



Far North  
District Council

# FAR NORTH BOAT RAMP STUDY DELIVERY PLAN



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# 1. Background

## i. Need Identified

In preparing applications to the **Tourism Infrastructure Fund** for 2019/20 project funding it became clear that significant growth in the number of visitors to, and people choosing to live in, the Far North was placing **an increasing strain on the district's boat launching facilities**. It was apparent that a stock-take and review of these facilities was required to ensure the best-value solutions were considered and that strong data was available to support external funding applications. A **successful application was made to the MBIE Funding Board** to fund a feasibility study based on the following:

*Northland is considered one of the best boating and fishing destinations in New Zealand. Its popularity and profile as a fishing destination has been significantly enhanced by fishing shows such as ITM Fishing and Big Angry Fish which feature the Far North regularly in their program line-up.*

*Being only three or so hours out of Auckland, the Far North is in easy reach of the most populous part of New Zealand. Added to this is the large increase in Airbnb and Holiday Homes available for rent, (there were over 500 listings available in June 2019). These accommodation options are an attractive alternative to camping grounds and have the room and parking for trailer-boats making a boating holiday much more accessible.*

*The problem for the region is access to the water. In particular, boat-ramps in Doubtless Bay, Karikari Peninsula, Bay of Islands and Whangaroa are full by early morning in peak season and on summer weekends. This is a cause of considerable frustration for local residents and is also causing environmental and safety issues as trailers are parked anywhere they can fit, and traffic becomes congested.*

*Unfortunately, there are no easy solutions. As the matter concerns the foreshore there are many and varied stakeholders including FNDC, NRC, DOC, Tangata whenua and local community groups. As FNDC has experienced with the proposed boat-ramp at Windsor Landing, complications are highly likely and need to be anticipated.*

*The other key factor supporting a regional approach is that an overall understanding of the issue will support better decision-making and, consequently, best value-for-money. This is a complicated and challenging issue.*

## ii. Scope of Study

The focus of the feasibility study was to **determine solutions for increasing boat trailer parking capacity at boat-ramps across the district** to meet demand, and mitigate environmental safety, and local community issues.

1. Identify where trailer-boat parking does not meet current or future demand.
2. Identify the root cause of boat-ramp trailer parking capacity issues.
3. Look at solutions for upgrading/expanding existing parking and boat launching facilities.
4. Consideration for implementing new facilities.

## iii. Funding

Funding of \$75,000 was approved for the study (50% to be funded by MBIE, refer agreement TIF-R4-002F).

#### iv. Recommendations from Study

The completed Far North Boat-Ramp Study TIF-R4-002 FNDC was presented at the Far North District Council Infrastructure Committee Meeting dated 5 May 2021.

The study made the following high-level recommendations:

- 1) Identify and acquire additional land for enhancing current facilities and for new sites.
- 2) Create a strategic funding source.
- 3) Carry out upgrades:
  - a) Medium-to-high value upgrades
  - b) Lower value upgrades
- c) Updates to Council's website

At that meeting Resolution 2021/14 was passed, requiring a Delivery Plan to be prepared for consideration by the Infrastructure Committee. This document proposes the actions needed to deliver on the recommendations from the study.

Note: The delivery plan final draft was delayed in order to allow for the MBIE decision on the future on the Tourism Infrastructure Fund to be released. MBIE have confirmed the continuation of the program.

## 2. Delivery Plan

### v. Additional Land

To respond to growing demand and increase the capacity at boat-ramps across the District, Council needs the ability to move quickly and with certainty to acquire it. It will be necessary to initiate and maintain a market-watch on private land adjacent to existing facilities and in congested areas for future new development.

In addition, the purchase of any land must be considered alongside the wider issue of public access and development of coastal recreational activity. The market-watch function is therefore to include a requirement to identify and investigate opportunities that have the potential for combined or multi-use activity.

Additional land for recreational maritime assets from adjacent reserves may also be considered.

The following actions are required:

1. FNDC will initiate and maintain the market-watch and refer potential purchases to Council for consideration.
2. During the current review of the FNDC Reserves Policy, provide for consideration of additional land for recreational maritime assets in the terms of reference.

### vi. Strategic Funding Source

By designating a specific source of funding, Council will be able to move quickly to purchase land as soon as it becomes available. Thereby reducing the risk of prices becoming inflated due to prolonged negotiations.

The following action is required:

- 1) Allocate a sum of \$5m for strategic property purchases in the capital programme each financial year commencing 22/23 (this is effectively a PC sum).

### vii. Carry out upgrades

The following solutions for expansion of boating capacity in the Far North have been identified. These projects are all upgrades to existing infrastructure, which are categorised as either 'Medium to Major' or 'Minor'.

#### a) Medium to Major upgrade opportunities

##### WAIPAPA LANDING CAR-PARK SEAL

- REFER PAGE 42 OF THE BOAT RAMP STUDY.
- INCREASE THE PHYSICAL FOOTPRINT BY ENSURING THE LIMITED AVAILABLE SPACE IS MAXIMISED. INCREASE SAFETY.

There is some funding allocated for the Waipapa Landing car-park seal in the 22/23 year, however given increasing costs driven by growth, the amount may not be sufficient to complete the job. Costs for construction are estimated to be \$400,000 to \$450,000 for a full upgrade of which FNDC would be

responsible for a 50% share should a TIF application be successful. Current funding is sufficient for 50% share.

This project is a strong candidate for TIF funding. A funding outline will be completed in preparation for Round 6 of TIF funding round (March 2022) and evaluated internally, in competition with other potential TIF applications.

The following action is required:

1. Prepare a funding outline in readiness for TIF Round 6 (March 2022)

**Current Status update:** TIF Round 6 application for Waipapa car park enhancement has been submitted to MBIE. Total project budget \$ 495,000 with FNDC share \$ 247,500 (already budgeted).

#### RUSSELL CAR PARK

- [REFER PAGE 93 OF THE BOAT-RAMP STUDY.](#)
- [INCREASE THE PHYSICAL FOOTPRINT OF THE EXISTING CARPARK BY INSTALLING A CULVERT AND FILL OVER AN OPEN DRAIN.](#)

There is a requirement for significant consultation with Iwi at this site to and there will be cultural considerations that determine the shape of any physical works i.e full scope including culvert option or enhancement of current footprint.

An engineering feasibility study is required to ascertain high level costings. Estimated cost for this study is \$15 - \$20k.

The following actions are required:

1. Budget the engineering feasibility/scoping study and initial iwi consultation in the 23/24 annual plan.
2. Project delivery to be scheduled for 24/25, subject to feasibility.

#### RANGIPUTA (MAIN) BEACH LAUNCH ACCESS CAR-PARK

- [REFER PAGE 152 OF THE BOAT RAMP STUDY.](#)
- [UPGRADE AND MAINTAIN THE CURRENT OFF BEACH PARKING AREA ON THE RESERVE.](#)

In conjunction with NRC and a local contractor, scope the works required to improve the current car-park area. This is not a complicated project.

The following options are available:

Option 1 – unbudgeted funding to be requested for completion in the current financial year (21/22) targeting TIF Round 6 in March 2022 based on contractors estimate.

Option 2 - Scoping and budget to be completed in 22/23 and project scheduled in the 23/24 Annual Plan Budget for completion in FY 23/24.

**Current Status update:** TIF Round 6 application for Rangiputa boat trailer car parking has been submitted to MBIE. Total project budget \$ 145,000 with FNDC share \$ 72,500.

## RANGIPUTA (WEST) – BEACH LAUNCH ACCESS CAR-PARK

- REFER PAGE 156 OF THE BOAT RAMP STUDY.
- CLEAR TREE STUMPS AND LANDSCAPE TO INCREASE PARKING CAPACITY AT THE WESTERN RAMP.

In conjunction with DoC and a local contractor, confirm the viability of stump removal and levelling needed to improve parking options. This is also not a complicated project.

The following action is required:

1. Scoping and budget to be completed in 22/23 and project scheduled in the 23/24 Annual Plan, subject to viability.

**Current Status update:** Rangiputa (West) is included in the Rangiputa boat trailer car parking TIF Round 6 application has been submitted to MBIE.

## WHATUWHIWHI RESERVE OVERFLOW ACCESS

- REFER PAGE 165 OF THE BOAT RAMP STUDY.
- INCREASE THE PHYSICAL FOOTPRINT OF THE CAR-PARKING TO REDUCE PARKING ON THE BEACH AND SAND DUNES

The location of the Reserve near the beach launching point is a logical recommendation to increase car-parking capacity and reduce negative impacts on the beach environment. This however needs to be considered as part of the Reserves Policy work and will be referred to this team for initial feedback. Initial feedback to be provided by FNDC during Q3 2022.

### b) Minor upgrade opportunities

Council could improve efficiency and safety at eight locations across the district through relatively minor works.

Minor Development Opportunities		
Location	Ramp Guides	Jetty Modules
Doves Bay		✓
Kohukohu	✓	
Omapere	✓	
Opononi	✓	
Rawene	✓	✓
Tapeka Point	✓	
Totara North	✓	✓
Whangaroa		✓

## RAMP GUIDES

An estimated sum of \$35 - \$40k is required for installing the ramp guides listed on page 35 of the Boat-ramp Study.

The following options are available:

Option 1 – unbudgeted funding to be requested for completion in the current financial year (21/22) targeting TIF Round 6 in March 2022 based on contractors estimate.

Option 2 - Scoping and budget to be completed in 22/23 and project scheduled in the 23/24 Annual Plan Budget for completion in FY 23/24.

**Current Status update: TIF Project application was proposed for Round 6 but was not approved due to current financial constraints and will be held for later TIF rounds. Value \$ 69,300, FNDC Share \$ 34,650**

#### FLOATING JETTIES

These projects are candidates for external funding support (50%) from programs such as the Tourism Infrastructure Fund (TIF). They will be added to the list of prospective TIF projects and evaluated in competition with other potential TIF applications.

Supply chain and labour costs continue to impact engineering and construction costs in the district. Far North Holdings will be asked to provide indicative construction pricing and engineering costs. The four projects may need to be spread over two or three years, due to the geographic distance between them and the limited access to specialist equipment for installing the jetties. An estimated \$5,000 operational expenditure is required to support the scoping.

The relevant TIF project outlines are to be completed for consideration in the 23/24 funding rounds.

Budget for completion of the first jetties to be planned for 23/24 with an expectation that they will be funded 50% through TIF.

#### c) Review and update website

The updated boat ramp data and photos will be passed to the Communications Team, to assist with updating the online information.

**Current Status update: Completed**

<https://www.fndc.govt.nz/Our-Facilities/Maritime-Facilities-in-the-Far-North/Bay-of-Islands-boat-ramps>