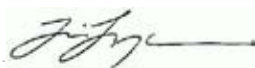




Whakatane District Council
Ports Operational Plan


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EXECUTIVE SUMMARY

The Ports Operational Plan is an operational management plan to assist Whakatane District Council as the owner and operator of port assets and facilities within the Whakatane District.

Council's vision is to create vibrant and sustainable ports that support the business and recreation needs of the community.

A set of policies have been developed to guide the Council in undertaking activities as Port Operator. These policies include

- Maintenance dredging of the Whakatane River will be undertaken to maintain access for vessels up to 25m long and with 2m draft.
- Access to future port facilities will be provided where practical, affordable, and subject to equitable cost recovery mechanisms where appropriate.
- The spit fuse on Opihi Spit will be managed in conjunction with the Bay of Plenty Regional Council to provide an appropriate flood release mechanism.
- Vessel berthage space will be maintained at Whakatane at a level that meets demand while ensuring safety and having regard to river hydraulics, and cultural and environmental values, as well as the need to accommodate moored vessels during times of flood.
- Private sector development of port facilities will be supported in appropriate locations.
- The development of waterfront areas should be sympathetic to the scale and amenity of the town centre and create pedestrian and visual connections between the town and the river edge.
- Facilities at Thornton will be maintained and developed where practical to meet the demands of recreational users.

- Developments at Port Ohope should be consistent with the Port Ohope Concept Plan and the Ohiwa Harbour Strategy.
- The community will be consulted to ensure cultural, historic, ecological, recreational, business, and public access values are assessed in relation to current and future projects.
- Harbour funds will continue to be used primarily for the maintenance, development, and improvement of harbour and endowment lands.
- Revenue received through divestment of Harbour Endowment Land will be reinvested where possible, in order to ensure harbour income is maintained.
- The cost of providing and maintaining port and harbour assets (including access to them) will be recovered from port users where appropriate.

Some of the key methods proposed to achieve these policies include:

- Maintenance dredging of the entrance channel will be undertaken in accordance with the Whakatane Harbour Entrance Maintenance Plan.
- A Whakatane Harbour Navigation Channel Maintenance Plan will be developed to guide dredging of the main navigation channel and around structures.
- The implications of maintaining a navigable channel upstream of (Green Wharf) Otuwahaki will be investigated.
- The reinstatement of tidal flows into the Thornton lagoon east of the Rangitaiki River entrance in order to increase tidal flows will be supported.
- The feasibility of making more land available for the development of port facilities will be investigated. This includes the possible rezoning of land through the District Plan review process.
- Capping the number of moorings at a level that enables all moored vessels to be berthed alongside wharves during times of flood will be advocated.
- Requests to renew leases of Harbour Endowment Land will be considered in terms of the consistency of the occupancy with the strategic aims of the Council, including the Whakatane Town Vision Plan and Port Ohope Concept Plan.



- The Port Ohope slipway will be removed prior to the expiry of the current resource consent owing to its low level of use and potential environmental effects.
- When considering proposals for the use of the Harbour Endowment Fund, the Council will consider the implications of such expenditure on the fund, and on the future development of the harbour, having regard to the Ports Operational Plan

The Council currently holds 23 resource consents for coastal structures, some land-based assets, and a range of activities carried out as part of the Council's role as port operator. Only three of these consents will expire in the period 2010-20, and none of these will be renewed in their current form.

The Council's maintenance dredging resource consents and the consent for the western spit wall include seasonal restrictions on undertaking works. A number of other consents have reporting and monitoring requirements, both annually and on specified dates.

Responsibilities for activities within port and harbour areas are shared between the Whakatane District Council and the Bay of Plenty Regional Council. These responsibilities are primarily defined by the Local Government Act 2002 and the Resource Management Act 1991.

The Whakatane District Council has prepared a number of statutory documents affecting port and harbour areas, including:

- Long-term Council Community Plan (LTCCP)
- Whakatane District Consolidated Bylaws
- Proposed Whakatane District Plan
- Asset Management Plans

The main Regional Council planning documents of relevance are:

- Bay of Plenty Regional Policy Statement;
- Bay of Plenty Regional Coastal Environment Plan; and
- Bay of Plenty Regional Navigation Safety Bylaw.

Other non-statutory documents of relevance include the Ohiwa Harbour Strategy and the Whakatane Town Vision Plan.

The Council provides 25 berths at Whakatane. The Whakatane Yacht Club has 18 berths within its marina facility. There are 35 swing moorings at Whakatane and 34 at Port Ohope. The Council owns two swing moorings in each of these locations, with the rest privately owned. The Council issues berth licences for a two-year period and charges an annual service fee to mooring holders at Whakatane.

The fees and charges for the use of some Council facilities are set through the Annual Plan and LTCCP processes. In future the Council will consider user charges as a demand management tool for port facilities, such as boat launching ramps when other practical boat launching facilities become available.

Each of the Councils port and harbour assets has been subject to a structural condition assessment. This assessment has determined that the condition of the assets is highly variable, which is a reflection of their age, construction, and level of use.

Several of the assets require significant works. These include the Whakatane Game Wharf, the Whakatane Commercial Wharf, and parts of the Port Ohope Wharf. Other, newer assets will require only minor maintenance work.

The single largest provider of income to the ports and harbour activity is rental from the Council's harbour endowment land. This revenue is critical to the ability to meet the operating and capital expenditure of the ports and harbour activity.

Revenue from harbour lease land is expected to increase annually over the term of the LTCCP (2009-19) from \$1,568,500 in 2009/10 to \$2,358,500 in 2018/19. All other contributors are expected to remain static.

The annual ports operational budget for 2009/10 is \$1,169,853. This is projected to remain at similar levels (within \$100,000) over the term of the LTCCP.

Capital expenditure is highly variable with two main spikes over the term of the LTCCP owing to major renewal works proposed for wharf structures at Whakatane and Port Ohope. The total capital budget for the ten-year period of the LTCCP is \$8,067,323.

Recreation activities are undertaken throughout port and harbour areas within the district, although there are a number of high use areas. Survey data indicates a trend of increasing use of port and harbour facilities.

Consultation undertaken with recreation groups identified the following issues and demands:

- Providing a reliable entrance, particularly at Whakatane
- Congestion at the Whakatane boat ramp
- Incompatibility between some uses
- Need for more berths and servicing facilities
- Structures reduce the availability of whitebaiting locations
- Need for an improved swimming area at Whakatane
- Need to balance development of facilities with maintaining and enhancing natural environment

Possible future port and harbour projects have been described in a variety of documents, such as the Council's LTCCP and earlier operational plans (e.g. the Ports Asset Management Plan 2003). There are a number of other possible projects that have been identified as part of the development of this plan. These include:

- Additional boat launching facility
- Extension of the Whakatane Yacht Club marina
- Quay Street wharf extension
- Removal of the eastern timber wharf (Whakatane main wharf) – conditional on completion of Quay St wharf project
- Development of a club facility at Port Ohope
- Possible pedestrian bridge over Whakatane River
- Boat-servicing facilities at Whakatane

All of the above projects would require further investigations and consideration by the Council.

In addition to the above developments, a number of other 'non-physical' projects have been identified. They are:

- Updating the Whakatane Harbour Development Zone Outline Plan contained in Schedule 15 of the Regional Coastal Environment Plan.
- Investigating the potential to rezone areas of land or provide designations to encourage port and harbour developments (in appropriate locations) as part of the District Plan review process.
- Retaining the signal station at Whakatane as a site for port operational activities and because of its strategic location.



There are a number of constraining factors for any future development of port and harbour facilities. They include:

Environmental Constraints – There are inherent access limitations at all river and harbour entrances in the district because of changing patterns of sand movement, and river and tidal flows. There are also areas of high ecological value within port and harbour areas.

Physical Constraints – There is limited land available for the future development of facilities.

Statutory Plans – The zoning of land within port and harbour areas limits the development potential.

Cultural Values – All port and harbour areas are of cultural significance to tangata whenua. These values are recognised in statutory acknowledgements and scheduled areas in district and regional planning documents. Te Runanga o Ngati Awa has customary title over the rocks at the Whakatane River entrance.

The Council's port and harbour activities contribute to all four aspects of sustainability:

Social Wellbeing – The provision of facilities, and safe access enables recreational activities that results in health and lifestyle benefits

Economic Wellbeing – Tourism and water-based recreation activities along with the associated support businesses are important contributors to the district's economy.

Environmental Wellbeing – Port facilities are provided as necessary and in a manner that minimises any adverse effects on the environment.

Cultural Wellbeing – Council's port and harbour activity recognises and provides for the important cultural values associated with these areas.



Whakatane District Council ("the Council") is responsible for the management and control of a variety of port and harbour facilities within the Whakatane District. These facilities are located in three main areas:

- Whakatane Port on the Whakatane River (the area from the Landing Road bridge downstream to the river entrance)
- Port Ohope on the Ohiwa Harbour (the Ohiwa wharf facilities and boat launching ramp at the eastern end of Harbour Road)
- Thornton jetty, boat and waka ama launching facilities on the Rangitaiki River.

Other port assets owned by the Council include significant areas of Harbour Endowment Land (mainly located in the Whakatane central business district), operational assets such as vessels, plant, vehicles, and navigational aids, as well as significant community and recreation assets financed by the port and harbour activity.

Port and harbour facilities provide for a wide range of recreational and commercial uses and are of major recreational and economic value to the district.

1.1 Purpose

The Ports Operational Plan is an operational plan for the Council's port and harbour assets and is an internal business plan to assist the Council carry out its functions as port operator and fulfil its financial management responsibilities under the Local Government Act 2002.

The Council has responsibilities under the Local Government Act 2002 to manage its assets and to plan ahead as to how it will meet projected financial commitments. It is required to have a Long-term Council Community Plan (LTCCP) which sets out the long-term goals for the community along with funding and financial policies and forecasts. The preparation of management plans for groups of the Council's assets are an important component of this process. The port and harbour assets fit within the Recreation and Community Facilities group of activities and are considered to be strategic assets.

1.2 Rationale for Council Involvement

The Council is involved in the provision and management of port and harbour facilities as a result of historical functions inherited following the dissolution of the Harbour Board in 1976. There is also a community expectation that the Council will assist in the provision of harbour facilities in order to achieve the relevant community outcomes (see Appendix 15). Some services and facilities for communities (such as jetties) are not normally provided by private enterprise but are of public benefit, and therefore a case for Council provision exists.

1.3 The Role of Council

The district's port and harbour facilities are managed by the Council in accordance with the following structure:

Governance Role

The elected councillors provide the governance role for the port and harbour activity.



Advisory Board Role

The Whakatane Harbour Advisory Board provides strategic direction and acts as an important link between the councillors (governance role), the Council staff (operational role), and the community.

Operational Role

The Council's Director Works and Services, the Manager Community Facilities, and the Harbour Superintendent are responsible for the operational management of the port and harbour activity. The Manager Community Facilities promotes to the Council and supports the future development to enhance and provide new facilities, in consultation with the commercial and recreational users.

Regulatory Role

The Bay of Plenty Regional Council has a role in the day-to-day operations and management of the coastal marine area. This is mainly in regard to regulatory and administrative functions including navigation, safety, and pollution control. The Council has flood management responsibilities. There is a working relationship between the operational staff representing both organisations.

1.4 Whakatane District Council Vision

The broad long-term purpose of the Whakatane District Council is described by its Mission Statement.

Purpose

Great services, excellent delivery

- *We provide governance, leadership and advocacy for the people of the District;*
- *We provide quality infrastructure including community facilities, roads, sewerage, water and stormwater systems;*
- *We deliver regulatory services focused on public health, safety and wellbeing;*
- *We develop long-term plans and strategies to provide a framework for change and sustainable development in our community.*

Vision

"To be respected by our community for the provision and delivery of excellent services which ensure that both present and future generations have:

- *a quality environment in which to enjoy our great climate*
- *a respect for and pride in our history*
- *a community that is friendly and caring*
- *a place that is known to be the best to live, work and play in and where people want to come."*

The Council will establish strategic and operational plans, set goals and objectives, and measure performance, consistent with the Mission Statement. In doing so, the Council will be guided by a set of consistent and dependable role statements, principles and values, which act as guidelines and standards for its decisions and service delivery.

1.5 Vision for Ports and Harbours

Council's vision for the port and harbour assets is:

"To create vibrant and sustainable ports and waterfronts, which support the recreational and business needs of our thriving community."

This vision will be achieved by:

- supporting and encouraging developments that enhance the relationship between land and water within port areas
- attracting and encouraging new businesses
- enhancing and increasing recreational facilities
- providing facilities for a wide range of activities for all
- undertaking all activities in a socially, economically, environmentally, and culturally sustainable manner.

2.1 Description

2.1.1 Thornton

Thornton Harbour lies at the mouth of the Rangitaiki River, approximately 12km to the West North West of the Whakatane River entrance. The river entrance is typically narrow with a sandspit on the western side and a rock rip-rap training wall along the eastern side of the entrance. A wide river estuary exists upstream of the sandspit.

The facilities at Thornton are located on the western side of the river estuary and include a double-width boat ramp and a timber wharf/jetty area. The Council has also recently developed a waka ama launching ramp and associated storage areas.

Thornton is a very popular area for a variety of recreational activities. It provides the closest access point to popular offshore fishing grounds around Motuhora (Whale Island) and the Rurima islands. The entrance is also a renowned spot for shore-based kahawai fishing and whitebaiting, attracting large numbers of anglers when the fish are running. There is an active waka ama club based at Thornton.

The area is particularly busy during the summer months with an influx of holidaymakers staying at the Thornton Beach Holiday Park adjacent to the river mouth.

2.1.2 Whakatane

The Whakatane port is a river estuary formed by the Whakatane River. The river enters the sea along the western side of the Kohi Point headland between a number of rock outcrops. The Opihi Spit is located on the western side of the entrance, and although its size and shape varies considerably, the sandspit typically terminates just to the south of Turuturu Roimata (Statue Rock).

The Whakatane township adjoins the southeastern banks of the estuary and the port facilities are generally provided along this southeastern shoreline. The area considered to fall within the port extends from the Landing Road bridge downstream to the river entrance.

Port assets at Whakatane include several wharves, boat launching facilities, rock rip rap training walls, various operational assets, and significant areas of Harbour Endowment Land. There are also a number of community and recreation assets financed by the Harbour Fund.

The port area is used for a variety of recreational activities including rowing, waka ama, sailing, fishing, boating, kayaking, swimming, and whitebaiting, as well as a host of land-based activities along the river edge

2.1.3 Ohiwa

The Ohiwa Harbour is situated at the eastern end of Ohope Beach, separated from the sea by a six-kilometre long sandspit (Ohope Spit) on the western side of the harbour entrance, and a much smaller spit of approximately 900 metres (Ohiwa Spit) to the east. The harbour itself covers an area of approximately 26.4 km², and is relatively shallow, exposing 80% of its bed at low tide¹.



¹ The Bay of Plenty Regional Council et al, 2008, Ohiwa Harbour Strategy

The eastern part of the harbour, including the Ohope Spit, is within the Whakatane District. Harbour facilities are provided (within the Whakatane District) along the Ohope Spit margins and include the Port Ohope Wharf and associated buildings and structures as well as a concrete boat launching ramp and informal parking area at the eastern end of Harbour Road.

Port Ohope is an historic coastal port that is now a focus for recreational activities rather than any commercial use. The wharf is a very popular fishing and swimming spot, particularly over the summer months, with two camping grounds within short walking distance.

The harbour experiences a high level of recreational use for a wide range of activities, including fishing, boating, water-skiing, sailing, shellfish gathering, swimming, kayaking, yachting, windsurfing and birdwatching. It also provides access to the coastal waters offshore and is highly valued for its natural beauty, landscapes, and water quality.



The following subsections detail the Council's operational policies for the port and harbour activities.

3.1 Access and Maintenance Policies

Whakatane

Ref	Policy	Methods
WH1	To maintain the Whakatane harbour entrance channel to a target depth of 2.0m below chart datum where practical and affordable so as to cater for vessels up to 25.0 metres in length with a maximum draft of 2.0 metres.	<ol style="list-style-type: none"> 1. Regular soundings of the entrance channel depths will be undertaken with channel entrance depth information provided to Whakatane Coastguard and the Bay of Plenty Regional Council. 2. The trigger to undertake maintenance dredging activities in the Whakatane harbour entrance channel will be an entrance channel depth of 1.8m below chart datum or as otherwise defined by Whakatane Harbour Entrance Maintenance Plan. 3. Harbour entrance channel depths will be maintained by maintenance dredging activities in accordance with the parameters specified in the relevant Regional and District Council resource consents. 4. Valid resource consents will be retained by Whakatane District Council to enable maintenance dredging activities to be undertaken to maintain access to port facilities and to assist in achieving the prescribed navigational levels of service. 5. The structural integrity of training walls and groynes will be maintained and enhanced. 6. The Whakatane Harbour Investigations Project will be progressed to determine an appropriate long-term solution to the maintenance of navigation safety through the entrance channel. 7. Dredging of the Whakatane entrance channel will be undertaken in accordance with the Whakatane Harbour Entrance Maintenance Plan.
WH2	To provide and maintain a safe and navigable channel within the Whakatane port area, from the harbour entrance upstream to the Whakatane Yacht Club, so as to cater at all tides for vessels up to 25m in length and with a maximum draft of 2.0m. A bottom width of at least 25.0m will be maintained in the channel and widened to 40.0m adjacent to the Game and Main Commercial Wharves.	<ol style="list-style-type: none"> 8. Regular soundings of the navigation channel depths will be undertaken. 9. Navigation channel depths will be maintained by maintenance dredging activities in accordance with the parameters specified in the relevant Regional and District Council resource consents. 10. A Whakatane Navigation Channel Maintenance Plan will be developed for dredging operations within the main navigation channel and around structures. This plan will include consideration of available techniques and their appropriateness for the specific operation and the provisions of the relevant resource consents
WH3	To provide and maintain a safe and navigable channel within the Whakatane port area, to port facilities located upstream from Otuwhaki (including the Whakatane Yacht Club) subject to equitable cost recovery mechanisms where appropriate.	<ol style="list-style-type: none"> 11. Regular soundings of the river channel depth will be undertaken upstream to the Landing Road bridge and recorded to establish a long-term picture of channel characteristics 12. Investigations will be undertaken to determine equitable cost recovery options for maintaining access to private port facilities upstream of Otuwhaki



WH4	To manage the spit fuse on Opihi Spit in conjunction with the Bay of Plenty Regional Council to provide an appropriate flood release mechanism.	13. Whakatane District Council and the Bay of Plenty Regional Council will work together to develop a set of procedures clearly defining the roles and responsibilities of each organisation in respect of the maintenance of the spit fuse.
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Thornton

Ref	Policy	Methods
TH1	To allow the river mouth of the Rangitaiki River to be shaped primarily by natural processes, with intervention only if affordable and practical.	14. Where practical and affordable, methods of maintaining a navigable channel and entrance will be considered, taking into account the highly dynamic nature of the river entrance environment
TH2	To support activities that maintain or improve navigability of the Rangitaiki River entrance	15. Support the reinstatement of tidal flows into the Thornton lagoon east of the Rangitaiki River entrance in order to increase tidal flows through the entrance. 16. To support activities and actions that maintain and improve navigability of the Rangitaiki River entrance
TH3	To provide and maintain adequate water depths at the Thornton boat ramp and jetty to enable all-tide access for trailer boats	17. Undertake maintenance dredging activities to maintain access when the water depth is less than 1.5m below MLWS and within the parameters of the relevant regional council resource consent.

Port Ohope

Ref	Policy	Methods
OH1	To work with Opotiki District Council and the Bay of Plenty Regional Council as appropriate to promote a safe Ohiwa Harbour entrance for recreational users	18. Provide aids to navigation as necessary to help ensure safe access to port facilities.

3.2 Operational Policies

Whakatane Port

Port Facilities		
Ref	Policy	Methods
WH5	Vessel berthage space, associated facilities, and navigation aids shall be provided at a level that meets demand for such facilities while ensuring safety and having regard to river hydraulics (particularly flood flows), and cultural and environmental values.	19. Provide and maintain on a continuous basis, sufficient lights, and beacons for the safe operation of the Port. 20. Manage the use and provision of port facilities in accordance with Part 14 – Ports and Wharves of the WDC Consolidated Bylaw 2008. 21. Record the usage levels of the boat ramp to monitor demand for this facility. 22. To maintain a vessel capable of undertaking all required tasks as port operator, including towing.
WH6	Private sector developments that cater for the demand for port facilities such as boat launching ramps and trailer parks, vessel berthage, and hardstand/maintenance facilities will be supported in appropriate locations (without prejudice to any Council regulatory functions under the Resource Management Act 1991).	23. Investigate the feasibility of making more land available for the development of port facilities, including the possible rezoning of land through the District Plan review process
WH7	The provision of berthage space shall recognise the need for all moored vessels to berth alongside wharf areas during times of flood. This may involve doubling up.	24. Advocate that the number of moorings be capped at a level that enables all moored vessels to be berthed alongside wharves during times of flood.
Waterfront Areas		
WH9	To encourage activities that have regard to natural river processes and are sympathetic to the scale and level of amenity in the town centre.	25. Harbour funds will continue to be used for river edge amenity improvements 26. The Town Vision Board will be supported in the implementation of the Whakatane Town Vision Plan
WH10	River edge improvements should create pedestrian and visual connections between the town and the river edge and provide a continuous, wide, and accessible river edge promenade.	27. Requests to renew leases of Harbour Endowment Land will be considered in terms of the consistency of the occupancy with the strategic aims of the Council in the management and development of port and harbour facilities. In particular the Whakatane Town Vision Plan and the Port Ohope Concept Plan



Thornton

Port Facilities

Ref	Policy	Methods
TH4	To provide, maintain, and develop where practical, the existing facilities (boat ramp, jetty, and waka ama facilities) for recreational users.	28. Regularly record the usage levels of the boat ramp to monitor demand. 29. Consult with recreational users.

Port Ohope

Port Facilities

Ref	Policy	Methods
OH2	To continue to provide, or facilitate the provision of, facilities to meet demand where this can be done in an efficient and sustainable manner.	30. Continue to provide and maintain the boat ramp and wharf at Port Ohope. 31. Record the usage levels of the boat ramps to monitor demand.
OH3	The development of facilities at Port Ohope should be consistent with the Port Ohope Concept Plan.	32. Facilitate the development of the Port Ohope area in line with the Port Ohope Concept Plan.
OH4	All development proposals should minimise their impact on the wider environmental context of the harbour.	33. All future development proposals will be assessed against the Ohiwa Harbour Strategy with particular consideration given to the environmental values of the Ohiwa Harbour.
OH5	Structures within the harbour should be limited to those that provide necessary public access, navigation aids, and protection works and should be located within areas of existing modification.	34. Remove the Port Ohope slipway prior to the expiry of the current resource consent because of its low level of use and potential environmental effects.

General Port

Consultation

Ref	Policy	Methods
CO1	Consult with the community to ensure that cultural, historic, ecological, recreational, business, and public access values and needs are fully addressed in relation to proposed and current projects.	35. Consult with tangata whenua (appropriate mandated governance entities), environmental groups and the wider community to ensure that cultural, historic, ecological, recreational, business, and public access values and needs are understood and respected as port operations are considered and implemented. 36. Consult with and monitor users to ensure port facilities provide an appropriate and affordable level of service that meets their needs.

Maintenance of Facilities

Ref	Policy	Methods
MF1	To maintain all Council port and harbour assets in a safe working condition.	37. Regular inspections of the integrity of all port and harbour assets will be undertaken and required works will be included in the Council's maintenance and renewal programme.

Regulatory Framework

Ref	Policy	Methods
RF1	Ensure full compliance with all regulatory requirements.	38. Obtain and maintain all necessary resource consents for activities and facilities and comply with the term and conditions of these consents. 39. Seek to rationalise consent and notification requirements in relation to normal port operations. 40. Work with the Bay of Plenty Regional Council to ensure that any review of the Regional Coastal Environment Plan provides for the ongoing management and development of port facilities and activities in an efficient manner while ensuring that adverse environmental effects are avoided, remedied, or mitigated.

Business Structure, Revenue, and Funding

Ref	Policy	Methods
BS1	To review the current organisational structure, and potential alternative structures, to ensure that port management is effective and efficient. This review should have regard to the wide range of values placed on port and harbour areas by the community.	41. The advantages and disadvantages of alternative management structures will be investigated prior to any further consideration of, or consultation on, these alternatives.
BS2	To continue to use harbour funds primarily for the maintenance, development, and improvement of harbour and endowment lands, or other purposes in keeping with legislation.	42. When considering proposals for the use of the Harbour Endowment Fund, the Council will consider the implications of such expenditure on the sustainability of the fund, and on the future development of the harbour, having regard to the information contained in this Ports Operational Plan.
BS3	To maintain harbour income by reinvesting revenue received from the divestment of Harbour Endowment Land where possible.	43. When considering the divestment of Harbour Endowment Land, the Council will take into account the ability to achieve a similar or greater return on the funds received through reinvestment.



3.3 Berths and Moorings

Whakatane

The Council provides a total of 25 berths between the three wharves at Whakatane – Otuawhaki Wharf, the Main Commercial Wharf, and the Game Wharf. A further 18 berths are provided in the Whakatane Yacht Club's marina facility.

Whakatane Berths (WDC Facilities)

Location	Number of Berths	Length of berthage (m)
Otuawhaki	6	63
Main Wharf	18	298
Game Wharf	1	20
Total	25	381

The size of vessels berthed at the Whakatane wharves is managed to ensure a minimum of 1.5m between each vessel.

Council issues berth licences for a two-year period. Almost all berth licences are issued to vessels exceeding 10 metres in length and either charter vessels or commercial fishing operators. A condition on the berthage licences requires all vessels to have a valid MSA survey.

At times the demand for berths at Whakatane exceeds availability. The Council maintains a waiting list during periods of high demand.

A total of 35 swing moorings are situated within the Whakatane Port area. These moorings are privately owned with the exception of two visitor moorings (identified as WK31 and WK33) owned by Whakatane District Council.

Mooring holders pay an annual servicing fee to the Council, which covers the use of Council facilities such as electricity and water. This is set annually through the Council's Fees and Charges Schedule.

There is a need to maintain a balance between the amount of berthage available alongside the Whakatane wharves and the number and length of vessels moored in the river. During times of flood all moored vessels are shifted from their moorings and berthed (usually doubled up) alongside the wharves to provide protection from flood flows and associated debris. There is not currently enough berthage space to accommodate additional vessels and no additional moorings should be provided in the river unless additional berthage space becomes available.

There are currently a number of projects proposed (both Council and private sector) that will provide additional vessel berthage. These projects are outlined in section 8.

Port Ohope

Sufficient space is available for approximately six vessels to berth at the Port Ohope wharf, although licensed berths are not provided.

There are 34 operational swing moorings at Port Ohope, which includes two visitor moorings owned by Whakatane District Council. The visitor moorings have the identifiers OH12 and OH15.

Plans included as Appendix 10 illustrate the berthage and mooring areas at Whakatane and Port Ohope.



3.4 Fees and Charges

The schedule of fees and charges relating to the use of port and harbour facilities is reviewed annually through the Annual Plan and LTCCP processes. The types of charges include:

- harbour vessel hire
- use of Port Ohope slipway
- visitor mooring rental
- casual and licenced berthage
- events involving use of wharves.

The Revenue and Financing Policy in the LTCCP (2009-2019) sets out the funding philosophy adopted by the Council. This philosophy states that where services and the users of those services can be clearly defined, those users should contribute to the cost of providing those services in proportion to their level of use.

In relation to port and harbour facilities, the current policy is for 80% of funding of the activity to be derived from public sources (investment income), and 20% from private (fees and charges). This low user charges approach recognises the high social and recreational benefits provided by the district's port and harbour facilities and seeks to ensure access to these facilities is available to all members of the community.

The Council has adopted a series of increases in berthage charges for the period from 2006–2012 in line with its user pays philosophy. These increases have been frozen for the 2009-2010 year owing to submissions received, recent harbour access issues, and the economic recession.

The Council has reviewed the methodology for calculating fees, particularly the annual berthing licence fee, which is based on a fixed charge for the first 10m of any vessel, and a per metre charge thereafter. The Council is satisfied that this is an equitable approach with only three of the vessels currently berthed at Whakatane being less than 10m in length.

3.4.1 User Charges

As explained in previous sections, the district's port and harbour facilities are used by a wider sector of the community for a variety of recreational activities. For many of these facilities it is difficult to define users and the level of use, which makes it difficult to implement a user charges system.

The users of boat ramps and associated trailer parking areas are easily defined, as are the facilities that are used. On this basis, a case exists for implementing a charging regime for the launching of vessels at boat ramps within the district (administered as a boat trailer parking fee). These types of charging regimes are typically based on a daily and / or annual licensing fee using a 'pay and display' system.

Consultation undertaken as part of the development of this plan sought views from the community on user charges. Most respondents were open to the idea of paying for the use of facilities, provided that there was an obvious improvement in the level of service provided.

Whilst implementing charges on all boat ramps within the District would be consistent with the user pays philosophy, it may result in these facilities not being available to all members of the community. The administration associated with collecting these fees from the lesser used facilities at Thornton and Port Ohope may affect the viability of a charging regime.



The Council will consider user charges as a demand management tool for port facilities, such as boat launching ramps when other practical boat launching options become available. There are no current proposals to implement user charges for existing ramps within the district.

3.4.2 Forms

The Council has updated the application forms and terms and conditions for berth licences and use of the hardstand area at Whakatane, as well as the berth licence. Copies of these forms are attached as Appendix 11.



4.0 CONSENTS AND ENVIRONMENTAL ISSUES

4.1 Resource Consent Summary

Resource consents are required for coastal structures, some land-based assets, and a range of activities carried out by Whakatane District Council to fulfil its role as port operator. These consents are required both from the Regional Council and the District Council (Whakatane District Council). The statutory framework affecting port and harbour areas is explained in more detail in section 5.

Regional Council

The Bay of Plenty Regional Council manages activities within coastal marine area (below MHWS) through the provisions of the Regional Coastal Environment Plan. In the context of port operations, resource consents are typically required for:

- activities that disturb, deposit, or remove material from the beds of rivers, harbours or the sea
- activities that result in discharges into coastal waters
- the construction and maintenance of structures within the coastal marine area
- the occupation of space within the coastal marine area by structures.

The Regional Air Plan covers activities that result in a discharge to air. The Regional Water and Land Plan applies to areas outside the coastal marine area and is relevant to port-related activities involving land-based earthworks.

District Council

Resource consents are required from the Whakatane District Council for land use activities such as earthworks, as well as new buildings and structures (above MHWS).

The current resource consents held by Whakatane District Council in relation to port and harbour activities are summarised in the table included as Appendix 8.

4.2 Resource Consent Renewals

Over the next ten years (2010–2020) only three of the Council's existing resource consents will expire. These consents are:

Consent Number	Date Issued	Location	Type of Consent	Purpose	Expiry
60672	07/12/00	Game Wharf, Whakatane	Discharge Permit	Discharge treated wastewater from hardstand – boat cleaning and careening	31/12/10
63780	07/08/06	Port Ohope Slipway, Ohope	Coastal Permit	Occupy coastal marine area and maintenance of slipway	30/04/16
63893	30/11/09	Whakatane River Entrance, Whakatane	Coastal Permit	Occupy coastal marine area, maintenance, and reconstruction of the western spit wall	31/12/14

At the current time it is not anticipated that any of these consents will be renewed in their current form.

Consent 60672

It is proposed to collect the treated wastewater from the hardstand area and discharge it into the Council's reticulated sewer system. A discharge consent will no longer be required.

Consent 63780

The Port Ohope slipway will be removed prior to the expiry of this resource consent.

Consent 63893

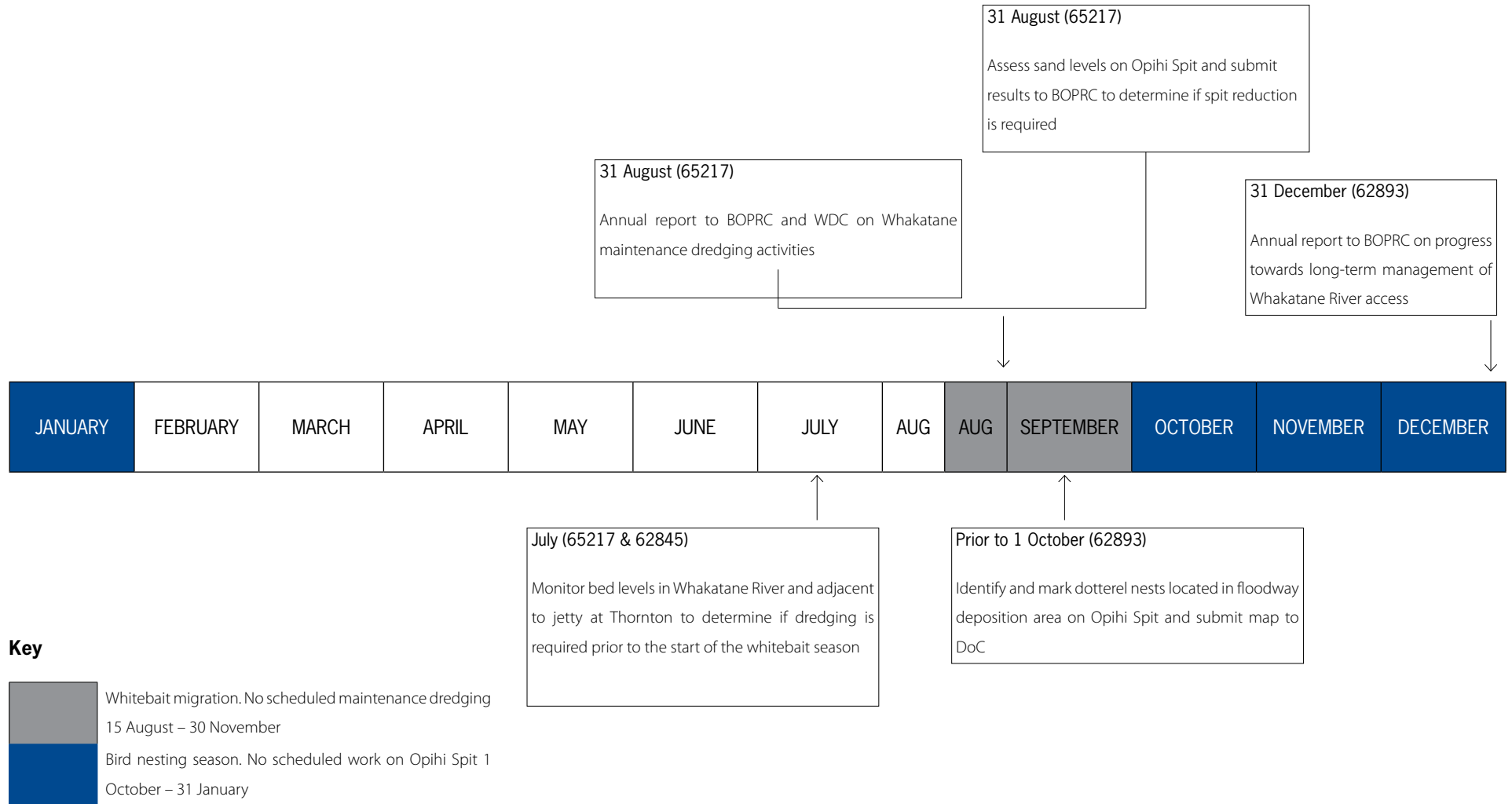
This consent includes specific conditions requiring investigations to be undertaken over the five-year term of the consent to determine a sustainable long-term management option for maintaining a navigable entrance at Whakatane. It is anticipated that the findings from these investigations will determine whether a resource consent application is lodged to retain the western spit wall.

The Council will seek to rationalise resource consents where possible. This includes combining consents for similar structures and/or activities (e.g. one consent for the coastal occupation of all wharf structures). Consents that are no longer required will be surrendered.



4.3 Resource Consent Requirements

4.3.1 Seasonal Restrictions and Annual Requirements



4.3.2 Key Resource Consent Dates (2010–2020)

In addition to the above requirements there are a number of key dates specified in resource consent conditions.

Consent 65217 (Maintenance Dredging)

31 May (as required) – Benthic habitat and fauna survey of rocks at Whakatane river entrance is required to be submitted to BOPRC and Environment Ngati Awa. The survey is required to be undertaken on the following occasions:

- During the period March to May following each dredging activity involving the removal of more than 10,000m³ of material from below MHWS; or
- Once every five years (during the period March to May) for the duration of this consent if no dredging activities have been undertaken in the preceding five years that exceed the threshold above.

Consents 63048 and 63107 (Structures – Wharves, Jetties, Ramps etc)

7 August 2011, 2016, 2021, 2026, 2031 – Report to be submitted to BOPRC regarding public access to coastal structures.

“The reports shall cover the preceding five-year period and shall include, but not be restricted to the following details:

- *Records of any necessary maintenance works that may have been undertaken. This should include details of any specific authorisations that may have been obtained for such works within the reporting period;*
- *Records of any issues regarding coastal erosion and any complaints or enquiries that may have been received regarding erosion protection structures under this permit within the reporting period; and*

- *Any necessary maintenance works that may be scheduled for the next reporting period. This should include known details of any specific authorisations that may be required for such works.”*

Consent 40218 (Otuawhaki)

2 December 2016, 2026 – Independent structural integrity survey of Otuawhaki Wharf shall be carried out and the findings of the survey reported to BOPRC.

Consent 62893 (Whakatane Western Spit Wall)

Conditions of consent 62893 set out a specific programme for modelling and investigations to determine an appropriate long-term solution for management of the Whakatane River entrance.

31 December 2010 – Submit to BOPRC a detailed scope of works for the proposed modelling and investigations.

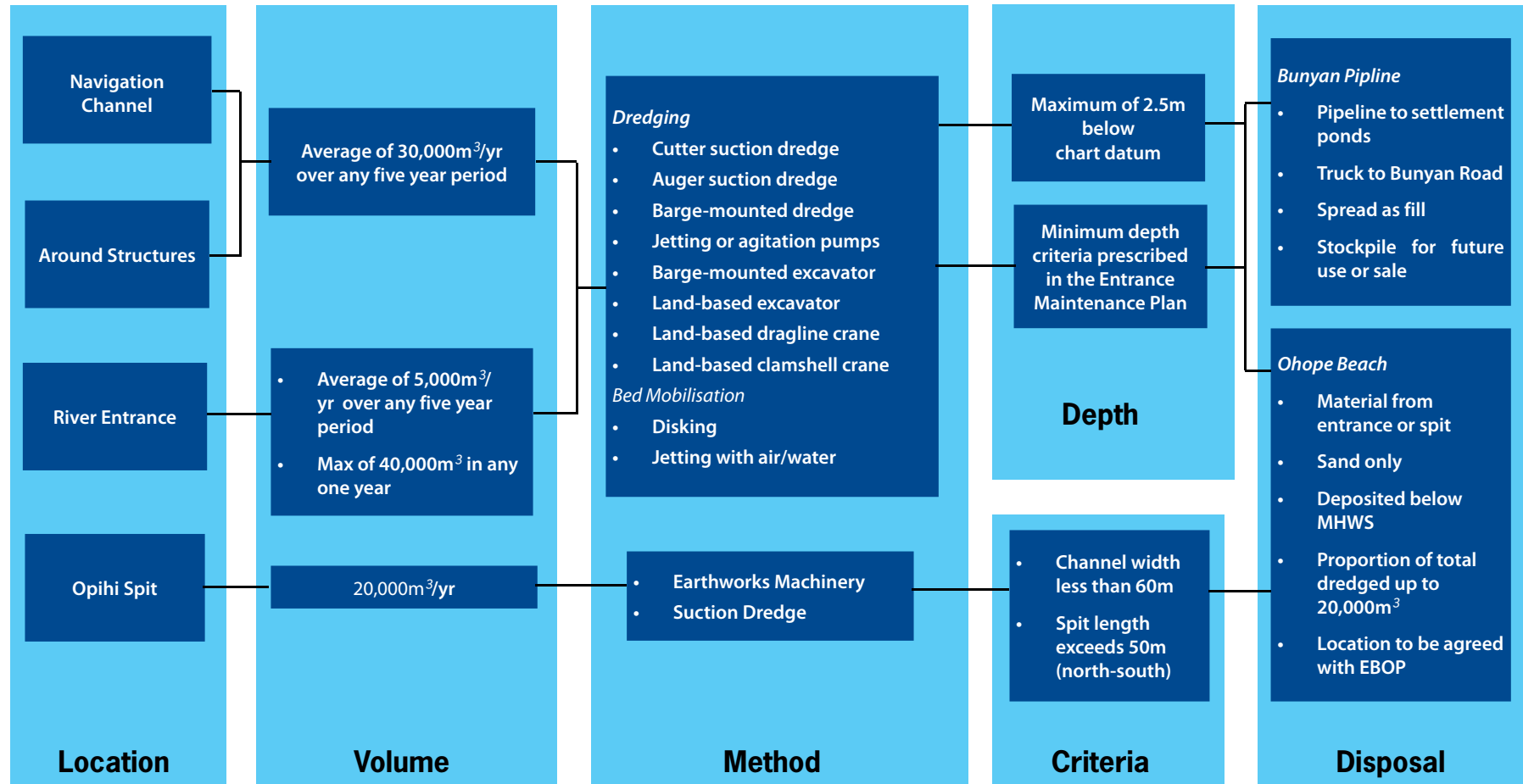
30 June 2010 – Submit the results of the completed modelling exercise to BOPRC.

31 December 2013 – Submit a report setting out the findings of the modelling and investigations exercise to BOPRC. This report shall identify a preferred long-term solution for maintaining navigability at the river entrance and justify the selection of this option.



4.3.3 Whakatane Maintenance Dredging Guide

The chart below explains the requirements for undertaking maintenance dredging activities within port areas at Whakatane as prescribed in resource consent 65217.



Resource consent 65217 enables maintenance dredging activities to be undertaken in the Whakatane navigation channel upstream to the Whakatane Yacht Club.

4.3.4 Bunyan Road Dredging Disposal Area

The maintenance dredging resource consents currently held by the Council enable the disposal of large volumes of material dredged from the Whakatane River entrance and navigational channel to a site located at 60 Bunyan Road, Whakatane (also known as “Bennett Reserve”).

The Council has a conditional agreement with the Whakatane Marina Society to sell this property to enable the establishment of a marina. This agreement is subject to resource consents being obtained for the development of a marina on the site.

The loss of this site as a dredging disposal area will mean the Council may need to consider alternative options for disposal of dredged material, particularly for large-scale dredging operations. As explained in previous sections, the suite of maintenance dredging consents held by Council provides for a variety of dredging techniques and disposal options.

The loss of 60 Bunyan Road as a dredging disposal area will be assessed as part of the development of the Whakatane Navigation Channel Maintenance Plan (see section 8.4.4).

4.4 Resource Consent Consultation

The process of preparing applications for resource consents involves consultation with parties that may be affected by the proposal. The groups consulted are determined by the nature of each individual application. Notwithstanding this, key stakeholders that are typically consulted for applications affecting port and harbour areas include:

- Department of Conservation
- Environment Ngati Awa
- Tuhoe (Ohiwa Harbour)
- Ngati Tuwharetoa (Thornton)
- Eastern Fish and Game Council
- Bay of Plenty Regional Council

- Forest and Bird Protection Society
- Coastguard Whakatane
- Various other recreational and commercial user groups

It is recognised that providing consultation responses to resource consent applications places an administrative burden on groups that are routinely consulted, for example Environment Ngati Awa, which is consulted in relation to all resource consent applications prepared by the Council in relation to port and harbour areas. This is due to the special cultural association of Te Runanga o Ngati Awa with all three locations where port and harbour facilities are provided, which is recognised by statutory acknowledgements, as well as scheduled cultural heritage sites and the Runanga’s customary title over rocks at the Whakatane River entrance.

There are opportunities to improve the framework for engaging with Environment Ngati Awa and other consultation parties. These improvements aim to streamline the consultation process, increase the level of understanding of the values of particular groups, and improve the overall quality of the outcomes from the consultation process. There are a number of possible means of achieving this, including:

- circulating a list of upcoming projects to enable any of particular interest to be identified and consultation undertaken at an early stage;
- developing a set of standard consent conditions and/or requirements that can be incorporated into applications for different types of activities or specific locations to reduce the need for detailed consultation responses;
- establishing a clear understanding of acceptable practices when undertaking construction activities, which can be incorporated into tender documents and/or distributed to contractors.

The Council will work with Environment Ngati Awa to develop the above measures and look at other ways to improve the consultation process. Opportunities to undertake similar exercises with other parties will also be considered where appropriate.

The Opihiwhanauangakore Urupa Trustees are the guardians for the Opihiwhanauangakore Urupa, which is located on the northern side of the Whakatane River (see Appendix 19). Specific contact will be made with the trustees or a representative in relation to operational activities and proposals that may affect the Opihiwhanauangakore Urupa.



5.1 Responsibilities

Responsibilities for managing port-related activities and facilities are shared between the Bay of Plenty Regional Council and Whakatane District Council.

Whakatane District Council is responsible for bylaws for activities that utilise the Council's port and harbour assets. It also provides port facilities, structures, and reclamations, and is the port operator.

The Bay of Plenty Regional Council is responsible for navigation and safety on all waters within the Bay of Plenty region and has a regulatory role controlling structures and activities within harbour and coastal areas below MHWS. The Bay of Plenty Regional Council also maintains river drainage schemes on the Whakatane and Rangitaiki Rivers, which includes flood protection works within port areas. The Bay of Plenty Regional Council appoints a Flood Manager to co-ordinate flood management responses, in conjunction with other local authorities and Civil Defence.

Other organisations and agencies with an interest in activities that may affect port and harbour facilities include:

Maritime Safety Authority

The Maritime Safety Authority is a Crown entity responsible for maritime safety, including developing and monitoring maritime safety rules, providing a distress radio service, managing the rescue co-ordination service, and maintaining the New Zealand Marine Oil Spill Response Strategy.

Ministry of Fisheries

The Ministry of Fisheries manages the process for access and allocation of fisheries and ensures compliance with fisheries rules and regulations.

Department of Conservation

The Department of Conservation is responsible for the conservation of New Zealand's natural and historic heritage. In the context of port and harbour areas, the department is responsible for the protection of marine mammals, general wildlife protection, administering marine reserves, and statutory advocacy.

The Department is also responsible for the management of public conservation lands within the Whakatane port and harbour areas and on the Ohope Spit in the Ohiwa Harbour.

The Minister of Conservation

The Minister of Conservation represents the interests of the Crown in the management of Crown land below MHWS.

The Minister is required to prepare and implement the New Zealand Coastal Policy Statement and is the consent authority for restricted coastal activities. Restricted coastal activities are specified in the New Zealand Coastal Policy Statement and in the First Schedule of the Bay of Plenty Regional Coastal Plan.

Ministry for the Environment

The Ministry for the Environment provides national direction on environmental management through the preparation of national policy statements, environmental standards, and strategies.

Te Runanga o Ngati Awa

Te Runanga o Ngati Awa has statutory acknowledgements over all three locations where port and harbour facilities are provided within the district. The Runanga also has customary title for a number of rocks located at the Whakatane River entrance.

5.2 Legislative History

The provision of port facilities, including access improvements, was originally undertaken by the Whakatane Harbour Board, which was established in 1912. The Harbour Board had powers to complete harbour works and improve the harbour and navigation of the Whakatane River. These powers were later extended to include borrowing powers, membership, and the vesting of new lands in the Harbour Board. The Harbours Act 1950 set out statutory Harbour Board functions for the 50-year period until 2000, when it was repealed.

Under the Harbour Board, the wharf facilities were constructed in Whakatane and Ohiwa Harbour. Navigational improvements were also undertaken, including the construction of training wall structures, removal of navigation hazards, and riverbank reclamation and protection works.

The Local Government Act 1974 established the functions and responsibilities of local authorities nationwide, and these included the port operation functions previously undertaken by Harbour Boards. Subsequently, in 1976, this was formalised by an Order-in-Council which dissolved the Whakatane Harbour Board and abolished the Whakatane Harbour District. The newly amalgamated Whakatane District Council took control of the functions of the Harbour Board.

The Resource Management Act 1991 transferred former Harbour Board functions relating to navigation and safety to the Bay of Plenty Regional Council and deemed them to be Regional Bylaws. These responsibilities were confirmed with the repeal of the Harbours Act and corresponding amendments to the Local Government Act in 1999. The Local Government Act 2002 has retained those provisions of the 1974 Act and amendments that relate to navigation and safety bylaws.

The Whakatane District Council has retained the former Harbour Board functions provided in the Whakatane Harbour Act 1921-22 and the Whakatane Harbour Vesting Act 1933, which remain current legislation and have not been repealed. Although the Resource Management Act repeal of the Harbours Act has in effect amended the Whakatane Harbour Acts, the Whakatane District Council today is still the 'Harbour Board' as provided for in the 1976 Order-in-Council.

5.3 Treaty of Waitangi Settlement Legislation

5.3.1 Statutory Acknowledgements

A statutory acknowledgement is a formal acknowledgement by the Crown of the mana of tangata whenua over a specified area, which is set out in Treaty of Waitangi settlement legislation. It recognises the particular cultural, spiritual, historical, and traditional association of an iwi with the site, which is identified as a statutory area.

Statutory areas relate only to Crown-owned land and include areas of land, geographic features, lakes, rivers, wetlands, and coastal marine areas.

To date, settlement legislation relevant to the district's port and harbour areas has been enacted for Te Runanga o Ngati Awa.

Ngati Awa Claims Settlement Act (2005)

The Ngati Awa Claims Settlement Act includes statutory acknowledgements over a number of areas within the Whakatane District.

The statutory areas relevant to the district's port and harbour assets include the Rangitaiki River, the Whakatane River, Koohi Point (Kohi Point), and part of the Ohiwa Harbour. The relevant provisions relating to these statutory acknowledgements are included as Appendix 14.



<i>Statutory Area</i>	<i>Location</i>
Koohi Point	As shown on SO 61401
Part Ohiwa Harbour	As shown on SO 61441
Whakatane River	As shown on SO 61404
Rangitaiki River	As shown on SO 61406

The only purposes of these statutory acknowledgements are:

- (a) to require that relevant consent authorities, the New Zealand Historic Places Trust, or the Environment Court, as the case may be, have regard to the statutory acknowledgement where those proceedings concern activities that are within, adjacent to, or impacting directly on any statutory area;
- (b) to require that relevant consent authorities forward summaries of resource consent applications to the Ngati Awa governance entity for activities within, adjacent to or impacting directly on any statutory area ;
- (c) to enable the Ngati Awa governance entity and any member of Te Runanga o Ngati Awa to cite this statutory acknowledgement as evidence of the association of the Runanga to the statutory area.

5.4 Local Government Act 2002 (LGA)

The Local Government Act 2002 sets out the purpose of local government, which is to enable democratic decision-making and action by, and on behalf of, communities; and to promote the social, economic, environmental, and cultural wellbeing of communities, in the present and in the future.

The LGA sets out the general powers of councils, which include the preparation of Long-term Council Community Plans, Annual Plans and budgets in consultation with their communities.

5.4.1 Whakatane District Council

The Council's financial management obligations in respect of its assets and activities are clearly set out in the Local Government Act 2002. The 1976 Order-in-Council requires the Council to manage its harbour assets separately and apply money derived from those assets to the maintenance, improvement, and development of the harbour and endowment lands or for such other purposes as the Council may decide.

The Local Government Act 2002 enables Whakatane District Council to make bylaws to manage activities that involve the use of Council-owned port and harbour facilities. Part 14 of the Whakatane District Council Consolidated Bylaw 2008 regulates and controls the use of all port structures owned by the Council, generally within the Whakatane Port Zone, Rangitaiki River mouth, and the Ohiwa Harbour.

WDC Long-term Council Community Plan

The Council Community Plan sets out the activities and services the Council intends to provide over the next 10 years. The current version of the plan is the LTCCP 2009–2019.

The LTCCP includes a number of high-level goals identified by the community for the present and future of the district. The Council's port activities and facilities are aligned with a number of community outcomes, which are detailed in Appendix 15.

The provision of harbour facilities (boat ramps, wharves, navigational equipment) provides for a range of recreation and commercial uses. This has significant social, cultural, and economic value to the district.

The LTCCP sets out activities that the Council is planning to undertake over the 2009-2019 period. Port and harbour facilities are within the Recreation and Community Facilities group of activities. The future projects identified for the period 2009-2019 are outlined in Section 8.3 of the plan.

Relevant issues identified in the LTCCP include:

Population growth and demand

Increased tourism, commercial fishing, and tourist operations and an increase in recreational boating are likely to create additional demand on the harbour and port facilities in Whakatane, particularly over the summer months. Potential development of prime land along the waterfront could also encourage additional use of existing harbour facilities.

Changes in recreational activity

Council facilities need to be responsive and flexible to change in response to changing recreational, sporting, and leisure activity demand.

Affordability/level of service

The Council has a large catch-up programme to ensure the long-term sustainability of its assets. The Council has reviewed its assets and will dispose of those that are no longer required to support the services that it delivers.

The issues identified above will be addressed by monitoring the demand, reviewing the provision of facilities on an ongoing basis, and undertaking customer surveys to understand community demand/requirements.

Whakatane District Consolidated Bylaw

Part 14 of the Bylaw deals with the Council's ports and wharves. The objective of the bylaw is to control the use of all port and harbour structures owned by the Council. The matters covered by the bylaw include:

- residing on vessels
- lifesaving apparatus
- navigation aids

- use of port structures
- offences
- fees

The Harbour Superintendent and/or deputy are authorised to enforce the bylaws.

Asset Management Plans

The Council has prepared a series of management plans for port and harbour assets and activities, including:

- 1988 Whakatane Harbour Development Management Plan (Beca)
- 2003 Ports Asset Management Plan (Harrison Grierson)
- 2004 Structures Condition Report (SPM Consultants)
- 2009 Recreation Asset Management Plan (includes port assets)(GHD)

These plans are used to assist the Council in managing and developing the port and harbour facilities within the district. Regular reviews of these operational plans are undertaken to ensure Council's operational activities reflect the current operational demands and issues. Asset management information is used to inform other processes of Council, in particular the LTCCP and Annual Plan. This document, the Ports Operational Plan, is the current operations plan for the Council's port and harbour assets and replaces the Whakatane Harbour Development Management Plan (1988) and the Ports Asset Management Plan (2003).

5.4.2 Bay of Plenty Regional Council

As part of its responsibilities for navigation and safety, Bay of Plenty Regional Council administers the Regional Navigation and Safety Bylaws (2004). This was updated in 2009 with the release of the Draft Navigation and Safety Bylaw.

The Bay of Plenty Regional Council has an obligation under the New Zealand Port and Harbour Safety Marine Code to introduce a Navigational Safety Management System. It also has an agreement with Whakatane District Council, as port operator, to work together to implement the system.



A draft Navigational Safety Management System has been prepared and is currently with Maritime Safety New Zealand for approval.

As part of the Regional Council's flood management role, the Rivers and Drainage Group has a right to access all flood protection assets located within the Whakatane and Thornton port areas.

5.5 Resource Management Act 1991 (RMA)

5.5.1 Whakatane District Council

Council's responsibilities in relation to port facilities and activities under the Resource Management Act include responsibility for environmental policy (i.e. preparation of the District Plan) and administration (land use and subdivision resource consents) for the land above MHWS and activities on the surface of water outside the coastal marine area.

District Plans

The relevant District Plans are:

- Transitional Whakatane District Plan
- Proposed Whakatane District Plan

As the Proposed Whakatane District Plan is not yet operative, the Transitional Whakatane District Plan is technically a legal planning document. However, as there are no outstanding appeals against provisions of the Proposed Whakatane District Plan affecting port and harbour areas and activities (at the time of preparing this plan only one appeal remains), the Proposed Whakatane District Plan is considered to be the primary district planning document.

Thornton

The facilities at Thornton are located on land zoned Rural 3 (Coastal) under the Proposed Whakatane District Plan.

Whakatane

Land along the southern side of the Whakatane River from the entrance to the Landing Road bridge is zoned reserve and is identified as the Whakatane River Greenway Area. The riverbank area between the end of McGarvey Road and Otuawhaki Wharf is also identified as a key urban space. Land on the northern side of the river is zoned coastal protection. Land within the central business district is zoned business 1, which includes the main commercial wharf buildings and the information centre at Otuawhaki.

Port Ohope

Land at the Port Ohope Wharf is zoned Reserve and the Ohiwa boat ramp is zoned Coastal Protection Zone.

The Proposed Whakatane District Plan includes a number of designations within port and harbour areas. These are set out in Appendix 16.

5.5.2 Bay of Plenty Regional Council

Under the RMA, the Bay of Plenty Regional Council is responsible for the environmental management of the region's waterways and coastal marine area, including the harbours and river estuaries. This includes both environmental policy (i.e. Regional Policy Statement and Regional Plan preparation) and administration (resource consents). The following statutory documents are relevant to port activities:

- Bay of Plenty Regional Policy Statement
- Bay of Plenty Regional Coastal Environment Plan

In the context of port operations, the Regional Coastal Environment Plan is of particular relevance, as the Whakatane District Council must comply (just like any other individual, business, or organisation) with the provisions of this regional plan. Many of the Council's port operations require a resource consent from the Bay of Plenty Regional Council.

The Regional Coastal Environment Plan defines a "Whakatane Harbour Development Zone" (Appendix 16). The provisions of this zone recognise that the Harbour Development Zone is a modified, working port environment. In practical terms, however, all new port-related projects in this zone still require resource consents and each application is assessed on its merits, on a case-by-case basis, under the terms of the Resource Management Act 1991. At present there are numerous consents held by the District Council for various activities. These consents are considered in section 4.

The port facilities at the Rangitaiki River and Ohiwa Harbour are within the Coastal Management Zone of the Regional Coastal Environment Plan.

The Bay of Plenty Regional Coastal Environment Plan identifies several areas of ecological significance within and adjacent to port and harbour areas. The locations of these areas are indicated on the planning maps included as Appendix 17.

Schedule 15 of the Regional Coastal Environment Plan includes an outline plan setting out possible new developments within the Harbour Development Zone. The purpose of this plan is to scope anticipated developments within this zone.

A plan change to the BOP Regional Coastal Plan is currently being prepared, which will include revised ecological, landscape, and heritage sites. The Ports Operational Plan will need to be updated to incorporate these changes.

5.5.3 Non-Statutory Planning Documents

Ohiwa Harbour Strategy

The Ohiwa Harbour Strategy is a non-statutory regional planning document that covers the Ohiwa Harbour and the land catchment area that feeds into it. The strategy sets out a vision for the harbour, identifies issues, key community values, and aspirations, and recommends actions to achieve them.

The preparation of the strategy was co-ordinated by the Bay of Plenty Regional Council and developed in conjunction with organisations, community groups, and individuals. The strategy was approved by Whakatane District Council, Opotiki District Council and the Bay of Plenty Regional Council.

Whakatane Town Vision Plan (2008)

Whakatane District Council has prepared the Whakatane Town Vision Plan, which provides a strategic long-term vision for how the Whakatane Town Centre may look in the future. The plan provides a framework for future development that protects the special features that maintain the character of the town centre and provides an opportunity to enhance and celebrate other attributes which have been lost or hidden. The vision is a concept plan that will be refined as the plan develops and is implemented over the next 10-20 years.

The vision statement for the plan is as follows:

"The Whakatane Town Centre draws on its natural and cultural heritage to emphasise its relationship to the river – a place with a strong local identity that is vibrant and highly valued by residents, businesses and visitors"

A Town Vision Advisory Board has been established to help develop, implement, and adopt the plan. Funding for the Advisory Board is from the Harbour Endowment Fund. The Advisory Board's progress will be reviewed three-yearly to coincide with the LTCCP process.



6.1 Asset Inventory

The inventory of the Council's port and harbour assets has been updated with the extent of each feature captured using GPS and used to update the Council's GIS system. This information will enable the Council to define the port and harbour assets with a high level of spatial accuracy.

6.2 Asset Condition Assessment

Each of the port and harbour assets has been subject to a condition assessment, which was undertaken between November 2009 and March 2010. The condition assessment was based on a walk-over survey and short examination of the asset. Each asset and their various sub-components has been assigned a condition rating between one and five. The findings from this assessment are set out in the table included as Appendix 12.

During this assessment it became apparent that giving an entire structure a single condition rating would not provide a sufficient level of detail to enable maintenance to be programmed. In an effort to ensure condition rating can be practically applied, a condition rating has been assigned to various components of each asset. A percentage rating has then been given to each component to indicate the extent of the asset requiring maintenance or replacement.

The condition ratings are described as follows:

- 1 - Excellent condition, as new
- 2 - Very good condition, no maintenance required
- 3 - Acceptable condition, minor maintenance required
- 4 - Acceptable condition, but with significant maintenance required
- 5 - Unacceptable condition, major maintenance or replacement required

The condition rating of each asset component can be used to prioritise repairs and maintenance using the following rationale.

- Assets or asset components with a condition rating of five have been scheduled for major maintenance or renewal in year one.
- Assets or asset components with a condition rating of four have been scheduled for significant maintenance in years one to two.
- Assets or asset components with a condition rating of three have been scheduled for minor maintenance or monitoring from year three onwards. During the course of the monitoring it may be decided some of these maintenance items can be undertaken over a longer period. These maintenance costs could be extended out over years three to five.

Maintenance or renewal costs have been assigned to each asset for the above timeframe categories as summarised in section 7 Financial Forecasting and Funding below. The allocation of funding to undertake maintenance and renewals is discussed in section 7.6 Projects and Implementation.

6.3 Asset Condition Summary

The condition of the port and harbour assets is highly variable, which is a reflection of their age, construction, and the level of use. Parts of the Main Commercial Wharf were constructed in 1919, 1936, and 1940 and will require substantial maintenance works. Other harbour assets are relatively new and will require only minor maintenance work.

The asset condition assessment has determined that several of the assets require significant works. These include the Whakatane Game Wharf, the Whakatane Commercial Wharf and parts of the Port Ohope Wharf. Both the Whakatane Game Wharf and Commercial Wharf have been the subject of a structural review by Opus, which has resulted in recommendations and budgets being set for capital improvements. The condition assessment of the Port Ohope Wharf indicates that a similar structural review of this asset is required.

A number of port assets require maintenance of ancillary items such as ladders, anti-skid mesh on jetties, rubbing strakes, lifebuoys and brackets, and repair of cracked concrete. Other items of a more structural nature that require maintenance or renewal include exposed reinforcing in some concrete members, replacement of decking and braces on jetties because of decay and marine organism attack, rock spill from seawalls and repair of retaining wall cracks.

In addition several of the buildings require maintenance or repair, particularly those at Port Ohope.

7.0 FINANCIAL FORECASTING AND FUNDING

7.1 Ports and Harbour Revenue

Annual port and harbour revenue budgeted for the year 2009/10 is set out in the following table.

Ports and Harbour Revenue

Component	\$ (2009/10 budget)
Mooring/Berthage Fees	\$109,800
Fees and Charges	\$9,650
Development contributions	\$34,641
Harbour land leases	\$1,568,500
Other rental income	\$85,460
Sundry income	\$3,500
Total	\$1,811,551

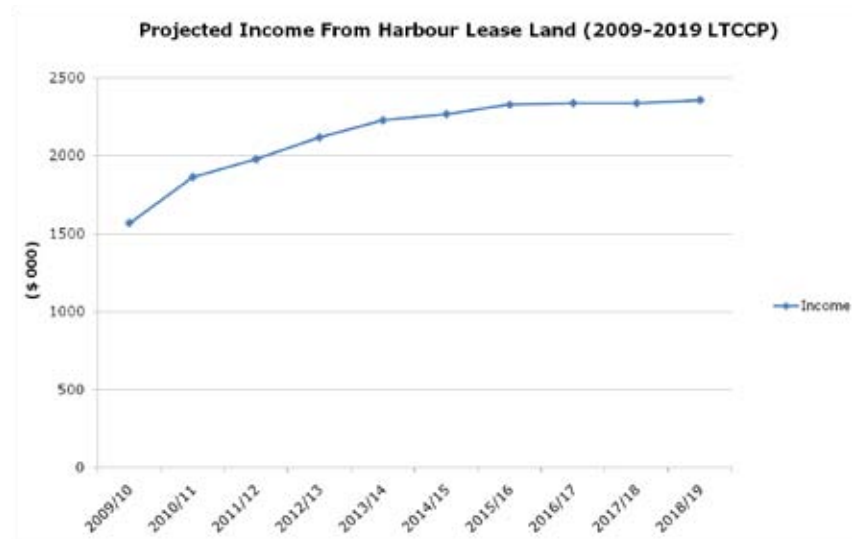
The single largest provider of income to the ports and harbour activity is rental from the Council's Harbour Endowment Land. This revenue is critical to the ability to meet the operating and capital expenditure of the ports and harbour activity.

Any divestment of Council's harbour lease land is subject to LGA and LTCCP processes. There are no proposals in the current LTCCP to freehold Harbour Endowment Land, although it is acknowledged that over the long term some divestment of specific sites may be required as part of the implementation of the Town Vision Plan. Council ensures the harbour income is maintained by:



- ensuring that sales proceeds go into a harbour sales reserve fund and are reinvested;
- ensuring ongoing monitoring of the harbour reserve and its ability to cover future programmed harbour works and renewal expenditure;
- management of leases in keeping with lease terms and conditions.

Revenue from harbour lease land is expected to increase annually over the term of the LTCCP from \$1,568,500 in 2009/10 to \$2,358,500 in 2018/19.



All other contributors to ports and harbour income are projected to remain static over the term of the LTCCP, with the exception of development contributions. The Council's policy on calculating development contributions includes a significant reduction in the value for each unit of demand (based on an equivalent household unit) for the first three years of the LTCCP.

Currently user fees and charges (including mooring and berthage fees) make up only a small contribution to the overall revenue (6.5%). The Council will consider the introduction of user charges if additional port facilities such as launching ramps are developed in the future. It is acknowledged, however, that user fees and charges will continue to provide only a small proportion of the total revenue for the ports and harbour activity.

Cost Recovery and Maintenance Dredging

Maintenance dredging of the Whakatane navigation channel and entrance is one of the most variable operational expenses as it is highly dependent on natural processes. The operational budget for dredging activities is \$88,000 annually over the period of the LTCCP. Dredging of the harbour entrance will be undertaken in accordance with the Whakatane Harbour Entrance Maintenance Plan, which sets out a proactive approach to channel maintenance in order to reduce the need for irregular, large-scale dredging operations.

The Council undertakes dredging activities to maintain access to its wharves and other port facilities, which are located as far upstream as Otuawhaki. This activity is funded from the Council's annual operational budget (see section 7.2).

There is currently one private provider of vessel berthing facilities at Whakatane (Whakatane Yacht Club), and there is also a proposal to establish a marina on the northern side of the river upstream of the yacht club. These are both upstream of Otuawhaki. In the future there may be other facilities that are also developed upstream of the Council's wharves.

Periodic maintenance dredging of the navigation channel upstream of Otuawhaki will be required to maintain access to these private facilities. The Council currently holds resource consents which enable maintenance dredging as far upstream as the Whakatane Yacht Club. If however the current policy is to dredge up to Otuawhaki.

Maintaining access to facilities upstream of Council wharves directly benefits the private parties who use those facilities. Accordingly it would be equitable for the costs associated with extending the Council's current level of service (vessels up to 25m long and 2m draft) to these facilities to be recovered from those parties directly benefiting. This approach is reflected in proposed policy WH3 (see section 3.1 above).

The Council will investigate the implications of extending the navigation channel maintenance activities to private facilities, including consideration of equitable cost recovery mechanisms.

7.2 Operational Budgets

The annual ports operational budget for the 2009/10 year is \$1,169,853. Taking into account book depreciation and interest paid, total expenditure is \$1,574,602. The LTCCP indicates that this expenditure will remain at a similar level (plus or minus approximately \$100,000) over the ten-year period to 2019.

About \$680,000 of the operational budget relates to routine operating expenses for the ports and harbour activity (excluding dredging). The remainder is spent on specific improvement projects.

Depreciation costs are budgeted at \$387,682 annually.

The single most significant improvement project included in the operational budget over the period of the LTCCP is the Harbour Entrance Investigations Project, with a total budget of \$640,000 over the first two years of the LTCCP (2009-11). This spike in expenditure is evident in the chart included in section 7.1 above.

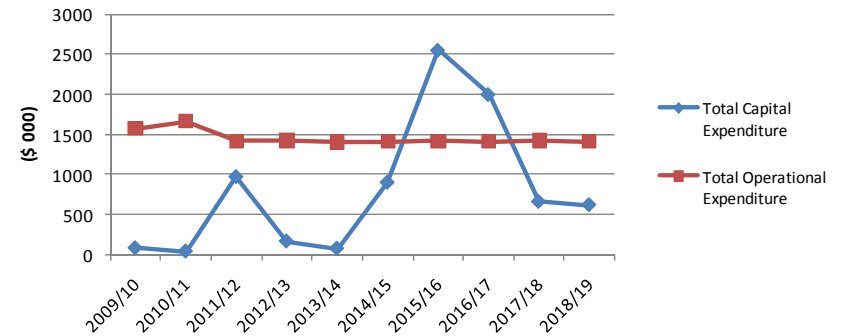
Future operational budgets will need to take into account the potential implications of future port developments on maintenance dredging requirements, as discussed in section 7.1.

The operational budget will need to be reassessed once the Harbour Investigations Project has been completed and the Council has selected a preferred management approach. This may include consenting, design, and construction costs (if a structural solution is selected), and a revised channel maintenance programme. These factors will be considered in future updates of the Ports Operational Plan.

7.3 Capital Budgets

The total capital expenditure proposed over the ten-year period of the LTCCP is \$8,067,323. The annual capital expenditure budget is highly variable as indicated in the chart below.

Projected Expenditure for Ports and Harbour Activity (2009-2019 LTCCP)



The two main peaks in capital expenditure can be attributed to major renewal works proposed for wharf structures at Whakatane and Port Ohope.

Based on the findings of the condition assessment undertaken for WDC port and harbour assets (see Appendix 12) future maintenance and renewals expenditure has been determined along with a timing schedule. This information is summarised in the following table.



Maintenance and Renewal Summary Table

Asset/Description	Year 1 Budget	Year 2 Budget	Year 3 Budget	Comment
Game Wharf – Timber deck, timber landing jetty.	\$ 6,000	\$ 13,750	\$ 21,000	Year three includes allowance for replacement of some members
Game Wharf- Main Section	-	\$ 16,800	\$ 18,000	\$ 681,000 in 2009/2010 Capital project for sheet piling ex Opus letter 21/10/09.
Game Wharf – Boat Ramps	\$ 4,000	\$ 11,500	\$ 11,750	
Game Wharf – Swimming and Recreation Area	\$ 6,000	\$ 2,500	\$ 14,000	
Game Wharf – Groyne and Seawalls	-	\$ 2,000	\$ 7,000	
Thornton Boat Ramp	\$ 500	\$ 46,000	\$ 25,600	A large component of year two budget is to repair decay of the jetty southwest of the boat ramp.
Ohope Ramp – Slipway	\$ 13,000	\$ 5,200	\$ 3,200	
Ohope Wharf – Jetties, wharves, car parks	\$ 81,000	\$ 80,650	\$ 16,000	The southern berthing wharf should be investigated further to determine if remedial repairs are the best solution – remedial repairs are a major component of the year one and two budgets.
Ohope– Wharf - Buildings	\$ 8,000	\$ 89,000	\$ 43,800	The Eastern shed forms a large component of the yr 2 budget and allowance has been made for re roofing.
Ohiwa Ramp	-	\$10,000		
Otuawhaki Wharf	\$ 1,000	\$ 23,000	\$ 8,700	
Main Commercial Wharf – Jetties and Platforms	\$15,500	\$ 95,000	\$ 70,000	A large component of the budget for these assets is to repair decay of the jetties and platforms.
Main Commercial Wharf - Car Parks	-	\$ 1,000	\$ 8,500	
Main Commercial Wharf - 1919	\$ 5,000	\$5,000	\$5,000	\$ 5,000 added in year one, year one to two and year three for maintenance. \$ 2,700,000 in 2017, ex Opus report. Refer capital works programme below.
Main Commercial Wharf – 1936, 1940.	\$ 10,000	\$10,000	\$10,000-	\$ 10,000 added in year one, year one to two and year three for maintenance. \$ 4,860,000 in 2022, ex Opus report. Refer capital works programme below
Totals	\$ 150,000	\$ 411,400	\$ 262,500	

The maintenance and renewals expenditure set out in the above table has been compared with the Operations and Maintenance Expenditure for Harbour Facilities from 2007/08 to 2018/19 provided in the GHD 2009/10 Recreational Asset Management Plan dated August 2009. The totals in the table above when spread over five years are in the same order as the maintenance budget for harbour facilities set out in the GHD Asset Management Plan.

7.4 Capital Projects

The following capital projects have been included in the LTCCP.

Reference	Description	Total LTCCP Amount	Year
C23550	Whakatane River Structures	\$ 2,313,511	2009-2019
C23552	Port Ohope Wharf Upgrade in line with Port Ohope Concept plan	\$ 1,685,000	2015-2019
C23555	Boat Ramp Upgrades and Alternatives	\$ 350,000	2013-2015
C23558	Harbour Renewals - Ohope	\$ 240,213	2012-2019
C23559	Harbour Renewals - Thornton	\$ 76,321	2009-2019
C23560	Harbour Renewals - Whakatane	\$ 2,272,278	2009-2019
C23562	River Steps – Rowing Club River Steps	\$ 61,000 (2010/11 Annual Plan)	2010-2011
C23563	Waka Ama Kayak Ramp Stage 2 – Concept Plan and Site Layout	\$ 31,000 (2010/11 Annual Plan)	2010-2011
C2357	Eivers Road – Parking options by paddling and Waka Ama Facilities.	\$ 30,000	2010-2011
C23554	Town Pier – Town vision	\$ 1,100,000	2015-2019
Total		\$ 8,067,323	

Other capital projects have been identified in preceding sections of this plan. These projects will need to be subject to further scoping and investigations to establish costs and confirm feasibility prior to inclusion on subsequent LTCCPs. Such projects include:

- Development of a new swimming area in the Whakatane River
- Removal of the eastern timber jetty at the Whakatane Main Wharf (conditional on the Quay Street Wharf Extension project)
- Further investigation of options to make land available for the development of port servicing activities through the District Plan review process

- Development of club facilities at Port Ohope
- Investigating the feasibility of a pedestrian bridge over the Whakatane River linking Piripai with the town centre (see concept plan in Appendix 20)
- Development of surf lifesaving facilities at Thornton

Projects within the term of the LTCCP have been included in current capital expenditure budgets.

The Maintenance and Renewal Summary Table above recommends that further investigations of Ohope Wharf (southern berthing wharf) be undertaken to determine if remedial repairs are the best solution. This wharf appears to be in a similar condition to the Whakatane Main Commercial Wharf with some of its structural components cracking, having reinforcement corrosion and previous shotcreting repairs. The Main Commercial Wharf has been the subject of a detailed condition assessment allowing allocation of funding for structural repairs and a similar exercise at the Ohope Wharf could outline similar issues. The maintenance and renewals programme provides for maintenance repairs to the Ohope Wharf.

7.5 Projects and Implementation

The items requiring maintenance and renewal across the ports and harbour assets are many and varied. The inventory of assets contained in Appendix 12 groups items requiring attention into three time periods i.e. year one, year one to two, and year three / monitoring. Based on this maintenance and/or renewals should be undertaken between years one and five with components of assets grouped into projects by the type of repairs and/or their location.

Typically items requiring repair are as listed below:

- Anti-skid mesh on jetties,
- Ladder repairs and replacements,
- Repair/replacement of rubbing strakes or fenders on wharves and pontoons,



- Chipseal and/or pothole repairs,
- Sign-writing,
- Repair/replacement of bollards,
- Roofing repairs for buildings,
- Structural repairs to reinforced concrete members, concrete retaining walls, repair of galvanised fixings, repair of timber members/decking and fixings.

Items to be repaired can be grouped into three broad categories. They are:

1. Civil works including bollards, repairs to bidim geotextile, potholes and chip seal repairs.
2. Building works including roofing repairs, and gutter support repairs.
3. Structural repairs including repair of cracked reinforced members, replacement of fixings, timber decking and structural timber members.

All items requiring repairs will be allocated to these three categories (Civil, Building, and Structural) across a five year period. Once this is complete, specific projects can be formed. Projects will not necessarily be limited to items from a particular year as it may be more practical to complete all required repairs on a given asset at once. For example, several of the timber jetties require replacement of sections of decking. However it would not be practical to complete these repairs then return in subsequent years and remove decking to repair stringers, and deck and pile braces below the decking.

An annual maintenance cost for the 1919, 1936, and 1940 sections of the Main Commercial Wharf has been identified in the Maintenance and Renewal Summary Table above. This is to maintain the more superficial elements of this asset, such as concrete decks, light poles, fender chains, timber walings and ladders etc, rather than significant structural repairs which the Opus report identified for 2017 and 2022.

The Council's priorities for repairs have not been determined at this point and specific items have not been itemised into projects as part of this operations plan. However the following will be taken into consideration when determining project items.

Typically the items identified for maintenance in year one include repair of ladders, rubbing strakes, lifebuoys and their support brackets, potholes, bollards, roofing repairs and reinforced concrete repairs.

In year one and years one to two there are several ladders to be repaired. The Council may elect to undertake all ladder repairs with one contractor in conjunction with lifebuoy brackets.

Civil items identified as year one include potholes and these should be repaired as soon as practical. The Council may have a roading maintenance contractor already contracted for these types of tasks; similarly other civil works may be able to be undertaken by the Council's maintenance contractors.

7.6 Year 1–2 Projects

The most significant items for maintenance / renewal identified in year one to two include repairs to jetties for decaying decking, stringers, headstocks, piles and braces. The jetties could easily be assigned to one project. Another asset which requires significant maintenance is the eastern shed at the Port Ohope Wharf. This shed requires maintenance of the roof cladding, asbestos guttering and downpipes, steel frames and timber purlins and girts. However, any major expenditure on this building should be assessed against the Port Ohope Concept Plan and other development opportunities in keeping with that plan.

Items have been identified for maintenance in year three and to be monitored beyond year three. We have included a monitoring component as the requirements for repair of these assets are not as critical at present. As repairs on other aspects of each asset are undertaken there will be opportunities to repair or replace items identified as year three items and it is likely this year three/monitoring list of items will be reduced during this process.

Generally the items identified in the year three/monitoring category are of a superficial nature.

8.1 Recreational Use

Port and harbour areas within the Whakatane District are used daily for a wide variety of recreational activities, many of which utilise the Council's assets. Popular activities include:

Recreational Activities

Water-based Activities	Land-based Activities	Passive Leisure
Boating	Walking / running	Birdwatching
Fishing	Playing	Enjoying views
Sailing / yachting	Picnicking	Open space
Kayaking	Fishing from wharf/rocks	
Rowing	Shellfish gathering	
Windsurfing/kitesurfing	Whitebaiting	
Jet-skiing	Cycling	
Diving		
Water-skiing / wakeboarding		
Waka ama		
Triathlon / multisport		
Swimming		

Recreational activities are undertaken throughout the port and harbour areas. However there are high use areas at each location (Thornton, Whakatane and Ohiwa), which are 'hotspots' of activity with several different activities sharing the same area. Whilst discussions with recreational users indicate that generally there are no problems with these shared areas, there is the potential for conflict between some activities which are inherently incompatible.

A survey of recreational use was undertaken as part of the development of this plan. A range of users was contacted to obtain information regarding the various recreational activities undertaken in the identified port and harbour areas. A series of open days was held to hear the community's views on the provision of port and harbour facilities.

Discussions with these groups identified areas where activities were undertaken, frequency of use, and any issues or suggested improvements. The findings from this consultation are discussed in section 8.1.2.

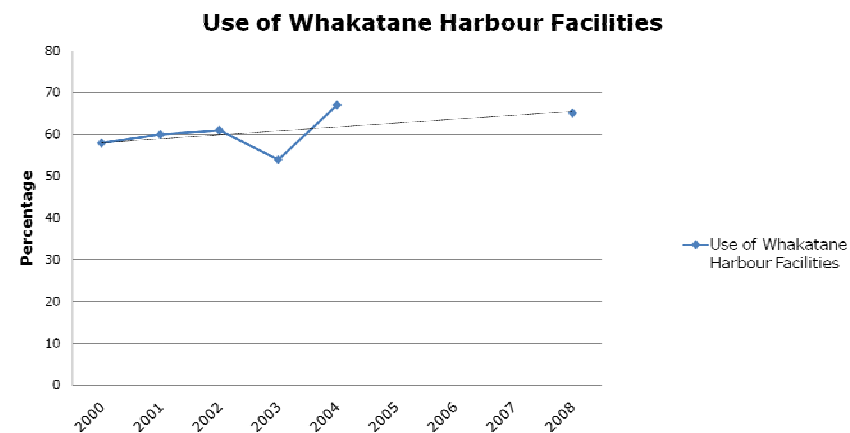
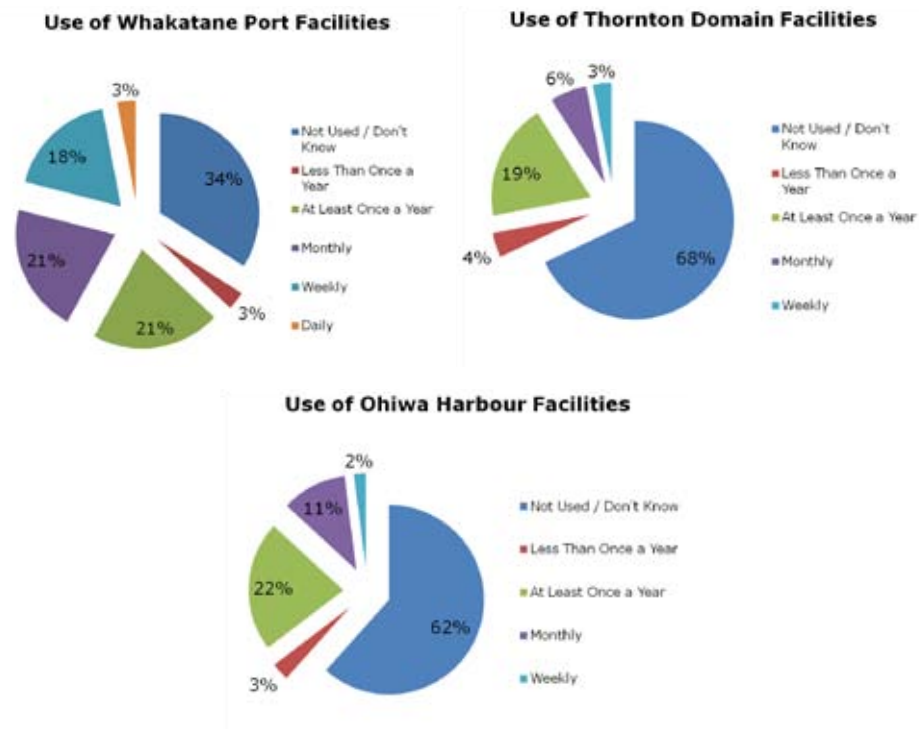
Limited information is available regarding the number of boat owners within the district. Some research has been undertaken on the total number of recreational boats within the Taupo/Rotorua/Eastern Bay of Plenty census area, which found that 23.4% of households have at least one boat². This is one of the highest boat ownership rates in the country. Using 2006 census data for the Whakatane District (population 33,300, average household size 2.8) this equates to 2,783 boats. These figures do not take account of the seasonal influx of holidaymakers and popular fishing tournaments held over the summer months.

Daily counts of boat trailers at the Whakatane boat ramp have been undertaken for over twenty five years. Over this period the number of trailer boats using the ramp has increased from 5,628 per annum in 1985 through to a peak of just over 14,100 in 2009.

In 2008, the Council commissioned a residents perception survey to determine, amongst other things, the level of use and satisfaction with the port and harbour facilities within the district. The findings from this survey provide a useful indication of how many people within the district use the port and harbour facilities and how frequently. Some of the findings from the survey are displayed in the following charts.

² Maritime Safety Authority of New Zealand, 1999. *Pleasure Boat Safety Advisory Group: Final Report*





The above graph shows the percentage of the Whakatane district's community that use the Whakatane Harbour facilities, based on perception surveys undertaken for Whakatane District Council. The graph indicates an increasing trend in the use of these facilities.

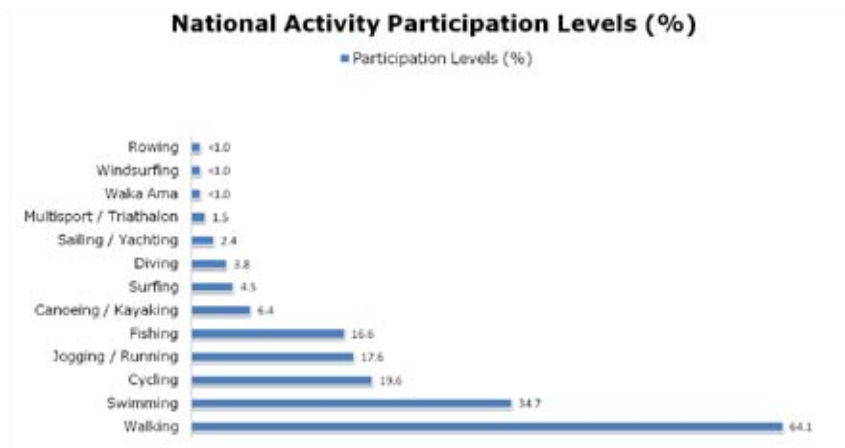
8.1.1 National Recreation Trends

Information on national recreation levels has been obtained from the 2007/08 Active New Zealand Survey undertaken by Sport and Recreation New Zealand (SPARC). This survey was undertaken to monitor physical activity, in particular sport and recreation participation among New Zealand adults.

Some interesting points to note from this information:

- Two-thirds of people have used the Whakatane Port facilities.
- A significant proportion of people use the facilities at Whakatane more than once a month (42% of total).
- The Ohiwa Harbour and Thornton facilities receive a similar level of use (approximately one-third of people surveyed).

The table below summarises the national participation levels for adults (activities undertaken at least once annually) for the types of activities that commonly occur in and around the district's port and harbour assets.



The survey found participation levels within the Bay of Plenty region to be consistent with the nationwide data.

Comparisons between the 2007/08 Active NZ Survey and survey data collected in 2000/01 indicate that participation in sport and recreation activities has remained stable over this time. This is broadly consistent with recreation groups consulted locally, with the notable exceptions being Coastguard, rowing, and waka ama who all reported growing membership numbers. Data collected regarding the use of boat launching facilities indicates that the popularity of recreational boating continues to grow.



8.1.2 Recreational Issues and Demands

Consultation undertaken with recreational users of port facilities within the district identified the following issues and demands in respect of recreational activities in port areas.

<i>Types of Activities</i>	<i>Summary / Key Points</i>	<i>Recreational Demands / Issues</i>	<i>Opportunities / Responses</i>
Boating (including sailing and jetskiing)	<ul style="list-style-type: none"> • Launching of vessels • Access to the sea • Mooring / berthage • Highly popular • Port Ohope Yacht Club • Whakatane Yacht Club • Sports Fishing Club • Coastguard 	<ul style="list-style-type: none"> • Providing and maintaining a reliable entrance, particularly at Whakatane • Congestion at the Whakatane boat ramp • Incompatibility with some other activities (safety) • Insufficient provision of vessel maintenance facilities (hardstand / work berth) • Demand for berths 	<ul style="list-style-type: none"> • Complete Whakatane Harbour Investigations project • Ongoing monitoring of levels of use • Develop facilities to meet level of demand • Encourage and support marina
Land-based fishing and whitebaiting	<ul style="list-style-type: none"> • Undertaken in all three locations • Whitebaiting is seasonal and can be undertaken only from the shoreline (not from structures) 	<ul style="list-style-type: none"> • Structures reduce the availability of whitebaiting locations 	<ul style="list-style-type: none"> • Consider opportunities for fishing and whitebaiting in the development of additional facilities • Maintain public access to structures except for purposes of public safety or port security
Shellfish gathering	<ul style="list-style-type: none"> • Undertaken in Ohiwa Harbour and at the Whakatane River entrance 	<ul style="list-style-type: none"> • Maintaining water quality 	<ul style="list-style-type: none"> • Ensure all port operational activities do not adversely affect water quality
Swimming	<ul style="list-style-type: none"> • Popular activity in all three locations • Frequently involves the use of structures 	<ul style="list-style-type: none"> • Safety issues when undertaken in locations used for other port activities (e.g. incompatibility with boating) 	<ul style="list-style-type: none"> • Investigate and develop a purpose-built swimming area at Whakatane separate from boating activities • Use bylaws to control swimming in some locations • Education to promote safe swimming practices

<i>Types of Activities</i>	<i>Summary / Key Point</i>	<i>Recreational Demands / Issues</i>	<i>Opportunities / Responses</i>
Waka ama/rowing/ kayaking/multi-sport/ triathlon	<ul style="list-style-type: none"> Activities undertaken on a daily basis with regular events Whakatane Rowing Club Four waka ama clubs (Thornton, Whakatane (x2), Port Ohope) EBOP Triathlon and MultiSport Club Whakatane Kayak Fishing Club 	<ul style="list-style-type: none"> Activities require basic launching ramps and storage areas for waka Ability to launch kayaks from the beach east of the main entrance at the Whakatane Heads should be maintained 	<ul style="list-style-type: none"> Development of kayak launching facility at Eivers Road Reserve, Whakatane Upgrade of the Landing Road Steps to improve access for the Whakatane Rowing Club
Walking/running/cycling	<ul style="list-style-type: none"> Use of riverbank area in Whakatane from Landing Road to The Heads 	<ul style="list-style-type: none"> Continue to maintain and develop walking and cycling access along the riverbank 	<ul style="list-style-type: none"> Promote use of Warren Cole Walkway and develop greenway concept Develop promenade between Whakatane Yacht Club and The Heads through implementation of the Whakatane Town Vision Plan
Passive recreation (birdwatching, enjoying views)	<ul style="list-style-type: none"> Passive enjoyment of the coastal environments, including visual amenity, landscape, and ecological values 	<ul style="list-style-type: none"> Protection of areas of significant ecological value Balance development of port facilities with maintaining and enhancing natural environment Providing access to some areas may not be appropriate owing to potential for environmental damage (e.g. dumping of rubbish) 	<ul style="list-style-type: none"> Ensure port operational activities and developments maintain and enhance ecological values, including provision of mitigation measures to avoid or remedy potential adverse effects. Maintain riverbank reserves and parks including litter collection contracts and providing appropriate park furniture



8.2 Regional Perspective

8.2.1 Port of Tauranga

The Port of Tauranga is New Zealand's largest export port with an annual cargo throughput of over 13 million tonnes. Major customers of the port include Carter Holt Harvey and Fonterra. There is a dedicated rail link between the Port of Tauranga and Auckland (Metroport), which enables efficient transport of cargo to the Auckland consumer market.

The port has plans to expand its cargo-handling facilities and has recently received resource consents to deepen Tauranga Harbour's shipping channels to accommodate larger vessels (draft of 14.5m and length of 347m).

The Tauranga Harbour and coastal waters are used extensively for a variety of recreational activities. There is a very high level of demand for facilities such as boat ramps, trailer parking, and berthage, with many facilities at or over capacity during busy periods. There are currently 25 boat ramps in Tauranga Harbour, 380 swing moorings, and 1050 marina berths (within two marinas). New and expanded facilities will be required to cater for the substantial population growth in the Western Bay of Plenty projected over the next 20 years.

The Bay of Plenty Regional Council has developed a Tauranga Harbour Recreation Strategy to manage the current and future demands of recreation users of Tauranga Harbour.

8.2.2 Maketu/Waihi (Pukehina)

Maketu and Pukehina both have recreational boat launching facilities within the respective estuaries. The Western Bay of Plenty District Council has indicated in its LTCCP that boat ramp facilities will be provided based on demand as well as site characteristics. There are no projects identified in the LTCCP for the expansion or development of additional facilities.

8.2.3 Opotiki

The existing harbour facilities at Opotiki include a wharf and boat ramp, which are located in the river estuary at the junction of the Waioeka and Otara Rivers. The facilities at Opotiki are used by recreational trailer boats. Boat launching facilities are also provided at Te Kaha (basic access for beach launching) and Waihau Bay (concrete ramp and jetty).

Resource consents have been granted for the establishment of New Zealand's largest offshore mussel farm (3,800 hectares) 8.5km off the coast of Opotiki. The servicing of this operation and provision of processing facilities represents a significant commercial opportunity for the Eastern Bay of Plenty. Opotiki District Council has recognised this opportunity and has recently obtained resource consents to undertake major capital works to improve the navigability of the harbour entrance. This project involves cutting a new river entrance through the sandspit to the east of the existing river entrance. Two 500m-long training walls will be constructed on either side of the new entrance along with associated erosion protection structures. The navigational aims of the project are to provide a 3.3m-deep channel (below chart datum) that is navigable in sea conditions with a swell of up to two metres.

The creation of a reliable harbour entrance at Opotiki has the potential to affect the demand for port and harbour facilities within the Whakatane District over the long term. The extent of any effects is unknown at this stage and would be highly dependent on the development of associated marine facilities, such as launching facilities, berthage, and moorings, which do not form part of the current proposal. An economic impact assessment of the Opotiki Harbour development undertaken on behalf of Opotiki District Council indicated that there is the likelihood of some charter vessels relocating from Whakatane to Opotiki if a reliable harbour entrance was created.

At this stage it is difficult to speculate on the effects that the developments in Opotiki may have on the demand for port and harbour facilities within the Whakatane District. It is a large, long-term infrastructure project for the Opotiki District with considerable further investigations and funding to be confirmed before construction can commence.

Once there is more certainty regarding developments in Opotiki, it would be prudent to evaluate the effects of this project on the future demand for facilities within the Whakatane District. By this time it is anticipated that the findings from the Whakatane Harbour Investigations Project will be available and advancements in the Whakatane Marina Society's proposal will be significant factors to consider.

8.3 Future Developments

Possible future developments of port facilities have been identified through a range of documents.

8.3.1 Long-term Council Community Plan (2009-19)

The current LTCCP (2009-19) identifies a number of port-related projects to be undertaken within the period of the plan. They include projects associated with the Whakatane Town Vision Plan and the Port Ohope Concept Plan. Major projects include the following:

<i>Description</i>	<i>Date</i>	<i>Cost</i>
Improvements to support waka ama and kayak facilities at Eivers Road Reserve	2010	\$30,000
Improvements associated with the Town Vision project proposed Town Pier	2015-2017	\$1,100,000
Improvements at the Port Ohope wharf in line with the Port Ohope Concept Plan	2015-2019	\$1,685,000
Modelling of the Whakatane Harbour and investigation of options to improve harbour access	2009-2010	\$350,000
Replacement toilets at Port Ohope wharf	2016	\$420,000
Major structural repairs / replacement of Whakatane main wharf	2017	\$2,313,500
Renewal works at Port Ohope	2012-2019	\$240,000
Whakatane boat launching facilities	2013-2015	\$350,000



8.3.2 Ports Asset Management Plan (2003)

A number of possible port projects were identified in the 2003 Ports Asset Management Plan. The table below provides an update on the current status of these projects.

<i>Project</i>	<i>Current Status</i>	<i>Comment</i>
Whakatane		
Eastern Training Wall Extension (South)	In progress	Included in Harbour Investigations Project
Enhancement of Western Spit Wall	Completed	Repair works undertaken. Resource consent obtained for ongoing maintenance
Western Training wall – seaward extension of spit wall	In progress	Included in Harbour Investigations Project
Modify GoodwinsReef to remove navigation hazard	Completed	Completed
Continued maintenance dredging of entrance, navigation channel, and around structures	Completed	Resource consents renewed in 2009
Continued Whakatane waterfront improvements	In progress	Incorporated in Town Vision Plan
Continued development of Heads / Mataatua Reserve	In progress	Resource consent granted for Heads redevelopment, works under way
Marina	In progress	Marina Society has agreement to purchase land from Council (Bennett Reserve) and is currently developing business structure
Travel lift / haul out facility (Marina-related business)	In progress	Dependent on marina development
Marine-related industries on northern side of river	In progress	Dependent on marina development
Sand harvesting operations - Sale of material from dredging for commercial gain	Completed	Not precluded by resource consents. Undertaken as practicable. Payment of royalties required.
Port Ohope		
Construction of two jetties at Ohiwa boat ramp	Not completed	Resource consent applications withdrawn. No longer proposed.
Development of beach west of Port Ohope Wharf - between Otao Domain and wharf	Not completed	Not implemented. Superseded by Port Ohope Concept Plan
Provision for commercial development at Port Ohope wharf	In progress	Port Ohope Concept Plan has been developed
Sale of surplus land. Existing Council Policy	In progress	Current policy. Continued in 2009-19 LTCCP
Thornton		
Develop car and boat parking facilities at Thornton	Completed	-
Construct lifesaving facilities	Not Implemented	-

8.3.3 Other Possible Projects

Boat Launching Facility

Available data on recreational boat launching and anecdotal reports indicate that demand for boat launching facilities at Whakatane is increasing, resulting in congestion of the launching ramp and regular overspill boat trailer parking on Mataatua Reserve. Additional facilities are likely to be required to cater for the increasing level of demand.

For a variety of reasons the most appropriate location for an additional boat launching facility would be as part of the development of the proposed marina on the northern side of the river. The most significant factor is the lack of available sites on the southern side of the river to provide a ramp and associated boat trailer parking area.

Berthage

At times the demand for mooring and berthage at Whakatane exceeds supply. All available mooring and berthage space is usually occupied. There is not enough space to provide additional moorings within the Whakatane Port area, therefore expanded wharf and/or marina facilities will be required to cater for the demand.

Vessel Servicing

There is demand locally to provide facilities for vessel maintenance and repairs. The slipway at Port Ohope is of limited use and will be removed shortly. The hardstand area at the Whakatane Game Wharf can cater for only two vessels at any time. Most vessels travel to Tauranga for maintenance and repairs.

It is recognised that vessel servicing facilities are likely to be provided as part of any future marina development.

<i>Project</i>	<i>Summary</i>	<i>Cost</i>
Additional boat launching facility	Second boat ramp and associated trailer parking at Whakatane	Private sector development – associated with marina
Yacht club marina expansion	Expansion of existing facility to provide additional berthage	Private sector development / possible joint venture
Quay St wharf extension	Downstream extension of Otuawhaki Wharf to provide additional berthage	\$1.7m (total for Stages 1 and 2)
Removal of Main Wharf – eastern timber infill	Possible removal of eastern wharf following construction of Quay Street extension	Requires further consideration and would proceed only in conjunction with Quay Street wharf extension.
Club facility at Port Ohope	Clubrooms / community facility with equipment storage, showers, toilets, etc	Possible redevelopment of existing buildings at Port Ohope. Further consultation is required to assess demand.
River crossing	Pedestrian bridge over the Whakatane River linking the Whakatane urban area with Coastlands/Piripai residential areas.	Locations to be considered having regard to the marina proposal and associated land development
Port service facilities at Whakatane	Provision of marine-based services, such as hardstand, slipways, marine chandlery, launching facilities	Provided adjacent to marina or on undeveloped land upstream
Sewage pump-out facilities	Provide pump-out facilities at Whakatane	Provided as part of marina development – or at Council-owned wharves



The future demand for additional port facilities at Whakatane is expected to be focused around the provision of boat launching, berthage, and servicing facilities. Current private sector proposals have the potential to cater for any increased demand, specifically the Whakatane Marina Society's proposed marina and the Whakatane Yacht Club's planned marina extension. Should these proposals not proceed the Council may need to consider alternative options to cater for future demand. At the time of the next review of this Ports Operational Plan there will be greater certainty regarding the likelihood of these private sector developments meeting the need for additional port facilities and decisions can be made.

8.4 Areas of Future Work / Investigations

8.4.1 Development Zone Outline Plan (Bay of Plenty Regional Coastal Environment Plan)

Schedule 15 of the Regional Coastal Environment Plan includes an outline plan setting out possible new developments within the Harbour Development Zone.

A number of these projects are either no longer relevant or have been completed.

An updated outline plan will be developed for incorporation in the next Regional Coastal Environment Plan. At this time the results of the Harbour Entrance Investigations Project will be available and can be incorporated. An amended Harbour Development Zone may also be more appropriate for inclusion in the next Regional Coastal Environment Plan.

8.4.2 Whakatane District Plan Review

Council are currently undertaking a review of the Proposed Whakatane District Plan with a new Draft District Plan expected to be notified in 2011. This provides an opportunity to consider rezoning areas of land to provide for the development of port and harbour facilities.

The Proposed Whakatane District Plan identifies all land along the northern side of the Whakatane River (within the port area) as Coastal Protection Zone (see Appendix 16). The purpose of this zoning is to manage the effects of activities on the visual amenity and ecology of the river margin. The Proposed District Plan states that the Coastal Protection Zone "*will predominantly be an open space zone and not generally intended for development*". This zoning does not provide for the development of marin-based facilities.

The potential for increased use of designations should also be considered through the District Plan review process. Currently a number of port and harbour areas are designated for Harbour Operations (see Appendix 16). Development on designated sites is subject to a simplified approval process and does not require resource consents.

8.4.3 Whakatane Signal Station

The divestment of Council-owned properties that are no longer required is a means of funding other projects as well as reducing expenditure associated with property ownership. In terms of the Port and Harbour activity, the signal station at Whakatane is a property that has been identified as a possible site for divestment. The signal station is situated at 1A Murwai Drive and has a property valuation of \$1.4 million.

The signal station site is currently used to house the Council vessel and associated equipment, including the tractor used to tow the vessel. The site is designated in the District Plan for Harbour Operations. A flagpole on the site is used by the HarbourMaster to indicate the status of the river entrance – if conditions are unworkable an orange buoy is raised. Until recently the main signal station building was leased to Environment Bay of Plenty as office space. The location of the property is strategically important in terms of the future development of The Heads area.

The site is ideally located as a base for port operational activities as it meets the following requirements:

- **Proximity** – The signal station site is located in close proximity to the boat ramp, which means that the vessel is available for a very quick response to situations when needed. The Council's existing vessel requires replacement and the size of

the replacement vessel is anticipated to be 8-9 m and with a width close to the maximum allowable for trailer boats. When this is considered in conjunction with the fact that the vessel will be towed by a tractor, proximity to the boat ramp is an important factor.

- **Size** – It is a standard requirement for rescue vessels to be stored coupled to the towing vehicle in order to minimise response times. This means that any storage building needs to be large enough to accommodate the vessel and tractor, in addition to the associated equipment and smaller vessels. The current site fulfils this requirement.
- **Security** – The current site provides adequate security, owing in part to its prominent location.
- **Maintenance/Servicing** – Appropriate wash-down facilities and the ability to undertake routine maintenance activities are also important considerations.

Any alternative locations for vessel and equipment storage would need to be located in the northeastern part of Whakatane and satisfy the above criteria. The availability of suitable land in this area is limited.

For the above reasons it is considered that this property should be retained by Council for operational use and/or leased for other compatible uses.

8.4.4 Whakatane Navigation Channel Maintenance Plan

In order to ensure that the navigability of the Whakatane navigation channel is maintained as efficiently as possible, the Council will prepare a maintenance dredging plan for this area. This document will be similar to the Whakatane Harbour Entrance Maintenance Plan (see Appendix 5).

This plan will include consideration of minimum dredging trigger depths, preferred dredging techniques for specific locations, and anticipated annual costs.

It will also consider the implications of the loss of the dredging disposal area located at 60 Bunyan Road, particularly in terms of the effects on the availability of dredging techniques and possible alternative disposal options.

8.5 Constraints

There are a number of constraining factors for any future development of port and harbour facilities within the Whakatane District.

8.5.1 Environmental

Access Limitations

Access from the sea to harbour and port facilities at all three locations can be difficult because of natural patterns of shifting sand bars and shallow water depth at the entrances owing to low river flows.

Inaccessibility is the greatest single constraint to the future development of port and harbour facilities within the district. In recognition of this, WDC has commenced a project to investigate a sustainable long-term solution to the difficulties at the Whakatane River entrance.

Areas of Ecological Significance

The Bay of Plenty Regional Coastal Environment Plan identifies several areas of ecological significance within and adjacent to port and harbour areas. The locations of these areas are indicated on the planning maps included as Appendix 17.

Any future development proposals will need to have regard to these areas of significant value.

A plan change to the BOP Regional Coastal Plan is currently being prepared, which will include revised ecological, landscape, and heritage sites. The Ports Operational Plan will need to be updated to incorporate these changes.



8.5.2 Physical

The future development of port and harbour facilities is constrained by the availability of suitable land, in particular at Whakatane where the need to provide additional facilities to meet recreational and commercial demands will be greatest. Available land for the development of new businesses and marine servicing facilities adjacent to port areas is limited.

Undeveloped land is located on the northern side of the river upstream of the Orini Stream mouth. The Council does not currently maintain a navigable channel this far upstream. However regular soundings indicate that a minimum channel depth of one metre below MLWS exists. This depth would provide all-tide access to most trailer boats, but would restrict larger draft vessels to high tide only. The practicalities and costs of maintaining a navigable channel further upstream than the Yacht Club have not yet been determined.

On southern side of the river, the provision of additional facilities would require the redevelopment of land within the urban area of Whakatane, which is not well suited to marine-based industries.

8.5.3 Statutory Plans

As discussed previously, the zoning applied to port areas at Whakatane in the Proposed Whakatane District Plan and Regional Coastal Environment Plan constrain the future development of port facilities. The Whakatane Harbour Development Zone Outline Plan included in Schedule 15 of the Regional Coastal Environment Plan is outdated.

8.5.4 Cultural Values

All port and harbour locations within the Whakatane District are of significance to tangata whenua. Identified cultural values include the following:

Rangitaiki River (Thornton)

Statutory acknowledgments are in place for the Rangitaiki River recognising the cultural association of Ngati Tuwharetoa (Bay of Plenty) and Te Runanga o Ngati Awa.

Whakatane

Te Runanga o Ngati Awa has statutory acknowledgments in relation to the Whakatane River and Koohi Point. The Regional Coastal Plan identifies Koohi Point, including Opihi Spit and the rocks at Whakatane River entrance as an area of major spiritual significance to the Runanga (ASCV-12).

Port Ohope

Ohiwa Harbour is of significant cultural importance to Whakatohea, Te Upokorehe, Ngati Awa, and Tuho. This is recognised in the Regional Coastal Plan (ASCV-13) and Ngati Awa's association is acknowledged in a statutory acknowledgement over part of the Ohiwa Harbour.

The Ohiwa Harbour Strategy notes that Upokorehe, Whakatohea, Ngati Awa, and Tuho have agreed to work co-operatively to exercise kaitiakitanga of the Ohiwa Harbour.

8.6 Sustainability

8.6.1 LTCCP

The LTCCP 2009-19 identifies four key aspects of Council's role in promoting sustainability. They are:

A sustainable organisation – leading by example and being an innovator to reduce our ecological footprint.

Sustainability through service provision – ensuring the services that the Council provides are delivered in a sustainable manner.

Sustainability through collaboration – working with others to encourage, facilitate and improve sustainability throughout the district.

Sustainability through regulation – using the Council's regulatory functions and its responsibility to the community to ensure sustainable development.

The community outcomes identified in the LTCCP are a mechanism through which sustainable development will be achieved.

8.6.2 The Four Wellbeings



Source: www.culturalwellbeing.co.nz

Social Wellbeing

Encompasses those factors which enable communities to set and achieve goals - such as education, health, strong community networks and associations, financial and personal security, rights, freedom and levels of equity.

Economic Wellbeing

Encompasses the capacity of the economy to generate the employment and wealth necessary to provide many of the prerequisites for social and personal wellbeing.

Environmental Wellbeing

Encompasses the capacity of the natural environment to support in a sustainable way the activities that constitute community life.

Cultural Wellbeing

Encompasses the shared beliefs, values, customs, behaviours and identities reflected through language, stories, experiences, visual and performing arts, ceremonies and heritage.

8.6.3 Council's Port Activities and the Four Well-beings

Social Wellbeing

The provision of facilities that enable recreational activities results in health and lifestyle benefits to the community and build strong networks and associations through recreational groups. The economic benefits also indirectly affect social wellbeing by providing financial security.

Providing safe vessel access to (and safe use of) the Council's facilities in conjunction with Bay of Plenty Regional Council provides health and safety benefits to the community.

Economic Wellbeing

Tourism is an important contributor to the district's economy and water-based recreation is a major attractor for both domestic and international tourists.

Port facilities cater for commercial tourism operators as well as recreational users, with many domestic visitors bringing their own vessels. The provision of quality port facilities contributes to the appeal of the district as a holiday destination stimulating development and the associated economic benefits.

Local residents also make extensive use of port facilities for recreational and commercial activities, which support a wide range of related service industries and generates employment.

Environmental Wellbeing

The provision of facilities where necessary to meet the community's needs and in a sustainable manner minimises adverse effects on the environment. This involves balancing the management of port and harbour activities with maintaining and enhancing the special values of these areas and mitigating adverse environmental effects to the extent practicable.

The role of port operator provides opportunities to highlight environmental issues and celebrate enhancements.



Cultural Wellbeing

The Council's port operational activities contribute to cultural wellbeing by recognising the important cultural values associated with port and harbour areas and the key part that access to the sea plays.

The following table considers the ports and harbour activity in terms of the possible negative effects on social, economic, environmental, or cultural wellbeing, and what sustainable development approach will be implemented to address and mitigate the negative impact

<i>Activity</i>	<i>Possible Negative Effect</i>	<i>Cultural</i>	<i>Social</i>	<i>Economic</i>	<i>Environment</i>	<i>How will this effect be managed?</i>
Use of facilities by vessels for recreational activities	Fuel spillage polluting waterways	x	x	x	x	Working with Bay of Plenty Regional Council to ensure appropriate use of facilities
	Discharge of sewage from berthed vessels polluting waterways	x	x	x	x	Including conditions on berth licences restricting discharge of sewage from vessels. Investigating provision of sewage pump-out facilities
	Accidents and injuries from conflicting activities		x	x	x	Keeping incompatible activities separate. Managing activities using bylaws
Access to facilities by vessels	Grounding/capsize because of entrance or channel shallowing		x	x	x	Taking regular soundings of water depths and distributing information regarding conditions. Undertaking channel and entrance maintenance works as practicable.
Maintenance dredging	Environmental effects	x	x	x	x	Undertaking maintenance dredging activities in compliance with resource consent conditions. Minimising effects by selecting the most appropriate technique for each dredging operation.
Use of Port Ohope slipway	Potential contamination of harbour resulting from hull-cleaning activities	x	x	x	x	Removing slipway as soon as practicable. In the interim clearly setting out the conditions and restrictions on use of the slipway.
Use of Whakatane hardstanding area	Pollution of air/waterways resulting from maintenance and repair works	x	x	x	x	Clearly setting out conditions on the use of the hardstanding area to ensure compliance with resource consent conditions.
Events using WDC harbour assets	Noise and disturbance issues		x		x	Terms and conditions of hire.
	Accident or injury during event using WDC harbour facilities		x	x	x	Ensuring event applications include appropriate insurance and health and safety plans.
General port operational activities	Breakdown of operational plant		x		x	Regular maintenance and renewals programme.
Provision of structures	Damage to assets resulting from natural events such as floods		x	x		Clearing debris from structures as soon as practicable. Undertaking structural inspections of structures following major events.
	Insufficient berthage to meet demand		x	x	x	Ongoing consultation with user groups about existing and future demand.

General use of facilities	Competing uses for facilities – congestion at Whakatane boat ramp		x		x	Ongoing consultation with user groups about existing and future demand. Monitoring level of usage of facilities.
	Overspill boat trailer parking on Mataatua Reserve		x		x	Monitoring levels of use and investigating provision of additional facilities to meet the demand. In the interim ensuring compatibility with any events using Mataatua Reserve.
Granting licences to occupy parts of port area	Spill from fuel pumps on Game Wharf polluting waterways	x	x	x	x	Conditions on lease agreement requiring lessee to install and maintain facility in accordance with relevant regulations and industry best practice, including maintaining a spill response kit.
	Noise/disturbance from use of leased buildings		x		x	Conditions on lease agreement – lessee responsibility.
Development of port and harbour facilities	The growth and development of harbour facilities to meet demand is constrained by the lack of available land		x	x		Provision will be made for additional land to cater for the anticipated level of demand for port facilities. This may involve zoning changes through the District Plan Review. Provide opportunities for public/private partnerships
	Port and harbour facilities are developed in an ad hoc manner thereby failing to meet strategic aims	x	x	x	x	Future port and harbour developments will be planned and developed in line with strategic planning documents such as the Town Vision Plan and Ports Operational Plan
	The provision of port and harbour facilities do not meet community needs	x	x	x	x	Ongoing consultation with community regarding needs. Continuing development of port and harbour facilities to meet needs.
Maintenance and renewal of port assets	Structural failure of asset making it unsafe to use		x	x	x	Maintenance and renewals work undertaken in accordance with Asset Management Plan to ensure all assets are maintained in safe working condition.

x in the columns above indicates which wellbeing area may be negatively affected



9.0

REVIEW

The Ports Operational Plan is a “living document” that is regularly reviewed by the Council. A formal review of the plan will be undertaken every three years in the year preceding the adoption of the LTCCP.

This review will take into account:

- the effects of significant funding changes
- the effects of strategic projects and initiatives

The next review of the Ports Operational Plan in particular will provide an opportunity to incorporate the findings of the Council’s Harbour Investigations Project and to plan for the implementation of the preferred solution. It is also anticipated that private sector projects such as the Whakatane Marina Society’s proposal and the possible expansion of the Whakatane Yacht Club marina basin will have advanced sufficiently to determine and plan for the potential implications on the Council’s port operational activities.



