

## Issues and Options Report

# Port Tarakohe Structure Plan Draft

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## Introduction

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### Purpose of this Issues and Options Report

This report has been prepared to summarise the many reports and documents relating to the historical, current, and potential use of Port Tarakohe and the immediately surrounding land. It provides a summary of the background context, primary issues, and options or responses to issues. It is intended that this report form the basis of common understanding of the current position and allow for the development of an initial draft structure plan to set out options for future development areas.

Future phases of this project will include exploring options further, engaging with ngā iwi, landowners and stakeholders, and drafting a proposed structure plan. As such, this report does not yet contain recommendations on options.

DRAFT

# 1 Port Tarakohe Structure Plan

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## 1.1 Purpose of a Structure Plan

The purpose of the Port Tarakohe Structure Plan is to provide a high-level planning framework that sets out intended uses of areas of Port Tarakohe. The proposed Structure Plan will be used to inform the Council's resource management plan and any future new planning documents, and to influence wider Tasman District Council (TDC) decision making in relation to Long Term Plan funding and work plans for various Council departments.

## 1.2 Spatial area

The spatial area for this proposed Structure Plan is shown in Figure 1 below.



Figure 1: Structure Plan area

## 1.3 Reason for a Structure Plan

The Council has decided to undertake this planning process for the following reasons:

- There is a complexity of issues, values, and interests in Port Taranaki with competing uses and demands.
- Increasing pressures on use and development of the Port area in a wider sense merit a strategic planning response.
- To inform the Tasman Resource Management Plan review, there is a need to have appropriate background to make good decisions on zoning, rules etc that deals with the complex values, uses and land ownership pattern.

The proposed structure plan may indicate actions that relate to other Council roles and responsibilities e.g. leasehold arrangements, but the proposed structure plan will not bind the wider Council to anything that needs to go through other legal or regulatory processes.

## 1.4 Process

The process for developing this Structure Plan is as follows:

1. Collation of background information
2. Issues and Options, including engagement
3. Draft Structure Plan, including engagement
4. Final Structure Plan, including Council adoption

This current document forms the start of Step 2 and provides the Issues and Options summary for the purpose of ngā iwi, stakeholder, and community engagement.

## 2 Background Context

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Port Tarakohe is a highly valued community asset that provides for recreational and commercial activities located toward the eastern end of Golden Bay, Tasman Region. It is located some 14 km from Abel Tasman National Park, 2 km east of Pohara and 10 km from the larger settlement of Takaka. The Port has grown around commercial, quarrying, recreational, tourism and conservation activities that require maritime access and supporting facilities. The Port is significant for Golden Bay's historic economic growth in particular supporting aquaculture; agriculture; mining; forestry; fishing & tourism activities.

*Port Tarakohe is home to Manawhenua ki Mohua (whānau ki Ngāti Tama, Te Ātiawa and Ngāti Rārua); the kaitiaki (guardians) of this rohe (area) and all its taonga (treasures). Port Tarakohe is a pre-historic waka landing site within a much larger area of cultural significance and an important resting place on the main ara (pathway) from Te Matau (Separation Pt) to Tākaka. The name "Tarakohe" can be translated as a place to chat and share stories; another interpretation is "thorny shrub" which grew in abundance among the limestone outcrops. Papa kāinga (settlements), fishing grounds and urupā (burials) are all associated with the cultivation and occupation of land along this coastline by successive iwi tribes. Modified soils, gardens, pits, and middens reflect the variety and abundance of kai (food) collected from land and sea. Kororā, (Little Blue penguins) are another precious taonga – with a significant population residing at the Port.<sup>1</sup>*

The area is significant as the location of the first engagement between Māori and Europeans in 1642, with a memorial to the event located adjoining the Port, on conservation land. The area has been significantly modified since that early encounter with construction and development of cement works and accompanying wharfage since the early 1900's. The Port itself has been developed and redeveloped over the last century and now comprises a sizable marine complex. The immediate and wider area continue to hold significant cultural values.

Current commercial uses of the Port area focus on shipping and the provisions of a shore base for fishing, barging and aquaculture industries. The Port area also provides a range of recreational activities that include sheltered boat launching, marina berths and moorings and the Pohara Boat Club. Recreational fishing also occurs off the two breakwaters. Cliff climbing, cycling, and visiting the Abel Tasman Memorial are also popular. Golden Bay is prone to storm events which can isolate the Bay through road closures for considerable lengths of time, especially the Takaka Hill road. When this occurs, the Port provides an important transportation link with the rest of Tasman and the Port is seen as critical for community resilience.

The adjoining former cement works site has largely been cleared of its historic cement plant structures and is predominantly an industrial site used in support of the aquaculture industry with administration buildings and storage areas. Quarrying continues on part of the site and this activity is expected to continue for the next few years before the site is retired and rehabilitated.

The Port and surrounding area is also home to several endangered species, notably blue penguins, and considerable conservation works are underway in and around the Port to support these species. The adjacent limestone bluffs are an important geomorphological feature and support important flora and fauna.

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<sup>1</sup> Source: MKM interpretation signage advice, 2022

A series of strategic and business plans have been developed for the area by the Council over the last decade with variable levels of implementation. There have been numerous processes of community consultation. The purpose of this report is to bring together all of the previous strands of work/information, fill or identify the information gaps and start to weave a new path for the Port and surrounding areas.

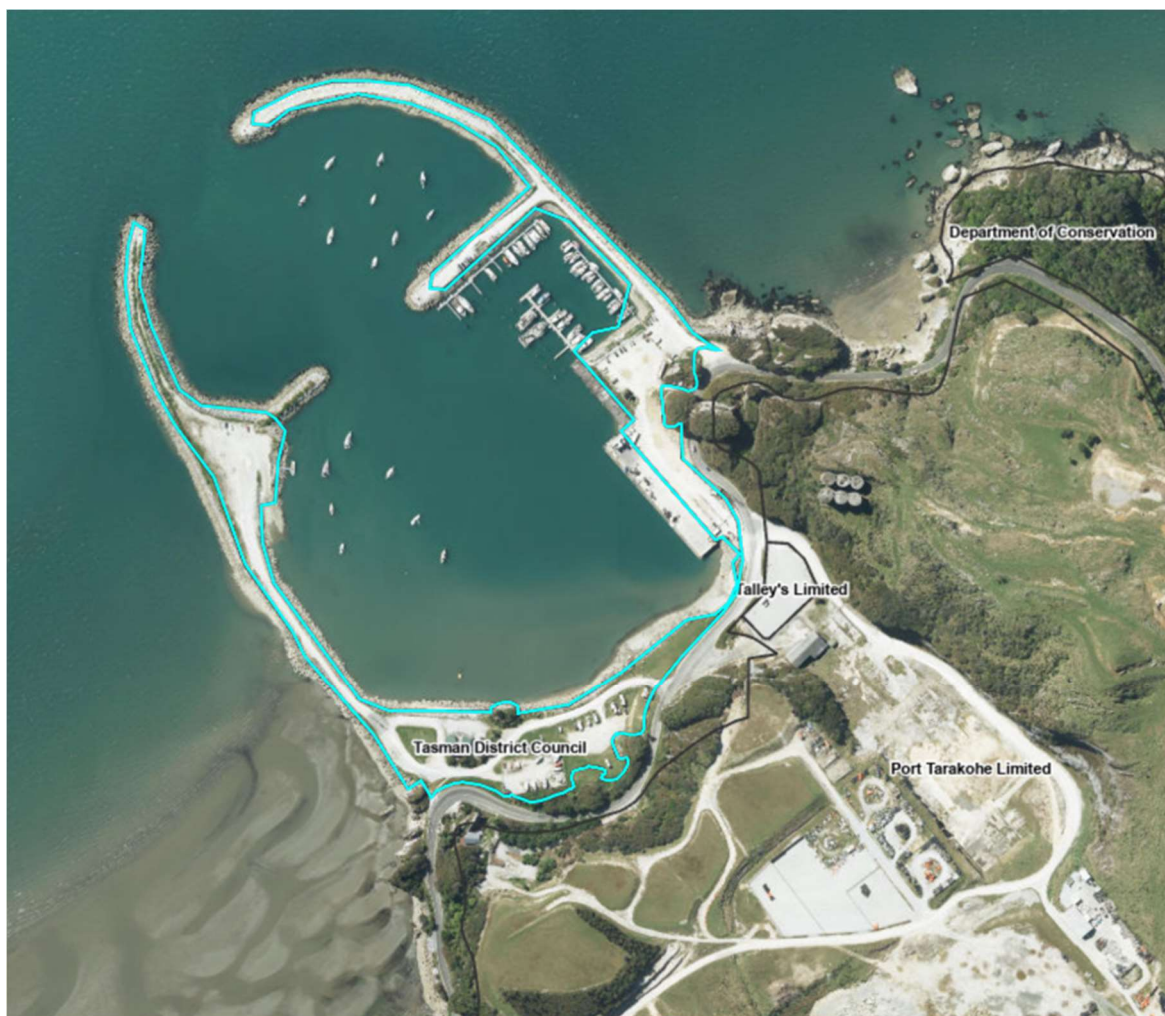
## 2.1 Ownership and Interests

The table below lists the statutory areas and coastal statutory acknowledgements listed in the Te Tau Ihu Treaty settlement legislation relevant to the proposed Structure Plan area. The statutory acknowledgements made by the Crown in the settlement legislation relate to these Statutory Areas.

Site name	Classification	Location	Iwi with association
Abel Tasman Monument	Statutory area	OTS-202-48	Ngāti Rārua
Coastal Marine Area	Statutory area	OTS-202-63	Ngāti Rārua Ngāti Kōata Ngāti Tama ki Te Tau Ihu Te Ātiawa o Te Waka-a-Māui
Te Tau Ihu Coastal Marine Area	Coastal statutory acknowledgement	OTS-068-70	Ngāti Toa Rangatira Ngāti Apa ki te Rā Tō Rangitāne o Wairau Ngāti Kōata Ngāti Rārua Te Ātiawa o Te Waka-a-Māui Ngāti Kuia Ngāti Tama ki Te Tau Ihu

The land that is subject to this proposed Structure Plan is in two main ownerships, with two other smaller parcels of land ownership and a variety of legal interests.





*Figure 2: General Land ownership pattern*

A brief summary of the key ownership and interests is set out below, with graphics showing the spatial areas provided in Appendix 1.

1. The Port itself and immediate foreshore, which is in Tasman District Council (TDC) ownership as shown in Appendix One, Figure 3. This land is subject to the Tasman District Council (Taranaki Harbour Reclamation Validation and Vesting) Act 1995, which provided for the reclaimed land to be designated as a local purpose reserve and be vested in the Council, see Appendix One, Figure 4. While the preamble to the Vesting Act describes the purpose as for development as both a working harbour and a recreational area, section 3 of the Act only refers to the purposes as being harbour works. A portion of this area is also identified as marginal strip, see Appendix One, Figure 5.
2. The land to the southeast, which is owned by Port Taranaki Limited (PTL), see Appendix One, Figure 6. This land is just over 80ha in area and contains the former Golden Bay Cement plant and quarry.
3. A block of land in the centre of the area is owned by Talley's Limited and is just over 2,700m<sup>2</sup> in area, see Appendix 1, Figure 7. This is located adjacent to Abel Tasman Drive and at the entrance to the Port Taranaki Ltd land.



4. The Abel Tasman Memorial reserve, to the east of the Port, managed by the Department of Conservation on behalf of the Crown, see Appendix 1, Figure 8. This land is around 2.3ha in area and is part of the Abel Tasman National Park.
5. In addition, there is the road reserve running through the site owned and managed by TDC, see Appendix 1, Figure 9.

## 2.2 Existing Activities

A wide range of existing activities are accommodated within the proposed Structure Plan area, these include:

### 2.2.1 Eastern (Port) Side of the Port - Facilities and Uses

- Horseshoe shaped rock arms that protect the Port from wave action.
- Moorings (inner and outer harbour) and marina (pile and floating berths).
- Main wharf, weighbridge, light and ice towers, managers office and associated wharf facilities and security features.
- Fuel facility, water tanks and commercial power supply.

### 2.2.2 Western (Recreational) Side of the Port – Facilities and Uses

- Horseshoe shaped rock arm that protects the Port from wave action.
- Pohara boat club clubhouse, including public toilets and showers.
- Boat ramp and ponton for launching recreational boats.
- Boat compound and hardstand storage compound.
- Recreational moorings in an undeveloped space behind the inner rock arm.
- Motor Caravan Association park-over site.
- Penguin boxes and penguin fence.

### 2.2.3 Port Tarakohe Limited Land – Facilities and Uses

- Operational limestone quarry, and undeveloped and rehabilitated former quarry areas.
- Water supply consisting of a small capacity dam/weir and storage tanks.
- Remnant infrastructure from Golden Bay Cement days including the prominent cement silos on the bluffs.
- Sediment ponds and biofilter area.
- Short term (leased) storage areas for mussel industry equipment and associated temporary buildings for administration.
- Clean fill site.
- Large areas of open space including significant biodiversity areas.

### 2.2.4 Talley's Limited Land

- Currently vacant.

### 2.2.5 Abel Tasman Memorial

- Memorial site, including a carpark, walking track, monument and viewing platform.

## 2.3 Statutory and Policy Context

A key legislative document is the Resource Management Act which directs zoning and landuse provisions. The proposed Structure Plan area has a range of zones under the Tasman Resource Management Plan (TRMP) as shown in Appendix Two, Figure 10.

The key zones in this regard are the Light Industrial zone covering the eastern side of the Port and the centre of the quarry land, and the Conservation zone on the western and central parts of the Port and the Abel Tasman memorial reserve land. Open Space and Rural 2 zonings make up the majority of the rest of the zoning pattern.

As part of reviewing the Tasman Resource Management Plan, work has been undertaken on defining Outstanding Natural Landscape, Outstanding Natural Features, Natural Character areas and the Coastal Environment boundary as shown in Appendix Two, Figure 11. These are predominately the bluff faces and the main waters of Golden Bay.

In addition to the district/regional planning framework, the land being located on the interface between the land and sea is also subject to the NZ Coastal Policy Statement 2010.

Key areas of land are also subject to the Reserves and Conservation Acts as shown in Appendix Two, Figure 12. The Local Purpose reserve land (the Port itself) is administered under the Reserves Act 1977 by way of the Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995. The Marginal Strip land is covered by the Conservation Act 1987, and the Abel Tasman Memorial Reserve is covered by the National Parks Act 1980 and the Abel Tasman National Park Bylaws 2009.

## 3 Issues

### 3.1 Primary Issues

The primary issues relevant to the Port Tarakohe Structure Plan area are:

1. Protecting and enhancing cultural values.
2. Provision for use and growth of commercial Port activities.
3. Provision for recreational and community uses.
4. Provision for natural values, including conservation and ecological protection and enhancement.
5. Recognising and providing for historic heritage.
6. Providing safe and efficient access to and through the Port.
7. Ensuring infrastructural capacity.
8. Protection of amenity values.

#### 3.1.1 Issue 1: Cultural Values

Port Tarakohe and the surrounding area has rich cultural heritage and a long history of occupation and use for ngā iwi. There are a number of identified archaeological sites and a range of known culturally significant locations.

A clear understanding of cultural values is essential to understand how current and future activities can impact on cultural values and what opportunities may be available for development of the land in a way that provides protection and enhancement to cultural values and enhances understanding and respect.

Manawhenua ki Mohua provided a strategic overview of cultural values for the Port Tarakohe business case proposal and this document provides clear guidance on cultural issues at a high level, including direction on activities considered to be inappropriate. That document is included as **Appendix 3** to this report. The Ngāti Tama Environmental Management Plan 2018 also provides clear guidance on the issues relating to development generally and structures in the coastal marine area, and in particular the need to include ngā iwi in decision making and to provide for maintenance and enhancement of the natural environment.

Key issues identified include the need to:

- Ensure that culturally significant sites and taonga are protected.
- Recognise the ancestral relationships and significance through engagement and a role for ngā iwi in decision making.
- Dispose of dredged material appropriately and minimise reclamation and earthworks.
- Use detailed cultural impact assessment in the future to better direct specific development proposals.
- Ensure access for whānau to maintain cultural practices including Waka ama.

Key issues in providing for Cultural Values include:

#### ***Spatial issues***

*There is a need to identify where specific culturally sensitive sites or areas are located within the Structure Plan area (and ensure there are mechanisms in place to protect these areas).*

*There is the opportunity to identify areas that could provide for environmental or social enhancement e.g. biodiversity restoration or cultural facilities.*

*There is a need to integrate cultural values and respect for historic and contemporary cultural use into all options for development at Port Tarakohe.*

### 3.1.2 Issue 2: Commercial Port Activities

The primary and historical use of the Port is as a working port, and this is reflected in the Vesting Act<sup>2</sup>. The commercial port activity is a significant activity for the local area and for Golden Bay more widely. The ability to continue to use the Port as a commercial business operation relates to ensuring there is sufficient space, access, infrastructure, and the ability to support the commercial users.

Current issues in supporting the commercial Port relate to the need for more space (both within the Port area itself and nearby) that can accommodate port, commercial and light industrial activities that support marine farming, transportation, and tourism / recreation. Changes to the commercial Port area to provide for expansion of existing activities or increased range of activities will be needed. Associated issues relating to access and infrastructure are dealt with in separate issues below.

Planning for the Port has historically been short term as reflected in the existing layout (e.g. fuel tank placemen). This has led to an inefficient layout, activity bottlenecks, ad hoc facilities, and a lack of space for new facilities. Some current Port activities impact on social and environmental values and there is potential that significant Port expansion could increase adverse effects.

Key issues in providing for the current and future operation of the commercial Port include:

<b>Spatial issues</b>
There is a need to clearly define the area to be used as a commercial Port and to ensure that this is of the right size and shape to accommodate future change and growth.
There is need for internal reconfiguration within the commercial Port area to free up space for larger berth and wharf facilities to support the increase in marine farming and other activities. These spaces need to be food grade quality with appropriate associated facilities, separated from competing / conflicting uses.
There are conflicts between users for the limited space e.g. marine farmers, marina users, tourism / recreational users, and rock storage. Reconfiguration within the Port area can assist in alleviating conflict. There may be a need to limit or relocate some activities that are not directly related to supporting the commercial Port function. There may be a need to delineate specific areas for growth into tourism and associated activities (e.g. visitor information, education).
There is a need for additional land area to accommodate support activities, preferably close to the commercial Port area. The PTL land is well located to provide this additional area. This can provide for increased storage and other associated activities such as repairs and maintenance, support offices, or light industry associated with Port uses.

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<sup>2</sup> Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995

There is a need to control the scale and location of development to manage reverse sensitivity issues for surrounding residential uses and to avoid adverse effects on cultural and environmental values.
<b>Facilities / activities / use issues</b>
Access <u>to</u> the commercial Port needs to be refined to avoid conflict with passing traffic (vehicles, cyclists, and pedestrians) moving through the wider area.
Access <u>within</u> the commercial Port itself, and between the Port and support areas, needs to be refined to avoid conflicts internally and with recreational users accessing the western recreational area.
Existing contamination risks from uncontrolled runoff needs to be resolved and new contamination avoided both on land and in the water. Wastewater, washdown water, bilge water, refuelling, rubbish, runoff from the wharf area and contaminants from any dredging, haul out and cleaning of boats needs to be managed to avoid impact on the coastal marine area or soils. Facilities to undertake these activities appropriately will need to be well located to avoid conflict between activities.
Space for a 'resilience ramp' or additional barge ramp is needed to protect the Port from impacts of changing conditions.
A range of additional uses and facilities are needed within the Port area over time as funds allow. These include ablutions, additional marina space, wave barriers, enlarged wharf space, and upgrades to infrastructure. Additional facilities may also support and provide for the growth in tourism.
Additional land uses that complement the Port activities may also demand space e.g. marine based processing or engineering, and decisions need to be made on whether these are appropriate / necessary in this location or should be required to locate elsewhere such as in an industrial zone.
The former Tarakohe cement works, and the Port are identified as HAIL sites which may restrict future use of the land for some activities.

### 3.1.3 Issue 3: Recreational and Community Use

The description of the intended use of the land in the preamble to the Vesting Act is "*for development as both a working harbour and a recreational area*". This is however not followed through in the Act itself with the purpose of the vesting in section 3 of the Act describing only '*harbour works*'. The vesting of the land as a local purpose reserve does however reinforce the role of the land in part for recreational purposes through the expectations set for such reserve land under the Reserves Act.

To provide for this important community recreational use, the issue is to find a way to accommodate the range of recreational uses and facilities compatibly with the adjacent conservation areas (e.g. that do not threaten the blue penguins) and commercial Port activities (e.g. do not lead to conflict with commercial boats). There is also apparent demand to improve and expand the recreational resource to include other activities to support recreational use such as improved ablutions, food, and accommodation.

Decisions need to be made on what are appropriate uses of public space to support recreational and community uses without using the limited available space for private activities such as storage and parking. Further there are decisions to be made on what, if any, commercial uses are appropriate to support recreational and community use such as a marina or café.

Key issues in providing for recreational and community use include:



<b>Spatial issues</b>
There is a need to clearly define the area to be used for recreation and community open space and to ensure that this is of the right size and shape to accommodate future change and growth.
Within the recreation and community open space area, there is then the need to determine what activities are appropriate and where those are best located (including on the adjoining PTL land) to maximise the use and amenity of the space.
<b>Facilities / activities / use issues</b>
Access to the recreation and community open space needs to be safe and well managed to avoid conflicts with those passing through the wider area e.g. truck movements.
A range of additional uses and facilities could be provided within the recreation and community open space area over time. These include public ablutions, additional wharf space for recreational uses, and upgrades to infrastructure. Uses may also include additional moorings, marina berths, boat ramps and floating jetties. Some activities may need to be restricted or relocated to ensure that public access is maintained and that public space / uses dominates over private uses of this public land.

### 3.1.4 Issue 4: Natural Values

The Port area, and wider areas, provide for a wide range of natural values including key conservation and ecological values.

Section 23 of the Reserves Act sets out how Local Purpose reserves must be managed. Firstly it is for the purposes “specified in any classification of the reserve”<sup>3</sup>, which in the case of Port Tarakohe is “both a working harbour and a recreational area”. Beyond this primary purpose, section 23 also requires:

*“having regard to the specific local purpose for which the reserve has been classified, every local purpose reserve shall be so administered and maintained under the appropriate provisions of this Act that ...  
(a) where scenic, historic, archaeological, biological, or natural features are present on the reserve, those features shall be managed and protected to the extent compatible with the principal or primary purpose of the reserve”<sup>4</sup>.*

The New Zealand Coastal Policy Statement also requires the protection of significant indigenous biodiversity, areas of outstanding landscape and natural character.

In the context of Port Tarakohe these issues relate to how the Port commercial uses and tourism / recreational activities can be operated while still ensuring protection for the significant natural conservation and ecological values that are present, including protection of:

- Blue Penguins including from dogs, people, and traffic.
- Silver gull colony around the rock stacks/immediate bush from displacement from disturbance or contamination.

<sup>3</sup> Reserves Act 1977, section 23(1)

<sup>4</sup> Reserves Act 1977, section 23(2)

- Terrestrial and marine species and birds that use the area for shelter and feeding.
- Indigenous vegetation, particularly including southern rata.
- Outstanding natural feature of the limestone cliffs and outcrops.
- Cultural and heritage features and values (see below).

Key issues in providing for Natural Values include:

<b>Spatial issues</b>
There is a need to identify the areas that have specific conservation or ecological values (and clearly document the reasons for this identification). The identification of Outstanding Natural Landscapes, Outstanding Natural Features and the Coastal Environment contributes to this spatial identification.
There is a need to recognise the role of the Abel Tasman Memorial Reserve as a key area that provides for conservation values and acts as a historical and ecological reminder of the past.
<b>Facilities / activities / use issues</b>
Within the areas identified as having specific conservation or ecological values there needs to be clear direction to ensure that these areas are protected from activity on adjoining land or within these areas, to protect the values.
To protect the wider environment, facilities to clean and antifoul vessels are needed including pump out facilities, rubbish disposal and limitations on contamination and sedimentation (as required by the NZ Coastal Policy Statement).

### 3.1.5 Issue 5: Historic Heritage

The area is of historical significance for a range of reasons but primarily:

- the Abel Tasman Monument which acknowledges the first and only visit by Dutch explorer Abel Tasman to Golden Bay in 1642.
- the establishment of the Port and associated quarry by Golden Bay Cement in 1908 which provided significant employment for the area and contributed to large scale change in landforms and land uses.

The issue in relation to historic heritage is the protection of these historical values and integration of them into future uses of the land and area.

Key issues in providing for Historic Heritage include:

<b>Spatial issues</b>
There is a need to identify where specific historic heritage sites are located within the Structure Plan area (and ensure there are mechanisms in place to protect these areas).

### 3.1.6 Issue 6: Access and Transport

The Structure Plan area is divided in two by Abel Tasman Drive which provides vehicle, walking and cycling access to the Port from the west from Pohara, Takaka and ultimately the rest of Tasman and beyond. This road also provides access through to Tata Beach, Wainui Bay and the Abel Tasman National Park. It is important to ensure continued safe access to and through the area.

The road is very narrow in places and winding and affected by adjacent cliffs and overhangs with some instability issues in parts. This causes safety issues with potential for conflicts between users (e.g. cars and trucks vs pedestrians and cyclists) and there is limited space for physical improvement. The roading access points to the Port and recreation area, as well as the connections within the Port area itself are constricted with vehicles crossing in areas of limited visibility and little separation between accesses.

The road is also at risk from coastal impacts during storm conditions and the road will be subject to sea level rise in time. This also impacts on linear infrastructure with cables and pipes being within the road corridor. There is no alternative access to settled areas to the east and to Abel Tasman National Park should the road through the Port area be closed e.g. due to rock falls. Alternative roading inland would be expensive and difficult.

Use of the road is predicted to increase long-term, especially if commercial use of the Port increases e.g. servicing the marine farms. This will impact on the wider roading network especially with increased heavy vehicle movements. There is also potential for conflict with vehicles moving between the Port itself and any support area in the quarry land. Cycle and walkways between Pohara and Totaranui are currently in the planning stage.

Part of the public road is currently on private land rather than being legal road reserve and ownership needs to be resolved.

There can at times be conflicts between users within the Port waters with a range of users from small boats and waka through to large commercial vessels navigating the enclosed area. There is a need to ensure safety for all users within the Port space.

Key issues in providing for Access and Transport include:

<b>Spatial issues</b>
There is a need to relocate and clearly define the location and use of access points into the Port itself, the recreation area and into the support land in the quarry. These need to be clearly marked, well located to maximise visibility, and separated as much as possible to reduce conflict.
There is a need to ensure sufficient safe and convenient parking for all uses in the various parts of the area.
There is a need to avoid conflict and maximise efficient use of space. This requires delineation of the different forms of access and movement (light and heavy vehicles, walking and cycling) within the various parts of the Port area, and identification of changes necessary to maximise safety and clarity of movement. Matters to explore include cycle lanes, improved walking access, clear intersections, protection of ecological values from vehicle risks (e.g. penguin underpasses/fences).
There is a need to ensure safety for all users within the Port space as a whole but particularly within the confined waters.

### 3.1.7 Issue 7: Infrastructure

There are a number of infrastructure constraints that impact on the current operations at the Port and on the potential for growth and development of existing and new activities. These include:

Water supply issues relate to:

- The water source serving the Port is currently located on land owned by PTL, with an agreement with TDC for limited water supply under a resource consent held by PTL. Water availability and

security is limited for current use, is not currently secure, is vulnerable to weather events and is unable to provide for any potential growth. Future development in the area is dependent on having secure water supply or supplies for a range of demands.

- The provision of a potable water supply is critical to the anticipated commercial developments associated with the aquaculture industry. It is assumed water for firefighting will be required around the Port area and the commercial area.
- The current option being explored by Council is to extend the water supply line from Pohara to service the commercial Port area, but this would remain on a limited supply and would be insufficient for more than minimal growth. Options for additional water supply appear limited (few reliable surface water sources available) and may be costly.
- The area overlays Takaka Limestone and granite which leads to risk of runoff and contamination getting out to CMA due to porosity and erodibility.
- Options for on-site ground water are being pursued and investigated in relation to quality and quantity.

Wastewater issues relate to:

- Wastewater at the Port currently discharges to Council's reticulated network. There is a Council owned pump station at the Port which pumps the wastewater from the Port (as well as from the communities further east of the Port such as Ligar Bay and Tata Beach) to the Takaka Wastewater Treatment Plant. Currently the system is at capacity and TDC are unable to connect new Port facilities or consent new subdivision properties to the system until the system upgrades have been completed (programmed for 2022-2026).
- The network has a history of wastewater overflows onto private property. Underlying services in that section of the road are due an upgrade.
- The Pohara Valley Road pump station is sited in the middle of TDC's legal road.
- Expansion of wastewater services is critical for the operation and expansion of the commercial Port area and the ability to cater for more aquaculture activities as well as dealing with issues relating to biosecurity.
- It is possible that some forms of industrial development may only create minimal wastewater from toilet blocks and offices and options could be explored to store it and discharge off peak into infrastructure (existing or future expansion) or transport it off site. Contaminated water from boat maintenance would likely need to be transported off site to an approved disposal location.

Stormwater issues relate to:

- Stormwater management is not integrated into any network operating within the wider area. Stormwater within the PTL land is managed onsite through infiltration.
- Stormwater needs to be managed to ensure that contaminants do not discharge into the coastal marine area.

Other servicing issues may arise over time including the need to increase electrical capacity to the Port to provide for electrification of vessels.

Key issues in providing for infrastructure include:

Spatial issues
Any extensions to existing services, or development of new services, need to be located in a way that efficiently provides for existing and future activities.

Council is required to provide for the collection of sewage and waste from vessels and for the residues from vessel maintenance to be safely collected and disposed of. In addition Council needs to consider the need for facilities for the collection of sewage and other wastes for recreational and commercial boating (NZ Coastal Policy Statement).
<b>Facilities / activities / use issues</b>
Provision of sufficient services is necessary to support existing activities and provide for growth/expansion and new activities, however achieving the necessary servicing is limited by accessibility (e.g. a reliable water supply) and funding.

### 3.1.8 Issue 8: Amenity values

There are a range of potential effects on the amenity values and character of the wider area from activities occurring in (or being established in) the proposed Structure Plan area. These include:

- Increased traffic with associated safety and noise impacts.
- Changes to the visual character of the area related to new buildings and land uses.
- Reverse sensitivity between new/expanded Port and support activities and residential dwellings in the wider area.
- Light spill or noise impacts from activities on the environment and residents.

Key issues in providing for amenity values include:

<b>Spatial issues</b>
New and expanded activities need to be located in a way that avoids impacts as much as possible on the environment and residents.
New buildings need to be located sensitively in relation to the surrounding landform and activity patterns.
<b>Facilities / activities / use issues</b>
Controls will be needed on the nature of activities to minimise effects e.g. the design and location of lighting, noise generating activities and traffic numbers.

## 3.2 Other Issues

There are a range of other additional issues that relate to the Port Tarakohe Structure Plan area as follows:

- Natural hazards:  
Parts of the Port and the foreshore are vulnerable to coastal inundation and storm surges, and rising sea levels in the longer term. Modelling undertaken to date indicates this is relatively confined to the Port itself and roading infrastructure. Management approaches are likely to be available to address these issues in future and through implementation actions under other processes. This is an issue to be worked through as more is understood about these issues and as legislative reform progresses, however it needs to be considered in ensuring decisions for future change build in resilience.



Liquefaction is possible for reclaimed areas of the Port and foreshore but not an issue for the inland areas. Buildings can be designed to mitigate liquefaction risk and this needs to be considered in decision making.

- Biosecurity:

There is a need to manage biosecurity risks through managing boats accessing the Port and providing for secure cleaning facilities that do not discharge contaminants into the coastal waters. This also connects to the cleanliness of the Port itself and its infrastructure. This is a significant issue in ensuring the safety of the Port for continued use to support marine farm operations and to protect biodiversity values.

- Dredging:

This is required to maintain the harbour but there needs to be suitable locations for the dredged material to be disposed of safely and without affecting the environment. Dredging needs to be managed to ensure that the activity does not cause cumulative effects on biodiversity and cultural values.

## 4 Options / Responses to Issues

There are a range of options or responses that would address many of the issues set out above. In some cases, the possible options and responses would work together to enhance effectiveness.

Some of the options / responses can be described as 'planning responses' and come under the Resource Management Act and the Tasman Resource Management Plan which sets out the zoning of the land and water, and the rules that apply to uses of the area. Other options relate to different legislation that directs Council responsibilities and actions, such as the Reserves Act or the Local Government Act.

The following is a summary of possible options or responses for further discussion with ngā iwi, landowners, stakeholders and the wider community and there are no recommendations at this time. The viability/appropriateness of some options will be dependent on the strategic direction for the Port (once agreed by Council) and may be subject to funding or other constraints.

### 4.1 Planning options / responses<sup>5</sup>

Relevant planning options / responses relate to the zoning of the land and to the provisions (rules) applied to new and expanded activities within the area. These options / responses include:

Option / Response	Notes
Identify 'functional need' to differentiate between appropriate and inappropriate activities in order to give effect to the NZ Coastal Policy Statement.	A key initial response will be to identify which activities have a functional need to locate in the area (and enable those activities) and discourage activities which do not have a functional need. A special overlay or different zoning regime may be needed to provide clear delineation.
Retain the existing approach of having different zones that apply to each area of land according to its primary purpose e.g. Open Space zone, Industrial zone, Conservation zone and Rural zone.  Within each of these zones, provide a list of appropriate activities and a list of rules that control the nature of the activities e.g. building height, noise levels.	Some of these existing zones do not have a place under the National Planning Standards <sup>6</sup> and would need to be converted to the new zones. Also, this approach would not recognise the connections between the zones in contributing to a functional Port and recreational facility.
Apply a new Port Zoning to the whole Structure Plan area.  Within that area apply a basic set of provisions to enable / control activities generally across the whole area.	Uses a zone provided for in the National Planning Standards but this is simplistic and does not recognise the different uses and intent for various areas.

<sup>5</sup> This document has been prepared under the Resource Management Act 1991 and does not reflect potential changes following Resource Management Reforms.

<sup>6</sup> The National Planning Standards are a set of standards that are required to be used in all new District and Regional Plans. Their purpose is to make council plans and policy statements easier to prepare, understand and comply with. They do this by improving the consistency of the format and content. They include specific zones that must be used as well as standardised approaches to the content of Plans.

<p>Apply a Port Zoning to the whole Structure Plan area and in addition apply a series of precinct overlays.</p> <p>Within each of the precincts, define the activities are appropriate within that precinct, and apply a list of rules to control the nature of the activities.</p>	<p>Uses a zone and precinct approach provided for in the National Planning Standards which is easier to understand what is expected in each area.</p>
<p>Designate part of the land as a Port under the provisions for requiring authorities (Resource Management Act Part 8).</p>	<p>This would simplify the provisions that relate to the Port activity and take it out of the 'usual' consenting regime making development proposals easier to be approved. But could be costly and time consuming to go through a Notice of Requirement process. Currently designations do not apply to the water/coastal marine area and that would complicate development undertaken by private land owners. Also, it would be necessary to apply another response to the areas that do not provide Port activities.</p>
<p>Apply baseline rules that protect special areas or values e.g. culturally significant sites, landscape areas or ecologically significant species.</p>	<p>Protection would be provided to these special areas and values to ensure that growth and development does not impact on them.</p>
<p>Apply effects-based rules to manage effects from activities e.g. scale of structures, dredging, earthworks.</p>	<p>Provide protection to the environment and to cultural values from activities that can impact on identified values.</p>

## 4.2 Reserve Status options / responses

A large part of the proposed Structure Plan area in relation to the Port itself is a Local Purpose Reserve, and the application of this reserve status impacts on the ability to use the land for some purposes. Consideration may be given to responses that change or remove the reserve status under the Reserves Act. These options / responses include:

Option / Response
Change the reserve status on part of the land (western) from Local Purpose reserve to Recreation reserve.
Uplift the Local Purpose reserve from some or all of the land and rely on zoning and rules alone to control land uses.
Regardless of the reserve classification, develop a Reserve Management Plan that sets out what activities are appropriate in each area and what controls will be applied to activities under the Reserves Act.

The Abel Tasman Memorial Reserve is part of the National Park and managed under the National Parks Act, it is also listed as a statutory acknowledgement area. It is not envisaged that the status of that land would change due to this proposed structure plan process, but the use of that land may be able to be supported through provision for support areas such as carparking on adjacent land. It is possible that some such additional land may be considered for reserve status in due course.

### 4.3 Local Government / Long Term Plan options / responses

The Local Government Act and the Council's Long Term Plan (LTP) process set out the Council's activities and priorities for the next 10 years including funding. Undertaking investigations into the use of Council land, and funding for coming years are responses in this matter, including:

Option / Response
Undertake work on the demand for and provision of facilities to meet recreational / community needs within the recreational area of the Port, and explore options for funding these needs through reserves / coastal assets budgets.
Undertake investigations into options to provide potable water (surface or groundwater), including location and reliability of water supplies.
Design, cost and put together a case for funding of increased potable water supply through the Long Term Plan process and/or through funding as part of the commercial Port budgets.
Design, cost and put together a case for funding of increased wastewater retention and disposal through the Long Term Plan process and/or through funding as part of the commercial Port budgets.
Design, cost and put together a case for funding of increased stormwater management and disposal through the Long Term Plan process and/or through funding as part of the commercial Port budgets.
Design, cost and put together a case for funding of roading and access improvements through the Long Term Plan process and/or through funding as part of the commercial Port budgets.

### 4.4 Port Development options / responses

As a commercial Port operation, operating as business unit of the Council, the Port provides a range of facilities at a cost to users. Enabling expansion of facilities, to in turn provide a wider range of options for users and enhance the commercial offering will in turn support the Port as a business. As well as providing facilities, the Port has responsibilities in relation to managing effects on the environment related to activities.

Option / Response
Design, cost and put together a case for funding of expansions (both physically and in terms of facilities) through the commercial Port budgets.
Design, cost and put together a case for development of a resilience ramp through the commercial Port budgets.
Design, cost and put together a case for funding of development of a haul out and anti-fouling facility through the Long Term Plan process and/or through funding as part of the commercial Port budgets.
Investigate options for providing for or partnering to provide a tourism operations base at the Port.

### 4.5 Support activity options / responses

The commercial operations of the Port and the expansion or development of marine activities based at Port Tarakohe can be supported by a range of associated facilities, these responses include:

Option / Response
Identify and develop land for support activities (commercial, light industrial, maintenance, educational, administration) that enable marine activities to grow.
Provide for associated storage (supplies/materials, buoys, boats, trailers) that supports both commercial and recreational activities and consider what are the most appropriate locations for storage activities that maximise use of public space for Port and recreational activity.
Growth in the scale and nature of activities being undertaken in the Port area may place demands on other associated support activities within the area and further afield e.g. worker accommodation, general industrial and servicing. Responses to these pressures need to be remembered and factored into longer term decision making.

## 4.6 Other options / responses

The issues analysis has identified a range of other activities and facilities that are desirable but will need to be appropriately located to avoid conflicts and to ensure that all parts of the proposed Structure Plan area operate efficiently. Some desired activities may not be appropriate to locate within the area and decisions on this need to be made correctly and transparently. Responses to this matter include:

Option / Response
Consider if campervan parking is an appropriate support activity for Port and recreational activity and, if so, identify the most appropriate location of this that maximises use of public space use.
Explore opportunities to develop recreational and cultural support activities (visitor experience, cultural experience, café/restaurant, etc) and identify the most appropriate location/s of these activities that maximises best use of public space use.
Together with DOC, explore opportunities to enhance and support conservation activities (DOC information centre, parking for Abel Tasman monument, etc) and identify the most appropriate location/s of these activities that maximises best use of public space use.
Explore opportunities to undertake ecological enhancement and restoration activities (penguin protection, revegetation, etc) through engaging with appropriate groups and sourcing funding options.
Explore other desired activities and make informed decisions on what activities are appropriate and where best they may be located e.g. cycle and walking connections, public fishing access, recreational activities such as waka ama, educational activities such as learning to sail.



## 5 Feedback Sought

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Feedback sought at this point is in relation to:

- Are there any other **primary** issues that have not been identified?
- Are there any other **additional** issues that have not been identified?
- Are there any other possible **options or responses** that have not been identified?
- Are there **preferred** options or responses? Or **packages** of options or responses, that would best address the issues?
- Is there a **priority** of options or responses? Or a **timeframe** in which options or responses would work best?

## 6 Next Steps

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The next steps for this project are:

1. First phase engagement:
  - Engagement with ngā iwi to explore issues and options and better understand cultural values – working group site visit and hui [initial hui complete]
  - Discussion with Golden Bay Community Board to discuss issues and options
  - Testing of issues and options paper with landowners/managers and identified key stakeholders
2. Preparation of draft Structure Plan
3. Second phase engagement:
  - tbc

## Appendix One: Land Ownership and Interests



Figure 3: TDC owned land

## Preamble

Whereas—

- (a) certain land was authorised to be reclaimed by Orders in Council made pursuant to section 175 of the Harbours Act 1950 on 29 August 1977, and published in *Gazette*, 1977, Volume III, at page 2439:
- (b) the land reclaimed was not in accordance with the authority granted by the Order in Council in that certain unauthorised areas were reclaimed, and other authorised areas were not reclaimed:
- (c) no application was made to have the reclamation vested in the reclaiming body pursuant to section 175D of the Harbours Act 1950:
- (d) the Tasman District Council has acquired the interests of the reclaiming body and wishes to validate the reclamation in order that the reclamation be designated as a local purpose reserve and be vested in the Council for development as both a working harbour and a recreational area.

### 1 Short Title

This Act may be cited as the Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995.

### 2 Validation of reclamation

Notwithstanding anything in the Harbours Act 1950 or in any other Act, the reclamation of the area described in the Schedule is hereby validated and declared to have been lawfully carried out.

### 3 Land vested in Tasman District Council, etc

- (1) The land described in the Schedule is hereby vested in the Tasman District Council as a reserve within the meaning of the Reserves Act 1977, and shall be held by that Council as a local purpose reserve under section 23 of that Act for the purposes of harbour works.

Figure 4: Vesting Act extract



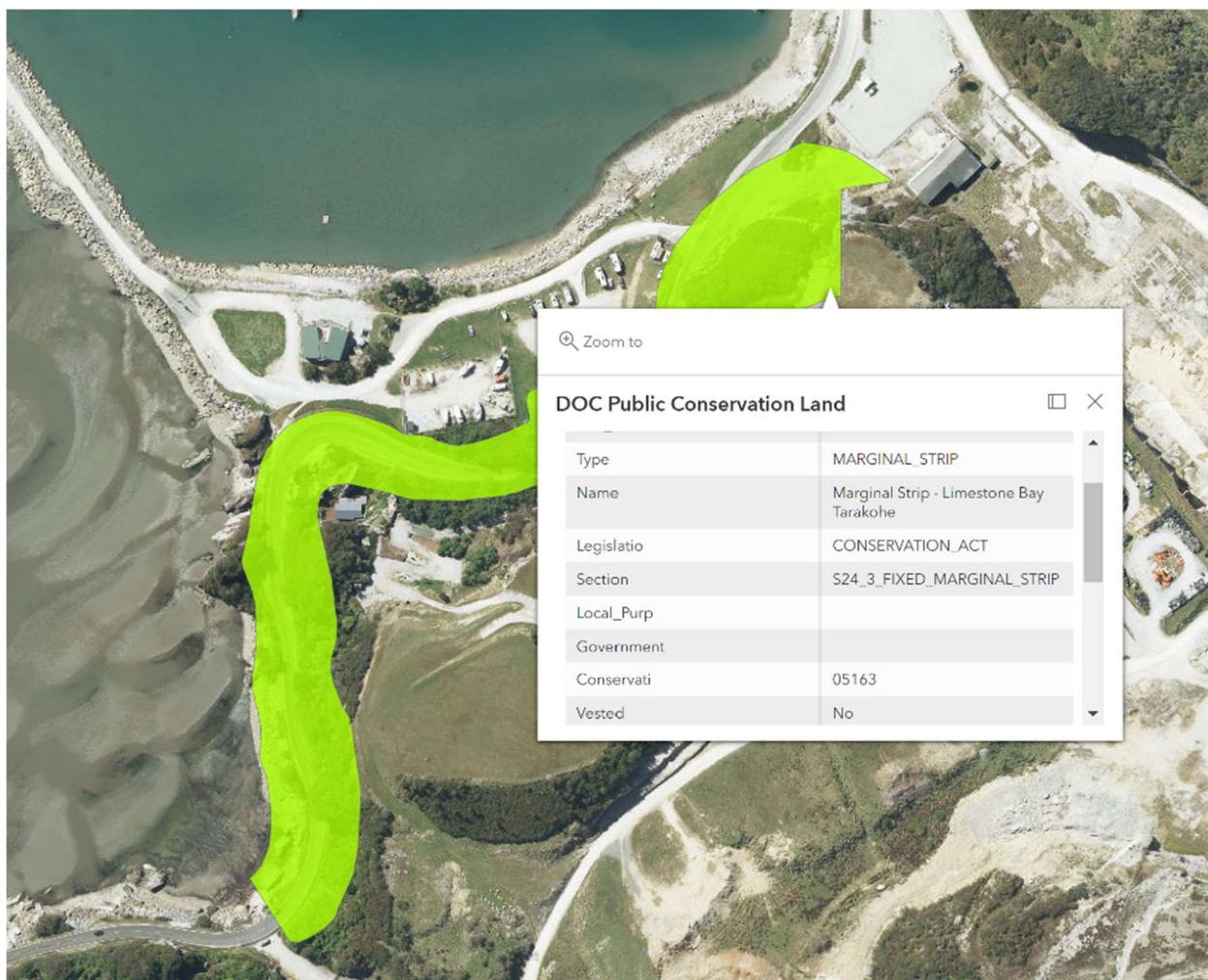


Figure 5: Marginal Strip



Figure 6: Port Taranaki Ltd



Figure 7: Talley's Ltd land parcel





Figure 8: Abel Tasman Memorial Reserve



*Figure 9: Road reserve location*

## Appendix Two: Statutory, Policy Context



Figure 10: TRMP zoning





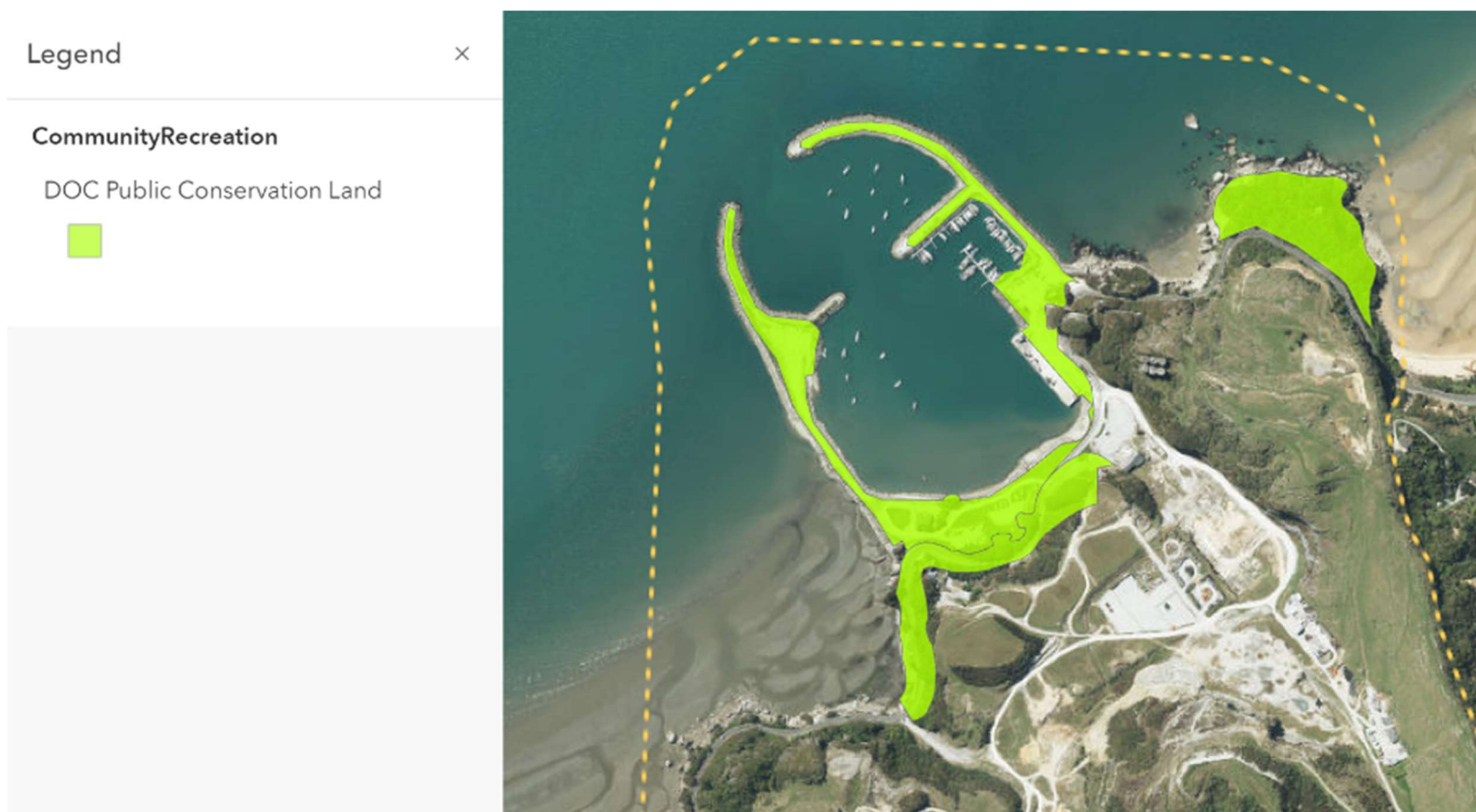
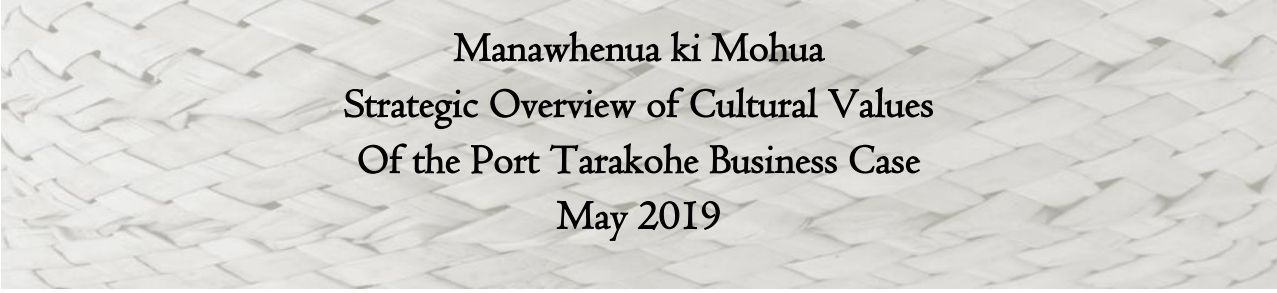


Figure 12: DOC administered land

## **Appendix Three: Manawhenua ki Mohua Strategic Overview of Cultural Values Of the Port Taranaki Business Case, May 2019**

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DRAFT



# Manawhenua ki Mohua Strategic Overview of Cultural Values Of the Port Tarakohe Business Case May 2019

## **Cultural context**

Manawhenua Ki Mohua (MKM) is the umbrella entity for the three manawhenua iwi living in Mohua; Ngāti Tama, Ngāti Rārua and Te Ātiawa. MKM are the descendants of Māori chiefs, whom through raupatu (conquest) and intermarriage assumed the role of kaitiaki, or guardians of the rohe (area); a responsibility which was subsequently passed down by way of whakapapa (genealogy).<sup>1</sup> As the kaitiaki, MKM continue to carry out their obligations to uphold the cultural and environmental integrity of the rohe for past, present and future generations.

## **Background**

Port Tarakohe is a community asset that provides for both recreational and commercial interests. The Tasman District Council (TDC) has facilitated the development of a Business Case for Port Tarakohe – to design and cost out a proposed upgrade; to inform future decision-making about further investment into the Port. This process was partially funded by the Provincial Growth Fund. The following groups were established to assist with this process:

Port Tarakohe Business Case Working Group; responsible for preparing the designs and costing out the upgrade works to put to the PT Steering Group; and

Port Tarakohe Business Case Steering Group; responsible for signing off on the Business Case

Iwi representatives have been part of the Business Case development process with Butch Little invited to attend Working Group meetings and Barney Thomas appointed to the Business Case Steering Group. In addition, Toni Grant has attended both the Working Group and Steering Group meetings as representative for Maara Moana since March 2019.

If the Business Case is approved and further funding is received, the Port re-development will go through the Resource Consent process.

To inform the discussion, the TDC approached Manawhenua ki Mohua to seek an overview of cultural values relating to the Business Case proposal – the subject of this report. In addition, a more detailed Cultural Impact Assessment will be developed to inform the Resource Consent process, should the upgrade proceed.

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<sup>1</sup> These chiefs included: Te Meihana, Niho Tehamu, Te Aupōuri Mātenga, Henare Tatana Te Keha, Tāmāti Pirimoana, Terahui Hekaka, and Takarei Tewhareaitu



## Cultural values<sup>2</sup>

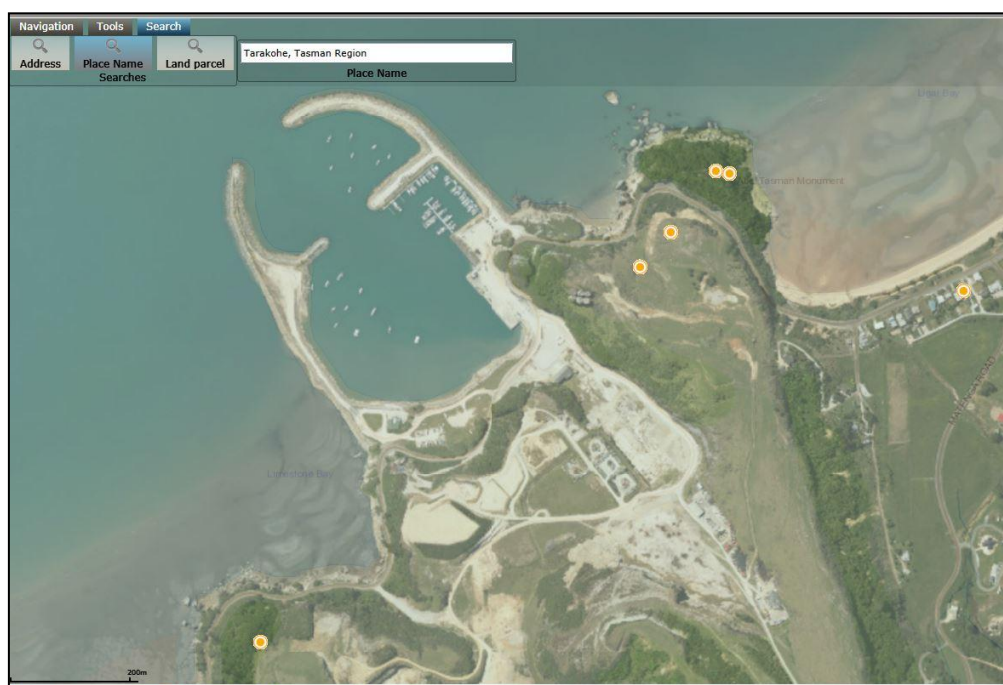
### 1. Cultural significance of area

The coastline from Pohara to Tata was of great significance to tūpuna (ancestors). The whole area derives its importance from the traditions maintained and passed on through many generations. Papakāinga, fishing grounds, urupā and other tapu sites are all associated with the cultivation and occupation of land along this stretch of coastline. Modified soils, midden, gardens, pits, stake holes and artefacts reflect the variety and abundance of kaimoana collected from the sea. 600 year old fish hooks, of national significance, were recently found in the vicinity of Port Tarakohe.<sup>3</sup>

Each cultural site in the area relates to others, and together, they form a cluster of sites, which are intrinsically important. Clusters of sites provide valuable information about the relationship of tūpuna with local resources and the customs and traditions practised over time. They are important in determining settlement patterns – the length of settlement and patterns of resource use. Given the range and number of known sites that exist along this coastline, the likelihood that unrecorded sites exist in the adjacent limestone cliffs and the surrounding area is high.

As kaitiaki of the rohe, Manawhenua ki Mohua seek to protect the whole locality; the sites and associated taonga. Guardianship of these treasures is integral to the cultural well being of present and future generations.

The location of recorded sites adjacent to Port Tarakohe are illustrated in the map below<sup>4</sup>



<sup>2</sup> Content identified at the first working group Hui on Thursday 23<sup>rd</sup> May 2019.

<sup>3</sup> Pers comm. Chris Hill (May 2019)

<sup>4</sup> Maps provided by Christine Barnett (Central Region, Heritage NZ) May 2019

## **2. Relationships**

The ancestral relationships and significance of Port Tarakohe and surrounding area to MKM needs to be recognised in the level of engagement the TDC undertakes through the Port Re-development process. It is important that this engagement extends to road upgrades and any other infrastructure, which may be developed to service the Port.

## **3. Dredging**

### *a. Disposal of dredged material*

It is important that any material dredged from Port Tarakohe is disposed of in a way that protects cultural and environmental values.

### *b. Toxicity of dredged material*

MKM support the monitoring of material dredged from the Port to determine its toxicity and enable safe disposal

## **4. Reclamation**

### *a. Proposed narrowing of the Port entrance.*

MKM understand that the existing entrance to Port Tarakohe is already reclaimed at sea bed level. Therefore narrowing the entrance will not involve further reclamation, but rather in-filling. However, two important considerations for this work are the choice of fill, and calculating the change in wave dynamics at the Port entrance.

## **5. Earthworks for supporting infrastructure**

### *a. Placement of new ramp*

### *b. Recreational marina piles*

### *c. Wastewater pipeline for proposed toilets*

MKM seek an archaeological assessment in un-reclaimed areas, where earthworks are required to develop additional Port infrastructure. Cultural monitoring and assessment of significant sites in the area may also be required.

## **6. Reciprocity**

### *a. Planting Plan*

### *b. Penguin habitat restoration*

For manawhenua iwi reciprocity is an important cultural practice. One way to give back to the natural world (the environment) is to enhance net restorative environmental outcomes. In this instance, a landscape and planting plan for the Port area is recommended. MKM advocate the use of indigenous plants for restoration work and the enhancement and extension of habitats for indigenous species, such as penguin

habitat. As kaitiaki, MKM recommend the hauora (health) of indigenous species within the Port coastal environment is explored further to inform decision-making processes.

## **7. Cultural activities**

### *a. Access to culturally sites*

MKM wish to maintain their association with culturally important sites and areas in and around the Port. Therefore, it is important that this relationship is provided for in the development of the area.

### *b. Waka ama*

A cultural practice which is takes place at Port Taranaki is Waka Ama. This activity involves the wider community as well as whānau. Recognising the value and importance of cultural traditions in the present day is important. One way to encourage and support Waka ama would be to establish a shed to house the waka and or related other utilities.

*NB: The recommendations in this Section are consistent with the Ngāti Tama Environmental Management Plan 2018: see Pages 36 and 49.*