POTL Dredging Reconsenting Fast-track Application

Appendix C2: Record of consultation with Bay of Plenty Regional Council

August 2026

12 October 2026

[redacted]
GM Property & Infrastructure
Port of Tauranga Limited
Private Bag 12504
Tauranga Mail Centre
Tauranga 3143

Tēnā koe [redacted]

Response Under Section 30(3) – Fast-Track Approvals Act 2024: Port of Tauranga Capital and Maintenance Dredging Reconsenting

Thank you for your letter dated 12 October 2026 notifying the Bay of Plenty Regional Council (BOPRC) of the above proposed substantive application under the Fast-track Approvals Act 2024 (FTAA).

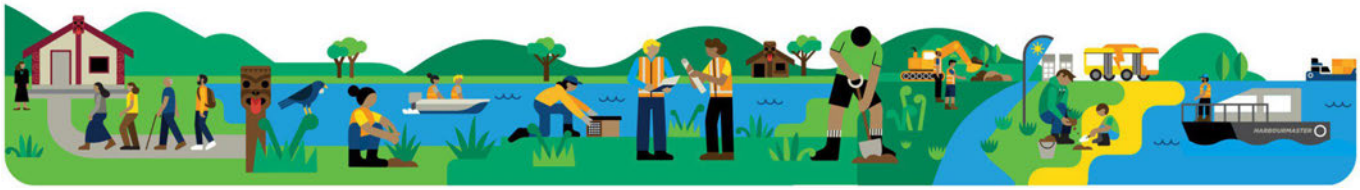
In accordance with section 30(3) of the FTAA, BOPRC has reviewed its records in relation to existing resource consents relevant to the matters outlined in your correspondence. We confirm that there are no resource consents held by other parties to which section 124C(1)(c) or 165ZI of the Resource Management Act 1991 apply.

We note that Port of Tauranga Limited (POTL) holds current resource consents 65806 and 65807, which expire in December 2027. BOPRC understand that POTL intends to surrender these consents should the fast-track application be granted. Further, POTL was recently granted consent for the Stella Passage proposal under the FTAA; however, this is currently under appeal.

Please contact us if you require any further information or clarification.

Ngā mihi

[redacted]
Chief Executive



6 July 2026

[redacted]
Port of Tauranga Limited
Private Bag 12504
Tauranga Mail Centre
Tauranga 3143

Tēnā koe [redacted]

Response Under Section 30(3) – Fast-Track Approvals Act 2024: Port of Tauranga Capital and Maintenance Dredging Reconsenting

Thank you for your letter dated 23 June 2026 notifying the Bay of Plenty Regional Council (BOPRC) of the above proposed substantive application under the Fast-track Approvals Act 2024 (FTAA).

In accordance with section 30(3) of the FTAA, BOPRC has reviewed its records in relation to existing resource consents relevant to the matters outlined in your correspondence. We confirm there are no resource consents to which section 124C(1)(c) or 165ZI of the Resource Management Act 1991 apply.

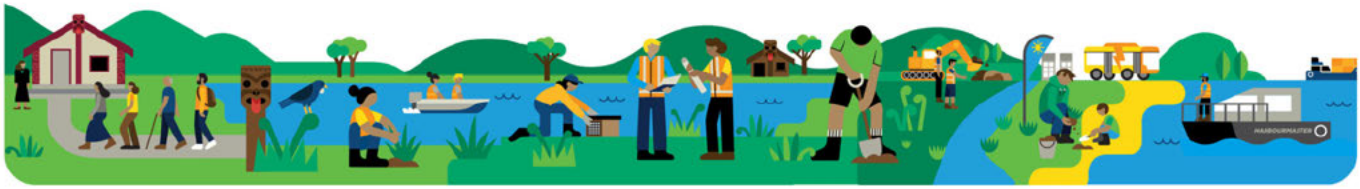
In terms of s30(3)(b) of the FTAA, Port of Tauranga Ltd hold current resource consents 65806 and 65807 which expire in December 2027. BOPRC understand that POTL intends to surrender these consents should the fast-track application be granted.

Please contact us if you require any further information or clarification.

Ngā mihi

[redacted]

[redacted]
Consultant Planner



From: [redacted]
Sent: Friday, 3 July 2026 12:25 pm
To: [redacted]
Subject: RCEP rule assessment for POTL

Hi [redacted]

Please find below my rule assessment for the proposed FT dredging application. Hopefully I have explained by reasoning clearly, but please do not hesitate to get in touch if you have any questions on this.

Kind regards
[redacted]

Consent applied for	Rule	BOPRC Commentary
Maintenance dredging	PZ 5 (CONT)	For disturbance of and discharge to the foreshore or seabed associated with maintenance dredging, including removal of natural marine material from the CMA .
Capital dredging - inner harbour and sitting basins	PZ 10 (RDISC)	Capital dredging volumes at these sites comply with the depths and volumes specified in Schedule 9 of the RCEP. PZ 10 includes removal of natural marine material from the CMA.
Capital dredging - deepening of the entrance passing lane	PZ 13 (DISC)	Deepening of the entrance passing lane exceeds the dimensions specified in Schedule 9, so PZ 10 does not apply. Activity therefore flicks to discretionary catch all rule.
Deposition of maintenance dredging material in Spoil Disposal Sites A, B, C, H1, H2 and to the Pilot Bay Beach Replenishment Site	PZ 12 (DISC)	While these sites are not in the Port Zone, rule PZ 12 explicitly directs the user to deposition and replenishment sites identified in Schedule 9 of the RCEP, the relevant plan being 324-75 ‘Maintenance dredging spoil disposal sites’.
Deposition of capital dredging material in Spoil Disposal Sites A, B, C, H1, H2 and the Pilot Bay Beach Replenishment Site	DD 14 (DISC)	Coastal Discharge (CD) rules are not relevant to this activity as these more appropriately apply to discharges of contaminants to coastal waters. PZ 12 does not apply as the relevant Schedule 9 plan solely refers to maintenance dredging. Because the disposal sites are not Port Zone, they should be considered under the DD rule framework, which are specific to (in this instance) deposition. Note the RCEP includes an advice note that disposal of dredge spoil must be undertaken in accordance with Schedule 3 of the Resource Management (Marine Pollution) Regulations 1998.

[redacted]
m: [redacted] | **e**: [redacted] | **w**: [redacted]
[redacted]

From: [redacted]
Sent: Monday, 29 June 2026 8:57 am
To: [redacted]
Subject: Re: RCEP rule assessment for POTL - a couple of quick questions

Hi [redacted],

1. Schedule 9 of the RCEP includes deepening the No 1 Reach entrance channel to 17.4 m and the passing lane adjacent to this from 10.4 to 12.1m. This application is widening the 17.4 m deep entrance channel into the passing lane by 19 m (2,786 m^2). This is **not** shown in Schedule 9 of the RCEP. In the RCEP in this area is shown as having a depth of 12.1 m. This application is to deepen that section to 17.4 m, which is the same depth as the entrance channel. We have identified that Rule PZ13 (DIS), which includes dredging not included in Schedule 9, is therefore triggered by this section of dredging.
2. Rule DD(14) could be from capital or maintenance dredging.

Please see a revised Table 9 with track changes below:

Table 9: Summary of resource consents sought under the Regional Coastal Environment Plan

Consent applied for	Rule	Commentary
The disturbance of the seabed and any associated discharged from maintenance dredging	PZ 5 (Controlled)	PZ 5 regulates the discharge and disturbance of the foreshore or seabed associated with maintenance dredging.
Deepening of the Entrance Passing Lane through capital dredging Proposed capital dredging in the inner harbour and sitting basins	PZ 10 (RDIS)	The capital dredging specified in this rule must comply with the depths and volumes specified in Schedule 9 of the RCEP. Of note is that apart from the proposed capital dredging in the entrance passing lane, none of the other proposed capital dredging is not specifically identified in Schedule 9 and therefore defaults to a discretionary activity under rule PZ 13.
The deposition of dredged material from maintenance dredging in Spoil Disposal Sites A, B, C, H1, H2 and to the Pilot Bay Beach Replenishment Site	PZ 12 (DIS)	Dumping of dredged material must be done to the sites and in accordance with Schedule 9 of the RCEP[1]. We note that both of the figures in Schedule 9 relating to the disposal sites for dredged material are labelled as being for 'maintenance dredging'. This provides some uncertainty, as to if the disposal of material from capital dredging

		could be consented under this rule. Given this, the disposal of dredged material from capital dredging at all of the spoil sites would be a discretionary activity under rule CD 8.
Dumping of spoil from capital dredging to Sites A, B, C, H1 and H2	CD 8 (DIS)	Rule CD 8 relates to the dumping of dredge material to the CMA, and while it is not clear whether the disposal of dredge material from capital dredging can be consented under rule PZ 12, part (a)[2] this rule pertains specifically to the disposal of dredge material. Consent is, therefore, sought under this provision also.
Proposed capital dredging outside of the passing lane Deepening of the Entrance Passing Lane through capital dredging	PZ 13 (DIS)	As mentioned in our analysis of rule PZ 10, some of the proposed dredging is not in areas identified in Schedule 9. Therefore, these activities fall under rule PZ 13[3] as a discretionary activity.
Removal of sand and shingle from the seabed (capital and maintenance dredging)	DD 14 (DIS)	POTL proposes to dredge and remove material from the seabed and dispose of it, in some cases, to onshore replenishment or storage sites. We therefore consider that consent is required under rule DD 14[4].

[1] Being Figure 324-56 (RCEP, page 396) and Figure 324-75 (RCEP, page 399)

[2] Rule CD 8: Discretionary – Dumping of specified matter in the coastal marine area

The dumping of the wastes and other matter listed below, in the coastal marine area from any ship, aircraft, or offshore installation is a discretionary activity.

1. Dredge material (where no other rule applies)

[3] Rule PZ 13: Discretionary – Activities in the Port Zone

Any activity in the Port Zone, which is not provided for as a permitted, controlled, restricted discretionary or prohibited activity, is a discretionary activity.

Advisory notes:

1. An application to construct the new Otumoetai Shipping Channel, shown on Maps 270-65 and 270-67, will be considered as a discretionary activity under this rule

P [redacted]
W www.port-tauranga.co.nz

23 June 2026

Chief Executive Officer
Bay of Plenty Regional Council
PO Box 364
Whakatane 3158
[redacted]

Tēnā koe [redacted]

Regional Council Sections 29 and 30 Notification – Fast-track Approval Substantive Application for Port of Tauranga Capital and Maintenance Dredging Reconsenting

We are writing to formally notify the Bay of Plenty Regional Council (**BOPRC**), as a consent authority for the purposes of section 29 and section 30(2) of the Fast-track Approvals Act 2024 (**FTAA**), that a substantive application is to be lodged shortly by the Port of Tauranga Limited (**POTL**) for capital and maintenance dredging, a project listed in Schedule 2 of the FTAA.

Overview of the project

The Port of Tauranga is owned and operated by POTL and is located within the Bay of Plenty. It is infrastructure with national and regional significance. One third of all New Zealand's cargo, 38% of all New Zealand's exports by volume, and 39% of all shipping containers are handled at the Port. In keeping with global trends for larger vessels, dredging of the shipping channel is required to enable and maintain the ability for larger container ships to enter and exit Te Awanui on all tides.

The application is to continue maintenance dredging for the Port's navigation channels and to enable deepening of discrete areas within the existing channel through capital dredging. The application relates to the renewal of resource consents 65806 and 65807, which are due to expire in December 2027.

These consents allow:

- The disturbance of the seabed by maintenance and capital dredging and any associated discharges;
- The deposition of the dredged material to areas of the Coastal Marine Area (CMA) both within and outside of Te Awanui (Tauranga Harbour) and any associated discharges; and
- The removal of some of the dredged material from the CMA.

Capital dredging will occur within the existing shipping channels and consist of the following:

- Deepening the approach to Berth 1 (approximately 3 m) (part of the existing resource consents);
- Deepening an area of the Passing Lane to smooth the entrance corner (approximately 7 m) (not a part of the existing resource consents, but included in the application to be listed in Schedule 2); and
- Deepening the existing Sitting Basins (depths vary from 1 m to 7 m) (part of the existing resource consents).

A set of maps showing the location of the proposed dredging are **attached** to this letter.

Section 29 notification

Under ss 29(1)(aa) and 29(1A) of the FTAA, POTL is required to notify the relevant local authorities before lodging a substantive application and to allow 20 working days for responses.

POTL welcomes any feedback or matters that BOPRC may wish to raise in relation to the draft application within this timeframe and would welcome the opportunity to meet should that be of assistance.

Section 30 notification

Section 30 of the Act requires POTL to notify BOPRC of its application, and for BOPRC to then issue a written notice under s 30(3) to POTL advising if either:

(a) there is any existing resource consent to which s 124C(1)(c) or 165ZI of the Resource Management Act 1991 would apply if POTL's activity were to be applied for as a resource consent under that Act; or

(b) there are no existing resource consents of that kind.

If (a) were to apply, there would then be a further process to be followed. However, it is POTL's understanding that there are no existing resource consents of the kind referred to

in (a). We would therefore appreciate if BOPRC could provide us written notice pursuant to s 30(3) of the Act that there are no existing resource consents to which s 124(1)(c) or 165ZI of the Resource Management Act 1991 would apply. POTL is unable to lodge its application with the Environmental Protection Agency until such written notice is received (see s 30(6) of the Act).

Response Deadline

BOPRC is required to respond to confirm if there are any existing resource consents of the kind referred to in s 30 within 10 working days of receiving this notice, by 7 July 2026. POTL is required to allow 20 working days for you to respond to this notice, which means any feedback BOPRC has should be provided by 22 July 2026.

POTL is then required by s 43(2)(a) of the FTAA to include in the Application a summary of the consultation undertaken, responses received, and how the consultation and responses have informed the project. POTL is proposing to lodge the Application in July 2026.

If you require any further information, have any questions, or wish to discuss this further, please do not hesitate to contact us. We note that engagement in relation to the Application will be occurring, and has already begun through POTL and our planning consultants, Enspire.

Ngā mihi

[redacted]

373000East
374000East
375000East
376000East
377000East
378000East
810000North
811000North
812000North
813000North
814000North
815000North
816000North
817000North
818000North
819000North

No. 2 REACH
1121m
GUTTER CHANNEL
1620m
TRANSITION
75
GUTTER
17.4
CHANNEL
16.0
3254m
No. 1 REACH
17.4
10.4
STELLA PASSAGE
16.0
MAUNGANUI ROADS
1359m STELLA PASSAGE
1506m MAUNGANUI ROADS

DREDGED DEPTHS TO BE MAINTAINED (REFERRED TO CHART DATUM)
ENTRANCE CHANNEL 17.4m
ENTRANCE SIDE CHANNEL 10.4m
INNER HARBOUR 16.0m
SITTING BASINS 16.0m

COORDINATES IN BOP CIRCUIT 2000
SCALE 1:25,000 - Metres
0 500 1,000 1,500 2,000

REV.	AMENDMENT	DRAWN	CHECK	DATE
A	NOTES REVISED	D.B		04.09.25
0	FOR INFORMATION	D.B	-	19.06.25

Port of Tauranga
PORT OF TAURANGA LTD.
Private Bag 12504
TAURANGA 3143,
NEW ZEALAND
TELEPHONE 07 572 8899

MAINTENANCE DREDGING RECONSENTING

SCALES: (A3) 1:25,000	
DESIGNED	-
DATE	-
DRAWN	D.B
DATE	19.06.25
CHECKED	-
DATE	-

FILENAME	LAST PLOT DATE
324-250.dwg	04.09.25
DRAWING No.	REV.
324-250	A

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373000East
374000East
375000East
376000East
377000East
378000East
810000North
811000North
812000North
813000North
814000North
815000North
816000North
817000North
818000North
819000North

SULPHUR POINT
SITTING BASINS
838m LONG x 50m WIDE

CUTTER CHANNEL
620m

TRANSITION
75

CUTTER
17.4

CHANNEL
16.0

No. 2 REACH
1121m

3254m
No. 1 REACH

17.4

10.4

CORNER TO BE
WIDENED BY 19m
(2,788m²)

STELLA PASSAGE
16.0
MAUNGANUI ROADS

1359m
STELLA
PASSAGE

MOUNT MAUNGANUI
SITTING BASINS
2,800m LONG x 50m WIDE

1506m
MAUNGANUI
ROADS

INNER HARBOUR
52,553m²

DREDGED DEPTHS
(REFERRED TO CHART DATUM)
ENTRANCE CHANNEL 17.4m
INNER HARBOUR 16.0m
SITTING BASINS 16.0m

COORDINATES IN BOP CIRCUIT 2000
SCALE 1:25,000 - Metres
0
500
1,000
1,500
2,000

N

REV.	AMENDMENT	DRAWN	CHECK	DATE
B	SULPHUR POINT SITTING BASIN LENGTH UPDATED	D.B		31.03.26
A	NOTE REVISED	D.B		04.09.25
0	FOR INFORMATION	D.B	-	19.06.25

Port of Tauranga

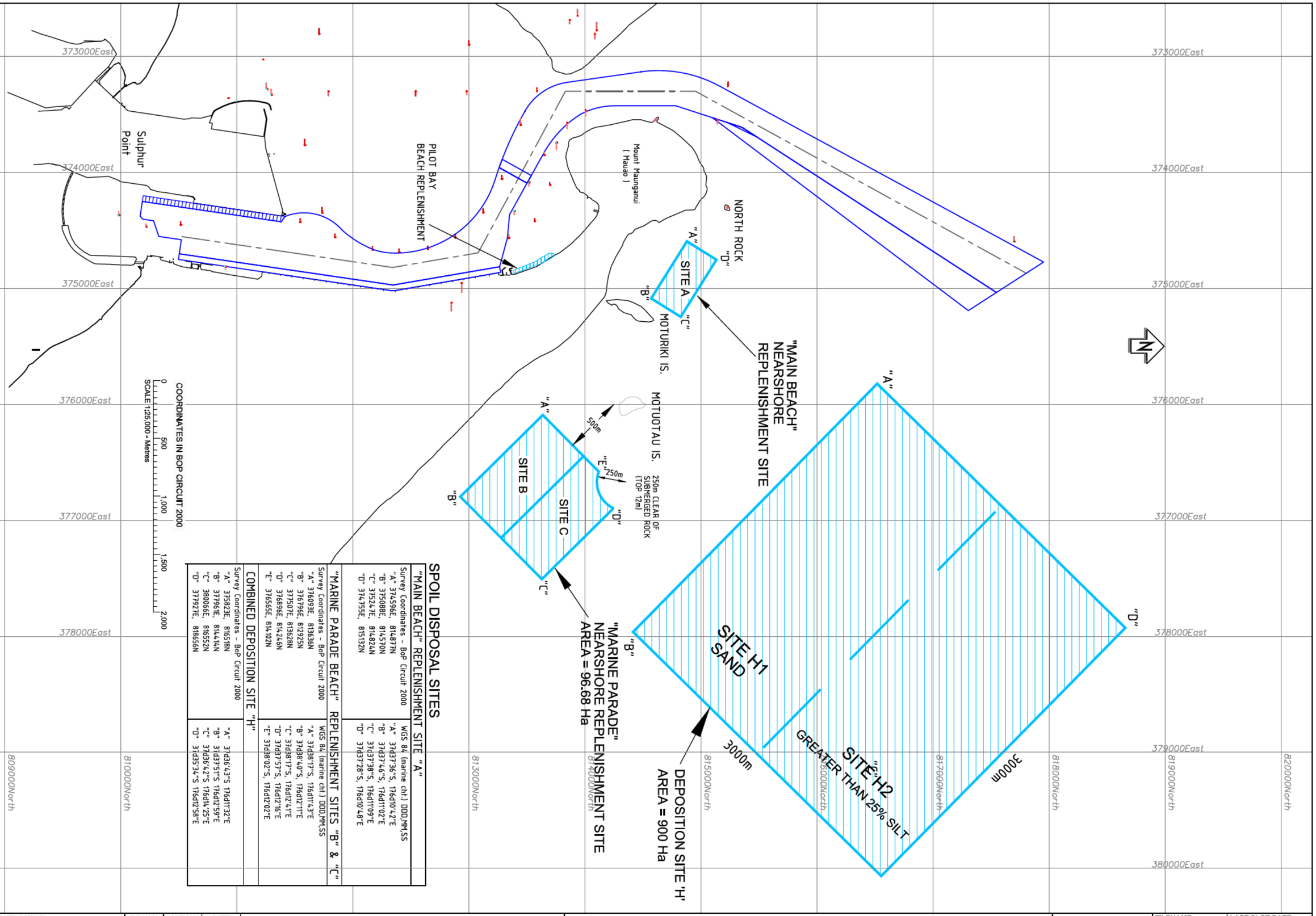
PORT OF TAURANGA LTD.
Private Bag 12504
TAURANGA 3143,
NEW ZEALAND
TELEPHONE 07 572 8899

CAPITAL DREDGING RECONSENTING

SCALES: (A3) 1:25,000	
DESIGNED	-
DATE	-
DRAWN	D.B
DATE	19.06.25
CHECKED	-
DATE	-

FILENAME	LAST PLOT DATE
324-250.dwg	31.03.26
DRAWING No.	REV.
324-250-1	B

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SPOIL DISPOSAL SITES

"MAIN BEACH" REPLENISHMENT SITE "A"			
Survey Coordinates - BoP Circuit 2000		WGS 84 (marine cht.) DDD.MMSS	
"A"	374596E, 814877N	"A"	176d10'42"E, 37d37'36"S
"B"	375088E, 814570N	"B"	176d11'02"E, 37d37'46"S
"C"	375247E, 814824N	"C"	176d11'09"E, 37d37'38"S
"D"	374755E, 815132N	"D"	176d10'48"E, 37d37'28"S

"MARINE PARADE" REPLENISHMENT SITES "B" & "C"			
Survey Coordinates - BoP Circuit 2000		WGS 84 (marine cht.) DDD.MMSS	
"A"	376093E, 813636N	"A"	176d11'43"E, 37d38'17"S
"B"	376796E, 812925N	"B"	176d12'11"E, 37d38'40"S
"C"	377507E, 813628N	"C"	176d12'47"E, 37d38'17"S
"D"	376896E, 814246N	"D"	176d12'16"E, 37d37'57"S
"E"	376565E, 814102N	"E"	176d12'02"E, 37d38'02"S

COMBINED DEPOSITION SITE "H"			
Survey Coordinates - BoP Circuit 2000			
"A"	375823E, 816578N	"A"	176d11'32"E, 37d36'43"S
"B"	377961E, 814414N	"B"	176d12'59"E, 37d37'51"S
"C"	380066E, 816552N	"C"	176d14'25"E, 37d36'42"S
"D"	377927E, 818656N	"D"	176d12'58"E, 37d35'34"S

REV.	AMENDMENT	DRAWN	CHECK	DATE
A	DEPOSITION SITE REVISED	D.B		10.06.26
0	FOR INFORMATION	D.B	-	19.06.25

Port of Tauranga

PORT OF TAURANGA LTD.
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TAURANGA 3143,
NEW ZEALAND
TELEPHONE 07 572 8899

DEPOSITION SITES RECONSENTING

SCALES: (A3) 1:25,000	
DESIGNED	-
DATE	-
DRAWN	D.B
DATE	19.06.25
CHECKED	-
DATE	-

FILENAME	LAST PLOT DATE
324-250.dwg	10.06.26
DRAWING No.	REV.
324-250-2	A

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Hi [redacted]

Could you please share the following reports once ready.
Also a question: yesterday I thought [redacted] said [redacted] had previously done a coastal processes assessment for BOPRC for the 2013 consents when we were contemplating who BOPRC could use, however I see MetOcean is listed below. Did I misunderstand him and actually he was referring to the below? Just checking as it appears to be a conflict of interest

Topic	Expert
Nutrient and Sediment Dispersal	MetOcean
Turbidity and Morphodynamics	[redacted]
Water quality	[redacted], Streamlined
Marine Ecology	[redacted], Boffa Miskell
Marine Mammals	[redacted], SLR Consulting
Underwater Noise	[redacted], Styles Group
Marine pests	[redacted], Cawthorn Institute
Navigational Safety	[redacted], Navigatus Consulting
Marine avifauna	[redacted], Wildlands

Thanks
[redacted]

From: [redacted]
Sent: Wednesday, 10 June 2026 6:12 am
To: [redacted]
Cc: [redacted]
Subject: PoTL Dredging Reconsenting

Hi [redacted],

As discussed yesterday, the technical reports that PoTL has commissioned and have been drafted are:

Appendices

Appendix G: Nutrient and Sediment Dispersal, MetOcean, November 2024

Appendix H: Port of Tauranga Dredging Reconsenting: Assessment of Effects on **Turbidity and Morphodynamics**. [redacted] , February 2026

Appendix I: **Water quality** aspects of Port of Tauranga dredging reconsenting Prepared by [redacted], Streamlined Environmental Consultants Limited, March 2026

Appendix J: Assessment of Effects on **Marine Ecology** – Reconsenting of Port of Tauranga Capital and Maintenance Dredging Prepared by [redacted], Boffa Miskell Limited, February 2026

Appendix K: Assessment of effects: **Marine Mammals**, Dredging Reconsent Project Prepared by [redacted], SLR Consulting NZ Limited, December 2025

Appendix L: Port of Tauranga reconsent of dredging activities: assessment of environmental effects – **marine pest** risks Prepared by [redacted], Cawthorn Institute, March 2026

Appendix M: Maintain channels for growth, **Economic** effects of dredging at Tauranga Harbour, Prepared by [redacted], NZIER, February 2026

Appendix N: **Landscape** Report, Port of Tauranga Dredging and Deposition Reconsenting Prepared by [redacted], Brown NZ Limited, December 2025

Appendix O: Port of Tauranga Dredging Reconsenting Project: Channel Dredging (Capital and Maintenance) **Navigational Safety** Assessment Prepared by [redacted], Navigatus Consulting, March 2026

Appendix P: Assessment of potential effects on marine **avifauna** due to channel dredging at the Port of Tauranga by [redacted], Wildlands Consulting Limited, March 2026 (DRAFT)

Appendix Q: Port of Tauranga Reconsenting Project Channel Dredging, **Recreation** Effects Assessment Prepared by [redacted], Rob Greenaway and Associates Limited, January 2026

Appendix R: Assessment of **Noise** Effects, Maintenance and Capital Channel Dredging Reconsenting Project Prepared by [redacted], Styles Group Acoustics and Vibration Consultants Limited, March 2026

Appendix S: Assessment of **Underwater Noise** Effects, Dredging Reconsenting Project Tauranga Harbour Prepared by [redacted], Styles Group Acoustics and Vibration Consultants Limited, March 2026

Please let me know which of these you wish to review.

Ngà mihi,

[redacted]

[redacted] | enspire.co.nz

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From: [redacted]
Sent: Tuesday, 9 June 2026 4:33 pm
To: [redacted]
Cc: [redacted]
Subject: PoTL Dredging Reconsenting FTAA Application - Consultation Meeting with BOPRC

Kia ora [redacted]

Thank you for meeting with us regarding the Port of Tauranga Limited application for reconsenting of capital and maintenance dredging this afternoon.

Please find draft minutes of our meeting with actions indicated here:
Draft Minutes of meeting with BOPRC on 9 June 2026.docx

Please let me know if you have any corrections or additions to the minutes.

Ngā mihi,



[redacted]

[redacted] | enspire.co.nz

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Port of Tauranga Application for Resource Consents for Capital and Maintenance Dredging under the Fast-track Approvals Act 2024

Meeting with Bay of Plenty Regional Council

Held at 3pm on the 9th of June 2026 at the Bay of Plenty Regional Council ('BOPRC') Offices in Tauranga

1. Attendance: **Action**

[redacted] (BOPRC) (MB), [redacted] (BOPRC) (AR), [redacted] (Enspire Consulting) (GK) and [redacted] (Enspire Consulting) (TC)

2. Purpose of the meeting

The purpose of the meeting was to provide the BOPRC with an update on the status of the application and to discuss how the Council would like to engage in the application process.

3. Background to the Project

The Project is to continue maintenance dredging for the Port of Tauranga's ('**the Port**') navigation channels and the deepening of discrete areas within the existing channel through capital dredging. The project's activities are related to the renewal of Resource Consents 65806 and 65807 that expire at the end of 2027.

[redacted] explained the changes to the project description since previous consultation with BOPRC. These relate to most of the Stage 2 capital dredging under the existing resource consents now being currently undertaken under the existing resource consents. The Project is listed under the Fast-track Approvals Act 2024, and the Port intends to lodge a substantive application under that process.

The Port has been consulting with Tangata Whenua and Cultural Values Reports are being incorporated into the Substantive Application Report.

The Port intends to lodge the substantive application at the end of July 2026.

4. Approvals sought

[redacted] explained that a Resource Consent for occupation of the seabed is no longer required because of changes to the legislation.

[redacted] will provide an assessment of the Regional Coastal Environment Plan Rules and identification of the resource consents being applied for to [redacted] for review [redacted]

5. Expert Reports

[redacted] will provide a list of the Technical Assessments that have been undertaken by experts, and [redacted] will confirm which of these the BOPRC wishes to review, and how, and what that process will entail. [redacted]

6. **Expert Consenting Panel**

Attendees discussed potential Expert Consenting Panel members that the BOPRC could potentially nominate. [redacted] will prepare for this request from the Panel Convenor.

7. Site Visit

A Site Visit can be arranged if required. [redacted] will advise Enspire Consulting. [redacted]

8. Closure

The meeting adjourned at 3:40pm.