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APPENDIX 1

HISTORY OF THE WHAKATANE DISTRICT'S PORT AND HARBOUR AREAS



1.0 HISTORY OF THE WHAKATANE DISTRICT'S PORTS AND HARBOURS

PRE-EUROPEAN

The Whakatane District's harbours and river mouths are of great cultural and historic significance to Maori. According to Ngati Awa the first person to settle in the region was Maui. After him was Tiwakawaka who was the first to settle the land around Kakahoroa (Whakatane). Many generations later, the Mataatua canoe landed at the mouth of the Whakatane River and an incident that occurred on its arrival gave Whakatane its name:

“Wairaka was the daughter of Toroa and a member of the crew of the waka Mataatua. When Mataatua arrived at Whakatane, 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 Whakatane ake au i ahau” (Let me act the part of a man). Hence the name Whakatane.”

Many of the names of features and rocks at the Whakatane River entrance are named after the succession of Ngati Awa explorers and ancestors who lived along the river. For example the series of rocks at the entrance include Te Puke-a-Hawaiki, Koakaroa, Areiawa, Toka Mauku, Toku Roa, Rangaia, and Roimata Turuturu.

The special values and cultural associations of Ngati Awa with the Whakatane River, Kohi Point, Rangitaiki River, and part of Ohiwa Harbour have been recognised in Treaty of Waitangi settlement legislation. Statutory Acknowledgements have been provided for these areas and are described in the Ngati Awa Claims Settlement Act 2005. The relevant provisions from the Ngati Awa Claims Settlement Act 2005 are set out in Appendix 14.

The Rangitaiki River is also of cultural significance to Ngati Tuwharetoa (Bay of Plenty) and this has been recognised in the Ngati Tuwharetoa (Bay of Plenty) Claims Settlement Act 2005, which includes a Statutory Acknowledgement over part of the Rangitaiki River. The downstream limit of the Statutory Area is Edgecumbe.

The Rangitaiki River marks the traditional eastern boundary of the rohe of Ngati Tuwharetoa (Bay of Plenty). The river originally flowed into the sea at Matata and at one time joined the Tarawera River. The Orini Stream was an important waterway that ran parallel to the coastline and linked the Whakatane River with the Rangitaiki River.

The Ohiwa Harbour lies within the homelands of Upokorehe, Whakatohea, Ngati Awa and Tuhoe and has a long history of occupation. For centuries they have lived in and harvested food from the harbor and surrounding area.

Historically there have been many battles between Ngati Awa and Whakatohea over the Ohiwa Harbour. Peace was reached between the two tribes in 1857 and although generally agreed, the location of the boundary between the iwi is still contested to this day.

POST-EUROPEAN

Whakatane

In 1840 the Schooner “Herald” called at Whakatane and obtained signatures to the Treaty of Waitangi. At about this time, the first white settler, Peter Tapsell, arrived and engaged in flax trading.

Prior to 1870, the main settlement at Whakatane was located at Pupuaruhi (upstream from The Strand) and vessels travelled up to this point. Early traders also carried out shipbuilding at Pohaturoa rock, where a smaller settlement was situated. After 1870 the settlement at Pohaturoa began to expand and the first wharf was built seaward of Pohaturoa. As trading increased and the size of ships grew this wharf was replaced with a wharf opposite the Whakatane Hotel and another built on a rock out in the river and connected with the shore by a bridge type structure.

The usage of the harbour at Whakatane continued to expand until 1925 when the freezing works closed and from then on the port relied on the rapidly expanding dairy industry. The harbour was used by small coastal cargo vessels of the Northern Steamship Company up to 1960. Most of the trade was with Auckland and consisted of outgoing agricultural and timber products and incoming coal and general goods.

Road and rail services to Auckland and Tauranga eventually replaced the shipping services. Since the cessation of cargo services the port has primarily serviced recreational craft, charter boats, and commercial fishing vessels.

Ohiwa Harbour

The Ohiwa Harbour was used by cargo steamships from the late 1860's and offered the advantage of being accessible when both the Whakatane and Opotiki river entrances were unworkable. The original wharf and settlement at Ohiwa was located on the eastern side of the harbour entrance, however serious erosion from the early 1900's ultimately destroyed the settlement and port facilities. A replacement wharf was subsequently constructed at Kutarere in 1922, however improvements in road and rail transport led to the gradual decline in the use of this structure.

In 1957 the Whakatane Harbour Board opened a new wharf at Port Ohope. The Northern Company built 800-1,000 tonne steel ships to service the port with Ohiwa Harbour the only port in the district able to accommodate vessels of this size. By 1963, however, concerns were being raised about the shallow nature of the bar at Ohiwa and in 1966 services were suddenly and unexpectedly ceased. Since then the Port Ohope facilities have been used by commercial fishing and recreational vessels, although today the predominant use for recreational activities within the harbour and at sea.

A slipway facility was constructed adjacent to the wharf in 1965 to enable vessel repairs and hull cleaning activities to be undertaken.

APPENDIX 2

COPY OF THE 1976 ORDER-IN-COUNCIL



UNION OF WHAKATANE COUNTY AND WHAKATANE BOROUGH: DISSOLUTION OF WHAKATANE HARBOUR BOARD

DENIS BLUNDELL, Governor-General

ORDER IN COUNCIL

At the Government Buildings at Wellington this 22nd day of March 1976.

Present:

THE RIGHT HON. R. D. MULDOON PRESIDING IN COUNCIL

PURSUANT to the Local Government Act 1974, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following order.

ORDER

1. This order shall come into force on 1 April 1976.

CONSTITUTION

2. The districts of the County of Whakatane and the Borough of Whakatane shall be united into one district under the name of "The Whakatane District" (in this Order referred to as the "district").

3. The Whakatane County Council and the Whakatane Borough Council shall be dissolved.

4. The Whakatane Harbour Board shall be dissolved and the Whakatane Harbour District shall be abolished.

5. The Council of the Whakatane District shall be a district council under the name of "The Whakatane District Council" (in this Order referred to as the "district council").

6. The communities and community councils of the County of Whakatane shall enure as if they had been constituted and appointed by the district council.

REPRESENTATION

7. For the purpose of representation only, the district shall be divided into 8 wards, having the names and boundaries described in the schedule to this Order.

8. The mayor of the district shall be elected by the electors of the district, and the district council shall comprise, in addition to the mayor, 14 members to be elected by the electors of each ward as follows:

Whakatane Ward: 7 councillors, Matata Ward: 1 councillor, Omataroa Ward: 1 councillor, Edgecumbe Ward: 1 councillor, Tarawera Ward: 1 councillor, Taneatua Ward: 1 councillor, Galatea Ward: 1 councillor, Waimana Ward: 1 councillor.

Provided that, until the mayor and councillors of the district council to be elected at the 1977 triennial general election of councillors come into office, the district council shall comprise the mayor and councillors of the Borough of Whakatane and the councillors of the County of Whakatane holding office immediately prior to union, and three members of the Whakatane Harbour Board appointed by and from the members of that board: and the mayor of the district shall be chosen by the district council from amongst its members at its first meeting:

Provided further, that in the event of any vacancy occurring in the district council prior to the 1977 triennial general election of councillors, such vacancy may either be filled by appointment, or be left vacant, as the district council shall determine.

9. The electors' lists and electors' rolls in force in the County of Whakatane and the Borough of Whakatane shall continue in force in the district until new electors' lists and electors' rolls are made for that district.

10. The first meeting of the district council shall be convened by the Town Clerk of the Whakatane Borough Council.

POWERS AND FUNCTIONS

11.Except as otherwise provided in this Order, the provisions of Part III and Part XIX of the Municipal Corporations Act 1954 shall apply to the district as if it were a borough and to the district council as if it were a borough council; and the provisions of the Counties Act 1956, except those of Part IV and Part XX, shall apply to the district as if it were a county and to the district council as if it were a county council, and as if references therein to “ridings” were references to “wards”.

12.The following sections of the Municipal Corporations Act 1954 shall apply to the district as if it was a borough, and to the district council as if it was a borough council: section 61 (which makes special provision where the same person is elected to be both mayor and councillor), section 108A (which relates to the consolidation of special rates), section 219A (which relates to betterment contributions when water courses are covered), section 237A (which relates to tree roots obstructing public drains), section 302, 303, and 304 (which relate to the prevention of overcrowding in buildings, the illegal occupation of buildings and the removal of buildings illegally erected), and section 330a (which relates to the erection and sale of blocks of flats by a local authority.)

13.For the purposes of any other enactment, the district shall be a county and the district council shall be a county council.

14.The functions of the Whakatane Harbour Board shall become functions of the district council.

HARBOUR COMMITTEE

15.The district council shall forthwith establish and maintain a committee of the council, to be known as the “Whakatane Harbour Committee”, to exercise such powers and duties as may be delegated to it by the council pursuant to Part V of the Counties Act 1956 (which relates to committees).

16.Until the 1977 triennial general election of councillors, the Whakatane Harbour Committee shall comprise the members of the Whakatane Harbour Board holding office immediately prior to its dissolution, together with two other persons to be appointed by the district council, and the Chairman of the Whakatane Harbour Board then holding office shall be the Chairman of that Committee.

RATING

17.The system of rating within the district shall be the land value system.

18.All the valuation rolls and rate records in force in the County of Whakatane and the Borough of Whakatane shall continue in force in the district until new valuation rolls and rate records are made for that district.

FINANCE GENERALLY

19.All that assets, liabilities, and engagements of the County of Whakatane, the Borough of Whakatane, and the Whakatane Harbour Board shall become the assets, liabilities, and engagements of the district and all proceedings pending by or against the Whakatane Borough Council, the Whakatane County Council and the Whakatane Harbour Board shall be carried on by or against the corporation of the district.

Provided that the assets and liabilities of the municipal electricity undertaking of the Borough of Whakatane shall be applicable only for the benefit of or chargeable only against the residents and consumers within the area of supply of the Whakatane Borough Council (Electric Lines Licence 1963 as described in New Zealand Gazette No. 26 of 2 May 1963 at p. 580) and as may from time to time be amended pursuant to the Electricity Act 1968.

20.Money and income as may from time to time be derived from the assets of the Whakatane Harbour Board succeeded to by the district council or from the proceeds of the realisation of any such assets shall be applied to the maintenance and development of the Whakatane Harbour ; to the maintenance and improvement of the endowment lands succeeded to by the district council; and for such other purposes as the district council may decide.

21.For accounting purposes, the harbour functions of the Whakatane Harbour board succeeded to by the district council shall be a separate activity, and the income derived from the endowment lands succeeded to by the district council shall be deemed to be revenue derived from that activity.

BYLAWS

22.All the bylaws in force in the County of Whakatane and the borough of Whakatane shall continue in force in the district; but every such bylaw shall remain in force in the area only in which it was in force prior to the union and every such bylaw, the application of which cannot be restricted to either such area, shall be deemed to have been revoked.

23.All bylaws of the Whakatane Harbour Board in force on the date of its dissolution shall, to the extent that they do not conflict with any other bylaw of the district council, be deemed to be bylaws of the district council.

DISTRICT PLANNING SCHEMES

24.The district planning schemes and scheme statements and codes of ordinances in force in the County of Whakatane and the Borough of Whakatane shall be deemed to be the district planning scheme and scheme statement and code of ordinances of the district council, and the district council shall not be required forthwith to prepare a new district planning scheme for the whole of the Whakatane District.

HARBOUR LIMITS

25.All harbour limits in force on the date of dissolution of the Whakatane Harbour Board shall become the harbour limits for the purposes of the harbour functions of the district council.

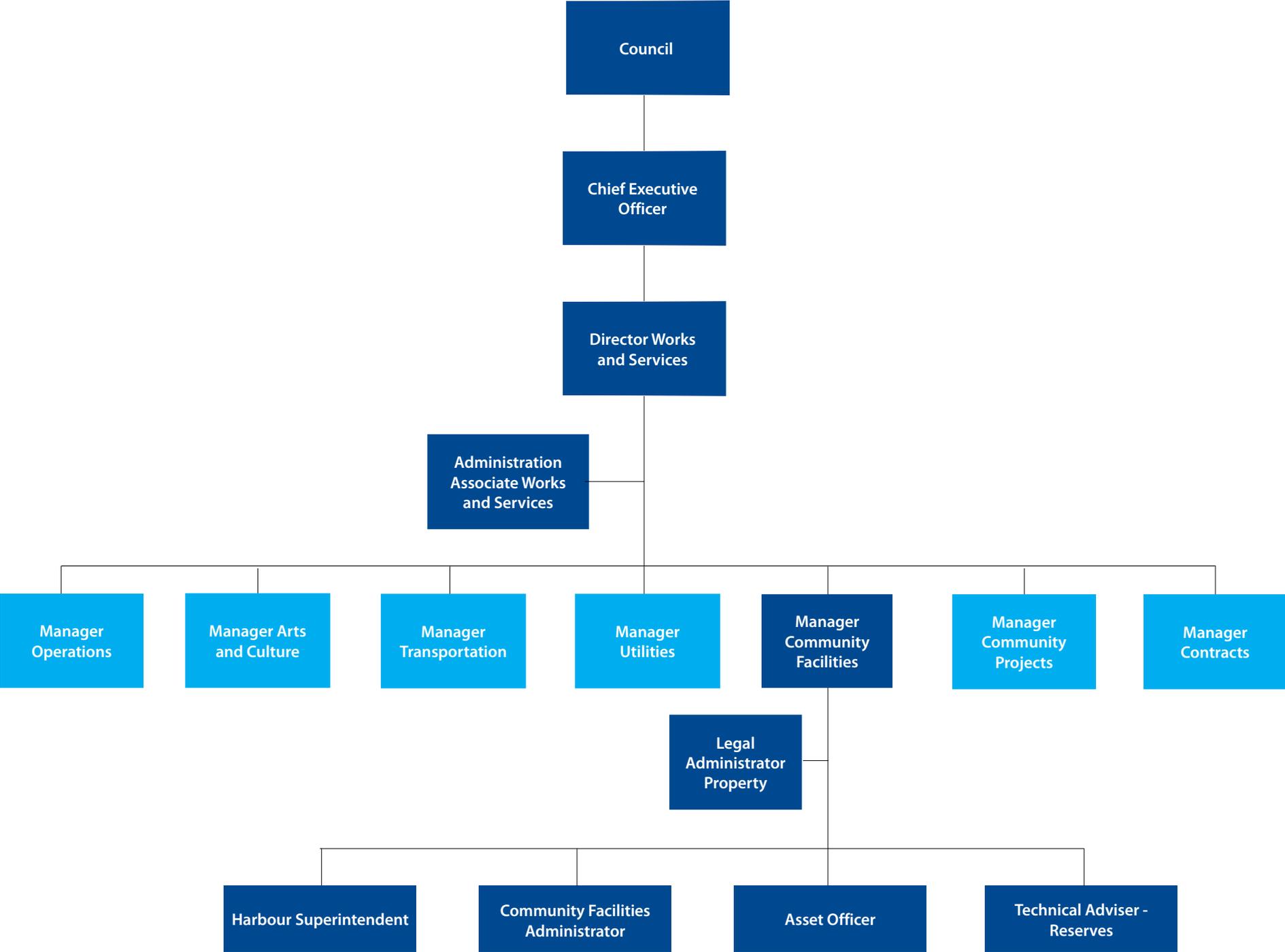
PETROLEUM TAX

26.For the purposes of the Local Authorities (Petroleum Tax) Act 1970, the district council shall be the successor of the Whakatane Borough Council and the Whakatane County Council.

APPENDIX 3

ORGANISATIONAL STRUCTURE DIAGRAM





APPENDIX 4

OPERATIONAL PROCEDURES MANUAL



WHAKATANE DISTRICT COUNCIL PORT AND HARBOUR OPERATIONAL PROCEDURES

This manual has been prepared for the Whakatane District Council's port and harbour facilities, which comprise of the following:

- Thornton jetty and boat ramps
- Whakatane Port facilities, including wharves, boat launching ramps, other structures including rock walls and groynes, vessels and associated plant, and navigational markers
- Port Ohope wharf facilities and the Ohiwa boat ramp

The purpose of this manual is to provide a guide for the activities undertaken by Whakatane District Council as Port Operator. The topics covered under this manual are:

1. Emergency Management
2. Asset Operation and Maintenance – General Equipment
3. Asset Operation and Maintenance – Public Facilities
4. Event Administration
5. Berth Administration
6. Contracts, Contractors, and Services

GENERAL NOTES

Health and Safety

The Health and Safety in Employment Act 1992 requires every employer to ensure that there are effective methods in place for systematically identifying and regularly assessing hazards to employees at work. Where significant hazards are identified, these must be eliminated, or if elimination is not practicable, isolated, or if isolation is not practicable, minimised. Persons in control of a place of work must take all practicable steps to ensure that no actual or potential hazard harms persons at work in that place or people in the vicinity of that place.

All persons exercising functions as part of Whakatane District Council's role as Port Operator must comply with all relevant health and safety policies.

Responsibilities

There are a number of organisations with responsibilities in relation to the safety of navigation and marine activities within ports and harbours. These include:

- The Minister of Transport – The Minister of Transport is ultimately responsible for maritime safety in New Zealand. The Minister develops national rules and standards to ensure maritime safety
- The Maritime Safety Authority – The Maritime Safety Authority has a statutory function to promote maritime safety. The Authority administers marine safety legislation.
- Regional Councils – Regional Councils are required to regulate the movement of vessels for the purposes of navigational safety through bylaws and exercised by appointed harbourmasters.
- Territorial Authorities – District Councils have the powers to erect and maintain infrastructure (wharves and jetties etc) for the improvement, protection, management, and utilisation of waters within their districts

Guiding Documents

There are a number of documents that are relevant to Council's port and harbour operations. These include:

- Safety Management Policy Manual – MV 'Port Whakatane II' Whakatane District Council
- Regional Navigation Safety Bylaw, Environment Bay of Plenty 2004
- New Zealand Port and Harbour Marine Safety Code, Maritime Safety Authority 2004
- Guidelines for Providing Aids to Navigation in New Zealand, Maritime Safety Authority
- Code of Practice for Health and Safety in Port Operations, Department of Labour 2004
- Hazardous Substances (Emergency Management) Regulations
- WDC Health and Safety Policy

Council staff undertaking operational activities within the district's port and harbour areas should be familiar with these documents.

EMERGENCY MANAGEMENT

Responsibilities

The following agencies have a role in emergency management:

Regional Council - Harbourmaster

- Lead agency responsible for oil spill contingency planning. Responsible for pollution / spills within coastal marine area (below mean high water springs)
- Navigation safety – vessel collisions, strandings, handling of vessels

District Council – Harbour Superintendent

- Pollution / spills on land (involving harbour assets)
- Vessels in distress using harbour facilities
- Managing effects of natural disasters on harbour assets

New Zealand Fire Service

- Responsible for emergencies involving fire within port and harbour areas.
- Assists with refloating sinking vessels berthed at port facilities.
- Rural fire service deals with fire emergencies on rural land, including land surrounding Thornton and the western side of the Whakatane River.

New Zealand Police Service

- Controls law and order,
- Responsible for evacuating port areas
- Identifying bodies

St John Ambulance

- Provides emergency medical services

Maritime New Zealand

- Carries out a regulatory function relating to maritime safety (enforcing maritime rules). A 24 hr emergency callout number is available.

Civil Defence

- Co-ordinates emergency management response

Hazardous Substances

Handling, storing, and using hazardous substances must be done in accordance with the controls placed on those substances by regulations made under the Hazardous Substances and New Organisms (HSNO) Act 1996.

All reports of oil spills/pollution within the port and harbour waters are to be directed to the Eastern Harbourmaster

- Harbourmaster: 0800 368 267
- EBOP Pollution Hotline: 0800 738 393

In the event of a spill on any wharf or land associated with a harbour asset no remedial action should be undertaken until the substance has been identified.

Liaise with emergency services as appropriate.

If appropriate, control the spillage using the spill response kit stored at the signal station (Whakatane)

Natural Disasters

Earthquake

Following an earthquake a visual inspection of harbour assets should be undertaken, particularly structures. Any damage should be reported to the Manager – Community Facilities.

Any damaged structure should be closed from public use until such time as a structural engineer has assessed the damage and confirmed the structure is safe. Effective temporary measures include fencing, flagging, or other suitable means which discourage access to the site until it has been made safe again.

Tsunami

In the event of a tsunami a Civil Defence Authority warning will be automatically issued to the Harbour Superintendent by text message.

On receiving a warning the Harbour Superintendent is to report to Civil Defence headquarters

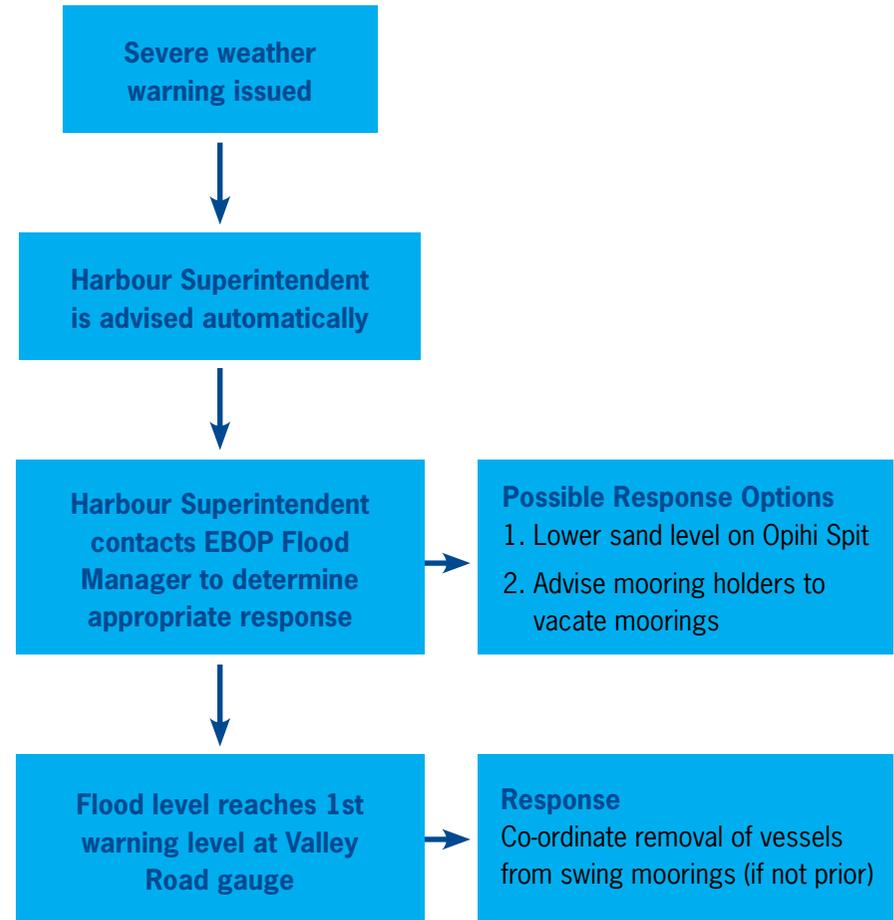
The Civil Defence Authority may advise evacuation of port areas and/or closure of Whakatane river entrance.

In the event of the river bar being closed a chain shall be placed across the boat ramp and closed sign displayed. All berth holders are to be notified of the closure.

Flooding/Severe Storm

If the decision is made to reduce sand levels on Opihi Spit, prior notification shall be given to Environment Bay of Plenty, local iwi (Ngati Awa), Department of Conservation, and Forest and Bird.

At or prior to the Valley Road flood gauge reaching the first warning level, all mooring holders will be advised to berth their vessels alongside the main wharf or game wharf. This needs to be under the direction of the Harbour Superintendent as some vessels cannot be double berthed.



Emergency Resources

- Spill kits – A spill response kit is stored at the signal station in Whakatane
- Fire fighting equipment – No fire fighting equipment is provided
- First aid – Basic first aid kits are available in the Harbour Superintendent's vehicle and onboard the WDC vessel 'Port Whakatane II'.

ASSET OPERATION AND MAINTENANCE (GENERAL EQUIPMENT)

Port Operational Equipment

Operational equipment owned by Whakatane District Council includes:

- Vessels
 - 3 vessels – including work boat 'Port Whakatane II'
 - Barge – 'James Fox'
- Vehicles
 - Harbour Superintendent vehicle
 - Tractor (for vessel launching)
- Navigational Aids
 - Lead lights
 - Channel markers
 - Beacons

Operations

All vessels and vehicles are to be used under the direct supervision or direction of the Harbour Superintendent

All persons using operational equipment must have the appropriate training and qualifications

Vessels and vehicles must be operated in accordance with the relevant health and safety requirements

The use of these vessels shall be limited to the tasks required to fulfil WDC's function as port operator and shall be undertaken at the direction of the Harbour Superintendent.

The tractor is to be used for launching and retrieving the work boat and is stored in the boat shed adjacent to the signal station when not in use.

The tractor key is stored in the Harbour Superintendent vehicle

Maintenance

All vehicles and outboard motors are to be serviced annually. Outboards shall be serviced every 100 hrs.

Vehicles and boat trailers are to be maintained in a good working condition with current registration and warrant of fitness

Aids to navigation must be maintained in accordance with the Guidelines for Providing Aids to Navigation in New Zealand. This should include:

- Planned routine maintenance schedule
- Record of maintenance visits and works carried out
- Periodic visual inspection of buoys and moorings, and mooring replacement at suitable intervals

Replacement bulbs for navigation lights are stored in the boat shed adjacent to the signal station

Safety

All equipment is to be maintained in good working condition with safety checks at regular intervals

Lifejackets are to be worn by all occupants of vessels

All port operational activities shall be undertaken in compliance with relevant maritime safety legislation and bylaws

ASSET OPERATION AND MAINTENANCE (PUBLIC FACILITIES)

Public Facilities

This section of the manual covers the operation and maintenance of public facilities, which include:

- Boat ramps
- Wharves / jetties
- Boat trailer parks
- Hardstand
- Slipway

Monitoring

The Harbour Superintendent is to inspect boat ramps, wharves, and boat trailer parks at Thornton, Whakatane, and Port Ohope. There may be seasonal variations in the frequency of inspections, with daily inspections over the summer months.

This inspection shall check the condition of the facilities including signs, monitoring the level of use (counting boat trailers), and identify any general maintenance requirements or health and safety issues. Any damage or maintenance requirements shall be reported to the Manager Community Facilities.

The Whakatane boat ramp is to be monitored for the effects of scouring. Should significant scouring occur at the toe of the ramps, appropriate remedial measures shall be agreed in consultation with Environment Bay of Plenty.

The bed levels at the Otuawhaki wharf are to be monitored and maintained at levels that do not affect the functioning of the floating pontoons. Maintenance dredging shall be undertaken to ensure pontoons remain floating

Water depths at the Thonton jetty and boat ramp shall be regularly monitored to ensure adequate water depth is available for the facility to be used effectively by recreational trailer boats.

Recording of the depth of the Whakatane port area from the entrance upstream to the Landing Road bridge is to be undertaken twice monthly using specific GPS coordinates.

Recorded depth information for the entrance is provided to Environment Bay of Plenty and Whakatane Coastguard.

Maintenance

All boat ramps are to be maintained in a good working condition, with flood debris removed as soon as practicable following deposition. The build-up of sediment on the boat ramps should also be monitored and water blasting undertaken periodically.

All port structures should be subject to regular structural engineering inspections.

Hardstand (Whakatane)

An application form is available and must be completed by the vessel owner, crane operator (if applicable) and the Harbour Superintendent. The required fee shall be paid prior to occupation. An up to date schedule of fees relating to the use of the hardstand area is set out in Councils LTCCP and Annual Plan.

24 hours notice needs to be provided prior to any lifting of vessels into or out of hardstand area.

The Harbour Superintendent is to be present at all lifts.

As noted on the application form, no crane should be located closer than 1.5m from the seaward edge of the wharf. A valid lift area certification issued by a Chartered Engineer shall be maintained.

Port Ohope Slipway

An application form is available and must be completed and the required fee paid prior to occupation. An up to date schedule of fees is set out in Councils LTCCP and Annual Plan.

No careening, painting, or sanding is permitted.

24 hours notice needs to be provided prior to use of the slipway.

The Harbour Superintendent is to supervise use of the slipway.

The slipway cable is to be replaced bi-annually.

EVENT ADMINISTRATION

Whilst EBOP has a primary role in the management of activities within port and harbour areas, WDC as port operator has a role in facilitating the safe and orderly conduct of events that involve the use of Council assets. The types of events typically undertaken within port and harbour areas include:

- Yacht races
- Wharf fishing competitions
- Swimming races
- Triathlon / multisport events
- Waka ama / rowing regattas
- Other sporting or recreation events
- Media productions

Any person wanting to hold an event within port and harbour areas needs to advise the Harbour Superintendent a minimum of 2 weeks prior to the event. Notification at this time shall include the submission of a safety plan for approval.

The submitted safety plan shall be specific to the nature of the event, but should contain details regarding the provision of recovery/safety vessels.

In all cases, Whakatane District Council will require organisers to obtain comprehensive public liability insurance in an amount and coverage acceptable to the Council.

If the event involves the use of harbour assets (e.g. wharf) the event co-ordinator shall also obtain the approval of WDC's Works and Services department.

BERTH ADMINISTRATION

In response to an enquiry relating to berthage at Whakatane a preliminary assessment of the availability of berthage for the vessel size should be undertaken.

The Harbour Superintendent holds records of the current vessel berthage licences.

If no suitable berthage is available, the applicant's details are added to the waiting list.

If suitable berthage is available the application form is to be completed and the appropriate fee paid. An up to date schedule of fees is set out in Councils LTCCP and Annual Plan.

Berthage licence fees are invoiced quarterly.

The contact details for all berth holders are stored in Council's berth holder database. A list of mooring holders is maintained for invoicing utility fees.

CONTRACTS, CONTRACTORS, AND SERVICES

Types of Contracts

Organisations or individuals outside of Council assist Council in fulfilling its role as port operator. Contractors may be engaged from time to time to undertake a variety of tasks associated with port operations. The types of activities can be grouped into three main categories

- Assets (structures)
- Activities
- Regulatory

CONTRACTS, CONTRACTORS, AND SERVICES

Activity	Current Arrangement	Ongoing or Project Specific	WDC Management	Comment
Assets				
Tri-annual structural condition assessment	Opus - PSC	Ongoing	Director W & S	Routine inspections as a standard asset management requirement
Routine maintenance and minor repairs	As required	Specific	Harbour Superintendent	Undertaken as required
Major repairs / upgrade	Opus - PSC	Specific	Director W & S / Specific project management	Typically identified during routine inspection and included in LTCCP / Annual Plan process
Subsurface - Divers	As required	Specific	Harbour Superintendent	Undertaken as required
Design and construction of structures	Opus - PSC	Specific	Director W & S / Specific project management	May include separate contracts for design, consenting, and construction
Vessel maintenance	Hart Holden – marine servicing	Ongoing	Harbour Superintendent	Routine servicing and repairs
Tractor maintenance	Jacks Machinery	Ongoing	Harbour Superintendent	Routine servicing and repairs
Security patrols	First Security	Ongoing	Director W & S	Part of Council-wide contract
Rubbish collection	Downer EDI (currently subcontracted to T and V)	Ongoing	Director W & S	Part of Council-wide contract
Electrical maintenance contract	Horizon Energy Contractors	Ongoing	Director W & S	Part of Council-wide contract
Mowing and spraying	City Care	Ongoing	Director W & S	Part of Council-wide contract
Activities				
Maintenance Dredging	Evelyn J - Disking	Seasonal (summer)	Harbour Superintendent	Large-scale dredging operations subject to specific arrangements
Opihi Spit reduction	Waiotahi Contractors	Ongoing – as required	Harbour Superintendent	Includes ability to undertake works at short notice – following flood warning
Regulatory				
Resource consents	Various – as required	Project specific	Specific project management	
Consent compliance	Bioresearches – annual seafood monitoring	Specific	Harbour Superintendent	Various requirements for specific resource consents

APPENDIX 5

DRAFT WHAKATANE HARBOUR ENTRANCE MAINTENANCE PLAN



Background

Access to the Whakatane Harbour by vessels approaching from offshore is limited by ability to navigate the entrance channel. Environment Bay of Plenty manages the status of the entrance and imposes restrictions during unfavourable conditions. Restrictions are generally periods of time that the entrance channel may not be used and are often based around low tide (i.e. vessels may not use the entrance within 2 hours either side of low tide) but may include closure of the entrance for extended periods. Restrictions may be due to number of reasons such as weather, sea state and depth of water.

The trigger for restrictions due to water depth occurs when the measured depth from the surface of the water to the surface of the channel bed (measured at the trough between waves) at any point in the entrance channel is 1.5m chart datum or less. Typically, this occurs at Location 2 (the entrance leads or "bar"), however during the 2008/09 summer the depth at several locations in the entrance channel was measured at less than 1.5m.

Availability of the entrance has been considered by stakeholders to have been limited since development of the harbour began. In recent times, the perception is that lack of depth has been increasingly a major factor in closures. Additionally demand for ability to navigate the entrance in all tides has increased, driven principally by commercial vessel operators. Commercial utilisation of marine resources in the Whakatane area is considered to have been hindered by the lack of all tide availability of the harbour.

In the last 15 years or so low river flows have become more commonplace during the months of October through to March, for reasons that are not well understood, although successions of dry summers are thought to have been a contributing factor.

Over the longer term this trend is likely to continue. NIWA climate change models suggest that changing weather patterns are likely to lead to a decrease in mean annual rainfall of up to 2.5% by 2030-2049 compared with 1980-1999 levels.

These historical issues of access lead to the development of a proactive harbour entrance maintenance plan. The plan aims to establish the known triggers to commence activities to keep the channel navigable, and to form an empirical history of measurements to base future decision making upon.

Research Undertaken

In February 2007, the council established 10 reference points at which depth readings were taken. (see attached aerial photograph showing points, table and chart showing readings) Initially measurements were taken as and when required but generally once to twice a month (though more frequently during summer, low flows and when the entrance restrictions were imposed).

Since summer of 2008/09 the location of the reference points have been fixed with GPS readings taken to establish co-ordinates ensuring measurements taken in the same place (within 2-5 metres) each time.

The research methodology has been developed to provide quantitative analysis of the harbour entrance upon which to base decisions on future management options.

Decision Considerations

The harbour entrance is a dynamic system with external factors constantly changing through natural cycles and spontaneous events. The most significant factors to include in decision making are:

- Tides - these generally affect when intervention is undertaken. Large outgoing tides are the optimum time to undertake operations on the entrance channel as the flow of water has a scouring effect taking sediment out through the channel. Work can not be done on incoming tides.
- River flows - rainfall generated river flow affects the deposition of sediment in the channel and at the bar. High flows (or "Freshes") scour the channel but deposit sediment at the bar. Low flows cause sediment to deposit and build up in the channel itself. Moderate river flows are optimal as they carry sediment through the channel, scouring it and depositing beyond the bar where it is dispersed. High flows also affect operations in the channel in that work to clear or measure can not be undertaken during dangerous flow conditions.
- Sand Depth - the channel is formed on a bedrock base. The depth of the sand on this base and the reduction in flow of water combine to affect how sediment is deposited. When there is no sand (i.e the bedrock is exposed) the water flow is stronger and drag is lessened meaning sediment is more likely to be carried out through the channel. (It is important to note though that the channel bedrock

is not a uniformly smooth surface but contains troughs and peaks that affect the deposition of sediment.) When the depth of the sand is high the water flow is restricted, drag is increased and sediment is more likely to be trapped in the channel.

- Weather systems & climate change. ENSO (El Nino Southern Oscillation) is a cyclical phenomena related to the temperature of the Pacific Ocean. When it is operating westerly weather patterns predominate leading to increased likelihood of dry summers. Typically during an ENSO event restrictions are more likely but this is not always the case. Conversely during the La Nina pattern the opposite is likely. Weather tends to flow from the north east bringing wetter summers and more chance of tropical storms making river flows likely to be higher. Restrictions during a La Nina event are less likely but again this is not always the case. Climate change models and predictions are complex and the effects are largely a matter of conjecture. NIWA provides resources on its website discussing the possible national and regional effects of climate change on weather patterns and coastal areas.
- Lateral sea currents (longshore drift) - At the Whakatane Harbour entrance a westerly longshore drift predominates. During moderate river flows the westerly current works to take sediment deposited on the bar and disperse it towards the east and the Ohope beach area. During adverse conditions however the westerly flow can work unfavourably depositing sand from the west onto the bar and even into the channel itself. Easterly longshore flows do occur, however it is thought that they have little effect due to the proximity of Kohi Point.

Description of Maintenance Triggers

River Flow Rates The flow rate is the volume and speed of water measured at the Valley Road water level recorder, situated in the lower Whakatane catchment some 4 km upstream of Whakatane township. It is expressed as the number of cubic metres of water that pass the measuring point every second. The river flow rate can be translated into depth at a known point.

Tide Cycles the depth of water at high and low tide vary throughout the year. Tide levels affect the flow of water discharging through the entrance channel.

Sand Depth much of the entrance channel is formed on bedrock. Sand and sediment is deposited on the top of the bedrock which results in variation of depth of water in the

channel. The depth of sand affects the flow of water through the channel.

Elevated Monitoring Triggers

Monitoring will be routinely undertaken at a rate of twice per month. Once one or more of the following triggers are reached monitoring will be increased in frequency to a minimum of once a week, up to a maximum of once per day.

River flow Rates < 50m³/sec

Sand Depth consideration is being given to establishing a method of measuring the depth of sediment accretion in the channel. This can then be used to determine the depth of sediment that would lead to increased monitoring.

Intervention Triggers

Once any one or more of the following triggers are reached, intervention maintenance will be undertaken:

River Flow Rates <=25 m³/sec - translated to river depth = 1.8m deep

Sand Depth consideration is being given to establishing a method of measuring the depth of sediment accretion in the channel. This can then be used to determine the depth of sediment that would lead to intervention.

Description of Intervention Maintenance

The current practice of intervention maintenance utilises a device towed through the entrance channel behind a vessel. The device drags sediment along acting like a scraper and carries the sediment along and out to sea. This process is done on any outgoing tide.

Attachments:

- Measurements list
- Aerial showing locations for measurements
- Measurements Chart
- Tide Chart
- NIWA Rainfall Models

Whakatane River Harbour Entrance Depth Measurements

Date	Location									
	1	2	3	4	5	6	7	8	9	10
19/02/07	1.1	1.6	1.8	1.8	3.2	2.7	2.5	2.3		
22/02/07	0.6	1.5	1.7	1.8	2.8	2.5	2.3	2.2		
26/02/07	0.4	1.2	1.4	1.4	2.8	2.5	2.5	2.4		
6/03/07	0.9	1.2	1.5	3.9	2.8	2.6	2.5			
20/03/07	1.2	1.6	1.8	1.7	3.7	2.3	2.3	2.6		
7/04/07	0.5	1.3	1.5	1.7	2.5	2.1	2.1	1.7		
24/04/07	0.9	1.4	1.7	2.2	1.9	1.8	2	2.5		
8/05/07	0.9	1.6	1.6	1.5	3.7	2.3	2.7	1.9		
14/05/07	0.8	1.3	1.3	1.6	1.9	2.3	2.6	1.7		
14/05/07	0.8	1.3	1.3	1.6	1.9	2.3	2.6	1.7		
29/06/07	0.9	1.7	2	3.7	4.2	3.8	4.2	4.3		
9/07/07	0.5	1.4	1.6	1.6	2.5	2.3	2.8	2.5		
15/07/07	0.5	1.4	1.5	1.1	2.9	1.7	2.4	2.4		
24/07/07	1.1	1.5	1.6	1.6	2.4	2.2	2.4	2.5		
22/08/07	1.3	1.8	2.1	1.5	2.7	1.6	2	2.7		
12/09/07	1.4	1.9	2	1.5	3.4	2.3	2.7	2.1		
25/09/07	1.1	1.7	1.7	1.5	2	2	2.7	2.1		
29/10/07	0.6	1.3	1	1.4	2.6	2.4	2.4	2		
6/11/07	0.4	1.4	1.4	1.8	2.7	2.3	2.1	1.9		
8/11/07	0.6	1.4	1.6	1.7	2.7	2.3	2.3	1.7		
15/11/07	0.8	1.4	1.5	1.7	2.7	2.3	2.3	1.7		
19/11/07	0.6	1.5	1.5	1.9	1.9	2.3	2.6	1.7		
21/12/07	0.2	1.3	1.3	1.1	2.2	1.3	2.1	1.5		
24/12/07	2.2	2.3	2.8	1.9	3.6	3.8	3.5			
2/01/08	0.6	1.2	1.2	1.4	2.2	1.7	1.6	1.3		
16/01/08	0.7	1.5	1.7	1.3	1.8	1.7	1.6	2.2		
31/01/08	0.8	1.4	1.5	1.7	1.6	1.6	1.4	0.9		
6/03/08	0.6	1.7	2.4	2.4	1.9	1.7	1.3	2.9		
27/03/08	0.5	1.5	1.4	1.3	1.6	1.4	1.5	1.8		
21/04/08	1.4	1.5	2.6	2.2	4	2.8				
13/05/08	1	1.5	1.6	1.2	2.8	2.3	3.1	2.9		

Date	Location									
	1	2	3	4	5	6	7	8	9	10
27/05/08	0.4	1.5	1.5	2.3	2.2	2.6	4.2	2.9		
7/07/08	1.2	1.7	1.9	1.1	2.8	2.6	3.7	3.9		
27/07/08	1.2	1.6	2.2	2.3	2.3	3	4.7	3		
11/08/08	1.9	2.5	2.6	1.3	2	3.4	4.7	2.5		
16/09/08	1.9	2.2	2.2	2.2	4	3.4	3.8	2.9		
15/10/08	1.6	1.9	2	1.5	2.8	3.5	3.9	3.9		
30/10/08	1.8	2.1	2.1	1.8	1.7	3.3	3.6	3.9		
28/11/08	1.7	1.9	1.9	1.7	2.3	3.2	4.2	2.8		
18/12/08	1.5	1.8	2	2.1	2.6	3.2	4.2	3		
6/01/09	1.3	1.6	1.6	2.3	2.3	4	4.2	2.6		
19/01/09	1.4	1.8	1.9	2.3	2.6	3.5	3	2.1		
17/02/09	0.7	1.3	1.3	1.3	3.1	3	2.2	1.5		
22/04/09	1.3	1.4	1.4	1.9	3.7	1.7	1.6	1.3		
7/05/09	1.4	1.5	1.7	1.4	2.1	1.2	1.5	1.3		
15/05/09	1.3	1.8	1.8	2.6	1.3	1.3	1			
20/05/08	1.4	1.5	1.7	1.2	1.5	1.3	1.2			
26/05/09	1.3	1.8	1.8	2.1	3.2	1.2	1.1	1.1		
15/06/09	0.8	1.9	1.8	1.8	2	1.8	3	3		
14/07/09	0.6	2	1.9	1.6	2	2	4.4	3.2		
17/07/09	1	1.3	1.5	1.2	2	2.2				
21/07/09	0.9	1.3	1.3	0.4	2.5	2.6	4.1	4.1		
24/07/09	1.5	1.2	1.3	1.3	3					
24/08/09	1.3	1.9	1.6	0.9						
28/08/09	1.2	2.1	2.3	3.8	2.8	3.1	1.8			
28/09/09	1.2	2.1	2.3	1.3	3.8	2.8	3	1.9		
14/10/09	1	2.1	2.1	1.3	3.1	2.9	2.9	3	1.7	2.3
21/10/09	1	2.7	2.9	2.4	3.7	3	4.6	3.2	2.7	2.8
28/10/09	1.3	1.7	1.8	1.5	3.3	3.1	4.3	2.6	2.9	1.6
3/11/09	1.1	1.9	2.1	1.5	3.5	3.4	4.8	2.7	3.2	1.8
9/11/09	1.2	1.9	2.1	1.6	4	2.6	4.2	3.6	2.6	1.8
20/11/09	1.5	2.1	2.1	1.6	3.8	3.1	4.2	3	2.5	1.9

Date	Location									
	1	2	3	4	5	6	7	8	9	10
25/11/09	1.4	1.9	1.9	1.6	3.6	3.2	4.4	3.2	3.1	1.9
30/11/09	1.4	1.8	1.9	1.5	3.6	3.2	4	2.9	3.3	1.8
8/12/09	1.2	2	2.2	1.6	3.8	3.2	4.3	2.8	3	1.7
17/12/09	1.2	2	2.3	1.6	3.5	3	3.3	2.8	2.8	1.7
21/12/09	1.3	2.1	2.2	1.6	4	3	3.1	3	3	1.9
1/01/10	1.3	2	2	1.5	3	3.2	3.5	2.6	2.8	2
14/01/10	1.9	2	2.2	1.3	3.5	3	3	2.6	4.4	1.9
19/01/10	1.4	2	2	1.4	3.2	3.2	3.4	2.4	4	1.8
25/01/10	1.2	1.9	2	1.4	3.2	3	2.7	2.5	4.1	1.7
5/02/10	1.2	1.9	2	1.3	3.4	2.6	2.7	3	4	1.8
12/02/10	1.2	1.8	1.9	1.4	3.8	2.5	2.7	2.2	3.8	1.7
23/02/10	1.1	1.8	1.9	1.3	2.8	2.2	3.2	2.4	3.6	1.8
2/03/10	1	1.7	1.6	1.3	2.9	2.2	2.9	2.9	4.5	1.5
23/03/10	1	2	2	1.3	3.3	2	2.2	2.7	3.4	2.7
29/03/10				1.4	2.6	2.1	2	1.6	3.3	1.6
7/04/10	0.9	1.7	1.9	1.4	2	2.1	1.8	2.4	3.2	2.3
12/04/10	0.6	1.8	2.1	1.2	2.2	1.7	2.4	1.8	3.6	1.5
6/05/10	0.9	2.1	2.2	1.3	1.5	1.3	2.1	1.7	3.4	1.8
18/05/10	0.9	2	2.5	1.4	2.5	1.3	1.4	1.4	4.4	2.1
27/05/10	0.7	1	1.2	0.7	2.5	1.8	4.5	3.1	4.8	1.7
9/06/10	1.3	1.3	1.3	1.5	2.3	2	4.4	3.5	4.6	1.2
18/06/10	0.9	1.7	1.8	1.3	1.9	2.2	4.6	3.3	4.5	1.2
29/06/10	0.9	1.8	1.8	1.3	2	2.4	4.8	3.2	4.9	1.2
19/07/10	0.9	1.8	1.9	1.3	2.1	2.5	5.2	3.1	4.4	1.3
11/08/10	1.3	1.6	2	0.9	2.5	3.9	6.3	3.8	3.8	2.6
24/08/10	0.9	2.7	4.3	0.9	3.9	2.9	5.1	2.9	3.7	3.1
8/09/10	0.8	2.1	2.2	0.4	2.7	2.3	4.4	2	3.6	2.2
27/09/10	1.2	3.1	3.2	1.2	1.8	3.4	4	3.2	3.9	3.1
4/10/10	0.9	3	3	1.2	3.8	3.2	4.5	3.2	3.9	3.1
26/10/10	1.2	2.8	2.7	1.4	3.8	3.4	4.1	3.2	3.7	3
10/11/10	1.4	2.6	2.7	1.4	4.1	3.2	4.1	3	3.4	2.9

Date	Location									
	1	2	3	4	5	6	7	8	9	10
19/11/10	1.5	2.5	2.5	1.4	3.1	3.5	4.2	3.2	3.9	3.1
25/11/10	1.5	2.7	2.2	1.5	4	3.6	4.3	3.1	3.6	3
9/12/10	1.4	2.5	2.4	1.4	4.5	3.4	4.1	2.9	3.5	3.1
16/12/10	1.4	2.5	2.5	1.4	4.2	3.4	4.2	2.8	3.4	2.9
20/12/10	1.4	1.6	2	1.5	5	3.3	5.2	3.1	4.4	3.3
6/01/11	1.6	2.5	2.3	1.3	4.1	3.4	5.3	3.1	3.8	2.9
26/01/11	??	3.1	3	1.8	2.3	3.3	5.1	3.1	3.8	2.8
2/02/11	??	1.9	2.1	1.5	2	3.7	5.7	3.2	4.1	3
28/02/11	2.1	1.7	1.4	1.5	4.1	2.8	5.9	3.1	3.7	2.7
8/03/11	2.2	2.1	1.8	1.6	4.4	3.7	5.7	3.2	3.7	2.9
2/04/11	2.2	1.8	1.8	1.4	4.6	3	4.6	3.1	3.2	2.7
12/04/11	2.1	2	1.9	1.5	4.4	3.2	5	3	3.4	2.7
20/04/11	2.3	2.1	2.1	1.5	4.6	3.1	4.3	2.9	3.1	2.8



Aerial Photography from Summer Season 2006/2007
 Parcel boundaries are to be taken as approximate only. Not to be relied upon for legal purposes.
 May contain LRAZ areas. Crown Copyright Reserved.
 Note: Placenames may not conform to LINZ guidelines 2008.

PLAN No: A3 Layout

WHAKATANE RIVER MOUTH SOUNDINGS



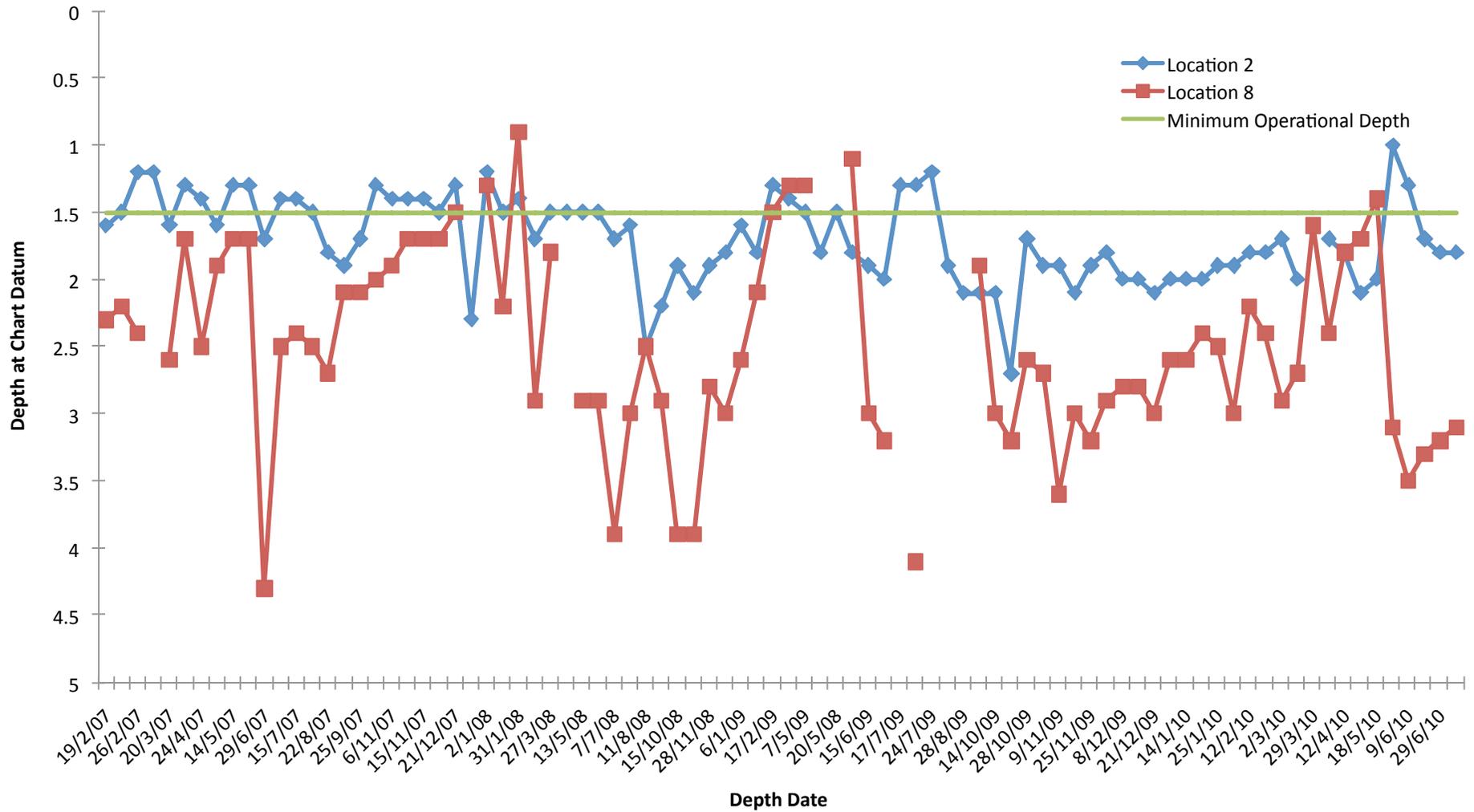
Scale = NTS



Whakatane District Council

Date of Issue: 23/06/2009 Username initials: MNYC

Whakatane Harbour Entrance Channel Measured Depth



WHAKATANE

LAT. 037° 57' S LONG. 177° 00' E

Time Zone: - 1200

Times and Heights of High and Low Waters

Year 2010

JANUARY

Time m

1 Fr 0032 0.3
0642 2.1
1306 0.5
1902 2.0

2 Sa 0125 0.5
0737 1.9
1356 0.6
1948 1.8

3 Su 0207 0.5
0817 1.9
1438 0.6
2029 1.8

4 Mo 0220 0.2
0809 2.2
1437 0.3
2034 2.1

5 Tu 0202 0.5
0826 1.9
1448 0.6
2041 1.8

6 We 0255 0.2
0900 2.2
1530 0.3
2126 2.1

7 Th 0246 0.5
0856 1.9
1519 0.6
2109 1.8

8 Fr 0346 0.2
0951 2.2
1621 0.3
2218 2.1

9 Sa 0325 0.5
0933 1.9
1558 0.6
2147 1.8

10 Su 0403 0.5
1010 1.9
1636 0.6
2225 1.8

11 Mo 0441 0.6
1047 1.9
1713 0.6
2304 1.8

12 Tu 0530 0.4
1132 2.1
1802 0.4
2309 2.0

13 We 0622 0.4
1224 2.0
1853 0.4

14 Th 0058 1.9
0717 0.5
1317 1.9
1946 0.5

15 Fr 0156 1.8
0813 0.6
1412 1.8
2041 0.6

16 Sa 0602 0.6
1206 1.8
1833 0.6

17 Su 0031 1.8
0648 0.7
1252 1.8
1919 0.6

18 Mo 0122 1.8
0741 0.7
1343 1.8
2011 0.6

19 Tu 0256 1.8
0840 0.7
1440 1.8
2109 0.5

20 We 0321 1.8
0921 0.6
1520 1.8
2148 0.5

21 Th 0400 1.9
1026 0.6
1625 1.9
2252 0.4

22 Fr 0502 2.0
1128 0.5
1728 2.0
2352 0.4

23 Sa 0600 2.1
1227 0.4
1827 2.0

24 Su 0014 0.6
0627 1.9
1244 0.6
1841 1.8

25 Mo 0059 0.6
0709 1.9
1328 0.6
1924 1.8

26 Tu 0140 0.5
0749 1.9
1409 0.6
2003 1.8

27 We 0220 1.8
0840 0.7
1541 1.8
2210 0.5

28 Th 0424 1.9
1046 0.6
1644 1.9
2312 0.4

29 Fr 0524 2.0
1148 0.5
1745 2.0

30 Sa 0011 0.3
0621 2.1
1247 0.4
1844 2.0

31 Su 0108 0.3
0716 2.2
1343 0.3
1940 2.1

FEBRUARY

Time m

Time m

Time m

Time m

Time m

1 Mo 0202 0.2
0809 2.2
1437 0.3
2034 2.1

2 Tu 0255 0.2
0900 2.2
1530 0.3
2126 2.1

3 We 0346 0.2
0951 2.2
1621 0.3
2218 2.1

4 Th 0438 0.3
1042 2.2
1711 0.3
2309 2.0

5 Fr 0530 0.4
1132 2.1
1802 0.4
2332 2.0

6 Sa 0622 0.4
1224 2.0
1853 0.4

7 Su 0058 1.9
0717 0.5
1317 1.9
1946 0.5

8 Mo 0156 1.8
0813 0.6
1412 1.8
2041 0.6

9 Tu 0256 1.8
0911 0.7
1509 1.7
2137 0.6

10 We 0355 1.8
1009 0.7
1607 1.7
2233 0.6

11 Th 0451 1.8
1105 0.7
1703 1.7
2325 0.6

12 Fr 0542 1.8
1156 0.7
1754 1.7

13 Sa 0600 2.1
1227 0.4
1827 2.0

14 Su 0014 0.6
0627 1.9
1244 0.6
1841 1.8

15 Mo 0059 0.6
0709 1.9
1328 0.6
1924 1.8

16 Tu 0140 0.5
0749 1.9
1409 0.6
2003 1.8

17 We 0220 1.8
0840 0.7
1541 1.8
2210 0.5

18 Th 0424 1.9
1046 0.6
1644 1.9
2312 0.4

19 Fr 0524 2.0
1148 0.5
1745 2.0

20 Sa 0011 0.3
0621 2.1
1247 0.4
1844 2.0

21 Su 0108 0.3
0716 2.2
1343 0.3
1940 2.1

MARCH

Time m

Time m

Time m

1 Mo 0049 0.3
0655 2.2
1322 0.3
1922 2.1

2 Tu 0143 0.2
0747 2.2
1415 0.3
2015 2.1

3 We 0235 0.2
0838 2.2
1506 0.2
2105 2.2

4 Th 0325 0.3
0928 2.2
1555 0.3
2155 2.1

5 Fr 0415 0.3
1017 2.1
1644 0.3
2244 2.1

6 Sa 0506 0.4
1106 2.0
1732 0.4
2335 2.0

7 Su 0557 0.5
1156 1.9
1821 0.5

8 Mo 0650 0.6
1247 1.8
1913 0.5

9 Tu 0745 0.6
1342 1.8
2007 0.6

10 We 0822 1.8
0841 0.7
1439 1.7
2103 0.6

11 Th 0921 0.6
0921 0.6
1520 1.8
2148 0.5

12 Fr 1009 0.7
1009 0.7
1625 1.9
2252 0.4

13 Sa 1105 0.7
1105 0.7
1703 1.7
2325 0.6

14 Su 1206 1.8
1206 1.8
1833 0.6

15 Mo 1252 1.8
1252 1.8
1919 0.6

16 Tu 0122 1.8
0741 0.7
1343 1.8
2011 0.6

17 We 0256 1.8
0840 0.7
1440 1.8
2109 0.5

18 Th 0321 1.8
0921 0.6
1520 1.8
2148 0.5

19 Fr 0400 1.9
1026 0.6
1625 1.9
2252 0.4

20 Sa 0502 2.0
1128 0.5
1728 2.0
2352 0.4

21 Su 0600 2.1
1227 0.4
1827 2.0

22 Mo 0014 0.6
0627 1.9
1244 0.6
1841 1.8

23 Tu 0059 0.6
0709 1.9
1328 0.6
1924 1.8

24 We 0140 0.5
0749 1.9
1409 0.6
2003 1.8

25 Th 0220 1.8
0840 0.7
1541 1.8
2210 0.5

26 Fr 0424 1.9
1046 0.6
1644 1.9
2312 0.4

27 Sa 0524 2.0
1148 0.5
1745 2.0

28 Su 0011 0.3
0621 2.1
1247 0.4
1844 2.0

29 Mo 0108 0.3
0716 2.2
1343 0.3
1940 2.1

30 Tu 0216 1.9
0829 1.9
1452 0.5
2048 1.9

31 We 0308 0.5
0906 1.9
1529 0.5
2126 1.9

APRIL

Time m

1 Th 0110 0.6
0715 1.9
1335 0.6
1934 1.8

2 Fr 0207 0.5
0812 1.9
1414 0.5
2011 1.9

3 Sa 0229 0.5
0829 1.9
1452 0.5
2048 1.9

4 Su 0308 0.5
0906 1.9
1529 0.5
2126 1.9

5 Mo 0347 0.5
0945 1.9
1608 0.5
2206 1.9

6 Tu 0429 0.6
1026 1.9
1649 0.5
2250 1.9

7 We 0514 0.6
1111 1.9
1734 0.5
2338 1.9

8 Th 0604 0.6
1201 1.8
1825 0.5

9 Fr 0700 0.6
1257 1.8
1922 0.5

10 Sa 0801 0.6
1358 1.8
2025 0.5

11 Su 0901 0.7
1503 1.7
2121 0.7

12 Mo 1013 1.9
0801 0.6
1358 1.8
2025 0.5

13 Tu 1131 0.6
1008 0.5
1609 1.9
2234 0.5

14 We 1215 0.6
1215 0.6
1821 1.8

15 Th 1318 0.6
1131 0.6
1738 1.8
2352 0.6

16 Fr 0426 1.8
1044 0.7
1651 1.7
2305 0.7

17 Sa 0512 1.8
1131 0.6
1738 1.8
2352 0.6

18 Su 0555 1.8
1215 0.6
1821 1.8

19 Mo 0610 2.0
1237 0.3
1844 2.1

20 Tu 0716 1.9
1338 0.5
1941 1.9

21 We 0837 1.9
1500 0.4
2101 2.0

22 Th 0920 1.9
1615 0.3
2145 2.0

23 Fr 0951 2.0
1615 0.3
2145 2.0

24 Sa 1030 2.0
1702 0.4
2307 2.0

25 Su 1127 1.9
1749 0.5
2358 1.9

26 Mo 1217 1.8
1839 0.6

27 Tu 1271 0.5
1905 0.5

28 We 1310 1.7
1244 1.8
1931 0.6

29 Th 1406 1.7
2025 0.7

30 Fr 1450 1.9
2113 0.5

31 Sa 1503 1.7
2121 0.7

REMEMBER TO ADD 1 HOUR FOR DAYLIGHT SAVING TIME. FINISHES 4 APRIL.

WHAKATANE

LAT. 037° 57' S LONG. 177° 00' E

Time Zone: - 1200

Times and Heights of High and Low Waters

Year 2010

MAY

JUNE

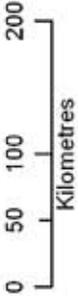
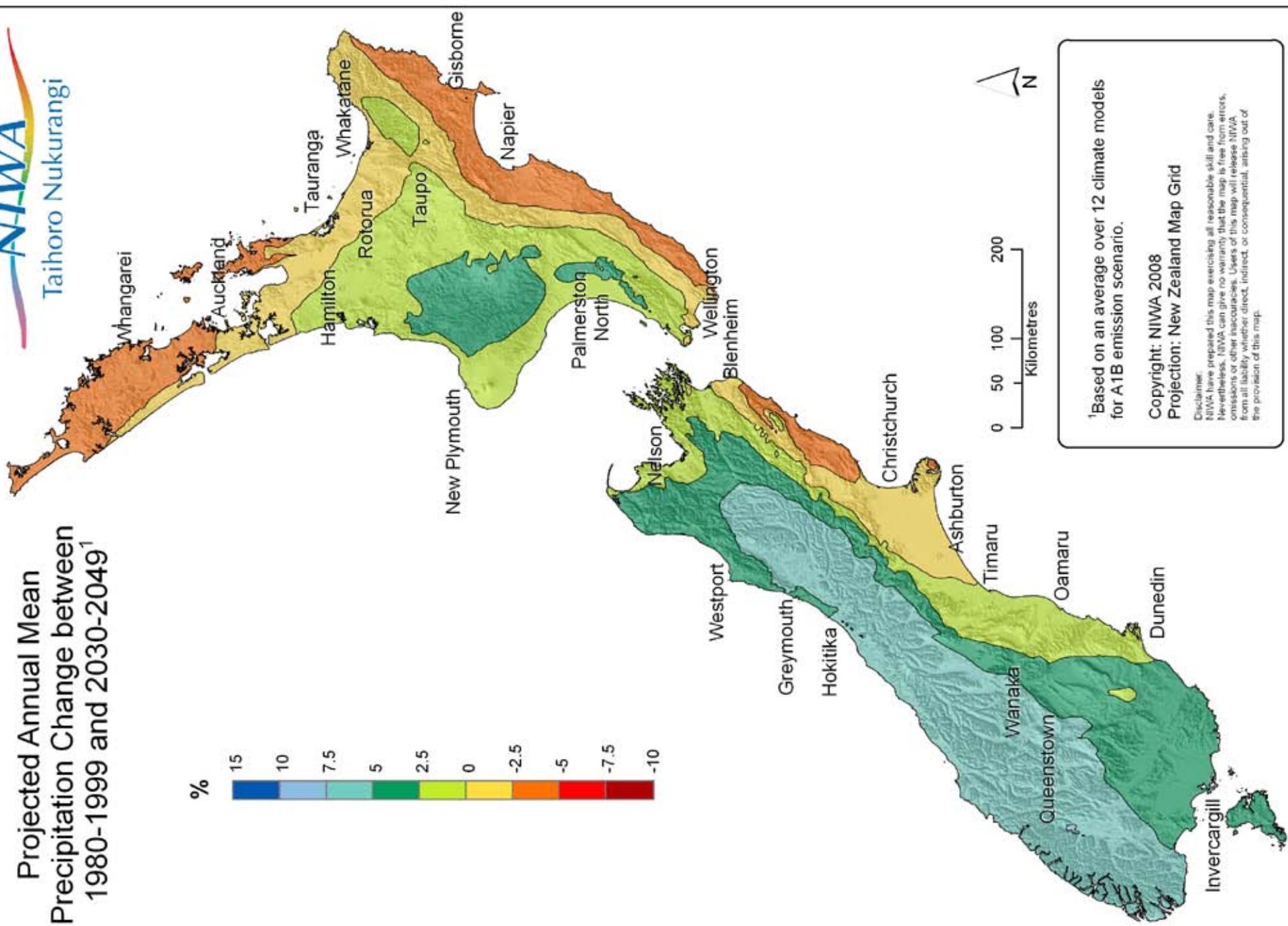
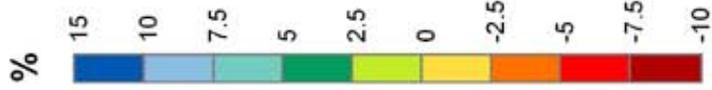
JULY

AUGUST

	Time m	Time m	Time m	Time m	Time m	Time m	Time m	Time m	Time m	Time m	Time m	Time m	Time m	Time m
1	0243 0.4	0219 0.5	0356 0.5	16	0341 0.4	0413 0.5	16	0414 0.3	1	0458 0.5	16	0533 0.3		
Sa	0838 2.0	0812 1.9	0947 1.8	0934 2.0	1004 1.8	1004 1.8	1010 2.1	1010 2.1	Su	1052 1.8	1135 2.0	1135 2.0		
	1502 0.3	1435 0.4	1605 0.5	We	1554 0.3	1619 0.5	Fr	1629 0.3		1707 0.6	Mo	1756 0.4		
	2108 2.1	2040 2.1	2214 2.0		2200 2.2	2227 1.9		2233 2.2		2309 1.9		2355 2.0		
2	0331 0.4	0307 0.5	0441 0.5	17	0433 0.4	0454 0.5	17	0506 0.3	2	0536 0.6	17	0625 0.4		
Su	0926 2.0	0900 1.9	1032 1.8	0934 2.0	1026 2.0	1045 1.8	1033 0.1	1103 2.1	Mo	1132 1.8	1230 2.0	1230 2.0		
	1548 0.4	1522 0.4	1648 0.5	We	1646 0.3	1659 0.6	Sa	1723 0.3		1748 0.7	Tu	1852 0.5		
	2154 2.0	2126 2.1	2257 1.9		2251 2.1	2306 1.9		2325 2.1		2348 1.8				
3	0419 0.5	0357 0.5	0525 0.6	18	0526 0.4	0534 0.6	18	0558 0.3	3	0615 0.6	18	0649 1.9		
Mo	1012 1.9	0949 1.9	1117 1.8	1026 2.0	1120 2.0	1127 1.8	1157 2.0	1157 2.0	Tu	1215 1.8	1328 1.9	1328 1.9		
	1633 0.4	1610 0.4	1732 0.6	Fr	1740 0.4	1741 0.6	Su	1817 0.4		1832 0.7	We	1949 0.6		
	2240 2.0	2215 2.1	2341 1.9		2345 2.1	2346 1.9								
4	0506 0.5	0448 0.4	0609 0.6	19	0619 0.4	0614 0.6	19	0618 2.1	4	0631 1.8	19	0718 0.4		
Tu	1059 1.8	1040 1.9	1202 1.7	1040 1.9	1216 2.0	1209 1.7	1255 0.4	0650 0.4	5	0658 0.6	0813 0.5	0813 0.5		
	1718 0.5	1701 0.4	1817 0.6	Fr	1836 0.4	1824 0.7	Mo	1254 2.0	We	1303 1.8	1429 1.9	1429 1.9		
	2327 1.9	2307 2.1						1914 0.5		1922 0.7	2048 0.6	2048 0.6		
5	0554 0.6	0541 0.4	0626 1.8	20	0640 2.0	0628 1.8	20	0713 0.4	5	0720 1.8	20	0844 1.8		
We	1147 1.8	1134 1.9	0653 0.6	0713 0.4	0713 0.4	0656 0.6	Tu	0745 0.4	6	0746 0.6	0911 0.6	0911 0.6		
	1805 0.6	1755 0.4	1249 1.7	Su	1315 1.9	1255 1.7	Mo	1353 1.9	Th	1357 1.8	1530 1.8	1530 1.8		
			1904 0.7		1934 0.5	1910 0.7		2012 0.6		2018 0.7	2148 0.7	2148 0.7		
6	0016 1.9	0001 2.0	0112 1.8	21	0136 2.0	0112 1.8	21	0210 1.9	6	0214 1.8	21	0344 1.7		
Th	0643 0.6	0636 0.4	0738 0.6	0636 0.4	0809 0.4	0739 0.6	Tu	0841 0.5	7	0841 0.6	1009 0.6	1009 0.6		
	1237 1.7	1231 1.9	1338 1.7	Mo	1415 1.9	1343 1.7	We	1455 1.9	Fr	1455 1.8	1628 1.8	1628 1.8		
	1854 0.6	1853 0.5	1953 0.7		2034 0.5	2000 0.7		2112 0.6		2118 0.7	2246 0.7	2246 0.7		
7	0106 1.8	0058 2.0	0159 1.8	22	0234 1.9	0159 1.8	22	0309 1.8	7	0313 1.8	22	0443 1.7		
Fr	0732 0.6	0733 0.5	0825 0.6	Tu	0906 0.5	0827 0.6	We	0938 0.5	8	0941 0.5	1104 0.6	1104 0.6		
	1329 1.7	1332 1.9	1430 1.7	Su	1517 1.9	1436 1.7	Th	1556 1.9	Sa	1556 1.9	1721 1.8	1721 1.8		
	1945 0.7	1953 0.5	2045 0.7		2135 0.6	2054 0.7		2212 0.6		2219 0.6	2339 0.7	2339 0.7		
8	0157 1.8	0157 2.0	0247 1.8	23	0332 1.9	0251 1.8	23	0408 1.8	8	0415 1.8	23	0537 1.7		
Sa	0821 0.7	0830 0.5	0912 0.6	We	1003 0.5	0918 0.6	Fr	1035 0.5	Su	1042 0.5	1155 0.6	1155 0.6		
	1423 1.7	1434 1.9	1522 1.7	Th	1617 1.9	1532 1.8	Sa	1653 1.9	Mo	1655 2.0	1808 1.9	1808 1.9		
	2038 0.7	2054 0.5	2137 0.7		2234 0.6	2151 0.7		2310 0.7		2320 0.5				
9	0248 1.8	0257 2.0	0336 1.8	24	0430 1.9	0346 1.8	24	0505 1.8	9	0517 1.9	24	0628 0.6		
Su	0910 0.7	0929 0.4	1002 0.6	Th	1059 0.5	1013 0.5	Sa	1130 0.5	Mo	1141 0.4	1241 0.6	1241 0.6		
	1517 1.7	1537 1.9	1614 1.8	Fr	1714 1.9	1628 1.9	Sa	1746 1.9		1752 2.1	1852 1.9	1852 1.9		
	2131 0.7	2155 0.5	2230 0.7		2331 0.6	2249 0.6								
10	0337 1.8	0356 1.9	0426 1.8	25	0525 1.8	0443 1.8	25	0604 0.6	10	0616 2.0	25	0711 1.8		
Mo	0959 0.6	1026 0.4	1052 0.5	Fr	1153 0.5	1110 0.5	Su	1220 0.5	Tu	1238 0.3	1324 0.6	1324 0.6		
	1608 1.7	1637 1.9	1705 1.8	Th	1806 1.9	1723 1.9	Mo	1834 1.9		1846 2.1	1932 1.9	1932 1.9		
	2222 0.7	2254 0.5	2323 0.7			2346 0.6								
11	0425 1.8	0453 1.9	0517 1.8	26	0625 0.6	0540 1.9	26	0654 0.6	11	0715 2.0	26	0854 0.5		
Tu	1047 0.6	1122 0.4	1142 0.5	Sa	1243 0.5	1205 0.4	Mo	1307 0.5	We	1333 0.3	1405 0.5	1405 0.5		
	1657 1.8	1733 2.0	1754 1.9	Fr	1855 2.0	1817 2.0	Su	1918 1.9		1939 2.2	2010 1.9	2010 1.9		
	2312 0.7	2351 0.5												
12	0511 1.8	0547 1.9	0601 0.6	27	0715 0.6	0604 0.5	27	0734 1.8	12	0806 2.1	27	0930 1.8		
We	1133 0.6	1215 0.4	0608 1.9	Su	0708 1.8	0637 1.9	Mo	0734 1.8	Th	0806 2.1	0930 1.8	0930 1.8		
	1743 1.8	1825 2.0	1233 0.4			1300 0.3	Tu	1350 0.5	Fr	1426 0.2	1444 0.5	1444 0.5		
	2359 0.6		1843 2.0			1909 2.1		2000 2.0		2030 2.2	2047 1.9	2047 1.9		
13	0556 1.8	0644 0.5	0708 1.9	28	0823 0.5	0731 0.4	28	0823 0.5	13	0901 0.2	28	1011 0.5		
Th	1219 0.5	0639 1.9	0659 1.9	Mo	0755 1.8	0731 2.0	We	0817 1.8	Fr	0859 2.1	0906 1.8	0906 1.8		
	1827 1.9	1305 0.4	1323 0.4	Su	1414 0.5	1353 0.3	Tu	1432 0.5		1518 0.2	1521 0.6	1521 0.6		
		1914 2.0	1931 2.1		2024 2.0	2000 2.2		2040 2.0		2121 2.2	2122 1.9	2122 1.9		
14	0046 0.6	0134 0.5	0158 0.5	29	0248 0.5	0230 0.3	29	0304 0.5	14	0352 0.2	29	0547 0.5		
Fr	0641 1.9	0728 1.9	0751 2.0	Mo	0840 1.8	0825 2.0	Th	0857 1.8	Sa	0950 2.1	0943 1.8	0943 1.8		
	1304 0.5	1352 0.4	1413 0.3	Tu	1457 0.5	1445 0.3	We	1511 0.5		1610 0.3	1559 0.6	1559 0.6		
	1911 2.0	2001 2.0	2020 2.1		2106 2.0	2051 2.2		2118 1.9		2212 2.2	2158 1.9	2158 1.9		
15	0132 0.5	0223 0.5	0249 0.4	30	0331 0.5	0322 0.3	30	0343 0.5	15	0442 0.2	30	0423 0.5		
Sa	0726 1.9	0816 1.9	0842 1.9	Tu	0922 1.8	0917 2.1	Fr	0936 1.8	Su	1042 2.1	1020 1.8	1020 1.8		
	1349 0.4	1437 0.4	1503 0.3	We	1538 0.5	1537 0.3	Th	1550 0.5		1703 0.3	1637 0.6	1637 0.6		
	1955 2.0	2046 2.0	2109 2.2		2146 2.0	2142 2.2		2155 1.9		2303 2.1	2235 1.9	2235 1.9		
31		0310 0.5		31	0902 1.9		31	0421 0.5		0500 0.5		0500 0.5		
Mo		0902 1.9		Mo	1521 0.4		Sa	1014 1.8		1059 1.8		1059 1.8		
		1521 0.4			2130 2.0			1628 0.6		1718 0.6		1718 0.6		
								2232 1.9		2315 1.8		2315 1.8		

TIMES LISTED ARE N.Z. STANDARD TIME.

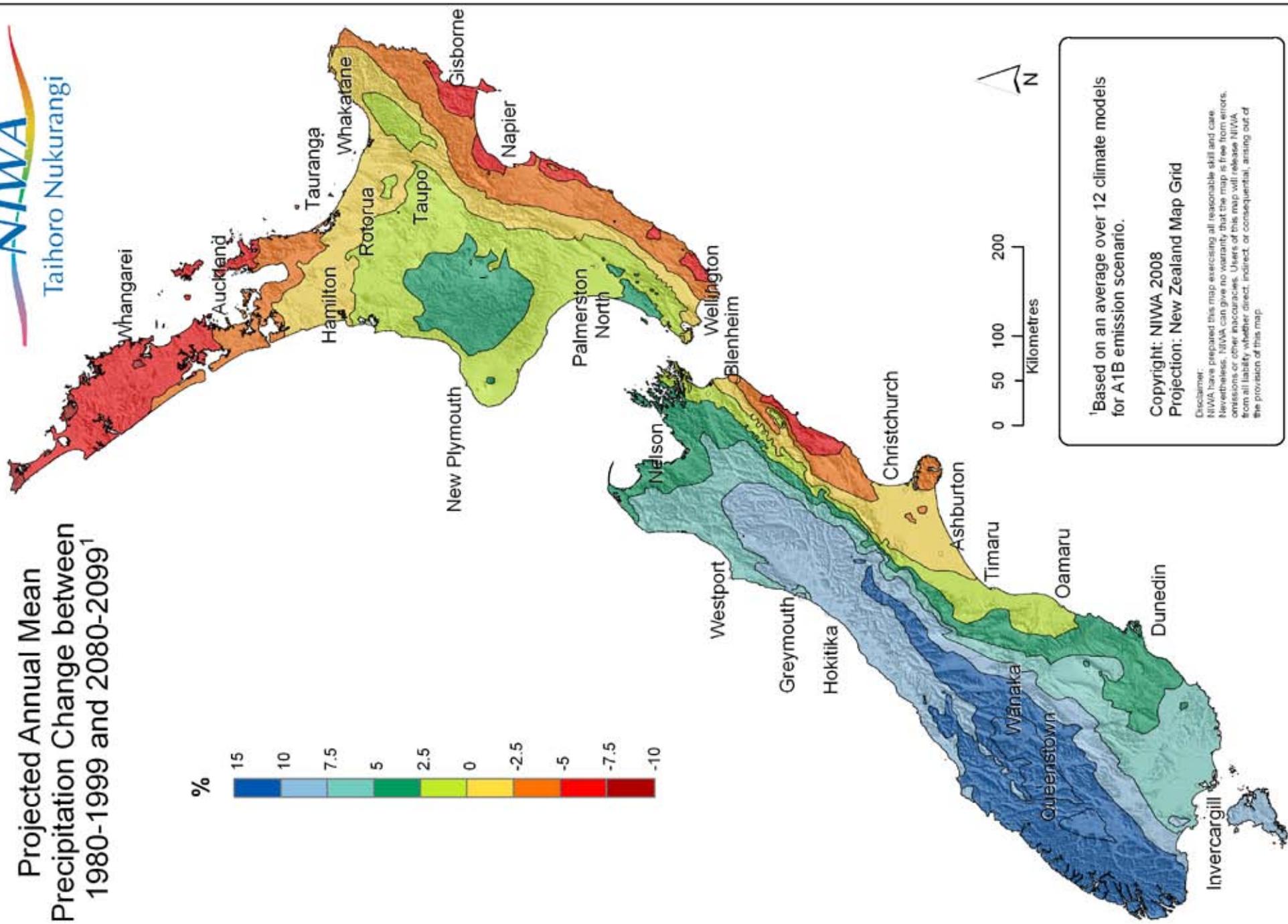
Projected Annual Mean Precipitation Change between 1980-1999 and 2030-2049¹



¹Based on an average over 12 climate models for A1B emission scenario.
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Projection: New Zealand Map Grid

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Projected Annual Mean Precipitation Change between 1980-1999 and 2080-2099¹



¹Based on an average over 12 climate models for A1B emission scenario.

Copyright: NIWA 2008

Projection: New Zealand Map Grid

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APPENDIX 6

OTUAWHAKI WHARF MANAGEMENT PLAN



WHAKATANE WESTERN WHARF (GREEN WHARF) MANAGEMENT PLAN

1.0 FLOOD AND HEAVY WEATHER EVENTS

Close liaison shall be maintained with the New Zealand Meteorological Service by the Harbours Superintendent. The office of the Harbours Superintendent is currently linked by auto facsimile to the Met Service for receipt of daily marine forecasts and automatic receipt of heavy wind and rain warnings and special weather bulletins.

Any pending flood or heavy weather event will be closely monitored and in the case of rapid river level rise, the Harbours Superintendent is notified by Environmental Data Services (Environment BOP) when the river level rises to 3.5 metres above normal at the Valley Road monitoring site.

All vessel owners will then be notified by individual telephone calls and general warnings will be broadcast by the local radio stations.

When warranted owners of vessels will be requested to stand by their craft and clear debris as necessary.

Should debris accumulate against the debris deflector, this will be removed from the harbour as soon as is practicable, after the flood event passes.

2.0 RUBBISH DISPOSAL

Rubbish receptacles shall be provided and located remotely from the wharf structures. A daily emptying regime will apply as for other wharves in the Port. All receptacles will have plastic disposable liners, which will be replaced daily to nullify any possible odour problem.

WHAKATANE DISTRICT COUNCIL RULES PERTAINING TO OCCUPATION OF BERTHS BY LICENSED VESSELS AT THE WESTERN WHARF(GREEN WHARF)

1. The licensee of every vessel shall prevent the use of any pump on his/her vessel pumping oil from bilges or tanks into the harbour from the vessel.
2. The refuelling of any vessel by any means is strictly prohibited at the Western Wharf (Green Wharf) berths.
3. The discharge by any means of sewage, waste water or any other contaminants to harbour waters from vessels berthed at the Western Wharf is prohibited.
4. No person shall throw or allow to be blown or fall overboard from any vessel berthed at the Western Wharf any ballast, rubbish, gravel, waste, earth, stone, earthenware, glass or other material of any description.
5. The facility is strictly for passenger vessels only. The transfer loading, and discharging of any fish species, marine mammal, shellfish, rock lobster, fish product, and bait, whether alive or dead, is strictly prohibited.
6.
 - (a) No person shall live on board any vessel berthed at the Western Wharf, unless the vessel has a suitable system for holding raw sewage and waste water and written permission has been granted by the Harbourmaster/ Harbours Superintendent.
 - (b) Application for such written permission shall be made to the Harbourmaster/ Harbours Superintendent, and in determining whether to grant permission, the Harbourmaster/Harbours Superintendent shall give consideration to matters of public health, safety, convenience to other harbour users, navigation, the public interest and such other matters pertaining to the due care and proper administration of the environment.
7.
 - (a) 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 at any berth at the Western Wharf unless written permission has been granted by the Harbourmaster/Harbours Superintendent.

- (b) Application for such written permission shall be made to the Harbourmaster/Harbours Superintendent, and in determining whether to grant permission, shall give consideration to matters of public health, safety, convenience to other harbour users, navigation, the public interest and such other matters pertaining to the due care and proper administration of the environment.
8. (a) Every berthage licence issued by Council shall be in such form and on such terms as the Council may, from time to time, prescribe and shall (subject to (b) hereof) be for a term not exceeding 24 months from the date of the licence.
- (b) The Council may revoke any berthage licence without liability for compensation by the giving of seven (7) days notice in writing and the rights, powers and privileges thereby conferred shall thereupon cease and determine.
 - (c) Without prejudice to the power conferred by clause (b) hereof, if at any time:
 - (i) the licensee commits or suffers breach of any provision or rule contained in the licence; or
 - (ii) the licensee ceases to occupy his berth for a period of 30 consecutive days without the consent of the Harbourmaster/ 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 Council, without the necessity of any previous notice to the licensee, to revoke the licence and the powers, rights and privileges thereby conferred, shall thereupon cease and determine.

9. Any other Act, Regulation or other statutory instrument relevant to safety, use and control of activities within harbours, apply.

The Rules of Occupation are necessary to maintain the identity of the facility and the protection of the environment for the mutual benefit of the owner, the licensee, the general public and ultimately, the visitor, whose positive impression we seek.

APPENDIX 7

GAME WHARF LIFT AREA CERTIFICATION





HARRISON
GRIERSON

6 August 2007

The Chief Executive
Whakatane District Council
Private Bag

Attention Harbour Superintendent, Mr P Cavanagh

Dear Peter

**Whakatane Game Wharf
Crane Lift Out Area Certification**

Further to your request I provide our revision of the certification of the Game Wharf lift out area.

I confirm that I have inspected the crane lift out area, reviewed the load test previously prepared on 31 March 2001 and observed a static load test on the lift out area (carried out on 22 June 2006).

General Lifting Certification Provisions:

I advise that the lift area is suitable for operating a crane based on the following conditions:

1. The combined weight of the crane and the load shall not exceed 65 tonnes.
2. The crane outriggers/stabilisers must be used and extended.
3. No outrigger/stabilisers shall be placed closer than 1.5 m from the seaward face of the concrete retaining wall.
4. All outrigger/stabilisers are seated on timber support blocks with a minimum of 0.75 sq metre ground contact area per outrigger.

Subject to the game wharf not being adversely affected by a hazard event, this certification shall expire on 6 August 2010. In the event of a hazard event, the structure of the supporting wharf, the integrity of underlying support and the area of the lifting area should be inspected by a Chartered Engineer (approved by the Council) before the area is again used for the operation of a crane.

Specific Lifting Provisions:

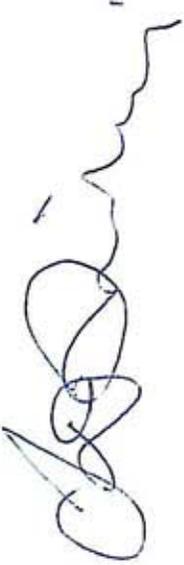
I advise that combined weights above 65 tonnes may be lifted provided the details of the crane position and the outrigger/stabiliser positions and loading distributions are in the first instance approved by a Chartered Engineer (approved by the Council). Any application made to the Council for a lift of a combined weight in excess of 65 tonnes

Harrison Grierson Consultants Limited
Ground Floor Concordia House
17 Pyne Street, Whakatane
PO Box 336, Whakatane, New Zealand
Ph 07 308 5478 Fax 07 308 4907
Email whakatane@harrisingrierson.com
www.harrisingrierson.com
ISO9001 Quality Assured

C O N S U L T I N G E N G I N E E R S S U R V E Y O R S P L A N N E R S

must include these specific details so that the assessment can be made and before any approval should be considered and/or granted.

Yours sincerely
Harrison Grierson Consultants Limited



Jim Finlay
Senior Associate / Office Manager
Chartered Engineer: Member I D 53927

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APPENDIX 8

SUMMARY TABLE OF RESOURCE CONSENTS HELD BY WHAKATANE DISTRICT COUNCIL



Current Resource Consents

Regional Council Consents

Consent Number	Date Issued	Location	Type of Consent	Purpose	Expiry	Comments
40008	30/01/92	Thornton Jetty, Thornton	Coastal Permit	Construct and maintain extension to the existing jetty	30/01/2027	
40061	05/11/92	Port Ohope Wharf, Ohope	Coastal Permit	Construct and maintain wharf structure	30/11/2027	
40115	20/07/93	Game Wharf, Whakatane	Coastal Permit	Maintain breastwork (piled concrete retaining wall) east of the Game Wharf	30/06/2028	
40135	30/06/94	Thornton Jetty, Thornton	Coastal Permit	Construct and maintain extension to jetty	01/06/2029	Prior notification of maintenance works
40142	10/10/94	Main Wharf, Whakatane	Coastal Permit	Construct and maintain western extension to wharf	01/08/2029	
40169	16/10/95	Port Ohope Wharf, Ohope	Coastal Permit	Construct and maintain boat ramp	30/09/2030	
40204	13/02/96	Game Wharf, Whakatane	Coastal Permit	Construct and maintain swimming enclosure adjacent to boat ramp	31/01/2031	
40217	02/12/96	Otuawhaki Wharf, Whakatane	Coastal Permit	Deposit riprap and reclaim land	01/10/2026	
40218	02/12/96	Otuawhaki Wharf, Whakatane	Coastal Permit	Construct and maintain wharf structure	30/11/2031	Remove flood debris as practicable. Ten yearly structural integrity survey, management plan. Ongoing requirement for weed control in the Apanui saltmarsh area as agreed with DoC
60171	20/01/99	Port Ohope Wharf, Ohope	Discharge Permit	Discharge stormwater from Port Ohope catchment	30/12/2029	Maintain sediment trap
60672	07/12/00	Game Wharf, Whakatane	Discharge Permit	Discharge treated wastewater from hardstand – boat cleaning and careening	31/12/2010	Maintain enviropod filter and triple sump – annual wastewater testing and reporting
61070	24/04/01	Port Ohope Wharf, Ohope	Coastal Permit	Occupation by carpark upgrade and sea wall	31/03/2036	Prior notification of maintenance works
62845	22/12/04	Thornton Jetty, Thornton	Coastal Permit	Upgrade to Thornton launching ramp including maintenance dredging	30/11/2029	Maintenance dredging when depths < 1.5m below MLWS. No dredging 1/8 – 30/11

Regional Council Consents						
Consent Number	Date Issued	Location	Type of Consent	Purpose	Expiry	Comments
63893	30/11/09	Whakatane River Entrance, Whakatane	Coastal Permit	Occupy coastal marine area, maintenance, and reconstruction of the western spit wall	31/12/2014	Investigations towards long-term improvements to river entrance
63048	07/08/06	10 Sites – Thornton, Whakatane, Ohiwa	Coastal Permit	Occupy coastal marine area and maintenance	30/04/2041	Five yearly reports. Maintenance works management plan
63170	07/08/06	11 Sites – Thornton, Whakatane, Ohiwa	Coastal Permit	Occupy coastal marine area and maintenance	30/04/2041	Five yearly reports. Maintenance works management plan
63780	07/08/06	Port Ohope Slipway, Ohope	Coastal Permit	Occupy coastal marine area and maintenance of slipway	30/04/2016	No hull cleaning or careening
63781	07/08/06	Game Wharf, Whakatane	Coastal Permit	Occupy coastal marine area and maintenance of northern knuckle adjacent to boat launching ramp	30/04/2041	5 yearly reports
65062	25/09/08	Eastern Main Wharf, Whakatane	Coastal Permit	Construct and maintain eastern infill to Whakatane Main Wharf	31/07/2043	
65217	15/05/09	Whakatane Port, Whakatane	Coastal/Discharge Permit	Maintenance dredging of Whakatane Port and entrance	01/06/2029	See maintenance dredging guide in section 6.3.3 below.
65438	25/09/08	Eastern Main Wharf, Whakatane	Coastal Permit	Reclamation associated with eastern infill development	N/A	
District Council Consents						
Consent Number	Date Issued	Location	Type of Consent	Purpose	Expiry	Comments
24.2.09.38	28/05/10	Whakatane Port, Whakatane	Land Use Consent	Maintenance dredging of Whakatane Port and entrance	N/A	Dust Management Plan, Traffic Management Plan, Annual Report to EBOP
24.2.07.177	20/12/07	Eastern Infill, Whakatane Main Wharf	Outline Plan Approval	Upgrade to eastern timber extension to the Main Commercial Wharf at Whakatane	N/A	

*Resource consents relating to completed works or one-off activities have been excluded.

APPENDIX 9

LICENCES TO OCCUPY



Licence to Occupy

Lessee	Location	Legal Description	Area	Purpose	Commencement Date	Term	Review	Final Expiry	Comment
Whakatane Coastguard Association	1C Muriwai Drive, Whakatane	Pt Lot 1 DPS 29191	220m ²	Coastguard Headquarters	01/09/1995	20 yr	3 yearly	30/08/2015	Appropriate location for headquarters. Provides valuable community service
Whakatane Coastguard Association	38 Muriwai Drive, Whakatane	Pt Lot 1 DPS 72551	128m ²	Boat Storage Facility (Temporary Building)	01/10/2008	5 yr	None	09/10/2013	Temporary only
Whakatane Sportfishing Club	Game Wharf, Muriwai Drive, Whakatane	Pt Lot 1 DPS 72551	-	Weighing of Game Fish	01/05/1998	10 yr	01/05/08 (renewal)	30/04/2018	Suitable location because of proximity to boat ramp.
Jacks Machinery (1992) Ltd	Game Wharf, Muriwai Drive, Whakatane	Pt Lot 1 DPS 72551	-	Storing and Dispensing Petroleum Products	01/01/2003	10 yr	01/01/13 (renewal)	30/12/2023	Requirement to ensure compliance with relevant regulations. Necessary port facility.
Whakatane Yacht Club	26 Kakahoroa Drive, Whakatane	Lot 1 DPS 75412	152m ²	Whakatane Yacht Club facility	01/09/2002	20 yr	3 yearly	30/08/2023	Building owned by Yacht Club. Any future developments will be considered in context of Town Vision Plan.
Vodafone NZ Ltd	Kakahoroa Drive, Whakatane	-	-	Telecommunications facility	01/04/2002	20 yr	3 yearly	31/03/2020	Visually compatible with existing street furniture. No changes anticipated.
C L Soanes & D S McLauchlan	Ohope Wharf Shed No. 2, 340 Harbour Road, Ohope	Allot 453 Parish of Waimana	-	Storage Shed	01/09/2008	3 yr	3 yearly	31/08/2017	Future occupancies dependent on Port Ohope Concept Plan
Port Ohope Yacht Club Inc	Western Cargo Shed (Land Only), 340 Harbour Road, Ohope	Allot 453 Parish of Waimana	500m ²	Port Ohope Yacht Club Facility	01/10/1996	20 yr	3 yearly	30/09/2016	Building owned by Yacht Club. Future occupancies dependent on Port Ohope Concept Plan
Hanright Hospitality Ltd	Shed No. 5 (Land Only), 340 Harbour Road, Ohope	Allot 453 Parish of Waimana	315m ²	Shop, Restaurant, Bar	01/08/2002	20 yr	5 yearly	30/07/2022	Building owned privately. Future occupancies dependent on Port Ohope Concept Plan
Eastern BOP Playcentre Assoc	340 Harbour Road, Ohope	Allot 453 Parish of Waimana	1600m ²	Pre-school Playcentre	01/04/1998	20 yr	3 yearly	31/03/2018	Future occupancies dependent on Port Ohope Concept Plan

APPENDIX 10

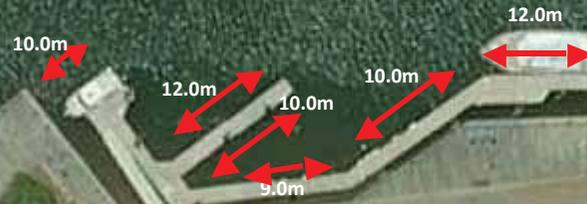
BERTH AND MOORING PLANS



Otuawhaki Wharf

Total berths = 6

Total length of berthage = 63m



Main Wharf

Total berths = 18

Total length of berthage = 298m (allowing 1.5m between



Game Wharf

Total berths = 1

Total length of berthage = 20m





Port Ohope Visitor Moorings



Whakatane Visitor Moorings