

# Tauranga Harbour Recreation Strategy

August 2008

Environmental Publication 2008/09

ISSN 1175 9372



GDS08-2537





## Acknowledgements

Project Team: Robin Britton, Lauren Schick, Ben Lee, Aileen Lawrie, John Whale, Peter Watson, John Rauputu, and Campbell Larking.

### Thanks to:

Department of Conservation – Rotorua and Tauranga (Chris Staite, Ron Keyser), Environment Bay of Plenty Councillors and staff, Environment Bay of Plenty Harbourmasters past and present (Jon Moore, John Dickinson and Carl Magazinovic), Forest and Bird (Basil Graeme and Eddie Orsulish), Forest Lady Barge (Abe Auqaha), Heybridge Developments Limited (Ian Dunstan), Historic Places Trust (Rachel Harfield), Hoe Aroha Whanau o Mauao, Hui attendees at Ngati Te Wai, Hui attendees at Rereatukahia Marae and Wairoa Marae, Katikati Boating Club (Keith Pyle), Katikati Sea Scout Group (Russell Warner), Maori questionnaire respondents, Maritime New Zealand, (Jim Lott, John Dickinson), Ministry of Fisheries (Craven Dunn, Dave Allen), Northern Harbour Action Team (Sam Dunlop, David Olgilvie, Rosalie Smith, Syd Hopkins), Oceanz City Management (Mandy Scott-Mackie), Omokoroa Boat Club (John Budden), Port of Tauranga Limited (Nigel Drake, Ian Gorrie), Priority 1 (Tauranga Economic Development Agency) (Andrew Coker), Respondents to the Tauranga Harbour Beaches Survey, SmartGrowth (Management Group), Tauranga Airport Authority (Ray Dumble), Tauranga Bridge Marina (Tony Arnold), Tauranga City Council Councillors and staff Tauranga City Council Councillors and staff, Tauranga Game Fishing Club (Ian Thomas), Tauranga Marina Society (Bob Ellis), Tauranga Moana Iwi Customary Fisheries Committee, Tauranga, Moana Tangata Whenua Collective (Tauranga City Council), Tauranga Rowing Club (Mark James), Tauranga Yacht Club (Fred Jeanes), Te Tawa Quays (Ian Dustin), Toi Te Ora Public Health (Annaka Simpson), Waimarino Rowing Club (Dennis Crowd), Waimarino.com (Blair Anderson and Grant Gaffaney), Western Bay of Plenty District Council Councillors and staff, and Western Bay of Plenty District Council Maori Forum, Nga whanau no te moutere o matakana/ Matakana Island Resource Management Unit/ tangata whenua no Te Awanui.



## **Executive Summary**

This strategy explores the issues for recreation on Tauranga Harbour and sets out a series of actions to improve recreation opportunities and reduce conflict, while maintaining the quality of the environment. It is a joint strategy between Environment Bay of Plenty, Tauranga City Council and Western Bay of Plenty District Council.

The need for the strategy arose from SmartGrowth and the Tauranga Harbour Integrated Management Strategy. They identified the impacts of recreation are not well understood, we need better planning for recreational activities, and planning needs to be a joint effort between the community and the three councils.

The vision for the strategy is: "Recreation on Tauranga Harbour is, enjoyable, safe, sustainable, and accessible to all: A set of goals and principles set out how the vision is to be achieved and a framework for decision making.

The discussion of the issues and observations for recreation on the harbour are split into five areas:

- harbour margins;
- navigation safety;
- boating facilities;
- the environment; and
- how we can work together better.

The action plan sets out what the three councils will do. Associated with each action is an explanation, who will lead it, estimated cost and timeframe. Some of the more significant actions include developing an Access Strategy, a designated on-the-water recreation event area, extending the Anzac Bay boat ramp, limiting horse and vehicle access to the foreshore, and setting up a Recreation Forum.

Most of the actions will be implemented as part of existing planned work. For those actions that have not been planned for, each council will need to consider and adopt them in their respective Long Term Council Community Plan (LTCCP) and Annual Plan. The Recreation Forum will monitor implementation of the actions.



## Contents

<b>Acknowledgements</b> .....	i
<b>Executive Summary</b> .....	iii
<b>Chapter 1: Introduction</b> .....	7
1.1 Tauranga Harbour .....	7
1.2 Recreation .....	8
1.3 Why do the strategy? .....	10
1.4 Who manages recreation? .....	11
<b>Chapter 2: Where does the strategy fit?</b> .....	13
2.1 Community outcomes .....	13
2.2 Other plans and strategies .....	13
<b>Chapter 3: Vision for recreation on Tauranga Harbour</b> .....	17
<b>Chapter 4: What's happening now?</b> .....	19
4.1 Harbour margins .....	19
4.2 Navigation safety .....	20
4.3 Boating facilities .....	23
4.4 The environment .....	25
4.5 How we can work together better .....	29
<b>Chapter 5: What we will do</b> .....	31
5.1 Harbour margins .....	32
5.2 Navigation safety .....	34
5.3 Boating facilities .....	38

5.4	The environment .....	40
5.5	How we can work together better .....	41
<b>Chapter 6: How will the Strategy be implemented? .....</b>		<b>45</b>
<b>Appendices .....</b>		<b>47</b>
Appendix 1 – Key Agencies and Documents .....		49
Appendix 2 – Our Discussions .....		51
Appendix 3 – Boating on Tauranga Harbour .....		53
Appendix 4 – Proposed Monitoring Programme .....		57
Appendix 5 – Bibliography .....		61
<b>Figures</b>		
Figure 1	The blue line represents the regional land area and is indicative only of the harbour area covered by the Strategy. ....	9
Figure 2	Management of Tauranga Harbour .....	15



## Chapter 1: Introduction

---

The Tauranga Harbour Recreation Strategy sets out how we want to **manage** and **enhance opportunities** for recreation on Tauranga Harbour, over the next ten years. It is a joint effort between our three councils – Environment Bay of Plenty, Western Bay of Plenty District Council and Tauranga City Council. This Strategy is a non-statutory document prepared under the Local Government Act, 2002.

### 1.1 Tauranga Harbour

Tauranga Harbour (the harbour) covers an area of 218 square kilometres. It encompasses the tidal stretch of water between Matakana and the North Island mainland. At the south eastern end of the harbour is the landmark Mauao and the city of Tauranga. At the north western end are the small coastal settlements of Athenree and Bowentown (Figure 1 is indicative of the harbour area covered by this Strategy).

There are two main basins within the harbour, joining in the area between Matahui Point (on the mainland) and Tirohanga Point (on Matakana Island). These middle reaches are only navigable two hours either side of high tide. At low tide this area is dry – people can walk to and from Matakana Island.

The tides have a major influence over how the harbour is used. At low tide 60% of the harbour is very shallow or dry, making deep water a limited resource, but providing extensive exposed areas for a range of ecological and recreational values and uses.

Tauranga Harbour is known to tangata whenua as Te Awanui. Te Awanui is the rohe moana of three iwi - Ngāti Ranginui, Ngāi Te Rangī, Ngāti Pūkenga. Most of the marae of these iwi are located close to the harbour margins. The mauri of the harbour is extremely important for the customary relationship tangata whenua have with the harbour, in particular customary food gathering.

Te Awanui – Tauranga Harbour: Iwi Management Plan has been developed and it will be an important linking document to managing issues on this harbour into the future.

Tauranga Harbour is an outstanding natural feature and landscape, an outstanding ecosystem for wildlife, including marine mammals, shorebirds and fisheries and is recognised as a wetland of international importance for wading birds.

## 1.2 Recreation

Every day people use the harbour for a variety of recreational activities including:

Activities involving boats or equipment		Activities not involving equipment	Passive enjoyment
Sailing Rowing Paddling (e.g. Waka ama) Kayaking Fishing Boating Game bird hunting	Kite boarding Jet skiing Water skiing Diving Windsurfing Wake boarding Land yachting Kite flying Golfing	Walking/ running/resting/ exploring Playing Picnicking Swimming/ sunbathing Fishing from wharves etc Shellfish gathering Dog walking	Enjoying views, ambience and open space Bird watching



Figure 1 The blue line represents the regional land area and is indicative only of the harbour area covered by the Strategy.

The recreational opportunities available on and around the harbour are a significant attraction for people to live in and visit the western Bay of Plenty sub-region. The quality of the physical environment and leisure/recreation opportunities are two of the top three reasons why people move to this area<sup>1</sup>.

### 1.3 Why do the strategy?

It is great that so many people can use and enjoy the harbour. However with more and more people moving to the western Bay of Plenty sub-region (the population will grow 33% over the next 15 years<sup>2</sup>), there are going to be even more people wanting to enjoy recreation on the harbour. We want to encourage and provide for this demand, and to do this we need to make sure that:

- People can easily access the harbour
- There are opportunities for a wide range of activities
- The impacts of recreation on the environment are minimised
- It's safe for everyone

An inevitable consequence of high recreational use is conflict - between recreational users and with other types of uses, e.g.:

- People that live around the harbour margins
- The port
- Commercial activities (such as ferry and charter services)
- Marinas
- Other boat-related service industries
- Tangata whenua customary activities
- Flora and fauna in and around the harbour

At the moment conflicts between harbour users are generally limited to high use areas, for example, the southern entrance to the harbour, Pilot Bay and the Sulphur Point area. There are still many other areas of the harbour where there is still plenty of space for more recreational use.

The need for a strategy for recreation on Tauranga Harbour is identified in two existing planning documents (SmartGrowth and the Tauranga Harbour Integrated Management Strategy). Both documents identified that:

- The impacts and needs of recreation on Tauranga Harbour is not well understood.
- As future use increases, we need better planning for recreational activities and associated facilities.

---

<sup>1</sup> Reasons for moving into and out of the Bay of Plenty Region, Migration Research Group, University of Waikato, September 2006.

<sup>2</sup> Demographic Forecast 2051, Environment Bay of Plenty. August 2006.

- Planning needs to be a joint effort between the community and the three councils involved – Environment Bay of Plenty, Tauranga City Council and Western Bay of Plenty District Council.

#### 1.4 **Who manages recreation?**

There is a wide range of agencies responsible for managing recreation on and around the harbour - Appendix 1 describes the responsibilities of all the key agencies. Environment Bay of Plenty, Western Bay of Plenty District Council, and Tauranga City Council play the biggest role in managing recreation on the harbour. Environment Bay of Plenty is the prime agency with responsibility for managing activities on harbour waters and making sure the quality of the waters is looked after. Western Bay of Plenty District Council and Tauranga City Council are responsible for managing how and where people access the harbour (e.g. boat ramps and reserves). The Ministry of Fisheries is the other main agency – they are responsible for managing fisheries including recreational fishing. The Department of Conservation also has a role in reserve and marginal strip management around Tauranga harbour.



## Chapter 2: Where does the strategy fit?

---

### 2.1 Community outcomes

Everything that a council does has to contribute to their **Community Outcomes**. Community Outcomes are focussed on improving social, economic, environmental and cultural wellbeing. Each council has its own 'set' of community outcomes which were developed with their communities.

The community outcomes of the three councils advocate Tauranga Harbour as being iconic, highly valued and central to all people and activities occurring in the western Bay of Plenty sub-region. The most relevant community outcomes for the strategy are:

Tauranga City Council (*Tauranga Tomorrow*)

- The harbour, foreshore and waterways are clean and healthy and support compatible cultural, social, economic and recreational opportunities

Western Bay of Plenty District Council (*Smart Future*)

- We can all enjoy a healthy and safe lifestyle
- Our environment is clean, green and valued

Environment Bay of Plenty (*Community Outcomes, the Ten Year Plan 2006-2016*)

- A clean and protected environment
- Healthy and safe communities
- A vibrant and fulfilling lifestyle

### 2.2 Other plans and strategies

The management, development and implementation of strategies and other actions relating to Tauranga Harbour need to be implemented in a staged approach, rather than trying to address all issues at once. These stages of work will in time, be combined and provide a key basis for the overall management of the harbour. It is strongly recognised that there are many inter-linkages between different harbour management issues and areas. It is also recognised that some work will be guided by national strategies such as the New Zealand Coastal Policy Statement.

The Recreation Strategy is therefore just one of a number of “tools” used by the councils to help manage Tauranga Harbour – as shown in the following diagram (Figure 2). This Strategy is a first step in the path to managing current and future recreation demands that will arise as a result of increased population growth of the sub-region. As such it is not a static document, rather one that will be built upon over time. The Strategy may result in a range of different outcomes. For example, changes to statutory documents, education initiatives, operational actions or liaison with other agencies.

It is important to also realise that each of the three Councils involved in this Strategy must build the recommended actions into their Long Term Council Community Plans (LTCCP) and annual planning cycles. This will signal their commitment to undertaking the actions.



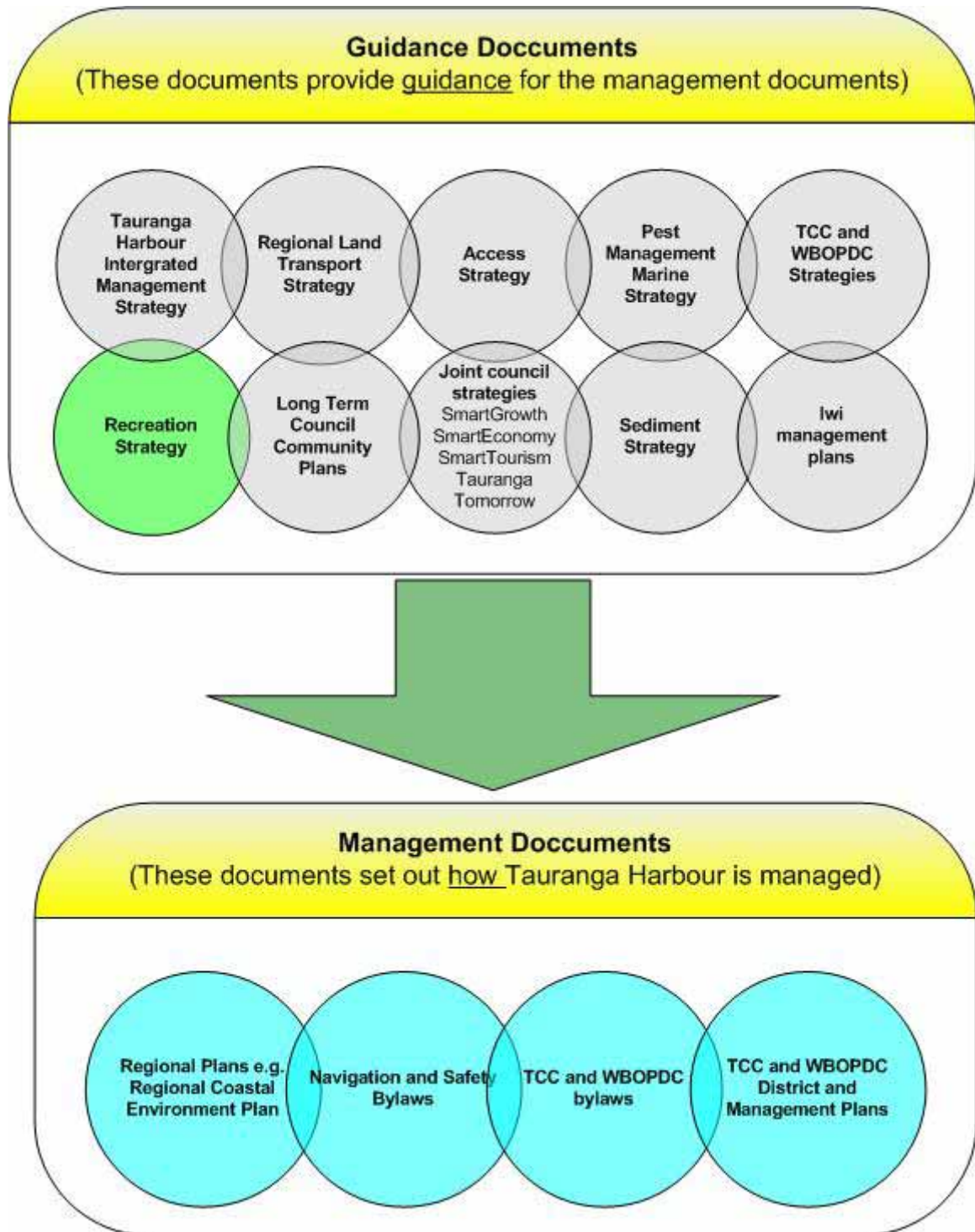


Figure 2 Management of Tauranga Harbour



## Chapter 3: Vision for recreation on Tauranga Harbour

---

The vision is a statement of what we want for recreation on Tauranga Harbour now and into the future.

### ***Vision:***

***'Recreation on Tauranga Harbour is, enjoyable, safe, environmentally sustainable, and accessible to all'***

To achieve this vision, the Strategy sets out six goals. The goals are statements of where we need to be heading to achieve the vision.

### ***Goals:***

- ***Recreation is a significant use on Tauranga Harbour.***
- ***People have easy access for recreation on Tauranga Harbour.***
- ***There are opportunities to experience a variety of recreational activities on Tauranga Harbour.***
- ***Tauranga Harbour is safe and enjoyable for all recreation users.***
- ***Any adverse effects of recreation on other users, tangata whenua customary activities and the environment are avoided or minimised.***
- ***Management of recreation is co-ordinated, clear and efficient.***

The principles are the fundamental values that we have about recreation on the harbour. They will guide our decisions about what are the best ways to achieve the goals and the vision. The following principles are not listed in any order of priority.

### ***Principles:***

- ***The recreational opportunities offered by the harbour are an integral part of the economic, social, environmental and cultural wellbeing of the community.***
- ***Access to and along the harbour is vital for providing for recreational opportunities.***
- ***Education and enforcement are both necessary tools for ensuring safe recreational use of the harbour.***
- ***Surface and deep water space is at a premium and should be used efficiently, having regard to competing uses.***

- ***Designating areas for specific activities can be a clear and simple way of reducing conflict.***
- ***The harbour is a public domain available for the use of a wide range of activities.***
- ***The importance of commercial shipping and transport operations is recognised.***
- ***The types and popularity of recreation activities are always changing and any management of the harbour must be flexible to meet these changes.***
- ***Agency partnerships are fundamental to efficiently managing the harbour, particularly where the use of land is closely linked to how the harbour is used.***
- ***People will always have different expectations and aspirations on use of the harbour and these need to be balanced between different users.***
- ***A healthy harbour is fundamental for ensuring quality recreation.***
- ***Recreational uses must not compromise or adversely affect the sustainability of the harbour's natural and physical resources.***
- ***The three Councils will work in a partnership to maintain and enhance recreational opportunities, through the implementation of this and other harbour-related strategies.***
- ***Cultural sustainability and a healthy harbour environment are important for the mauri of the harbour.***
- ***The visual quality of the harbour and its margins is an important part of people's enjoyment of recreational experiences.***

## Chapter 4: What's happening now?

---

This chapter creates a picture of what is happening now for recreation on Tauranga Harbour. It brings together what we know about recreation, from talking with a whole range of people, including:

- Recreational groups and clubs
- Individuals that use the harbour
- Tangata whenua
- Commercial operators
- Government departments
- Council staff

(See Appendix 2 for details of who we talked to).

Five key themes emerged from our discussions:

- Harbour margins
- Navigation safety
- Boating facilities
- The environment
- How we can work together better

### 4.1 Harbour margins<sup>3</sup>

#### 4.1.1 Access

Access is the single most important factor for providing opportunities for recreation on and around the harbour. To encourage more use of the harbour, we need to make sure that existing access is optimised and where possible, find new ways to access the harbour. There are positive health outcomes for the community associated with easily accessing physical activity opportunities.

---

<sup>3</sup> NB: Issues relating to marinas, moorings, ramps and boating are covered in section 4.3 - Boating facilities.

We need to make sure there are access opportunities for a range of different people including the elderly, disabled and young children. But we also need to balance this with protecting parts of the harbour for their “ecological” values, e.g. kaimoana beds, wetlands and bird roosting areas, and protecting the open space characteristics that are a fundamental part of the recreational enjoyment of this harbour. Many of these issues are controlled through the respective bylaws of Tauranga City Council and Western Bay of Plenty District Council.

Both Tauranga City Council and Western Bay of Plenty District Council have a spread of reserves and facilities (e.g. boat ramps and walkways) around the harbour margins that provide access to Tauranga Harbour. Between the Councils there are a suite of plans and strategies that guide how these reserves and facilities are managed.

Access to traditional Maori kaimoana areas and other customary sites in the harbour has been reduced due to ongoing development around the harbour margins. Many of the points of access were by way of long standing informal agreements with private land owners. Subdivision has seen many of these informal agreements disappear.

People’s access to the harbour can have adverse effects on the environment. For example people and their dogs can disturb high tide roosting and nesting birds, and the use of vehicles on harbour beaches and foreshore areas can impact on shellfish beds. The latter example is an emerging issue, particularly in the northern harbour when the ramps are busy or are not useable at low tide. Both Tauranga City Council and Western Bay of Plenty District Council have bylaws prohibiting horses on beaches, but no controls on vehicles launching boats.

Environment Bay of Plenty has identified the need for an Access Strategy (Tauranga Harbour Integrated Management Strategy and Ten Year Plan). The purpose of an Access Strategy is to have a harbour wide strategic plan for maximising and encouraging access, balanced against the need to minimise the adverse effects of access on the environment (e.g. protection of high tide roosts, or access opportunities for people to go fishing without a boat).

#### **4.1.2 Future development (non-recreational) zones**

Between the Regional Council and the Territorial Authorities, there has been little joint strategic planning for developments that straddle land and water (e.g. marinas, boat building/ servicing industries, ferry services, access structures). Consequently there are some areas where there is limited integration between harbour margin and water based zonings. This means there is limited guidance for such future developments. Although this is not directly related to recreation issues, any such zoning would impact on recreational access and use.

As examples, the demand for marinas and water-based transport is likely to increase in the future. These types of development have both land and water based infrastructure and impacts.

## **4.2 Navigation safety**

### **4.2.1 Recreational watercraft activities**

There has been very little research of watercraft activity on the harbour. The limited research that has been done has looked at the total number recreational boats. Approximately 20% of households in the Tauranga/Western Bay of Plenty Census area have at least one boat (Maritime Safety Authority, 1999). This equates to 10,400 boats in 2001 and projected to increase to 15,400 boats by 2021.

Recreational watercraft activity on the harbour has changed over the last 10 years and is expected to continue to change for the next 10 years. Anecdotal evidence from those we talked with suggested the following recent trends:

- An increase in watercraft activity on the harbour
- An increase in the popularity of kayaking and waka ama
- More power boats and yachts using the harbour
- Jet skis are getting larger and faster; they now operate more like boats
- Significant growth in youth training activities
- Significant increase in the popularity of kite boarding and sail boarding

Even with the increase in users, many of the people we talked to considered that there is still plenty of space in the harbour for more recreational watercraft activity. Others however considered that space needed to be managed carefully as the channels and shipping movements were important limitations. The increase in recreational use of the harbour has the potential to disturb the habitat for birds.

#### 4.2.2 Jet ski and ski lanes

There are nine ski lanes and two jet ski lanes in the harbour - refer to Appendix 3 for a map showing their location. During our consultation, many people raised concerns about:

- Erosion from the wake of boats and jet skis
- Effects on shellfish
- Danger to children swimming
- People using private land to launch vessels and base their skiing and jet skiing activities from
- Conflicts with access to traditional Maori fishing and cultural activity areas
- The noise and activity can disturb people and in particular Marae ceremonies

Interestingly many of these lanes are located adjacent to Maori land and these issues are of particular concern to tangata whenua. The location of jet ski and ski lanes is always controversial. Any review of their location is a part of the Navigation Safety Bylaws review (see below) and would require further discussions with the public.

#### 4.2.3 Rules and roles

The Bay of Plenty Regional Navigation Safety Bylaws 2004 (Navigation Safety Bylaws) set out rules about boating on the harbour. They are implemented by Environment Bay of Plenty through the Harbourmaster, his deputies and volunteer harbour wardens.

The Navigation Safety Bylaws primarily focus on people's recreational boating use of the waters and cover a range of safety provisions (such as life jackets and speed of vessels), provisions to manage uses (e.g. moorings management) and provisions to avoid conflicts (such as ski lanes).

The Harbourmaster and his deputies enforce the Navigation Safety Bylaws. Many of the people we talked to emphasised the importance of an enforcement 'presence' on the water as a deterrent, especially at high use locations and during busy periods. (NB: the volunteer harbour wardens have an education and advisory role not an enforcement role.).

One of the difficulties with following up reported incidents is identifying vessels. One solution to this problem is for all recreational vessels to be registered (or otherwise identified) and have clearly displayed identification. A report by the Pleasure Boat Safety Advisory Group in 1999 suggested that "registration" of recreational vessels was not necessary at that time, because the safety to be gained from such a system would not outweigh the costs of implementing it.

Education is important for people's safety. People need to know the rules. As it's such a large harbour and there are lots of users, we can't just rely on enforcement. Environment Bay of Plenty widely distributes a Harbour Guide which provides a range of navigation safety information for users. A number of the people we talked to suggested that it was people from outside the local area who were the hardest to educate about safe practices on the harbour.

Coastguard, Seacoms and the Port of Tauranga Limited are significantly involved in safe navigation. All three organisations assist boaties, by providing continuous radio services. The Port provides web-based information (for example shipping movements, swell, and wind direction) for the southern entrance. However there is little information available to boaties and the Coastguard to assist in safe crossings of the northern harbour bar.

Interestingly, Coastguard undertakes approximately 10-20 and 70 rescues each year at the northern and southern harbour entrances respectively. But over the past 10 years, there has been a low level of accidents on the harbour that were reported to Maritime New Zealand or to Environment Bay of Plenty.

#### 4.2.4 **Events and commercial operators**

Approximately 180 events are held on the harbour each year. The Navigation Safety Bylaws allow for areas of the harbour to be set aside for special events. The use of council reserves to support these special events is approved by Tauranga City Council and Western Bay of Plenty District Council.

There have been times when there's been a lack of coordination between the councils for processing and granting approvals for events, due to each council having different systems. With increasing use of the Harbour, it would be more efficient to have a system in place that allows councils to jointly approve events.

Space on harbour beaches and around wharves that can be used by commercial operators is limited. Careful use of these areas is required to ensure conflicts are avoided.

#### 4.2.5 **Designated area for recreational events**

Waka ama and rowing groups suggested it would be a good idea to have a designated recreation area where they could hold events e.g. rowing and waka ama. The area between Tauranga Bridge and the rail bridge, in front of the Strand was the preferred site, for a number of reasons:

- Good viewing from the Strand



- Close to shops, restaurants etc
- Launching facilities close-by
- Good water depth close to shore

If this area is to be promoted for events where spectators can readily view the area, it is desirable to avoid inappropriate use and development encroaching into the area. Tauranga City Council's Sport and Active Living Strategy has also identified the provision of a designated recreation area adjacent to the Strand as an action to be included in the CBD/Waterfront Development project. To create the area will likely require the relocation of a number of moorings.

#### 4.2.6 Navigational risk assessment

As part of the New Zealand Port and Harbour Marine Safety Code, Environment Bay of Plenty has identified a range of risks. The ones relating to recreational activities include:

- Vessels anchoring or stopped in the southern Harbour entrance
- Adverse weather conditions for events
- Crossing the northern bar
- Large vessels in conflict with leisure craft
- Surfers crossing the harbour entrance to get to Matakana Island
- People jumping off Salisbury Wharf

The Risk Assessment will be used to develop a Harbour Safety Plan. The Harbour Safety Plan will set out actions to address the above risks (and the other risks identified in the assessment which do not relate to recreational matters) and will be complementary to Environment Bay of Plenty's Bylaws and to the actions in this Strategy.

### 4.3 Boating facilities

#### 4.3.1 Parking and Boat Storage

This is the most significant issue affecting current use and future expansion of recreational boating on the harbour. During busy periods, demand already exceeds supply at many boat ramps around the harbour. Demand is only going to increase as the western Bay of Plenty population grows, and there is limited harbour-side land available for boat ramp parking.

Parking for boats launching in Tauranga City is being focused at Marine Park, Sulphur Point. Tauranga City Council has already budgeted to re-design the layout of parking.

Most ramps in the northern harbour have extremely limited opportunities for associated parking. Tanners Point is under intense pressure for parking. Western Bay of Plenty District Council is currently preparing a concept plan for the Bowentown domain, which will address some parking issues for this area.

At present parking of cars and boat trailers is managed on a 'first in first served' basis and is generally free (no cost). Interestingly some trailer boats are increasing in size, which means the trailers require larger parking areas. Boat stacks and dinghy racks will come under increasing pressure to meet the demand for boat storage.

#### 4.3.2 Ramps

There are 25 boat ramps in Tauranga Harbour. Of those, 14 are within Western Bay of Plenty Council's jurisdiction and 11 in Tauranga City Councils (refer to Appendix 3 for a map of ramp locations). Some of these ramps can't be used by vehicles – they're used for launching smaller vessels like kayaks.

Babbage (1998) estimated there were 5,000 boats launched in the northern Harbour between 26 December 1997 and 1 February 1998. Tauranga City Council reviewed its boat ramps from an asset management perspective and showed over 200 launches per day during March (Bickers, 1996).

Both Tauranga City Council and Western Bay of Plenty District Council have recently undertaken cursory assessments of ramp usage and demand. Results from these surveys were not available at the time of writing.

Sulphur Point is the main launching area for recreational boats in Tauranga City. A new six-lane boat ramp is scheduled to be installed to the north of the existing ramps. Ramps at Pilot Bay cannot accommodate any increased growth in use (due to parking restrictions and current level of use by people).

Ramps in the northern Harbour are currently being used at maximum capacity (particularly over the summer period). Many of the existing ramps have limited access to deep water at low tide; Tanners Point is currently the main deep water access for the northern Harbour. Western Bay of Plenty District Council are currently considering a suitable location for a new all-tide ramp in the northern Harbour (including parking).

The Waihi Beach Ward Reserve Management Plan, contains an action to investigate improving the launching facilities at Anzac Bay. The ramp does currently extend to low water. Coastguard have concerns about improving facilities because of close vicinity of strong currents – most engine failure occurs soon after launching.

Growth in Omokoroa is expected to be significant - the current population is 1,800 and in the next 20 years it is expected to grow to 12,000. Western Bay of Plenty District Council considers the present boat ramp and associated facilities are already at capacity.

#### 4.3.3 Moorings

There are currently 380 swing moorings allocated in the harbour. Environment Bay of Plenty intends to realign some of the existing moorings over the next few years, to provide for more efficient layout and possibly some further mooring places (i.e. no expansion of space currently allocated, just better use of the existing areas). There is very little deep-water space available for expanding the existing areas or creating new mooring areas. It is acknowledged that moorings are an inefficient use of space compared to marinas.

#### 4.3.4 **Marinas**

Within the harbour there are two marinas with a combined total of 1,050 berths:

- (i) Sulphur Point, (which is owned by Tauranga City Council and operated as a not-for-profit public service by the Tauranga Marina Society) is full and has an extensive waiting list; and
- (ii) Tauranga Bridge (which is commercially operated) is near full capacity.

Proposals have also been raised or discussed for further marinas: near the mouth of the Wairoa River, Omokoroa, Kauri Point, Mangawhai Inlet, Matakana Island and at Trinity Wharf.

Marinas are an efficient use of space\_for the berthage of boats within Tauranga harbour, given the limited deep water access available and the likely increase in demand from the associated population growth. They are also controversial developments (environmentally, culturally and socially). Tangata whenua are generally opposed to any further marinas in Tauranga Harbour.

It is therefore critical that there is a joint Council approach to planning for new marina locations. However, the Councils also recognise that public debate would be best undertaken through the Resource Management Act processes, as this is where a wide range of conflicting values and environmental effects are considered.

#### 4.3.5 **Deep water access**

There is currently no berthage in Tauranga Harbour for deep keeled boats (i.e. over 50 ft length and keels of 3-4 m) due to the lack of wharf space and water depth. This limits the use of the area by the local boat building industry (i.e. sea trials are generally undertaken from Auckland due to the lack of berthage). It also limits such vessels visiting Tauranga (e.g. ocean-going yacht races). Tauranga City Council is currently assessing the feasibility of various marine activities in the area beside the Tauranga Bridge.

### 4.4 **The environment**

#### 4.4.1 **Mangroves and sea lettuce**

The increase in the spread of mangroves has had an adverse effect on recreation. Numerous people raised examples of places in the harbour where they used to swim and collect shellfish, and which have now been taken over by mangroves Any management of mangroves must take into account sensitive areas of the harbour and be undertaken in accordance with the Regional Coastal Environment Plan and the Resource Management Act, 1991.

Environment Bay of Plenty is in the process of implementing initiatives to assist communities to manage mangroves. They include assisting estuary care groups with obtaining resource consent for mangrove removal and exploring the potential for mechanical harvest.

The community's concerns with sea lettuce relates to it decomposing on the beaches causing smell and potential health issues. It also affects people's ability to walk along the foreshore, gets caught up in recreational gear and boat propellers, and makes swimming and other in-the-water activities unpleasant. Sea lettuce is a natural phenomenon that gets washed up on the beaches intermittently. It appears to be controlled by climatic conditions (Park, 1996).

All three councils are currently working out an agreement for how best to manage sea lettuce. It is likely to include ongoing monitoring and cleanup at popular harbour beaches.

#### 4.4.2 Shellfish gathering and recreational fishing

Tangata whenua and other community groups are concerned that shellfish beds are declining or disappearing. However, during community consultation, the Ministry of Fisheries advised that shellfish beds were currently in good condition. Community comments raised included:

- Cockles are getting smaller and are being depleted by spreading silt layers
- Scallop beds seem to be recovering since fishing rules pertaining to scallop take were changed, however there are on-going concerns regarding the impacts of recreational scallop dredging.
- Horse mussels near Otumoetai have disappeared
- Some shellfish beds in the harbour seem to have been affected by land yachts, horses and water skiing
- Some shellfish beds are considered by some people to be unfit to eat from time to time

The Ministry of Fisheries is responsible for the management of fisheries and its habitat, including assessing stock numbers to make sure that harvesting is sustainable. Environment Bay of Plenty is responsible for managing habitat and biodiversity in the harbour. These roles are closely linked. Toi Te Ora also has a role in ensuring shellfish meet public health requirements. In conjunction with the three Councils and NZ Food Safety Authority, they are currently undertaking a study to assess the microbiological quality of shellfish in estuarine areas .

The Minister of Fisheries has appointed 55 Kaitiaki for the gazetted rohe of Tauranga Moana Iwi, which includes the harbour. Within this area, the Fisheries (Kaimoana Customary Fisheries) Regulations 1998 apply. The Tauranga Moana Iwi Customary Fisheries Committee has been established to represent the interests of the Kaitiaki. The Kaitiaki authorise customary takes within the gazetted rohe.

There is a Maataitai Reserve application in progress around Te Maunga o Mauao which excludes commercial fishing and provides for the management of all non-commercial fishing through Bylaws. A memorandum of understanding has just been signed between the Ministry of Fisheries and Mai I Nga Kuri a Whareki Tihirau Regional Fisheries Forum. This provides a platform for iwi to become involved in fisheries management issues.

Commercial fishing was an issue that many people we talked to were concerned about. There are currently approximately six drag netting licenses in existence, however these will be phased out over time as they expire or are no longer used. Restrictions are placed on the existing commercial operators re: season (approximately May to October) and methods. No new commercial fishing can take place within the Harbour. However this is a Ministry of Fisheries function. The Councils therefore can only advocate and promote the prohibition of commercial fishing, while being mindful that some types of commercial harvesting may be acceptable, e.g. the taking of sea lettuce. The Regional Coastal Environment Plan already has policy and methods targeted at promoting the sustainable management of fisheries.

Recreational fishing is one of the more popular recreational activities on the harbour. Surveys by the Ministry of Fisheries found on average 21 boats fishing in the southern harbour and 15 in the northern harbour, at any one time during daylight hours, on weekends and holidays.

A number of people raised concerns that there are currently limited opportunities for fishing by people who don't have a boat (i.e. from wharves, jetties, marina breakwaters etc). Concerns were also raised relating to the effects of recreational scallop dredging.

#### 4.4.3 **Horses and vehicles on the foreshore**

During consultation for this strategy, concerns were raised about vehicles and horses on beaches and the foreshore due to the impacts they can have on shellfish e.g. titiko. They can also have adverse effects on estuarine vegetation.

In a number of locations in the northern harbour, vehicles drive across the mudflats to launch and retrieve boats, particularly when the ramps are busy. In the southern harbour the concern is more about the use of land yachts e.g. in Rangataua Bay.

There have been various horse training and trekking operations in the harbour. Some of these operations have been closed down due to the impact they have on shellfish.

Both Tauranga City Council and Western Bay of Plenty District Council are currently reviewing their bylaws on these matters. These bylaws cover the whole of the Tauranga harbour (including below MHWS).

#### 4.4.4 **Water quality**

When it comes to recreation, water quality is important for two reasons - ensuring that shellfish is healthy and fit to eat and that the water is safe to swim and recreate in. It's a common perception that water quality in the harbour is getting worse. Research suggests that although there have been fluctuations of some aspects that are monitored (e.g. nutrient levels), that overall water quality has changed little over the last 14 years (Scholes, 2005).

Environment Bay of Plenty undertakes monitoring of water quality in the harbour (for example by bathing beach sampling, sampling in a variety of other locations, and monitoring of stormwater and sewage discharges). While Environment Bay of Plenty monitors the health of shellfish in the harbour, Toi Te Ora Public Health is responsible for issuing health warnings advising people about shellfish quality and algal blooms. Tauranga City Council and Western Bay of Plenty District Council are responsible for erecting notices about these health warnings.

Environment Bay of Plenty manages discharges to the Harbour through its Regional Coastal Environment Plan and resource consents. The Regional Coastal Environment Plan prohibits discharges of sewage from boats within Tauranga Harbour. There is a sewage pump-out facility at Tauranga Bridge Marina. Environment Bay of Plenty manages on-site septic tanks and associated discharges.

Environment Bay of Plenty undertakes a bathing water quality programme over the summer, testing at various sites within the Tauranga Harbour. The latest survey results are available online at the Environment Bay of Plenty website. The previous year's results have indicated that there are no areas of the harbour where swimming would be dangerous because of the water quality.

There are various other things we're also doing to deal with water quality:

- Environment Bay of Plenty has prepared a "Stormwater Strategy for the Bay of Plenty Region", 2005. This strategy outlines issues and management directions for addressing stormwater quality.
- The effects of sprays and chemicals in the water are being addressed through actions in the Tauranga Harbour Integrated Management Strategy.
- Environment Bay of Plenty implements Stream Care and Estuary Care programmes.
- Environment Bay of Plenty is implementing the On-Site Effluent Treatment Regional Plan to reduce the discharge of untreated sewage.
- Tauranga City Council is undertaking re-vegetation of stream banks in the Kopurererua Valley, to assist in improving stormwater discharge quality.
- Environment Bay of Plenty, TCC and WBOPDC are involved in policy and practical issues related to the management of mangroves in Tauranga harbour. This work recognises the critical link mangroves have in terms of water quality and sediment control.

#### 4.4.5 Sedimentation and dredging

The community is concerned at the rate the harbour was infilling with sediment. Sedimentation is a natural process within the Tauranga Harbour; however this process can be significantly affected by human activities. The impacts sedimentation has on recreation includes a loss of many inner harbour sandy beaches (because they have been covered in "mud") and the infilling of channels which limits navigation.

The sedimentation issue was identified and discussed in some detail in the Tauranga Harbour Integrated Management Strategy. One of the responses has been for Environment Bay of Plenty to initiate an extensive study looking at sediment sources and transport in the harbour, so that there is a better understanding of this issue to guide decision-making under the Resource Management Act. This will result in a Sediment Strategy being developed.

Environment Bay of Plenty has undertaken a cost-benefit analysis of dredging seven of the main recreational channels (Welsh, 2002). The cost of undertaking the dredging was estimated to be between \$4.05 million and \$6.4 million and the benefits estimated to be \$15.59 million. Environment Bay of Plenty considered undertaking the dredging, but at this point in time has decided that it isn't a priority and therefore no funding has been allocated. This will be reviewed once the sediment study has been completed.

The Port of Tauranga Limited (entrance and Cutter channels), Tauranga City Council (Pilot Bay), Western Bay of Plenty District Council (Tanners Point) and Tauranga Bridge Marina currently have consents to undertake localised dredging to clear boating channels or to facilitate access to ramps, the port and marinas.

#### 4.4.6 Biosecurity and pest management

As more leisure craft and large commercial vessels use the Harbour, there is increased potential for the introduction and spread of marine pests. Biosecurity threats of concern include: *undaria*, asian date mussel, sea squirt and *Didemnum vexillum*.

Biosecurity matters are addressed primarily under the Biosecurity Act. In accordance with this Act, Environment Bay of Plenty has a Regional Pest Management Strategy which includes a section on marine pests. Environment Bay of Plenty takes a three-pronged approach to pest control: education/surveillance/incursion control.

When *undaria* arrived in the Port entrance, it was removed by hand. However, as it is common up the coast to the north, it is unlikely that it will be kept out of Harbour in the long-term.

Boat trailers are the biggest “spreader” of marine weeds. There is a boat wash facility at the Sulphur Point ramps. However boat wash down areas are only about 70% effective, as they only remove the obvious organisms and not the plant fragments that can exist for many weeks/months in damp crevices. Education is therefore critical for increasing awareness about the threat of marine weeds and the necessary actions people can take to mitigate the spread.

There is some community concern that the number of black swans was increasing and having adverse effects on the environment, e.g. eating sea grass. However, game birds are managed under the Wildlife Act 1953 for recreational hunting. The Tauranga Harbour Integrated Management Strategy discusses this issue in some detail.

### 4.5 How we can work together better

#### 4.5.1 Forum

During consultation on this strategy many people (including tangata whenua) signalled that they wish to be more formally involved in making decisions about the future management of Tauranga Harbour. At present there is no forum which enables various parties, (e.g. tangata whenua, community groups, recreational clubs) to meet and discuss issues relating to the recreational use of the harbour. In addition to providing a vehicle for discussions, such a forum could provide advice to councils and ensure that the strategy is implemented.

#### 4.5.2 Pilot Bay

Pilot Bay has more conflicts between users than any other location in the harbour. Users include swimmers, waka ama, dinghies accessing moored boats, kayakers, small sailing boats, jet skis, water skiers and other vessels coming and going from the boat ramp. Some users of Pilot Bay have suggested that it should be zoned into different areas e.g. a swimming zone close to the shore and a non-powered (e.g. kayaks and waka ama) vessel zone on the outside of the swimming zone, but landward of the mooring zone. There was also suggestion made that the mooring area should be reduced to allow more space for non-powered recreation. Suggestions like this need to be discussed between all users of Pilot Bay to ensure all issues are openly discussed and to see if the various interests can be accommodated.

### 4.5.3 Information presentation

Information (e.g. signage and web based information) about issues relating to Tauranga Harbour is currently presented separately by all the agencies involved in different management aspects of the harbour. For example at one boat ramp there may be a sign from the Ministry of Fisheries for fish catch limits and a sign from Environment Bay of Plenty about safe navigation. There is an opportunity to consider a more integrated approach to sharing and delivering information to the public.

### 4.5.4 Monitoring

At present there is little data gathered on recreational use of the harbour. What information that is gathered, is not gathered in any consistent form and is not comprehensive across the whole harbour. As discussed earlier, the Ministry of Fisheries have completed a survey of recreational fishing in the harbour including aerial counts of boats and boat ramp surveys (at the time of writing the full report was not publicly available). Tauranga City Council and Western Bay of Plenty District Council have also undertaken short term boat ramp usage surveys. Environment Bay of Plenty has also undertaken surveys relating to recreational use in some areas. More robust information will be required to understand the issues and for managing increasing recreational use in the future. Good quality information is essential to allow us to work out how and where to better provide opportunities for future recreational needs.



## Chapter 5: What we will do

---

This chapter sets out the Action Plan i.e. what we're going to do. The actions relate to each of the themes identified in the previous section of the strategy and each action is set out as follows:

- **What we will do** - the action. NB: these tables only outline “new” actions and not existing actions that are already being done by the respective Councils.
- **Why will we do it** - the reasons why we are doing the action.
- **Who will lead it** - for each of the actions, a lead agency is identified (in bold) to facilitate and implement the action. Where there are multiple agencies identified, there would be joint discussions and agreements on how best to progress the action.
- **What will it cost** - indicative costs have been estimated (ie as at 2007). Unless otherwise stated, the quoted amount covers the period when the action will be implemented.
- **When will it be done** – sets out when the action will be implemented. Dates quoted relate to the financial year, for each agency.

## 5.1 Harbour margins

<i><b>What we will do?</b></i>	<i><b>Why will we do it?</b></i>	<i><b>Who will lead it?</b></i>	<i><b>What will it cost?</b></i>	<i><b>When will it be done?</b></i>
<b>5.1.1 Access Strategy</b>				
<p>Develop an Access Strategy to include:</p> <ul style="list-style-type: none"> <li>• Provision of key access links to the Harbour in all neighbourhoods (including potential use of paper roads).</li> <li>• Protection and restoration of areas that are important for plants or wildlife from inappropriate or excessive access, (e.g. dotterels at Panepane Point, restrictions on dogs).</li> <li>• Opportunities for fishing are increased (especially for people who don't have boats).</li> <li>• Education opportunities (including signage).</li> <li>• Identifying increased opportunities for interactive recreation between shore and water, such as tidal pools and pontoons.</li> <li>• Access for people to passive recreational opportunities such as the enjoyment of beaches and recreational areas for the general public (including possible mangrove removal to facilitate this).</li> <li>• Provision of access opportunities and structures to meet the needs of disabled people.</li> <li>• Additional opportunities for walking access along the shoreline.</li> </ul>	<p>We want to improve and encourage access to the harbour while protecting biodiversity and natural character values. We also want to make sure that everyone has a common view on how and where we will provide for access to the harbour in the future.</p>	<p><b>EBOP, TCC and WBOPDC</b></p>	<p>Not budgeted.</p> <p>Total - \$100,000</p> <p>EBOP - \$60,000 TCC - \$20,000 WBOPDC - \$20,000</p>	<p>2008/2009to 2010/2011</p>

<ul style="list-style-type: none"> <li>• Issues associated with cultural and traditional Maori access to the harbour.</li> <li>• Opportunities for further cycle racks and scooter parking areas.</li> <li>• Consideration of climate change scenarios when addressing access issues and mangrove management.</li> <li>• A strategic framework for boat launching facilities and associated infrastructure required to meet increasing demand over the next 50 years.</li> </ul>				
<p><b>5.1.2 Integrated planning</b> Investigate joint planning for areas where there are obvious land-water compatibility implications:</p> <ul style="list-style-type: none"> <li>• The Strand waterfront development area (including the proposed recreation event area off-shore from the Strand).</li> <li>• Tauranga Bridge-Cross Road ramp redevelopment area.</li> <li>• Pilot Bay.</li> <li>• Marinas and associated land based infrastructure.</li> <li>• Hovercraft landing and use areas.</li> <li>• High-use areas for interactive land-water recreation opportunities.</li> <li>• Passive recreation opportunities.</li> <li>• Reclamations associated with boat ramps and associated facilities.</li> <li>• Harbour development zones.</li> </ul>	<p>For high use areas there is limited integration between harbour margin and water based planning and limited guidance for such future developments. Although this is not directly related to recreation issues, any such planning could impact on recreational access and use.</p>	<p><b>EBOP, TCC and WBOPDC</b></p>	<p>Existing budget. EBOP - \$20,000 TCC - \$20,000 WBOPDC - \$20,000</p>	<p>2011/2012 to 2013/2014</p>

## 5.2 Navigation safety

<b>What we will do</b>	<b>Why will we do it?</b>	<b>Who will lead it?</b>	<b>What will it cost?</b>	<b>When will it be done</b>
<p>5.2.1 <b>Navigation Safety Bylaw</b></p> <p>When reviewing the Navigation Safety Bylaws consider:</p> <ul style="list-style-type: none"> <li>• Whether the ski lanes are in the right locations (having regard to matters raised in 4.2.1 and 4.2.2) and whether there are enough of them.</li> <li>• Whether recreational uses around wharves and jetties used by commercial operators needs to be controlled better.</li> <li>• Whether there should be restrictions placed on the use of hovercraft in the Tauranga harbour.</li> <li>• The social and cultural impacts of water based activities on neighbouring communities.</li> <li>• Harbour development zones.</li> <li>• Whether corridors for rowing skiffs should be provided for through mooring areas.</li> <li>• Whether the 5 knot rule should be extended in front of marae land.</li> <li>• Whether rowing vessels need to be excluded from the 5 knot rule in some areas.</li> </ul>	<p>Through discussions there were a number of issues that came up which relate to zones on the harbour and to safe boating operations. These need to be considered in the review of the Bylaws.</p>	<p><b>EBOP</b></p>	<p>Existing budget. \$10,000</p>	<p>2008/2009 to 2010/2011</p>

<p>5.2.2 <b>5 knot rule</b> Increase enforcement of the existing 5 knot areas, in particular up the Wairoa River and from Sulphur Point public ramps to 200 m past the marina (with associated signage on e.g. the Wairoa railway bridge).</p>	<p>The Wairoa River and Sulphur Point were identified as the key 'trouble spots' where people regularly exceeded the 5 knot rule. Enforcement would continue throughout the harbour.</p>	<p><b>EBOP</b></p>	<p>Existing budget. \$7,000</p>	<p>2008/2009 to 2010/2011</p>
<p>5.2.3 <b>The Strand water recreation event zone</b> Create a recreation event zone on the water adjacent to the Strand.</p>	<p>There is demand for an area of water adjacent to the Strand to be designated as an events area (e.g. for rowing and waka ama racing).</p>	<p><b>TCC</b> <b>EBOP</b></p>	<p>Existing budget. TCC - \$2,000 EBOP - \$4,000</p>	<p>2008/2009 to 2009/2010</p>
<p>5.2.4 <b>Education material</b></p>				
<p>Expand on existing education material/promotions, in conjunction with the key user groups, to increase awareness of:</p> <ul style="list-style-type: none"> <li>• The bylaw provisions.</li> <li>• The need for kayaks to be more visible (flags, bright clothes).</li> <li>• How surfers can best cross the southern Harbour entrance (Mauao – Matakana).</li> <li>• The need for other users to acknowledge dive flags.</li> <li>• Collision rules.</li> <li>• The need to avoid skiing etc around commercial wharves and jetties (e.g. Panepane Point).</li> <li>• Large ship movements.</li> <li>• Fishing in the Harbour entrance.</li> <li>• Facilities (e.g. toilets and water supply).</li> <li>• How to avoid impacts on specific areas (e.g. dotterels, kaimoana beds).</li> <li>• Biosecurity issues.</li> <li>• Location of pump-out facility at Tauranga Bridge Marina.</li> <li>• Cultural information where appropriate (e.g.</li> </ul>	<p>Information about safe recreation on the harbour can be improved. It would be helpful if there was one document that covered all matters.</p>	<p><b>EBOP, TCC and WBOPDC</b></p>	<p>Existing budget. EBOP – \$5,800 for the first two years, \$1,000 per year thereafter. WBOPDC - \$1,000 for the first two years,  TCC - \$1,000 for the first two years</p>	<p>Ongoing from 2008/2009</p>

<p>history of an area, health and safety information associated with water quality and sewage overflows, eroding cliffs etc).</p> <ul style="list-style-type: none"> <li>• Critical contact numbers (e.g. stickers with Harbourmaster, MFish, Coastguard and Seacoms contacts)</li> <li>• Marine pollution</li> <li>• Litter from boats and ships</li> <li>• The ecology (including the flora and fauna) of the Tauranga harbour.</li> <li>• The need to be aware of impacts of recreational activities on marae and cultural sites of importance.</li> </ul>				
<p><b>5.2.5 Up-skilling members of clubs</b> Facilitate a link with Coastguard, Maritime New Zealand's Safe Boating Advisors and Small Craft Safety Advisors for education material or courses available to help up skill members of existing harbour recreation clubs. Training could also be provided by qualified club members, within existing club structures.</p>	<p>Many recreational users of the harbour are members of clubs. Though most members of such clubs are educated about safety issues and maritime rules, there is an opportunity to improve their knowledge.</p>	<p><b>EBOP</b></p>	<p>Not budgeted  \$2,000 per year</p>	<p>Ongoing from 2008/2009</p>
<p><b>5.2.6 Moored Rafts</b> Consider the option of erecting public-use moored rafts for recreational swimming and diving use in areas where there may be conflicts from such activities and where there are no other navigation safety issues.</p>	<p>There is a recognised conflict between the use of wharves etc and people jumping off them. This could be one option used to resolve some of these conflicts.</p>	<p><b>TCC and WBOPDC</b> EBOP</p>	<p>Not budgeted</p>	<p>2010/2011</p>

<b>What we will do</b>	<b>Why will we do it?</b>	<b>Who will lead it?</b>	<b>What will it cost?</b>	<b>When will it be done</b>
<p>5.2.7 <b>Approvals for commercial (recreational) operators</b></p> <p>Develop jointly agreed criteria to guide the approvals processes for commercial users operating from harbour beaches (i.e. between Councils or DOC as landowners and Environment Bay of Plenty as being responsible for navigation safety matters).</p>	<p>The potential for conflicts between users will be decreased and it would provide for the efficient use of limited harbour beach areas. It would also ensure that the land activities are compatible with the water uses and provide a more seamless user-friendly service. (NB: approvals cover foreshore licenses, resource consents, Navigation Safety Bylaw authorisations).</p>	<p><b>EBOP, TCC and WBOPDC</b></p>	<p>Existing budget.</p> <p>EBOP - \$2,500 TCC - \$1,500 WBOPDC - \$1,500</p>	<p>2009/2010 to 2010/2011</p>
<p>5.2.8 <b>Approvals for events</b></p> <p>Develop a joint approvals process where events are planning to use both the harbour and the land. This process could include:</p> <ul style="list-style-type: none"> <li>• One application form.</li> <li>• Joint discussions between the Harbourmaster and the councils.</li> <li>• How best to discuss any concerns with the applicant.</li> <li>• Approvals granted and released jointly to the applicant.</li> </ul> <p>Consider delivering this process via the web.</p>	<p>To provide a more seamless user-friendly service.</p>	<p><b>EBOP, TCC and WBOPDC</b></p>	<p>Existing budget.</p> <p>EBOP - \$3,000 TCC - \$1,000 WBOPDC - \$1,000</p>	<p>2009/2010 To 2010/2011</p>
<p>5.2.9 <b>Web-cam</b></p> <p>As part of developing the Harbour Safety Plan, consider the use of web-webcam technology for monitoring harbour bar crossings, especially the northern harbour entrance. Undertake in conjunction with community partners.</p>	<p>Harbour bar crossings are a notable hazard. A web cam would assist Coastguard to monitor boats crossing the bar and provide information to the public on the bar conditions, to assist them in making decisions about crossings.</p>	<p><b>EBOP</b></p>	<p>Existing budget</p> <p>Set up: \$13,000 Maintenance: \$3,000 per year</p>	<p>Install 2009/2010 Maintenance ongoing.</p>

<b>What we will do</b>	<b>Why will we do it?</b>	<b>Who will lead it?</b>	<b>What will it cost?</b>	<b>When will it be done</b>
5.2.10 <b>Recreational vessel identification</b> Advocate to central government to introduce compulsory identification of recreational vessels (e.g. by using a simple method such as using radio call signs or yacht numbers as identification numbers).	To make it easy to identify vessels breaking the rules and increase owner responsibility.	<b>EBOP</b>	Existing budget. \$1,000 per year	Ongoing from 2008/2009

### 5.3 Boating facilities

<b>What we will do</b>	<b>Why will we do it?</b>	<b>Who will lead it?</b>	<b>What will it cost?</b>	<b>When will it be done</b>
5.3.1 <b>Boat Stacks</b> Encourage simple, secure boat stacks/trailer stacks for small vessels and ensure existing parking opportunities maximise the use of existing space. Consider options for dry stand areas .	There is no more land readily available for developing new parking areas. Therefore there is a need to consider alternative possibilities.	<b>TCC</b> <b>WBOPDC</b>	Existing budget. Boat stacks are most likely to be funded privately, but may be encouraged, for example, through use of council land.	Ongoing from 2008/2009
5.3.2 <b>Anzac Bay boat ramp</b> Pending investigations, consider extending the hard launching area at Anzac Bay, extending it below low tide.	The Anzac Bay ramp could be improved to make it more useable by more users over a longer tidal period. The local Coast guard use this ramp.	<b>WBOPDC</b>	Not budgeted. \$30,000	2011/2012 To 2012/2013
5.3.3 <b>Lighting at ramps</b> Assess the need for further night lighting at ramps (being sensitive to residential areas), to assist boats returning at night.	Due to the tidal nature of the Harbour, many boats return at night. This is a safety issue.	<b>WBOPDC</b> <b>TCC</b>	Not budgeted WBOPDC - \$30,000 TCC - \$12,000	2011/2012 To 2014/2015
5.3.4 <b>All-tide ramp in northern harbour</b> Construct an all-tide ramp in the northern harbour. Due to lack of locations that have suitable adjacent water depth, a reclamation is likely to be required.	The demand for further all-tide ramp access in the northern harbour is critical to ensure easy access to harbour and coast.	<b>WBOPDC</b>	Existing budget. \$1.65 million	2008/2009 to 2011/2012



<b>What we will do</b>	<b>Why will we do it?</b>	<b>Who will lead it?</b>	<b>What will it cost?</b>	<b>When will it be done</b>
<p>5.3.5 <b>Realign moorings</b> Maximise the number of mooring spaces by realigning moorings within existing areas and investigate the option of using pole moorings or other methods to better utilise the mooring space.</p>	There is demand for more moorings but there is not enough space due to the limited areas of deep water access at low tide.	<b>EBOP</b>	Existing budget. \$10,000	2008/2009 to 2009/2010
<p>5.3.6 <b>Berthage for deep keeled yachts</b> Consider options to accommodate berthage for deep-keeled yachts (both temporary and permanent options).</p>	The opportunity to accommodate ocean –going races and provide facilities for existing boat builders has potential economic benefit for the area.	<b>TCC</b> <b>EBOP</b>	Existing budget TCC - \$5,000 EBOP - \$1,500	2008/2009 to 2010/2011
<p>5.3.7 <b>Boating Facilities Plan – Omokoroa</b> Undertake a feasibility study for alternative boating facilities at Omokoroa</p>	Omokoroa is identified as a growth node. There are a range of boating facilities at Omokoroa and a wide range of users. Use of the facilities is at capacity and there is conflict between the various users. The problem is going to get significantly worse as the current population of 1,800 is expected to grow to 12,000 in the next 20 years. This will require integrated management with EBOP's coastal planning responsibilities.	<b>WBOPDC</b> <b>EBOP</b>	Existing budgeted WBOPDC - \$25,000 EBOP – \$4,000	2007/2008
<p>5.3.8 <b>Water Traffic Safety Assessment</b> Ensure a vessel traffic safety assessment is undertaken regularly in congested channels and whenever a new launching area is proposed.</p>	Pressures from increasing numbers of vessels will increase in the future, particularly where there are already congested waters, but also potentially when a new facility is proposed.	<b>EBOP</b>	\$5,000 (and cost to fall on any resource consent applicant)	Two yearly.
<p>5.3.9 <b>Boat servicing</b> Investigate the need for and options to meet future demand for boat servicing and maintenance in the northern harbour.</p>	There is currently no authorised servicing area for boats in the northern harbour. The harbour needs to be protected from such activities affecting the water quality.	<b>WBOPDC</b>	\$10,000	2008/2009 to 2011/2012

## 5.4 The environment

<b>What we will do</b>	<b>Why will we do it?</b>	<b>Who will lead it?</b>	<b>What will it cost?</b>	<b>When will it be done</b>
<p><b>5.4.1 Limiting vehicle access to the foreshore</b></p> <p>Identify specific areas where 'on land' access restrictions, such as bollards, fencing etc are required to stop vehicles driving onto the foreshore, where they are disturbing shellfish beds. In consultation with the community, put these structures in place.</p>	<p>In some areas shellfish beds are being damaged by vehicles driven across the foreshore to launch and retrieve boats. It is more of an issue in the area of the harbour within WBOPDC's jurisdiction. Inappropriate vehicle access can also disturb or destroy significant bird roosting and nesting sites.</p>	<p><b>TCC</b> <b>WBOPDC</b></p>	<p>Not budgeted. WBOPDC - \$30,000 TCC - \$10,000</p>	<p>2009/2010 to 2011/2012</p>
<p><b>5.4.2 Horse and vehicle bylaws</b></p> <p>Enforce the Bylaws.</p>	<p>Shell fish beds are being damaged by vehicles and horses. TCC and WBOPDC have just reviewed their Bylaws. Enforcement is on-going.</p>	<p><b>TCC</b> <b>WBOPDC</b></p>	<p>Enforcement part of existing operational costs.</p>	<p>2009/2010 To 2010/2011</p>
<p><b>5.4.3 Investigate reduction in shellfish beds</b></p> <p>Prepare a report reviewing research and traditional knowledge, to (i) identify the causes of the reduction of shellfish beds in Tauranga Harbour, and (ii) the impacts of vehicles in unformed access ways for boat launching. Engage with tangata whenua, Ministry of Fisheries and research agencies, to provide specialist information and knowledge.</p>	<p>Shellfish is a key resource in the harbour we want to protect. There are concerns from tangata whenua and other community members that shellfish abundance (including scallops) is continuing to decrease.</p>	<p><b>EBOP</b></p>	<p>Existing budget \$20,000</p>	<p>2009/2010 To 2010/2011</p>
<p><b>5.4.4 Recreational fishing</b></p> <p>Advocate for and support measures that improve recreational fishing in the Harbour, including information on disposal of fish waste. Advocate to the Ministry of Fisheries to ban scallop dredging in the harbour.</p>	<p>Fishing is one of the most popular recreational activities on the harbour. Although councils don't have the ability to manage fisheries in the harbour (that's the Ministry of Fisheries job), we can support any measures that will improve fishing in the harbour (e.g. mataitai, the prohibition of commercial fishing for fin fish, and the development and the protection of habitat for fish breeding grounds.)</p>	<p><b>EBOP</b></p>	<p>Existing budget. \$1,000 per year</p>	<p>Ongoing from 2008/2009</p>

<p><b>5.4.5 Effects of Game Birds</b></p> <p>Liaise with Fish and Game to determine background research done (or needing to be done) on the effects of game bird populations on the quality of the harbour (e.g. foraging effects, excrement quantities, effects on fish etc).</p>	<p>Game bird hunting is a recreational use of the harbour. However there is a lack of community understanding of the effects of the birds on the harbour.</p>	<p><b>EBOP</b></p>	<p>Existing budget</p>	<p>2008/2009</p>
<p><b>5.4.6 Sediment Strategy</b></p> <p>Reassess the need and appropriateness for dredging channels of the Tauranga harbour once the Access and Sediment Strategies have been completed.</p>	<p>Future decisions on dredging need to be guided by the results of the Access Strategy and the Sediment Strategy.</p>	<p><b>EBOP</b></p>	<p>Not budgeted</p>	<p>2010/2011</p>

## 5.5 How we can work together better

<b>What we will do</b>	<b>Why will we do it?</b>	<b>Who will lead it?</b>	<b>What will it cost?</b>	<b>When will it be done</b>
<p><b>5.5.1 Forum</b></p> <p>Establish a forum made up of relevant agencies, recreation groups, tangata whenua and community representatives to:</p> <ul style="list-style-type: none"> <li>• Discuss strategic recreational issues facing the Harbour.</li> <li>• Identify emerging issues.</li> <li>• Facilitate communication and co-ordination between different management agencies and recreational user groups.</li> <li>• Report on implementation of the actions of this strategy.</li> <li>• Develop MOU between agencies with common areas of responsibilities.</li> </ul>	<p>The forum will help to ensure that recreational planning and operations are co-ordinated and provide advice to councils. It will also be responsible for overseeing the implementation of this strategy.</p>	<p><b>EBOP</b>, TCC and WBOPDC</p>	<p>Existing budget                      EBOP - \$3,500 per year                      TCC - \$1,000 per year                      WBOPDC - \$1,000 per year</p>	<p>Ongoing from 2008/2009</p>

<p><b>5.5.2 Pilot Bay</b> Facilitate discussions between all users of Pilot Bay and management agencies to explore and decide on a way to minimise conflicts in Pilot Bay.</p>	<p>There are a number of conflicting land and water issues for users in this area. A separate working party approach could assist in resolving these in a coordinated manner.</p>	<p><b>EBOP, TCC</b></p>	<p>\$5,000</p>	<p>2008/2009</p>
<p><b>5.5.3 Signage</b> Consider joint agency signage at boat ramps and other key locations. Information may include:</p> <ul style="list-style-type: none"> <li>• Fish catch limits.</li> <li>• Rahui, Mataitai and Taiapure information.</li> <li>• Safe boating advice.</li> <li>• Boat ramp use and parking information.</li> <li>• Navigation safety bylaws.</li> <li>• Channel locations.</li> <li>• Ski lanes.</li> <li>• Advice about looking after the environment and special wildlife areas.</li> <li>• Biosecurity issues.</li> <li>• Sensitive archaeological and cultural sites to be avoided.</li> </ul> <p>Consider presenting information in different languages.</p>	<p>At present each agency erects their own signage. It could be more efficient to erect joint signage. Also it makes it easy for the public if they know they can get all the information they need from one sign.</p>	<p><b>EBOP, TCC and WBOPDC</b></p>	<p>Existing budget EBOP - \$9,200 TCC - \$1,200 WBOPDC - \$1,600</p>	<p>2009/2010 to 2010/2011</p>

<p><b>5.5.4 Website</b> Establish a website (stand alone or part of existing) focused on Tauranga Harbour. This could include:</p> <ul style="list-style-type: none"> <li>• An event calendar.</li> <li>• Event and commercial operator approval forms.</li> <li>• Contact information for recreation groups.</li> <li>• Navigation safety bylaws.</li> <li>• Map(s) of the harbour (channel locations, ski lanes etc).</li> <li>• Ship movements.</li> <li>• Contacts for marine radio communications.</li> <li>• Links to water quality and shellfish quality information</li> <li>• Links to estuary care and other harbour margin community groups.</li> </ul>	<p>This would provide a 'one stop shop' for the public to get recreation information on Tauranga Harbour.</p>	<p><b>EBOP, TCC and WBOPDC</b></p>	<p>Existing budget EBOP - \$5,000, set up \$500 per year Maintenance TCC - \$1,000 set up, \$500 per year maintenance WBOPDC .- \$1,000 set up, \$500 per year maintenance</p>	<p>Ongoing from 2008/2009</p>
<p><b>5.5.5 Monitoring programme</b> Finalise and undertake monitoring programme proposed in Appendix 4 of this strategy.</p>	<p>We want to have good data in the future to inform decisions on recreational use.</p>	<p><b>EBOP, TCC and WBOPDC</b></p>	<p>Not budgeted \$5,000 each council per year</p>	<p>Ongoing from 2008/2009</p>
<p><b>5.5.6 Review of strategy</b> Review this strategy in five years (from the time of its adoption by all councils) and consider the need for bylaw or zoning controls on physical and open space recreational opportunities.</p>	<p>We need to make sure that actions in this strategy are appropriate and are being implemented.</p>	<p><b>EBOP, TCC and WBOPDC</b></p>	<p>Existing budget \$3,000 per council</p>	<p>2012/2013</p>



## **Chapter 6: How will the Strategy be implemented?**

---

The Tauranga Harbour Recreation Strategy is a **partnership** between Environment Bay of Plenty, Tauranga City Council and Western Bay of Plenty District Council. The councils will work together to implement this Strategy.

Most of the actions will be implemented as part of existing planned work. For those actions that have not been planned for, each council will need to consider and adopt them in their respective Long Term Council Community Plan (LTCCP) and Annual Plan. Whether councils will adopt a specific action will depend on the priority it places on that action in light of all the other work that it wishes to do.

The Forum suggested under this Tauranga Harbour Recreation Strategy will also have a critical role in ensuring the implementation of the strategy by overseeing and reporting on progress being made with the actions.





## Appendices

---

<i>Appendix 1.....</i>	<i>Key agencies and documents</i>
<i>Appendix 2.....</i>	<i>Our discussions</i>
<i>Appendix 3.....</i>	<i>Boating on Tauranga Harbour</i>
<i>Appendix 4.....</i>	<i>Proposed monitoring programme</i>
<i>Appendix 5.....</i>	<i>Bibliography</i>



## Appendix 1 – Key Agencies and Documents

Agency	Main areas of responsibility	Key Documents
Environment Bay of Plenty	<ul style="list-style-type: none"> <li>• Managing use, development and the physical qualities of the Harbour</li> <li>• Management of navigation safety</li> </ul>	<ul style="list-style-type: none"> <li>• Regional Coastal Environment Plan</li> <li>• Navigation Safety Bylaws</li> <li>• LTCCP and Community Outcomes</li> </ul>
Western Bay of Plenty District Council Tauranga City Council	<ul style="list-style-type: none"> <li>• Managing use, development and protection of environmental resources on land.</li> <li>• Managing public facilities such as boat ramps and jetties.</li> </ul>	<ul style="list-style-type: none"> <li>• District Plan</li> <li>• Reserve Management Plans</li> <li>• LTCCP and Community Outcomes</li> <li>• City/ District strategies</li> </ul>
Maritime New Zealand	<ul style="list-style-type: none"> <li>• Safe navigation through managing recreational vessels and activities and commercial ship operations.</li> </ul>	<ul style="list-style-type: none"> <li>• Maritime Transport Act and Rules</li> <li>• Pleasure Boat Safety Advisory Group Report</li> </ul>
Department of Conservation	<ul style="list-style-type: none"> <li>• Management of the coastal marine area in conjunction with Environment Bay of Plenty.</li> <li>• Management of public conservation lands</li> <li>• Protection of wildlife, especially birdlife from disturbance and habitat destruction.</li> </ul>	<ul style="list-style-type: none"> <li>• New Zealand Coastal Policy Statement</li> <li>• Conservation Management Strategy</li> <li>• Reserve Management Plans</li> <li>• Marine Protected Areas Strategy</li> </ul>
Ministry of Fisheries	<ul style="list-style-type: none"> <li>• Managing the sustainable use of fisheries resources, for purposes including recreational, customary Maori, and commercial fishing.</li> </ul>	<ul style="list-style-type: none"> <li>• Fisheries plans</li> <li>• Fisheries Regulations</li> </ul>



## Appendix 2 – Our Discussions

The purpose of our initial discussions with the community was to get an understanding of recreation on the harbour and the associated issues. We targeted groups and people who were heavily involved in recreation on the harbour in one way or another. We used various means to communicate with these groups and people.

### Letters

Letters were sent to all recreational users and associated organisations, as identified on a combined Environment Bay of Plenty, Tauranga City Council and Western Bay of Plenty District Council consultation mailing list. The letters included an invitation to attend one of two stake-holders meetings.

### Stake-holders meeting

Two stakeholders meetings were held at Mount Maunganui on 16 and 20 May, 2006. There were a total of 17 attendees.

### Interviews

Individual interviews were held with numerous people who either contacted us in response to our letters or we contacted because they were identified as having a lot of knowledge in a particular area. Interviews were held either in person or over the phone.

### Maori

Discussions were initially had with the following groups to provide their own thoughts and guidance on how to engage with Maori:

- Tauranga Moana Tangata Whenua Collective (Tauranga City Council)
- Western Bay of Plenty District Council Maori Forum
- Tauranga Moana Iwi Customary Fisheries Committee

It was decided that a two pronged approach would be the most effective – a questionnaire and a series of hui.

The questionnaire was developed as it was identified that many Maori were very busy at the time, mainly because of the Tauranga Moana Waitangi Tribunal Hearings. The questionnaire was an alternative option to attending hui. A conscious effort was made to make the questionnaire as simple as possible and with some of the text in Maori. It was sent out at the end of May/start of June 2006 to all the Tauranga Moana Maori contacts held by Environment Bay of Plenty, Western Bay of Plenty District Council and Tauranga City Council. Ten questionnaires were returned.

Two hui were organised - Rereatukahia Marae and Wairoa Marae. Invitations were sent out to all our contacts and it was advertised on the radio. A further hui was also held with Ngati Te Wai at their request.

## Tauranga Harbour Beaches Survey

As we progressed with our consultation we realised that we didn't have the views or thoughts of people who regularly use the beaches, e.g. parents that go to the beach with young children and the elderly. In response to this, we undertook a survey of users at popular beaches in the harbour, including:

- Memorial Park
- Maungatapu
- Anzac Park - Pios Beach
- Omokoroa
- Plummer's Point
- End of Snodgrass Road
- Otumoetai Beach Road Reserve
- Pilot Bay

***We wish to thank all those who shared their time and opinions with us and who provided a wealth of background information for this Strategy:***

Bay Board Riders (Colin McKeenney)	Northern Harbour Action Team (Sam Dunlop, David Olgilvie, Rosalie Smith, Syd Hopkins)
Civil Aviation Authority (Len Wicks)	Oceanz City Management (Mandy Scott-Mackie)
Coastguard – Tauranga and Waihi (Chris Isherwood and Noel Hazard)	Omokoroa Boat Club (John Budden)
Community Sport Tauranga Charitable Trust (Bruce Trask)	Port of Tauranga Limited (Nigel Drake, Ian Gorrie)
Department of Conservation – Rotorua and Tauranga (Chris Staite, Ron Keyser)	Priority 1 (Tauranga Economic Development Agency) (Andrew Coker)
Environment Bay of Plenty Councillors and staff	Respondents to the Tauranga Harbour Beaches Survey
Environment Bay of Plenty Harbourmasters: Jon Moore, John Dickinson and Carl Magazinovic	SmartGrowth (Management Group)
Forest and Bird (Basil Graeme and Eddie Orsulish)	Tauranga Airport Authority (Ray Dumble)
Forest Lady Barge (Abe Auqaha)	Tauranga Bridge Marina (Tony Arnold)
Heybridge Developments Limited (Ian Dunstan)	Tauranga City Council Councillors and staff
Historic Places Trust (Rachel Harfield)	Tauranga City Council Councillors Mary Dillon and Bill Faulkner
Hoe Aroha Whanau o Mauao Inc	Tauranga Game Fishing Club (Ian Thomas)
Hui attendees at Ngati Te Wai	Tauranga Marina Society (Bob Ellis)
Hui attendees at Rereatukahia Marae and Wairoa Marae	Tauranga Moana Iwi Customary Fisheries Committee
Katikati Boating Club (Keith Pyle)	Tauranga Moana Tangata Whenua Collective (Tauranga City Council)
Katikati Sea Scout Group (Russell Warner)	Tauranga Rowing Club (Mark James)
Maori questionnaire respondents	Tauranga Yacht Club (Fred Jeanes)
Maritime New Zealand, (Jim Lott, John Dickinson)	Te Tawa Quays (Ian Dustin)
Ministry of Fisheries (Craven Dunn, Dave Allen)	Toi Te Ora Public Health (Annaka Simpson)
<u>Nga whanau no te moutere o matakana/ Matakana Island Resource Management Unit/ tangata whenua no Te Awanui.</u>	Waimarino Rowing Club (Dennis Crowd)
	Waimarino.com (Blair Anderson and Grant Gaffaney)
	Western Bay of Plenty District Council Councillors and staff
	Western Bay of Plenty District Council Maori Forum

## **Appendix 3 – Boating on Tauranga Harbour**

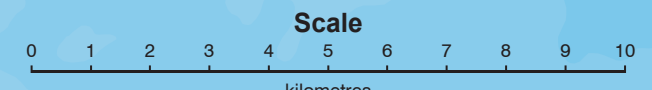


# Boating in Tauranga Harbour

Area	Location	Material	Grade	Remarks
Katikati Area	1 Anzac Bay	Beach	Easy	All tides, sand bars
	2 Pio's Beach	Concrete	Easy	All tides, Private Club ramp, narrow channel
	3 Athenree	Concrete	Easy	Beach access only
	4 Tanners Point	Concrete	Easy	Domed ramp, side load
	5 Tuapiro Point	Beach	Moderate	Beach Access only
	6 Ongare Point	Concrete	Easy	Beach Access only
	7 Ongare Point	Concrete	Easy	Beach Access only
	8 Kauri Point	Beach	Easy	Jetty and Beach Access
	9 Uretara Stream	Concrete	Easy	High water only
	10 Beach Road	Concrete	Easy	Domed ramp, side load
Omokoroa/Te Puna Area	11 Pahoia Reserve	No Ramp	Easy	Beach access only
	12 Omokoroa Beach	Concrete	Moderate	Cross tide ramp
	13 Omokoroa Beach	Concrete	Easy	Limited use
	14 Station Road	Concrete	Easy	Long narrow ramp
	15 Waitui Reserve	Concrete	Easy	Beach access only
	16 Wairoa River	Concrete	Easy	Access to harbour at low water limited
Otumoetai Area	17 Fergusson Park	Concrete	Moderate	Exposed to westerly wind, dries at low water
	18 Kulim Park	Concrete	Moderate	Small yachts only, high tide only
	19 Maxwell Road	No Ramp		Beach access only, high tide only
Sulphur Point Area	20 Waikareao Estuary	Asphalt	Easy	Four lanes, pontoons
	21 Waikareao Estuary	Concrete	Easy	Six lanes, pontoons
	22 Cross Road	Concrete	Easy	Three lanes
Tauranga Area	23 Strand Reclamation	Concrete	Steep	Exposed to easterly wind
	24 6th Avenue	Concrete	Easy	From half tide only
	25 Maungatapu	No Ramp		Beach access only
Mount Maunganui Area	26 Waipu Bay	Concrete	Easy	Strong tidal flow across ramp, floating pontoon
	27 Pilot Bay	Concrete	Easy	Two lanes. Access shallow less than half tide

### Key to locations

- ◆ Channel Markers
  - = Boat Ramp
  - ✘ No Anchoring
  - Mooring Areas
  - ▨ Tauranga Pilotage Area
  - ▨ Ski Lane
  - ▨ Jet Ski Lane
  - ▨ Approx Channel Edges
  - ▨ Moving Sands
  - ▨ Sand Bar
- 
- ① Pilot Bay (Wharf)
  - ② Salisbury Wharf (Ferries & Jetty)
  - ③ Commercial Shipping (Import/Export Shipping)
  - ④ Commercial Shipping (Import/Export Shipping)
  - ⑤ Marina
  - ⑥ Tauranga Wharves (Fishing Boats)
  - ⑦ Coronation Pier (Ferries & Charter Boats)
  - ⑧ Sulphur Point (Barge Ramp & Jetty)
  - ⑨ Marina
  - ⑩ Pane Pane Point (Jetty)
  - ⑪ Rangiwaea Island (Jetty)
  - ⑫ Opureora (Range Ramp & Jetty)
  - ⑬ Mount Maunganui Surf Reef



© Environment Bay of Plenty (the Bay of Plenty Regional Council), 2007.  
© Sourced from Land Information New Zealand data. CROWN COPYRIGHT RESERVED.  
© Statistics NZ.

*This map is not to be used for navigational purposes*



## Appendix 4 – Proposed Monitoring Programme

### Where we are now

Some data on recreational uses has been collected in the past; however it is not consistent across area or methodology. Babbage, 1998 showed a total of 5,000 boats launched in the northern Harbour (between 26 December 1997 and 1 February 1998). A survey by Environment Bay of Plenty (2001) reinforced the recreational nature of the Harbour. Tauranga City Council reviewed its boat ramps from an asset management perspective and showed over 200 launches per day during March (Bickers, 1996). Both Tauranga City Council and Western Bay of Plenty District Council have recently undertaken assessments of ramp usage and demand.

The Environment Bay of Plenty Harbour master commented that:

- The southern harbour entrance is highly used – with some 2,400 ship movements per year.
- There are approximately 1,500 marina and moored boats within the harbour.
- An estimated 500 trailered boats can be launched on a summer's day.

Nationally, Maritime New Zealand estimates there are some 16,000 new boats each year. From a sample of interviewees in 1997/1998 it was estimated that 14.6% of New Zealand households had at least one boat; compared to 20% in the Tauranga/Western Bay of Plenty Census area (Pleasure Boat Advisory Group) (based on 1996 Census data). As a rough indication of boat numbers based on population, this could mean that there could be a doubling of the numbers of boats in the next 50 years.

There is a wide range of other recreational activities occurring on or around the margins of the Harbour, which have not been quantified.

Ministry of Fisheries gather some data on recreational fishing boats in Tauranga Harbour. None of the three councils gather any recreational data on a regular basis or across all activities.

Coastguard records call outs, retrieves, assistance given etc. While its membership has increased markedly in recent years, there is no correlation with boat usage or ownership. The Port of Tauranga Limited records commercial ship movements.

### What needs to be done

Monitoring will be critical in managing the safe and efficient use of high demand areas in the future. A monitoring programme should include, for example: an overview of the demand for new zoning provisions; areas where conflicts are occurring between users; the demand for additional facilities; or new activities taking place.

### Draft Monitoring Programme

The following draft monitoring programme is proposed as a basis for further discussion and refinement. It should be linked and aligned to other monitoring activities undertaken by the three councils. A baseline survey of information should be gathered as a priority, followed by a review in five years to assess changes over time. If required at that stage, a model to establish limits of acceptable change or thresholds could be developed.

For any such joint monitoring programme to be successful, all councils would need to commit to collecting and collating the information as suggested below. Overall collation of information can be provided by Environment Bay of Plenty.

Any data collected could also be informed by a range of other information collected by other agencies, such as:

- Coastguard statistics.
- Iwi or hapu monitoring data.
- Ministry of Fisheries statistics.
- Port of Tauranga Limited statistics of ship movements.
- National statistics from Maritime New Zealand.
- Environment Bay of Plenty, Tauranga City Council and Western Bay of Plenty District Council State of the Environment and Maori environmental indicators.
- Information collated or held by volunteer groups.
- National, regional or local social and economic research relating to the Tauranga area.
- Monitoring reports from care groups, estuary management groups and other groups involved in restoration activities.
- Seacoms statistics.
- Environment Bay of Plenty's water quality monitoring data relating to safe swimming.
- Toi Te Ora's data relating to the quality of shellfish for consumption.

<b>Objectives</b>			
<ul style="list-style-type: none"> <li>To determine the level of demand for and pressures on the Harbour from recreational uses.</li> <li>To understand changes over time.</li> <li>To assist councils to establish thresholds for user numbers in the future.</li> <li>To ensure appropriate data is available for decision-making on recreational issues affecting Tauranga Harbour.</li> </ul>			
<b>Issues</b>	<b>Pressures</b>	<b>Impacts</b>	
Boats/vessels	Numbers accessing and using the harbour	Parking Ramp use Compliance Bar crossings Membership of recreational clubs Recreational settings and experiences	
Navigation Safety	Behaviour Conflicts with other users	Education Enforcement Complaints Conflicts Recreational settings and experiences	
Land-water Issues	Access Amenity Recreational uses	Infrastructure and encroachments Recreational settings and experiences Changes in recreation patterns Conflicts Quality of recreational experiences	
Administrative Issues	Effectiveness of this Strategy	Implementation	
Passive recreation opportunities	Value of experiences Opportunities and constraints on experiences.	Parking access Level of enjoyment.	
<b>Suggested Indicators</b>			
<b>What is measured</b>	<b>Suggested method</b>	<b>Frequency</b>	<b>Agency responsible</b>
Jet ski and water ski usage of areas	Survey	Three times a year during peak periods	EBOP
People's level of enjoyment and satisfaction with passive recreation opportunities and barriers to their involvement.	Participant's survey	Every 5 years	EBOP, TCC and WBOPDC
Number of people involved in different recreational activities in different parts of the harbour.	Recreational club survey and ratepayer survey.	Once every two years	TCC and WBOPDC
Number of boats using ramps and intended destinations/ purpose.	Ramp survey, undertaken over several days, different times and different ramps during summer.	Once every two years	TCC and WBOPDC
Number of boats crossing bars.	Web cam recording over several days in summer.	Once every two years	EBOP
Number of organised events.	Event applications.	Annually	EBOP
Number of infringement notices/ fines issued.	Complaints register	Ongoing	EBOP
Club membership numbers (including origins of members).	Postal questionnaire	Once every five years	TCC and WBOPDC

Number of parking spaces available to boat trailers/cars.	Asset registers	Once every five years	TCC and WBOPDC
Number of moorings, marina berths/other berths.	Asset registers/phone survey.	Once every five years	EBOP
Number of boat sales and repair facilities.	Telecom Yellow pages listings.	Once every five years	EBOP
Ratepayer Perception Survey (including: boat ownership by type, use of harbour by activity, use of harbour by location, level of satisfaction).	Link to other ratepayer information gathering methods currently in place.	As per existing methods	TCC and WBOPDC
Actions in the Strategy Implemented (including any reasons why not).	Undertaken as part of annual report.	Annually	EBOP, TCC and WBOPDC
Recreational settings and experiences	Survey of values held by users; analysis of planning documents and related strategies	Once every 5 years (but timed prior to the review of the Strategy)	<b>EBOP</b> , TCC and WBOPDC
Safety of beaches for swimming	Beach survey and water quality data	Once every two years	EBOP

## Appendix 5 – Bibliography

- Alan Bickers Management Services, 1996. Tauranga District Council Boat Ramps Review.
- Alan Bickers Management Services, 1996. Tauranga District Council Boat Ramp Review Inventory.
- Babbage Partners Ltd and Co, 1988. Survey of Harbour Usage Tauranga Harbour.
- Environment Bay of Plenty, 2003 Bay of Plenty Regional Pest Management Strategy, Operative 2003-2008
- Environment Bay of Plenty, 2004. Bay of Plenty Regional Navigation and Safety Bylaws 2004.
- Environment Bay of Plenty, 2006. Draft Tauranga Harbour Integrated Management Review: Submissions/ Evidence Presented at Hearing.
- Environment Bay of Plenty, 2006. Draft Tauranga Harbour Integrated Management Review: Submissions Received.
- Environment Bay of Plenty, 2005. Proposed Change No 2 to the Bay of Plenty Regional Policy Statement (Growth Management).
- Environment Bay of Plenty , 2006. Demographic Forecast 2051.
- Environment Bay of Plenty, 2006. Tauranga Harbour Integrated Management Strategy
- Marico Marine NZ Ltd, 2006. Environment Bay of Plenty Regional Council and Port of Tauranga Ltd: Port and Harbour Marine Safety Code Navigational Risk Assessment. Draft C.
- Maritime Safety Authority of New Zealand, 1999. Pleasure Boat Safety Advisory Group: Final Report.
- Migration Research Group, University of Waikato, 2006. Reasons for moving into and out of the Bay of Plenty Region.
- Ministry for the Environment, 2002. Hold it...We're Cleaning up the Coast: Dealing with Sewage Safely and Responsibility on your Boat.
- Ministry of Fisheries, 2005. A Guide to the Fisheries (Kaimoana Customary Fishing) Regulations 1998.
- Ngati Ranginui, 1997. Voices: Ko te tiroirohia a mua a Ngati Ranginui.
- Ngati Pukenga, 1999. Nga korero whakahiahia o Ngaiterangi me Ngati Pukenga.
- NIWA, 2006. Draft Impacts of Climate Change on the Coastal Margins of the Bay of Plenty.
- Park, S G (1996): Sea lettuce monitoring in the Bay of Plenty – changes in abundance, nutrients and environmental influences for the period July 1992 – June 1996. Environment Bay of Plenty Environmental Report 96/23.

- Pirirakau Incorporated Society, 2004. Pirirakau Hapu Environmental Management Plan.
- Resource and Environmental Management Ltd, 2002. Cost Benefit Analysis of Dredging Recreation Channels in Tauranga Harbour.
- Scholes, P (2005) NERMN Estuarine Water Quality 2005. Environment Bay of Plenty Environmental Publication 2005/19.
- Smart Growth, 2004. 50-Year Strategy and Implementation Plan.
- Tauranga City Council, 2004. State of the Environment Tauranga 2004.
- Te Runanga O Ngaiterangi (Ngaiterangi Iwi Incorporated Society), 1995. Ngaiterangi Iwi Resource Management Plan.
- Tonkin and Taylor Ltd, 2002. Western Bay of Plenty District Council: Te Kauri North Proposed Boat Ramp.
- Welsh, C, 2002. Cost Benefit Analysis of Dredging Recreation Channels in Tauranga Harbour.
- Western Bay of Plenty District Council, 2001. Northern Harbour Boat Ramp Investigation Report.

### **Resource Management Act and Local Government Act Planning Documents:**

#### *Environment Bay of Plenty*

- Draft Regional Land Transport Strategy
- Regional Coastal Environment Plan
- Regional Policy Statement
- The Ten Year Plan 2006-2016

#### *Tauranga District Council*

- District Plan
- Final Ten Year Plan Document
- Tauranga Tomorrow

#### *Western Bay of Plenty District Council*

- District Plan
- 2006-2016 Long Term Council Community Plan
- Smart Future