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APPENDIX 11

BERTH AND HARDSTAND APPLICATION FORMS





WHAKATANE DISTRICT COUNCIL BERTHAGE LICENCE APPLICATION FORM

Name of Applicant	
Postal Address:	
Contact Phone Numbers	
Home:	Mobile:
Work:	Fax:
Email	

Name of Vessel Owner (if different to applicant)	
Postal Address	
Contact Phone Numbers	
Home:	Mobile:
Work:	Fax:
Email	

Vessel Name:	
Length:	
Beam:	
Draught:	
Registration: (if applicable)	
Type of Vessel	
Commercial Fishing Vessel* <input type="checkbox"/>	Surveyed Charter Vessel <input type="checkbox"/>
Other (please specify):	

I/we agree to pay the berth licence fee on the following basis (as at 1 July 2010)

Uniform annual fee for vessels up to 10 metres and first 10 metres of all vessels	\$2,797.00
Per metre of length/annum for length in excess of 10m	\$225.50
Discount for multiple berth	15%

And/or any other fee which is contained within the Council's applicable Fees and Charges Schedule.

I have read and understand the Whakatane District Council Consolidated Bylaws 2008 – Part 14 Ports and Wharves and the Berth Licence Conditions (attached) and agree to abide by these conditions and requirements.

In the event of an emergency I authorise the Harbour Superintendent to relocate my vessel to a safer position and furthermore agree to accommodate a vessel alongside my vessel in times of flood or threat.

Signature of Applicant: _____

Date of Application: _____

WDC BERTHAGE LICENCE CONDITIONS

1. This licence is issued in respect of the applicant ("licensee") and the specific vessel named on the licence. If either change, the licence may be reassigned (at the Harbour Superintendents discretion) to the new boat or licensee. If both the vessel and licensee change the berth licence will cease.
2. This licence is issued for a two-year period and may be renewed every two years thereafter at the discretion of the Council.
3. Applications for renewal of licences shall be sent to the Harbour Superintendent at least 14 days before the expiry of this licence.
4. Single berth status cannot be guaranteed and it is the licensee's responsibility to ensure their vessel is suitable for doubling up.
5. The allocation of a berth licence does not give the licensee exclusive rights to occupy the berth.
6. In the event of any emergency, the Harbour Superintendent has the authority to relocate any vessel to a safer position and / or double up vessels.
7. All vessels shall comply with Whakatane District Council's Consolidated Bylaws 2008 Part 14 Ports and Wharves, as well as any lawful request by the Harbour Master, Harbour Superintendent, or any Agent of Whakatane District Council
8. The Whakatane District Council may at any time require the licensee to vacate the berth either on a temporary or permanent basis and to take up another suitable berth. At time to time the Whakatane District Council may reconfigure the location of the berth to optimise the availability of berthage space at the wharf.
9. The Whakatane District Council may use the berth in case of emergency and may require the licensee to vacate the berth to enable the Whakatane District Council to carry out repairs or maintenance, and in either case Whakatane District Council shall not be obliged to provide an alternative berth.
10. With the exception of light sanding and hand painting by brush; sand blasting, wet blasting, water blasting, grinding, welding, oxy-acetylene flame cutting, timber planing, machine sanding and compressed air spray painting is prohibited in berths at Otuawhaki (Green Wharf) unless written permission has been obtained from the Harbour Superintendent.
11. No effluent, rubbish, or other pollutants may be thrown, disposed of or permitted to escape in any part of the harbour. It is an offence under Section 15 of the Resource Management Act 1991 to allow any contaminants to be discharged into the sea.
12. The refuelling of any vessel by any means is strictly prohibited at Otuawhaki (Green Wharf) berths.
13. Unless specifically provided for in the berth licence, the Otuawhaki (Green Wharf) facility is use by passenger vessels only and the transfer, loading, and discharging of any fish species, marine mammal, shellfish, rock lobster, fish product, and bait, whether alive or dead, is not permitted.
14. All leads and appliances connected to a marina power outlet must comply with the relevant regulations. This includes the display of a current appliance test tag.
15. All vessels shall be kept in good serviceable condition and repair and must be in possession of a current MSA survey.
16. The licensee is responsible for ensuring the vessel is securely moored. All ropes should be secured to avoid any hazards.
17. The Whakatane District Council or its employees will not be liable for any loss or damage incurred to vessels or any other property on the wharf.
18. The licensee responsible for insuring their vessels, equipment and other property against loss or damage. Where requested, the licensee shall provide the Council with a copy of the insurance policies and evidence that there are in full force and effect.
19. The licensee is required to pay the licence fee quarterly in advance at the rate set out in the Council's applicable Fees and Charges schedule. These fees are subject to change from time to time through the Annual Plan process, which is publicly notified.
20. The Council may revoke any berthage licence without liability for compensation by giving seven (7) days notice in writing of the revocation and the reasons for it.
21. Without prejudice to the power conferred by the clause above, the Council may immediately revoke any berthage licence if:
 - (i) The licensee commits or suffers a breach of any provision contained in the licence; or
 - (ii) The licensee ceases to occupy his or her berth for a period of 30 consecutive days without the consent of the Harbours Superintendent first having been obtained in writing; or
 - (iii) The licensee makes default for a period of 30 days after the due date in the payment of any sum of money payable under the licence; or
 - (iv) The licensee or any one of the licensees if more than one in number being an individual, becomes bankrupt or makes a compromise with his creditors or is in any manner brought under the operation of any Act for the time being in force relating to bankruptcy; or
 - (v) The licensee or any one of the licensees if more than one in number, being a corporate body, is the subject of an effective winding up resolution or order for liquidation or is in any manner wound up or dissolved; then in such case it shall be lawful for the Council, without the necessity of any previous notice to the licensee, to revoke the licence and the powers, rights and privileges thereby conferred shall cease and determined.
22. Any other Act, Regulation or other statutory instrument relevant to safety, use and control of activities within harbours, applies.



WHAKATANE DISTRICT COUNCIL APPLICATION FOR USE OF HARDSTAND AREA

Name of Applicant	
Postal Address:	
Contact Phone Numbers	
Home:	Mobile:
Work:	Fax:
Email	

Name of Vessel Owner (if different to applicant)	
Postal Address	
Contact Phone Numbers	
Home:	Mobile:
Work:	Fax:
Email	

Vessel Name:
Length:
Beam:
Weight:

Period of Use Required	
From:	To:
Total Number of Days =	

Crane Operator:

I/we agree to pay the hardstand fees on the following basis (as at July 2010)

Daily fee (up to a maximum of 10 days)	\$26.20
Penalty rate after 10 days or part thereof (per additional day)	\$40.25
Daily charge for use of electricity	\$5.00

Or other such fee which is contained within the Council's applicable Fees and Charges Schedule.

I have read and understand the Whakatane District Council Consolidated Bylaws 2008 – Part 14 Ports and Wharves and the conditions relating to the use of the hardstand area as set out on the reverse of this form and agree to abide by these conditions and requirements.

Signature of Applicant: _____ Date: _____

Application:	APPROVED	DECLINED
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Harbour Superintendent: _____ Date: _____

WDC HARDSTAND CONDITIONS

1. The applicant shall obey all instructions of the Harbour Superintendent while using the hardstand and shall operate only on such portion thereof as he shall direct.
2. The applicant is required to pay the required fee at the rate set out in the Whakatane District Council's applicable Fees and Charges schedule. These fees are subject to change from time to time through the Annual Plan process, which is publicly notified.
3. The applicant shall comply with Whakatane District Council's Consolidated Bylaws 2008 Part 14 Ports and Wharves, as well as any lawful request by the Harbour Master, Harbour Superintendent, or any Agent of Whakatane District Council

Vessel Transfer / Lifting

4. All lifting operations must be supervised by the Harbour Superintendent. The applicant must provide the Harbour Superintendent with at least 24 hours notice of any lifting operation.
5. All lifting operations shall be restricted to the crane lift out area located at the Game Wharf.
6. The combined weight of the crane and the load shall not exceed 65 tonnes, unless specific approval has been obtained as described in condition 10 below.
7. The crane outriggers / stabilisers must be used and extended.
8. No outriggers / stabilisers shall be placed closer than 1.5 metres from the seaward face of the concrete retaining wall.
9. All outriggers / stabilisers shall be seated on timber support blocks with a minimum of 0.75m² ground contact area per outrigger.
10. Whakatane District Council may consider a specific application to lift a combined load and crane weight exceeding 65 tonnes. An application of this nature must include details of the proposed crane position, outrigger / stabiliser positions, and loading distributions, which have been approved by a Chartered Engineer. Whakatane District Council reserves the right to approve or decline any such application, and any costs associated with assessing the application (including technical review) are to be borne by the applicant.
11. The applicant is solely responsible for the vessel during all transfer operations involving moving the vessel on or off the hardstand (including lifting manoeuvres) and the adequate shoring up of the vessel whilst the vessel remains on the hardstand and:
 - (a) The applicant shall forthwith remedy all damages to the hardstand or river-bank or protective works arising from or incidental to the transfer of the vessel or the storage of the vessel on the hardstand. (This does not include a structural failure during an approved transfer)

- (b) The applicant shall indemnify the Whakatane District Council in relation to any liability that the Whakatane District Council faces arising out of the use of the hardstand or the transfer of any vessel on or off the hardstand.
12. The applicant shall ensure that all transfer operations are carried out in accordance with recognised sound crane practice.

Use of Hardstand Area

13. All scaffolding, ladders, bracing, and tents must comply with OSH guidelines and standards.
14. The applicant shall take all practical measures to prevent contaminants such as petrol/diesel, oils, fuels, bilge contents, paint and paint products from coming into contact with the hardstand area.
15. All storing and mixing of paints and oils shall be undertaken within the specified bounded area only.
16. All spills must be contained and reported to the Harbour Superintendent as soon as possible.
17. The applicant shall be responsible for ensuring that all work undertaken in the hardstand area (e.g. vessel careening, blasting, sanding, painting etc) complies with the requirements of the Bay of Plenty Regional Air Plan and/or that those persons undertaking works hold the necessary resource consents from the Bay of Plenty Regional Council (Environment Bay of Plenty). For further information regarding the requirements of the Bay of Plenty Regional Air Plan, please contact Environment Bay of Plenty.
18. The applicant shall be responsible for insuring their vessels, equipment and other property against loss or damage. Whakatane District Council shall not be liable for any theft from, or loss or damage to any vessel while a vessel is stored on the hardstand area or during the transfer of the vessel to or from the hardstand area.
19. All rubbish must be removed from and around the vessel on a daily basis. The hardstand area must be cleared of all equipment at the time of launching.
20. Any other Act, Regulation or other statutory instrument relevant to safety, use and control of activities within harbours, applies.



WHAKATANE DISTRICT COUNCIL WHAKATANE PORT BERTH LICENCE

Name of Licensee		
Address		
Name of Vessel		
Length of Vessel:		
Number of Berth Position		
Date of Issue		Expiry Date

Notes:

- This licence is issued subject to the conditions listed overleaf, the requirements of the Whakatane District Council Consolidated Bylaws 2008 – Part 14 Ports and Wharves, and any additional clauses set out below.
- This licence is issued on the basis that the vessel described above is suitable for a multi-berth situation.

Additional Conditions Specific to this Licence (if applicable)

Signed	Harbour Superintendent
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WDC BERTHAGE LICENCE CONDITIONS

1. This licence is issued in respect of the applicant ("licensee") and the specific vessel named on the licence. If either change, the licence may be reassigned (at the Harbour Superintendents discretion) to the new boat or licensee. If both the vessel and licensee change the berth licence will cease.
2. This licence is issued for a two-year period and may be renewed every two years thereafter at the discretion of the Council.
3. Applications for renewal of licences shall be sent to the Harbour Superintendent at least 14 days before the expiry of this licence.
4. Single berth status cannot be guaranteed and it is the licensee's responsibility to ensure their vessel is suitable for doubling up.
5. The allocation of a berth licence does not give the licensee exclusive rights to occupy the berth.
6. In the event of any emergency, the Harbour Superintendent has the authority to relocate any vessel to a safer position and / or double up vessels.
7. All vessels shall comply with Whakatane District Council's Consolidated Bylaws 2008 Part 14 Ports and Wharves, as well as any lawful request by the Harbour Master, Harbour Superintendent, or any Agent of Whakatane District Council
8. The Whakatane District Council may at any time require the licensee to vacate the berth either on a temporary or permanent basis and to take up another suitable berth. At time to time the Whakatane District Council may reconfigure the location of the berth to optimise the availability of berthage space at the wharf.
9. The Whakatane District Council may use the berth in case of emergency and may require the licensee to vacate the berth to enable the Whakatane District Council to carry out repairs or maintenance, and in either case Whakatane District Council shall not be obliged to provide an alternative berth.
10. With the exception of light sanding and hand painting by brush; sand blasting, wet blasting, water blasting, grinding, welding, oxy-acetylene flame cutting, timber planing, machine sanding and compressed air spray painting is prohibited in berths at Otuawhaki (Green Wharf) unless written permission has been obtained from the Harbour Superintendent.
11. No effluent, rubbish, or other pollutants may be thrown, disposed of or permitted to escape in any part of the harbour. It is an offence under Section 15 of the Resource Management Act 1991 to allow any contaminants to be discharged into the sea.
12. The refuelling of any vessel by any means is strictly prohibited at Otuawhaki (Green Wharf) berths.
13. Unless specifically provided for in the berth licence, the Otuawhaki (Green Wharf) facility is use by passenger vessels only and the transfer, loading, and discharging of any fish species, marine mammal, shellfish, rock lobster, fish product, and bait, whether alive or dead, is not permitted.
14. All leads and appliances connected to a marina power outlet must comply with the relevant regulations. This includes the display of a current appliance test tag.
15. All vessels shall be kept in good serviceable condition and repair and must be in possession of a current MSA survey.
16. The licensee is responsible for ensuring the vessel is securely moored. All ropes should be secured to avoid any hazards.
17. The Whakatane District Council or its employees will not be liable for any loss or damage incurred to vessels or any other property on the wharf.
18. The licensee responsible for insuring their vessels, equipment and other property against loss or damage. Where requested, the licensee shall provide the Council with a copy of the insurance policies and evidence that there are in full force and effect.
19. The licensee is required to pay the licence fee quarterly in advance at the rate set out in the Council's applicable Fees and Charges schedule. These fees are subject to change from time to time through the Annual Plan process, which is publicly notified.
20. The Council may revoke any berthage licence without liability for compensation by giving seven (7) days notice in writing of the revocation and the reasons for it.
21. Without prejudice to the power conferred by the clause above, the Council may immediately revoke any berthage licence if:
 - (i) The licensee commits or suffers a breach of any provision contained in the licence; or
 - (ii) The licensee ceases to occupy his or her berth for a period of 30 consecutive days without the consent of the Harbours Superintendent first having been obtained in writing; or
 - (iii) The licensee makes default for a period of 30 days after the due date in the payment of any sum of money payable under the licence; or
 - (iv) The licensee or any one of the licensees if more than one in number being an individual, becomes bankrupt or makes a compromise with his creditors or is in any manner brought under the operation of any Act for the time being in force relating to bankruptcy; or
 - (v) The licensee or any one of the licensees if more than one in number, being a corporate body, is the subject of an effective winding up resolution or order for liquidation or is in any manner wound up or dissolved; then in such case it shall be lawful for the Council, without the necessity of any previous notice to the licensee, to revoke the licence and the powers, rights and privileges thereby conferred shall cease and determined.
22. Any other Act, Regulation or other statutory instrument relevant to safety, use and control of activities within harbours, applies.

APPENDIX 12

ASSET CONDITION ASSESSMENT



WHAKATANE DISTRICT PORT ASSETS SCHEDULE OF CONDITION RATING

KEY TO TABLE

- Each asset is subdivided into elements and sub-elements.
- Sub-elements are assigned Condition Ratings, varying from 1 to 5.
- Each sub-element is further subdivided by indicating the extent (as a percentage) that the sub-element has of the various Condition Ratings assigned to it.

Condition Rating Description

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

ASSET	ELEMENT	GPS POSITION SOUTH			GPS POSITION EAST			PERCENTAGE OF CONDITION RATING 1 - 5					COMMENTS	
		Deg.	Min.	Sec.	Deg.	Min.	Sec.	1	2	3	4	5		
GAME WHARF	Main Game Wharf 6.8m x 3.0m timber deck @ N-E end (downstream)	37	56	48.1	177	00	30.1			80	20			
										100				
										50	50		Some corrosion	
										100				
											100		Conveyor belting. Fixings need monitoring	
												100		
												100		
											90		10	Needs bottom bracket
	Main Game Wharf 33m x 4m N-E (downstream) part of central section, with concrete deck, & conc. wall above steel sheetpile seawall	37	56	48.6	177	00	29.6			85	15		Some cracks	
										50	50			
										80	20		Some cracks	
											100		Assessed on small area above L.W. inspected only	
										100			S.S. straps & fixings	
										90	10		Conveyor belting. Some fixings loose, needs monitoring	
										90	10		Some breakage	
										90	10		Conveyor belting. Some fixings loose, needs monitoring	
										50	50		Corrosion to ladders & fixings	
											100			
	Main Game Wharf 29m x 4m S-W (upstream) part of central section, with concrete deck & steel sheetpile seawall	37	56	49.4	177	00	28.7			80	15	5	Breakage at S-W end	
										100				
											50	50	Difficult to assess, due to extensive corrosion	
											50	50	Difficult to assess, due to extensive corrosion	
											50	50	Difficult to assess, due to extensive corrosion	
											100			
											90	10		Conveyor belting. Some fixings loose, needs monitoring
											100			
												100		Corrosion to ladders & fixings
											100			
										100				

ASSET	ELEMENT	GPS POSITION SOUTH			GPS POSITION EAST			PERCENTAGE OF CONDITION RATING 1 - 5					COMMENTS		
		Deg.	Min.	Sec.	Deg.	Min.	Sec.	1	2	3	4	5			
GAME WHARF	Timber landing jetty 2 levels, 5m x 3m each @ S-W (upstream) end of Main Game Wharf	37	56	48.3	177	00	30.6		70	30					
										90			10	Plastic, some torn	
											100				
											100				
											70	30			Some corrosion
											100				
												60		40	Ex rubber tyres, fixings loose, needs monitoring
BOAT RAMP AT GAME WHARF	Bellingham boat ramp pontoons	37	56	48.0	177	00	31.0		100						
										100					
											100			2 straps/float	
											100				
											100				
											90	10			Continuous rubber strips
											50			50	1 missing. Fixings need monitoring
									100						
										100					
		Downstream section of ramp	37	56	47.9	177	00	31.1			50	50			Cracked, but not affecting functionality
		Timber jetty 25m x 1.6m on NE (downstream) side of ramp	37	56	47.7	177	00	31.3		100					
											100				
											100				
											100			Conveyor belting. Fixings need monitoring	
												100		Corrosion to ladder & fixings	
											100			Fixed to side of jetty	
											100		Painted on deck		
	Upstream section of ramp	37	56	48.1	177	00	30.8			70	30			Cracked, but not affecting functionality	

ASSET	ELEMENT	GPS POSITION SOUTH	GPS POSITION EAST	SUB-ELEMENT	PERCENTAGE OF CONDITION RATING 1 - 5					COMMENTS
		Deg. Min. Sec.	Deg. Min. Sec.		1	2	3	4	5	
BOAT RAMP AT GAME WHARF	Timber jetty 22m x 3m on S-W (upstream) side of ramp	37 56 48.3	177 00 30.7	200x50 decking			80	20		
				200/250x50 stringers			100			
				6 / 250 Ø piles			100			
				175 Ø ½ round vertical facing			50	45	5	Eaten by marine organisms
				200x100 walings		100				
				100x50 walings			50		50	Eaten by marine organisms
				Rubbing strakes			100			Conveyor belting. Fixings need monitoring
				32 NB galv. tube ladder			90		10	1 rung needs welding, & fixings corroded
				Concrete approach ramp, 5m x 3m			100			
				Rock seawall under jetty			100			Erosion/subsidence evident in seal behind wall
				Painted galv. tube handrail			100			
				50	50		Warning for slippery surface, no jumping etc			
Lower landing 2.7m x 2.7m, to jetty on S-W (upstream) side of ramp	37 56 48.0	177 00 30.2	200x50 decking		100					
			Stringers/head stocks			100				
			Fixings, S. S.			100				
			Corner pile			100				
			Life-saving buoy & bracket			50		50	Buoy missing	
Trailer park	37 56 50.0	177 00 30.0	Chip seal			95		5	Minor pot-holing	
			Kerbs			100				
			2 light poles			100				
			Timber bollards		50		50		Some knocked over	
			Roadmarking			100				
Boat wash-down compound	37 56 48.5	177 00 30.2	Asphaltic seal			80	20		Subsidence behind seawall on N-E side, cracks	
			Concrete crossing			50	50		Cracks	
			Concrete to fuel tanks			100				
			Galv. tube fences/gates			95		5	Some wheels worn	
			Galv. netting			95	5		Minor breakage	
			Catch pit			100				
			Stormwater/effluent separator			90	10		Removal of debris required	
			Separator discharge pipe			100			Under jetty, has non-return flap	

ASSET	ELEMENT	GPS POSITION SOUTH			GPS POSITION EAST			PERCENTAGE OF CONDITION RATING 1 - 5					COMMENTS	
		Deg.	Min.	Sec.	Deg.	Min.	Sec.	1	2	3	4	5		
SWIMMING AND RECREATION AREA, N-E OF BOAT RAMP AT GAME WHARF	Timber decked area 17m x 11m on N-E (downstream) side of ramp (Northern Knuckle)	37	56	47.2	177	00	31.0	200x50 decking		90	10			
								250x100 stringers		100				
								250/300x100 head stocks		100				
								Fixings, S.S		100				
								300 Ø piles			100			
								32 NB galv. tube ladder		100				
								40 NB galv. tube ladder			100			Fixings missing & corroded
								Timber/galv. tube barrier		100				
								1 Light pole		100				
								200x200 bollards		100				
								Exposed aggregate conc. approach ramp		100				
								Cobblestone paving		100				
							Exposed aggregate conc. edging		100					
	Lower level decked area and steps 10m x 5m, on N-E (downstream) side of ramp (Northern knuckle)	37	56	47.1	177	00	30.8	200x50 decking 10m x 3.5m			100			
								Antiskid mesh, plastic, 10m x 3m		100				
								250x100 stringers			100			Covered in marine growth,difficult to inspect
								300x100 headstocks			100			Covered in marine growth,difficult to inspect
								Fixings, S.S.			100			Covered in marine growth,difficult to inspect
								300 Ø piles			100			
								200x50 vert. facing			100			
								40 NB galv. tube ladder				100		Fixings missing & corroded
Recreation/ swimming area on N-E (downstream) side of ramp	37	56	46.6	177	00	31.2	Buoys		100				11 orange and 12 grey plastic	
							Fixings to buoys		90		10		Some corrosion	
							Rock seawall			95	5		Some rock needs dragging back onto wall	
							Swimmers' ramp over rock wall					100	Bidim, torn. Needs replacing	
							Anchor (Lions donation)		100					
							2 seats - timber		100				Hardwood	
							- painted galv. tube		50	50			Some painting required	
						200x50 decked walkway		100				Meandering, 2.5m - 3.5m wide		

ASSET	ELEMENT	GPS POSITION SOUTH	GPS POSITION EAST	SUB-ELEMENT	PERCENTAGE OF CONDITION RATING 1 - 5					COMMENTS
		Deg. Min. Sec.	Deg. Min. Sec.		1	2	3	4	5	
SWIMMING AND RECREATION AREA, N-E OF BOAT RAMP AT GAME WHARF	Carpark (N-E end of recreation area)	37 56 45.9	177 00 32.8	Chip seal			90		10	Potholes
				Kerbing			100			
				Dish channel			100			
				Road-marking		60	40			
	Carpark (S-E side of recreation area, adjacent to road)	37 56 48.0	177 00 33.0	Chip seal			100			
				Kerbing			100			
				Road-marking			100			
THORNTON BOAT RAMPS	South-western (upstream) ramp (Thornton Ramp) Jetty on S-W (upstream) side of ramp	37 54 43.8	176 52 35.9	8m wide concrete ramp			80	20		Some cracking, lifting pocket recesses
				Kerb / nib wall on ramp			60	40		Spalled but functional and satisfactory
		37 54 43.9	176 52 35.8	Concrete approach path 2m x 1m			100			
				Concrete retaining wall abutment			50	50		Minor undermining
				200x50 decking - approach jetty 16m x 1.2m			80	20		Decay,splitting
				- berthing jetty 12m x 2.1m			80	20		Decay, splitting
				200x100 stringers and headstocks				100		Decay
				200x100 & 200x50 braces				100		Decay
				Fixings, H. D. galv.			80	20		Some corrosion
				200 Ø piles			70	30		Decay
				150 Ø ½ round facing			45	45	10	Decay, Toredos attack
				200x100 walings				100		Decay
				Rock wall			100			Some rock needs dragging back onto wall
		Rubbish bin retainer ½ round post			100					

ASSET	ELEMENT	GPS POSITION SOUTH	GPS POSITION EAST	SUB-ELEMENT	PERCENTAGE OF CONDITION RATING 1 - 5					COMMENTS	
		Deg. Min. Sec.	Deg. Min. Sec.		1	2	3	4	5		
THORNTON BOAT RAMPS	Central area (grassed & decked)	37 54 43.5	176 52 36.2	Concrete retaining wall		100				S-W end of area, adjacent to ramp	
				Exposed concrete footpaths		100					
				Exposed concrete kerbing		100					
				200x50 decking				95	5		Splitting
				250x100 stringers				100			
				300x100 headstocks				100			
				Fixings, stainless steel			50	50			
				200 Ø piles, S-E face				80	20		
				200x50 facing				100			
				300x100 walings				100			
				150 dia timber bollards			80			20	Knocked over and vandalised
					40 NB galv tube traffic barrier			100			
		North-eastern (downstream) ramp (Main Ramp)	37 54 42.9	176 52 36.6	9m wide concrete ramp		95		5		Precast joint recesses,& sand buildup on Nth side
					2 fender piles		100				
					2 Oclyte flood lights, H.D. galv. poles		90	10			S. S. base fixings
		Jetty on S-E (upstream) side of ramp	37 54 43.0	176 52 36.7	200x50 decking		100				
					250x100 stringers			100			
					300x100 headstocks			100			
					Fixings, S. S.		100				
					250 Ø piles		100				
				200x50 vertical facing			100				
				200x100 waling			100				
				32 NB galv. tube ladder		100				H. D. galv fixings	

ASSET	ELEMENT	GPS POSITION SOUTH	GPS POSITION EAST	SUB-ELEMENT	PERCENTAGE OF CONDITION RATING 1 - 5					COMMENTS		
		Deg. Min. Sec.	Deg. Min. Sec.		1	2	3	4	5			
THORNTON BOAT RAMPS	Jetty on N-W (downstream) side of ramp 23m x 2.7m	37 54 42.7	176 52 36.5	200x50 decking		100						
				250x100 stringers			100					
				300x100 headstocks				100				
				250 Ø piles			100					
				Fixings, S.S.			100					
				200x50 facing				100				
				200x100 walings				100				
				Galv. tube ladder			100					
				150 Ø bollards			100					
				Rock wall					100		Some needs dragging back onto wall	
				Timber pole retaining wall under jetty					100			
			Rubbish bin holder, ½ round post					100				
		Waka ramp	37 54 40.8	176 52 37.7	Concrete grass pavers			70		30	Some units need replacing	
				Concrete edging			70		30	Some needs replacing with deeper trenching into sand		
	Traffic manoeuvring area (Thornton Carpark)	37 54 43.0	176 52 36.0	Chip seal			95		5	Gouging at top of N-E ramp		
Road marking (No parking)						100						
OHOPE RAMP/ SLIPWAY	Concrete Ramp	37 58 59.0	177 06 26.8	6.5m wide concrete ramp		60	40					
	Slipway	37 59 00.0	177 06 27.1	Utility building 4.5m x 3m		100					Coloursteel	
				Masonry retaining wall		100						
				Timber retaining wall			95		5		Capping decayed	
				Timber handrails			100					
				Winch			100					
				Winch support frame			100					
				Winch house 2.6m x 1.7m			100				Coloursteel and plywood	
				Concrete slab			100					
				Concrete ramp			100					
				Steel rails					50	50		Corrosion
				250x150 sleepers					80		20	Decay
				Steel cradle - frame					75		25	Corrosion
			- wheels			100			8 wheels			

ASSET	ELEMENT	GPS POSITION SOUTH	GPS POSITION EAST	SUB-ELEMENT	PERCENTAGE OF CONDITION RATING 1 - 5					COMMENTS
		Deg. Min. Sec.	Deg. Min. Sec.		1	2	3	4	5	
OHOPE WHARF	Eastern Access Jetty 45m x 4.3m			Wire rope			100			14mm Ø. Needs greasing
		37 59 01.7	177 06 30.4	200x100 decking		100				
				Handrail / barriers - 170x170 timber posts	100					
				- 40 NB galv. steel rails	100					
				- 16 Ø galv. rod infill	100					
				300x150 stringers		100				
				300x150 corbels, packers		100				
				Concrete pile caps, 700x450			70	30		Cracking, reinforcement corrosion. Previous shotcreting repairs
				Concrete Piles, 350x350			30	40	30	Cracking, reinforcement corrosion. Previous shotcreting repairs
			Oclyte light pole		100					
		Western Access Jetty	37 59 01.6	177 06 29.4	200x100 decking		100			
		45m x 4.3m			Handrail/barriers - 170x170 timber posts	100				
					- 40 NB galv. steel rails	100				
					- 16 Ø galv. rod infill	100				
					300x150 stringers		100			
					300x150 corbels, packers		100			
					Concrete pile caps, 700x450			70	30	Cracking, reinforcement corrosion. Previous shotcreting repairs
				Concrete piles, 350x350			30	40	30	Cracking, reinforcement corrosion. Previous shotcreting repairs
				Oclyte light pole		100				

ASSET	ELEMENT	GPS POSITION SOUTH			GPS POSITION EAST			PERCENTAGE OF CONDITION RATING 1 - 5					COMMENTS			
		Deg.	Min.	Sec.	Deg.	Min.	Sec.	1	2	3	4	5				
OHOPE WHARF	Southern Berthing Wharf 29m x 6m (Main Wharf)	37	59	02.5	177	06	29.7	Concrete deck - top				80	20		Abrasion and cracking	
								- bottom				80	20			
								Transverse concrete beams	300x230			80	20			
								Front (seaward) upper beam	660x350			10		90		Cracking, spalling, reinforcement corrosion. Previous shotcreting
								Front (seaward) lower beam	400 x 300			100				Difficult to inspect due to marine growth
								Intermediate beam	660x350			80	20			Cracking, reinforcement corrosion.
								Rear (landward) beam	660x350			80	20			Cracking, reinforcement corrosion.
								Transverse diagonal bracing beams	400x300			10		90		Cracking, reinforcement corrosion. Previous shotcreting repairs
								Concrete Piles	350x350			50	50			Cracking, reinforcement corrosion. Previous shotcreting repairs
								5 cast iron bollards (2 / 1936, 3 / 1957)				70	30			Corrosion, but OK
								2 / 32/40 NB galv. tube ladders			100					S.S. fixings
								200x150 timber kerb				100				
								Double 200x100 waling				100				
								Handrail/barrier - 40 NB galv. tube		100						
								- 150x150 timber posts		100						
								- S.S. brackets		100						
								300 Ø fender piles			100					
								Rubbing strakes, ex. rubber tyres				80		20		2 missing, 1 loose. Needs monitoring
								2 Oclyte light poles			100					
								Power connection box on handrail post			100					
						Water conection				100						
OHOPE WHARF	Low level jetty Southern end of Eastern Access Jetty (South Jetty)	37	59	02.5	177	06	30.6	200x50 decking			100					
								Antiskid mesh - jetty			95		5		Plastic mesh. Some loose	
								- ramp					100		Steel mesh. Corrosion	
								40 NB galv. tube handrail			90		10			
								25 NB galv. tube ladder					100		Loose fixings. Needs 45° brace to u/s deck	
								200x100 stringers and braces				100				
								Fixings, S.S.			100					
						300 Ø piles			100							

ASSET	ELEMENT	GPS POSITION SOUTH	GPS POSITION EAST	SUB-ELEMENT	PERCENTAGE OF CONDITION RATING 1 - 5					COMMENTS
		Deg. Min. Sec.	Deg. Min. Sec.		1	2	3	4	5	
Low level jetty Northern end of Eastern Access Jetty (North Jetty)		37 59 01.6	177 06 30.8	200x50 decking		100				
				Antiskid mesh - jetty		95			5	Steel mesh. Corrosion
				- ramp				100		Steel mesh. Corrosion
				40 NB galv. tube handrail		90		10		
				25 NB galv. tube ladder			100			
				200x100 stringers and braces			100			
				Fixings, S.S.		100				
				300 Ø piles		100				
Wharf Carpark		37 59 00.0	177 06 31.0	Rock seawall			95	5		Some rock needs dragging back onto wall
				Chip seal			90	10		Minor pot holes
				Kerbing - standard		90	10			
				- mountable		90	10			
				Dish channel		100				
				Road-marking		90	10			
				Footpaths - cobblestones		100				
				- exposed aggregate		100				
				250x250 bollards			100			2nd hand hardwood
				4 timber reclined seats			100			Ex 400x100 and 300x300
				2 picnic tables & seats			100			
				Masonry BBQ		100				
				2 bench seats			50	50		350x250. Some decay, but OK
			Oclyte light poles		10	90				
			2 rubbish bin holders, 50 NB galv.tube			90	10		Corrosion of base & chains	

ASSET	ELEMENT	GPS POSITION SOUTH	GPS POSITION EAST	SUB-ELEMENT	PERCENTAGE OF CONDITION RATING 1 - 5					COMMENTS	
		Deg. Min. Sec.	Deg. Min. Sec.		1	2	3	4	5		
OHOPE WHARF	Old Play-Centre - exterior (Lions 2nd hand shop)	37 58 58,5	177 06 29,6								
				Super-Six asbestos cement roofing			75	25		Mildew, corroded fixings	
				Asbestos cement gutter - 550 wide gutter			70	20	5	Some broken	
				- support brackets			20		80	Corrosion	
				Asbestos cement downpipes			80	20			
				Asbestos cement wall cladding			80	20		Corroded fixings	
				Masonry			80	20		Needs painting	
				Railway sleeper retaining wall to garden			100				
				Footpaths			90	10			
				Timber decked walkway, 100x32			70	30			
				Bollards & chain			100				
				Picket fence			80	20			
				Gate, 20 NB tube frame, 8 Ø rod infill			80	20		Corrosion	
		Old Play-Centre - interior			Double timber entry doors			80	20		
					Ceiling (hardboard?), painted			80	20	Sagging	
					Lights (6 incandescent, 2 fluorescent)			100			
					Hardboard & softboard wall lining			80	20		
					Masonry walls, 1600 high			80	20	Some unpainted	
					Windows - windows & frames			75	20	5	Painted for security. 1 window broken
					- louvre windows to toilet			75	25		Corroded frame
					- Security bar grills			90	10		Corrosion
					Carpet / vinyl floor coverings			100			
					Sink unit				100		Obsolete
					2 toilets & hand basins				100		Obsolete
					Tub				100		Obsolete
					Toilet walls (hard board / mdf / Serratone?)			60	40		
			2 toilet doors			80	20				
			2 toilet lights			100					

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		Deg. Min. Sec.	Deg. Min. Sec.		1	2	3	4	5	
OHOPE WHARF	Scout Centre	37 58 58.9	177 06 32.5	Corrugated galv. steel cladding			50	50		Corrosion
				Translucent sheeting, painted over			50	50		
				Timber purlins			80	20		
				Steel trusses			100			
				Steel door frames			80	20		Corrosion
				Mezzanine floor			100			
				Fluorescent lights				100		
				20 NB galv. Pipe & netting gate				100		Corrosion
				Security fence - 125 Ø timber posts			70	30		Shallow embedment, posts wobbly
				- 240x170 galv. steel mesh			95	5		Corrosion, breakage
			- barbed wire			100				
		Eastern Shed 24m long x 16m wide (6/4m bays)	37 59 00.3	177 06 32.0	Super-Six asbestos cement roof cladding			70	30	
				Translucent roofing			50	50		
				2 ridge ventilators				100		Obsolete, have been filled with polyurethane
				Asbestos cement guttering			50	50		
				Asbestos cement downpipe			50	50		
				PVC downpipe		100				
				Super-Six asbestos cement wall cladding			90	10		
				Flat fibrolite wall cladding (sth wall only)			80	20		
				Grooved Shadowclad plywood wall cladding			100			
			Smooth plywood wall cladding		50	50				
		2 roller doors			100					
		2 awnings to roller doors - galv. cor. iron			100					
		- timber framing			100					
		Pedestrian door			50	50				
		Steel portals, 254x114				100		Some paint flaking, surface rust, but OK		
		Steel wind posts to end walls, 200x100			90	10		Base plates not grouted		
		Steel cross-bracing			50	50				
		200x50 timber purlins			50	50				
		150x50 timber girts			50	50				
		150x50 studs to end wall			50	50				
		Internal plywood wall lining 2.4m high		100						
		5 fluorescent light fittings		100						
		Concrete floor			70	30		Cracked, but OK		

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		Deg. Min. Sec.	Deg. Min. Sec.		1	2	3	4	5		
OHIWA RAMP		37 59 23.2	177 07 39.5	9m wide concrete ramp			80	15	5	Cracking, edge broken due to under mining, and some sand build-up	
OTUAWHAKI WHARF (GREEN WHARF)	Floating Berths	37 56 58.8	176 59 53.5	Aluminium ramp		100					
				Aluminium gate		95			5	Some aluminium mesh broken, corroded hinges	
				Unifloat concrete pontoons				95		5	Mildew on surface
				Galv. pile retainers				90		10	some fixings corroding & loose
				300 Ø piles				100			
				300 Ø pile extensions - timber pile				100			
				- S.S. sleeve				100			
				Fibrolite deck infills				100			
				200x75 walings				50	50		Some bolts need tightening
				200x50 waling @ eastern end					50	50	decay
				Continuous rubber side fendering				90	10		Some fixings loose
				Rubber corner fender					100		Worn, loose
				2 galv. fender brackets@ eastern end				100			
				- plastic rubbing strakes				90		10	Fixings loose
		3 power boxes on 32 NB tube frames				100					
		Stream flow diverter pipe				95		5	3 out of 5 securing brackets loose		

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		Deg. Min. Sec.	Deg. Min. Sec.		1	2	3	4	5		
OTUAWHAKI WHARF (GREEN WHARF)	Land-based assets			Interlocking pavers		50	40	10		Settlement along seaward side	
				200x50 decking - east (downstream) end			90	10		Some nails protruding	
				200x50 decking - west (upstream) end				90	10		Small burnt area
				Barrier rails - 300 Ø piles				100			
				- 80 NB painted galv. tube rails			100				
				- stainless steel wire infill			100				
				Bench seat @ western end - timber					100		
				- painted galv. tube				100			
				Bench seat @ eastern end - timber					100		
				- painted galv. tube				100			Decay, splitting
				Painted rubbish bin holder @ west end				100			
				4 light poles			100				
				Anchor				100			
				Concrete seawall 1.75m high				50	50		Cracking
				Steel sheet piling below conc. seawall				100			Difficult to assess, but visually appears good
				200x50 horiz. facing to seawall @ east end				100			
				- fixings, H. D. galv.				100			
				250x50 horiz. facing to seawall @ west end				90		10	4 members broken
				- fixings, H. D. galv.				100			
				Abutment/steps @ east end - concrete				70	30		Minor abrasion, decay, cracking
		- galv. pipe handrail				70	30		Corrosion		
		- handrail fixings, S.S.				100					

ASSET	ELEMENT	GPS POSITION SOUTH	GPS POSITION EAST	SUB-ELEMENT	PERCENTAGE OF CONDITION RATING 1 - 5					COMMENTS	
		Deg. Min. Sec.	Deg. Min. Sec.		1	2	3	4	5		
MAIN COMMERCIAL WHARF - TIMBER JETTY AT EASTERN END OF CONCRETE WHARF (NEW EAST EXTENSION)	Jetty section 39m x 1.8m from eastern-most end to Land Access Jetty (Part of New East Extension)	37 56 55.9	177 00 16.6	250x50 decking			40	60			
				200x100 stringers			90	10			
				100x100 deck braces			100				
				150x50 pile braces				80	20	Decay at lower ends	
				H. D. galv. fixings			80	20			
				21 / 300 Ø piles			50	50			
				PVC rubbing strakes	75				25	3 missing	
				1 / 25 NB galv. tube ladder			80	20		Some rust	
				2 / 40 NB galv. tube ladders	50		50			1 new	
				2 galv. tube handrails			95	5		Minor corrosion to fixings	
				Life saving ring - S.S. support bracket			100				
				- buoyancy ring					100	Ring missing	
				2 light poles fixed to sides of piles			95	5		Corrosion to fixings	
			1 electrical connection box fixed to pile			100					
			2 taps			50	50		1 handle missing, tap leaking		
		2 Lower level boarding platforms on 39m long section of jetty (Part of New East Extension)			250x50 decking				95	5	Decay
					200x100 stringers & headstocks			100			
					100x100 deck braces			100			
					H. D. galv. fixings			80	20		

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		Deg.	Min.	Sec.	Deg.	Min.	Sec.	1	2	3	4	5		
MAIN COMMERCIAL WHARF - TIMBER JETTY AT EASTERN END OF CONCRETE WHARF (NEW EAST EXTENSION)	Jetty section 35m x 1.8m immediately west of Land Access Jetty (Part of New East Extension)	37	56	56.2	177	00	15.2	250x50 decking			50	50		
								200x100 stringers			100			
								100x100 deck braces			100			
								150x50 pile braces				80	20	Decay at lower ends
								H.D. galv. fixings			80	20		
								16 / 300 Ø piles		50	50			
								PVC rubbing strakes	75				25	2 missing
								2 / 40 NB galv. tube ladders	100					Both new
								1 galv. tube handrail			100			
								Life saving ring - S.S. support bracket			100			
								- buoyancy ring					100	Ring missing
								1 light pole fixed to side of pile			95		5	Head of fixing bolt missing
								1 electrical connection box fixed to pile		100				
							1 electrical box on 40 NB tube frame			95		5	Corroded fixings	
							2 taps			100				
		1 Lower level boarding platform on 35m long section of jetty (Part of New East Extension)						250x50 decking				100		
								200x100 stringers & headstocks			100			
								100x100 deck braces			100			
								H. D. galv. fixings			80	20		
		Access jetty to land 14.5m x 2.0m (Part of New East Extension)	37	56	56.3	177	00	16.0	250x50 decking			60	40	
									200x100 stringers			90	10	
									100x100 deck braces			100		
									150x50 pile braces				100	
									H. D. galv. fixings			100		
									8 / 300 Ø piles		50	50		
								100x50 / 200x50 / 100x100 barrier rails		100				

ASSET	ELEMENT	GPS POSITION SOUTH	GPS POSITION EAST	SUB-ELEMENT	PERCENTAGE OF CONDITION RATING 1 - 5					COMMENTS
		Deg. Min. Sec.	Deg. Min. Sec.		1	2	3	4	5	
MAIN COMMERCIAL WHARF - TIMBER JETTY AT EASTERN END OF CONCRETE WHARF (OLD EAST EXTENSION)	Jetty section 20m x 1.8m immediately east of concrete wharf	37 56 56.3	177 00 14.1	250x50 decking			50	50		
				200x100 stringers			100			
				100x100 deck braces			100			
				150x50 pile braces				10	90	Decay at lower ends
				H. D. galv. fixings			80	20		
				12 / 200 Ø piles			50	50		
				Rubber tyre rubbing strakes to 2 piles			90		10	Fixings missing
				Rubber tyre fender, 250x100 rubbing strake			100			
				200x150 rubbing strakes to 2 piles			100			
				Hanging tyre to 1 pile			50	50		Securing chain/rope damaged
				1 / 25 NB galv. tube ladder		100			100	No bottom brace
				1 light pole fixed to side of pile				100		
				Life saving ring - S.S. support bracket				100		
				- buoyancy ring						100
		250x50 bench seat					100			
MAIN COMMERCIAL WHARF - TIMBER JETTY AT WESTERN END OF CONCRETE WHARF	Old section of jetty On seaward side Mainly 2m wide	37 56 57.4	177 00 06.2	250x50 decking		20	60	20		
				200x100 / 200x50 stringers			100			
				100x100 deck braces			100			
				150x50 pile braces			50		50	Top end of braces all sawn off & disconnected
				H. D. galv. fixings			70	30		
				300 Ø piles			90	10		
				300 Ø fender piles			100			
				Hanging rubber fenders - tyres				100		
				- chains					5	Some shackles missing
				4 power boxes on 50 NB tube frames			25	75		
				8 / 40 NB galv. barriers to boarding platforms				100		Some corrosion
				2 signs on 60 Ø aluminium posts			100			
				5 hazard warning signs on piles			100			"Hazard area vessels manoeuvring. No jumping, diving or swimming at any time"
		Numerous taps				100				

ASSET	ELEMENT	GPS POSITION SOUTH	GPS POSITION EAST	SUB-ELEMENT	PERCENTAGE OF CONDITION RATING 1 - 5					COMMENTS	
		Deg. Min. Sec.	Deg. Min. Sec.		1	2	3	4	5		
MAIN COMMERCIAL WHARF - TIMBER JETTY AT WESTERN END OF CONCRETE WHARF	New section of jetty On landward side 106m x 6m (New West Extension)	37 56 57.6	177 00 06.2	250x50 decking		80	20				
				300x50 stringers			100				
				300x100 headstocks				100			
				Fixings, Denso taped			50	50			Difficult to inspect, with Denso Tape over
				300 Ø piles			90	10			
				Concrete abutment			100				
				2 barriers to Pohutukawa trees - galv. rails			100				
				- 200x200 posts					100		
				Hardwood bench seats - 2 @ east end			100				
				- 2 @ west end			100				
				2 painted galv. steel rubbish containers			50	50			
				Barrier to west end of jetty - 32 NB / 16Ø			100				
				- 200x200 posts					100		
				Barrier & gates to dinghy launch ramp							
				- 32 NB / 16Ø			100				
				- 200x200 posts					100		
				Dinghy launch ramp							
				- 300x50 / 200x50				70	30		
				- galv. tube handrail				90	10		Some corrosion
				2 signs on 60 Ø aluminium posts, at dinghy ramp			100				No thoroughfare, & limiting axles to 2000 kg
8 Lower level boarding platforms (Part of New West Extension)				250x50 / 200x50 decking		20	60	20			
				200x100 stringers			100				
				200x100 headstocks			100				
				100x100 horiz. braces			100				
				H.D. galv. fixings			70	30		Some corrosion	
Log deflector at western end of jetty		37 56 57.7	177 00 04.1	5 / 300 Ø horiz. piles		100					
				4 / 300 Ø vert. piles		100					
				50x12 galv. straps & bolts		70	30				
				4 horiz. railway irons					100	Very rusty, but fit for purpose	

ASSET	ELEMENT	GPS POSITION SOUTH	GPS POSITION EAST	SUB-ELEMENT	PERCENTAGE OF CONDITION RATING 1 - 5					COMMENTS	
		Deg. Min. Sec.	Deg. Min. Sec.		1	2	3	4	5		
MAIN COMMERCIAL WHARF - CONCRETE	29.4m x 7.7m Central-eastern section (6 bays x 4.9m long, built in 1940)	37 56 56.8	177 00 11.7	Deck - top			80	20			
				- bottom				70	30		
				Secondary transverse beams (300x230)				60	40		
				Landward longitudinal beam (660x350)				70	30		
				Intermediate longitudinal beam (660x 350)				80	20		
				Seaward longitudinal beams - top (660x350)				80	20		Some shotcreting
				- bottom (400x300)				100			Difficult to inspect due to marine growth
				Transverse brace beams (400x300) - upper				30	70		Heavily shotcreted
				- lower				100			Difficult to inspect due to marine growth
				Piles (400x400)				50	50		Heavily shotcreted
				175x150 timber kerb					50		
				300x225 timber waling					50		
				6 / 300 Ø piles			100				
				Hanging rubber fenders to 2 piles - tyres				100			
				- chains					100		Rusty chains
				PVC rubbing strakes (330x30) to 4 piles			100				
				1 / 25 NB galv. tube ladder					100		
				1 / 32 NB galv. tube ladder					100		
				2 cast iron bollards (1940)					80	20	
				1 power box on 40 NB galv tube frame					100		
		20 NB water pipe at front of wharf					95	5	Minor corrosion		
		3 taps at front of wharf									
		Road-marking				40	50		10		
MAIN COMMERCIAL WHARF - CARPARKS	Main central carpark	37 56 58.0	177 00 11.0	Pavement - asphaltic concrete			95		5	Minor cracking	
				- chip seal			90		10	Pot holes	
				Kerbing			100				
				Road-marking	25			75			

ASSET	ELEMENT	GPS POSITION SOUTH	GPS POSITION EAST	SUB-ELEMENT	PERCENTAGE OF CONDITION RATING 1 - 5					COMMENTS
		Deg. Min. Sec.	Deg. Min. Sec.		1	2	3	4	5	
MAIN COMMERCIAL WHARF - CARPARKS	Small carpark @ eastern end (Heads Carpark)	37 56 57.0	177 00 17.0	Pavement - chip seal			100			
				Kerbing			100			
				Road-marking			100			
	Small carpark @ western end	37 56 58.0	177 00 08.0	Pavement - chip seal			95	5		
				Kerbing			100			
				Road-marking		50	50			
	Pavement behind timber jetty West end	37 56 57.7	177 00 06.0	Pavement - asphaltic concrete			100			
				Dish channel			100			
	GROYNES AND SEAWALLS	Rock wall N-E of Game Wharf	37 56 46.0	177 00 32.0	Rock seawall to grassed area			80	20	
Concrete wall N-E of Game Wharf		37 56 44.0	177 00 37.0	Retaining wall to grassed area			90	10		Minor cracking, reinforcing corrosion
				Concrete steps to retaining wall			50		50	Concrete broken away
Channel Groyne N-E of Game Wharf		37 56 42.0	177 00 35.0	Rock wall in harbour, next to swimming area			90	10		Some gaps in wall
Eastern Training Groyne		37 56 33.0	177 00 40.0	Rock groyne/seawall to grassed area		50	50			
North Eastern Training Groyne		37 56 28.0	177 00 42.0	Rock groyne		50	50			
Western Spit Groyne		37 56 33.0	177 00 35.0	Rock groyne			100?			Buried in sand, unable to inspect

APPENDIX 13

ASSET SUMMARY TABLE



Description	Regulatory		Operational		Sustainability			
	Valid Resource Consent	Resource Consent Reference	Safe Operating Procedures	Operational Manual	Environmental Implications	Cultural Implications	Economic Implications	Social Implications
STRUCTURES								
OTUAWHAKI WHARF								
Floating berths	Y	63170		Y	X	X	X	
Land-based assets	Y	63170		Y	X			
MAIN COMMERCIAL WHARF								
Western Infill Extension	Y	63170		Y	X		X	X
Concrete Section (Original)	Y	63170		Y				X
Eastern Timber Extension	Y	63170		Y	X	X	X	X
Carparks	N/A				X		X	X
GAME WHARF								
Main game wharf	Y	63170		Y	X		X	X
Timber landing jetty	Y	63170		Y	X		X	X
BOAT RAMP AT GAME WHARF								
Boat ramp pontoons	Y	63170		Y	X		X	X
Boat ramp	Y	63170		Y	X		X	X
Timber jetty	Y	63170		Y	X		X	X
Trailer park	N/A				X		X	X
Boat hardstand compound	Y	60672		Y	X	X	X	X
RECREATION AND SWIMMING AREA ADJACENT TO BOAT RAMP								
Timber decked area	Y	63170		Y	X	X	X	X
Recreation/swimming area	Y	63170		Y		X		X
Carpark	N/A							
GROYNES AND SEAWALLS								
Wall NE of game wharf	Y	40115		Y	X	X	X	
Channel groyne NE of game wharf	Y	63718		Y	X	X	X	
Eastern training groyne	Y	63048		Y	X	X	X	
North-eastern training groyne	Y	63048		Y	X	X	X	
Western spit groyne	Y	63893		Y	X	X	X	

Description	Regulatory		Operational		Sustainability			
	Valid Resource Consent	Resource Consent Reference	Safe Operating Procedures	Operational Manual	Environmental Implications	Cultural Implications	Economic Implications	Social Implications
NAVIGATIONAL EQUIPMENT								
Beacon at end of NE groyne	N/A			Y	X		X	X
Beacon at end of Eastern groyne	N/A			Y	X		X	X
Beacon on Flat Rock	N/A			Y	X	X	X	X
Lead lights for entrance channel	N/A			Y	X		X	X
Emergency mooring outside harbour	N/A						X	X
BOAT RAMPS								
Upstream ramp	Y	63170		Y	X	X	X	X
Jetty	Y	63170		Y	X	X	X	X
Downstream ramp	Y	62845		Y	X	X	X	X
Waka ama ramp	N/A			Y		X		X
Carparking area	N/A							
SLIPWAY	Y	63780		Y	X	X	X	
BOAT RAMP	Y	63170		Y	X	X	X	X
OHOPE WHARF								
Eastern access jetty	Y	63170		Y	X	X		X
Western access jetty	Y	63170		Y	X	X		X
Southern berthing wharf	Y	63170		Y	X	X		X
Low-level jetty	Y	63170		Y	X	X		X
Carpark	Y	61070			X			
Play-centre	N/A						X	X
Scout centre	N/A						X	X
Eastern shed	N/A						X	X
Ohiwa ramp	Y	63170		Y	X	X	X	X
ACTIVITIES								
Port administration	N/A	NA					X	
Maintenance dredging	Y	65217		Y	X	X	X	X
Port Whakatane II operation	N/A	NA	Y		X		X	X
Emergency management	N/A			Y	X	X		X
Vessel refuelling			Y		X	X		
Hardstand	Y	60672		Y	X	X	X	
Slipway	No			Y	X	X	X	
Berthing	N/A				X		X	X
Mooring	N/A				X	X	X	X

APPENDIX 14

NGATI AWA STATUTORY ACKNOWLEDGEMENTS



NGATI AWA CLAIMS SETTLEMENT ACT 2005 STATUTORY ACKNOWLEDGEMENTS

STATUTORY ACKNOWLEDGEMENT FOR KOOHI POINT (KOHI POINT)

Statutory Area

The area to which this statutory acknowledgement applies is the area known as Koohi Point, as shown on SO 61401.

Statement of Association

Preamble

Under section 40, the Crown acknowledges Ngāti Awa's statement of its cultural, spiritual, historical, and traditional association to Koohi Point as set out below.

Cultural, spiritual, historical, and traditional association of Ngāti Awa with statutory area

It is the historical traditions of Ngāti Awa that illustrate the relationship of Ngāti Awa to Koohi Point Scenic Reserve. For Ngāti Awa, traditions such as these represent the links between the world of the gods and present generations. These histories reinforce tribal identity, solidarity, and continuity between generations and document the events which shaped the environment of Koohi Point and Ngāti Awa as an iwi.

Ngāti Awa has resided at Koohi Point since the time of the ancestor Tiwakawaka, many generations before the arrival of the Mātaatua waka at Whakatāne. Tiwakawaka was the first explorer to discover and settle the land around Kākahoroa (Whakatāne). His waka was Te Aratauwahāiti and his descendants were the original people of Kākahoroa. Some of the crew of Te Aratauwahāiti are commemorated in the names of the rocks at Koohi Point.

Twelve generations from Tiwakawaka came the ancestor Toi te Huatahi. Toi resided at Kāpūterangi Pa which is located above the Koohi Point

Scenic Reserve. On the arrival of Hoaki and Taukata to the area in search of their sister, Kanioro, they were treated to a feast consisting of fern root, berries, and other forest

foods. Upon tasting these foods they took an instant dislike to them, remarking that it was just like eating wood. It was from this event that Toi became known as Toi-kai-rākau (Toi the vegetarian). Hoaki and Taukata asked for a bowl of water in which they added dried preserved kūmara or kao and asked their hosts to taste it. Having tasted this delicious kai they desired to have more of it. A canoe was built from driftwood log (tāwhaowhao) and named accordingly Te Ara Tāwhao. Tama ki Hikurangi was chosen to captain the canoe to go in search of the source of the kūmara. These events occurred near Te Haehaenga, the beach immediately below Koohi near the Whakatāne River.

A significant event in the history of Ngāti Awa was the arrival of the waka Mātaatua, captained by Toroa, the chief of Mātaatua and one of the principal ancestors of Ngāti Awa. Mātaatua faced rough waters as it approached the headland at Whakatāne (Koohi Point). The turbulence was so bad that it caused the daughter of Toroa, Wairaka, to suffer the indignity of experiencing sea sickness. The term by which Ngāti Awa tipuna later called this experience was "kō-hī" (to be ill). Hence the name by which the rocks, the point, and adjacent land is known today.

The name Koohi is well known in the traditions of Ngāti Awa and appears in several waiata and in the following well known proverb:

*Ngā mate i Koohi me tangi mai i Kawerau, ngā mate o
Kawerau me tangi atu i Koohi.*

*The deaths at Koohi will be wept over at Kawerau and
he deaths at Kawerau will be wept over at Koohi.*

Ngāti Awa have traditionally regarded the Koohi Point Rocks as toka tipua (rocks imbued with spiritual and sacred qualities) and the places as papanga tawhito (ancient sites of traditional significance). Ngāti Awa tipuna used the naming of the rocks at Koohi to record significant events and rangātira throughout their history. The Koohi Point Rocks have been personalised with the names of some of those involved in the Mātaatua canoe's lengthy ocean passage. The Koohi Point Rocks are made up of a number of different rocks, some of which are referred to here to signify the importance of the Koohi Point Scenic Reserve and contiguous coastal area to Ngāti Awa. All the Koohi Point Rocks, aside from Hine-tū-aho-anga, Hi-moki, and Toka-tapu, are owned by Ngāti Awa.

Hi-moki is in the mouth of the Whakatāne River and was regarded as a very significant

fishing spot. The next Koohi Point Rock is Hine-tū-aho-anga, named after a woman who was a leader of the sandstone people back in the ancient lands of Hawaiki. This rock was used for sharpening tools in ancient times.

To the west of Koohi Pa is Te Puke a Hawaiki, also known as Hingarae or Sugar Loaf Rock. This rock was named after an accident where a rangātira slipped and hit his forehead. Next to Hingarae are Te Toka Koakaroa, commonly referred to as Koakaroa, which is the traditional name of the entrance to the Whakatāne River, and Areiawa. The latter is submerged in the channel of the 2 former rocks and is historically known as the guardian rock of the Whakatāne River. Sited amongst these rocks is Toka Kuku-pōniana, commonly referred to as Niania Rock. Niania is a species of mussel commonly found in the area.

Kōpua Huruuru is an area of water north-east of Te Puke a Hawaiki and encompasses the shoreline and bed of rocks north of it. This area was well known as a harvesting place for seafood. Below the very point of this headland are Koohi Point and Rukupō rocks. The latter rock is significant in Ngāti Awa mythology in that it was here that the famous tohunga Te Tahinga o te Rangi rested when he returned from Whakāri (White Island).

On the eastern coastline of Koohi Point Scenic Reserve is Te Toka o te Rua o te Ika (Fish Hole), a bay renowned by Ngāti Awa for the varieties of fish that dwell there. In the middle of this bay is a rock island of the same name. Located off its eastern point is a submerged rock called Whakāri of the same name as the island volcano. Whakāri and the adjoining bay, Pipiko, are popular nesting areas for the grey-faced petrel commonly known as muttonbird or tītī. The area was also a popular spot from which Ngāti Awa people collected kaimoana including koura, paua, and kina. Paparoa and Ōtarawairere are also areas on the eastern side of Koohi Point Scenic Reserve that were well known as recreational sites for the collection of seafood.

The particular Ngāti Awa hapū who lived on and around the lands of the Koohi Point Scenic Reserve were Te Patutātahi or Ngai Taiwhakaea II, Ngāti Hokopū, and Ngāti Pūkeko (which was previously referred to as Ngai Tonu). Patutāhora and Ngāti Rangataua were divisions of Ngāti Pūkeko. Ngāti Wharepaia, a division of Ngāti Hokopū, and Te Patuwai also have historical and cultural connections to Koohi Point by virtue of their descent from the Ngāti Awa ancestors, Taiwhakaea I, Te Rangitipukiwaho I, Taiwhakaea II, Nukutaimehameha, Paiaka, Te Hemahema, Te Pūtārera, and Te Hāmaiwaho. Other hapū of the area included Ngāti Ikapuku, Ngāti Maumoana, Ngāti Hore, Ngāti Paeko, Ngāti Whakapoi, and Ngāti Whakahinga.

Ngāti Awa people occupied a number of pa sites at Koohi Point. Aside from Kāpūterangi, the famous pa of Toi, there was a neighbouring pa site called Ōrāhiri. Ōrāhiri derived its name from Rāhiri, the son of Puhi-moana-ariki, the brother of Toroa. Although there were other pa sites on Koohi Point during the time of Puhi and Toroa, Ōrāhiri was the only settlement with a chief, namely Puhi. Toroa himself lived on the flat lands below Koohi Point.

There was an instance during the kūmara planting season when Puhi, who lived at Koohi Point, being jealous of his older brother Toroa for holding the mana of Mātaatua as bestowed upon him by his father Irakewa, set out to insult his tuakana (older brother). After hearing the insult directed at him by his younger brother, Toroa reciprocated. Bitter resentment arose between the 2 brothers, with Puhi deciding to take the Mātaatua waka and seek a new home in the North.

Papa-Whāriki was another area of occupation by Ngāti Awa at Koohi Point. Papa-Whāriki overlooked Te Ana o Muriwai (Muriwai's Cave). There were three sites at Papa-Whāriki. Below this site, directly opposite Te Ana o Muriwai at the water front, once stood Irakewa Island. Irakewa was the father of Toroa. The island held a spiritual significance for Ngāti Awa as descendants of this ancestor.

Another pa at Koohi Point was Taumata Kahawai. The name of this pa signifies a lookout place for Kahawai. Taumata Kahawai was occupied by the chief Taiwhakaea I, founder of the hapū of Te Patutātahi or Ngai Taiwhakaea and of Ngāti Ikapuku. These hapū were responsible for observing the ocean and surrounding shores for possible invasion and shoals of fish.

Other pa sites within the Koohi Point Scenic Reserve include Te Rae o te Tāmure, Koohi, and Te Whakaterē. Te Rae o te Tāmure Pa is situated on the ridge between Ōhope West and Ōtarawairere beach at Koohi Point. It runs north from the vicinity of Ōtarawairere down to the cliffs at the seaside edge of the ridge. Situated at the bottom of the cliff is a very important fishing rock called Whanga-panui where snapper would gather in abundance (hence the name "The Gathering Place of Snapper").

There were other pa sites at Koohi Point, adjacent to the modern day Koohi Point Scenic Reserve. Papaka was located directly above Pōhaturoa Rock at Koohi Point. Opposite and south of Papaka is another well known pa site, Puketapu. To the east of Papaka and

towards Te Wairere Falls were Koohinepipi and Tamatea-Iwi. Below these pa to the north-east was Kuharoa. Further Ngāti Awa pa at Koohi Point were Hauwai, Kuharua, Kāēaea, Pahau, Tikotikorere, and Tirotiro Whetū. These were all settlements named and occupied by Ngāti Awa. The people of these pa also utilised the abundant resources of the Koohi Point Scenic Reserve.

The various pa and other sites within and in the vicinity of Koohi Point Scenic Reserve demonstrate the general and special significance of the statutory area to Ngāti Awa. They show how the region has been occupied by Ngāti Awa hapū since the time of the Mātaatua waka and before.

The Ngāti Awa tipuna had considerable knowledge of whakapapa, traditional trails and tauranga waka, places for gathering kai and other taonga, ways in which to use the resources of the Koohi Point area, the relationship of people with the area and their dependence on it, and tikanga for the proper and sustainable utilisation of resources. All of these values remain important to the people of Ngāti Awa today.

Koohi Point Scenic Reserve is the repository of many kōiwi tangata, secreted away in places throughout the Reserve. Urupa are the resting places of Ngāti Awa tipuna and, as such, are the focus of whānau traditions. Urupa and wāhi tapu are places holding the memories, traditions, victories, and defeats of Ngāti Awa tipuna, and are frequently protected in secret locations.

The mauri of the coastal area represents the essence that binds the physical and spiritual elements of all things together, generating and upholding all life. All elements of the natural environment possess a life force and all forms of life are related. Mauri is a critical element of the spiritual relationship of Ngāti Awa whānui to Koohi Point Scenic Reserve.

Purposes of Statutory Acknowledgment

Under section 41, and without limiting the rest of this schedule, the purposes of this statutory acknowledgement 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 this statutory acknowledgement in relation to Koohi Point, as provided in sections 40 to 42; and
- (b) to require that relevant consent authorities forward summaries of resource consent

- applications to the Ngāti Awa governance entity as provided in section 46; and
- (c) to enable the Ngāti Awa governance entity and any member of Ngāti Awa to cite this statutory acknowledgement as evidence of the association of Ngāti Awa to Koohi Point as provided in section 47.

Limitations of Effect of Statutory Acknowledgement

Except as expressly provided in sections 41 to 44 and 47:

- (a) This statutory acknowledgement does not affect, and is not to be taken into account in, the exercise of any power, duty, or function by any person or entity under any statute, regulation, or bylaw; and
- (b) No person or entity, in considering any matter or making any decision or recommendation under any statute, regulation, or bylaw, may give any greater or lesser weight to Ngāti Awa's association with Koohi Point than that person or entity would give under the relevant statute, regulation, or bylaw, if this statutory acknowledgement had not been made.

Except as expressly provided in subpart 3 of Part 4, this statutory acknowledgement does not affect the lawful rights or interests of any person who is not a party to the deed of settlement.

Except as expressly provided in subpart 3 of Part 4, this statutory acknowledgement does not have the effect of granting, creating, or providing evidence of any estate or interest in, or any rights of any kind whatsoever relating to, Koohi Point.

No Limitation on the Crown

The existence of this statutory acknowledgement does not prevent the Crown from providing a statutory acknowledgement in respect of Koohi Point to a person or persons other than Ngāti Awa or a representative entity.

STATUTORY ACKNOWLEDGEMENT FOR PART OF OHIWA HARBOUR

Statutory Area

The area to which this statutory acknowledgement applies is Part Ōhiwa Harbour marked "A" on SO 61441, being the foreshore, seabed, and coastal water (as those terms are defined in the Resource Management Act 1991) and the air space above the water and, where the boundary of the area marked "A" on SO 61441 is shown as a landward boundary, the landward boundary is the line of mean high water springs, except that where that line crosses a river, the landward boundary at that point is whichever is the lesser of:

- (a) 1 kilometre upstream from the mouth of the river; or
- (b) The point upstream that is calculated by multiplying the width of the river mouth by 5.

Statement of Association

Preamble

Under section 40, the Crown acknowledges Ngāti Awa's statement of Ngāti Awa's cultural, spiritual, historical, and traditional association to Part Ōhiwa Harbour as set out below.

Cultural, spiritual, historical, and traditional association of Ngāti Awa with statutory area

The traditions of Ngāti Awa illustrate the cultural, historical, and spiritual association of Ngāti Awa to the Ōhiwa Harbour. For Ngāti Awa, traditions such as these represent the links between the world of the gods and present generations. These histories reinforce tribal identity, connection, and continuity between generations and confirm the importance of Ōhiwa Harbour to Ngāti Awa.

According to Ngāti Awa the first person to settle in the region was Maui. After him was Tiwakawaka. His descendant was Toi te Huatahi who was also known as Toi Kairakau. From Toi descended many tribes collectively known as Te Tini o Toi. Another of these ancient tribes was Te Hapūoneone, a division of Te Tini o Awa who occupied the lands around Ōhiwa. The harbour has always been a source of sustenance to those residing

around the harbour, at pa such as Tauwhare, Te Horo, and Paparoa. The name Ōhiwa comes from Te Ōhiwa o Awanuiarangi II which means the standing place of Awanuiarangi II. The name arose when Awanuiarangi II stood on the summit of the pa site Paparoa at Wainui on the shores of Ōhiwa. Since then Awanuiarangi's descendants, the hapū of Ngāti Awa, have resided and maintained a presence at Ōhiwa Harbour.

There are a number of important Ngāti Awa pa sites and wāhi tapu in the Ōhiwa Harbour, which demonstrate Ngāti Awa connections with the harbour. Generations of Ngāti Awa have watched over Ōhiwa from such places. One such wāhi tapu was Te Horonga o Ngai Te Hapū (the bathing place of Te Hapū). Te Hapū was the son of Taroakaikaha, the founding ancestor of the Patuwai hapū of Ngāti Awa who are now located at Pupuaruhe, Toroa Marae and Motiti Island. Te Horo, at the mouth of the Ōhiwa Harbour, was also an important settlement of Te Kooti and his Ngāti Awa followers. Taipari is a wāhi tapu also located at the mouth of the harbour near Te Horo. Taipari is the area where Ngāti Awa hapū would read the signs of the ocean, hence the name Taipari which means the rising and falling of the tides. Taipari is also the name of a chief of the Ngāti Awa hapū, Ngāti Hokopū. There are numerous other pa and wāhi tapu known to Ngāti Awa around the harbour.

Ngāti Awa from Whakatāne, Ngāti Hokopū, and Ngāti Wharepaia were instrumental in establishing and maintaining a Ngāti Awa presence at Ōhiwa Harbour. Several pa were destroyed in the many battles between Ngāti Awa and Whakatohea until peace was finally made between the 2 tribes in 1857. There were several minor incidents following the peace agreement regarding boundaries, but it is Ngāti Awa's tradition that a boundary between the iwi generally agreed at that time was to the Hokianga River in the Ōhiwa harbour. This boundary is still contested today. The Hokianga River, which winds its way through the harbour and out to sea, can only be seen at low tide.

The Ōhiwa harbour has provided Ngāti Awa hapū with all the resources of life they required to survive. The harbour provided an abundance of fish and shellfish such as flounder, kahawai, mussels, pipi, cockles, scallops, and oysters. The harbour was also rich in bird life and building material. The Ngāti Awa hapū, Ngāti Hokopū and Ngāti Wharepaia settled throughout the Ōhiwa Harbour. Otao was a favourite place of Ngāti Hokopū for gathering kaimoana particularly pipi, scallops, and cockles.

Throughout the years Ngāti Awa have exercised custodianship over the harbour and have imposed rahui (temporary restrictions) when appropriate, restricting the taking of

mussels, scallops, and other kaimoana. Proper and sustainable management of Ōhiwa Harbour has always been at the heart of the relationship of Ngāti Awa with the harbour.

Ōhiwa Harbour is the repository of many kōiwi tangata. Urupa are the resting places of Ngāti Awa tipuna and, as such, are the focus of whānau traditions. Urupa and wāhi tapu are places holding the memories, traditions, victories, and defeats of Ngāti Awa tipuna and are frequently protected in secret locations.

Ngāti Awa tipuna had considerable knowledge of whakapapa, traditional trails and tauranga waka, places for gathering kai and other taonga, ways in which to use the resources of Ōhiwa Harbour, the relationship of people with the area and their dependence on it, and tikanga for the proper and sustainable utilisation of resources. All of these values remain important to the people of Ngāti Awa today.

The Ōhiwa Harbour is of great cultural and historical importance to Ngāti Awa. The mauri of Ōhiwa Harbour represents the essence that binds the physical and spiritual elements of all things together, generating and upholding all life. All elements of the natural environment possess a life force and all forms of life are related. Mauri is a critical element of the spiritual relationship of Ngāti Awa whānui to the Ōhiwa Harbour.

Purposes of Statutory Acknowledgement

Under section 41, and without limiting the rest of this schedule, the purposes of this statutory acknowledgement 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 this statutory acknowledgement in relation to Part Ōhiwa Harbour, as provided in sections 42 to 44; and
- (b) To require that relevant consent authorities forward summaries of resource consent applications to the Ngāti Awa governance entity as provided in section 46; and
- (c) To enable the Ngāti Awa governance entity and any member of Ngāti Awa to cite this statutory acknowledgement as evidence of the association of Ngāti Awa to Part Ōhiwa Harbour as provided in section 47.

Limitations on Effect of Statutory Acknowledgement

Except as expressly provided in sections 41 to 44 and 47:

- (a) this statutory acknowledgement does not affect, and is not to be taken into account in, the exercise of any power, duty, or function by any person or entity under any statute, regulation, or bylaw; and
- (b) no person or entity, in considering any matter or making any decision or recommendation under any statute, regulation, or bylaw, may give any greater or lesser weight to Ngāti Awa's association with Part Ōhiwa Harbour than that person or entity would give under the relevant statute, regulation, or bylaw if this statutory acknowledgement had not been made.

Except as expressly provided in subpart 3 of Part 4, this statutory acknowledgement does not affect the lawful rights or interests of any person who is not a party to the deed of settlement.

Except as expressly provided in subpart 3 of Part 4, this statutory acknowledgement does not have the effect of granting, creating, or providing evidence of any estate or interest in, or any rights of any kind whatsoever relating to, Part Ōhiwa Harbour.

No Limitation on the Crown

The existence of this statutory acknowledgement does not prevent the Crown from providing a statutory acknowledgement in respect of Part Ōhiwa Harbour to a person or persons other than Ngāti Awa or a representative entity.

STATUTORY ACKNOWLEDGEMENT FOR THE WHAKATANE RIVER

Statutory Area

The area to which this statutory acknowledgement applies is the Whakatāne River, as shown on SO 61404.

Statement of Association

Preamble

Under section 40, the Crown acknowledges Ngāti Awa's statement of Ngāti Awa's cultural, spiritual, historical, and traditional association to the Whakatāne River as set out below.

Cultural, spiritual, historical, and traditional association of Ngāti Awa with statutory area

It is the historical traditions of Ngāti Awa such as whakapapa, waiata, korero, and whakairo that illustrate the cultural and spiritual association of Ngāti Awa to the Whakatāne River. These histories link the present generations of Ngāti Awa with their ancestors and the atua of the natural world such as Ranginui, Papatuanuku, and Tane. These traditions form the foundation of the identity of Ngāti Awa as an iwi. Some of these important historical traditions are recorded below.

The Whakatāne River is rich in historical and cultural association for Ngāti Awa. One of the founding ancestors of Ngāti Awa, Tiwakawaka, lived at the mouth of the Whakatāne River. Hoaki and Taukata landed here and were stranded at the river mouth. The Mātaatua waka also landed at the mouth of the Whakatāne River.

The present name "Te Awa o Whakatāne" relates to the arrival of the waka Mātaatua to Aotearoa. Wairaka was the daughter of Toroa and a member of the crew of the waka Mātaatua. When Mātaatua arrived at Whakatāne, most of the men of the waka climbed the hill at Kaputerangi to observe the new land. They left the waka attended by a group of women. The mooring of the waka became loosened and it began to drift out to sea. Wairaka, who had been observing the situation, took the matter in hand and cried "E! Kia

Whakatāne ake au i ahau" (Let me act the part of a man). Hence the name "Whakatāne". Toroa, the chief of Mātaatua, is acknowledged as one of the principal ancestors of Ngāti Awa.

The naming of various features including rocks in the Whakatāne River reflects the succession of explorers and ancestors of Ngāti Awa who lived along the Whakatāne River. Rocks in the mouth of the Whakatāne River include Te Puke-a-Hawaiki, Koakaroa, Are-iawa, Toka Mauku, Toka Roa, Rangaia, and Roimata Turuturu. The Ngāti Awa people have used the Whakatāne River to access sacred sites along its banks. When the Mātaatua waka landed at Whakatāne, one of the very first tasks performed by Toroa and its other occupants was to build a sacred alter called a pouahu. The spot on which the pouahu was built was located on the bank of the Whakatāne River. The mauri of the Mātaatua waka was placed at the pouahu. This was an object that represented the physical and spiritual welfare of the waka and its occupants during its voyage. Later the mauri represented the welfare of the people in their residence. A manuka tree was planted at the pouahu as a symbol representing life and well-being for the people of the Mātaatua waka. At this place people revealed their misfortunes, afflictions and transgressions. The symbolic nature of the manuka tree gave expression to the term "Te Manuka Tutahi" (the lone standing manuka tree). This term has become a strong spiritual identifying term for the people of Ngāti Awa.

Close to Te Manuka Tutahi on the side of the Whakatāne River was Hine Tuahoanga (ancestress of stone). This rock was once used by the hapū of Ngāti Awa for sharpening stone, aided with the waters from Whakatāne River alongside. On the other side of the river mouth from Te Manuka Tutahi lies the ancient urupa of Opihi-whānaunga-kore where many of the remains of the Ngāti Awa people who lived at Whakatāne are now buried and watch over Whakatāne River. Some notable Ngāti Awa ancestors buried at Opihi are Te Waiopotanga, Toihau, Te Kepa Toihau, Te Hamaiwaho, Te Apanui, and Uaterangi.

There were a number of tipua (guardian spirits) and taniwha of special significance to Ngāti Awa that lived along the Whakatāne River. Tutarakauika was one of the tipua that lived in the Whakatāne River. Tutarakauika, because of his ability to communicate with life in the ocean, caused much jealousy among other young men of the tribe who later plotted and then clubbed him to death, and his body was taken out and cast into the sea. His father Takatutahi and remaining sons Rongoiri and Tutahi sought revenge, found

the culprits, and took them to the same spot where they threw Tutarakauika overboard. Takatutahi, Rongoiri, and Tutahi cast the offenders overboard and watched as they transformed into kutukutu moana (sea lice). Tutarakauika, however, was revived, cared for, and became part of the family of Tangaroa, being adopted by Kiwa and Hinemoana.

Te Tahi o te Rangi is a famous taniwha of the Whakatāne River in the historical traditions of Ngāti Awa. In ancient times Te Tahi was a tohunga of great status in Ngāti Awa. It was believed that Te Tahi had great powers concerning the supernatural, and it was suspected by members of his tribe that these powers were being used for sinister purposes. These sinister suspicions were eventually brought to the fore when kūmara plants became blighted one season and it was Te Tahi who was blamed. A secret meeting was held in his absence and it was decided that he should be taken to Whakāri and left there to perish. A fishing expedition was organised and Te Tahi was led to believe that he would guide them due to his superior knowledge of the best fishing grounds. Once the expedition arrived at Whakāri, Te Tahi was tricked and the waka left without him, leaving him stranded on the island. Te Tahi summoned a whale which swam towards the rock where he sat. Te Tahi climbed onto the whale. The whale asked if the waka that had left Te Tahi should be destroyed and Te Tahi replied “waiho ma te whakama ratou e patu, waiho hei korero i a tatou kia atawhai ki te iwi” (let their shame punish them, let us acquire fame by means of mercy). Te Tahi landed on a rock by the mouth of the Whakatāne River named Rukupo and could be seen by the returning canoes. Te Tahi then travelled to the rock Te Toka a Houmea, further inland along the Whakatāne River, where he rested. Later he was killed and his body then taken up the Rangitaiki River to Oporu (Te Oporunga o Te Tahi - the place where the body of Te Tahi was buried). His kaitiaki, the whale monster Tutarakauika, swam up the Rangitaiki River and excavated a channel to Oporu, retrieved the body of Te Tahi and turned the body into a taniwha. There are several places along the Whakatāne River that are named after Te Tahi. Te Tahi is represented as a Marikihau in several carved houses of Ngāti Awa.

The Whakatāne River and its banks have been occupied by the ancestors of Ngāti Awa since before the arrival of Mātaatua. More recently in the 18th and 19th centuries the chiefs Te Putarera, Tohi Te Ururangi, Toihau, Hokimoana, Te Ngarara, and their people resided at Te Whare o Toroa, the area around the present day Wairaka Marae which was located originally up against the banks of the river. Since this time there has been reclamation due to the change in the river's course. Cultivations and sites of houses were well established in this region. Throughout this period a number of hapū of Ngāti

Awa resided along the Whakatāne River including Ngāti Maumoana, Ngai Te Hapū, Ngāti Ikapuku, Te Patuwai, Ngāti Pukeko, Te Whānau a Taiwhakaea, Ngāti Hinanoa, Ngāti Kama, Ngai Tapiki, and Ngāti Hokopū. The Whakatāne River was a life and spiritual source for those people. All of these hapū had various pa, kainga, and wāhi tapu along the banks of the river.

There were also a number of wāhi tapu sites of significance to Ngāti Awa along the Whakatāne River. Mimihanui, Otangi-haku, Otarehie, Puke-rarauhe, Motueka, Rau-poroa, Hurepo, Ōtarehu, and Ōhineteraraku were kainga (settlements) of Ngāti Awa along the river. Ōtarahioi and Te Mauku Pa are pa sites at Tāneatua. Pekapekatahi is a wāhi tapu near Tāneatua. This was the place where the Ngāti Awa tohunga Te Tahi o te Rangi crossed the Whakatāne River. Generations of Ngāti Awa have watched over the Whakatāne River from such places. The sites highlight Ngāti Awa's connections to Whakatāne River and the numerous residences along its shores. In particular, Pōhaturoa is a significant wāhi tapu site along the Whakatāne River. Pōhaturoa is important because it was where the Treaty of Waitangi (Te Tiriti o Waitangi) was signed by Ngāti Awa. On 16 June 1840, representatives of the Ngāti Awa hapū of Ngāti Pukeko and Ngai Tonu signed a copy of the Treaty of Waitangi (Te Tiriti o Waitangi) at Pōhaturoa. This was an event of great historical significance for Whakatāne as well as for the people of Ngāti Pukeko and Ngāti Awa. The chiefs that signed the Treaty were Tautari, Mōkai, Mato, Tarawatewate, Tūnui, Taupiri, Haukakawa, Piariari, Matatehokia, Rewa, Tūpara and Mōkai II—presumed to be Mōkai's son.

Ngāti Awa have always maintained a considerable knowledge of the Whakatāne River, its history, the traditional trails of the tipuna along the river, the landing places of waka, the places for gathering kai and other taonga, and the ways in which to use the resources of the Whakatāne River. The Whakatāne River was valued by Ngāti Awa as a source of food including eels, kākahi, oysters, fish, and whitebait. The Whakatāne River was also used by Ngāti Awa to transport goods to and from the inland settlements of the iwi. Proper and sustainable resource management has always been at the heart of the relationship of Ngāti Awa with the Whakatāne River.

The traditional values of mana, mauri, whakapapa, and tapu are central to the relationship of Ngāti Awa with the Whakatāne River. The mana of the Whakatāne River is the power and importance of the river to Ngāti Awa. Mana also defines the custodian responsibility of Ngāti Awa as guardians of the river. The mauri of the Whakatāne River is

the life force of the Whakatāne River. All forms of life have a mauri and all forms of life are related. One of the essential roles of Ngāti Awa is to protect the mauri of the river.

Whakapapa defines the genealogical relationship of Ngāti Awa to the Whakatāne River. Tapu describes the sacred nature of the relationship of Ngāti Awa to the Whakatāne River. Mana, mauri, whakapapa, and tapu are all important spiritual elements of the relationship of Ngāti Awa with the Whakatāne River. All of these values remain important to the people of Ngāti Awa today.

Purposes of Statutory Acknowledgement

Under section 41, and without limiting the rest of this schedule, the purposes of this statutory acknowledgement 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 this statutory acknowledgement in relation to the Whakatāne River, as provided in sections 42 to 44; and
- (b) To require that relevant consent authorities forward summaries of resource consent applications to the Ngāti Awa governance entity as provided in section 46; and
- (c) to enable the Ngāti Awa governance entity and any member of Ngāti Awa to cite this statutory acknowledgement as evidence of the association of Ngāti Awa to the Whakatāne River as provided in section 47.

Limitations on Effect of Statutory Acknowledgement

Except as expressly provided in sections 41 to 44 and 47:

- (a) This statutory acknowledgement does not affect, and is not to be taken into account in, the exercise of any power, duty, or function by any person or entity under any statute, regulation, or bylaw; and
- (b) No person or entity, in considering any matter or making any decision or recommendation under any statute, regulation, or bylaw, may give any greater or lesser weight to Ngāti Awa's association with the Whakatāne River than that person or entity would give under the relevant statute, regulation, or bylaw if this statutory acknowledgement had not been made.

Except as expressly provided in subpart 3 of Part 4, this statutory acknowledgement does not affect the lawful rights or interests of any person who is not a party to the deed of settlement.

Except as expressly provided in subpart 3 of Part 4, this statutory acknowledgement does not have the effect of granting, creating, or providing evidence of any estate or interest in, or any rights of any kind whatsoever relating to, the Whakatāne River.

No Limitation on the Crown

The existence of this statutory acknowledgement does not prevent the Crown from providing a statutory acknowledgement in respect of the Whakatāne River to a person or persons other than Ngāti Awa or a representative entity.

STATUTORY ACKNOWLEDGEMENT FOR THE RANGITAIKI RIVER

Statutory Area

The area to which this statutory acknowledgement applies is the Rangitaiki River, as shown on SO 61406.

Statement of Association

Preamble

Under section 40, the Crown acknowledges Ngāti Awa's statement of Ngāti Awa's cultural, spiritual, historical, and traditional association to the Rangitaiki River as set out below.

Cultural, spiritual, historical, and traditional association of Ngāti Awa with statutory area

The traditions of Ngāti Awa illustrate the cultural, historical, and spiritual association of Ngāti Awa to the Rangitaiki River. For Ngāti Awa, traditions such as these represent the links between the world of the gods and present generations. These histories reinforce tribal identity, connection, and continuity between generations and confirm the importance of the Rangitaiki River to Ngāti Awa.

The Rangitaiki River has been a treasured taonga and resource for Ngāti Awa. Traditionally the Rangitaiki River and, in times past, the associated swamp area have been a source of food as well as a communication waterway. Te Mārangaranga were one group that held primacy over the swamp during the pre-migration period. They were principally located in the Rangitaiki valleys of Te Houhi and Te Whāiti. Upon the arrival of the waka Mātaatua this group inter-married with the new arrivals.

There were a number of taniwha and tipua (guardian spirits) that lived in and along the Rangitaiki River. One such taniwha was Hākai Atua. Hākai Atua was a taniwha of the Ngāti Awa hapū of Ngai Tamaoki and resided close to their kāinga. Hākai Atua travelled the river and was a kaitiaki who protected the Ngai Tamaoki people.

Raukawarua was a taniwha who lived at Kōkōhinau. Raukawarua was supposed to be a kaitiaki of other taniwha that lived in the river, thus Raukawarua became known as the rangātira of Ngāti Awa (the chief of the river tribe and of all other river creatures).

Rimurimu was a tipua of the Ngāti Awa hapū of Warahoe and Ngā Maihi who lived along the Rangitaiki River between Te Teko and Matahina. Rimurimu was only recognisable to the Warahoe hapū and only revealed itself to warn the people of danger. Rimurimu came about after Miro, daughter of Hikareia (a chief of Warahoe), drowned herself after her plan to be with her lover was thwarted. Miro chanted Te Punga i Orohia. A line in the chant refers to her being a rimu. Miro then took the form of Rimurimu.

Hine-i-Whāroa was a tipua in the form of a white eel that lived in the Rangitaiki River. Hine-i-Whāroa was the kaitiaki of all the other eels that lived in the river. Hine-i-Whāroa became the kaitiaki that limited the number of eels that could be caught by the people thereby ensuring that the fishery would survive. No matter how hard the people tried to catch Hine-i-Whāroa to clear the way so they would have unrestricted access to all eels, they could never do so.

In time the Warahoe hapū of Ngāti Awa, also descendants of Te Mārangaranga, occupied the lands along the Rangitaiki River. Warahoe was also the old name of the Ōrini Stream that connects the Rangitaiki and Whakatāne Rivers. The resources of the Rangitaiki River and swamp area were shared by the hapū of Ngāti Awa living in the area. The Ngāti Awa hapū of Ngāti Pūkeko, Ngāti Hokopū, and Te Patutātahi occupied the eastern bank of the Rangitaiki River. Te Pahipoto, Ngā Maihi, and Te Patutātahi occupied the upper (southern) portion of the river around Te Teko. Te Tāwera, Ngai Te Rangihouhiri II, and Ngāti Hikakino occupied the western edge of the river. Te Patutātahi had a large grouping of hapū that included Ngāti Hinanoa, Ngāti Kama, Ngāti Hina, Ngai Tāpiki, and Te Whānau a Taiwhakaea II. This group occupied the important central reaches of the Rangitaiki River. Te Patutātahi are today known as Ngai Taiwhakaea II. The Rangitaiki River was an essential resource and taonga for those hapū communities from the Ngātamawāhine, Pōkairoa, Pahekeheke, and Waikōwhewhe streams to the original outlet of the river at Mātata, where it once converged with the Tarawera River.

A number of settlements have been established by the hapū of Ngāti Awa along the Rangitaiki River. Such settlements highlight the connections of Ngāti Awa with the Rangitaiki River and their occupation of the river's catchments. One such settlement was Te Pūtere located on the coast between the Tarawera and Rangitaiki Rivers. Te Pūtere was a block of land slightly higher than the surrounding swamp area, originally inhabited

by Ngāti Patuwai and later Te Patutātahi, Te Pahipoto, and Te Patuwai. Inland hapū used Te Pūtere as a fishing Nohoanga allowing them access to the resources of the lower reaches of the Rangitaiki River and the sea.

Further inland along the Rangitaiki River were the Ngāti Awa settlements of Te Kupenga and Te Teko (which remains one of the principal Ngāti Awa settlements along the river). Kōkōhinau Marae is another important Ngāti Awa settlement located in the Te Teko area along the bank of the Rangitaiki River. Te Pahipoto are the hapū of Kōkōhinau. Ngā Maihi, Ngāti Tamawera, and Ngai Tamaoki also had villages along the river. Ngāti Hāmua also have their kāinga and marae on the banks of the Rangitaiki River. Ōtipa Pa, occupied at different times by Ngā Maihi, Warahoe, and Ngāti Hāmua, is another Ngāti Awa kāinga located along the Rangitaiki River.

The Rangitaiki River provided the hapū of Ngāti Awa, particularly those living in pa along the river, with abundant food and material resources. Water from the river was used by Ngāti Awa to irrigate crops along the riverbanks. Flax and raupo grew well along the river and, in times past, in the swamp ground. These provided materials for clothing, building, and trade for the Ngāti Awa hapū. Fish, eels, and birds were also in plentiful supply. Not only did the Rangitaiki River provide the Ngāti Awa hapū with food, trade, and building materials but it also allowed easy internal movement for the hapū of Ngāti Awa from one end of the rohe to the other and provided refuge in times of danger.

The tipuna had considerable knowledge of whakapapa, traditional trails and tauranga waka, places for gathering kai and other taonga, ways in which to use the resources of the Rangitaiki River, the relationship of people with the river and their dependence on it, and tikanga for the proper and sustainable utilisation of resources. All of these values remain important to the people of Ngāti Awa today.

All elements of the natural environment possess a life force and all forms of life are related. Mauri is a critical element of the spiritual relationship of Ngāti Awa whānui to the Rangitaiki River.

The Rangitaiki River has always been an integral part of the social, spiritual, and physical lifestyle of the Ngāti Awa people.

Purposes of Statutory Acknowledgement

Under section 41, and without limiting the rest of this schedule, the purposes of this statutory acknowledgement 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 this statutory acknowledgement in relation to the Rangitaiki River, as provided in sections 42 to 44; and
- (b) to require that relevant consent authorities forward summaries of resource consent applications to the Ngāti Awa governance entity as provided in section 46; and
- (c) to enable the Ngāti Awa governance entity and any member of Ngāti Awa to cite this statutory acknowledgement as evidence of the association of Ngāti Awa to the Rangitaiki River as provided in section 47.

Limitations on Effect of Statutory Acknowledgement

Except as expressly provided in sections 41 to 44 and 47:

- (a) This statutory acknowledgement does not affect, and is not to be taken into account in, the exercise of any power, duty, or function by any person or entity under any statute, regulation, or bylaw; and
- (b) No person or entity, in considering any matter or making any decision or recommendation under any statute, regulation, or bylaw, may give any greater or lesser weight to Ngāti Awa's association with the Rangitaiki River than that person or entity would give under the relevant statute, regulation, or bylaw if this statutory acknowledgement had not been made.

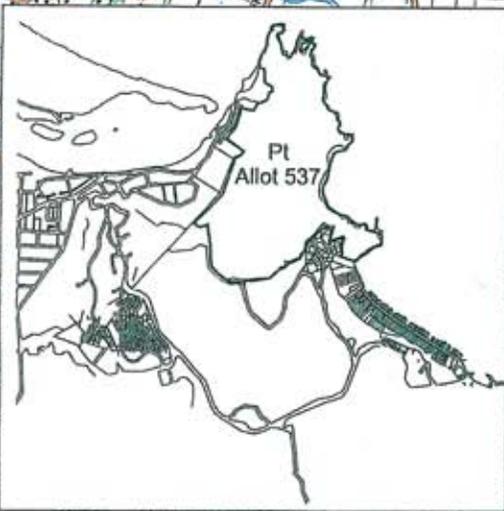
Except as expressly provided in subpart 3 of Part 4, this statutory acknowledgement does not affect the lawful rights or interests of any person who is not a party to the deed of settlement.

Except as expressly provided in subpart 3 of Part 4, this statutory acknowledgement does not have the effect of granting, creating, or providing evidence of any estate or interest in, or any rights of any kind whatsoever relating to, the Rangitaiki River.

No Limitation on the Crown

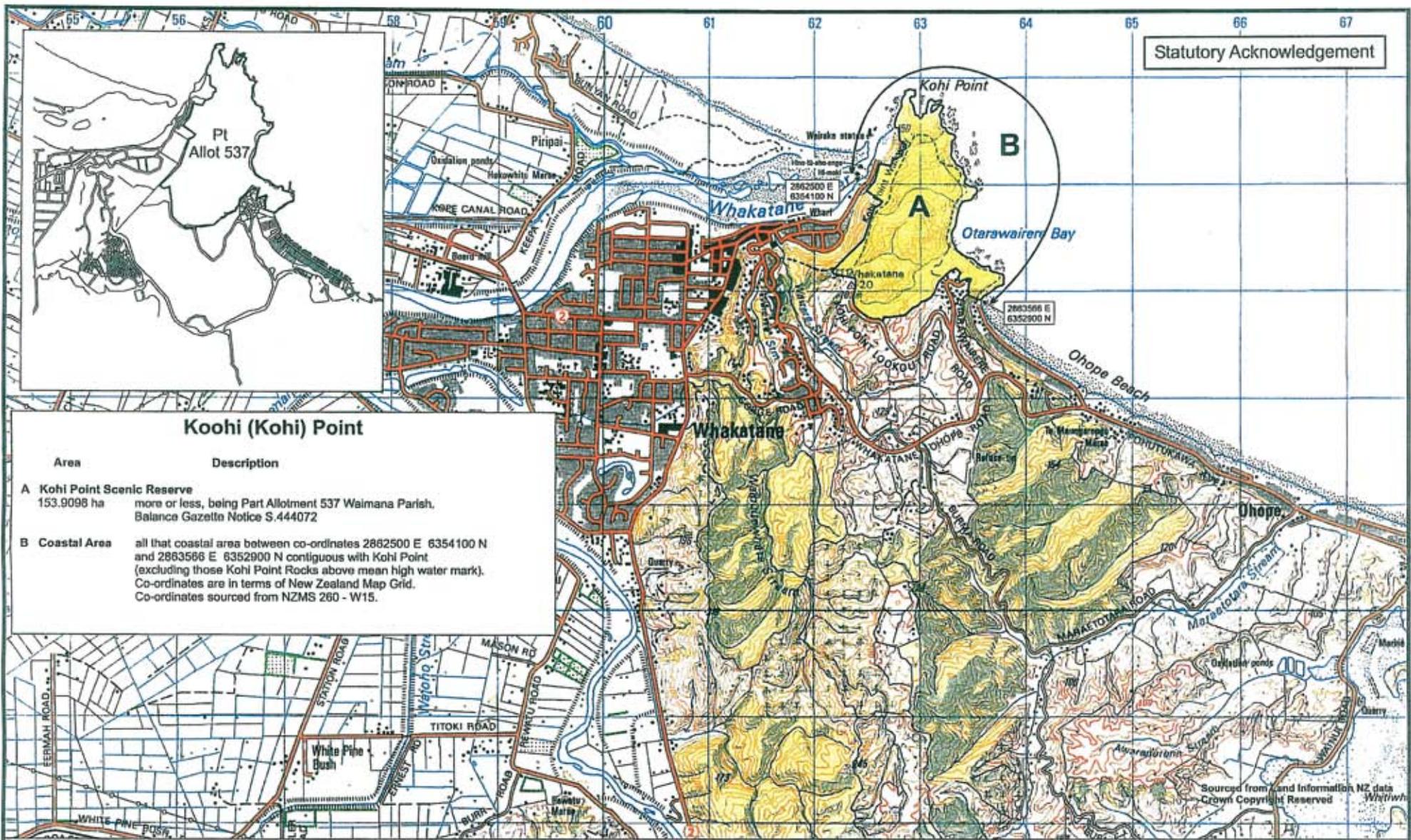
The existence of this statutory acknowledgement does not prevent the Crown from providing a statutory acknowledgement in respect of the Rangitaiki River to a person or persons other than Ngāti Awa or a representative entity.

Statutory Acknowledgement



Koohi (Kohi) Point

Area	Description
A Kohi Point Scenic Reserve 153.9098 ha	more or less, being Part Allotment 537 Waimana Parish, Balance Gazette Notice S.444072
B Coastal Area	all that coastal area between co-ordinates 2862500 E 6354100 N and 2883566 E 6352900 N contiguous with Kohi Point (excluding those Kohi Point Rocks above mean high water mark). Co-ordinates are in terms of New Zealand Map Grid. Co-ordinates sourced from NZMS 260 - W15.

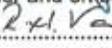



South Auckland Land District
Territorial authority :
Whakatane District



Koohi (Kohi) Point

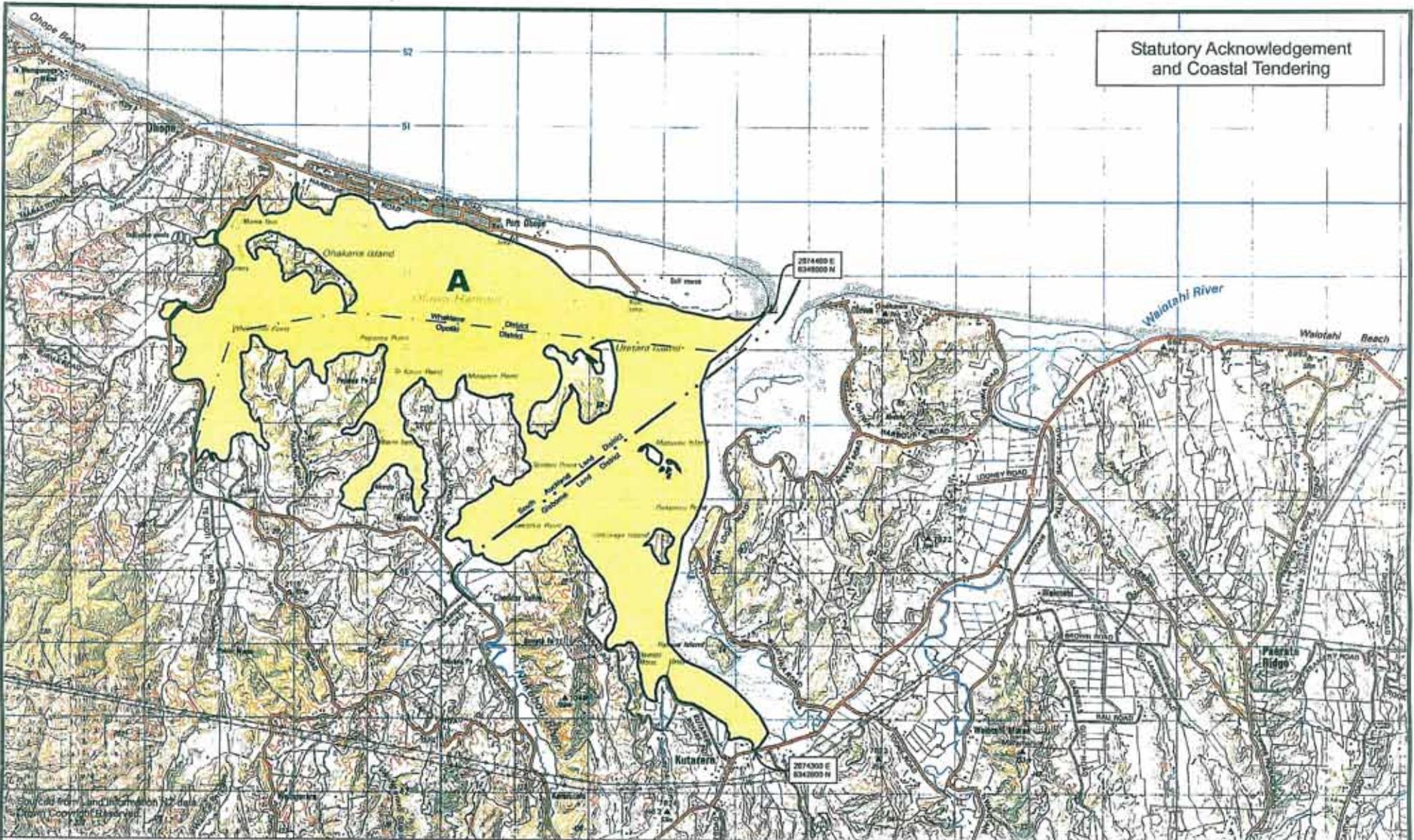
Areas referred to in the Deed of Settlement between
Ngati Awa and the Crown

Approved as to boundaries :
 27.03/03
 for and on behalf of Ngati Awa
 27.3.03
 for and on behalf of the Crown

SO 61401

600

Statutory Acknowledgement
and Coastal Tendering



South Auckland Land District
and Gisborne Land District
Territorial authority :
Whakatane District
and Opotiki District



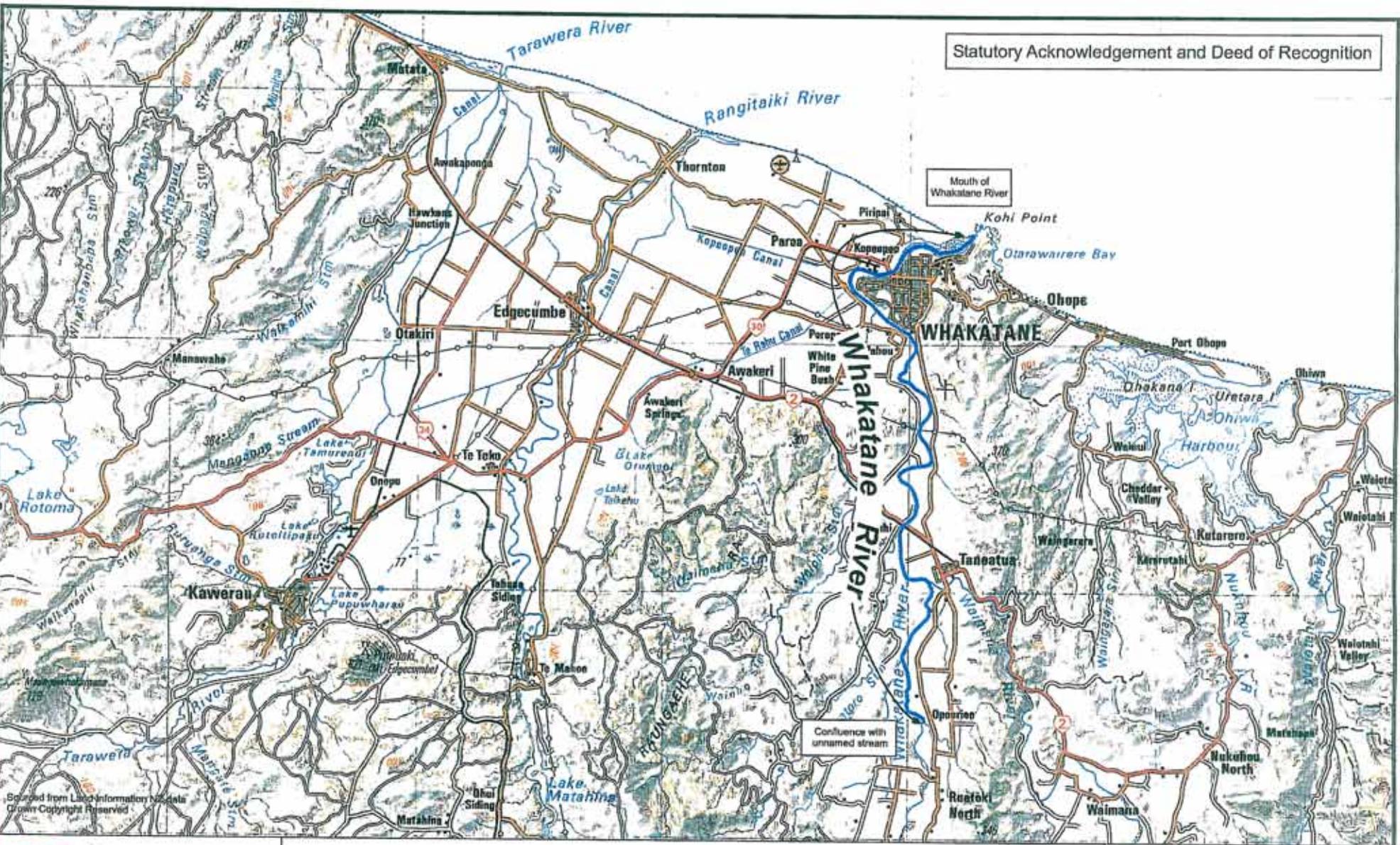
Part Ohiwa Harbour

Areas referred to in the Deed of Settlement between
Ngati Awa and the Crown

Approved as to boundaries :

[Signature] 27.03.03
for and on behalf of Ngati Awa
[Signature] 27.1.03
for and on behalf of the Crown

SO 61441



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South Auckland Land District
 Territorial authority :
 Whakatane District

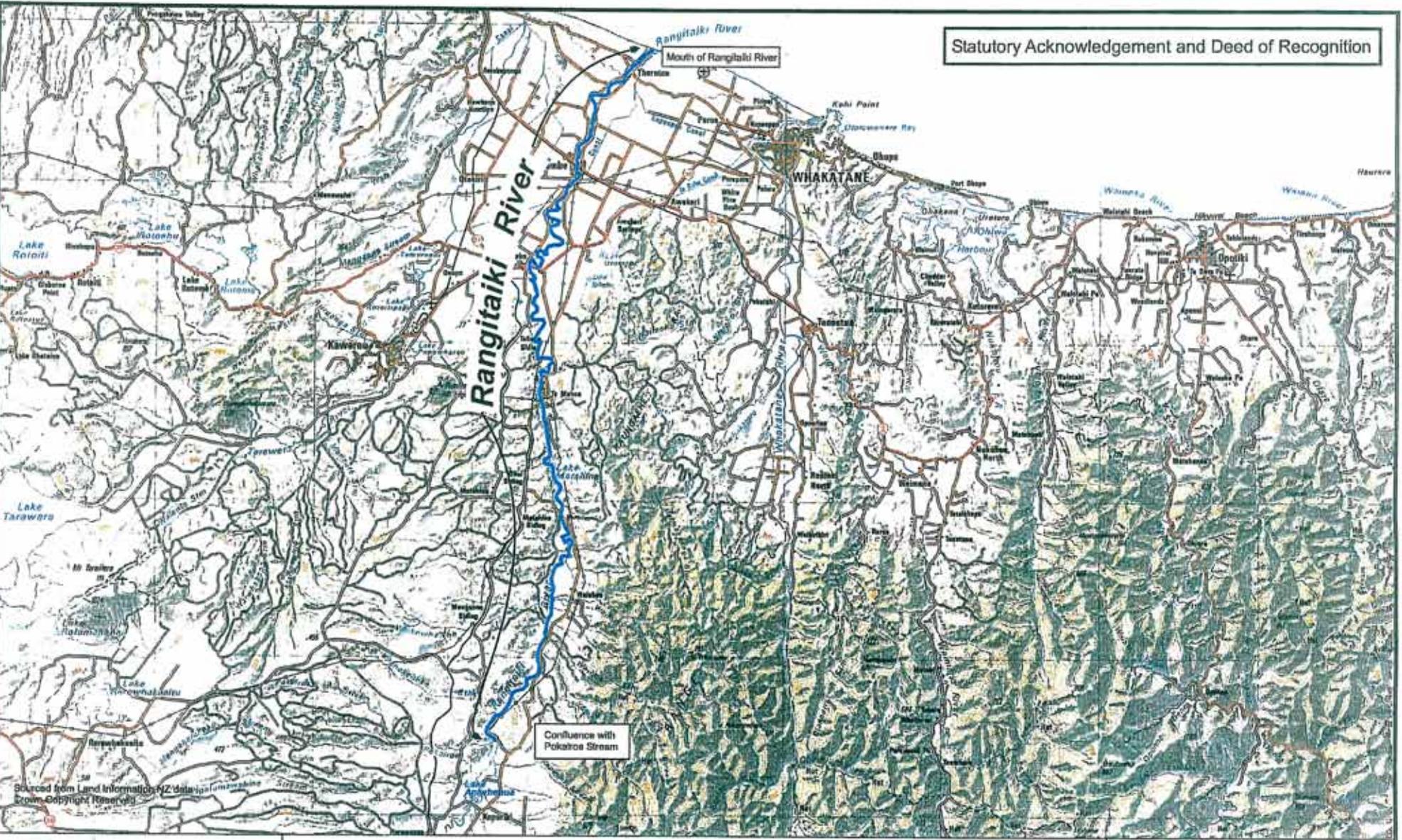


Whakatane River

**Areas referred to in the Deed of Settlement between
 Ngati Awa and the Crown**

Approved as to boundaries :
 B.A.P. 27.10.03
 for and on behalf of Ngati Awa
 R.H.V. 27.10.03
 for and on behalf of the Crown

SO 61404



Statutory Acknowledgement and Deed of Recognition

Rangitaiki River

Areas referred to in the Deed of Settlement between
Ngati Awa and the Crown

Approved as to boundaries :
[Signature] 27.03.03
 for and on behalf of Ngati Awa
[Signature] 27.3.103
 for and on behalf of the Crown

SO 61406



South Auckland Land District
 Territorial authority :
 Whakatane District



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APPENDIX 15

WHAKATANE DISTRICT COUNCIL LTCCP 2009-2019 COMMUNITY OUTCOMES (EXTRACTS)



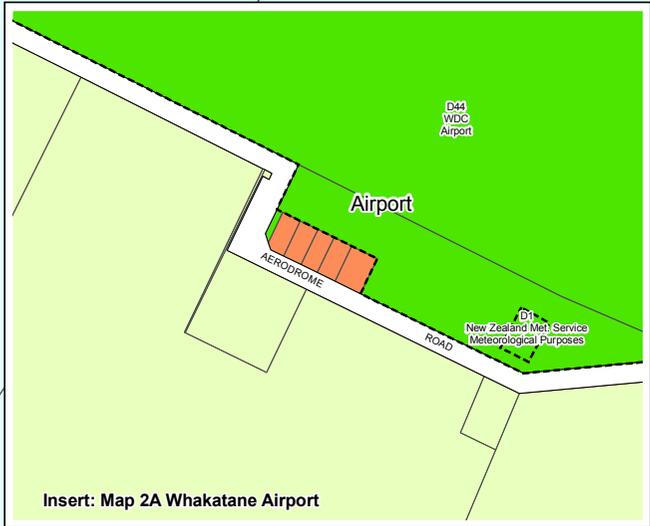
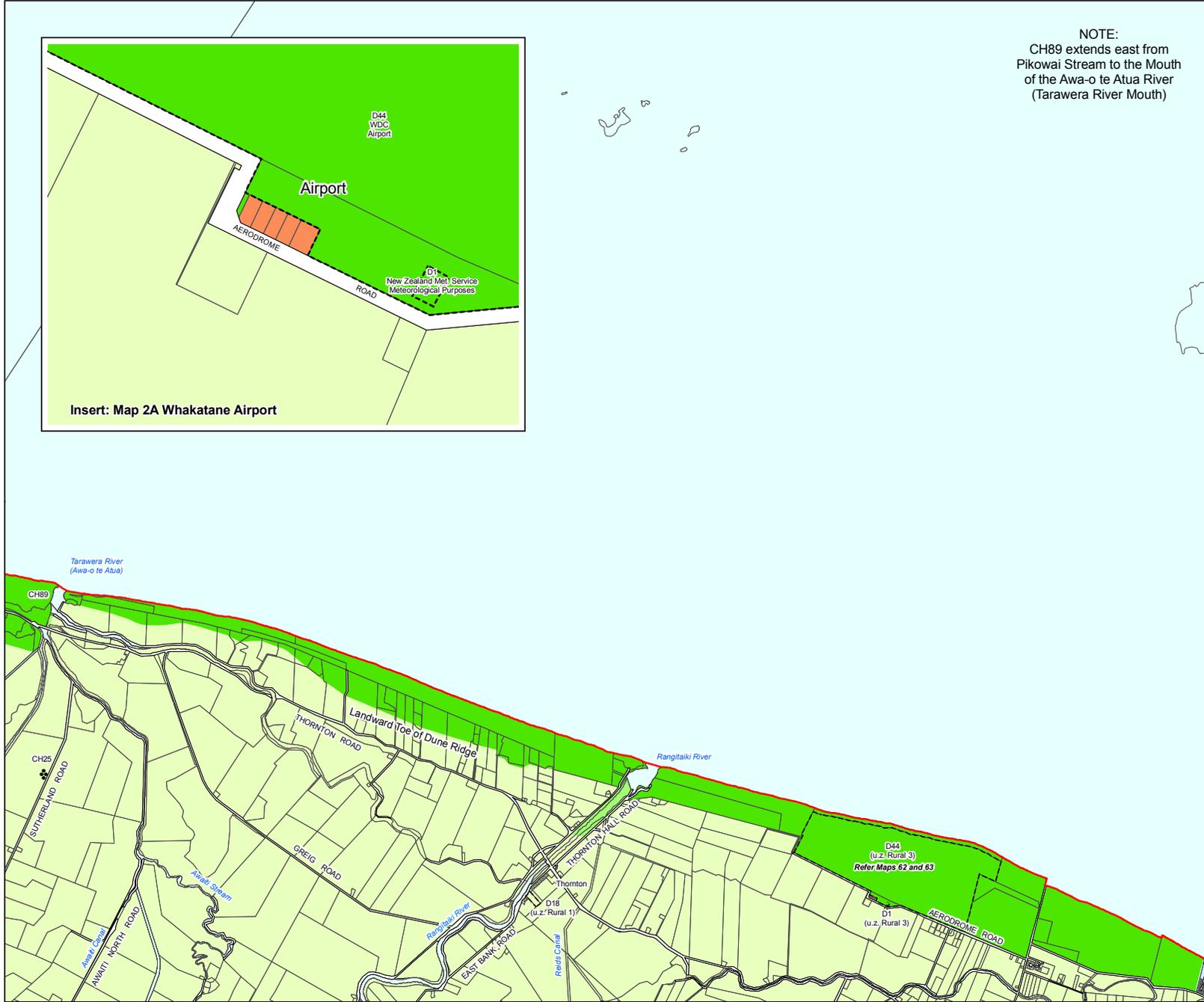
LTCCP Community Outcomes

Community Outcomes	Goals
Clean Protected Environment	<ul style="list-style-type: none"> • The environment is clean and natural resources are protected and conserved • The community is educated and involved in environmental care • Natural and cultural heritage places are recognised and protected • Waste is well-managed
Environmentally Responsible Development	<ul style="list-style-type: none"> • Development is planned, managed, and controlled sustainably • Economic growth is balanced with cultural, social, and environmental responsibility • Environmental laws are actively enforced • Sustainable energy use is encouraged • There is a sense of pride and enjoyment about how attractive the district is
Prosperous Economy	<ul style="list-style-type: none"> • The economy is prosperous in both urban and rural areas • Business builds on the district's assets to support the economy • Maori economic development is supported • New businesses are attracted to the area and all businesses are encouraged • Employment opportunities are available for all
Strong, Transparent and Open Leadership	<ul style="list-style-type: none"> • Leaders are visible, strong, have a clear vision and listen to all sectors of the community • Decision-making processes are transparent, open and inclusive • Council, the community and Maori work in partnership • Council costs are appropriate for the services provided
Diverse, Creative and Active Community	<ul style="list-style-type: none"> • Facilities and venues are in place to accommodate a wide range of activities for all • Activities and events support and celebrate culture, creativity and recreation • Parks, reserves, and recreational facilities are enhanced and increased • Maori culture is valued, celebrated, promoted, and protected

APPENDIX 16

OPERATIVE WHAKATANE DISTRICT PLAN PLANNING MAPS, DESIGNATIONS, AND SCHEDULED SITES (EXTRACTS)





NOTE:
CH89 extends east from
Pikowai Stream to the Mouth
of the Awa-o te Atua River
(Tarawera River Mouth)

Zones

- Business 1
- Business 2
- Business 3
- Business 4
- CPZ
- Residential 1
- Rural 1
- Rural 2
- Rural 3
- Rural 4
- Reserve

Significant Features and Designations

- Designations (D)
- Cultural Heritage (CH)
- Town Centre Boundary
- Key Urban Spaces
- Natural Hazard Feature
- Outstanding Natural Feature and Landscape (L)
- Whakatane River Greenway Area
- The Strand Character Area
- Amenity Building Line
- Natural Hazard Line (NHaz 4)
- Pedestrian Street
- Restricted Vehicle Access
- TLA Boundary (2001)
- Road Widening (D28)
- Railway Line (D21)
- Natural Gas Pipeline
- High Voltage Electrical Transmission Line
- State Highway (D27)

Notes

All roads/streets within the urban area are designated D47 WDC for the purpose of operating the roading network. Roads/streets and rivers shall be deemed to have the underlying zoning in which they lie. Where the zoning is not the same on both sides of the road/street or river, the centreline of the road/street or river shall be deemed to be the boundary of the underlying road/street or river.

Index Map

1	18	2
3	4	19 5

2A

Scale 1:50,000

0 0.5 1 2
Kilometres



Zones

- Business 1
- Business 2
- Business 3
- Business 4
- CPZ
- Residential 1
- Rural 1
- Rural 2
- Rural 3
- Rural 4
- Reserve

Significant Features and Designations

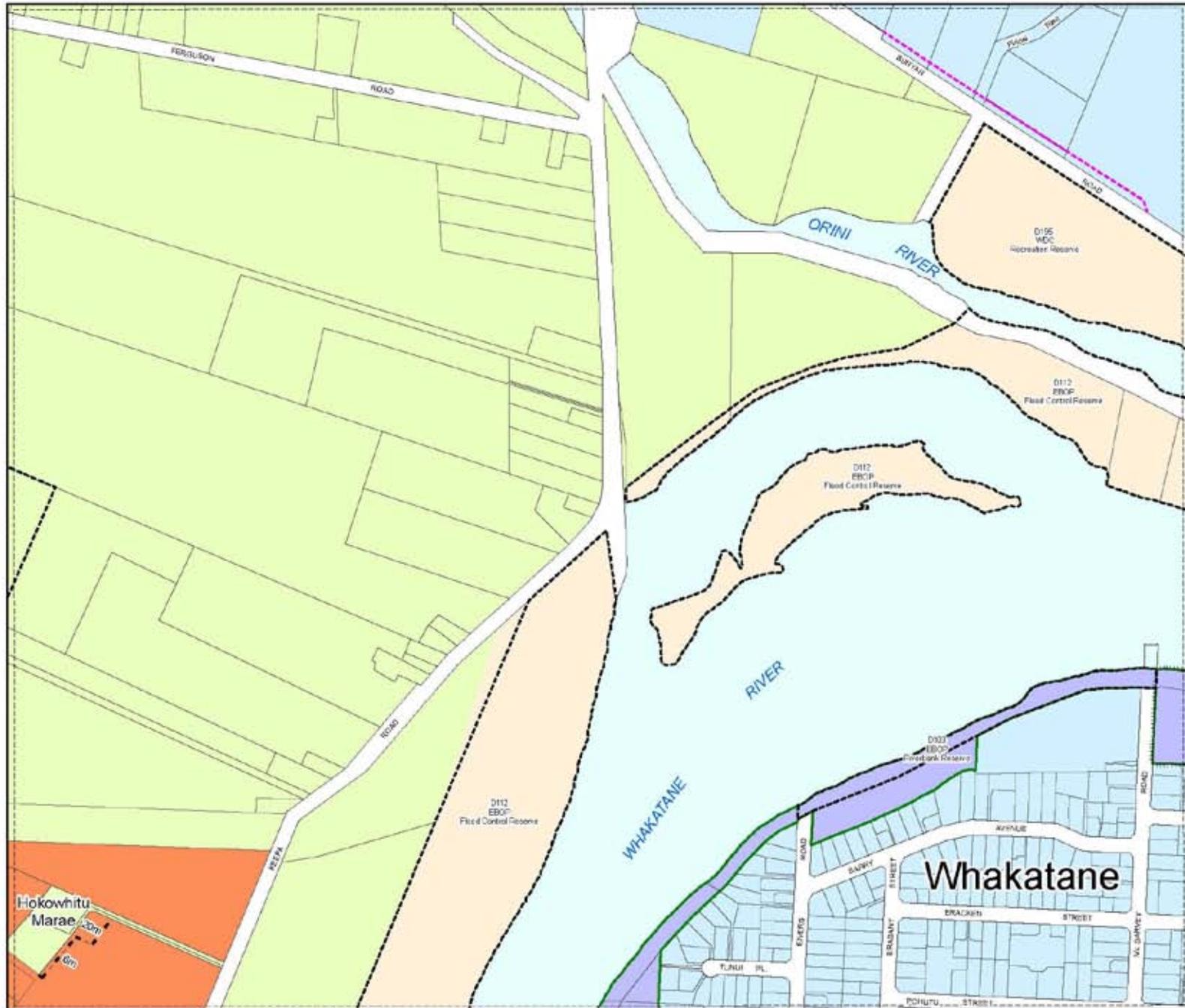
- Designations (D)
- Cultural Heritage (CH)
- Town Centre Boundary
- Key Urban Spaces
- Natural Hazard Feature (NHaz)
- Outstanding Natural Feature and Landscape (L)
- Whakatane River Greenway Area
- The Strand Character Area
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Notes

All roads/streets within the urban area are designated D47 WDC for the purpose of operating the roading network. Roads/streets and rivers shall be deemed to have the underlying zoning in which they lie. Where the zoning is not the same on both sides of the road/street or river, the centreline of the road/street or river shall be deemed to be the boundary of the underlying road/street or river.

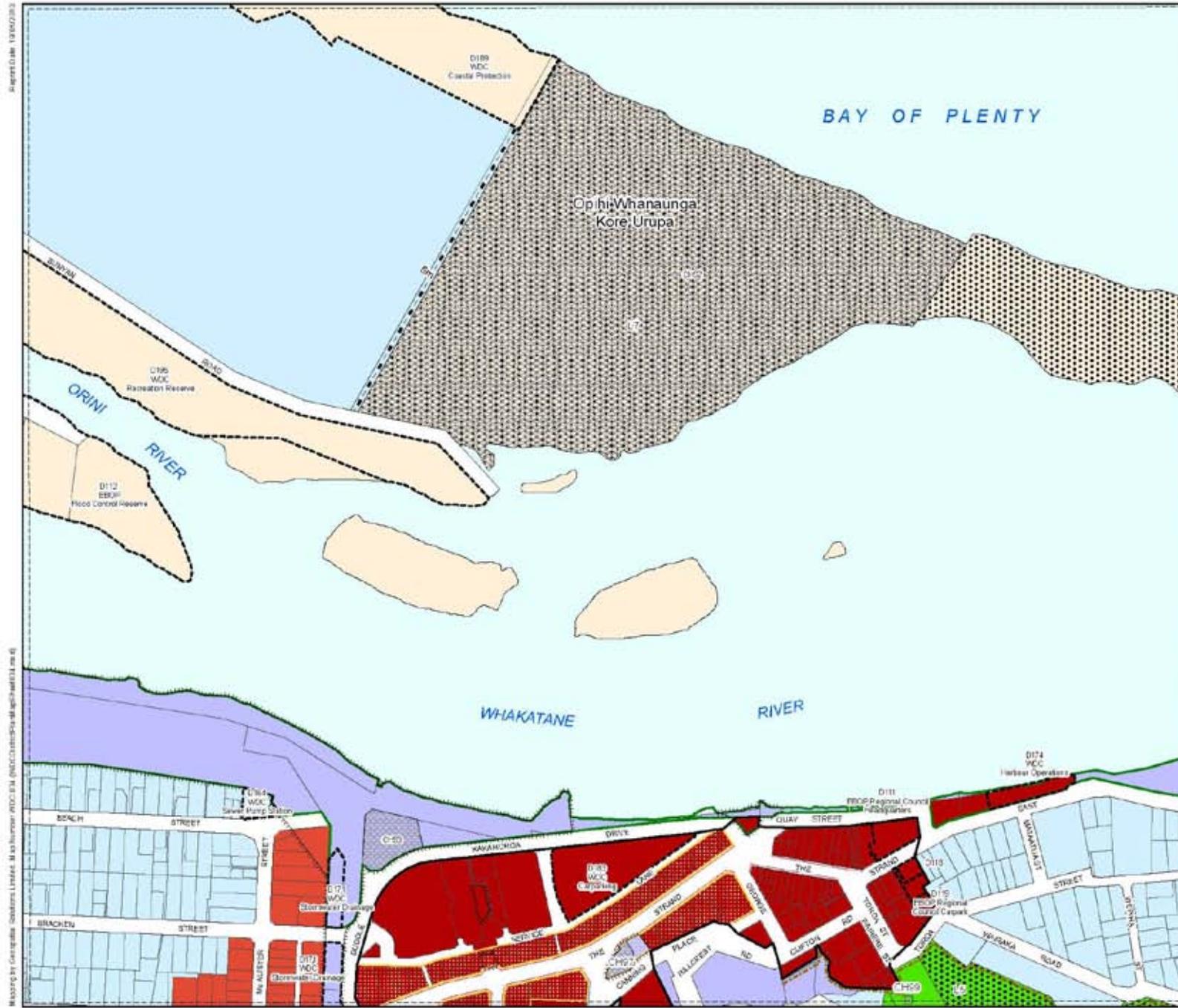
Index Map

Scale 1:5000



Report Date: 10/04/2010

Map No: 33 (WDC/Urban/Map/33/10/04/2010)



Zones

- Business 1
- Business 2
- Business 3
- Business 4
- CPZ
- Residential 1
- Rural 1
- Rural 2
- Rural 3
- Rural 4
- Reserve

Significant Features and Designations

- Designations (D)
- Cultural Heritage (CH)
- Town Centre Boundary
- Key Urban Spaces
- Natural Hazard Feature (NHaz)
- Outstanding Natural Feature and Landscape (L)
- Whakatane River Greenway Area
- The Strand Character Area
- Amenity Building Line
- Natural Hazard Line (NHaz 4)
- Pedestrian Street
- Verandah Street
- Restricted Vehicle Access
- TLA Boundary (2001)
- Road Widening (D26)
- Railway Line (D21)
- Natural Gas Pipeline
- High Voltage Electrical Transmission Line
- State Highway (D27)

Notes

All roads/streets within the urban area are designated D47 WCC for the purpose of operating the road network. Roads/streets and rivers shall be deemed to have the underlying zoning in which they lie. Where the zoning is not the same on both sides of the road/street or river, the centreline of the road/street or river shall be deemed to be the boundary of the underlying road/street or river.

Index Map

Scale 1:5000

Mapping by Geographic Solutions Limited. Map to be used in accordance with the Whakatane District Plan. Map No 34.

Zones

- Business 1
- Business 2
- Business 3
- Business 4
- CPZ
- Residential 1
- Rural 1
- Rural 2
- Rural 3
- Rural 4
- Reserve

Significant Features and Designations

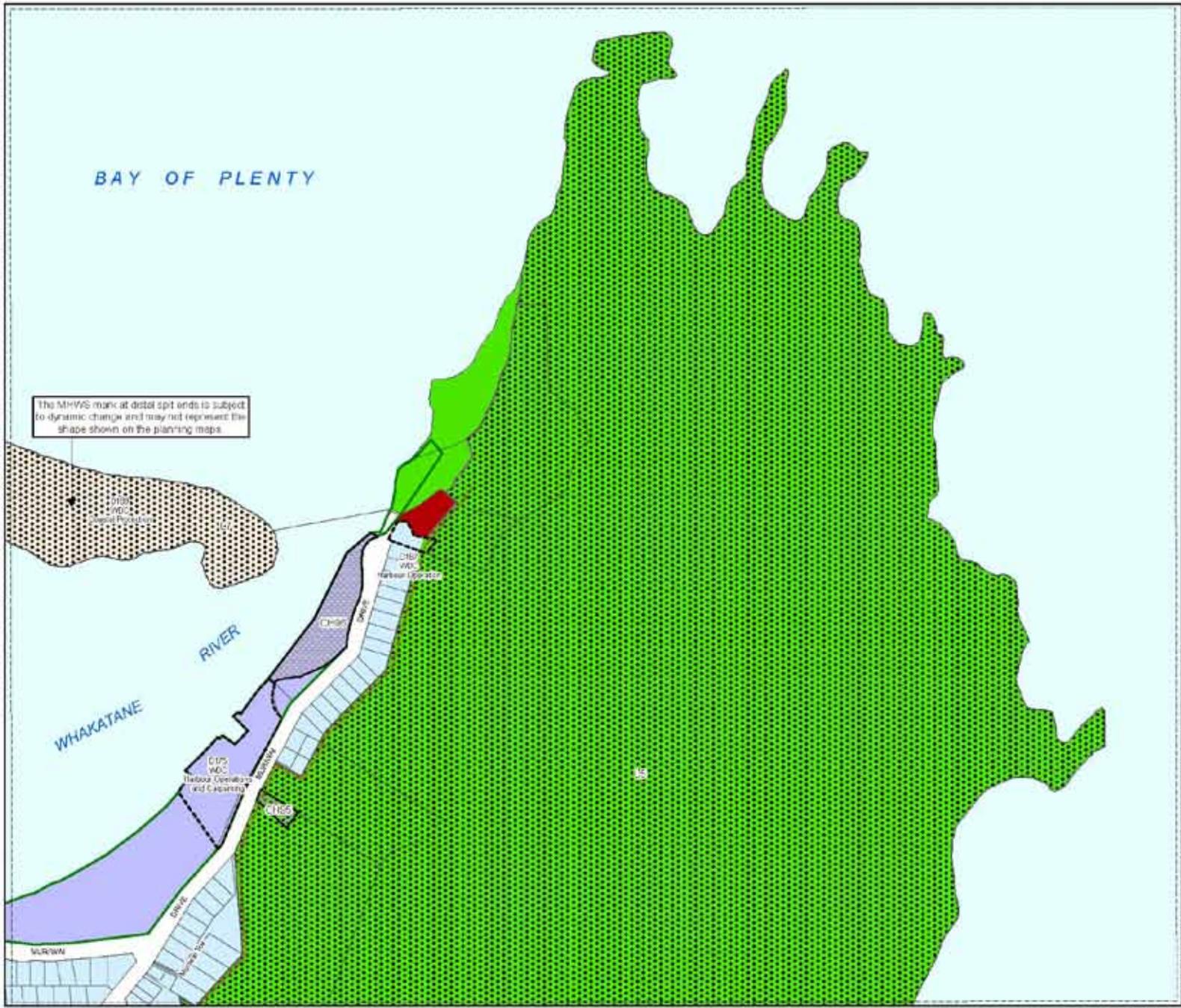
- Designations (D)
- CH Cultural Heritage (CH)
- Town Centre Boundary
- Key Urban Spaces
- Natural Hazard Feature (NHaz)
- Outstanding Natural Feature and Landscape (L)
- Whakatane River Greenway Area
- The Strand Character Area
- Amenity Building Line
- Natural Hazard Line (HNaz 4)
- Pedestrian Street
- Restricted Vehicle Access
- TLA Boundary (2001)
- Road Widening (D28)
- Railway Line (D21)
- Natural Gas Pipeline
- High Voltage Electrical Transmission Line
- State Highway (D27)

Notes

All roads/streets within the urban area are designated D47 WDC for the purpose of operating the roading network. Roads/streets and rivers shall be deemed to have the underlying zoning in which they lie. Where the zoning is not the same on both sides of the road/street or river, the centreline of the road/street or river shall be deemed to be the boundary of the underlying road/street or river.

Index Map

Scale 1:5000



Mapping by: Terracotta Solutions Limited | Map Number: WDC 035 (01/22) | Date: 14/03/2023

Zones

- Business 1
- Business 2
- Business 3
- Business 4
- CPZ
- Residential 1
- Rural 1
- Rural 2
- Rural 3
- Rural 4
- Reserve

Significant Features and Designations

- Designations (D)
- Cultural Heritage (CH)
- Town Centre Boundary
- Key Urban Spaces
- Natural Hazard Feature (NHaz)
- Outstanding Natural Feature and Landscape (L)
- Whakatane River Greenway Area
- The Strand Character Area
- Amenity Building Line
- Natural Hazard Line (NHaz 4)
- Pedestrian Street
- Restricted Vehicle Access
- TLA Boundary (2001)
- Road Widening (D29)
- Railway Line (D21)
- Natural Gas Pipeline
- High Voltage Electrical Transmission Line
- State Highway (D27)

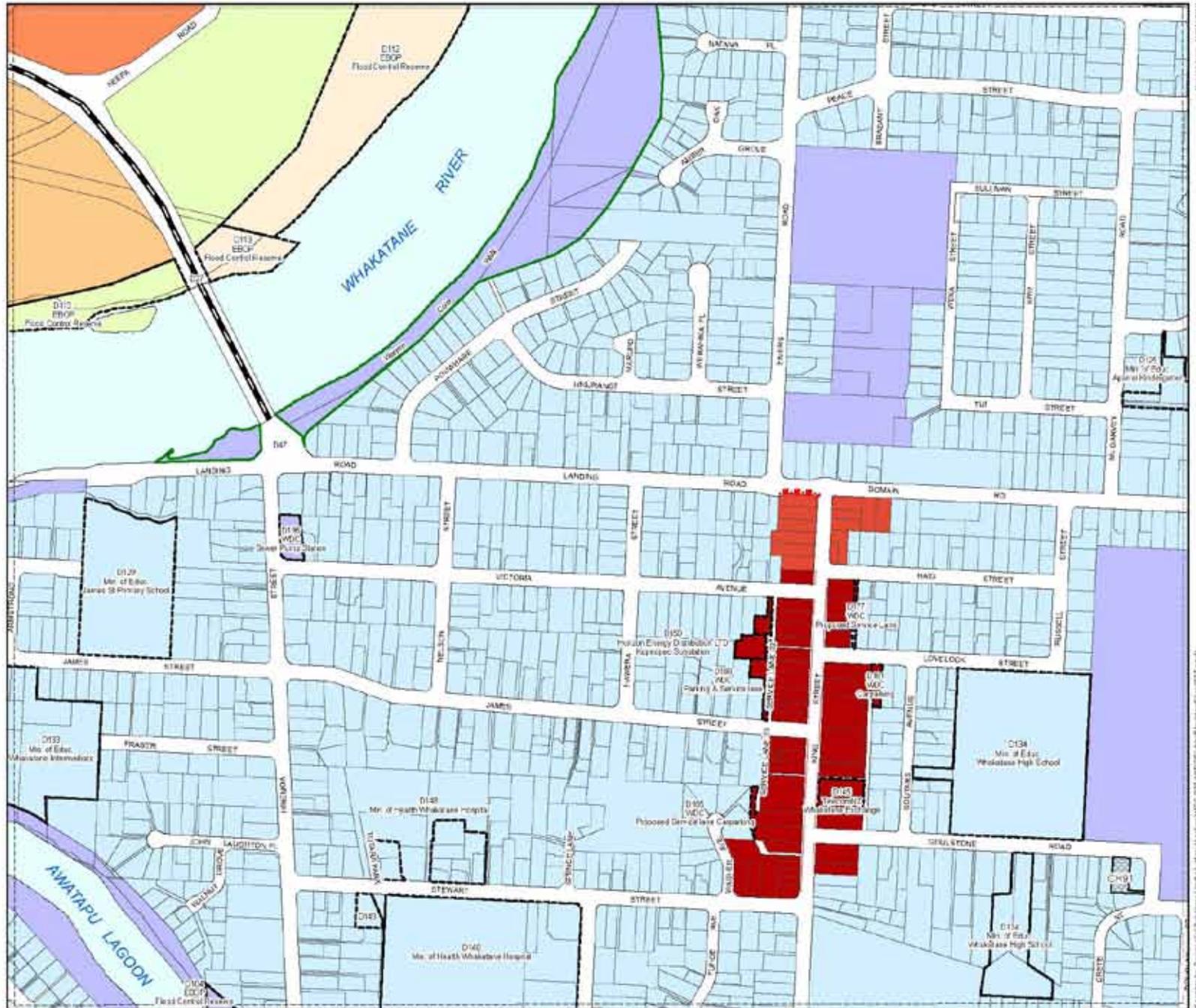
Notes

All roads/streets within the urban area are designated D47 WDC for the purpose of opening the roading network. Roads/streets and rivers shall be deemed to have the underlying zoning in which they lie. Where the zoning is not the same on both sides of the road/street or river, the centreline of the road/street or river shall be deemed to be the boundary of the underlying road/street or river.

Index Map

32	33	34	35
36	37	38	39
40	41	42	43

Scale 1:5000



Map No 37

Mapping by: Designation Solutions Limited. File: Whakatane WDC 087 WDC240416 Rev2 (03/17) 2016

Zones

- Business 1
- Business 2
- Business 3
- Business 4
- CPZ
- Residential 1
- Rural 1
- Rural 2
- Rural 3
- Rural 4
- Reserve

Significant Features and Designations

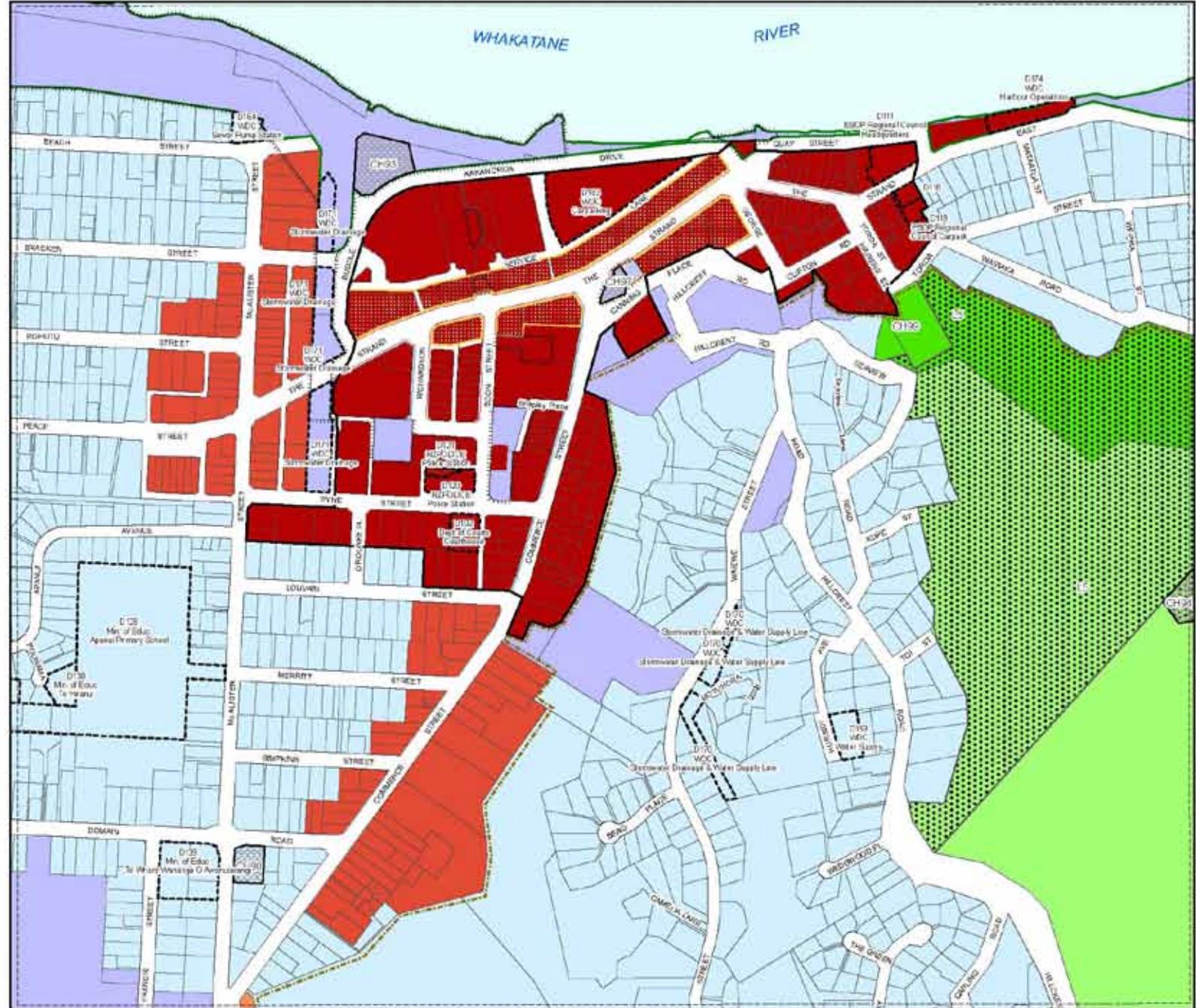
- Designations (D)
- Cultural Heritage (CH)
- Town Centre Boundary
- Key Urban Spaces
- Natural Hazard Feature (NHaz)
- Outstanding Natural Feature and Landscape (L)
- Whakatane River Greenway Area
- The Strand Character Area
- Amenity Building Line
- Natural Hazard Line (NHaz 4)
- Pedestrian Street
- Verandah Street
- Restricted Vehicle Access
- TLA Boundary (2001)
- Road Widening (D28)
- Railway Line (D21)
- Natural Gas Pipeline
- High Voltage Electrical Transmission Line
- State Highway (D27)

Notes

All roads/streets within the urban area are designated D47 WDC for the purpose of operating the roading network. Roads/streets and lanes shall be deemed to have the underlying zoning in which they lie. Where the zoning is not the same on both sides of the road/street or river, the controls of the road/street or river shall be deemed to be the boundary of the underlying road/street or river.

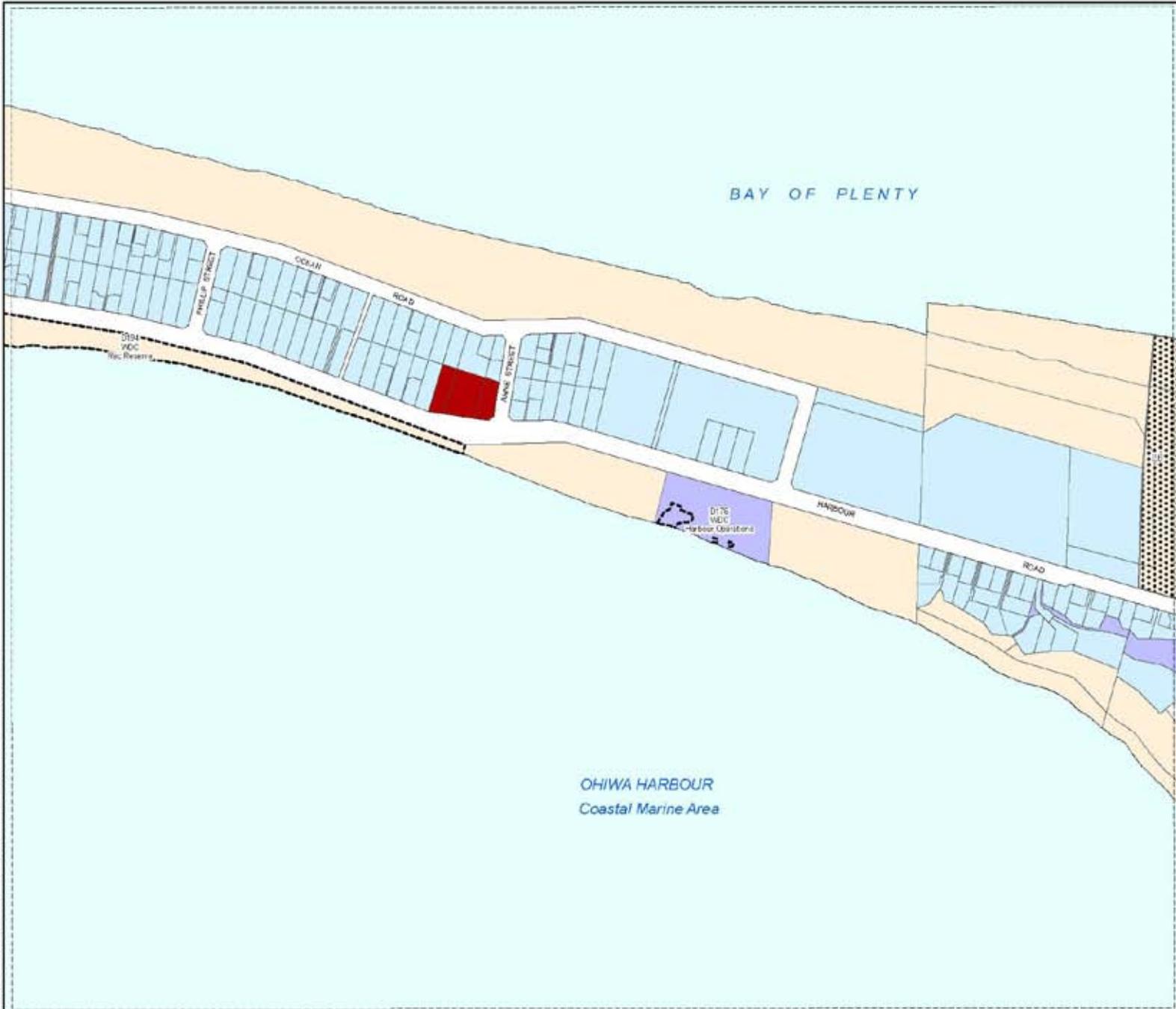
Index Map

Scale 1:5000



Map No 39

Prepared by: acquirat@whakatane.govt.nz, Map Number WDC 39 (PDF) \Users\acquirat\work\2012\m39
 File Date: 10/05/2010



Zones

- Business 1
- Business 2
- Business 3
- Business 4
- CPZ
- Residential 1
- Rural 1
- Rural 2
- Rural 3
- Rural 4
- Reserve

Significant Features and Designations

- Designations (D)
- Cultural Heritage (CH)
- Town Centre Boundary
- Key Urban Spaces
- Natural Hazard Feature (NHaz)
- Outstanding Natural Feature and Landscape (L)
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- Pedestrian Street
- Restricted Vehicle Access
- TLA Boundary (2001)
- Road Widening (D28)
- Railway Line (D21)
- Natural Gas Pipeline
- High Voltage Electrical Transmission Line
- State Highway (D27)

Notes

All roads/streets within the urban area are designated D47 WDC for the purpose of operating the roading network. Roads/streets and rivers shall be deemed to have the underlying zoning in which they lie. Where the zoning is not the same on both sides of the road/street or river, the centrelines of the road/street or river shall be deemed to be the boundary of the underlying road/street or river.

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Scale 1:5000



Proposed Whakatane District Plan Scheduled Features and Designations – Port Areas			
Ref.	Requiring Authority	Purpose	Location
D103	BOPRC	Riverbank Reserve	Land on the southern side of the Whakatane River between Eivers Rd and McGarvey Rd
D112	BOPRC	Flood Control Reserve	Land on the northern side of the Whakatane River from the Landing Rd bridge to the Orini River outlet
D124	NZ Defence Force	Defence Purposes	Facility at the eastern end of Quay St and adjacent to the main wharf
D174	WDC	Harbour Operations	Land and buildings adjacent to the main wharf including the Whakatane Sports Fishing Club
D175	WDC	Harbour Operations and Carparking	Game wharf, boat ramp and boat trailer parking area
D187	WDC	Harbour Operations	Signal Station at northern end of Muriwai Drive
D189	WDC	Coastal Protection	Opihi Spit

Schedule 5.2 - Significant Cultural Heritage Features		
Ref.	Site	Location
CH92	Opihi Whanaunga Kore Urupa	Northern side of the Whakatane River at the eastern end of Bunyan Rd
CH93	Paru Site	Western end of Kakahoroa Drive
CH96	Historic Reserve / Hinetuahoanga	Western side of the Whakatane River entrance

Schedule 5.3 - Outstanding Natural Features and Landscapes	
Ref.	Site Description
L5	Koohi Point, including the rock coastal outcrops
L7	Opihi Spit