of a form, scale, density and design quality that contributes positively to the vibrancy, safety and amenity of the zone.
MUZ-O3	Enable land use and subdivision in the Light Industrial <u>Mixed Use</u> zone where there is adequacy and capacity of available or programmed development infrastructure to support it. S320.012
MUZ-O4	The adverse environmental effects generated by activities within the zone are managed, in particular at zone boundaries.
MUZ-O5	Residential activity in the Mixed Use zone is located above commercial activities to ensure active street frontages, except where the interface is with the Open Space zone.

Policies	
MUZ-P1	Enable a range of commercial, community, civic and residential activities in the Mixed Use zone where: <ol style="list-style-type: none"> a. it supports the function, role, sense of place and amenity of the existing environment; and b. there is: <ol style="list-style-type: none"> i. existing infrastructure to support development and intensification, or ii. additional infrastructure capacity can be provided to service the development and intensification.
MUZ-P2	Require all subdivision in the Mixed Use zone to provide the following reticulated services to the boundary of each lot: <ol style="list-style-type: none"> a. telecommunications: <ol style="list-style-type: none"> i. fibre where it is available; ii. copper where fibre is not available; iii. copper where the area is identified for future fibre deployment. b. local electricity distribution network; and c. wastewater, potable water supply and stormwater where it is available. Noting that these can be provided by way of private infrastructure which have the potential to connect to Council infrastructure at a future point.

MUZ-P3	Require development in the Mixed Use zone to contribute positively to: <ul style="list-style-type: none"> a. high quality streetscapes; b. pedestrian amenity; c. safe movement of people of all ages and abilities; d. community well-being, health and safety; and e. traffic, parking and access needs.
MUZ-P4	Require development in the Mixed Use zone that is adjacent to Residential and Open Space zones to maintain the amenity values of those areas, having specific regard to: <ul style="list-style-type: none"> a. visual dominance; b. privacy; c. shadowing; d. ambient noise; and e. light spill.
MUZ-P5	Restrict activities that are likely to have an adverse effect on the function, role, sense of place and amenity of the Mixed Use zone, including: <ul style="list-style-type: none"> a. residential activity, retirement facilities and visitor accommodation on the ground floor of buildings, except where a site adjoins an Open Space zone; b. light or heavy industrial activity; c. storage and warehousing; d. large format retail activity over 400 m²; and e. waste management activity.
MUZ-P6	Promote energy efficient design and the use of renewable electricity generation in the construction of mixed use development.
MUZ-P7	Consider the following effects when assessing applications to establish residential, early childhood, retirement and education facilities: <ul style="list-style-type: none"> a. the level of ambient noise; b. reduced privacy; c. shadowing and visual domination; and d. light spill.
MUZ-P8	Manage land use and subdivision to address the effects of the activity requiring resource consent, including (but not limited to) consideration of the following matters where relevant to the application: <ul style="list-style-type: none"> a. consistency with the scale, density, design, amenity and character of the mixed use environment; b. the location, scale and design of buildings or structures, outdoor storage areas, parking and internal roading; c. at zone interfaces: <ul style="list-style-type: none"> i. any setbacks, fencing, screening or landscaping required to address potential conflicts; ii. any adverse effects on the character and amenity of adjacent zones; d. the adequacy and capacity of available or programmed development infrastructure to accommodate the proposed activity; including: <ul style="list-style-type: none"> i. opportunities for low impact design principles; ii. management of three waters infrastructure and trade waste; e. managing natural hazards; f. the adequacy of roading infrastructure to service the proposed activity; g. any adverse effects on historic heritage and cultural values, natural features and landscapes or indigenous biodiversity, and h. any historical, spiritual, or cultural association held by tangata whenua, with regard to the matters set out in Policy TW-P6.
MUZ-P9	<u>Promote the use of Development Areas to provide for areas where plans such as concept plans, structure plans, outline development plans, master plans or growth area plans apply to determine future land use and development and when the associated development is complete, the Development Area spatial layers are removed from through a trigger in the development area provisions.</u>

S320.013

Rules

Notes:

1. There may be other rules in Part 2 - District-Wide Matters of the District Plan that apply to a proposed activity, in addition to the rules in this zone chapter. These District-Wide rules may be more stringent than the rules in this chapter. Ensure that relevant District-Wide Matters chapters are also referred to in addition to this chapter, to determine whether resource consent is required under other rules in the District Plan. Refer to the *how the plan works* chapter to determine the activity status of a proposed activity where resource consent is required under multiple rules.
2. The zone chapter does not contain rules relating to setback to waterbodies for building and structures or

setbacks to waterbodies for earthworks and indigenous vegetation clearance. The Natural Character chapter contains rules for activities within wetlands, lakes and river margins. The Natural Character chapter should be referred to in addition to this zone chapter.

MUZ-R1	New buildings or structures, and extensions or alterations to existing buildings or structures	
Mixed Use zone	<p>Activity status: Permitted</p> <p>Where:</p> <p>PER-1 The building or structure, or extension or alteration to an existing building or structure will accommodate a permitted activity.</p> <p>PER-2 The building or structure, or extension or alteration to an existing building or structure on the site, excluding large format retail, does not exceed a GFA of 400m².</p> <p>PER-3 The new building or structure, or extension or alteration to an existing building or structure complies with standards: MUZ-S1 Maximum height MUZ-S2 Height in relation to boundary MUZ-S3 Setback (excluding from MHWS or wetland, lake and river margins) MUZ-S4 Setback from MHWS MUZ-S5 Pedestrian frontages MUZ-S6 Verandahs MUZ-S7 Outdoor storage MUZ-S8 Landscaping and screening on road boundaries MUZ-S9 Landscaping and screening for sites adjoining a site zoned residential, open space or rural residential MUZ-S10 Coverage</p> <p>Note: All buildings or structures in the Mixed Use zone must comply with the maximum GFA outlined in this rule, except where it is specifically provided for by another rule in this table.</p>	<p>Activity status where compliance not achieved with PER-3: Restricted Discretionary</p> <p>Matters of discretion are restricted to:</p> <p>a. the matters of discretion of any infringed standard.</p> <hr/> <p>Activity status where compliance not achieved with PER-1 or PER-2: Discretionary</p>
MUZ-R2	Commercial activity	
Mixed Use zone	<p>Activity status: Permitted</p> <p>Where:</p> <p>PER-1 The activity is a service station.</p> <p>PER-2 Any office does not exceed GFA of 200m².</p>	<p>Activity status where compliance not achieved with PER-1 or PER-2: Discretionary</p>
MUZ-R3	Visitor accommodation	
Mixed Use zone	<p>Activity status: Permitted</p> <p>Where:</p> <p>PER-1 The visitor accommodation is within a residential unit that is located above the ground floor level of a building unless the residential unit existed at 27 July 2022.</p>	<p>Activity status where compliance not achieved with PER-2: Restricted discretionary</p> <p>Matters of discretion are restricted to:</p> <p>a. the matters of discretion of any infringed standard.</p>

S320.014

S320.015

	PER-2 The residential unit complies with standard: NOISE-S5 Noise insulation.	Activity status where compliance not achieved with PER-1: Discretionary
MUZ-R4	Residential activity	
Mixed Use zone	Activity status: Permitted Where: PER-1 The residential activity is within a residential unit that is located above the ground floor level of a building unless the residential unit existed at 27 July 2022.	Activity status where compliance not achieved with PER-1: Discretionary
MUZ-R5	Residential unit	
Mixed Use zone	Activity status: Permitted Where: PER-1 The residential unit is located above the ground floor level of a building unless it existed at 27 July 2022. PER-2 Residential units established after 27 July 2022 comply with standard: NOISE-S5 Noise insulation.	Activity status where compliance not achieved with PER-2: Restricted discretionary Matters of discretion are restricted to: a. the matters of discretion of the infringed standard. Activity status where compliance not achieved with PER-1: Discretionary
MUZ-R6	Healthcare activity	
Mixed Use zone	Activity status: Permitted	Activity status where compliance not achieved: Not applicable
MUZ-R7	Community facility	
Mixed Use zone	Activity status: Permitted	Activity status where compliance not achieved: Not applicable
MUZ-R8	Emergency service facility	
Mixed Use zone	Activity status: Permitted	Activity status where compliance not achieved: Not applicable
MUZ-R9	Commercial service activity	
Mixed Use zone	Activity status: Permitted	Activity status where compliance not achieved: Not applicable
MUZ-R10	Conservation activity	
Mixed Use zone	Activity status: Permitted	Activity status where compliance not achieved: Not applicable
MUZ-R11	Healthcare activity	
Mixed Use zone	Activity status: Permitted	Activity status where compliance not achieved: Not applicable
MUZ-R12	Educational facility	
Mixed Use zone	Activity status: Discretionary	Activity status where compliance not achieved: Not applicable
MUZ-R13	Light industrial activity	
Mixed Use zone	Activity status: Discretionary	Activity status where compliance not achieved: Not applicable
MUZ-R14	Retirement village	
Mixed Use zone	Activity status: Discretionary	Activity status where compliance not achieved: Not applicable

MUZ-R15	Large format retail	
Mixed Use zone	Activity status: Discretionary	Activity status where compliance not achieved: Not applicable
MUZ-R16	Drive-through activity	
Mixed Use zone	Activity status: Discretionary	Activity status where compliance not achieved: Not applicable
MUZ-R17	Activities not otherwise listed in this chapter	
Mixed Use zone	Activity status: Discretionary	Activity status where compliance not achieved: Not applicable
MUZ-R18	Residential activity on the ground level of sites with pedestrian frontage identified on the planning maps	
Mixed Use zone	Activity status: Non-complying	Activity status where compliance not achieved: Not applicable
MUZ-R19	Heavy industrial activity	
Mixed use zone	Activity status: Non-complying	Activity status where compliance not achieved: Not applicable
MUZ-R20	Primary production activity	
Mixed Use zone	Activity status: Non-complying	Activity status where compliance not achieved: Not applicable

MUZ-R21	Rural industry	
Mixed Use zone	Activity status: Non-complying	Activity status where compliance not achieved: Not applicable
MUZ-R22	Land fill	
Mixed Use zone	Activity status: Non-complying	Activity status where compliance not achieved: Not applicable

Standards		
MUZ-S1	Maximum height	
Mixed Use zone	<p>The maximum height of a building or structure, or extension or alteration to an existing building or structure, is 12m above ground level, except:</p> <ol style="list-style-type: none"> i. the maximum height differs within the following areas that are mapped within Paihia: <ul style="list-style-type: none"> o Area A: 8.5m o Area B: 10m; and ii. that any fence or standalone wall along a side or rear boundary which adjoins a site zoned General Residential, Rural Residential, Rural Lifestyle, Māori Purpose - Urban, Open Space, Natural Open Space, or Sport and Recreation does not exceed 2m in height. iii. The height limit <u>within the OMDA is 16m above ground level.</u> iv. <u>The height limit at Marine Business Park, Commercial Estate, and Colenzo Triangle where the maximum height limit is 12m.</u> <p>This standard does not apply to:</p> <ol style="list-style-type: none"> i. solar and water heating components not exceeding 0.5m in height above the building envelope on any elevation; ii. Chimney structures not exceeding 1.2m in width and 1m in height above the building envelope on any elevation; iii. Satellite dishes and aerals not exceeding 1m in height above the building envelope and/or diameter on any elevation; iv. Architectural features (e.g. finials, spires) not exceeding 1m in height above the building envelope on any elevation; and v. lift overruns provided these do not exceed the height by more than 1m above the building envelope on any elevation. 	<p>Where the standard is not met, matters of discretion are restricted to:</p> <ol style="list-style-type: none"> a. the character and amenity of the surrounding area; b. dominance in relation to the road and adjoining sites; c. loss of privacy to adjoining sites, including potential loss in relation to vacant sites; d. shading and loss of access top sunlight to adjoining sites; e. landscaping; and f. natural hazard mitigation and site constraints.
MUZ-S2	Height in relation to boundary	

S320.016

Mixed Use zone	<p>Where the building or structure, or extension or alteration to an existing building or structure adjoins a site zoned General Residential, Rural Residential, Rural Lifestyle, Māori Purpose - Urban, Open Space, Natural Open Space, or Sport and Recreation it must be contained within a building envelope defined by recession planes measured inwards from the respective boundary:</p> <ol style="list-style-type: none"> 1. 55 degrees at 2m above ground level at the northern boundary of the site. 2. 45 degrees at 2m above ground level at the eastern and western boundaries of the site. 3. 35 degrees at 2m above ground level at the southern boundary of the site. <p>This standard does not apply to:</p> <ol style="list-style-type: none"> i. solar and water heating components not exceeding 0.5m in height above the building envelope on any elevation; ii. Chimney structures not exceeding 1.2m in width and 1m in height above the building envelope on any elevation; iii. Satellite dishes and aerials not exceeding 1m in height above the building envelope and/or diameter on any elevation. iv. Architectural features (e.g. finials, spires) not exceeding 1m in height above the building envelope on any elevation; and v. lift overruns provided these do not exceed the height by more than 1m above the building envelope on any elevation. 	<p>Where the standard is not met, matters of discretion are restricted to:</p> <ol style="list-style-type: none"> a. loss of privacy to adjoining sites, including potential loss in relation to vacant sites; b. shading and loss of access to sunlight to adjoining sites, including buildings and outdoor areas; and c. natural hazard mitigation and site constraints.
MUZ-S3	Setback (excluding from MHWS or wetland, lake and river margins)	
Mixed Use zone	<p>The building or structure, or extension or alteration to an existing building or structure must be setback at least 3m from the boundary of any site zoned General Residential, Rural Residential, Rural Lifestyle, Māori Purpose - Urban, Open Space, Natural Open Space, or Sport and Recreation.</p> <p>This standard does not apply to:</p> <ol style="list-style-type: none"> i. solar and water heating components not exceeding 0.5m in height above the building envelope on any elevation; ii. fences or walls no more than 2m in height above ground level; and iii. uncovered decks no more than 1m above ground level. . 	<p>Where the standard is not met, matters of discretion are restricted to:</p> <ol style="list-style-type: none"> a. the natural character of the coastal environment; b. screening, planting and landscaping on the site; c. the design and siting of the building or structure with respect to privacy and shading; d. natural hazard mitigation and site constraints; e. the effectiveness of the proposed method for controlling stormwater; f. the safety and efficiency of the current or future roading network; and g. the impacts on existing and planned public walkways.
MUZ-S4	Setback from MHWS	

Mixed Use zone	<p>The building or structure, or extension or alteration to an existing building or structure must be set back at least 26m from MHWS.</p> <p>This standard does not apply to:</p> <p>i. <u>activities in a Maritime Exemption Area</u></p>	<p>Where the standard is not met, matters of discretion are restricted to:</p> <ol style="list-style-type: none"> the natural character of the coastal environment; screening, planting and landscaping on the site; the design and siting of the building or structure with respect to dominance on adjoining public space; natural hazard mitigation and site constricts; the effectiveness of the proposed method for controlling stormwater; and the impacts on existing and planned roads, public walkways, reserves and esplanades.
MUZ-S5 Pedestrian frontages		
Mixed Use zone	<p>For sites with pedestrian frontage identified on the planning maps:</p> <ol style="list-style-type: none"> At least 65% of the building frontage at ground floor must be clear glazing; and The principal public entrance to the building must be located on the front boundary. 	<p>Where the standard is not met, matters of discretion are restricted to:</p> <ol style="list-style-type: none"> the character and amenity of the streetscape; and the ability to reuse and adapt the building for a variety of activities.
MUZ-S6 Verandahs		
Mixed Use zone	<p>For sites with pedestrian frontage identified on the planning maps:</p> <ol style="list-style-type: none"> Any new building, or extension or alteration to a building (including alterations to the façade) must be built up to the road boundary; and A verandah must be provided for the full frontage of the road boundary of the site. The verandah shall: <ol style="list-style-type: none"> directly adjoin any adjacent veranda so there is no horizontal gap to provide continuous pedestrian coverage; and have a minimum height of 3m and a maximum height of 6m above the footpath immediately below; and be setback a minimum of 300mm and a maximum of 600mm from a vertical line measured up from the face of the kerb. 	<p>Where the standard is not met, matters of discretion are restricted to:</p> <ol style="list-style-type: none"> pedestrian amenity, including shelter; maintenance of character of the building and street; and whether the provision of a complying verandah would detract from the quality of the streetscape.
MUZ-S7 Outdoor storage		
Mixed Use zone	<p>Any outdoor storage areas, except for the display of goods for retail sale, must be fully screened by a solid fence or wall of a minimum height of 1.8m so that it is not visible from adjoining sites and roads.</p> <p>This standard does not apply to construction materials to be used on-site for a maximum period of 12 months.</p>	<p>Where the standard is not met, matters of discretion are restricted to:</p> <ol style="list-style-type: none"> the streetscape and amenity of the surrounding area; the amenity of adjoining properties; screening, planting and landscaping measures proposed; topographical or other site constraints making compliance with the standard impractical; the ability to mitigate any adverse visual effects of reduced, alternative or no screening through the use of alternative methods; and the design, layout and use of the site which may compensate for reduced, alternative or no screening.
MUZ-S8 Landscaping and screening on a road boundary		

S320.017

Mixed Use zone	<ol style="list-style-type: none"> 1. Where a site adjoins a road boundary, at least 50% of that road boundary not occupied by buildings or driveways shall be landscaped with plants or trees. 2. The landscaping shall be a minimum height of 1m at installation and shall achieve a continuous screen of 1.8m in height and 1.5m in width within five years. 	<p>Where the standard is not met, matters of discretion are restricted to:</p> <ol style="list-style-type: none"> a. the character and amenity of the streetscape and surrounding area; b. topographical or other site constraints making compliance with this standard impractical; and c. health and safety implications for pedestrians and the transport network
MUZ-S9 Landscaping for sites that adjoin any sites other than mixed use or industrial		
Mixed Use zone	<p>Side boundaries that adjoin any zone other than Mixed Use, Light Industrial or Heavy Industrial must:</p> <ol style="list-style-type: none"> 1. be fenced with a solid fence or wall with a minimum height of 1.8m; or 2. be landscaped with plants or trees with a minimum height of 1m at installation and shall achieve a continuous screen of 1.8m in height and 1.5m in width within five years; or 3. be screened with a combination of (1) and (2) above. 	<p>Where the standard is not met, matters of discretion are restricted to:</p> <ol style="list-style-type: none"> a. the outlook, character, and amenity of adjoining sites in a residential, rural, open space or Māori purpose zone; b. the scale of the building and its distance from the boundary with residential, rural, open space or Māori purpose zones; c. the ability to mitigate any adverse visual effects of reduced, alternative or no screening through the use of alternative methods; and d. the design, layout and use of the site which may compensate for reduced, alternative or no screening.
MUZ-S10 Coverage		
Mixed Use zone	<ol style="list-style-type: none"> 1. At least 10% of the site shall be planted in grass, vegetation or landscaped with permeable material; and 2. The stormwater collection system is designed in accordance with Far North District Council Engineering Standards April 2022. 	<p>Where the standard is not met, matters of discretion are restricted to:</p> <ol style="list-style-type: none"> a. the character and amenity of the surrounding area; b. whether the activity is within an existing consented urban stormwater management plan or discharge consent; c. the extent to which building site coverage and impermeable surfaces contribute to total catchment impermeability and the provisions of any catchment or drainage plan for that catchment; d. the extent to which low impact design principles have been used to reduce site impermeability; e. natural hazard mitigation and site constraints; f. the effectiveness of the proposed method for controlling stormwater; g. the extent to which existing grass, vegetation or landscaping provided on site can mitigate the adverse effects resulting from reduced, alternative or no permeable surface; and h. extent of potential adverse effects on cultural, spiritual, heritage and/or amenity values of any affected waterbodies.

**Attachment 2: Proposed Bay of Islands Marina Development Area &
Section 32 Assessment**

1. INTRODUCTION

1.1. REPORT PURPOSE

This report supports the submission to the Far North District Council Proposed District Plan (“PDP”) by Far North Holdings Limited (“FNHL”).

Part of the submission seeks that the Bay of Islands Marina be included as Precinct known as the Bay of Islands Marina Development Area (“BOIMDA”) under the PDP. ‘Development Areas’ are provided for under the National Planning Standards.

The purpose of this reports is to evaluate the proposed BOIMDA provisions in accordance with Section 32 of the Resource Management Act 1991 (“RMA”).

Section 32 of the RMA requires an examination of whether the proposed objectives are the most appropriate to achieve the purpose of the RMA and whether the provisions (i.e. policy, rules and standards) are the most appropriate way to achieve the objectives.

This assessment must identify and assess environmental, economic, social, and cultural effects, benefits and costs anticipated from the implementation of the provisions.

1.2. THE SITE & SURROUNDS

The land subject to this s32 assessment is known as the Bay of Islands Marina. Bay of Islands Marina is a unique sea-faring and waterfront location located in Opuia, Bay of Islands.

The Bay of Islands Marina has unrealized potential to build upon its existing maritime uses and offer a mixed use destination to complement the existing centres and localities within the Bay of Islands recreational visitor triangle of Paihia, Waitangi and Russell.

This potential is appropriately expanded upon within **Attachment 1** which includes an Urban Design Assessment of the Bay of Islands Marina and surrounding properties owned by FNHL.

In summary, the Bay of Islands Marina has the potential to include place-based waterfront design, become a destinational world class marina, and a mixed use micro community.

A general overview of the Bay of Islands Marina is outlined below in **Figure 1**.

The Bay of Islands Marina has been developed across multiple consents to support a series of activities associated with a typical marina, including associated support services and activities. It is a unique environment that serves the District and the Northland Region.



Figure 1 - Bay of Islands Marina (Source: WSP)

Bay of Islands Marina is located ~6.5km from Paihia, ~12km from Kawakawa, and ~8.5kms from Waitangi. The Marina and the townships are connected largely by State Highway 11, as well as various local roads owned and operated by the Far North District Council.

The land protrudes into the Bay of Islands and is largely surrounded by coastal waters. The Marina is 8.9ha in size and includes various land and sea based activities.

The Marina contains a mixture of uses, including those which cater directly to the maritime industry. This includes engineering firms, boat repairs, charters, offices, cafés, laundromats, and other marine related supply outlets.

Ecology

The Bay of Islands Marina has been assessed from an ecological perspective and this assessment is found in **Attachment 2**. From a desktop perspective, the Bay of Islands Marina is considered to have a 'low' ecological value under EIANZ guidelines due to the site being highlight modified.

Roading and Infrastructure

The Bay of Islands Marina is serviced by various infrastructure inputs and this is assessed in some detail in **Attachment 3**. It is clear that further work will be required to support the BOIMDA. **Attachment 8** contains an assessment of transport related matters.

Natural Hazards

A large portion of the Marina is subjected to natural hazards being in the Coastal Hazard Zones mapped by the Northland Regional Council (“NRC”). The Marina also has existing HAIL sites as recorded by the NRC. These are shown as Figures 3-2 and 3-3 in **Attachment 2**.

Existing and PDP Zoning

The Bay of Islands Marina is currently has a mixed zoning which includes the Industrial, General Residential, Recreational Activities, and Maritime Exemption Area. The existing zoning is provided in **Attachment 4**.

The PDP seeks to rezone the Bay of Islands Marina as Light Industrial, Mixed Use, and General Residential. The PDP also applies a Coastal Environment Overlay across the Marina. The proposed zoning is provided in **Attachment 4**.

The majority of the landholdings owned by FNHL are proposed to be Light Industrial.

The approach within the PDP would therefore limit any residential opportunities in this area and would promote the area for light industry only. Modern marinas are more than just light industrial service areas, but are often communities in their own right with dedicated areas for mixed use.

Marina Comparison

An indicative review of Marinas and similar type locations has been undertaken in order to provide further context with respect to what the Bay of Islands Marina could become. This is provided in **Attachment 5**.

Current vs Proposed Economic Growth

An indicative comparison of the PDP vs the proposed mixed use zone has been undertaken. The evaluation in effect makes way for the potential activities generally outlined in **Attachment 1**. The BOIDMA promotes these uses. The economic assessment is found in **Attachment 6**.

2. STATUTORY REQUIREMENTS

2.1. PLAN CHANGE FRAMEWORK

Section 74 of the RMA outlines the requirements that must be considered by a territorial authority when preparing or changing its District Plan. Section 74(e) requires an evaluation under s32 of the RMA.

As FNDC has completed a Section 32 Evaluation for the PDP, any further changes proposed to zones and provisions requires further evaluation as outlined under Section 32AA(1)(a) of the RMA.

Section 32AA requires:

32AA Requirements for undertaking and publishing further evaluations

- (1) A further evaluation required under this Act—
 - (a) is required only for any changes that have been made to, or are proposed for, the proposal since the evaluation report for the proposal was completed (the **changes**); and
 - (b) must be undertaken in accordance with **section 32(1) to (4)**; and
 - (c) must, despite paragraph (b) and **section 32(1)(c)**, be undertaken at a level of detail that corresponds to the scale and significance of the changes; and
 - (d) must—
 - (i) be published in an evaluation report that is made available for public inspection at the same time as the approved proposal (in the case of a national policy statement or a New Zealand coastal policy statement or a national planning standard), or the decision on the proposal, is notified; or
 - (ii) be referred to in the decision-making record in sufficient detail to demonstrate that the further evaluation was undertaken in accordance with this section.
- (2) To avoid doubt, an evaluation report does not have to be prepared if a further evaluation is undertaken in accordance with subsection (1)(d)(ii).
- (3) In this section, **proposal** means a proposed statement, national planning standard, plan, or change for which a further evaluation must be undertaken under this Act.

This report serves as an evaluation report which can be used to support a Section 32AA Report. In most cases, including this case, the relevant matters to consider under Section 74 of the RMA includes:

- Part 2 of the RMA
- A s32 Evaluation
- National Planning Standards
- New Zealand Coastal Policy Statement
- National Policy Statement for Urban Development
- Regional Policy Statement for Northland
- Iwi and Hapu Management Plans.

Section 75 sets out the contents that may make up a District Plan. This includes:

75 Contents of district plans

- (1) A district plan must state—
 - (a) the objectives for the district; and
 - (b) the policies to implement the objectives; and
 - (c) the rules (if any) to implement the policies.
- (2) A district plan may state—
 - (a) the significant resource management issues for the district; and
 - (b) the methods, other than rules, for implementing the policies for the district; and
 - (c) the principal reasons for adopting the policies and methods; and
 - (d) the environmental results expected from the policies and methods; and
 - (e) the procedures for monitoring the efficiency and effectiveness of the policies and methods; and
 - (f) the processes for dealing with issues that cross territorial authority boundaries; and
 - (g) the information to be included with an application for a resource consent; and
 - (h) any other information required for the purpose of the territorial authority's functions, powers, and duties under this Act.
- (3) A district plan must give effect to—
 - (a) any national policy statement; and
 - (b) any New Zealand coastal policy statement; and
 - (ba) a national planning standard; and
 - (c) any regional policy statement.
- (4) A district plan must not be inconsistent with—
 - (a) a water conservation order; or
 - (b) a regional plan for any matter specified in [section 30\(1\)](#).
- (5) A district plan may incorporate material by reference under [Part 3](#) of Schedule 1.

Section 74(3)(ba) is relevant in this case as it refers to the National Planning Standards 2019. The Planning Standards promotes a series of spatial tools which includes Precinct and Development Areas. The other matters under 74(3) are also relevant and assessed accordingly.

3. PROPOSED BAY OF ISLANDS MARINA DEVELOPMENT AREA

3.1. OVERVIEW

The proposed BOIMDA will enable the development of a liveable, mixed use environment where people can practically live, work and play within the area with a specific focus on amenity values, urban design, and open space.

The BOIMDA includes a development process which requires a Master Plan to be approved and the Precinct Plan(s) to support development within the Bay of Islands Marina.

Proposed provisions are found in **Attachment 7**. It should be noted that the provisions have largely been based on the previous Port Nikau Environment, found in the Whangarei District Plan which allowed for a similar approach to development.

It is proposed the BOIMDA apply only to the landholdings owned by FNHL. These are outlined in **Figure 2** below. It is not proposed that the OMP covers the entire area outlined in **Figure 1**.



Figure 2 - FNHL Landholdings

As outlined in the submission, the Mixed Use Zone is proposed over the Bay of Islands Marina landholdings owned by FNHL. Accordingly, the Mixed Use Zone provisions will apply in the BOIMDA until a Master Plan and Precinct Plan(s) are lodged.

It is proposed to include the BOIMDA into the PDP first, and then provide additional reporting and assessment for consideration.

3.2. PROPOSED BOIMDA PROVISIONS

The proposed BOIMDA provisions (objectives, policies and standards) are found in **Attachment 7** of this report.

The suite of objectives and policies are necessary under the RMA to guide the assessment of resource consent. The provisions of the underlying Mixed Use Zone are only applicable until a Master Plan has been lodged in relation to the BOIMDA.

The proposed BOIMDA provisions have been based on a development approach which requires the lodgment of a Master Plan for the spatial extent of the BOIMDA, which is then followed by specific Precinct Plan(s).

The Master Plan sets the overall framework for development and will bed in key features such as open space, urban design, infrastructure provision, and detail matters associated with hazards, natural character and ecology.

The Precinct Plan(s) will then provide further detail on the areas to be developed and provide site specific details on how the Precinct Plan(s) are in accordance with the Master Plan.

4. POLICY FRAMEWORK

4.1. RELEVANT NATIONAL POLICY STATEMENTS

There are currently six National Policy Statements:

- NPS for Freshwater Management
- NPS for Highly Productive Land
- NPS for Renewable Electricity Generation
- NPS on Electricity Transmission
- NPS on Urban Development
- New Zealand Coastal Policy Statement.

In relation to the BOIMDA, the NPS on Urban Development and the New Zealand Coastal Policy Statement are of relevance. In Council's s32 Report on the Urban Environment, it is noted that under any growth scenario, none of the Far North District's townships will reach the 10,000 people threshold for the NPS to become relevant. The NPS is therefore not considered relevant, however FNDC notes that 'regardless, the NPS-UD represents good planning practice, and guidance has been taken from it in the preparation of the provisions in the PDP.

There are provisions within the NPS-UD such as Objective 1, Objective 4, Objective 6, Policy 1, Policy 6, and Policy 8

In effect, the aforementioned objectives and policies promote:

- **Objective 1:** New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.
- **Objective 4:** New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.
- **Objective 6:** Local authority decisions on urban development that affect urban environments are:
 - a) integrated with infrastructure planning and funding decisions; and
 - b) strategic over the medium term and long term; and
 - c) responsive, particularly in relation to proposals that would supply significant development capacity.
- **Policy 1:** Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:
 - a) have or enable a variety of homes that:
 - i. meet the needs, in terms of type, price, and location, of different households; and
 - ii. enable Māori to express their cultural traditions and norms; and

- b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
 - c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and
 - d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and
 - e) support reductions in greenhouse gas emissions; and
 - f) are resilient to the likely current and future effects of climate change.
- **Policy 6:** When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:
 - a) the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement
 - b) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:
 - i. may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and
 - ii. are not, of themselves, an adverse effect
 - c) the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)
 - d) any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity
 - e) the likely current and future effects of climate change.
 - **Policy 8:** Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well- functioning urban environments, even if the development capacity is:
 - a) unanticipated by RMA planning documents;
 - b) or out-of-sequence with planned land release.

As it is unclear which provisions FNDC considered in relation to the Urban Environment, it is difficult to consider whether these provisions have been appropriately assessed. In any event, the consideration of these provisions do not reduce Council's obligations under the NPS-UD, but add to the 'good planning practice' considered within their s32 analysis. In particular, the provisions support the generation of the OMP.

In terms of the New Zealand Coastal Policy Statement, Policy 6, Policy 7 and Policy 13 are considered relevant. This relates to activities in the coastal environment, strategic planning, and preservation of natural character, respectively.

The BOIMDA does not seek to detract from the requirements of the NZCPS, rather to take them fully into account during the Master Plan phase to understand the site specific measures that should be used in any development proposed through a Precinct Plan.

4.2. NATIONAL PLANNING STANDARDS

The National Planning Standards introduce other spatial tools available to Council outside of the standard zones proposed. One of these tools 'Development Areas are proposed for the BOIMDA. The NPS describes a development area as:

“A development area spatially identifies and manages areas where plans such as concept plans, structure plans, outline development plans, master plans or growth area plans apply to determine future land use or development. When the associated development is complete, the development area spatial layer is generally removed from the plan either through a trigger in the development area provisions or at a later plan change.”

It is considered that the PDP is not the most appropriate approach to managing the Bay of Islands Marina, and given the tools available under the National Planning Standards, such as Development Areas, it is considered that this approach is more appropriate to managing the unique environment and providing for a mixed use environment.

4.3. NRC REGIONAL POLICY STATEMENT FOR NORTHLAND

The RPS matters of relevance include:

- Objective 3.5 enabling economic activities
- Objective 3.6 economic activities – reverse sensitivity and sterilization
- Objective 3.8 efficient and effective infrastructure
- Policy 5.1.1 planned and coordinated development
- Policy 5.1.2 Development in the coastal environment

The proposed BOIMDA gives effect to the RPS by:

- More appropriately providing a mixture of uses by way of a Master Plan and Precinct Plan(s) that will enable economic activities to be undertaken alongside other social, cultural, and environmental uses.
- The BOIMDA Master Plan and Precinct Plan(s) will need to consider reverse sensitivity effects specifically. This is to occur to existing uses, and uses proposed within the BOIMDA.
- The BOIMDA will promote the effective and efficient use of existing and proposed infrastructure, as well as infrastructure 'freed up' through transition of existing activities to other development sites outlined in the submission.
- The BOIMDA approach more appropriately considers policy 5.1.1 by detailing at an overall and specific level how planned and coordinated development can be undertaken, taking into account the matters associated with urban design and form, will be integrated with infrastructure, manage reverse sensitivity, and maintain and enhance the sense of place and character of the Bay of Islands Marina as a maritime area.
- The BOIMDA acknowledges that it is located within the Coastal Environment and specific measures are proposed at the Master Plan stage to appropriately understand the mitigation and enhancement measures required to enable development.

4.4. PDP STRATEGIC DIRECTION

The PDP proposes a set of strategic directions which is intended to provide high level direction for the PDD and guidance how to be implement the Council's community outcomes set out in the document Far North 2100. The strategic directions of relevance include:

Social Prosperity:

- **Objective 1:** Community wellbeing is heightened by a sense of place.
- **Objective 3:** Encourage opportunities for fulfilment of our cultural, spiritual, environmental, and economic wellbeing.
- **Objective 4:** Promotion of communities and places that will meet the needs for not only the present population but future generations which are adaptive to climate change.

Environmental Prosperity:

- **Objective 2:** Existing industries and enterprises are supported and continue to prosper under volatile and changing economic conditions.
- **Objective 3:** Development and retention of highly motivated, educated and skilled people in the District.
- **Objective 4:** Development and retention of highly motivated, educated and skilled people in the District.

The proposed BOIMDA seeks to meet the social and environmental prosperity objectives by offering a specific development approach that is more appropriately able to enshrine all of the matters sought under the objectives in contrast to a blanket zoning proposed for the landholdings.

5. BAY OF ISLANDS MARINA DEVELOPMENT AREA EVALUATION

5.1. APPROACH TO EVALUATION

The overarching purpose of section 32 of the RMA is to ensure all proposed statements, standards, regulations, plans or changes are robust, evidence-based and are the most appropriate, efficient and effective means to achieve the purpose of the RMA. At a broad level, section 32 requires evaluation reports to:

- Examine whether the objectives in the proposal are the most appropriate to achieve the purpose of the RMA.
- Examine whether the provisions are the most appropriate way to achieve the objectives through identifying reasonably practicable options for achieving the objectives and assessing the efficiency and effectiveness of the provisions, including an assessment of environment, economic, social and cultural economic benefits and costs.

These steps are important to ensure transparent and robust decision-making and to ensure stakeholders and decision-makers can understand the rationale for the proposal.

5.2. EVALUATION OF SCALE AND SIGNIFICANCE

Section 32(1)(c) of the RMA requires that evaluation reports contain a level of detail that corresponds with the scale and significance of the environmental, economic, social and cultural effects that are anticipated from the implementation of this proposal. This step is important as it determines the level of detail required in the evaluation of objectives and provisions so that it is focused on key changes from the status quo.

The scale and significance of the environmental, economic, social and cultural effects of the provisions for the Light Industrial chapter generally proposed for the Bay of Islands Marina are evaluated in the table below.

Criteria	Comment	Assessment
Raises any principles of the Treaty of Waitangi	<p>The principles of partnership, participation and protection have been taken into consideration when drafting the BOIMDA.</p> <p>Development within the BOIMDA has gone through numerous consent processes and is a highly modified urban environment.</p> <p>The BOIMDA includes specific provision for cultural values by way of a Cultural Impact Assessment to form part of any Master Plan application and the recommendations of this will also flow through to the relevant Precinct Plan(s)</p>	Low
Degree of Change from the PDP	The BOIMDA approach seeks to augment the work and approach of the PDP by promoting	Medium

	<p>specific development provisions within the Bay of Islands Marina as provided for under the National Planning Standards. The approach considers the approach of the PDP by specifically requiring an infrastructure framework alongside any Master Plan application to manage development (as well as other matters).</p> <p>While it is a change from the PDP, the intent is to more appropriately manage and develop the area for future generations.</p>	
Effects on Matters of National Importance	The BOIMDA approach includes specific reference to the Coastal Environment, requiring an assessment of how a Master Plan will appropriately avoid, remedy, or mitigate effects to this area.	Low
Scale of Effects – geographically (Local, district wide, regional, national)	The BOIMDA is a defined urban area with landholdings all owned by FNHL. The impacts of the BOIMDA will be largely localised to these landholdings but include regional and local benefits	Low
Scale of people affected – current and future generations (how many will be affected – single landowners, multiple landowners, neighbourhoods, the public generally, future generations?).	The scale of those affected will largely be FNHL as the landowners, but the positive effects will be substantial for future generations, particularly associated with opening up the marina through urban design and open space, as well as a more appropriate mixture of activities, in comparison to simply a light industrial area.	Low
Scale of effects on those with specific interests, e.g., Tangata Whenua	Those parties with specific interests such as the maritime industry, tangata whenua, and cycle way users will all be engaged through the master plan process which is outlined in Attachment 1.	Low
Degree of policy risk – does it involve effects that have been considered implicitly or explicitly by higher order documents? Does it involve effects addressed by other standards/commonly accepted best practice?	Development Areas are specifically noted within the National Planning Standards as a tool that can be used. This s32 considers the higher order documents and finds general consistency with their intents and aims.	Low

The overall scale and significance of the effects from the proposal is assessed as being Low. Consequently, a low level of detail is required for the evaluation of any objectives and provisions for the BOIMDA chapter in accordance with s32(1)(c) of the RMA.

5.3. EVALUATION OF OBJECTIVES

Section 32(1)(a) of the RMA requires that the evaluation report examine the extent to which the objectives of the proposal are the most appropriate way to achieve the purpose of the RMA. The assessment of the appropriateness of the objectives for the BOIMDA chapter is against four criteria to test different aspects of ‘appropriateness’ as outlined below.

Criteria	Assessment
Relevance	<ul style="list-style-type: none"> Is the objective directly related to a resource management issue? Is the objective focused on achieving the purpose of the RMA?
Usefulness	<ul style="list-style-type: none"> Will the objective help Council carry out its RMA functions? Does the objective provide clear direction to decision-makers?
Reasonableness	<ul style="list-style-type: none"> Can the objective be achieved without imposing unjustified high costs on Council, tangata whenua, stakeholders and the wider community?
Achievability	<ul style="list-style-type: none"> Can the objective be achieved by those responsible for implementation?

Section 32 of the RMA encourages a holistic approach to assessing objectives rather than necessarily looking at each objective individually. This recognises that the objectives of a proposal generally work inter-dependently to achieve the purpose of the RMA. Where appropriate the objectives have been grouped in the evaluation below.

PROPOSED OBJECTIVES

- BOIMDA -O1 Create a liveable, mixed use environment where people can live work and play within the Bay of Islands Marina.
- BOIMDA -O2 Ensure adequate provision of infrastructure and services to meet development capacity while recognising the impacts of development on existing infrastructure networks.
- BOIMDA -O3 Ensure that the development of the Bay of Islands Marina allows for the maintenance of existing ecological values.
- BOIMDA -O4 Manage reverse sensitivity effects between Zones and incompatible land use activities.
- BOIMDA -O5 Create a network of open space for recreation and public access to the coastal marine area.
- BOIMDA -O6 Recognise the maritime industry and the importance this plays in the Far North District.
- BOIMDA -O7 Recognise the location of the Bay of Islands Marina within the Coastal Environment subject to natural hazards and provide for appropriate development in this location.

BOIMDA -O8 Recognise that maori have a special relationship with water, land and the coastline and that development needs to consider this relationship.

Relevance: In comparison to the objectives proposed for the Light Industrial Zone, these provisions more appropriately relate to the Bay of Islands Marina specifically and some of the significant resource management issues relevant to the BOIMDA.

The BOIMDA will support a mixture of activities, including residential, and open space, as well as catering to the existing maritime related industries in Opuia. The Coastal Environment is not proposed to be altered.

The BOIMDA, like the light industrial zone, is to be paired with appropriate infrastructure and the release of land through Precinct Plan(s) when sufficient infrastructure becomes available.

In terms of amenity and reverse sensitivity of mixed environments these are also covered through specific consideration of these matters.

The BOIMDA will result in a high quality urban environment through BOIMDA -O1, ensuring that the area will have opportunities for living, employment and living in terms of open space and appropriate outdoor living environments.

Usefulness: These objectives will be useful in enabling both the Council and FNHL to appropriately manage the unique attributes associated with the Bay of Islands Marina. Pairing potential development with infrastructure availability will also assist Council in its long term infrastructure planning.

Reasonableness: The BOIMDA approach allows for FNHL to prove to Council that the potential develop in the area is feasible from an infrastructure perspective as well allowing for programmed development which transitions uses away from the Bay of Islands Marina, to make way for a marina that is similar to many modern marinas which are mixed use in nature and provide for appropriate open space to the public to the coastal marine area.

Achievability: It is considered that the proposed objectives can be achieved within the BOIMDA context. The objectives are clear and cover off the relevant matters of concern within the Development Area. The objectives set a clear expectation that urban development must be appropriate and paired with development infrastructure. More specific matters associated with natural character of the coastal environment, ecology, hazards, and cultural values are also included to ensure these matters are appropriately considered.

Overall Evaluation: The objectives address the resource management issues at a more defined manner given the context of the BOIMDA. The approach is

considered more appropriate than the provisions for the light industrial zone which do not promote a mixed use environment or additional public access to the coastal marine environment. The approach is more appropriate in achieving the purpose of the RMA.

5.4. EVALUATION OF PROVISIONS TO ACHIEVE THE OBJECTIVES

Section 32(1)(b) of the RMA requires the evaluation report to examine whether the provisions are the most appropriate way to achieve the objectives by:

- a. identifying other reasonably practicable options for achieving the objectives; and
- b. assessing the efficiency and effectiveness of the provisions in achieving the objectives; and
- c. summarising the reasons for deciding on the provisions.

When assessing the efficiency and effectiveness of the provisions in achieving the objectives, section 32(2) of the RMA requires that the assessment:

- (a) identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for—
 - (i) economic growth that are anticipated to be provided or reduced; and
 - (ii) employment that are anticipated to be provided or reduced; and
- (b) if practicable, quantify the benefits and costs referred to in paragraph (a); and
- (c) assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.

This section provides an assessment of reasonably practicable options and associated provisions (policies, rules and standards) for achieving the objectives in accordance with these requirements. This assessment of options is focused on the key changes from the status quo as outlined in the 'proposed management approach' in 5.2 of this report.

Each option is assessed in terms of the benefits, costs, and effectiveness and efficiency of the provisions, along with the risks of not acting or acting when information is uncertain or insufficient. For the purposes of this assessment:

- **effectiveness** assesses how successful the provisions are likely to be in achieving the objectives and addressing the identified issues
- **efficiency** measures whether the provisions will be likely to achieve the objectives at the least cost or highest net benefit to society.

The sections below provide an assessment of options (and associated provisions) for achieving the objectives in accordance with sections 32(1)(b) and 32(2) of the RMA.

In addition, Section 32(2)(b) of the RMA requires that, where practicable, the benefits and costs (environmental, economic, social and cultural) of a proposal are quantified. The requirement to quantify benefits and costs where practicable recognises it is often difficult and, in some cases, inappropriate to quantify certain costs and benefits through section 32 evaluations.

As discussed in 6.1, the scale and significance of the effects of proposed changes for the BOIMDA are generally assessed as being low. Therefore, exact quantification of the benefits and costs of the different options to achieve the objectives is not considered to be necessary or practicable for this topic.

Rather this evaluation focuses on providing a qualitative assessment of the environmental, economic, social and cultural benefits and costs anticipated from the provisions with some indicative quantitative benefits and costs provided where practicable.

There are only two options assessed, that is the BOIMDA vs what is proposed through the PDP. These options are assessed in the table below.

BOIMDA VS PDP PROVISIONS

Apply the BOIMDA and associated provisions as outlined in Attachment X and rezone the land to Mixed Use as outlined in the submission in Attachment X.

Benefits	Costs	Risk of Acting / Not Acting
<ul style="list-style-type: none"> • The provisions make it clear that a specific development area approach is required for the BOIMDA. In order to facilitate this a Master Plan and Precinct Plan(s) are required that require far more detail than the existing light industrial zone provisions in terms of adequacy of infrastructure, consideration of open space and urban design, ecological and natural character, natural hazards and cultural values. • The promotion of the BOIMDA allows for development to take place in stages (Precincts) when development capacity becomes available over time. The approach also allows for other methods for infrastructure servicing – such as private provision of such matters. This flexibility is considered as a benefit if required to take stress of Council’s reticulated systems. • The provisions more appropriately give effect to the provisions of the RPS in terms of efficient and effective infrastructure in that it only promotes development where there is capacity for each precinct. The Master Plan concept must also be assessed. • The provisions more appropriately provide for a mixed use environment at the Bay of 	<ul style="list-style-type: none"> • The BOIMDA is perhaps a ‘new’ type of approach not contemplated for the PDP. However, the approach is within the National Planning Standards as a tool to be used in specific circumstances. 	<ul style="list-style-type: none"> • The provisions are considered to more appropriately meet Part 2 of the RMA when considered against the light industrial zone provisions. Modern marinas are mixed in their use and not necessarily industrial. • Not acting on the BOIMDA will continue to limit public access to the coastal environment.

<p>Islands Marina and provides for better urban design and urban amenity outcomes.</p> <ul style="list-style-type: none"> • The provisions will provide enhanced certainty to users of the Marina when a Master Plan is developed and carried out with engagement with the community. • The provisions may enhance development rights on the landholdings owned by FNHL, however these will be balanced by a series of matters including appropriate infrastructure. • The supply of additional land for mixed uses in Opuia is likely to improve the wellbeing of that community in a far more appropriate manner than simply keeping the marine as light industry. • The BOIMDA has far greater urban design provision than the PDP. <p>Economic Growth and Employment:</p> <ul style="list-style-type: none"> • Promoting a mixed use environment in the Bay of Islands Marina will provide a greater range of economic growth and employment provision in the area. The diverse array of potential activities will be supplemented by other relief sought in FNHL submission which seeks to increase and grow the maritime industry at different locations. • The introduction of the provisions give Council and the community some clear guidelines on how development needs to be 		
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designed and considered, as well as undertaken.		
<p>Effectiveness</p> <ul style="list-style-type: none"> • The provisions of the BOIMDA, when compared with those of the light industrial zone, are the most effective methods to meet the proposed BOIMDA objectives. They enable a pathway for development at the specific location in which Council has the ability to further consider at both the Master Plan and Precinct Plan(s) stages. The PDP promotes no such approach and would retain the Bay of Islands Marina as simply a light industrial area, contrary to the approach being seen in other marinas. • The rules and standards proposed reflect the tiered development approach which begins with a Master Plan and then Precinct Plan(s). The approach is clear and effective in meeting the outcomes sought for the Marina. • The provisions provide a clear pathway for the Council, community and the landowner to carry out development and the potential nature and level of activities for development to proceed. 	<p>Efficiency</p> <ul style="list-style-type: none"> • The BOIMDA option is efficient in that this will achieve the objectives proposed at the highest net benefit to the landowners and the community through the thorough approach which will see community engagement and consideration of site specific matters. 	
<p>Overall Evaluation</p> <p>On balance, the option for the BOIMDA is considered superior to the light industrial zone provisions. They are considered the most appropriate to achieve the objectives and the purpose of the RMA because:</p> <ul style="list-style-type: none"> • It enables the consideration of the Bay of Islands Marina at a more detailed and granular level than the light industrial zone provisions, with a clear structure and format to enabling development, that considers many of the significant resource management issues for urban areas, including providing appropriate infrastructure prior to development. • The character and amenity of the Bay of Islands Marina will be more fully assessed than under light industrial provisions, as a full urban design assessment is required during the Master Plan and Precinct Plan(s) phases. The light industrial zone includes no such provisions. 		

- The proposed BOIMDA consider the site specific matters considered relevant, such as natural hazards, ecology, natural character, of the coastal environment, urban design, open space, cultural values and high quality urban environments.

5.5. CONCLUSION

An evaluation of the proposed objectives and provisions for the BOIMDA has been carried out in accordance with section 32 of the RMA. This evaluation has concluded that the objectives are the most appropriate way to achieve the purpose of the RMA and the provisions are the most appropriate way to achieve the objectives for the following reasons:

- The BOIMDA objectives give effect to Part 2 of the RMA and the relevant National Policy Statement and Regional Policy Statement policy direction.
- While the NPS-UD is not considered to apply to any of the urban areas within the Far North District at this juncture as a Tier 3 urban environment, it has been a consideration in the process of establishing the BOIMDA.
- The BOIMDA follows the zoning standards and definitions set out in the Planning Standards.
- The BOIMDA introduces a revised regulatory framework for activities within the Bay of Islands Marina which is more appropriate than the light industrial zone.
- Technical standards are to be considered at time of the development of a Master Plan, considering the overarching urban design approach and consultation and engagement with the community. In lieu of a Master Plan, it is proposed that the Mixed Use Zone as an underlying zone, prevails.
- The BOIMDA is expected to result in improved housing options and potentially more affordable housing products while addressing growth and creating inclusive, quality urban environments for people to live, work and play.
- Landowners on properties being rezoned BOIMDA have further opportunities than those currently afforded under the ODP, as such economic benefits are likely to be realised if and when they chose to develop their land.

Overall, it is considered that the proposed provisions are the most appropriate given that the benefits outweigh the costs, and there are considerable efficiencies to be gained from adopting the preferred provisions.

6. ATTACHMENTS

6.1. ATTACHMENT 1 – URBAN DESIGN ASESMENT [WSP]

DRAFT

URBAN DESIGN OPUA | 19 OCTOBER 2022

BAY OF ISLANDS MARINA / MARINE PARK / COMMERCIAL ESTATE URBAN DESIGN
[WSP • Far North Holdings Ltd]



**THE BAY OF ISLANDS
MARINA VILLAGE**

DRAFT

DOCUMENT HISTORY AND STATUS

Revision	Date	Author	Reviewed by	Approved by	Status
B	19/10/222	Maddie Palmer/Alex Wierzbicki/Haley Hooper	Haley Hooper	Haley Hooper	Draft

Revision	Details
A	Draft for client /planning review
B	Draft for client /planning review

DISCLAIMER / LIMITATION STATEMENT

This report ("Report") has been prepared by WSP exclusively for Far North Holdings Ltd in relation to providing Feasibility Masterplanning for the Bay of Islands Marina, Marine Park and Commercial Estate, in accordance with Contract dated 18 May 2022. The findings in this Report are based on and are subject to the assumptions which require further studies to evaluate full extents, constraints and opportunities. WSP accepts no liability whatsoever for any reliance on or use of this Report, in whole or in part, for any use or purpose other than the Purpose or any use or reliance on the Report by any third party.

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This report has been made in conjunction with the Urban Design Team, the Landscape Architecture Team and the Architecture Team.

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Creating what matters
for future generations

FEASIBILITY, PLANNING, ENGAGEMENT + DESIGN PROCESS

WHERE WE ARE AT CURRENTLY



INITIAL PLANNING

ENGAGEMENT



BAY OF ISLANDS
MARINA
FEASIBILITY
MASTERPLANNING



PROPOSED
DISTRICT
PLAN CHANGE
SUBMISSION



CONSULTATION
WITH COUNCIL

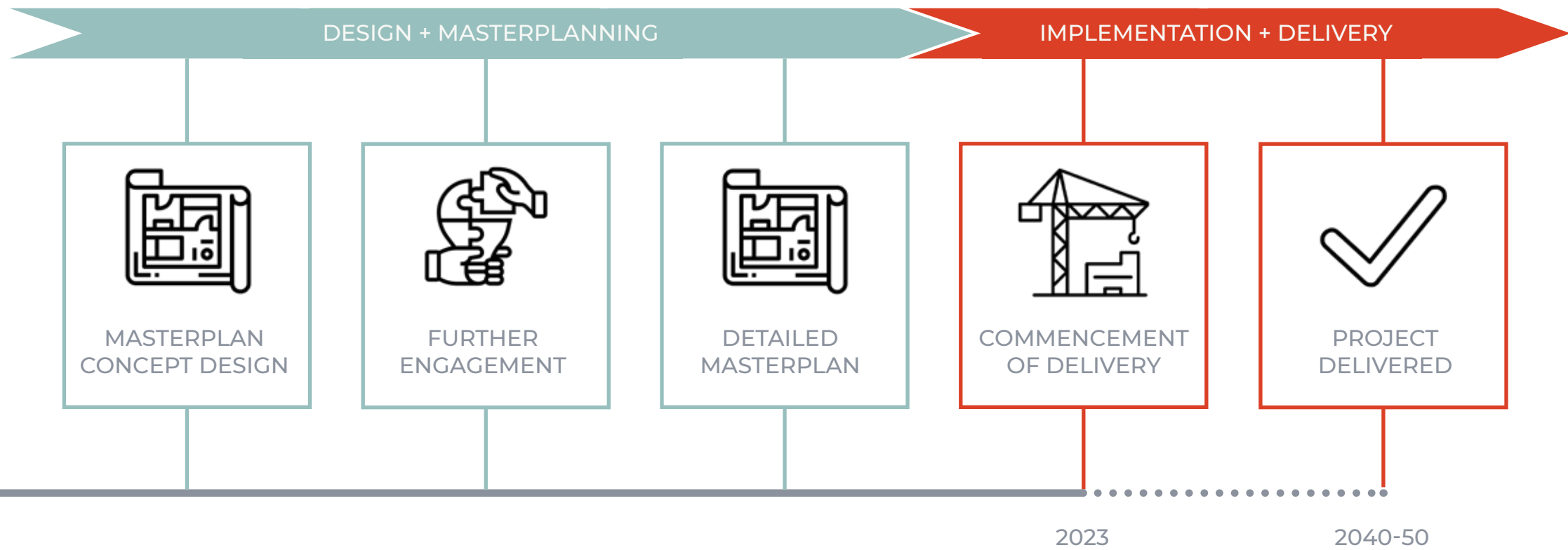


COMMUNITY
STAKEHOLDER AND
IWI ENGAGEMENT



FEEDBACK
RETURNED &
INTEGRATED

2022



A VISION FOR THE BAY OF ISLANDS MARINA

The Bay of Islands Marina is a unique sea-faring and waterfront location for the Bay of Islands, Northland and New Zealand. It currently has unrealised potential to build upon its existing maritime uses and offer a mixed-use destination to complement the existing centres and localities within the Bay of Islands recreational/visitor triangle of Paihia, Waitangi and Russell.



Place-based waterfront design

The Bay of Islands Marina has the potential to leverage the beauty and aspect of its natural environment through sensitive place-based design to appropriately accommodate a small, scaled Aotearoa styled waterfront marine precinct that integrates aquaculture, ocean and natural landscape with environmentally scaled, high quality public realm, amenity, residential apartments and waterfront living.

A destinational world-class marina

The Bay of Islands Marina is already a place of 'arrival' as the first-port-of-call for international boating arrivals to New Zealand, housing customs offices and clearance facilities/services. The existing functional environment could be a much more vibrant, memorable place that visitors from near and far wish to visit, enjoy and experience. It could become a known character hub of activity and lifestyle, offering an easy, well-equipped and draw-card destination in the Pacific servicing marine-craft and providing maritime amenity alongside a characterful place that also builds and supports the uplift of local community, trades and businesses.

A mixed-use micro-community

The Bay of Islands Marina is in the prime position to develop a mixed-use community, that accommodates a targeted quantum of boutique apartments, retail, touristic services, offices, food and beverage and also some specialty uses such as marine workshops, gym/spa and boating club and hub. To create a community it is necessary to bring together a tailored collection of different amenities in close proximity to each other to activate place and provide a desirable, sustainable location.



TE PUNA INLET

MOTUROA ISLAND

BAY OF ISLANDS

MOTUAROHIA ISLAND

RUSSELL

WAITANGI

PAIHIA

POMARE BAY

STATE HIGHWAY 11

OKIATO

WAIMANGAROA POINT

WAIKARE INLET

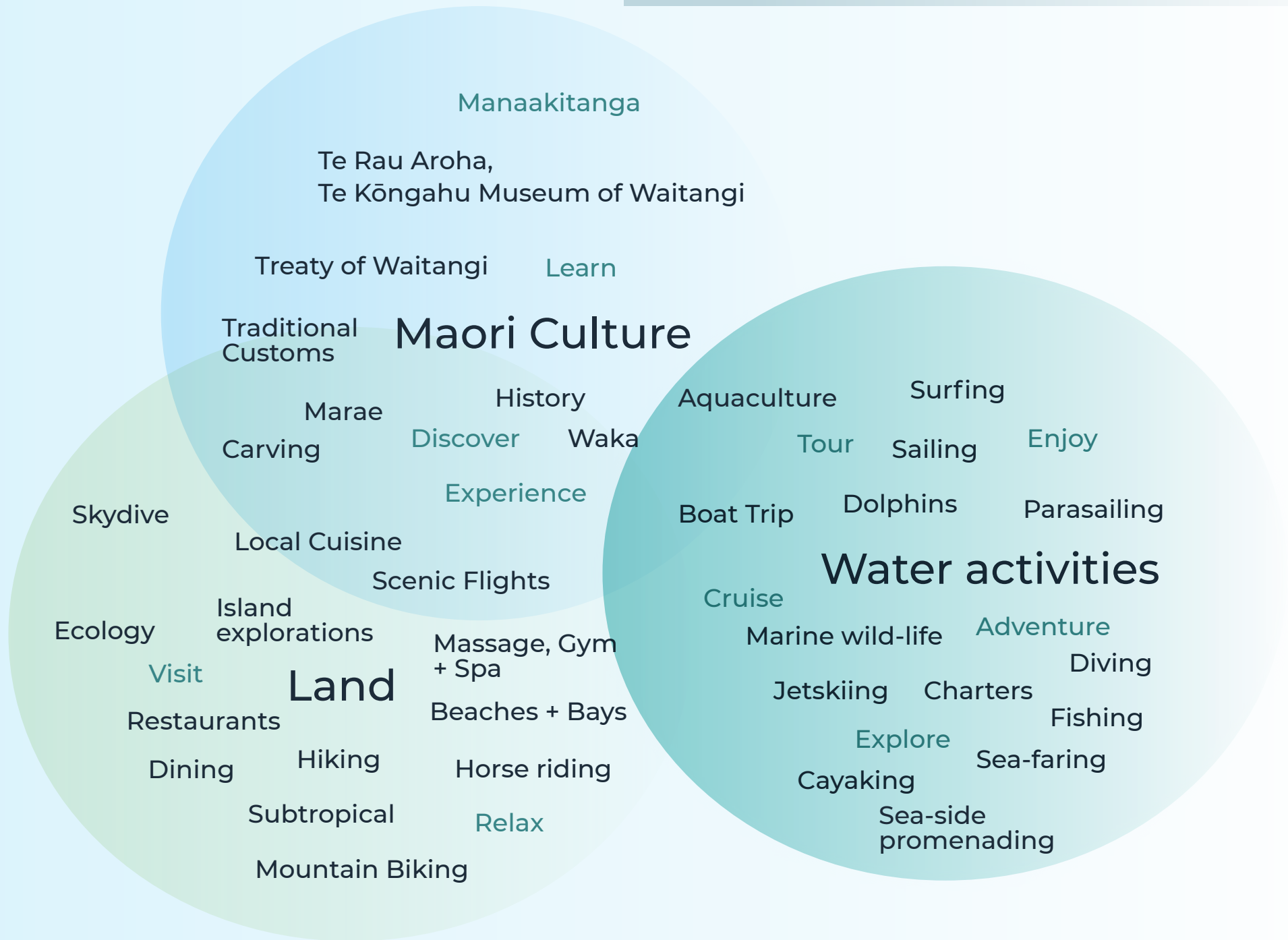
BAY OF ISLANDS
MARINA
OPUA

STATE HIGHWAY 11

KAWAKAWA/WHANGAREI

KAWAKAWA RIVER

DESTINATION OPUA



Maori Culture

Water activities

Land

LOCALITY + ACTIVITY

Visit the Opuā + the Bay of Islands

Opuā can offer a complementary destination that enhances and supports the development of greater aquaculture and tourism of the Bay of Islands; connecting to the local trade and networks of Waitangi, Paihia and Russell.



WAITANGI



PAIHIA



RUSSELL



OPUĀ

BAY OF ISLANDS

PAIHIA AND WAITANGI

BAY OF ISLANDS

BAY OF ISLANDS MARINA (OPUA)

MARINE PARK

COLENSO TRIANGLE

OPUA COMMERCIAL ESTATE

KAWAKAWA

WHANGĀREI

Future Development Areas



A MASTER PLAN FOR THE BAY OF ISLANDS MARINA

In order to facilitate and provide structure for the future growth of Opuā, FNHL has developed a feasibility planning proposal which tests the possibilities for the future of the Bay of Islands Marina, Marine Park, and Commercial Estate.

The Feasibility Plan provides the following for the Opuā Area:

- A fine-grain mix of buildings ranging between 1 – 5/6 levels accommodating a variety of new as well as existing uses;

The Bay of Islands Marina is close to projected growth areas - Paihia, Haruru and Kawakawa and supports the demand for new residential units to accommodate the projected increases in local employment with incoming population uplift from local, regional, national, and international locations.

The proposed Feasibility Plan proposes a unique mix of maritime, commercial, cultural, and social focal points that complement and support the activities, identity and offerings of Paihia, Waitangi, Russell and the broader the Bay of Islands. The scale of the possible commercial offerings in the development is in keeping with demand for small and medium enterprise (SMEs) across the Bay of Islands region and within the immediate Opuā area.

The Feasibility Plan may include a garden pier stretching northwards, a variety of boutique residential and accommodation options, a new gateway public realm and entryway into the Marina Precinct (including a new roundabout incorporating placemaking and wayfinding signage). All future development would sensitively integrate public and maritime amenities into an attractive designed community.

This proposal for the Bay of Islands Marina enables high-value land to be utilised for place-based design, including well-designed residential communities and new vibrant uses, that support growth and development for the Opuā catchment, encouraging locals, regional Northland tourists and internationals to invest in, enjoy and experience the beauty of Opuā

and its coastal environment, alongside new curated offerings.

The proposal retains the southern parcel of the site for existing maritime industries, slipway/hoist boating hard-stand without altering the current operational capabilities.

Importance of the Bay of Islands Marina, Marine Park + Commercial Estate

Opuā is land constrained and the existing buildings in the area offer space primarily in the range of 50-150sqm in size. The 'Powder Store' offers 3 units of 800 sqm in size which have been permanently occupied. Demand for boatbuilding premises, rigging, canoe manufacturing, and engineering workshop space is high, and FNHL are constantly having to turn away businesses as the space simply does not exist.

Such businesses which are those looking to relocate from other areas to the Bay or existing businesses in Opuā looking to expand need proximity to the marina, boatyard and associated lift facilities.

There are no premises that offer units of 200-1,000 sqm in size in Opuā, Paihia, Haruru or Kawakawa (outside of the Powder Store). The re-zoning and establishment of a Marine Park is essential to allow Opuā to consolidate its position as a marine service centre for overseas boats clearing customs and the wider domestic market.

Commercial Estate is currently operating for light industrial and maritime industries and Marine Park is a newly proposed development site which in conjunction with the established Commercial Estate maritime services consolidates and strengthens Opuā and its position as a 'marine service centre' for overseas boats (clearing customs at Opuā), as well as for the wider domestic market.

The Marine Park will provide premises not currently available throughout the district and encourage further economic growth and employment opportunity in a variety of high paid positions, further

helping diversify the employment offering away from lower paid tourism positions.

Marine Park and Commercial Estate will offer new focused developments built specifically to accommodate and optimise marine services, infrastructure, and efficiencies, by conglomerating industries into a common location across these two sites. Both the Marine Park and Commercial Estate help to support the latent demand for marine service premises greater than 200sqm in size.

Role of Colenso Triangle

Colenso Triangle complements the sites involved in the Feasibility Plan. This is because it promotes a consented development opportunity for a new railway terminus and associated activities for the BOI Vintage Railway Trust and to accommodate a landing facility for marine farming and barging activities, covered under existing resource consents.



EXISTING SITES + SITUATION

BAY OF ISLANDS MARINA

An existing marina with a number of light industrial buildings that support maritime service industries, supplies, commercial uses such as offices, a laundromat and cafe, and marina administration.



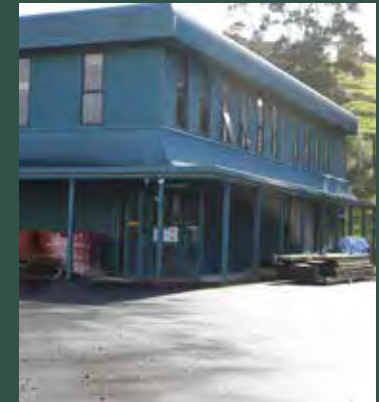
MARINE PARK

An undeveloped site adjacent to Paihia Rd/SH11.



COMMERCIAL ESTATE

A commercial/industrial business park that supports local maritime industries.



PROPOSED BAY OF ISLANDS MARINA CHARACTER + SENSE OF PLACE

Alongside the sea-breeze and the easy Northland way of living, we imagine a place that captures the attraction and charm of Opuia and the Bay of Islands and offers visitors and locals a friendly, fun and characterful maritime location to enjoy the waters-edge amenity as well as participate in the the associated boating culture both on and off water.

Culture, public art and pop-up interventions, alongside marine influences can be used to inform placemaking and create a uniquely Opuia identity, that is distinctive, vibrant and beautiful.

The Bay of Islands Marina can celebrate its place in Aotearoa through native vegetation and planting growing a lush landscaped public realm, that links the water experience to the bush.

The precinct could be linked through a promenade, that connects the different character areas across the precinct and provides a pathway and journey for strolling the marina and walking through a range of different places along the way.



TOHU + LOCAL PLACEMAKING



INTEGRATED LANDSCAPING / NATIVE PLANTING



ALCOVES + SERIES OF PLAZA / THE C



NG



OPIUA + THE BAY OF ISLANDS TOURISM / RECREATION



INTERNATIONAL + NZ MARITIME SERVICE/YACHTIE HUB



WATERFRONT FOOD + BEVERAGE



OUTDOOR LOUNGE



RELAXING ON THE WATERFRONT GREENS



OPIUA BY NIGHT - LIGHT-WATER-ART EXPERIENCE



CULTURE + PLACE FOR IWĪ

URBAN DESIGN RATIONALE

Strategic urban design decisions suggest a series of key character areas, potential uses and design moves that could inform future development and masterplanning.

These consist of;

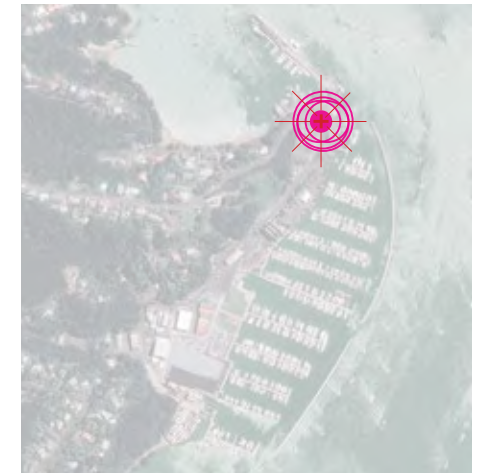
- Enhancing the relationship between nature, bush and landscape (green networks) and water, ocean and marine landscapes (blue networks)
- Creating a ribbon of built form to frame the waters edge and provide built amenity along the waterfront
- Forming a memorable Gateway-Entry to the Bay of Islands Marina, and developing good way finding through signage, built environment and art to direct cars and people arriving to the locality
- Developing a community heart and a place for people to gather together and enjoy food and entertainment
- Linking green-spaces throughout the development
- Making movement across the site a designed experience



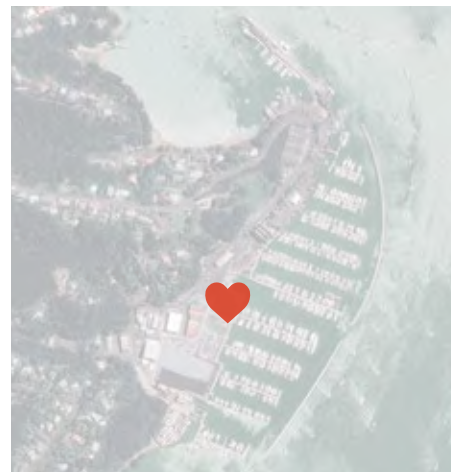
Water + Landscape Interface + Connection



Ribbon of fine-grain built form framing the waterfront



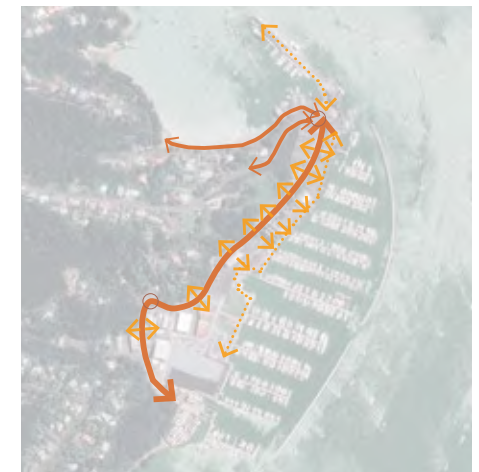
Celebration of Gateway Entry to the Bay of Islands Marina



Community Heart of the Marina

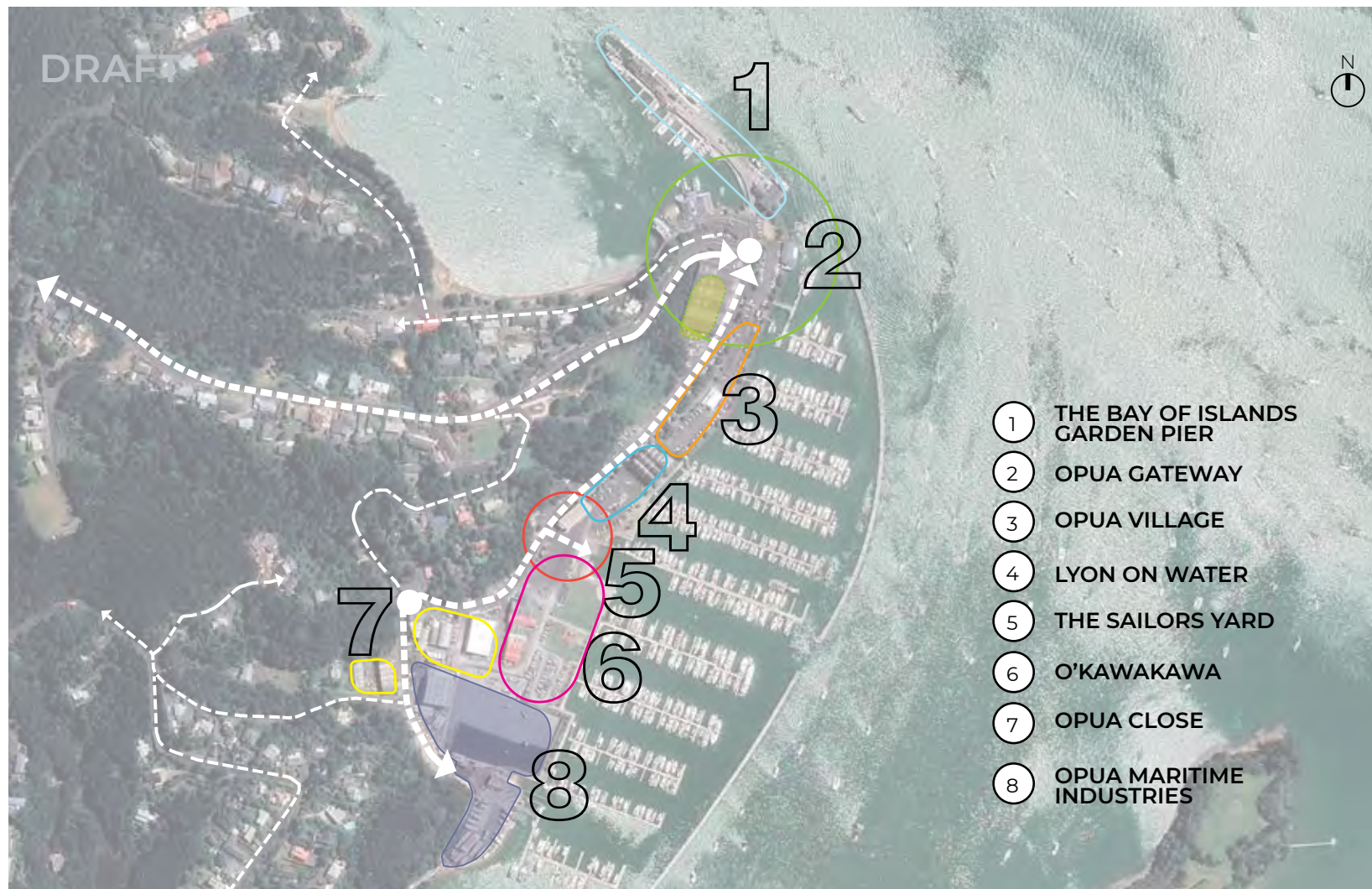


A series of quality green spaces + public realm

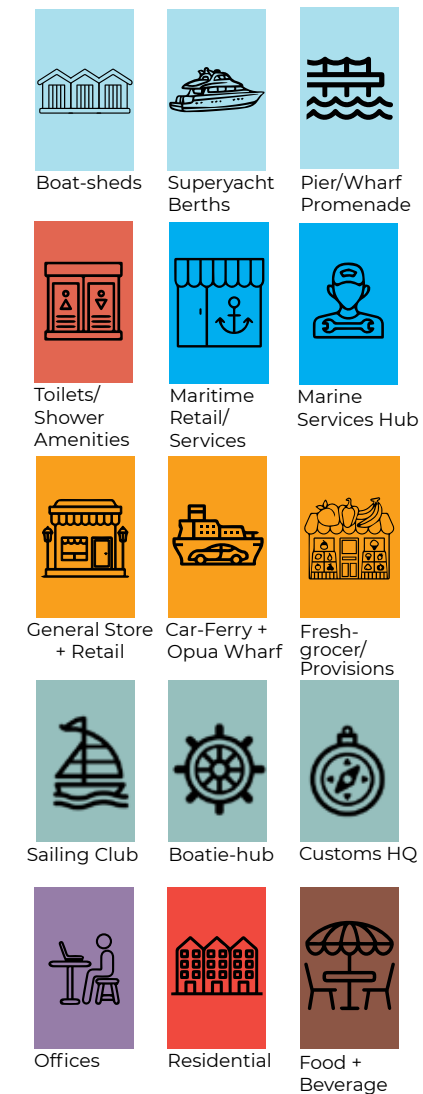


Connected movement networks

Possible Future Character Areas

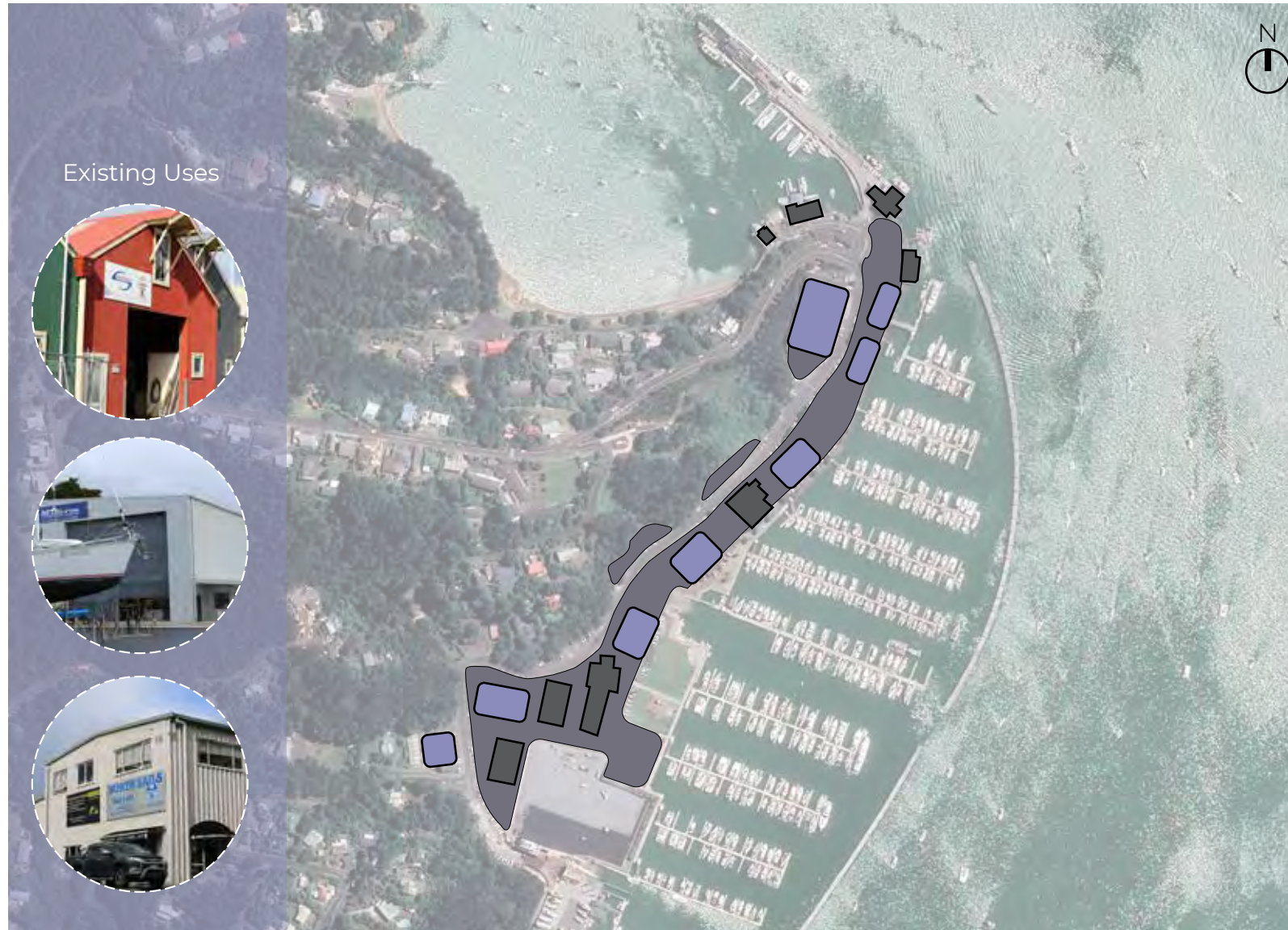


Future Uses



THE BAY OF ISLANDS MARINA PROPOSED DISTRICT PLAN ZONING

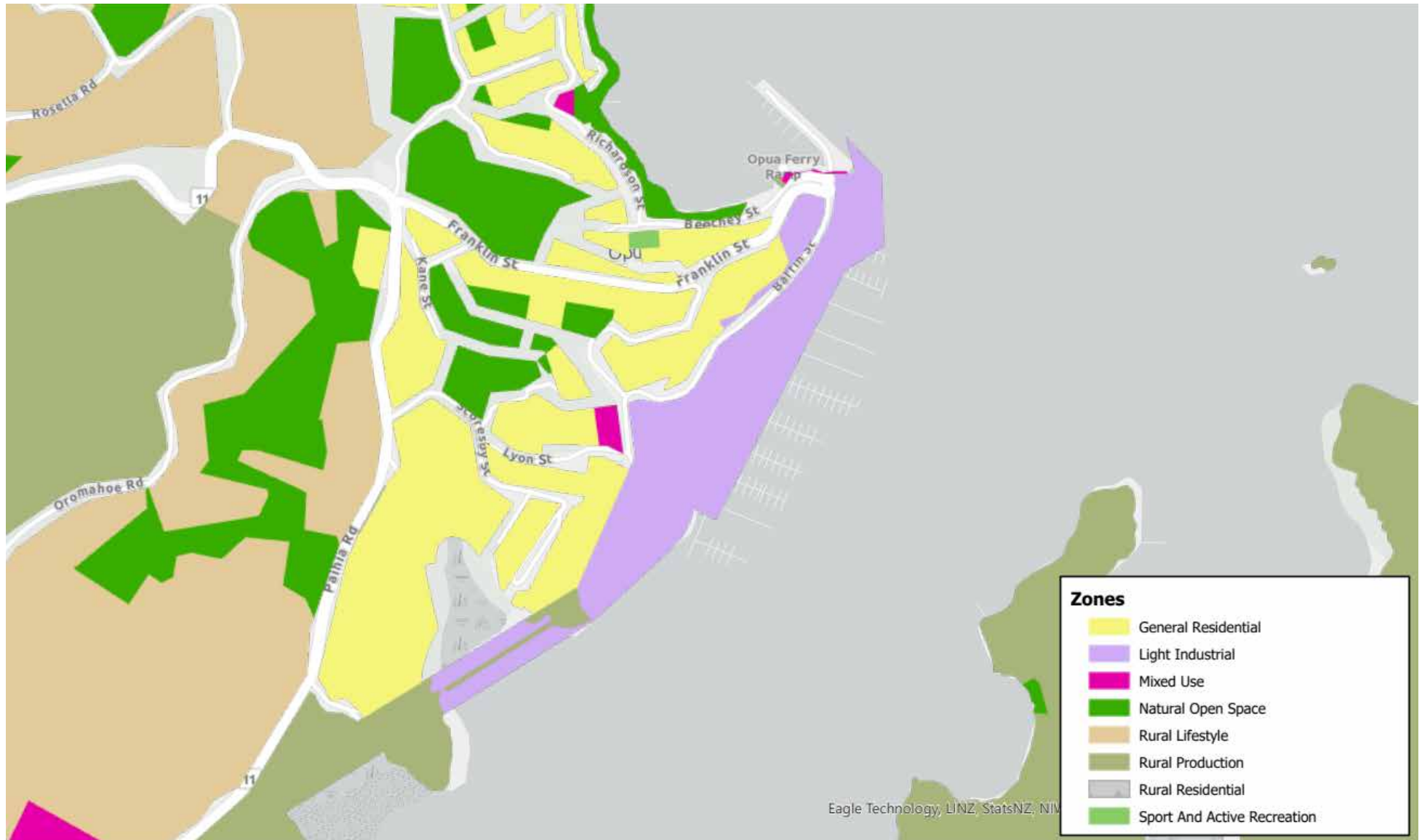
LIGHT INDUSTRIAL ZONING



- Existing Building to be Retained
- Proposed Light Industrial Building Footprints (800m² - 1,400m²)
- Surface-level parking

The current light industrial zone promotes the continuation of servicing uses only, encouraging large format box-type buildings and carparking, which creates a singular maritime servicing focused use for the area and doesn't encourage place-based design or a mixture of uses and community.

PROPOSED DISTRICT PLAN ZONING



PLANNING + BUILDING HEIGHTS

CURRENT PERMISSIBLE BUILDING HEIGHTS PLAN UNDER PROPOSED DISTRICT PLAN ZONING



Coastal Environment
Planning Overlay Height
restriction

 up to 5m

The Bay of Islands Marina is situated within the Coastal Environment overlay which restricts building heights to no more than 5m in height.

The proposed zoning for Opua (in the Proposed District Plan) is Commercial/Light Industrial which permits building heights of up to 12m, although the Coastal Environment overlay still applies and restricts building heights to a maximum height of 5m.

PROPOSED BUILDING HEIGHT AREA PLAN - MIXED-USE ZONING



Proposed Building Heights

- 0-5m
- 5-12m *
- 13-18m



A typical 2 storey building is approx. 6m in height.

* Typical floor-to-floor heights for residential: 2.7m-3m

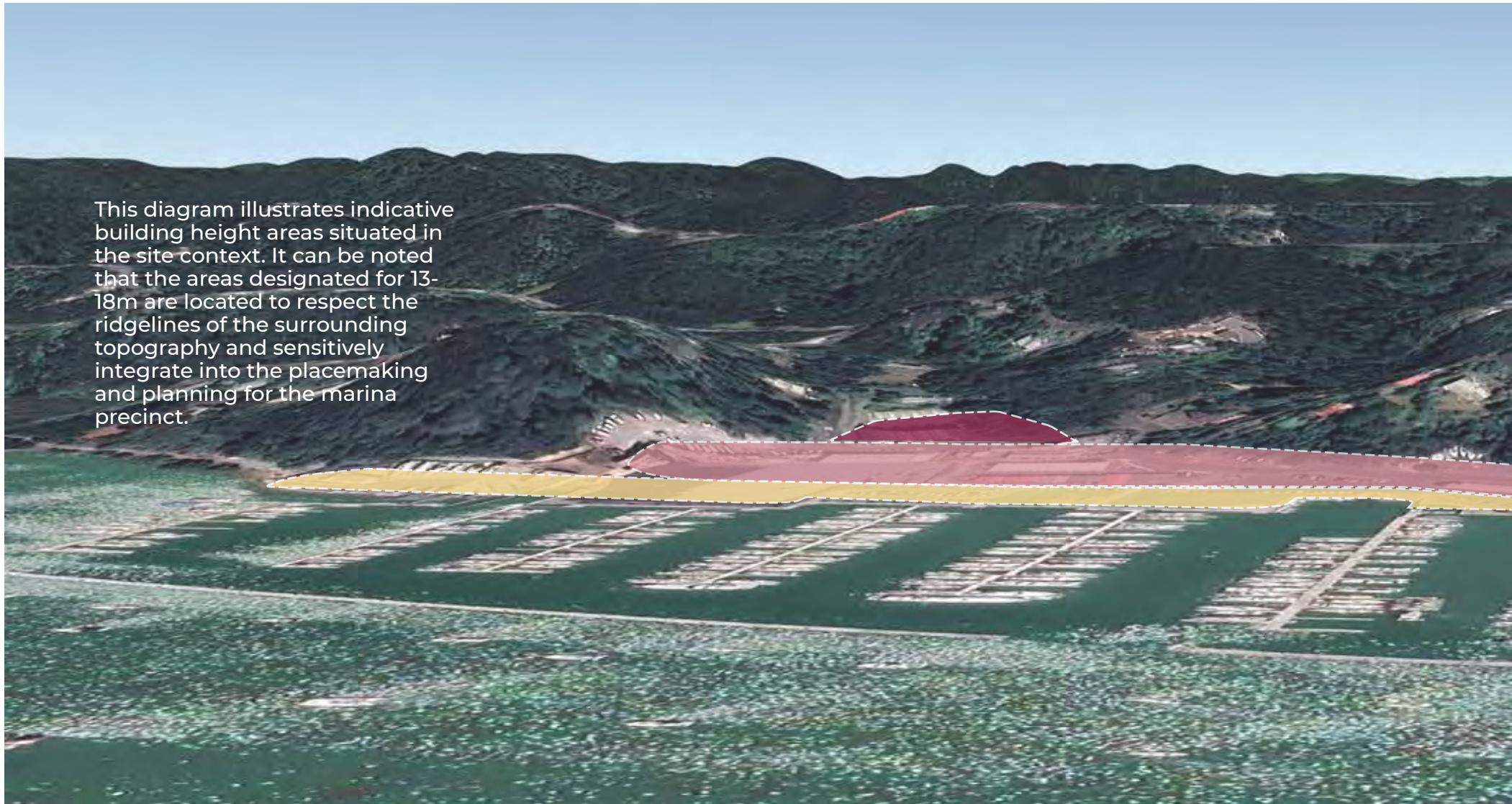
*Typical floor-to-floor heights for commercial: 3-3.5m

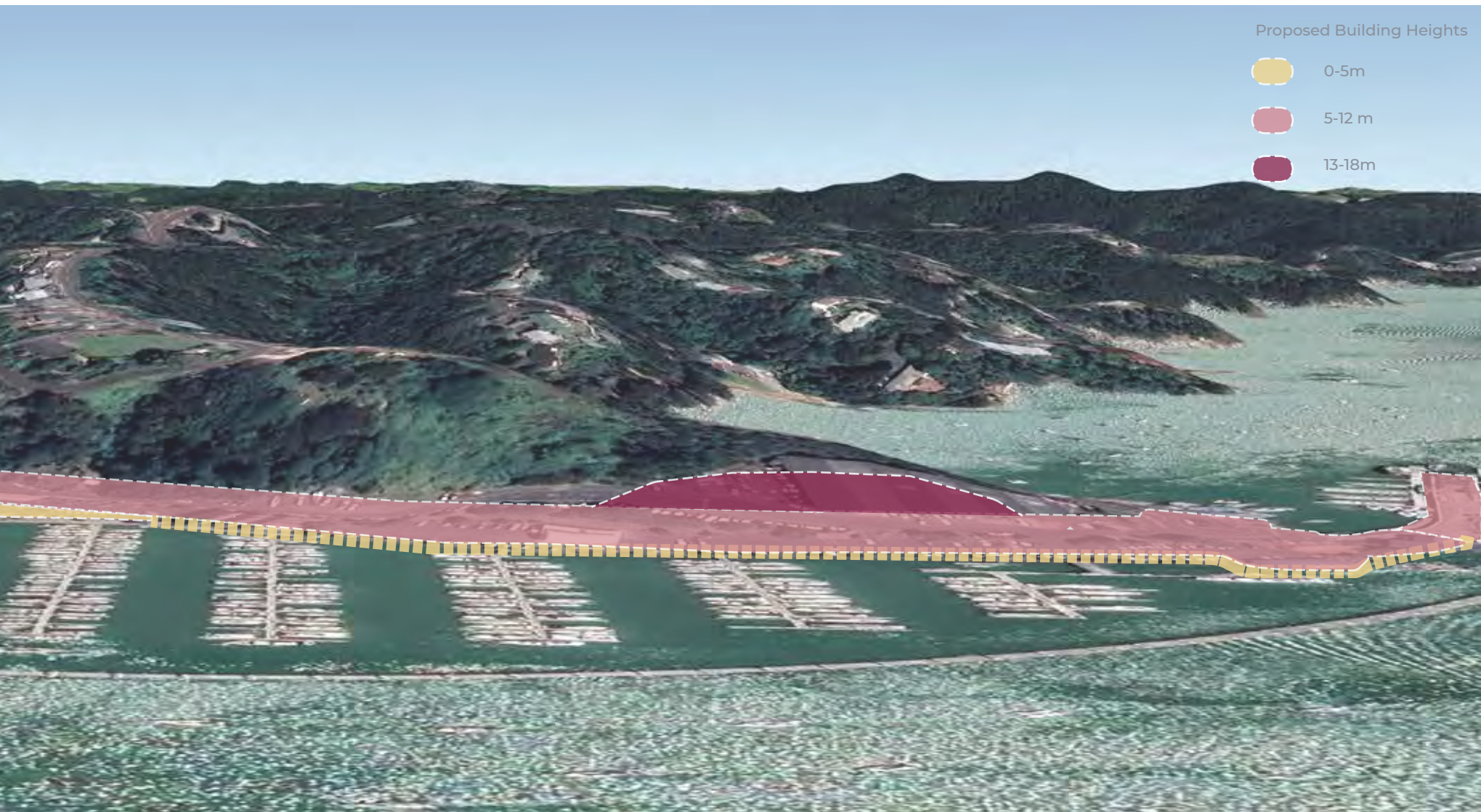
The proposed building height areas have been located to mitigate visual and environmental effects. The 13-18m proposed height areas provide for areas of possible density for residential development, whilst respecting the topography, and not causing adverse effects on adjacent sites, and nestling into the backdrop of the hill behind.

Extra sensitivity is proposed along the waterfront interface with the sea by locating only low-rise building and ensuring considered design.

INDICATIVE BUILDING HEIGHTS AREAS - SITUATION/CONTEXT DIAGRAM

This diagram illustrates indicative building height areas situated in the site context. It can be noted that the areas designated for 13-18m are located to respect the ridgelines of the surrounding topography and sensitively integrate into the placemaking and planning for the marina precinct.





STAGING

Stage 1



The Bay of Islands Marina



Marine Park



Commercial Estate

STAGE 1

THE BAY OF ISLANDS MARINA

Stage 1A

- Relocation of growing businesses to larger premises
- Earthworks, infrastructure + servicing
- New round-about
- Lyon St + Franklin St roading /streetscape upgrades
- Gateway Public Realm upgrades
- Garden Pier Public Realm

Stage 1B

- Powder House Apartments
- Opua Gateway waterfront buildings
- Opua Lawns public realm + mixed-use

MARINE PARK

- Earthworks, infrastructure, servicing, off-grid stormwater, waste-water + reticulated water + detention ponds
- Roading development

COMMERCIAL ESTATE

- Relocation of growing businesses to larger premises
- Demolition of existing buildings / site works
- Earthworks, infrastructure + servicing
- Boat Storage Yard Phase 1

STAGING

Stage 2



The Bay of Islands Marina



Marine Park



Commercial Estate

STAGE 2

THE BAY OF ISLANDS MARINA

- Opuia Village
- Multideck carpark to avoid a 'sea of carparking' and land being unused for a majority of the year

MARINE PARK

- Buildings along Marine Park road frontage (typical commercial building heights between 5-12m)

COMMERCIAL ESTATE

- n/a

STAGING

Stage 3



The Bay of Islands Marina



Marine Park



Commercial Estate

STAGE 3

THE BAY OF ISLANDS MARINA

- Lyon on the Water
- Crew Rec Hub facilities (Garden Pier)
- Boat-sheds - flex use (Garden Pier)

MARINE PARK

- Light industrial buildings (central lot) (typical commercial building heights between 5-12m)

COMMERCIAL ESTATE

- Maritime industry commercial shed

STAGING

Stage 4



The Bay of Islands Marina



Marine Park



Commercial Estate

STAGE 4

THE BAY OF ISLANDS MARINA

- Opuia Close Residential

MARINE PARK

- Light industrial buildings (southern lot)
(typical commercial building heights
between 5-12m)

COMMERCIAL ESTATE

- n/a

STAGING

Stage 5



The Bay of Islands Marina



Marine Park



Commercial Estate

STAGE 5

THE BAY OF ISLANDS MARINA

- n/a

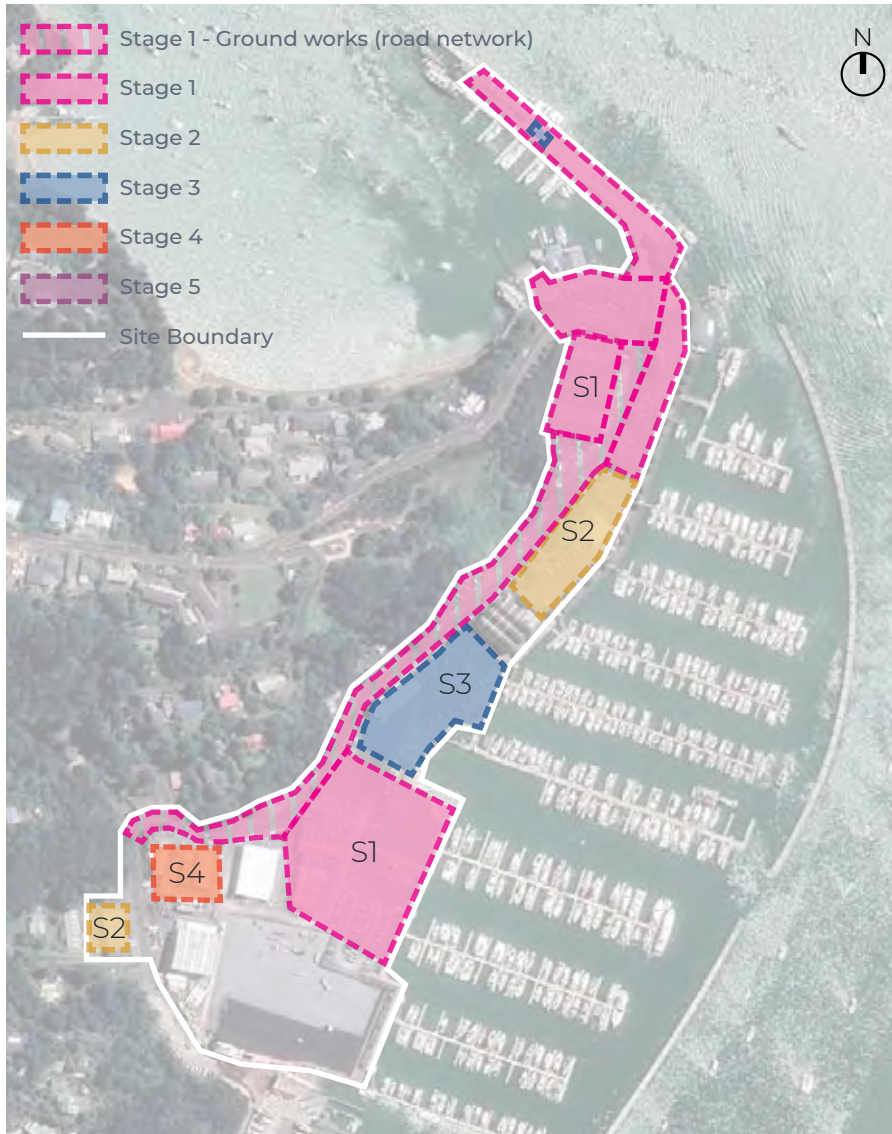
MARINE PARK

- Remaining Light Industrial lots (typical commercial building heights between 5-12m)

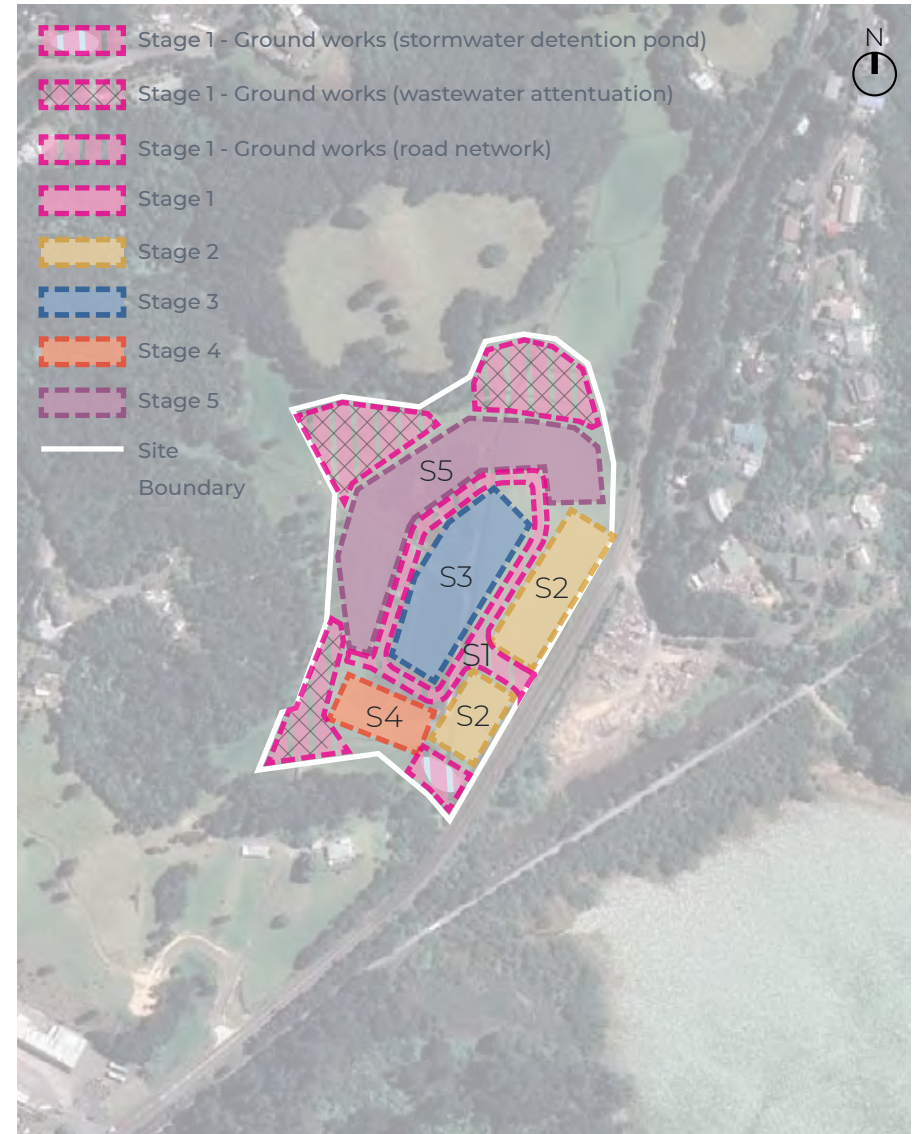
COMMERCIAL ESTATE

- Boat Storage Yard Phase 2

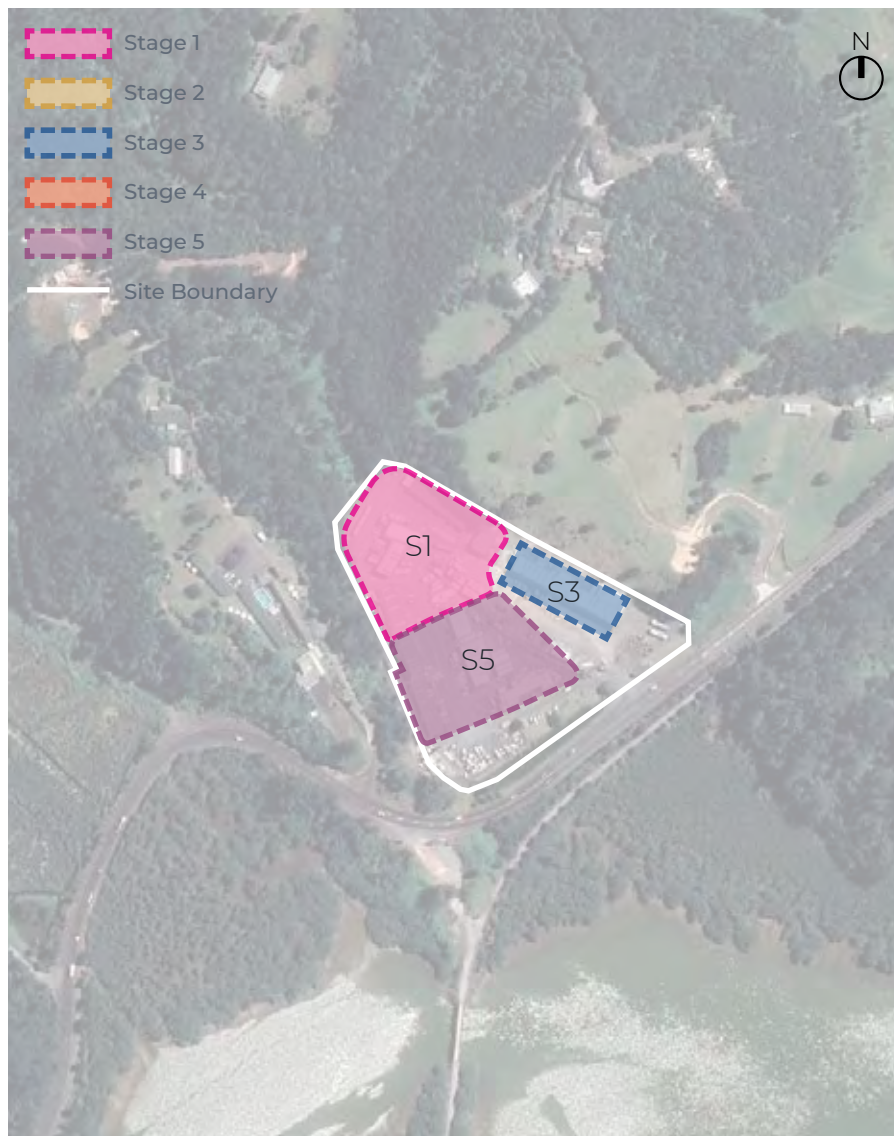
STAGING SUMMARY PLAN



The Bay of Islands Marina



Marine Park



Commercial Estate

Infrastructure + Staging

The proposed development requires a staged approach that transitions some of the maritime industries and operations (currently located at the Bay of Islands Marina) to nearby purpose-built maritime servicing locations across; Marine Park and Commercial Estate, (situated 1.5kms away along SH11 / Paihia Road). This relocation of select maritime uses will enable the development of a redesigned mixed-use Marina and public realm/promenade. Changing the local offering through the introduction of new destinational place-based activities and uses such as food and beverage, recreation and tourism offices, small scaled retail, wellness studios, boating social facilities and residential.

We are acutely aware of the infrastructure challenges the District faces and this aspect has been at the forefront of our design thinking and how staged development can occur. Marine Park and Commercial Estate therefore have been proposed as sustainable developments, that manage waste water attenuation and reticulated water independently, ie off-grid, in order to avoid placing further demand on the system.

The overall proposed development staging plan provides a long-term strategy for future development in alignment with key infrastructure upgrades, as well as economic, social, cultural and environmental planning for the wider Bay of Islands region.



Produced in collaboration with



Far North
Holdings Limited



6.2. ATTACHMENT 2 – ECOLOGICAL ASESSMENT [WSP]



Ecological Assessment for Far North Holdings PDP Submission



This report (**'Report'**) has been prepared by WSP exclusively for [Far North Holdings] (**'Client'**) in relation to [Tech Support on PDP Submission] (**'Purpose'**) and in accordance with the [Short form agreement with Far North Holdings dated 22/09/2022]. The findings in this Report are based on and are subject to the assumptions specified in the Reports provided by [Steven Sanson and the Bay of Islands Marina Master Plan]. WSP accepts no liability whatsoever for any reliance on or use of this Report, in whole or in part, for any use or purpose other than the Purpose or any use or reliance on the Report by any third party.

Option: Add disclaimer of liability for reliance on client-supplied data if appropriate

In preparing the Report, WSP has relied upon data, surveys, analyses, designs, plans and other information (**'Far North Holdings'**) provided by or on behalf of the Client. Except as otherwise stated in the Report, WSP has not verified the accuracy or completeness of the Client Data. To the extent that the statements, opinions, facts, information, conclusions and/or recommendations in this Report are based in whole or part on the Client Data, those conclusions are contingent upon the accuracy and completeness of the Client Data. WSP will not be liable in relation to incorrect conclusions or findings in the Report should any Client Data be incorrect or have been concealed, withheld, misrepresented, or otherwise not fully disclosed to WSP.



1 Introduction

WSP has been engaged by Far North Holding's to support their submission application for a plan change of the FNDC District Plan. The purpose of the plan change application is to change the zoning of three properties owned by Far North Holdings located at 945, 947 Paihia Road (Commercial Estate); presently zoned 'Commercial', Lot 12 DP 200225 (Marine Park); presently zoned 'Coastal Living' and the Opuia Marina; presently zoned 'Light Industrial' to 'Mixed Use' (Figure 1-1).

The proposed change will allow Far North Holdings to carry out a wider range of development in the area, promoting the tourism industry, increasing residential, commercial development and relocate the existing industry areas away from the waterfront.

This short report provides an assessment of potential ecological impacts from the change in zoning and land use of the three properties owned by Far North Holdings. As the overall project has just completed the feasibility master planning stage, the ecological impacts and recommended potential improvements have been undertaken via a high-level desktop analysis. A wide range of possible factors have been considered, given the early stages of planning and wide scope of potential development in the future.



Figure 1-1 Properties owned by Far North Holdings that are subjected to a zone change. (Note: The Colenso Triangle is not subject to a zone change, however, is owned by Far North Holdings. It is zoned 'General Coastal').



1.1 Site Location, Description and Ecological Context

The site is located in the township of Opuā, Northland. The area of interest includes the biggest marina in the Bay of Islands and is a main port of call for domestic and international travellers. It is also an important transport route for locals crossing by car between Okiato/Russell and Opuā. There is a wide range of local industry along the marina to support and provide local services for tourism operators and businesses involved in the marine industry.

Far North Holdings seek to change the zoning of their three properties to 'Mixed Use' to allow for a wider range of development opportunities to occur at Opuā Marina, including the upgrading of the existing Commercial Estate along SH 11 to provide better access to industrial goods and services and a vision to develop a Maritime Park to create greater development opportunities for industry.

The Marina and Commercial Estate are already heavily modified areas, with 'very low' areas of vegetation and 'very low' areas of habitat available within the property boundaries. The Marine Park is an undeveloped piece of land that has been proposed to be developed into an industrial area. There is an existing consent to carry out bulk earthworks on Lot 12 DP 200225 (Marine Park). The consent allows for the placement of dredging spoil and clean fill at the site.

2 Methodology

The overall approach used to undertake this ecological impact assessment involved application of the "*Guidelines for undertaking Ecological Impact Assessments (EclA) published by the Environment Institute of Australia and New Zealand (EIANZ, 2018)*". The assessment of these variables has been done via desktop analysis. A review of NRC flood modelling and biodiversity maps was used to determine risk from flooding, presence of wetlands and aerial imagery to assess habitat suitability.

2.1 Desktop Assessment

The assessment of these variables has involved the following:

- Review of Northland Regional Council GIS Maps
- Review of the New Zealand Herpetological Database
- Review of New Zealand Freshwater Fish Database
- Review of New Zealand Bird Atlas

2.2 EIANZ Guidelines

Guidelines for undertaking EclA published by the Environmental Institute of Australia and New Zealand (EIANZ, 2018) were used to assess ecological values of the area. The guidelines assist in assessing values and effects in a consistent and transparent way. Sound professional judgement is required when applying the recommended framework and matrix approach.

The approach involves assigning values for vegetation, habitats or species using the criteria in Table 2-1. This will lead a whole value of the area will be concluded as shown in Table 2-3.



2.3 Assessment of Ecological Values

The first step of the EclA guidelines approach requires ecological values to be assigned on a scale of 'Low', 'Moderate', 'High', or 'Very High' to each ecological feature (Table 2-1). Species were valued according to their conservation status; those 'At Risk' or 'Threatened' were valued at a higher level than those classified as 'Not Threatened'.

Table 2-1 Assignment of values to vegetation, habitats, and species (adapted from EIANZ, 2018)

Value	Species Value Requirements	Vegetation/Habitat Value Requirements
Very High	Nationally 'Threatened' species occur or expected to occur regularly within the Project footprint on a permanent or seasonal basis.	Meets the majority or all of the ecological significance criteria/objectives outlined in Part 3 of the Proposed Regional Policy Statement for Northland.
High	Nationally 'At Risk' species occur or expected to occur on a permanent or seasonal basis.	Meets some of the ecological significance criteria/objectives outlined in Part 3 of the Proposed Regional Policy Statement for Northland.
Moderate	No Nationally 'Threatened' or 'At Risk' species occur, but locally uncommon or rare species, or keystone species (that are considered important for ecological integrity and function) present on a permanent or seasonal basis.	Habitat does not meet the ecological significance criteria/objectives outlined in the outlined in Part 3 of the Proposed Regional Policy Statement for Northland. but provides locally important ecosystem services (e.g., erosion and sediment control, and landscape connectivity).
Low	No species present that are Nationally 'Threatened', 'At Risk', locally uncommon or rare, or considered keystone species.	Nationally or locally common habitat that does not provide locally important ecosystem services.
Negligible	Exotic species, including pests & species having recreational value	Exotic species habitat that does not provide locally important ecosystem services.

2.4 Magnitude of Effects

In determining a rating for the magnitude of effects on each ecological value consideration was given to the scale of habitat loss relative to the size of the available resource, duration of the effect, likely effect at population level with respect to individual species and degree to which the proposed development was likely to impact on the sustainability of the ecosystem and associated species. The magnitude of the effects is described as 'Negligible', 'Low', 'Moderate', 'High', or 'Very High' (Table 2-2). In assessing the magnitude of effects, standard best practice in terms of minimising effects and post construction restoration have been assumed to be part of the Project.



Table 2-2 Criteria for describing the magnitude of effects (EIANZ, 2018)

Magnitude	Description
Very high	Total loss of, or very major alteration to, key elements/features of the existing baseline conditions, such that the post-development character, composition and/or attributes will be fundamentally change and may be lost from the site altogether; AND/OR loss of a very high proportion of the known population or range of the element/feature.
High	Major loss or major alteration to key elements/features of the existing baseline conditions such that the post-development character, composition and/or attributes will be fundamentally changed; AND/OR loss of a high proportion of the known population or range of the element/feature.
Moderate	Loss or alteration to key elements/features of the existing baseline conditions such that the post-development character, composition and/or attributes will be partially changed; AND/OR loss of a moderate proportion of the known population or range of the element/feature.
Low	Minor shift away from existing baseline conditions. Change arising from the loss/alteration will be discernible, but underlying character, composition and/or attributes of the existing baseline condition will be similar to pre-development circumstances or patterns; AND/OR having a minor effect on the known population or range of the element/feature.
Negligible	Very slight change from the existing baseline condition. Change barely distinguishable, approximating to the 'no change' situation; AND/OR having negligible effect on the known population.

2.5 Overall level of Effects

The last step in the effects assessment process was to determine the overall level of effects using the EIANZ matrix (Table 2-3).

The overall level of effects or risk posed on ecological values ranges from Very High/High to Low level. Moderate level effects, or greater, typically require measures to avoid, remedy or mitigate effects, while Low to Very low effects are not normally of concern, although care will be required to avoid or minimise effects through design, construction.

Table 2-3 Criteria for describing the overall level of effects (EIANZ, 2018)

Magnitude	Ecological Value				
	Very High	High	Moderate	Low	Negligible
Very High	Very High	Very High	High	Moderate	Low
High	Very High	Very High	Moderate	Low	Very low
Moderate	High	High	Moderate	Low	Very low
Low	Moderate	Low	Low	Very Low	Very low
Negligible	Low	Very Low	Very Low	Very Low	Very low



3 Environmental Assessment

Section 3 will assess the basic principles of each site in relation to the following factors: sea level rise & flooding, vegetation & wetlands, and fauna.

3.1 Bay of Islands Marina

The Bay of Islands Marina is a heavily modified environment and has long been used as an industrial hub for marine activities and is home to the main marina in the Bay of Islands. The landward industrial area is considered to be of 'low' ecological value due to these extensive modifications and lack of natural features to provide habitat for flora and fauna.

The industrial area borders the Bay of Islands Marina and is zoned as a 'Marina Zone'. The marina borders the neighbouring Mooring Zone as shown in (Figure 3-1). The entire area is subject to marine pollution limits, for which there is to be 'no untreated discharges inside the area'.

The Bay of Islands Marina is currently zoned 'Light Industrial' and will be changed to 'Mixed Use' under the planned submission change. Key environmental factors have been explained below. The area is required to be upgraded due to being vulnerable to 1:100-year AR coastal flooding events and retreating key industrial infrastructure inland will help to avoid potential cross-contamination between industry and the sea under extreme events. With the plan change and opening the marina to development, there is opportunity for more coastal defence infrastructure to be installed alongside the coastline to provide greater protection during extreme events.



Figure 3-1 'The Marina (Purple)' and 'Mooring Zone (Green)' at Bay of Islands Marina (Source: NRC).

3.1.1 Sea Level Rise & Flooding

The industrial area is vulnerable to 1:50, 1:100, year plus rapid sea level rise (RSL) inundation events. The perimeter of the industrial area is vulnerable to current coastal flooding. The flooding zones are shown in (Figure 3-2, Figure 3-3). Under a current flood model and 1:50-year flood model the flood hazard zone largely avoids the HAIL sites and the existing industrial area (Figure 3-2). Much of the area is vulnerable to flooding under a 1:100 year and 1:100 + RSL scenario (Figure 3-3). This could pose risks where future flooding events of a 100 year plus severity, may mobilise contaminants from the HAIL Sites into the ocean causing adverse environmental effects and cross-contamination issues. The site is also not located in any highlighted coastal erosion zone.



Figure 3-2 Flooding Hazard Zones of Bay of Islands Marina (dark blue = current coastal flooding zone, light blue = 50-year coastal hazard flood zone, HAIL Sites have been highlighted in yellow, Source: NRC).



Figure 3-3 Flooding Hazard Zones of Bay of Islands Marina (darkest blue = current coastal flooding zone, next darkest blue = 1:50-year coastal hazard flood zone, second lightest blue = 1:100-year coastal hazard flood zone, lightest blue = 1:100-years + rapid sea level rise coastal hazard flood zone, HAIL sites have been highlighted in yellow, Source: NRC).



3.1.2 *Vegetation & Wetlands*

There is very little to no amounts of vegetation to be seen onsite, along with no presence of wetlands in reference to NRC maps. The master plan for the development includes the creation of interconnecting green spaces along the entirety of the waterfront. Riparian plantings can be used to increase the ecological value of these potential refuges. The species of which to be planted is yet to be determined, a planting plan should be carried out by a certified planting practitioner.

There is no presence of mangroves, seagrass or saltmarsh beds located alongside the entirety of the marina area. Due to the lack of vegetation, there is a lack of habitat suitability for many marine species that reside in wetland ecosystems or terrestrial fauna. They will reside further upstream in the wider harbour, where there is a higher vegetation presence. and a lack of direct human presence or influence

3.1.3 *Fauna*

DOC maps show that kiwi are present in the wider area along sections of the waterfront and surrounding hills. Kiwi presence is less than 5 calls per hour. Kiwi are highly unlikely to be into the located along the waterfront and the marina and will be in bush and scrub areas away from urban environs. Upon the restoration of riparian vegetation, there is potential for the return of bird species.

A desktop review of local avifauna (Table 6-1), freshwater fish species (Table 6-2) and herpetofauna (Table 6-3) has been carried out to determine other potential fauna that could be present in the local vicinity of the site. Upon development, further assessment and mitigation efforts should be put in place for these species, especially 'at risk', 'threatened' or 'endangered' species to further reduce and avoid negative impacts from development on the surrounding environment.

3.1.4 *Environmental Benefits*

The creation of urban green spaces will provide greater aesthetic value to the Bay of Islands Marina and will soften developments being of lesser intensity. Moving the industrial areas away from the harbour edge will limit potential cross contamination from flooding events, limiting runoff of hazardous materials from industrial shops/yards reaching the harbour and allowing for the opportunity to upgrade the existing coastal defence infrastructure to be more resilient to the future impacts of climate change.

3.2 *Commercial Estate*

The commercial state is an existing section containing another area of industrial activity. The zone change is to be from 'Commercial' to 'Mixed Use'. Changing the zone will allow for commercial and light industrial activity to occur simultaneously.

3.2.1 *Sea Level Rise & Flooding*

The site is not located in any flooding zones under 1:10-, 1:50- and 1:100-year NRC river flood models. There are no stormwater assets located in or around the perimeter. The site is located in multiple coastal flooding zones. Under a present-day coastal flood, much of the industrial site will be inundated. The severity of this flooding in terms of cover increases when compared to 1:50, 1:100 and 1:100 plus RSL models.

Figure 3-4 shows the present and 1:50-year coastal flood models, almost the entirety of the site is inundated under these scenarios. Coastal flooding becomes an even more severe issue under 1:100 and 1:100+ RSL Model Scenarios (Figure 3-5). Flooding would pose a serious risk to the environment if industrial contaminants were mobilised into the surrounding wetlands and waterways. As the area is vulnerable to present day flooding there is a current risk of contaminants ending up in marine environment. It is recommended suitable mitigations are carried out to protect the site

from flooding events and sea level rise. This may include a sea wall being built along the outside perimeter of the adjacent road or elevating the site upon future development. Any works should be designed and approved by a certified coastal engineer. Undertaking these works, will reduce the chances of the freshwater and marine environments being cross contaminated by potentially hazardous substances from the Commercial Estate. All material should be designed to be kept onsite and in case of spillage to be confined within the property boundary.



Figure 3-4 Current coastal flood model of the Commercial Estate (red arrow) under current flood (dark blue) and 1:50-year flood model (light blue).



Figure 3-5 Coastal flood model of the Commercial Estate (red arrow) under a 1:100-year (darker blue) and 1:100-year + RSL scenario (lighter blue).

3.2.2 Vegetation & Wetlands

The commercial estate is located near to saltmarsh and mangrove areas consisting of overlapping and separate extents of both saltmarsh and mangrove wetland. Re-zoning of the commercial estate will not impact on any of the known wetland areas as they are all located out of the extent of the property section and zoning area.

There is very little vegetation on-site and what vegetation there is on the section and around the perimeter provides minor ecological value. It is recommended during future development perimeter vegetation is maintained (Figure 3-6).



Figure 3-6 Areas of Mangrove (Green) and Saltmarsh (Orange) Wetlands around the Commercial Estate (Red arrow)

3.2.3 Fauna

The area is located in a current kiwi area that receives less than 5 calls per hour. Kiwi are highly unlikely to be located in the section that is being subject to a zone change but may exist in the surrounding area which consists of largely forest remnants areas of regenerating forest and scrub and very low density housing. FNDC biodiversity maps show kiwi are present in and around the area.

A desktop review of local avifauna (Table 6-1), freshwater fish species (Table 6-2) and herpetofauna (Table 6-3) has been carried out to determine other potential fauna that could be present in the local vicinity of the site. Upon development, further assessment and mitigation efforts should be put in place for these species, especially 'at risk', 'threatened' or 'endangered' species to further reduce and avoid negative impacts from development on the surrounding environment.

The site is located next to a biodiversity wetland hotspot consisting of a Mangrove Riparian Complex. The biodiversity wetland is summarised in (Table 3-1) and is shown in (Figure 3-7).

Table 3-1 Summary of Biodiversity Hotspot Wetlands (Source: NRC)

PNAP Number	Ecological District	Subtype	Area Description	Description
PNAP Q05/001	WHANGARURU ED	Saltmarsh	Bay of Islands Harbour	Extensive estuarine system, bordering the Waikare Inlet, the Kawakawa River, and the eastern Bay of Islands. Features one of the best examples of unbroken gradients from old-growth hill forest to tidal flats, found anywhere in Northland, with extensive riparian cover sometimes adjoining freshwater/brackish wetlands. Habitat for threatened and regionally significant species, and an especially important area of Northland for the recovery of two threatened bird species-pateke and matuku. Important for the maintenance of water quality within the Bay of Islands.

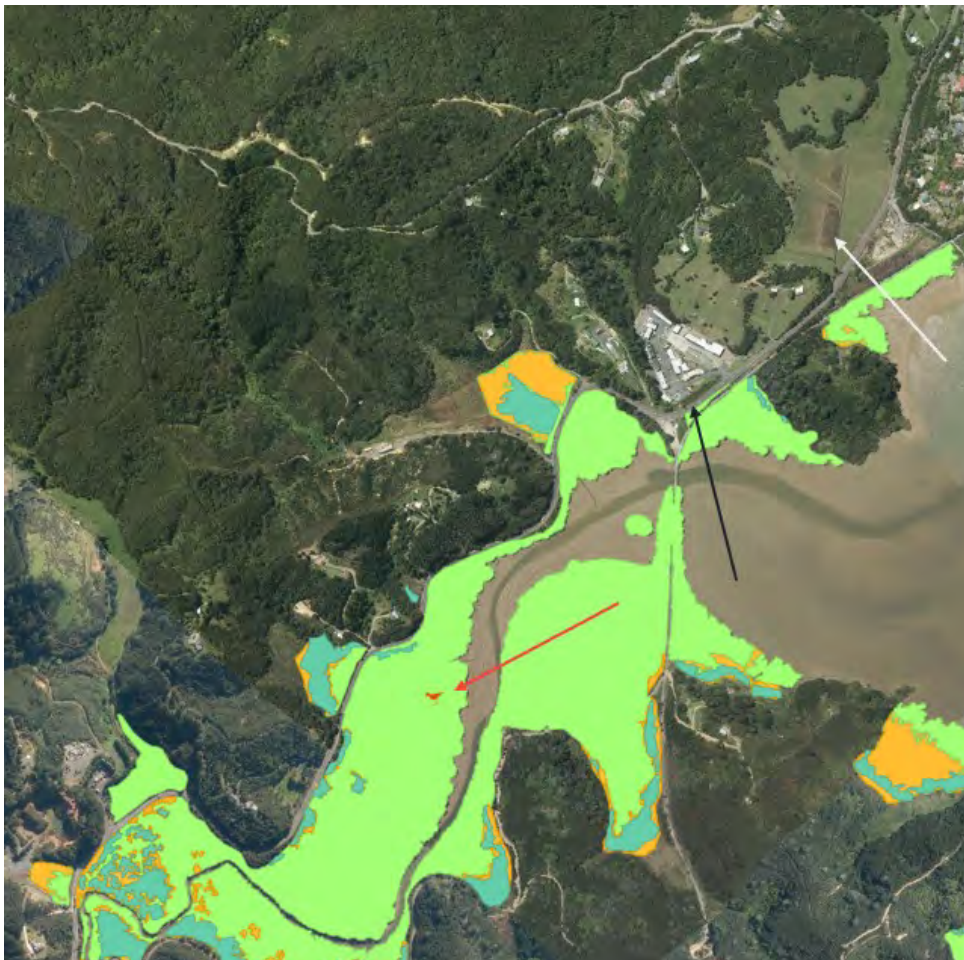


Figure 3-7 Area of significant wetland (red arrow), Commercial Estate (black arrow) and the Marine Park (White Arrow), (Source: NRC).



3.2.4 Environmental Benefits

Upgrades to the area will include off grid wastewater treatment and water reticulation, in order to be promoted as a sustainable build and not put increased stress on the council managed wastewater and water supply systems according to the master plan. This will ensure in case of leaks in the council systems, no water or wastewater from the Commercial Estate or Marine Park will end up in the harbour or neighbouring wetlands.

Future development of the area should include increased amounts of coastal defence, elevated site platforms, plus further coastal engineering assessment to reduce the risk susceptibility to flooding and sea level rise.

This will reduce the risk of any potential on site contamination finding its way into surrounding waterways significant wetlands, coastal, wetlands, and wider Bay of Islands.

3.3 Marine Park

The Marine Park is an undeveloped area and currently consists of grazing pasture. The site comprises of a valley with drainage on one side and a wetland located in the lower valley. The drainage flows into an outlet located at the estuary There is an existing resource consent ID (AUT. 018351.01.02/02.02/.03.02/.04.01/.05.01) to carry out bulk earthworks on Lot 12 DP 200225 (Marine Park). Any development to be carried out on the site must abide by the resource consent conditions. The area is currently zoned 'Coastal Living' and is proposed to be rezoned to 'Mixed Use'.

The proposed development is planned to be completed in stages designed to fit in with the long-term strategy for future development referenced in the overall master plan. The Marine Park will be similar to the Commercial Estate, where it will be developed as a sustainable build. Wastewater attenuation and reticulated water will be treated off-grid and independently from the council reticulation helping to reduce stress on the council systems.

3.3.1 Sea Level Rise & Flooding

The Marine Park is vulnerable to both coastal and river flooding, however coastal flooding occurs to a lesser severity. The Marine Park has been modelled to be inundated under a 1:10-year river flooding event (Figure 3-8). The 1:50-year extent of river flooding is not a lot more severe compared to the 1:10-year extent. The 1:100-year CC is a lot more severe in terms of flooding extent and covers the entirety of the Marine Park (Figure 3-8).

The coastal flooding modelling covers a portion of the total Marine Park. Under a current flood model, the bottom of the valley is inundated during such events. For 1:50 year, 1:100 and 1:100 + RSL events, edges of the Marine Park and bigger portions of the area will be inundated during such events increasing with severity across modelling scenarios (Figure 3-9).

Development works should include upgrading the Marine Park to be more resilient to flooding. This may include elevated platforms or upgrading the drainage system and installing a floodgate to limit seawater coming up the drainage system during coastal flooding events. The existing drainage system can be upgraded to stop the system from being overloaded during extreme flood events and allowing for faster runoff into the sea during river flooding events. Abiding by resource consent conditions during development will help further protect the marine area from flooding, along with recommendations here or listed by a qualified coastal engineer.



Figure 3-8 Current River flood model of the Marine Park (red square) under current 1:10-year extent (darkest blue), 1:50-year extent (middle blue), 1:100-year CC extent (lightest blue).



Figure 3-9 Current coastal flood model of the Marine Park (red square) under current flood models present extent (darkest blue), 1:50-year extent (second darkest blue), 1:100-year extent (second lightest blue), 1:100-year + RSL (lightest blue).

3.3.2 Vegetation & Wetlands

The site has wetlands consisting of both mangrove and saltmarsh located outside of the property boundary along the estuary (Figure 3-10). The site experiences surfaces flooding on occasion and cannot drain quickly enough, although there is a local drainage system. This has led to favourable conditions for wetland development in the lower valley (Figure 3-10). The wetlands have been identified in an already granted resource consent with offsetting conditions in place to remediate the consent condition stated, 'drain and place fill within a reverted wetland'. The rest of vegetation consists of open grazed pasture and no significant tree cover, the value of the overall vegetation

can be concluded to be 'Low'. Upon development sediment erosion and control plans will need to be implemented to stop contamination of the neighbouring mangrove and saltmarsh areas, along with a suitable 'Ecological Restoration Plan' for the restoration and enhancement of the area of adjacent wetland. Sediment erosion and control plans have already been included and conditions for the development of an 'Ecological Enhancement Plan' have previously been included in the granted resource consent. These conditions will reduce the impacts of the development on the surrounding wetlands, harbour, and vegetation to be 'no more than minor' and result in potential 'net-gains' in the mid to long-term due to restoration and enhancement of the wetland.



Figure 3-10 Wetlands located next to the Marine Park (mangrove = green, salt marsh = orange, Marine Park indicated by the red square, wetlands indicated by blue arrows).



3.3.3 Fauna

The Marine Park is located in an area labelled as ‘Kiwi Present’ with a high-level assessment estimating a range of less than five calls per hour. There are unlikely to be kiwi located within the section as it is open pasture. The section does border forest and low-density housing FNDC biodiversity maps show kiwi are present in and around the area.

A desktop review of local avifauna (Table 6-1), freshwater fish species (Table 6-2) and herpetofauna (Table 6-3) has been carried out to determine other potential fauna that could be present in the local vicinity of the site. Upon development, further assessment and mitigation efforts should be put in place for these species, especially ‘at risk’, ‘threatened’ or ‘endangered’ species to further reduce and avoid negative impacts from development on the surrounding environment.

3.3.4 Environmental Benefits

Upgrades to the area will include off grid wastewater treatment and water reticulation, in order to be promoted as a sustainable build and not put increased stress on the council managed wastewater and water supply systems according to the master plan.

Future development of the area should include increased amounts of coastal defence, elevated site, improvements of the existing drainage system and installation of a flood gate to allow for increased land drainage capabilities and limit sea water getting into the drainage system and flooding the section. Along with any further recommendations from a coastal engineer to reduce the risk of coastal flooding on the site and contamination of hazardous materials in surrounding waterways and wetlands.

3.4 Hail Sites

The Marina contains nine hail sites registered on the ‘NRC Hail Register’ that have been identified in (Table 3-2). No HAIL sites have been located at the Commercial Estate or Marine Park Areas.

Table 3-2 List of Registered HAIL Sites at Bay of Islands Marina (Source: NRC).

SLU Points	Classification	HAIL Categories
SLU.803211	Verified – HAIL	F5. Port activities including dry docks or vessel maintenance
SLU.803101	Verified HAIL: Risk not quantified	F7. Service stations
SLU.803334	Verified – HAIL	F5. Port activities including dry docks or vessel maintenance, A13. Petroleum or petrochemical industries
SLU.042209	Unverified HAIL	N/A
SLU.042144	Verified – HAIL	F5. Port activities including dry docks or vessel maintenance, F3. Engine reconditioning workshops, D5. Engineering

		workshops with metal fabrication
SLU.042144	Verified – HAIL	F5. Port activities including dry docks or vessel maintenance, F3. Engine reconditioning workshops, D5. Engineering workshops with metal fabrication
SLU.803764	Tested - Contaminated	F5. Port activities including dry docks or vessel maintenance
SLU.803776	Unverified HAIL	N/A
SLU.803790	Unverified HAIL	F5. Port activities including dry docks or vessel maintenance

4 Future Recommendations

The Bay of Islands is increasingly growing in popularity with tourism, and new residents seeking a coastal lifestyle. It is necessary to continue the development of key infrastructure and maintain these services to attract new visitors, residents and cope with future demand and population growth. A few of the key points for future development to consider:

- Changing of land use from light industrial to mixed use at the ‘Opua Marina’ will help remove industrial activities away from the waterfront further inland. Moving to less intensive development will reduce the impact on the surrounding environment, with opportunities to enhance and improve areas especially with the creation of new interconnecting green spaces. It will also allow for adequate upgrades of the coastal defence infrastructure to better cope with climate change.
- Upgrading of the ‘Commercial Estate’ will allow for further works to be carried out to reduce chances of coastal flooding. ‘Industry’ will be moved further away from the harbour. There will be better accessibility for the community to the industrial area as it will be located on SH 11 instead of Opua close to existing service businesses.
- The new ‘Marine Park’ will allow for increased industrial to be developed overall, providing local jobs, and move all the industry inland. The existing resource consent for mass earthworks will ‘drain and place fill within a reverted wetland’. There are conditions in the resource consent that result in offsetting to occur and for a new wetland to be developed that allows for ‘restoration and enhancement of the area of adjacent wetland’. These steps must follow an ‘Ecological Enhancement Plan’.
- The ‘overall’ impacts from this development in the long-term will have a ‘net-gain’ impact if consent conditions are followed, coastal defences are upgraded upon development, industrial activities are moved away from the coast and existing/new sites are upgraded to reduce the chances of coastal and river flooding during extreme events.
- Works in relation to the resource consent at the ‘Marine Park’ need to be carried out before expiry of the resource consent in 2028. Upon expiry of the consent a new



consent will have to be applied for. Due to changes in the NPS-FM and NES around the disturbance of wetlands (on-site and surrounding mangroves and saltmarsh). Works will be much more difficult to get consent for in 2028 compared to 2019 (the original year the consent was granted). The consent and its conditions are valid up until expiry of the consent, despite these rule changes and implementation of the NPS-FM.

5 Conclusions

The desktop short report has given a high-level summary of effects that may be posed to the environment upon development. Further review will be required to be carried out upon the development of works. Given the long-time scale of this development, the aims of this report have been assessed to cover a wide range of areas at an initial planning stage with focus on climate change, flooding, vegetation, kiwi, fauna, wetlands, and registered HAIL sites. Further reporting will be required with focus on other fauna (birds, aquatic species, and invertebrate) and flora (mangrove and saltmarsh wetlands and kelp forests) as subsequent development stages occur.

The overall ecological value of the current **'Opua Marina'** and **'Commercial Estate'** is considered to be **'Low'** under EIANZ guidelines due to the heavily modified area, registered HAIL sites and commercial activity. There are no significant ecological areas in these property boundaries. Future development allows for the restoration and ongoing protection of the environment at these sites. Along with potential upgrades to withstand flooding and climate change will help protect cross contamination between the surrounding environment and these two areas. The **'Marine Park'** is currently pasture, future development can be designed to reduce chances of flooding, be carried out in a sustainable way, and is considered to be of **'Low'** ecological value under EIANZ guidelines. Offsetting of the wetland as stated in the conditions of the granted resource consent will allow for an environmental long-term **'net-gain'** effect. Overall, the three sites have a **'Low'** ecological value under EIANZ guidelines. All development and upgrades to these areas can be carried out and designed in a way to lead to an environmental/ecological long-term **'net-gain'** effect and immediate/short term impacts upon development can be mitigated to a level of **'no more than minor'**.

6 Appendix

Table 6-1 Desktop assessment of avifauna that could be present in the local vicinity of all three sites (Source: E-Bird).

Scientific name	Common name	Māori name	Threat classification
<i>Botaurus poiciloptilus</i>	Australasian bittern	matuku-hūrepo	Threatened - Nationally Critical
<i>Egretta sacra</i>	reef heron	tīkāka	Threatened - Nationally Endangered
<i>Hydroprogne caspia</i>	caspian tern	taranui	Threatened - Nationally Vulnerable
<i>Charadrius obscurus aquilonius</i>	northern New Zealand dotterel	tuturuatu	Threatened - Nationally Increasing
<i>Anas chlorotis</i>	brown teal	pāteke	Threatened - Nationally Increasing
<i>Bowdleria punctata vealeae</i>	North Island fernbird	mātātā	At Risk - Declining
<i>Gallirallus philippensis assimilis</i>	banded rail	katatai	At Risk - Declining
<i>Larus novaehollandiae scopulinus</i>	red-billed gull	tarāpunga	At Risk - Declining
<i>Limosa lapponica baueri</i>	eastern bar-tailed godwit	kuaka	At Risk - Declining
<i>Porzana tabuensis</i>	spotless crane	pūweto	At Risk - Declining
<i>Sterna striata</i>	white-fronted tern	tara	At Risk - Declining
<i>Eudyptula novaehollandiae</i>	Australian little penguin	kororā	At Risk - Recovering
<i>Haematopus unicolor</i>	variable oystercatcher	tōrea tai	At Risk - Recovering
<i>Phalacrocorax varius</i>	pied shag	aroarotea	At Risk - Recovering
<i>Gallirallus australis greyi</i>	North Island weka	weka	At Risk - Relict
<i>Phalacrocorax novaehollandiae carbo</i>	black shag	māpua	At Risk - Relict
<i>Phalacrocorax sulcirostris</i>	little black shag	kawau tūi	At Risk - Naturally Uncommon
<i>Platalea regia</i>	royal spoonbill	kōtuku-ngutupapa	At Risk - Naturally Uncommon
<i>Anas gracilis</i>	grey teal	tētē	Not Threatened
<i>Anas superciliosa x platyrhynchus</i>	grey duck x mallard hybrid	-	Not Threatened
<i>Anas superciliosa x platyrhynchus</i>	grey duck x mallard hybrid	-	Not Threatened
<i>Apteryx mantelli</i>	North Island brown kiwi	kiwi	Not Threatened
<i>Chrysococcyx lucidus</i>	shining cuckoo	pīpiwharauoa	Not Threatened
<i>Circus approximans</i>	Australasian harrier	kāhu	Not Threatened
<i>Egretta novaehollandiae</i>	white-faced heron	matuku moana	Not Threatened
<i>Gerygone igata</i>	grey warbler	riorio	Not Threatened
<i>Hemiphaga novaeseelandiae</i>	New Zealand pigeon	kererū	Not Threatened
<i>Himantopus leucocephalus</i>	pied stilt	poaka	Not Threatened
<i>Hirundo neoxena</i>	welcome swallow	warou	Not Threatened
<i>Larus dominicanus</i>	southern black-backed gull	karoro	Not Threatened
<i>Morus serrator</i>	Australasian gannet	tākupu	Not Threatened
<i>Ninox novaeseelandiae</i>	morepork	ruru	Not Threatened
<i>Petroica macrocephala toitoi</i>	North Island tomtit	hōmiromiro	Not Threatened

<i>Porphyrio melanotus</i>	Australasian swamphen	pūkeko	Not Threatened
<i>Prosthemadera novaeseelandiae</i>	tui	tūī	Not Threatened
<i>Rhipidura fuliginosa placabilis</i>	North Island fantail	pīwakawaka	Not Threatened
<i>Tadorna variegata</i>	paradise shelduck	pūtangitangi	Not Threatened
<i>Todiramphus sanctus vagans</i>	New Zealand kingfisher	kōtare	Not Threatened
<i>Vanellus miles novaehollandiae</i>	spur-winged plover	-	Not Threatened
<i>Zosterops lateralis lateralis</i>	silveryeye	tauhou	Not Threatened
<i>Acridotheres tristis</i>	Indian myna		Introduced and Naturalised
<i>Alauda arvensis</i>	Eurasian skylark		Introduced and Naturalised
<i>Anas platyrhynchos</i>	mallard		Introduced and Naturalised
<i>Anas platyrhynchos</i> x <i>Cairina moschata</i>	mallard - muscovy duck hybrid		Introduced and Naturalised
<i>Callipepla californica</i>	California quail		Introduced and Naturalised
<i>Carduelis carduelis</i>	goldfinch		Introduced and Naturalised
<i>Carduelis chloris</i>	greenfinch		Introduced and Naturalised
<i>Carduelis flammea</i>	common redpoll		Introduced and Naturalised
<i>Columba livia</i>	rock pigeon		Introduced and Naturalised
<i>Coturnix ypsilophora australis</i>	brown quail		Introduced and Naturalised
<i>Emberiza citrinella</i>	yellowhammer		Introduced and Naturalised
<i>Fringilla coelebs</i>	chaffinch		Introduced and Naturalised
<i>Gymnorhina tibicen</i>	Australian magpie		Introduced and Naturalised
<i>Meleagris gallopavo</i>	wild turkey		Introduced and Naturalised
<i>Passer domesticus</i>	house sparrow		Introduced and Naturalised
<i>Phasianus colchicus</i>	ring-necked pheasant		Introduced and Naturalised
<i>Platycercus eximiu</i>	eastern rosella		Introduced and Naturalised
<i>Prunella modularis</i>	dunnock		Introduced and Naturalised
<i>Streptopelia chinensis tigrina</i>	Malay spotted dove		Introduced and Naturalised
<i>Streptopelia risoria</i>	barbary dove		Introduced and Naturalised
<i>Sturnus vulgaris</i>	starling		Introduced and Naturalised
<i>Turdus merula</i>	blackbird		Introduced and Naturalised
<i>Turdus philomelos</i>	song thrush		Introduced and Naturalised
<i>Phalacrocorax melanoeuco</i> <i>melanoeuco</i>	Little pied shag	kawaupaka	Non-resident Native - Vagrant

Table 6-2 Desktop assessment of freshwater fish that could be present in the local vicinity of all three sites (Source: New Zealand Freshwater Fish Database).

Scientific name	Common name	Māori name	Threat classification
<i>Anguilla dieffenbachii</i>	longfin eel	tuna	At Risk - Declining
<i>Cheimarrichthys fosteri</i>	torrentfish	panoko	At Risk - Declining
<i>Galaxias maculatus</i>	whitebait	īnanga	At Risk - Declining
<i>Gobiomorphus gobioides</i>	giant bully	pīpipi	At Risk - Naturally Uncommon
<i>Anguilla australis</i>	shortfin eel	tuna	Not Threatened
<i>Galaxias fasciatus</i>	banded kokopu	kōkopu	Not Threatened
<i>Gobiomorphus basalii</i>	Cran's bully	titikura	Not Threatened
<i>Gobiomorphus cotidianus</i>	common bully	tīpokopoko	Not Threatened
<i>Gobiomorphus huttoni</i>	redfin bully	tīpokopoko	Not Threatened
<i>Gobiomorphus huttoni</i>	redfin bully	tīpokopoko	Not Threatened
<i>Mugil cephalus</i>	grey mullet	kanae raukura	Not Threatened
<i>Paratya curvirostris</i>	shrimp	kōuraura	Not Threatened
<i>Retropinna retropinna</i>	common smelt	īnanga papa	Not Threatened
<i>Ameiurus nebulosus</i>	brown bullhead catfish		Introduced and Naturalised
<i>Gambusia affinis</i>	gambusia		Introduced and Naturalised

Table 6-3 Desktop assessment of herpetofauna that could be present in the local vicinity of all three sites (Source: New Zealand Herpetological Society Database).

Scientific name	Common name	Māori name	Threat classification
<i>Oligosoma kakerakau</i>	Kakerakau skink	-	Data Deficient
<i>Leiopelma archeyi</i>	Archeys' frog	-	At Risk - Declining
<i>Leiopelma hochstetteri</i>	Hochstetter's frog	pepeketua	At Risk - Declining
<i>Mokopirirakau granulatus</i>	forest gecko	moko pirirākau	At Risk - Declining
<i>Naultinus elegans</i>	elegant gecko	kākāriki	At Risk - Declining
<i>Naultinus grayii</i>	Northland green gecko	kākāriki	At Risk - Declining
<i>Oligosoma aeneum</i>	copper skink	-	At Risk - Declining
<i>Oligosoma ornatum</i>	ornate skink	-	At Risk - Declining
<i>Oligosoma smithi</i>	shore skink	tatahi	At Risk - Declining
<i>Oligosoma moco</i>	moko skink	moko	At Risk - Relict
<i>Dactylocnemis pacificus</i>	Pacific gecko	pāpā	Not Threatened
<i>Hydrophis platurus</i>	yellow-bellied sea snake	-	Not Threatened
<i>Woodworthia maculata</i>	raukawa gecko	moko pāpā	Not Threatened
<i>Chelonia mydas</i>	green turtle	-	Non-Resident Native - Migrant
<i>Dermochelys coriacea</i>	leatherback turtle	-	Non-Resident Native - Migrant
<i>Caretta caretta</i>	loggerhead turtle	-	Non-Resident Native - Vagrant
<i>Eretmochelys imbricata</i>	hawksbill turtle	-	Non-Resident Native - Vagrant



<i>Laticauda colubrina</i>	yellow-lipped sea krait	-	Non-Resident Vagrant	Native	-
<i>Lepidochelys olivacea</i>	olive ridley turtle	-	Non-Resident Vagrant	Native	-
<i>Lampropholis delicata</i>	plague skink		Introduced and Naturalised		
<i>Litoria ewingii</i>	brown (whistling) tree frog		Introduced and Naturalised		
<i>Ranoidea aurea</i>	Green and golden bell frog		Introduced and Naturalised		
<i>Ranoidea raniformis</i>	Southern bell frog		Introduced and Naturalised		

6.3. ATTACHMENT 3 – INFRASTRUCTURE ASESMENT [WSP]

Project Number: 1-19780.00/ 0007

20 October 2022

Technical Support to Far North Holdings Limited submission concerning proposed Plan Change for Bay of Islands Marina: Civil infrastructure





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2					

Revision Details

Revision	Details



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1.2 Improvements.....	2
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Disclaimers and Limitations

This report ('**Report**') has been prepared by WSP exclusively for Far North Holdings Limited] ('**Client**') in relation to the Civil Infrastructure and the proposed Plan Change for Bay of Islands Marina ('**Purpose**') and in accordance with the 22 September 2022 document *Opuā Marina- Technical Support on PDP Submission: Services and Fees*. The findings in this Report are based on and are subject to the assumptions specified therein. WSP accepts no liability whatsoever for any reliance on or use of this Report, in whole or in part, for any use or purpose other than the Purpose or any use or reliance on the Report by any third party.

In preparing the Report, WSP has relied upon data, surveys, analyses, designs, plans and other information ('**Client Data**') provided by or on behalf of the Client. Except as otherwise stated in the Report, WSP has not verified the accuracy or completeness of the Client Data. To the extent that the statements, opinions, facts, information, conclusions and/or recommendations in this Report are based in whole or part on the Client Data, those conclusions are contingent upon the accuracy and completeness of the Client Data. WSP will not be liable in relation to incorrect conclusions or findings in the Report should any Client Data be incorrect or have been concealed, withheld, misrepresented or otherwise not fully disclosed to WSP.

•

1 Technical Support to Far North Holdings Limited submission concerning proposed Plan Change for Bay of Islands Marina: Civil infrastructure

1.1 Background

1.1.1 *Existing uses, siting, significance and opportunities*

Bay of Islands Marina is long established as a port of entry and access to the international destinations of the Bay of Islands, Waitangi and New Zealand beyond, and as such is of national and international significance. The marina has attracted associated supporting industries over many years, and these are supported by the nearby Marine Business Park.

In order sustain the primary marina uses and contribute to local, regional and national development FNHL considers there is a need to upgrade and rationalise facilities to better meet the needs of sailors, marine industries and the broader community.

1.2 Improvements

Options for improvement are being considered, but these are subject to stakeholder consultation, concept and design development. This means that there is not a calculated design loading to be applied to water services, although indicative ranges of considered options will be developed in coming months.

Furthermore, WSP would be able to determine any likely masterplan/development flows but would be unable to quantify any spare capacity without specific information relating to the whole network – individual pump station capacities, existing catchment flows for all the pump stations etc.

1.3 Existing Infrastructure

Bay of Islands Marina is at the end of the existing wastewater pump station (WWPS) 'daisy-chains' along the network from Baffin St (Opua) -> Franklin St (Opua) -> Te Haumi -> Paihia -> Waitangi -> Haruru -> Wastewater treatment plant.

Changes, and possible increases to the flows at Opua would require assessment of the capacities along the whole network to the treatment plant. It is currently known that there are capacity constraints at Baffin St, Haruru and Waitangi pump stations however WSP does not know to what extent the individual WWPS's are constrained, which is contributing to wastewater overflows in the network.

Colleagues are working for FNDC on drainage network related projects

1.4 Proposed

Assessment of spare capacity (or otherwise) would be best assessed using hydraulic modelling, for which FNDC have a model (completed by HAL Consulting).

Access and provision of the model would need to be agreed with FNDC including limitations on use and accuracy of predictions.

Access to, and use of such a model cannot be achieved in the time frame of this consultation.

There will need to be mitigation of known present capacity limitations and issues. The complexity and time demands of investigating and confirming this and future capacity to meet known and desired or potential future changes mean this will be a longer-term

collaborative project. FNHL will work with FNDC to advance calculation of network requirements taking account of their present plans, future intentions and regulatory requirements.

In order to avoid the danger of paralysis while investigations and network design and upgrade continue, FNHL intend to develop in a way that will mitigate existing network issues or maintain the present situation.

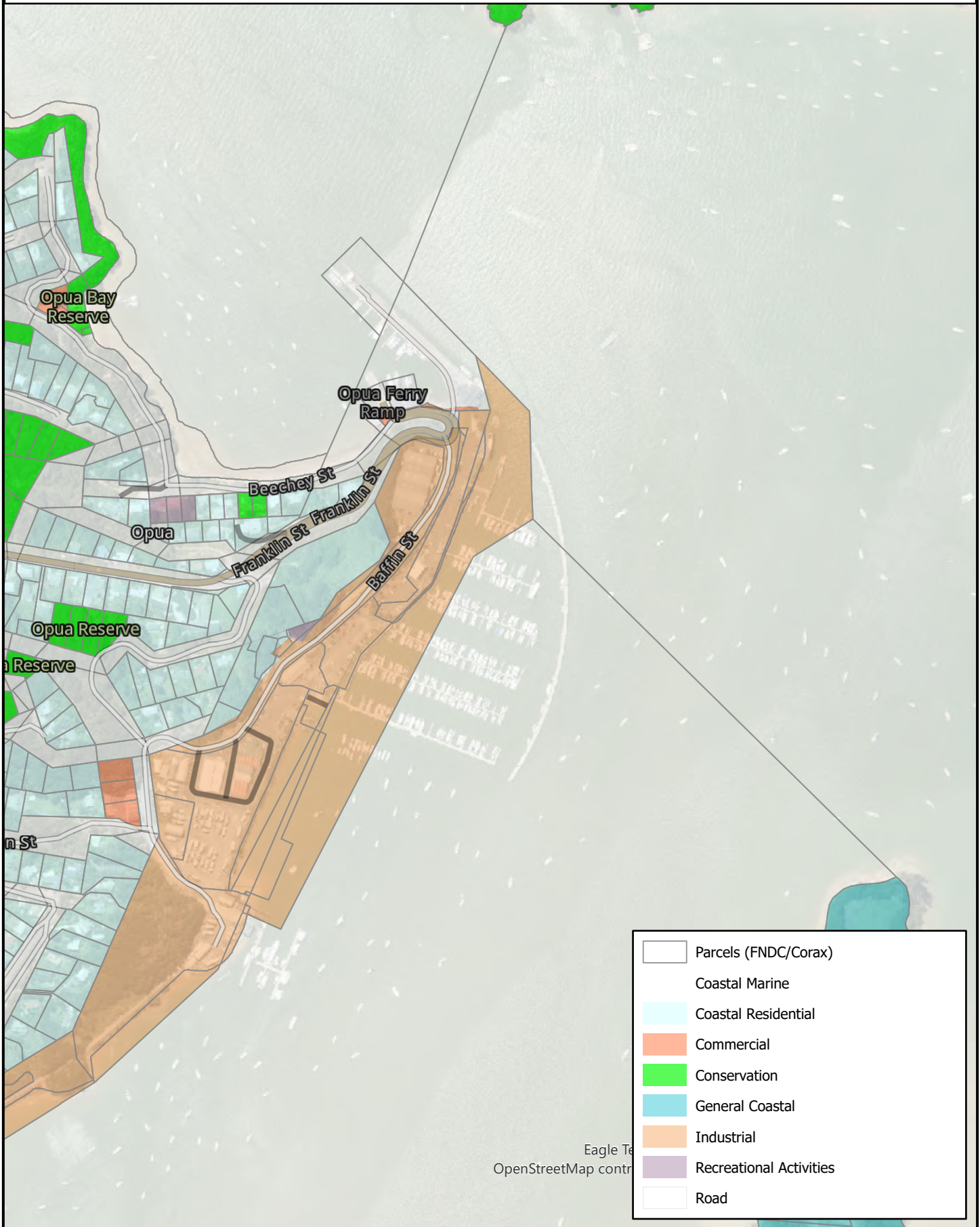
- Opuia Commercial Estate: as part of FNHL's future-proofing approach this will be taken out of the network as far as is possible through the use of independent foul drainage system, rainwater harvesting and attenuation, with water treatment for drinking, until the projected FNDC network improvement programme reaches that section of SH11. The existing buildings are life-expired and will need redevelopment to attract and enable some relocation of tenants from the main Marina, releasing capacity there.
- Proposed Marine Park: it is intended that this development will be outside of the network as far as is possible through the use of independent foul drainage system, rainwater harvesting and attenuation, with water treatment for drinking, until the projected FNDC network improvement programme reaches that section of SH11
- Marina Area: any early development is to be carried out within the existing network capacity by limiting its demands to those of buildings and facilities that have first been taken out of the system by demolition, or, if appropriate, use of independent systems.

wsp

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6.4. ATTACHMENT 4 – RELEVANT MAPS

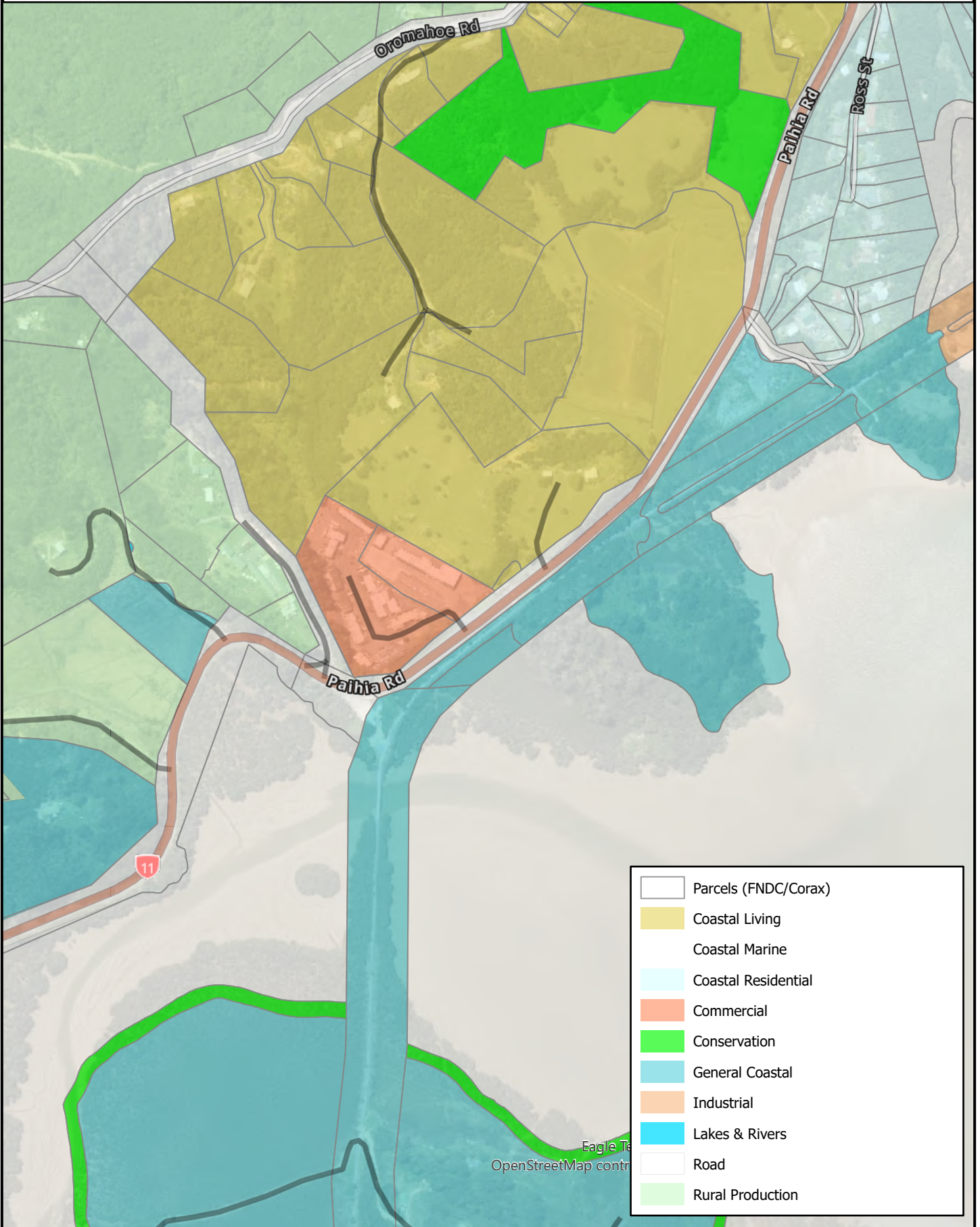
Far North Maps - Zoning



DISCLAIMER:

While the Far North District Council strives to keep the data in this service current, it may not be the most recent or most accurate data available. No reliance on the information contained on this map by any person is permitted. FNDC will not be liable for any omissions or errors of information contained on this map. FNDC recommends that persons seek specific advice on individual properties from FNDC and other specialist organisations which may hold more up to date or accurate information.

Far North Maps - Zoning



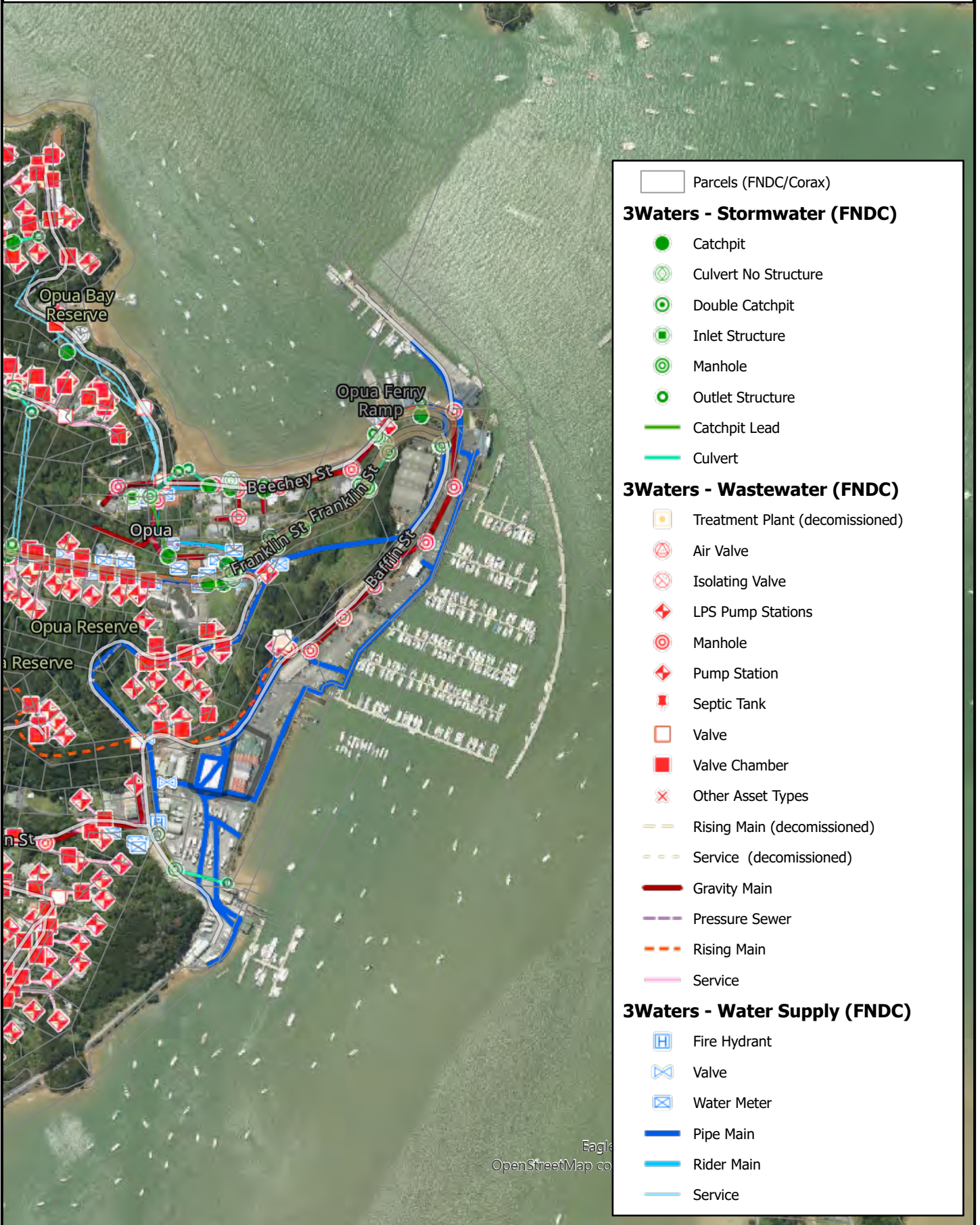
	Parcels (FNDC/Corax)
	Coastal Living
	Coastal Marine
	Coastal Residential
	Commercial
	Conservation
	General Coastal
	Industrial
	Lakes & Rivers
	Road
	Rural Production



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Far North Maps - Services



	Parcels (FNDC/Corax)
3Waters - Stormwater (FNDC)	
	Catchpit
	Culvert No Structure
	Double Catchpit
	Inlet Structure
	Manhole
	Outlet Structure
	Catchpit Lead
	Culvert
3Waters - Wastewater (FNDC)	
	Treatment Plant (decomissioned)
	Air Valve
	Isolating Valve
	LPS Pump Stations
	Manhole
	Pump Station
	Septic Tank
	Valve Chamber
	Other Asset Types
	Rising Main (decomissioned)
	Service (decomissioned)
	Gravity Main
	Pressure Sewer
	Rising Main
	Service
3Waters - Water Supply (FNDC)	
	Fire Hydrant
	Valve
	Water Meter
	Pipe Main
	Rider Main
	Service



Far North Maps - Overlays



	Parcels (FNDC/Corax)
	Zone: Designations
	Zone: Historic Sites
	Zone: Maritime Exemption Area
	Zone: New Zealand Railways Corporation Designation
	Zone: Notable Trees





Legend

Parcels

Coastal Flood Hazard Zone 0 (Current)

 Coastal Flood Hazard Zone 0 (Current)


Coastal Flood Hazard Zone 1 (50 years)

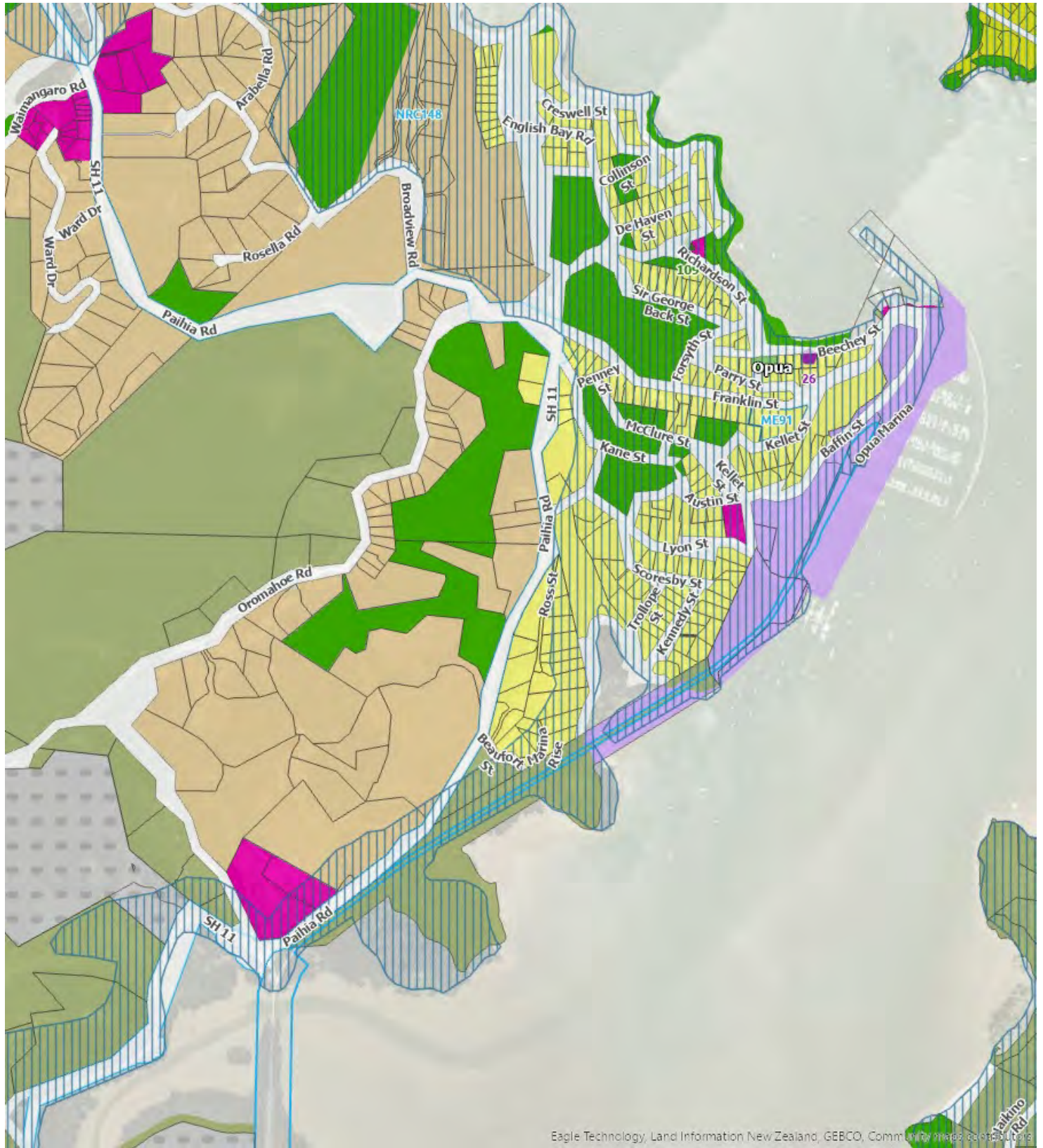
 Coastal Flood Hazard Zone 1 (50 years)

Coastal Flood Hazard Zone 2 (100 years)















 Coastal Flood Hazard Zone 2 (100 years)





Coastal Flood Hazard Zone 3 (100 years + Rapid SLR Scenario)










 Coastal Flood Hazard Zone 3 (100 years + Rapid SLR Scenario)



Proposed District Plan Overlays

- Treaty Settlement Land

- Pedestrian Frontage

- Mineral Extraction

- Noise Control Boundary

- Air noise boundary (65 dB Ldn)

- Outer control boundary (55 dB Ldn)

- Coastal Environment

- Building Height Control

- 8.5

- 10

- 11

- Precincts

- Innovation and Enterprise Precinct

- Legal Road Parcels


- Property Boundaries

- National Grid Line

- National Grid Line

- Critical Electricity Line


- Airport Protection Surfaces

- Designation

- Te Oneroa-a-Tōhe Beach Management Area

- Te Oneroa-a-Tōhē

- Sites & Areas of Significance to Māori

- Heritage Area

- Heritage Item

- Notable Tree

- Other TLAs


Proposed District Plan Zones

- Kauri Cliffs Special Areas

- Golf Living Environment

- Golf Playing Environment

- Lodge Environment

- Natural Heritage Environment

- Zones

- Airport

- Carrington Estate

- General Residential


- Heavy Industrial 
- Horticulture Processing Facilities 
- Horticulture 
- Hospital 
- Kauri Cliffs 
- Kororāreka Russell Township 
- Light Industrial 
- Māori Purpose (Rural) 
- Māori Purpose (Urban) 
- Mixed Use 
- Moturoa Island 
- Natural Open Space 
- Ngawha innovation and enterprise park 
- Open Space 
- Orongo Bay 
- Quail Ridge 
- Rural Lifestyle 
- Rural Production 
- Rural Residential 
- Settlement 
- Sport and Active Recreation 
- Global Background 

6.5. ATTACHMENT 5 – MARINA COMPARISONS [BAYLEYS]



Case studies of marina townships

In relation to
Opua, Northland

For the attention of
Far North Holdings Limited

Submitted by Bayleys Real Estate Limited
October 2022



Report in 60 seconds



The property

Marina townships around New Zealand.



The purpose

Undertake case studies of a sample of townships with marinas to help gain insights about the long-term development in the vicinity of Opuia Marina, Northland.



The background

- Far North Holdings Limited (FNHL) is undertaking a planning process for the Opuia Marina and the surrounding area.
- Insights from the development of other townships with marinas, particularly those with reasonable levels of development, will be helpful for supporting FNHL's planning.



Selection of case study locations

- A mixed method approach was used to select case study locations.
- Multiple perspectives were sought, including marina townships that are generally similar to Opuia, marina townships that have experienced higher population growth, and other marina locations within small or large cities that could provide learnings.
- This report was completed on a desktop basis without physical visits to the case study locations during the reporting period.



Case study locations

- **Tutukaka:** Marina township that is reasonably similar to Opuia. Tutukaka has however had some medium intensity development (apartments / short-stay) in past decades.
- **Waikawa:** Marina town that has low intensity development. Benefits from convenient location for Marlborough Sounds.
- **Whitianga:** Well-established coastal township with convenient location into the Coromandel Peninsula.
- **Nelson Marina:** Located opposite Port Nelson. Development is more commercially focused, although Nelson Marina is now undergoing a master planning process.
- **Gulf Harbour:** Developed based on master plan with reasonably high intensity. Benefits location within the Auckland region.

DRAFT
V0.02



Insights into factors impacting transformation

- **Proximity to larger cities.** Proximity to larger cities leads to demand for holiday homes and infrastructure like marina berths.
- **Development ready during building booms.** Higher intensity development (e.g. apartments) tends to occur in defined bursts where housing market conditions align for viable development. The medium intensity apartments within the case study townships were generally delivered during the apartment boom of the late 1990s / early 2000s.
- **Berth plus accommodation** Whilst located away from the marina, part of Whitianga's recent success is the popularity of the Whitianga Waterways. This development offered berthing alongside homes, impacting both convenience and overall cost for home owners / boaties.



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Analyst - Insights, Data & Consulting

Selection of case study townships

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V0.02

Selection involved a data driven method

Method

Map the NZ coastline.
Identify marina locations.



Add Census data by incorporating
Statistic's NZ SA2 boundaries
("Census areas").



Identify Census areas located on the
coastline.



Select from 3 perspectives:

- A. Marina townships that are generally similar to Opuia.
- B. Marina townships that have experienced higher population growth.
- C. Other marina locations within small or large cities that could provide learnings.

Map showing Census areas located along NZ's coastline



Hierarchy of locations

Large cities	Small cities	Townships
Auckland	Whangārei	All others
Hamilton	Rotorua	
Tauranga	New Plymouth	
Wellington	Napier Hastings	
Christchurch	Palm. North	
	Nelson Tasman	
	Queenstown	
	Dunedin	

Data notes: Hierarchy of locations uses the Resource Management Act (Enabling Housing Supply and Other Matters) Tier 1, 2 and 3 urban areas.

Case study locations



Tutukaka
Northland

Case study type Marina township that is generally similar to Opuā.

Urban area Tier 2 (smaller city).

Northland location.

Comments Similar topography to Opuā (steep hills around marina).

Use location to observe nature of development at a similar marina township.



Waikawa
Marlborough

Case study type Marina township with high growth.

Urban area Tier 3 (township).

Surrounding area has had high population growth between 2006 – 2018.

Comments One of the South Island's most northern marina townships.

Use location to observe nature of development in a relatively small but high growth township.



Whitianga
Coromandel

Case study type Marina township with high growth.

Urban area Tier 3 (township).

Surrounding area has had high population growth between 2006 – 2018.

Comments Area benefits from reasonably close proximity to Auckland and Tauranga.

Use location to observe nature of development in a slightly larger but high growth township.

Case study locations



Nelson Marina
Nelson

Case study type	Other marina locations that could provide learnings.
Urban area	Tier 2 (smaller city).
Comments	Area benefits from being part of the Nelson region (larger and relatively high growth region). Use location to observe nature of development in a marina location on the edge of a smaller city.



Gulf Harbour
Auckland

Case study type	Other marina locations that could provide learnings.
Urban area	Tier 1 (major city).
Comments	Area benefits from being part of the Auckland region (relatively high growth region). Use location to observe nature of development in a marina location on the edge of a large region.

Tutukaka



Tutukaka's population

Population statistics

Location	Opua	Tutukaka
SA2	104300	105600
SA2 name	Opua	Matapouri-Tutukaka
Land area (sqkm)	5.62	78.47
Pop 2006	1,107	1,203
Pop 2018	1,137	1,692
Pop growth (2006-2018)	3%	41%
People / sqkm	202	22

Data: Stats NZ. Census usually resident population.

Tutukaka's real estate near the marina



Data: Google Earth. Google Streetview.



Residential / accommodation (medium intensity)
 Apartments and short-stay accommodation. 4 levels. Appears to be developed as a single complex. Appears to be built in the early 2000s.



Commercial
 Commercial along the waterfront is tenanted by independent brands. Did not observe national brands.



Residential (stand alone)
 Real estate outside of the immediate town centre is primarily stand-alone housing, transitioning to forestry / rural. Example shown appears to be gated community.



Tourism activities bases
 Various examples of low intensity commercial / yard spaces supporting tourism activities like diving. Some buildings look semi-permanent.

Waikawa



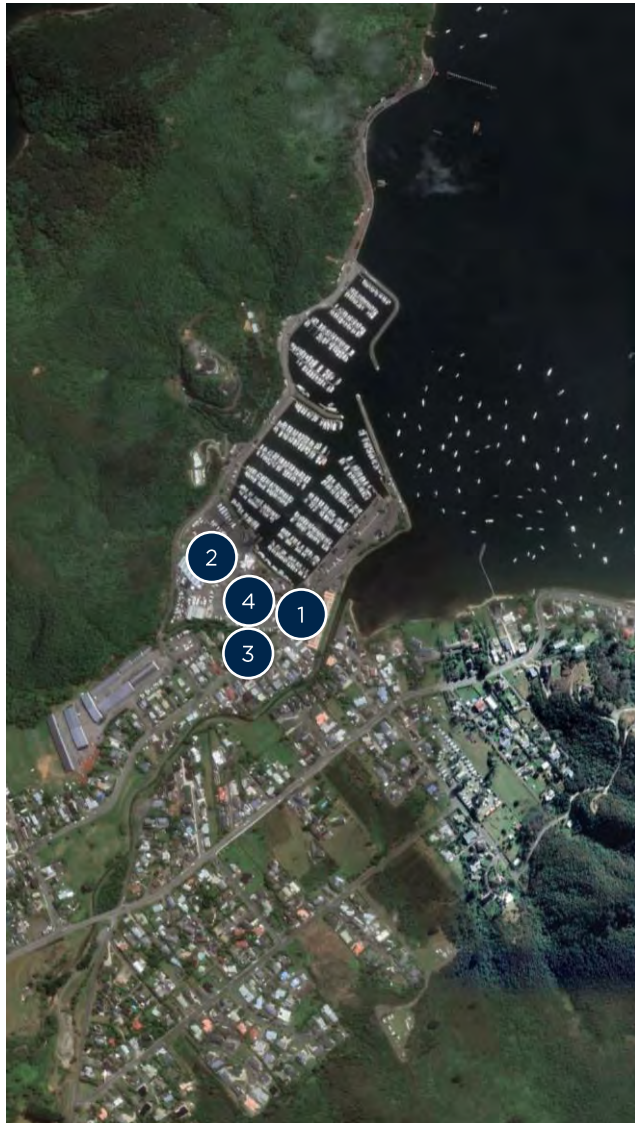
Waikawa's population

Population statistics

Location	Opua	Waikawa
SA2	104300	306700
SA2 name	Opua	Waikawa (Marlborough District)
Land area (sqkm)	5.62	3.86
Pop 2006	1,107	1,119
Pop 2018	1,137	1,464
Pop growth (2006-2018)	3%	31%
People / sqkm	202	380

Data: Stats NZ. Census usually resident population.

Waikawa's real estate near the marina



Data: Google Earth. Google Streetview.



Residential / accommodation (low rise)
Housing and short-stay accommodation. Terraced housing. Did not observe apartments. Appears to be built in the early 2000s.



Commercial
Mostly standalone semi-industrial buildings, but some stacked complexes like that shown. Mostly independent marine businesses.

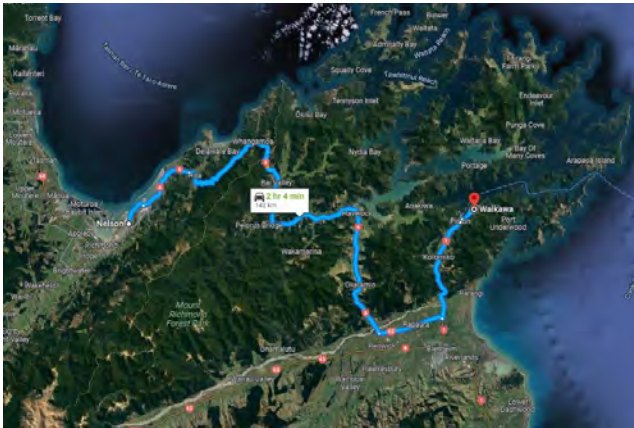


Residential (stand alone)
Real estate away from the marina quickly transitions to standalone housing.



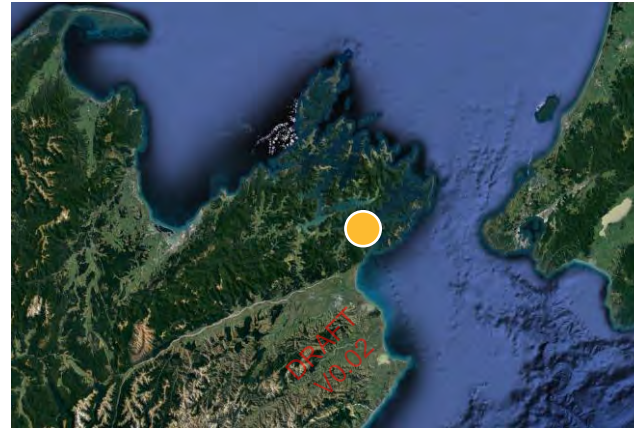
Commercial
Marina itself has a commercial building includes bar / restaurant and boat sales businesses. Also appears to have offices for local Iwi's trust.

Factors impacting Waikawa's real estate



Located near Nelson

- Waikawa is located 2 hours drive from Nelson.
- The central government has identified Nelson as a smaller city (tier 2 urban area).
- The Marlborough Sounds is a popular area for holiday homes for those around Nelson. Some of these holidays homes are most conveniently accessed via boat.



Boat access into Marlborough Sounds

- Waikawa Marina, like the nearby Picton Marina, is conveniently located for access into the Marlborough Sounds at the north-western tip of the South Island.
- Whilst it does not provide for Customs to suit international boaties, it is well located for domestic boaties and its South Island location means it is less likely to be the first port of call for international boaties anyway.



Development ready for the boom in the 1990s/2000s

- Most of Waikawa's real estate is reasonably low intensity (e.g. low rise commercial, standalone residential, etc).
- The terraced housing development near the waterfront was completed in the late 1990s.
- It is assumed the local area was either not viable for higher intensity development (e.g. apartments) at the time due to weaker viability and/or technical limitations (e.g. planning restrictions). It is likely that the larger footprint properties available around the marina meant low rise development was easily delivered.

Data: Google Earth. Google Streetview.

Whitianga



Whitianga's population

Population statistics

Location	Opuā	Whitianga	Whitianga	Sub-total
SA2	104300	167100	167000	
SA2 name	Opuā	Whitianga South	Whitianga North	
Land area (sqkm)	5.62	4.88	12.51	17.39
Pop 2006	1,107	2,790	1,014	3,804
Pop 2018	1,137	4,002	1,491	5,493
Pop growth (2006-2018)	3%	43%	47%	44%
People / sqkm	202	821	119	316

Data: Stats NZ. Census usually resident population.

Whitianga's real estate near the marina



Residential / accommodation (medium intensity)
Some examples of apartments and short-stay accommodation, generally 3 storey buildings located near waterfront. Appears to be built early 2000s.



Residential (stand alone)
Majority of real estate outside of the town centre is standalone housing including some recent builds. Luxury housing on waterfront and waterways.



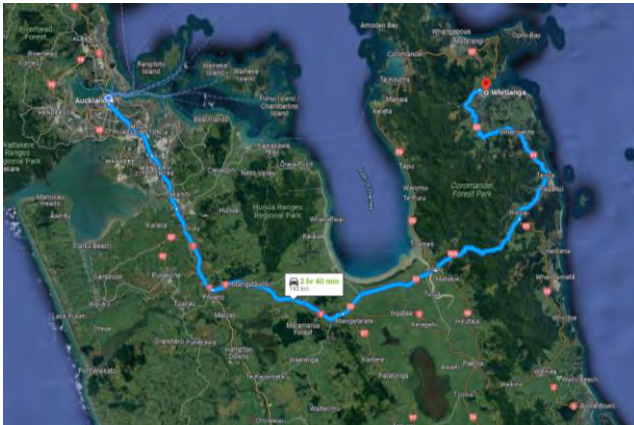
Commercial
Primarily low rise (1-2 storeys) with independent retailers, some national brands, and accommodation.



Marine industrial / commercial
Small presence 0.4km west of marina. More substantial industrial area 2.6km west of marina. The latter area likely uses boat ramp near Whitianga Waterways.

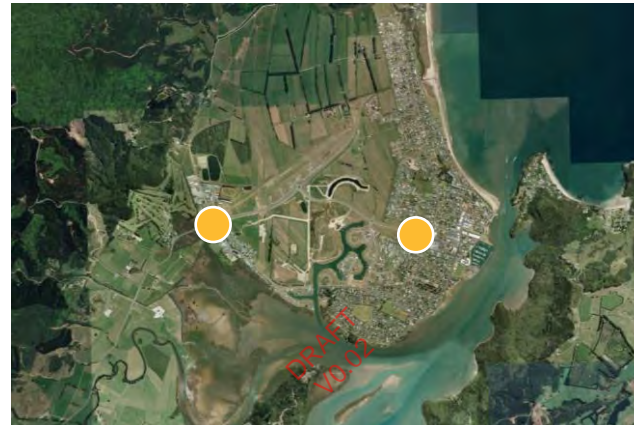
Data: Google Earth. Google Streetview.

Factors impacting Whitianga's real estate



Located close to Auckland and centrally for Coromandel

- Whitianga is located around 2.5 hours drive from central Auckland.
- The Coromandel Peninsula is one of the most popular holiday home locations for people located an Auckland, Waikato and Bay of Plenty.
- Whitianga itself is one of the more conveniently located townships, alongside Tairua, Pauanui and Whangamata. Whitianga has the extra benefit of a marina (similar to Whangamata) but its location is deeper within the Coromandel Peninsula than Whangamata, providing easier boat access into northern areas of Coromandel.



Marine industrial located away from marina

- The marina is located within the township.
- The real estate immediately surrounding the marina is focused more towards residential, food and beverage, and general retail.
- The marine industrial / commercial areas are generally located in other parts of the township, including several blocks west from the marina and within a general industrial area to the west.



Waterways development boosted the local area

- Whitianga Waterways is a marine based urban development.
- The scheme enables home owners to also secure a berthing alongside their home. The berthing is a valuable addition to housing as obtaining a berth in the Whitianga Marina is reasonably challenging due to cost and availability.
- The development commenced in 2001.
- The development has increased the level of wealth being brought into the area.

Data: Google Earth. Google Streetview.

Nelson Marina

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Nelson Marina's population

The area immediately surrounding Nelson Marina is primarily commercial so the resident population is

Population statistics

Location	Opua	Nelson Marina
SA2	104300	303900
SA2 name	Opua	Port Nelson
Land area (sqkm)	5.62	0.98
Pop 2006	1,107	99
Pop 2018	1,137	33
Pop growth (2006-2018)	3%	-67%
People / sqkm	202	34

Data: Stats NZ. Census usually resident population.

Nelson's real estate near the marina



Commercial supporting recreation
Some examples of commercial properties that appear ancillary to recreational activities (e.g. storage).



Commercial
Some examples of commercial properties located alongside the marina. These are marine related.



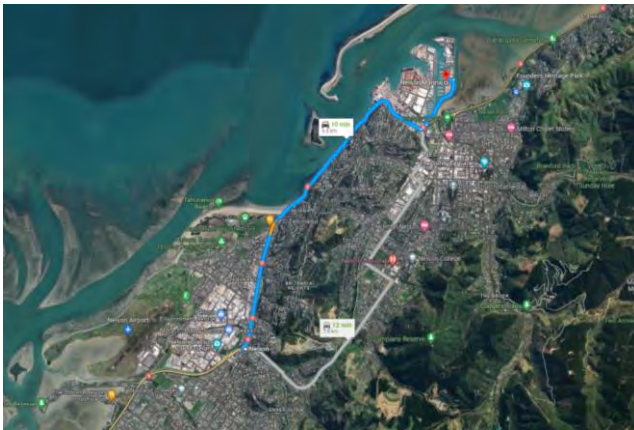
Commercial on Port Nelson land
There are various larger commercial premises located immediately opposite Nelson Marina on Port Nelson land.



Residential (stand alone)
Real estate away from the marina quickly transitions to standalone housing.

Data: Google Earth. Google Streetview. Nelson Marina Masterplan Consultation document.

Factors impacting Nelson Marina's real estate



Located in Nelson

- Nelson Marina is located 10 minutes drive from central Nelson.
- Given it's central location, the nature of surrounding development is focused towards metropolitan activities, rather than holidays homes and accommodation.



Located next to logistics port

- Nelson Marina is located immediately opposite Port Nelson.
- Port Nelson has a busy fishery and freight processing operation, including container handling and berthing of large vessels.
- This likely increases the demand for marine industrial and distribution spaces in the local area.
- The port would reduce the amenity along the waterfront (noise and traffic) when compared with marinas away from cargo ports.



Master planning underway

- Nelson City Council is currently undertaking a master planning process for future development at Nelson Marina.
- The masterplan provides for the development and improvement of public amenities and commercial marine facilities at Nelson Marina over the next 15 years.
- Features include a new boat ramp, sea sports facility, marine centre, marina extension, fuel jetty, dry stack, boat yard, café and boat ramp boardwalk.

Data: Google Earth. Google Streetview. Port Nelson Facebook.

Gulf Harbour



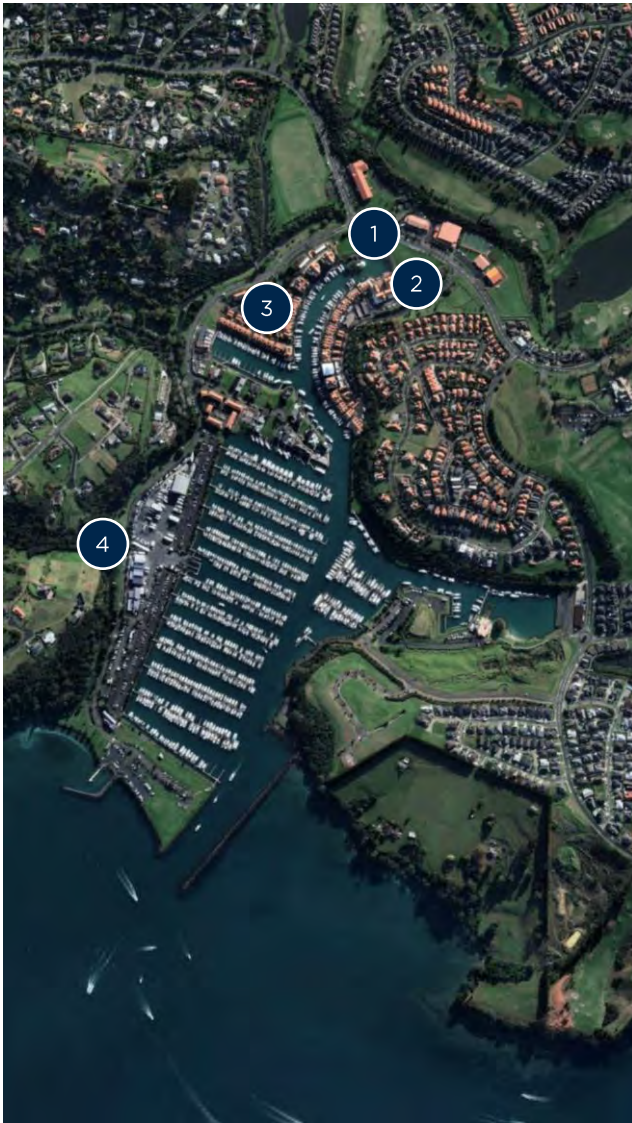
Gulf Harbour's population

Population statistics

Location	Opuā	Gulf Harbour South	Gulf Harbour North	Sub-total
SA2	104300	116200	115700	
SA2 name	Opuā	Gulf Harbour South	Gulf Harbour North	
Land area (sqkm)	5.62	2.68	1.76	4.43
Pop 2006	1,107	1,317	1,977	3,294
Pop 2018	1,137	2,664	2,934	5,598
Pop growth (2006-2018)	3%	102%	48%	70%
People / sqkm	202	996	1,670	1,263

Data: Stats NZ. Census usually resident population.

Gulf Harbour's real estate near the marina



Data: Google Earth. Google Streetview. www.ghmvra.co.nz.



1 Residential / accommodation (medium/high intensity)
 Apartments and short-stay accommodation. Up to 8 levels. Various complexes. Built 1990s / 2000s. Master planned with inspiration from Portofino, Italy.



2 Commercial
 Mostly food and beverage with some local retail. Retail includes independent brands with some national / franchised retail.

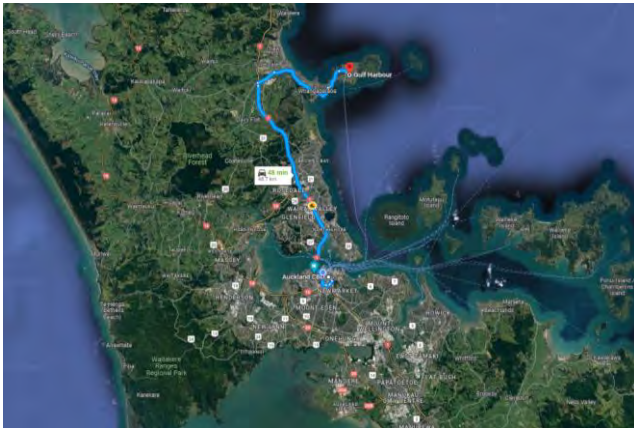


3 Residential / accommodation (low rise)
 Various examples of terraced style housing alongside the more substantial apartments.



4 Marine industrial / commercial
 A marine commercial hub is located on the western edge of the marina.

Factors impacting Gulf Harbour's real estate



Located in the Auckland region

- Gulf Harbour is located within the Auckland region.
- It is 45 minutes driven from central Auckland.
- Auckland is New Zealand's biggest city and has had considerable growth over the past 2 decades.
- Auckland was the first region to experience substantial levels of medium and higher intensity housing.



Location suits permanent and short-stay housing

- Location within the Auckland region and within viable commute of Auckland CBD makes the location suitable for permanent housing. The area also has a ferry service to Auckland CBD which further enhances transport options.
- The location also has a high level of amenity making it suited to short-stay accommodation.



Development ready for the boom in the 1990s/2000s

- The original land holding was sold in the early 1970s.
- Most of the high intensity mixed use immediately around the marina was developed in the late 1990s which coincided with an initial apartment boom in the Auckland region. This delivered a critical mass of mixed use and supporting commercial (e.g. food and beverage) into the area which helped facilitate short-stay accommodation.
- Ownership of residential property in the Gulf Harbour Marine Village also requires the owner to be a member of the Residents' Association. This then enables them to maintain the area to a higher standard than might otherwise occur.

Data: Google Earth, Google Streetview, www.ghmvra.co.nz, Bayleys.

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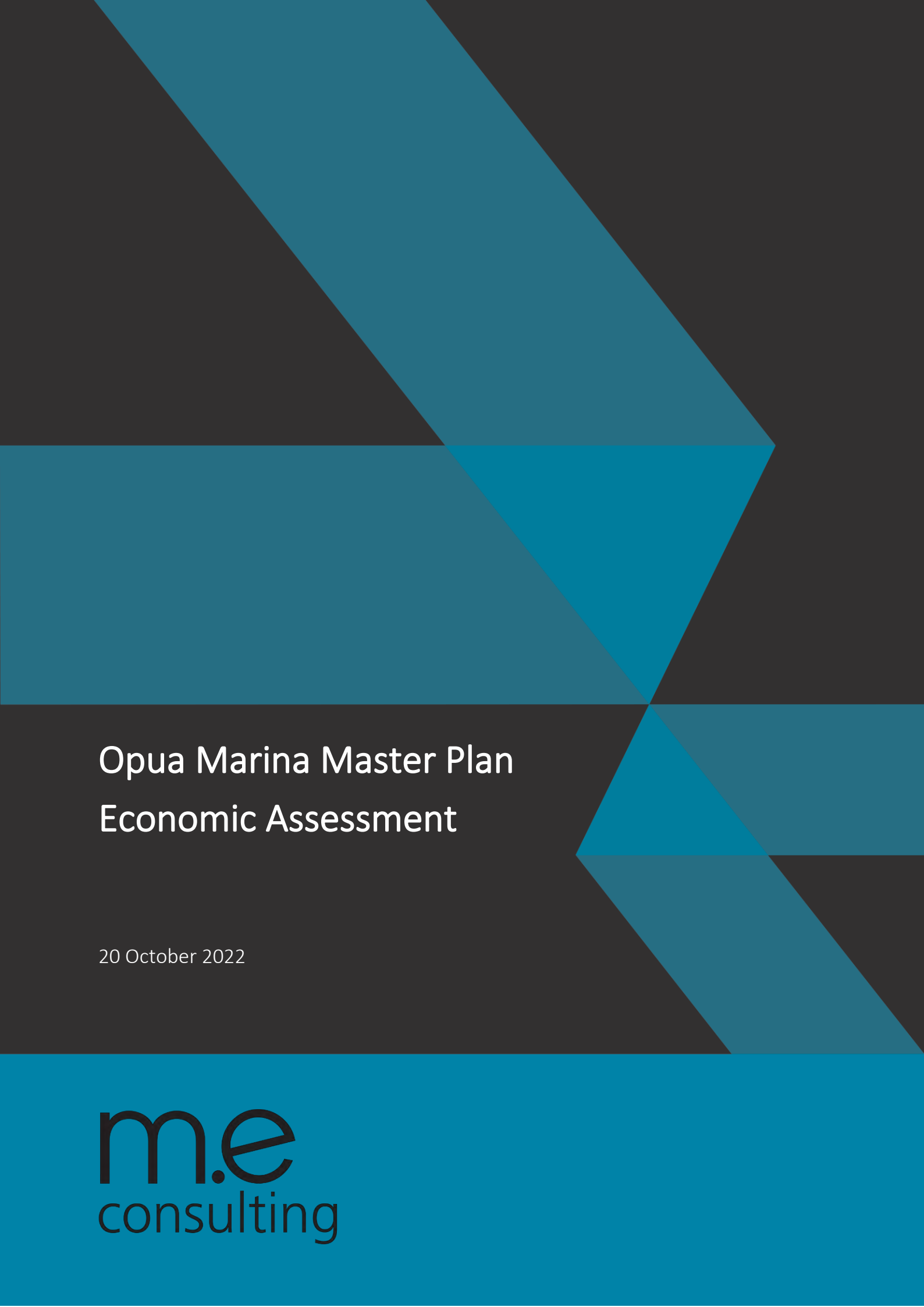
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6.6. ATTACHMENT 6 – ECONOMIC ASSESSMENT [MARKET ECONOMICS]



Opua Marina Master Plan Economic Assessment

20 October 2022

m.e
consulting



Prepared for

Far North Holdings Limited

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Disclaimer: Although every effort has been made to ensure accuracy and reliability of the information contained in this report, neither Market Economics Limited nor any of its employees shall be held liable for the information, opinions and forecasts expressed in this report.



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1 Introduction

Opua, in the Far North, is often the first port for overseas yachts arriving in New Zealand after crossing the Pacific Ocean. Far North Holding is submitting on the District Plan and has prepared a Master Plan to support its submission. Market Economics (M.E) was commissioned to provide an economic assessment to support the master plan and the submission. This report presents the findings of the economic assessment, highlighting the potential economic effects of the Master Plan. Importantly, the process is still in the initial stages, and detailed data and information is not yet available. Therefore, a series of assumptions underpin the analysis to illustrate the likely scale and direction of effects.

1.1 Context

Far North Holdings owns and manages the Opua Marina, Commercial Estate as well as the Marine Business Park (**Error! Reference source not found.**). The Opua Marina is a full-service 400-berth facility offering a range of marine services. The marina provides a purpose built 120m pontoon berth (for super yacht). The marina supports a range of events and activities that generate economic impacts that benefit the district. The marina hosts around six events every year. Upcoming events in early 2023 include:

- Bay of Island Sailing Week, and
- Millennium Cup Regatta.

Opua Marina is the main marine location in the district, offering building space that is mostly in the 50-150m² range, with three units in the 800m² range.


According to FNH, the area has a high degree of desirability amongst marine-related businesses with a constant stream of enquiries for the marina-business space. However, the lack of available space means that the growth opportunities remain unrealised. FNHL information¹ suggests that the demand is diverse, covering:

- boatbuilding premises,
- rigging,
- canoe manufacturing, and
- engineering workshops.

Figure 1-1: Opua marina land owned and managed by FNH



¹ Information provided to M.E by FNH.



The demand is from both within the local economy relating to local businesses seeking to grow, as well as businesses from the rest of NZ looking to relocate to Opuā. Apart from the existing marina space in Opuā, there are no other locations to accommodate marine activity in Opuā, Paihia, Haruru or Kawakawa. **The lack of available space is undermining growth ambitions** meaning that the community is foregoing economic benefits.

The assessment draws on the Master Plan² prepared by WSP to frame the potential changes that would be unlocked, specifically:

- the potential activities (space),
- the scale of the activities, and
- the timeframes and development trajectory.

We understand that the aim of the Master Plan, and FNHL's submission on the District Plan review, is to enable Opuā to consolidate its position as a marine service centre for overseas boats clearing customs and the wider domestic market. The mixed-use zone also allows for non-marine related activities to be established such as cafes and restaurants, creating a public realm for locals and visitors to enjoy and experience. An outcome of this is that the amenity and services provided to the wider community will be enhanced. The proposed zoning does not allow significant development, or the type of future development envisioned by FNHL. FNHL sees the marina as an economic asset that can be used to deliver economic benefits to the local community if appropriate growth is enabled.

1.2 Objective and approach

Ultimately, the project aim is to provide a high-level summary of the potential economic impacts of the marina and to illustrate the quantum/scale of these impacts. The scale is illustrated using a scenario approach that reflects different development intensities. The development opportunity is presented against a do-nothing approach i.e., only the net change enabled by the marina development (Master Plan) is captured in the analysis.

The assessment was delivered using several steps as summarised below:

- Both the historic and current activity in Opuā were reviewed by considering the sectoral employment and how these fits within the Far North economy. This is based on official StatsNZ data and based on fine grained ANZSIC³ data.
- The potential (envisaged) activity is translated into economic metrics and compared against the growth observed in the local economy to illustrate the relative scale of change.
- The performance of the local marine sector is reviewed to form a view of the growth opportunity. This is based on historic trends, and literature. A high level growth outlook for the sector is defined and used to reflect the opportunity.
- The growth outlook is used to assess the marina opportunity, and frame the overall need for the Master Plan activities. These are estimated using scenarios about growth rates, and market shares.
- Finally, the implications of the proposed activities are considered by looking at the economic impacts, and commenting on the economic costs and benefits.

² Master Plan prepared by WSP.

³ Australian and New Zealand Standard Industry Classification.



1.3 Concept

The proposed plan change seeks to rezone Opuā Marina from Light Industrial, as anticipated in the proposed district plan, to Mixed-Use. The rezoning will provide for a wider range of activities to develop in the marina, stimulating additional economic growth and employment for the area, and providing fit for purpose space for business to grow. **A key part of the Master Plan is to support the local business community to grow, providing fit for purpose space and future proofing the area. Enabling this growth will generate benefits for the local community. These include a richer job market, a wider mix of job options for residents, additional economic activities, and choices as well as overall business growth. As the businesses grow and employ more staff, the salaries and wages returned to the community will also increase.**

The Master Plan provides the vision for the area over the long term. Clearly, a staged approach is envisaged, to reflect a reconfiguration of the area, with activities moving around and enabling new ones to establish. This is necessary as some marine activities, located in the marina, can be relocated to the Marine Park and Commercial Estate. That relocation will enable a re-development of the Opuā Marina into a new destination for locals and visitors. A mix of activities are envisioned including:

- food and beverage offerings,
- recreation,
- residential,
- fitness/wellbeing,
- tourism offices, and
- retail.


The Master Plan document accompanying the plan change provides additional details on the kinds of development that could take place and in what location.

Under the proposed Far North District Plan, Opuā Marine is zoned as light industrial (see , destined to be completely light industrial in nature with some scope for complementary commercial activities. Any proposed residential activity is non-complying and commercial activities (of any nature) would also require consent. The types of development which are complying in the zone, mainly warehousing and sheds, will not attract locals and visitors to the area or create a pleasing aesthetic environment for the public to enjoy.

1.4 Limitations and caveats

This assessment reflects the information about the Master Plan concept, and the information received about the proposed activities. It is acknowledged that the process is at a high level, and not a detailed fine-grained assessment of the individual elements associated with the Master Plan. Consequently, the assessment is based on assumptions about the anticipated change and reflects a conservative position.

The assessment will need to be updated if more details become available. The following limitations and caveats apply to the assessment:

- 
- **Capital and redevelopment costs:** The potential costs associated with infrastructure redevelopment and investments in buildings and new facilities are unknown. The impacts of these costs are therefore not considered in the assessment.
 - **Concept:** the assessment relies on the WSP Master Plan and the spatial areas as identified.
 - **Focus:** the analysis focuses on the Far North economy and a portion of the activity could be attracted from the Rest of NZ. Having a Far North focus means that the negative impacts (potential displacements) are not considered. However, this is expected to be minor.
 - **Non-market Values:** this assessment did not include primary research. So, it was not possible to accurately estimate the non-market values associated with the proposed development. High level commentary covering these matters is included.
 - **Uncertainty/Future:** there is always uncertainty associated with future estimates and economic assessments. This report uses a long time period to reflect the potential delivery staging.
 - **Other:** the analysis is based on several assumptions that are noted in the report. Some assumptions could be refined via additional research, but this should be reassessed as the project unfolds. The team has used the best available data and/or applied conservative assumptions. In some instances, this report is likely to underestimate benefits and overestimate the costs. In terms of the economic impact modelling. Appendix 2 provides a short summary of IO modelling and summarises the key limitations.

1.5 Report structure

The report is structured as follows:

- Section 2 describes the overall economic context within which the Master Plan is proposed.
- Section 3 outlines the potential economic impacts, and comments on the potential effects.
- The report concludes with a high-level summary of the key points.



2 Economic context

The Opuā marina operates as part of the local economy. This section provides a context against which the view the Master Plan activities. It draws on official and unofficial data to illustrate the magnitude of activities.

The Far North economy is small, accounting for 2.3% of the national economy's GDP and the economic GDP for 2021 is estimated at 2.7bn – this includes the effects of Covid and the initial, post-lockdown period. Over the past two decades, the economy has grown at 2.52% (compounded) which is marginally slower than the NZ rate of 2.57%. The Far North's economic growth has been concentrated around sectors with links to households, and demand driven activities. GDP data is not available below Territorial Authority level, but employment data is available at a fine spatial level, so the Opuā situation can be assessed using employment data. The discussion uses StatsNZ Business Demography Survey information⁴ and focuses on employment levels. Different StatsNZ data sources are linked, and employment is expressed in MEC terms. An MEC is a modified employee count, and includes a headcount of employees as well as an adjustment of working proprietors.

2.1 Employment Observations

Table 2-1 presents a summary of sectoral employment in Opuā (general area) and the Far North. The data is reported for a selection of years, and is aggregated to 19 standard economic sectors. Opuā's share of the Far North employment in the sectors is also shown. The main observations are:

- The key employing sectors are:
 - Manufacturing with 15% of Opuā's workers (53 MECs),
 - Construction employs 47 workers or 14% of total workers.
 - Transport, postal and warehousing employ 43 MECs which account for 12% of workers.
 - Accommodation and food services provide employment to 42 workers – equal to 11%
 - Retail trade employs 37 MECs, which is equal to 11% of the employment opportunities.
 - Combined these five sectors make up nearly two thirds (64%) of total employment in Opuā. The balance of employment (36%) is spread across the remaining sectors.
- Around 350 people work in Opuā, up from 250 in 2001 – a change of 100 MECs. The following sectors have been the largest growth in absolute terms over the long term:
 - Retail Trade +19
 - Professional, Scientific and Technical Svcs. +19
 - Construction +17
 - Administrative and Support services +17
 - Accommodation and Food services +13
 - Transport, Postal and Warehousing +13
 - Rental, Hiring and Real Estate Svcs. +13.

⁴ Based on Statistical Area 104300 – Opuā.

- Since 2001 employment in the area has grown by 38% or by almost 100 MECs (**Error! Reference source not found.**). However, most of the growth occurred in the first 10 year period from 2001-2011 – during this period the employment 47% or 120 MECs. Between 2011 and 2021 employed declined by around 25 MECs.

Table 2-1: Opuia Employment (MECs) – selected years

1 Digit ANZSIC	Employment					Change (n)			Distribution					Share of Far North				
	2001	2006	2011	2016	2021	2001-11	2011-21	2001-21	2001	2006	2011	2016	2021	2001	2006	2011	2016	2021
Agriculture, Forestry and Fishing	6	5	21	12	9	16	-13	3	2%	1%	6%	3%	2%	0%	0%	1%	0%	0%
Mining	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Manufacturing	84	82	66	69	53	-18	-13	-31	33%	19%	18%	20%	15%	5%	4%	5%	5%	3%
Electricity, Gas, Water and Waste Svcs.	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Construction	30	44	47	29	47	17	0	17	12%	10%	13%	8%	14%	2%	2%	2%	1%	2%
Wholesale Trade	12	0	4	1	2	-8	-2	-10	5%	0%	1%	0%	0%	4%	0%	1%	0%	0%
Retail Trade	17	28	33	39	37	16	4	19	7%	6%	9%	11%	11%	1%	1%	1%	1%	1%
Accommodation and Food Svcs.	29	58	53	47	42	25	-11	13	11%	13%	14%	13%	12%	1%	2%	2%	2%	2%
Transport, Postal and Warehousing	30	85	47	39	43	16	-3	13	12%	20%	13%	11%	12%	4%	10%	6%	5%	6%
Information Media and Telecoms	0	2	4	0	1	4	-4	1	0%	0%	1%	0%	0%	0%	1%	3%	0%	0%
Financial and Insurance Svcs.	0	3	0	1	1	0	1	1	0%	1%	0%	0%	0%	0%	1%	0%	0%	0%
Rental, Hiring and Real Estate Svcs.	10	26	20	25	25	10	5	15	4%	6%	5%	7%	7%	2%	4%	3%	4%	4%
Professional, Scientific and Technical S	4	16	19	13	23	15	3	19	2%	4%	5%	4%	7%	1%	2%	2%	2%	2%
Administrative and Support Svcs.	3	11	12	13	20	9	8	17	1%	2%	3%	4%	6%	1%	2%	2%	2%	2%
Public Administration and Safety	3	30	6	9	6	3	0	3	1%	7%	2%	3%	2%	1%	3%	1%	1%	0%
Education and Training	10	7	14	23	23	4	9	13	4%	2%	4%	6%	6%	0%	0%	1%	1%	1%
Health Care and Social Assistance	3	7	2	13	8	0	6	5	1%	2%	1%	4%	2%	0%	0%	0%	1%	0%
Arts and Recreation Svcs	8	9	5	13	3	-3	-2	-5	3%	2%	1%	4%	1%	3%	3%	1%	4%	1%
Other Svcs.	4	24	18	7	8	14	-10	4	2%	5%	5%	2%	2%	1%	3%	2%	1%	1%
TOTAL	252	436	371	352	348	119	-23	96	100%	100%	100%	100%	100%	1.2%	1.9%	1.7%	1.6%	1.4%

In absolute terms, employment in Manufacturing has seen the largest decline (-31 MECs) over the last 20 years. Wholesale, arts and recreation services sectors have also shed employment, -10 MECs and -5 MECs respectively. Although Manufacturing employment declines the most, in percentage terms this is only -37% due to the size of the sector. All other sectors (except utilities) have experienced some growth in employment since 2001.


Sectors that saw strong employment growth greater than 100% (a doubling) since 2001 include Administrative and support services, Professional services, Health care and social services, Rental hiring and real estate, Education and training and Retail trade. The majority of growth in these sectors occurs off a small base.

A report prepared by BERL⁵ for Far North District in 2017 relating to potential future demand for commercial land calculates total commercial employment for Paihia-Russell-Opuia area⁶ is around 1,150 employees. Using the Statistics NZ Business Framework data, we estimate the Paihia-Russell-Opuia area⁷ had a total of 1,760 commercial employees in 2017. If the same metric is used, the actual employee counts are estimated at 1,480. While different definitions of employment are used, the difference suggests that the BERL numbers are conservative. The BERL report does not provide a breakdown of the employment within the Opuia area by itself. Notwithstanding these differences, the overall employment in

⁵ BERL. 2017. *Potential future demand for Commercial land* – prepared for Far North District.

⁶ Area was defined in report using Census Area Units (CAUs) which have now been replaced by SA2. The new SA2 units cover the same area for Paihia-Russell-Opuia.

⁷ SA2s: 104300,103800, 103900.



commercial activity has been pressured by the Covid-pandemic, lockdowns and the associated challenges. Appendix 3.

2.2 Opuā marina activities

The Opuā marina is a busy location, accommodating a range of activities, including marine and non-marine activities. The NZ marine industry encapsulates a range of activities, including:

- boatbuilding and repairs,
- ship building and repairs,
- marine equipment manufacturing,
- wholesale and marine retail, and
- marine related support services (project management, design, recruitment, training and so on).

Appendix 4 presents the sectors associated with the marine industry.

The major component of marine activity within Opuā is ship and boating building. In 2021 employment in ship and boat building supported 35 workers or 10% of Opuā's total employment. This sector is, however down on peak employment in the early 2000s. In the post-GFC environment, the sector's employment peaked at over 40 MECs. Since 2013 employment levels have increased and remained relatively stable between 35-44 MECs. In terms of the number of businesses, ship and boat buildings currently number around eight. This means that the relative share of the district's ship and boat building employment working in Opuā is declining. Around a third (28%) of the Far North's boat builders work in Opuā. At a district level, ship and boat building employment has averaged 85 over the past two decades. Currently, the employment levels are at 98 with growth coming out of the GFC, but employment levels are impacted by the Covid-lockdowns. The declining share suggests that there are locational considerations that are influencing business to operate from elsewhere in the district. **The availability of additional space to grow and expand is limited, and likely a key factor constraining growth.**

Using a wider perspective of marine activities (beyond ship and boat building), shows the role of Opuā as an employment location. In the district, the wider marine sector (and the sub-parts) has experienced employment growth – shifting from 53 MEC in 2001 to 78 MEC currently. In Opuā, the wider marine sector is however limited to marine equipment retailing with 15MECs. However, Marine equipment retailing sector is the only 'other marine related sector' that has seen growth, the other sectors have declined to zero employment.

As of 2021 there are thirteen marine activity businesses in Opuā, accounting for 8% of total businesses. Other marine sector businesses have increased by 2 from 2001-2021. Again, this growth is driven by the Marine equipment retailing sector. Total business numbers have fluctuated over the last 20 years, settling around the levels observed in the early 2000s.



3 Economic effects

The economic effects associated with the proposed Master Plan are summarised in this section. These effects are measured against the potential activity associated with the proposed Plan Change. The economic impacts are described in terms of the GDP and employment, covering a 30-year period.

The economic impacts of the activities associated Master Plan are evaluated against the those that would be enabled under the proposed District Plan (PDP) provisions. That is, the PDP-related activities are treated as counterfactual.

The economic impact modelling reflects the economic linkages, and interplays between different parts of the economy. Economic transactions cross administrative boundaries, and changes in one location flows through, impacting other areas. The economic assessment is based on the Master Plan information as prepared by WSP. A scenario approach is used to illustrate the range of outcomes under different development intensities.

The section starts by summarising the key assumptions and the scenarios. Then, the economic impacts are summarised.

3.1 Key assumptions

The Master Plan presents an alternative land use pattern to that outlined in the proposed District Plan. The two patterns differ considerably, and they will generate different economic impacts. The following key assumptions underpin the analysis:

- The Master Plan includes a specific area for residential development. It is assumed that the residential component will capture baseline growth, attracting residents from elsewhere in the district. This is seen as a transfer and does not generate 'new activity' and is excluded from the EIA. In reality, offering a unique residential product will attract new (out of area) demand, generating some economic impacts. For the purpose of this assessment, these are excluded.
- With reference to the accommodation component, it is assumed that these will be high-end luxury apartments and a portion will be used for short-stay visitor accommodation. Using conservative settings about the number of visitors, length of stay and spending estimates (per day), the visitor spending used in the modelling is estimated at \$1.9m per year. This spending is based on pre-Covid rates and differentiates between international and domestic visitors.
- The land use activities outlined in the Master Plan are translated into business activities, using the following key actions:
 - The land areas identified in the Master Plan, and PDP, are linked to potential economic activities and 'land use types'. Observed employment densities associated with industrial and commercial activities are used to estimate the employment requirements associated



each land uses. The densities are consistent with those outlined in the BERL report⁸. A more nuanced⁹ approach is used for industrial-type, and space extensive land uses.

- The employment requirements are translated into business activity levels (potential sales) drawing on official StatsNZ data and the Far North Multi-regional Input-Output model. The land areas (activities per zones) are mapped to economic sectors. It is assumed that the land uses (e.g. light industry) will be biased towards marine activities.
- The business activity varies depending on the scenario, and are estimated at:
 - Mixed-use, storage, marine \$ 4.8m - \$8.4m (per year),
 - Light industrial \$5.7m - \$11m (per year),
 - Office type activities \$1.0m - \$1.9m (per year).
- The following sectors are included in the assessment:
 - Transport equipment manufacturing,
 - Other manufacturing,
 - Other store-based retailing; non-store, and commission based retailing,
 - Food and beverage services,
 - Other transport,
 - Transport support services,
 - Warehousing and storage services,
 - Health and general insurance,
 - Scientific, architectural and engineering services,
 - Advertising, market research and management services,
 - Travel agency and tour arrangement services,
 - Sport and recreation activities, and
 - Repair and maintenance.
- The development timelines suggested in the Master Plan guided the modelling. The same timeframe associated with the marine park, are used for the PDP elements.
- The additional economic activity is then assessed to calculate the flow on (supply chain) impacts and the analysis covers 30 years. The results are discounted using several discount rates.

Two scenarios are modelled:

- A **constrained scenario** that scales the potential growth down to be in-line with that outlined in the BERL report (in terms of local employment growth).
- A **facilitated growth scenario** that reflects the growth vision outlined in the Master Plan i.e., taking a proactive, growth-oriented development pathway.

The distinction between the two scenarios is important because the Master Plan reflects a higher growth pathway, based on existing strengths, historic successes and the strong links to the marine sectors.

⁸ Potential future demand for commercial land. Far North District. February 2017.

⁹ This introduces some variation between the M.E and BERL results.



3.2 Impacts

The economic impact assessment uses a bespoke multi-regional Input-Output model (MRIO) developed for the Far North, covering:

- The Far North District,
- The rest of Northland region, and
- The rest of NZ.

The potential activity levels derived using the Master Plan are modelled to show the associated economic GDP and employment impacts. The process is repeated for the PDP activities, and the results are then netted off (subtracted from) the Master Plan related results.

This assessment focuses on the ongoing effects and does not include any capital spending, funding requirements for infrastructure spending or so forth.

The economic impacts are expressed in Gross Domestic Product (GDP) and employment terms. In simple terms, GDP, reflects the value of completed work after accounting for inputs. Importantly, GDP is a measure of production and does not capture environmental effects or social effects. The direct, indirect, and induced impacts are estimated. The impacts are described as follows:

- **‘Direct and indirect effects’** – when an economic change takes place, the economy responds by firstly increasing (or decreasing) activities that supply the goods and services needed to address that shock. This is the direct effect. All firms supplying the businesses responding to the direct effect, adjust their outputs, stimulating another round of effects and so forth. Further (flow on) rounds of activity are needed to meet the extra demand. The further rounds are called the indirect effects.
- The **induced impacts**: As firms respond to the economic change (the direct and indirect effects explained above), they employ additional workers or increase staffing hours. This leads to a lift in salary and wage payments to households (i.e., more salaries and wages paid to workers in return for their labour). Businesses also take additional profits as operating surpluses increase – this is partially returned to households through returns/dividends paid to business owners or investors. As households spend their returns or earnings, another round of effects is created. These are termed the induced effects. All three components combine to give the ‘total effect’.
- The **‘total impact’** reflects the sum of the direct, indirect and induced impacts.

The findings are presented in discounted terms and the annual impacts once fully operational are also reported. The discounted impacts are summarised through a range of values using discounted cash flow¹⁰ (DCF) analysis. A discount rate of 5% is used¹¹, with 3% and 7% rates also used to show the potential spread of results under different discount rates.

Expressing future impacts in today’s terms provides an ability to consider the overall scale of impacts. **Error! Reference source not found.** summarises the economic GDP impacts. The table shows the results:

- Using three discount rates (3%, 5% and 7%) for the two scenarios,

¹⁰ In effect, this relates to expressing future cash flows in current (today’s) terms.

¹¹ This discount rate is consistent with the rate used in CBAX (NZ Treasury’s Cost Benefit Model) as well as the default rate used by Waka Kotahi NZTA. It is worth noting that the discount rate was recently adjusted up by Treasury and Waka Kotahi after a period during which the default rate was 4%.

- The difference between the master plan and the PDP,
- Spatially disaggregated to different areas.

Table 3-1: Summary of GDP impacts - \$m

Scenario 1: Constrained scenario					
<i>\$m</i>	3%	5%	7%		Difference vs PDP (5%)
Far North District	103	71	50		38
Rest of Northland Region	22	15	11		8
Rest of New Zealand	49	34	24		17
SUM	174	120	84		64
Scenario 2: Facilitated growth scenario					
<i>\$m</i>	3%	5%	7%		Difference vs PDP (5%)
Far North District	179	123	86		90
Rest of Northland Region	38	26	18		19
Rest of New Zealand	85	59	41		42
SUM	301	207	145		151

The scenario analysis shows that the proposed activities will deliver positive economic impacts. The analysis shows that:

- Under scenario 1:
 - The GDP impacts are estimated at between \$84m and \$174m over a thirty-year period. The mid-point value (5% discount rate) is \$120m. This is today's value of future GDP impacts.
 - Fifty-six per cent of GDP impacts are expected in the local, Far North, economy and 13% in the rest of the region. This means that almost three quarters (72%) of the economic impacts will remain locally.
 - Compared to the DPD, the Master Plan will enable greater GDP impacts. Using the 5% discount rates suggests that under scenario 1, the local economy will be bigger with more economic activity (GDP). The larger size is valued at \$64m in present terms.
- Under scenario 2:
 - The overall economic impact of this scenario is considerably greater than scenario 1's, with the GDP impact over thirty-years estimated at between \$145m and \$301m, with a mid-point of \$207m.
 - The spatial patterns reflecting where the GDP impacts are felt, mirror those identified in scenario 1. This scenario is 73% greater than scenario 1.
 - As expected, Scenario 2 delivers considerably greater GDP impacts than the PDP. The analysis suggests that the difference is \$151m over thirty years.



Using the discounted cash flow approach clearly shows that the Master Plan approach delivers greater benefits than those associated with the PDP. The two scenarios, and the PDP option will deliver a range of impacts once fully operational, operating at capacity.

An annual perspective provides further insight into the size of the impacts. An annual perspective is also needed when considering employment impacts. Table 3-2 reports the annual impacts once fully operational (developed up to the assumed levels), and shows annual GDP and employment levels. The difference between the scenarios for the Master Plan and the PDP are also reported.

Table 3-2: Annual Maximums and Employment

Scenario 1				
	Annual Values		Difference from PDP	
	Total GDP \$m	Total MEC*	Total GDP Sm	Total MEC*
Far North District	11	140	3	28
Rest of Northland Region	2	26	1	6
Rest of New Zealand	5	39	1	8
SUM	18	205	5	42
Scenario 2				
	Annual Values		Difference from PDP	
	Total GDP \$m	Total MEC*	Total GDP Sm	Total MEC*
Far North District	19	241	11	128
Rest of Northland Region	4	45	2	26
Rest of New Zealand	9	67	5	36
SUM	32	353	18	190
*MEC – Modified employee counts				

The total annual GDP impact of the Master Plan activities is estimated at between \$18m and 32m under scenario 1 and scenario 2, respectively. The within-district GDP impacts are estimated at between \$11m and \$19m per year. Both scenarios outperform the PDP. Under scenario 1, the annual (district) level is \$3m greater and under scenario 2, the difference is estimated at \$11m.

In terms of employment, the estimated level of economic activity associated with all the flow-on transactions is estimated to support employment between 205 (scenario 1) and 353 (scenario 2). At a district level, the supported employment is estimated at between 140 and 241 MECs. Again, both scenarios outperform the PDP. In employment terms, the Master Plan activities outperform the PDP activities by between 28 and 128 at the district level.

3.3 Other effects

The Master Plan approach outlines a pro-active development approach for the Opuā marina, building on the existing relationships with the marine industry, and enabling new and complementary activities. These



are associated with the visitor sector. Opuā has an existing visitor industry, and a part of the Master Plan activities will enable the visitor sector to capture larger shares and value for the local benefit. The growing international yachting landscape means that there will be new opportunities to service this high profile, and high value sector. The Master Plan will enable better alignment with this sector's growth needs and potential opportunities than simply enabling light industry.

As mentioned, the analysis does not include any capital spending and associated construction impacts. Apart from the economic impulse associated with these activities, they will improve the relative attractiveness of Opuā as a destination, improving aspects like sense of place and so forth. These benefits, then support local businesses, generating additional momentum in the economy.

The different activities will support a range of activities, covering different economic sectors. This diversity reduces concentration risk and improves economic resilience. Further, the wider range of land uses will support the rating base and funding for local government activities. While rate payments are a cost to ratepayers, broadening the rating base is positive.

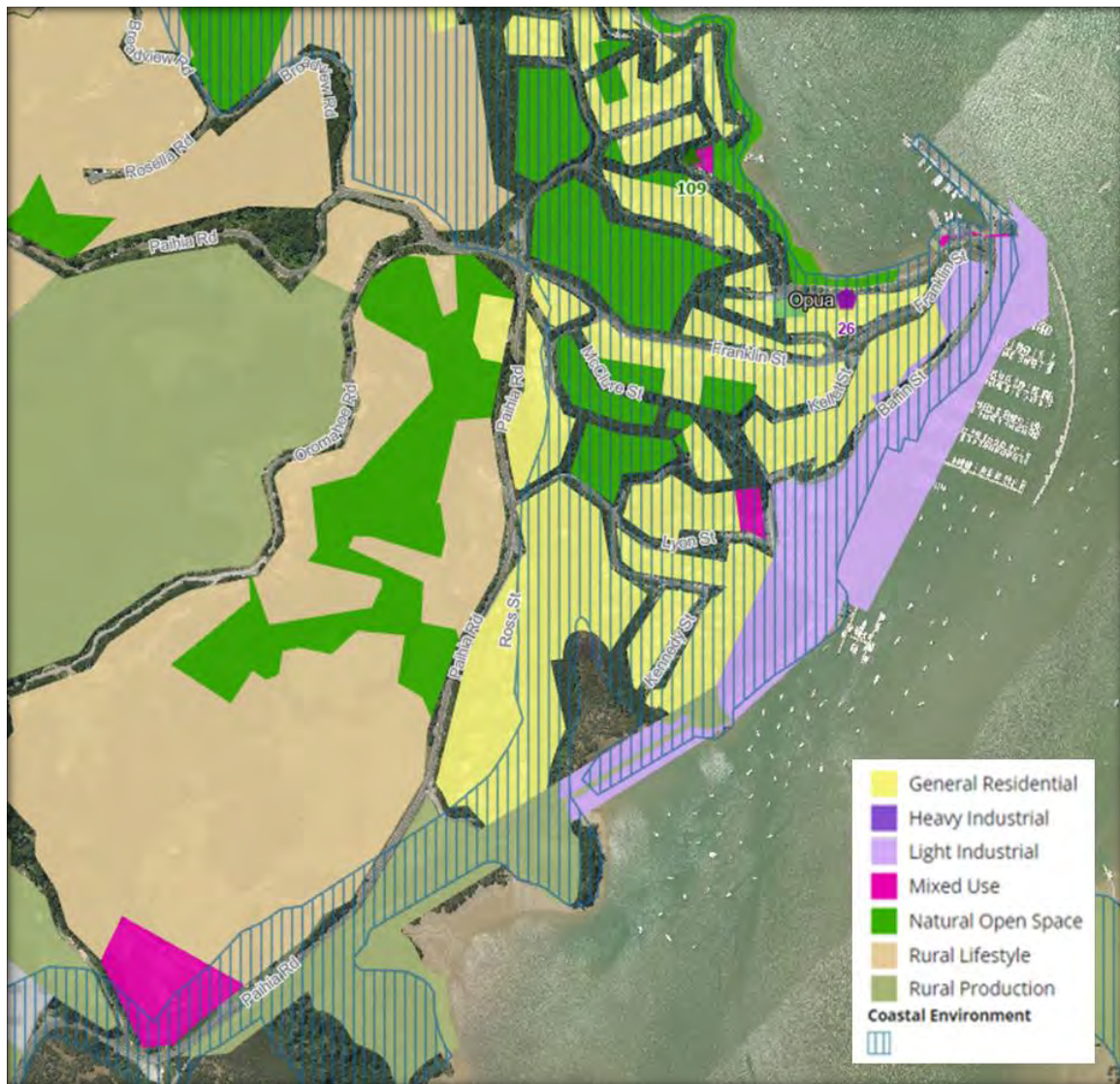


4 Conclusion

The Opuā marina environment provides a unique development opportunity. This opportunity builds on the existing economic fundamentals and existing strengths. Working to capture the opportunities requires a clear and stable signal about the type and scale of activity that is enabled. The Master Plan provides the necessary vision that can be translated into the planning structures. This provides certainty for the development sector to invest in infrastructure and buildings, in turn attracting new business activities.

The analysis highlights that under the constrained growth scenario, which is generally in line with the pathway suggested by BERL, that the Master Plan performs better than the PDP approach. Similarly, the second scenario that captures the growth opportunity highlights the potential size of the economic impact – \$19m when operating at capacity. This increase equals a 0.7% increase in the size of the economy.

Appendix 1: Proposed District Plan (Opua area)



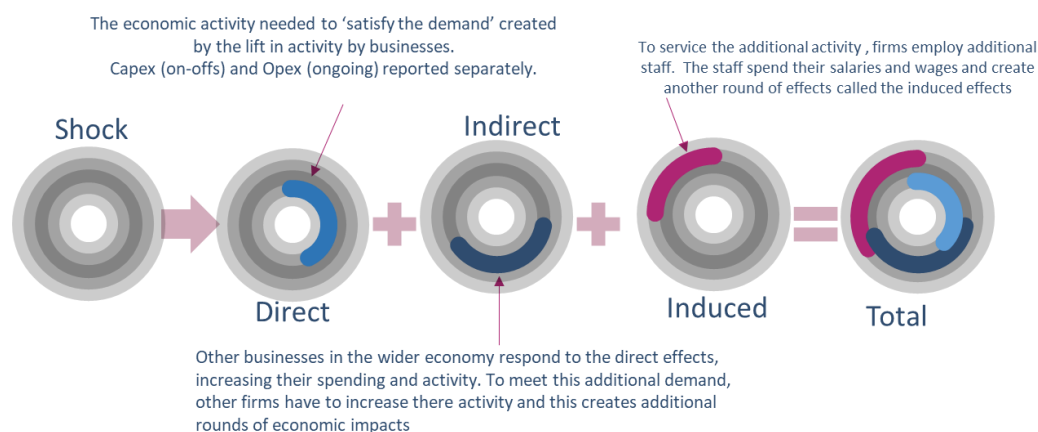


Appendix 2: Introduction to Input-Output modelling

One of Input-Output modelling's strong points is that the results are easy to interpret. Similarly, IO models are relatively easy to use and cost effective to develop for different areas. However, IO analysis is not without limitations, despite being widely applied in New Zealand and around the world. The most common limitations relate to the historical nature of IO Tables. We use IO tables derived from recent Input/Output and Supply and Use Tables. Therefore, they may not accurately reflect the current sectoral relationships in the economy.

With reference to IO modelling in general, a key assumption is that input structures of all industries (i.e. technical relationships) are fixed. In the real world, however, technical relationships will change over time. These changes are driven by new technologies, relative price shifts, product substitutions and the emergence of new industries. For this reason IO analysis is generally regarded as suitable for analysis, where economic systems are unlikely to change greatly from the initial snapshot of data used to generate the base IO tables. In addition to the 'fixed structure' assumption, other important assumptions (and limitations) of IO models are:

- **Constant return to scale:** This means that the same quantity of inputs is needed per unit of output, regardless of the level of production. In other words, if output increases by 10 per cent, input requirements will also increase by 10 per cent.
- **No supply constraints:** IO assumes there are no restrictions to input requirements and assumes there is enough to produce unlimited products.
- **The model is static:** No price changes are built in meaning that dynamic feedbacks between price and quantity (e.g. substitution between labour and capital) are not captured.



Appendix 3: Summary of business counts in Opuia area

Currently (2021) there are a total of 167 businesses in Opuia. The sector with the largest current share of total businesses is Rental, hiring and real estate services (16%). A further 14% of businesses are Construction, 11% Manufacturing, 11% Transport, postal and warehousing, 9% Professional services and the balance (39%) of businesses are spread across the other industries.

Opua Business, 2001-2021

1 Digit ANZSIC	2001	2006	2011	2016	2021	Distribution	
						2001	2021
Agriculture, Forestry and Fishing	7	8	10	4	6	7%	5%
Mining	0	0	0	0	0	0%	0%
Manufacturing	16	17	19	29	13	14%	11%
Electricity, Gas, Water and Waste Svcs.	0	0	0	0	0	0%	0%
Construction	24	23	25	13	23	21%	14%
Wholesale Trade	5	1	7	1	3	4%	0%
Retail Trade	6	7	11	12	17	5%	5%
Accommodation and Food Svcs.	5	12	18	14	14	4%	7%
Transport, Postal and Warehousing	11	17	15	12	15	10%	11%
Information Media and Telecoms	0	1	2	0	1	0%	0%
Financial and Insurance Svcs.	0	8	6	7	6	0%	5%
Rental, Hiring and Real Estate Svcs.	18	26	24	26	31	16%	16%
Professional, Scientific and Technical Svcs.	3	14	12	9	17	3%	9%
Administrative and Support Svcs.	4	3	6	8	8	4%	2%
Public Administration and Safety	1	2	1	2	2	1%	1%
Education and Training	2	4	2	6	5	2%	2%
Health Care and Social Assistance	3	7	2	4	2	2%	4%
Arts and Recreation Svcs	3	2	4	7	1	3%	1%
Other Svcs.	4	9	6	4	4	4%	5%
TOTAL	112	160	168	158	167	100%	100%

Since 2001 businesses have increased by +55 or nearly 50%. Similar to employment growth, the majority of growth occurred between 2001-2011, growth of 56 businesses. Between 2011-2021 the number of businesses dropped slightly by -2 (or -1%).

Over the past two decades a number of sectors have experienced a reduction in business numbers including Manufacturing (-4), Arts and recreation services (-3), Wholesale trade (-2), Agriculture, forestry and fishing (-2) and Health care and social assistance (-1). In percentage terms the largest decline was experienced by the Arts and recreation services sector (-79%) where businesses declined from 3 in 2001 to 1 in 2021.

Sectors that saw experienced growth in business numbers greater than 100% since 2001 include Professional services, Accommodation and food services, Retail trade, Education and training and Administrative and support services. The majority of growth in these sectors occurs off a small base. Professional services and Rental, hiring and real estate services sector saw the largest actual increase in businesses, +14 and +13 businesses respectively.

Opua Business Changes, 2001-2021

1 Digit ANZSIC	Change (n)			Change (%)		
	2001-11	2011-21	2001-21	2001-11	2011-21	2001-21
Agriculture, Forestry and Fishing	3	-4	-2	35%	-55%	-24%
Mining	0	0	0	-	-	-
Manufacturing	3	-6	-4	16%	-35%	-22%
Electricity, Gas, Water and Waste Svcs.	0	0	0	-	-	-
Construction	1	-2	0	6%	-8%	-2%
Wholesale Trade	2	-4	-2	49%	-600%	-40%
Retail Trade	5	6	11	77%	82%	175%
Accommodation and Food Svcs.	13	-4	9	271%	-33%	192%
Transport, Postal and Warehousing	4	0	5	38%	3%	43%
Information Media and Telecoms	2	-2	1	-	-229%	-
Financial and Insurance Svcs.	6	0	6	-	1%	-
Rental, Hiring and Real Estate Svcs.	6	7	13	35%	26%	72%
Professional, Scientific and Technical Svcs.	9	5	14	318%	37%	500%
Administrative and Support Svcs.	2	2	4	54%	75%	105%
Public Administration and Safety	-1	1	1	-43%	62%	50%
Education and Training	-1	3	3	-24%	94%	133%
Health Care and Social Assistance	0	0	-1	-15%	-3%	-22%
Arts and Recreation Svcs	1	-3	-3	15%	-152%	-79%
Other Svcs.	1	-1	0	34%	-15%	2%
TOTAL	56	-2	55	50%	-1%	49%



Appendix 4: Marine sector - definition

The marine industry includes the following sectors:

- Boatbuilding (C239200) captures the majority of the recreational marine manufacturing businesses. It also captures businesses engaged in repairs and refitting of recreational boats – from small dinghies to 100m superyachts.
- Shipbuilding (C239100) captures the manufacturing, refitting and repair of ships, ferries Naval vessels and the fishing fleet. These are commonly referred to as black boats and grey boats.
- Marine Retail (G424500), It is important to capture the employment and retail margin of the marine retail sector as these are the value-added components of the sector.

Partial sectors (relevant to Opuia)

- Textile Manufacturing (C133300) captures the manufacturing of sails and other fabric components used on vessels (awnings, covers etc).
- Rope, Cordage and Twine Manufacturing (C133200) rope and cordage manufacturing mainly along with wire wound to form stays and lifelines.
- Clothing Manufacturing (C135100) captures the manufacturing of marine clothing, wet weather gear, specialist crew clothing, boots and shoes.

6.7. ATTACHMENT 7 – PROPOSED PROVISIONS FOR BOIMDA

Bay of Islands Marina Development Area

Overview

The Bay of Islands Marina Development Area (BOIMDA) enables the development of a liveable, mixed use environment where people can practically live, work and play within the area with a specific focus on amenity values, urban design and open space. It also provides a place for existing maritime and marine uses.

The BOIMDA provides for the underlying Mixed Use Zone subdivision and land use provisions, as well as additional provisions which allows for the integrated development of the Bay of Islands Marina.

The Development process to be applied to the BOIMDA is designed to:

1. Enable the mixed use development of the Bay of Islands Marina.
2. Use urban design principles to lead the design process.
3. Use a tiered approach for development assessment (Master Planning and Precinct Planning).
4. Allow flexibility with regard to: the assessment of development, the use of alternative design and engineering proposals, and the types of land use that occur in recognition of the unique maritime area the Bay of Islands Marina serves.
5. Minimise reverse sensitivity effects.

The development process adopted for the BOIMDA is designed to enable more flexible land use patterns to establish, creating greater opportunity to provide for economic growth opportunities, enabling a greater range of land uses and economic uses to occur. The implementation of an overall urban design strategy (Master Plan) will be the mechanism used to provide a framework and structure for the development of the BOIMDA, a key component of which will be the incorporation into the design and development of the Marina of adequate and appropriate open space, including access to the coastal marine area and an infrastructure framework that ensures that adequate services are provided.

In developing the BOIMDA the following matters are considered to be particularly important:

1. Ensuring good urban design principles are adhered to and the provision of adequate and appropriate public and private open space.
2. The provision of adequate infrastructure services, particularly roading.
3. The management of the effects of natural hazards.
4. Minimising effects on ecology.
5. Minimising reverse sensitivity effects.

Objectives

BOIMDA -O1	Create a liveable, mixed use environment where people can live work and play within the Bay of Islands Marina.
BOIMDA -O2	Ensure adequate provision of infrastructure and services to meet development capacity while recognising the impacts of development on existing infrastructure networks.
BOIMDA -O3	Ensure that the development of the Bay of Islands Marina allows for the maintenance of existing ecological values.
BOIMDA -O4	Manage reverse sensitivity effects between Zones and incompatible land use activities.
BOIMDA -O5	Create a network of open space for recreation and public access to the coastal marine area.
BOIMDA -O6	Recognise the maritime industry and the importance this plays in the Far North District.
BOIMDA -O7	Recognise the location of the Bay of Islands Marina within the Coastal Environment and provide for appropriate development in this location.
BOIMDA -O8	Recognise that maori have a special relationship with water, land and the coastline and that development needs to consider this relationship.

Policies

BOIMDA -P1	To enable development within the BOIMDA in accordance with the underlying Zones and Overlays until such a time that a Master Plan and Precinct Plan are lodged.
BOIMDA -P2	To ensure the efficient provision of three waters infrastructure for the BOIMDA by the assessment of potential infrastructure requirements based upon demand generated by the proposed land uses.
BOIMDA -P3	To ensure the provision of an efficient roading network, including alternative modes of transport and public transport (if available), by requiring an assessment of the Master Plan and/or Precinct Plan Applications against the existing transport network.
BOIMDA -P4	To minimize reverse sensitivity effects of sensitive activities in close proximity to existing activities through transition of activities to other sites and development controls and design.
BOIMDA -P5	To recognise the existing ecological values of the Marina by requiring ecological assessment at time of lodgment of the Master Plan and/or Precinct Plan application(s).

BOIMDA -P6	To provide open space, connections and access to the coastal marine area by protecting the marina edge and providing for shared spaces and pedestrian and cycle way links.
BOIMDA -P7	To recognise the importance of the marine industry and marine retail activities within the BOIMDA, acknowledging the existing marina and enabling such activities that have a functional need to be located at the Marina edge.
BOIMDA -P8	To ensure that the effects of hazards are appropriately considered these must be assessed as part of any Master Plan and/or Precinct Plan application(s).
BOIMDA -P9	To ensure that the effects on the Coastal Environment are appropriately considered these must be assessed as part of any Master Plan and/or Precinct Plan application(s).
BOIMDA -P10	To ensure that cultural values are appropriately considered these must be assessed, with a Cultural Impact Assessment provided by local Iwi / Hapu that detail the cultural requirements at both the Master Plan and Precinct Plan(s) stage.

Rules

BOIMDA -1 Process for Development

To ensure the integrated development of the BOIMDA, a Master Planning approach must be used. This approach requires several stages of development, set out below:

Master Plan:

Provides detail of core infrastructure layout, reserves and open space pattern and defines key urban design elements to be included in the individual Precinct Plans.

Discretionary Activity

Notes:

The Master Plan will:

- a) Establish the overall infrastructure framework for development of the BOIMDA.
- b) Assess the infrastructure and servicing requirements for the BOIMDA and recognise the requirements and possible restrictions related to infrastructure provision, both with regard to possible capacity constraints and also the physical provision of infrastructure.
- c) Establish an open space network and assess possible and appropriate access points to the coastal marine.

- d) Detail the overall urban design framework for the BOIMDA.
- e) Promote protection of environmentally sensitive areas such as those with existing ecological values, the coastal environment, and subject to natural hazards.
- f) Promote specific land use controls that development must be in accordance with.

Precinct Plan

Provides details on end land uses, provides specific urban design elements to be applied within a defined precinct and ensures sufficient capacity will be provided in terms of infrastructure services.

Restricted Discretionary Activity

Precinct Plans will:

- Apply to defined sub-areas within the BOIMDA.
- Be consistent with the Master Plan.
- Detail the location of possible land uses
- Detail specific urban design standards and bulk and location requirements to be applied within a particular precinct.
- Assess the servicing requirements (both physical and capacity wise) of land uses and ensure that the infrastructure requirements of a particular precinct are in accordance with the servicing requirements / capacity allowance established at the Master Plan level.
- Specifically detail the provision of public and private open space and access to the coastal marine area.
- Make provision for specific, defined matters such as reverse sensitivity, ecological protection, preservation of the natural character of the coastal environment and consideration of natural hazards within the precinct.

Subdivision Consent

Divides site into individual lots and lays out roading and reserves pattern and services to ensure infrastructure is built to the required standards.

Controlled Activity

BOIMDA -2 Master Plan Applications

Any application for a Master Plan in the Port Nikau Environment will be a discretionary activity and shall include the following information.

1. Urban Design and Open Space

- a) A report is to be provided, prepared by an urban designer/planner/architect, who is a signatory to the New Zealand Urban Design Protocol, detailing general urban design elements that are

to be applied over the entire BOIMDA, developed in accordance with the New Zealand Urban Design Protocol; being:

- i) General urban design principles that maybe applied in specified Precinct(s);
- ii) Roading cross sections for arterial (main) roads specifically detailing any provision to be made for car parking;
- iii) An overall open space network detailing in general terms:
 - (1) The location of open space to be provided, including those areas adjacent to the coastal marine area;
 - (2) Connections to be provided between areas of open space;
 - (3) Locations where public access will be provided to the coastal marine area;
- iv) Planting guidelines for road reserves and areas of open space;
- v) Guidelines for the provision of private open space including balconies and service provisions to be provided with residential development where applicable.
- vi) Guidelines associated with bulk and location, heights, density, proposed activities, setbacks, and other relevant controls as outlined in the National Planning Standards. Standards associated with the Coastal Environment overlay must also be supported by ecological and landscape architecture consideration and assessment.

Note: The provision of open space will require that areas of open space be provided in such a way that enables unrestricted public access in the same manner as a public park and/or reserve, but enables if desired, or necessary for open space land to remain in private ownership.

The provision of open space adjacent to the coastal marine area may not result in one contiguous strip of open space being provided along the coastal marine edge, as it may be necessary to restrict public access from some areas of the coastal edge for the purposes of protection of the neighbouring ecological values, the maintenance of health and safety, to allow the siting of buildings and/or other activities that have an operational necessity to be on the edge of/or over the coastal marine area, or the design of the open space areas may have determined that it is desirable to provide other built form on the edge of the coastal marine area.

2. Infrastructure

- a) An infrastructure framework is to be provided, prepared by registered engineers detailing the layout and required capacity of main trunk services to be provided for:

- i) Roading (including provision for public transport, alternative modes and access to the state highway);
- ii) Wastewater;
- iii) Stormwater;
- iv) Water;
- v) Other infrastructure (such as the cycle trail).

b) The infrastructure framework will detail where necessary those areas within the BOIMDA required to be set aside (approximately) for the physical provision of infrastructure and network utility services and also detail any staging proposed as a means of managing and avoiding potential effects related to the provision of capacity within services external to the BOIMDA to accommodate the assessed future demand.

3. Hazards

a) An assessment is to be provided of the extent any areas subject to natural hazards, as well as any geotechnical and ground contamination issues and methods to be applied to manage these hazards.

4. Ecology

a) An assessment as to how ecological areas are to be maintained and enhanced on an ongoing basis.

5. Reverse Sensitivity

a) An assessment and plan of the indicative land use pattern recognising the required marine related activities and the impacts on sensitive sites within and outside the BOIMDA.

6. Traffic Management

a) A report examining the traffic implications of the Master Plan.

7. Natural Character

a) A report examining the potential effects to the natural character of the coastal environment and what measures can be implemented to guide development in the BOIMDA.

8. Cultural Values

a) A report examining the cultural values of the BOIMDA is to be undertaken and provided, with recommendations for the Master Plan and Precinct Plan(s) to be adopted in order to avoid, remedy, and mitigate potential cultural effects.

9. Assessment Criteria

a) Whether the Master Plan sets out the key urban design qualities at a site wide level that ensure that physical development at a Precinct level in the BOIMDA will adhere to the principles of the New Zealand Urban Design Protocol, in particular the key urban design qualities of: Context; Character; Choice; Connections; Creativity; Custodianship; and Collaboration.

b) Whether the design standards proposed reinforce and assist in achieving the key urban design elements of the Master Plan.

c) Whether the open space network enables unrestricted access by the public to open spaces; and is designed so that open spaces are accessible, readily usable, able to cater for a range of uses and users and linked in a legible manner; and where appropriate be adjacent to and provide access to the coastal marine area.

d) Whether providing public open space particularly adjacent to the coastal marine area, takes into consideration health and safety issues, particularly with regard to the safe and efficient operation of marine based industrial and commercial activities.

e) Whether the Infrastructure Framework accompanying the Master Plan accurately assesses the servicing requirements of the proposed development of the BOIMDA and the capacity of infrastructure and services external to the BOIMDA and how adverse effects arising are avoided, remedied or mitigated.

f) Whether the assessment of natural hazards and/or ground contamination accurately defines those hazards that are applicable, or likely to be applicable to the development of the site and the methods to avoid, remedy or mitigate the effects of those hazards.

g) Whether the assessment of and management of hazards on the site ensures that future development will not be negatively impacted upon by hazards and that development will not exacerbate the effects of known hazards.

h) Whether the traffic assessment adequately deals with circulation within the BOIMDA and any other related issues.

i) Whether reverse sensitivity issues including impacts on sites within and outside the BOIMDA can be appropriately avoided, remedied, or mitigated.

j) Whether natural character issues can be appropriately avoided, remedied, or mitigated.

k) Whether cultural values can be appropriately avoided, remedied, or mitigated.

Discretionary Activity

Any application for a Precinct Plan in the Port Nikau Environment will be a restricted discretionary activity. It shall include the following information and be assessed against the matters over which discretion is restricted and be guided by the relevant assessment criteria.

1. Master Plan

a) The Precinct Plan must give effect to the relevant conditions of the Master Plan and any conditions of other relevant granted consents/approvals including subdivision consents.

2. Area and Location

a) The exact area that is to be the subject of the Precinct Plan must be detailed.

3. Development Schedule

a) A schedule of the maximum level of development to be permitted within the Precinct expressed as:

- i. Gross floor area of retail activities;
- ii. Gross floor area of office activities;
- iii. Gross floor area of industrial activities;
- iv. Gross floor area of other activities;
- v. Total number of household units.

4. Urban Design and Open Space

a) A report is to be provided, prepared by an urban designer/planner/architect, who is a signatory to the New Zealand Urban Design Protocol, detailing specific urban design principles that are to be applied within the particular Precinct. These design elements will be developed in accordance with the New Zealand Urban Design Protocol; being:

- i. Specific urban design principles to be applied within the Precinct, including bulk and location and amenity controls;
- ii. Design standards for streetscapes, including the design of street furniture (bollards, lighting poles etc);
- iii. Roading cross sections for collector and local roads including intersections specifically detailing any provision to be made for car parking;
- iv. The location, dimensions and area of any shared/common and public car parking areas to be provided within the Precinct;
- v. Specific provisions for the servicing of buildings including rubbish, storage and mail deliveries;
- vi. Specific details of the open space and reserve network to be created within the individual Precinct, detailing in specific terms:
 1. The location, dimensions and area of open space to be provided, including those areas adjacent to the coastal marine area;
 2. Connections to be provided between areas of open space and how those areas of open space relate to both the master plan and any adjacent precinct plans already approved;
 3. Specific locations where public access will be provided adjacent to and to the coastal marine area.

5. Infrastructure Framework / Roading

a) An Integrated Traffic Assessment prepared by a suitably qualified and experienced traffic engineer shall be provided with a Precinct Plan application that includes all the following:

- i. An assessment of vehicle trip generation and distribution based on the maximum development that can take place in terms of this Precinct Plan and any other consented Precinct Plans within the BOIMDA. The assessment shall detail the assumptions upon which the assessment is made.
- ii. An analysis of the impacts of the full development of the BOIMDA in terms of (i) above on traffic operations on existing local roads and State Highways including intersections.
- iii. Consideration of any current roading strategies prepared by or on behalf of the FNDC and the NZ Transport Agency, including any relevant Regional and National Transport strategies.
- iv. Consideration of alternative means of transport (e.g. public transport, provision for walking and cycling) that will reduce reliance on single occupancy motor vehicle trips.
- v. All proposed internal roading networks, connections to existing roads and any additional new roading links external to the BOIMDA which are necessary to support the permitted levels of development identified in (i) above.
- vi. A peer review of the assessment undertaken by or on behalf of the NZTA which confirms that there is sufficient capacity or planned capacity within the State Highway network to accommodate the predicted increase in traffic.

b) An infrastructure framework is to be provided, prepared by registered engineers detailing the layout and required capacity of services to be provided for within the Precinct for:

- i. Roding (including provision of public transport and alternative modes);
- ii. Wastewater;
- iii. Stormwater;
- iv. Water; and
- v. Other services.

c) The infrastructure framework will detail where necessary with those areas within the BOIMDA required to be set aside (approximately) for the physical provision of infrastructure and network utility services and also detail any staging proposed as a means of managing and avoiding potential effects related to the provision of infrastructure and service capacity both within the BOIMDA and infrastructure and services external to the BOIMDA to accommodate the assessed future demand as identified within the approved Master Plan.

d) The infrastructure network within the Precinct Plan is to detail the car parking standards to be applied in the assessment of the car parking requirements for shared/common and public car parking areas, including assessment methods to be applied where car parking areas serve multiple uses/sites and also detail the management/maintenance of shared/common car parking areas, which may include the vesting of such car parking areas in the Council once developed.

6. Hazards

a) Detail is to be provided of areas within the Precinct subject to hazards, including any geotechnical and ground contamination issues and methods to be applied to manage these hazards.

7. Ecology

a) The relevant Precinct Plan is to provide for the ecological requirements set out in the Master Plan.

8. Natural Character

a) The relevant Precinct Plan is to provide for the natural character requirements set out in the Master Plan.

9. Cultural Values

a) The relevant Precinct Plan is to provide for the cultural values requirements set out in the Master Plan.

10. Matters over which discretion is restricted:

- a) That the Precinct Plan implements the conditions/outcomes of the approved Master Plan;
- b) The provision of appropriate open space;
- c) The provision of appropriate open space adjacent to the coastal marine area;
- d) The provision of servicing all activities;
- e) The provision of public access to the coastal marine area;
- f) The provision of private open space with residential activities;
- g) Parking loading and access;
- h) The provision of infrastructure services necessary to meet assessed demand;
- i) The impact of the proposal on adjacent public wastewater, stormwater and water supply infrastructure and networks and connections to those services;
- j) The impact of the proposal on adjacent and linking public roading infrastructure and networks.
- k) The sequencing, timing and staging of development to meet the availability of capacity within infrastructure services required to meet assessed demand;
- l) The provision of infrastructure services necessary to avoid adverse environmental effects and ensure public health and safety is maintained;
- m) The remediation of identified contaminated land if required;
- n) The identification and mitigation of effects of hazards;
- o) Public access to areas assessed to be ecologically sensitive;
- p) The requirement to obtain other consents and/or permissions;
- q) The requirements/conditions of other consents and/or permissions.

10. Assessment Criteria

- a) Whether the Precinct Plan complies with the approved Master Plan.
- b) Whether the Precinct Plan set outs the specific key urban design qualities at a Precinct level that ensure that development within the Precinct will adhere to the principles of the New Zealand Urban Design Protocol, in particular the key urban design qualities of: Context, Character, Choice, Connections, Creativity, Custodianship, and Collaboration.

- c) Whether the design standards proposed reinforce and assist in achieving the key urban design elements and any other conditions included in the approved Master Plan.
- d) Whether the open space network is linked to assessed demand, enables unrestricted access by the public to open spaces; is designed so that open spaces are accessible, readily usable, able to cater for a range of uses and users and linked in a legible manner and where appropriate be adjacent to and provide access to the coastal marine area.
- e) Whether there is the provision of open space connectivity through and across the site particularly from roads.
- f) Whether the provision of public access to and adjacent to the coastal marine area does not risk endangering public health and safety.
- g) Whether the provision of public access to and adjacent to the coastal marine area includes consented structures, wharves etc.
- h) Whether the Infrastructure Framework accompanying the Precinct Plan accurately assesses the servicing requirements of the proposed development, both internal to the Precinct and external to the Precinct and can demonstrate that adequate infrastructure services can, or will be provided to meet estimated and agreed demand.
- i) Whether the staging of development is considered to be an acceptable means of managing the potential effects of development and there may be a deficiency in the capacity of services external to the Precinct to accommodate the demand on services created by the development within the Precinct.
- j) Whether the servicing arrangements are appropriate given the type of activities proposed.
- k) Whether the parking / loading arrangements are appropriate given the type of activities proposed.
- l) Whether the assessment of hazards accurately defines those hazards applicable, or likely to be applicable to areas of the Precinct and details methods to avoid, remedy or mitigate the effects of hazards on future development and ensures that future building development does not exacerbate the effects of any known hazard.
- m) Whether future development of any Precinct does not result in the ecological characteristics of the BOIMDA, or the immediately surrounding area, directly impacted upon by the Precinct, deteriorating below pre-development levels and where possible and whether the ecological characteristics of the site and the surrounding area should be enhanced and protected.
- n) Whether the assessment of natural character details methods to avoid, remedy, and mitigate the effects to natural character from potential development.
- o) Whether the assessment of cultural values details methods to avoid, remedy, and mitigate the effects to cultural values from potential development.

BOIMDA -4 Transitional Provisions

Notwithstanding any of the rules within the BOIMDA, the rules of the Mixed Use Zone and the relevant overlays for both land use and subdivision will apply until a Master Plan is approved.

6.8. ATTACHMENT 8 – TRANSPORT ASSESSMENT [WSP]