

COVER SHEET

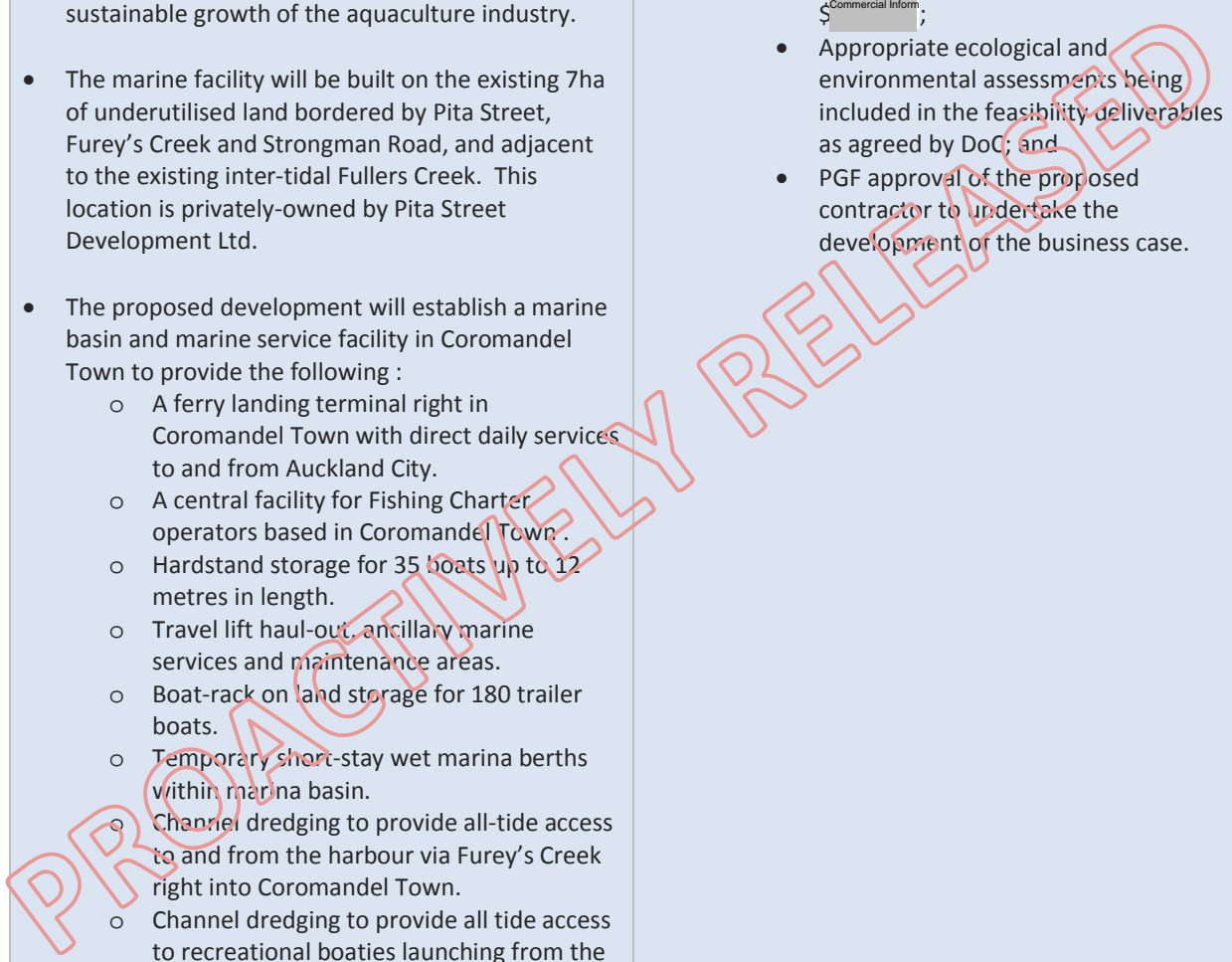
<p>1. Coromandel Marine Gateway – Feasibility and Business Case Development Project PGF Express Application</p>	<p>For: Approve</p>
<p>Background & context:</p>	<p>Recommendation:</p>
<p>Applicant Organisation:</p> <ul style="list-style-type: none"> • Pita Street Development Limited • Private company <p>Location:</p> <ul style="list-style-type: none"> • Coromandel Town • Waikato Region <p>Proposal:</p> <ul style="list-style-type: none"> • The development of a business case and supporting documents for the Coromandel Marine Gateway project that incorporates a marina that would include boat-stack storage on land, limited berths for fishing charter boats, a marine services area for maintenance, facilities for charter vessels and a ferry landing for an Auckland-Coromandel Town service. <p>Funding Sought:</p> <ul style="list-style-type: none"> • Total project value: \$ ^{Commercial Inform} [REDACTED] • PGF Funding: \$ 93,850 • Co-funding * \$ ^{Commercial Informa} [REDACTED] Commercial Information <p>Background:</p> <ul style="list-style-type: none"> • Coromandel Town currently has no all-tide marine facility to cater for the growing demand for access to the marine environment. The existing wharfs at Sugarloaf and Hannaford’s in Te Kouma Road are over 9kms from the township; both existing facilities are heavily congested and have no available land for expansion without significant reclamation. Both existing facilities have a lack of parking and a number of health and safety risks associated with combining industry and 	<p>We recommend that the SROs:</p> <p>a) Note That this proposal is one of three components of the Coromandel marine aquaculture wharfing infrastructure investment strategy (alongside Sugarloaf Expansion and Kopu Marine Servicing and Business Precinct). The three pronged approach enables growth of the two key economic sectors in the Coromandel, tourism and aquaculture. The approach does this by providing essential increased capacity to land aquaculture product for the growing aquaculture industry (Sugarloaf extension), increases capacity and safety for recreational users, ferry and charter boats (Coromandel Gateway) and also the support services for the increase in large locally based boats and barges (Kopu Marine Servicing Facility).</p> <p>b) Note The estimated total cost of the project, should it proceed beyond business case development, is \$ ^{Commercial Information} [REDACTED] Commercial Information</p> <p>c) Note Expert impact reports covering environmental, ecology, coastal processes, cultural impact, landscape effects, archaeology, geotech and construction effects will all be required as part of the consent application should the project proceed.</p> <p>d) Support the recommendation to Approve</p>

recreational operations on one site.

- Coromandel Marine Gateway is a component of Thames-Coromandel District Council's (TCDC) strategic plan to support both tourism and the sustainable growth of the aquaculture industry.
- The marine facility will be built on the existing 7ha of underutilised land bordered by Pita Street, Furey's Creek and Strongman Road, and adjacent to the existing inter-tidal Fullers Creek. This location is privately-owned by Pita Street Development Ltd.
- The proposed development will establish a marine basin and marine service facility in Coromandel Town to provide the following :
 - A ferry landing terminal right in Coromandel Town with direct daily services to and from Auckland City.
 - A central facility for Fishing Charter operators based in Coromandel Town .
 - Hardstand storage for 35 boats up to 12 metres in length.
 - Travel lift haul-out, ancillary marine services and maintenance areas.
 - Boat-rack on land storage for 180 trailer boats.
 - Temporary short-stay wet marina berths within marina basin.
 - Channel dredging to provide all-tide access to and from the harbour via Furey's Creek right into Coromandel Town.
 - Channel dredging to provide all tide access to recreational boats launching from the adjacent Patukirikiri Reserve.
 - 10-12 marine side apartments.
 - Car parking and toilets for facility users.
- Previous dredging of the creek by TCDC has confirmed that slightly elevated levels of naturally occurring arsenic and mercury are likely to be present in some of the dredged material. The disposal of this contaminated material represents a key risk that will be addressed by the proposed feasibility and business case.
- If re-deposition of some of the dredged material is indeed a 'prohibited activity' the dredging costs to dispose of the material off site at an authorized

\$93,850 from the PGF fund towards the Coromandel Marine Gateway – Feasibility and Business Case Development Project subject to:

- Confirmation of the co-contribution of ^{Commercial Inform};
- Appropriate ecological and environmental assessments being included in the feasibility deliverables as agreed by DoC; and
- PGF approval of the proposed contractor to undertake the development of the business case.



<p>location may render the project infeasible without significant PGF funding (\$^{Commercial}). This key risk will be teased out during the next stage of feasibility and will be factored in when developing the business case for PGF funding application purposes.</p> <ul style="list-style-type: none"> • ^{Commercial Information} are working with Waikato RC to agree a sampling methodology and next steps to further define issues and proposed mitigation including disposal methods of the dredged materials. 		
<p>PGF criteria that this proposal supports: Note: The feasibility study will provide clarity regarding potential benefits derived from the project.</p>		
PGF Criteria	Assessment/ Commentary	Rating (1✓ to 5✓)
<p>Link with fund and government outcomes</p>		
<p>Creates permanent jobs</p>	<ul style="list-style-type: none"> • Permanent marine facility jobs ^{Commercial Information} • New charter operators management and crew ^{Commercial Information} + ^{Commercial Information}; • Coromandel-based Ferry Crew ^{Comm}; • Temporary employment and income for local contractors and suppliers during construction • Additional downstream jobs for Coromandel tourism businesses (cafes, accommodation, marine chandlery, and retail and service outlets). 	<p>✓✓✓</p>
<p>Delivers benefit to the community</p>	<ul style="list-style-type: none"> • Enhance community resilience by providing an alternative means to access the Coromandel via water rather than road. • Reduce congestion at Sugarloaf Wharf and on Te Kouma Road, in support of the aquaculture industry. • Reduce congestion at Hannaford's Jetty and remove the need to do bus transfers on a marginal single lane unsealed road from Hannaford's Jetty for fishing charter and ferry users. • Provide a marine landing point for in town-based first response to be readily available e.g. coast guard 	<p>✓✓✓</p>

PROACTIVELY RELEASED

Increased utilisation and returns of Maori asset base	<ul style="list-style-type: none"> The development of the creek and facility adjacent Patukirikiri Reserve will provide a catalyst for local Iwi to enhance and improve the usability of their reserve. 	✓✓✓
Enhanced sustainability of natural assets	<ul style="list-style-type: none"> Unlock the potential and beauty of the adjacent Iwi-owned Patukirikiri Reserve. Create a coastal bird walk and provide better access to walkers and bird enthusiasts. Re-establish nearby foreshore land lost from decades of erosion. 	✓✓✓
Mitigation of climate change effects	<ul style="list-style-type: none"> Provide protection from further inundation on nearby land as a result of sea level rise through climate change. 	✓✓
Additionality		
Adding value by building on what is already there	<ul style="list-style-type: none"> The proposed Marine Facility is not already underway. 	✓✓
Acts as a catalyst for productivity potential in the region	<ul style="list-style-type: none"> Creating a Marine Gateway for Coromandel will lift regional productivity with the creation of jobs; increased tourist numbers and extension of the shoulder season, all of which will result in increased tourist spend. 	✓✓✓✓
Connected to regional stakeholders and frameworks		
Alignment with regional priorities	<ul style="list-style-type: none"> The project is closely aligned with the TCDC Economic Development Strategy (2018) and the key goals of enabling businesses to develop in Coromandel and creating jobs. The proposed Marine Gateway addresses key challenges raised by the Regional Tourism Organisation 	✓✓✓✓
Support from local governance groups (inc. Councils, Iwi/Hapu)	<ul style="list-style-type: none"> Strong support from the Thames Coromandel District Council, Coromandel Colville Community Board, Patukirikiri Iwi and the Coromandel business community. Engagement with the local Iwi including Hauraki Maori Trust Board, Patukirikiri and Ngati Tamatera. 	✓✓✓✓
Governance, risk management and project execution		
Robust project management and governance systems	<ul style="list-style-type: none"> Project Manager – Privacy of natural persons The business case will be developed by Commercial In 	✓✓✓

	Commercial Information								
Risk management approach	<ul style="list-style-type: none"> The applicant has developed a sound project management approach including risk identification and management 		✓✓✓						
Future ownership / operational management	<ul style="list-style-type: none"> Commercial Information 		✓✓✓						
The purpose of this briefing is to consider recommending PGF funds to the Coromandel Marine Gateway – Feasibility and Business Case Development Project									
Risks Issues: <ul style="list-style-type: none"> Elevated levels of naturally occurring arsenic and mercury are likely to be present in some of the dredged material. Mitigant: Commercial Information are working with Waikato RC to agree a sampling methodology and next steps to further define issues and proposed mitigation including disposal methods of the dredged materials. Budget blowout of business case costs and need for further funds Mitigant: Any costs over and above the requested PGF funding will be made up by Pita Street Development Limited. Eligibility points of note: <ul style="list-style-type: none"> <i>Due diligence:</i> Full due diligence is to be completed. It is a condition of approval that due diligence is to be to the satisfaction of the Head of PDU Investment team. <i>Conflict(s) of interest:</i> Based on the information provided no conflict of interest is evident noting that full due diligence will inform this item further. <i>Illegal Activity:</i> Based on the application information provided and feedback from other agencies there is no indication that the applicant or project has been involved in, or associated with illegal activity. <i>Alignment with Regional development plans:</i> The project is closely aligned with the TCDC Economic Development Strategy (2018) <i>Commercial funding availability:</i> Given the nature of the project which is to complete a feasibility study and business case access to commercial funding is not considered a feasible option. 									
Consultation undertaken or implications:									
Legal	N/A	HR	N/A	Finance	N/A	MBIE policy	N/A	Other	NZTA, DoC
Supporting proposal:				Yes					
Appendices:				Yes - Applications and supporting letters are as annexes					
Sponsor(s):				N/A					
Manager/Author of paper:				Nick Hough, Investment Team					