

# PORT TARA KOHE SPATIAL PLAN

## September 2025



**tasman**  
district council

Te Kaunihera o  
**te tai o Aorere**



# *Port Tarakohe Spatial Plan*



## ***Port Tarakohe Spatial Plan***

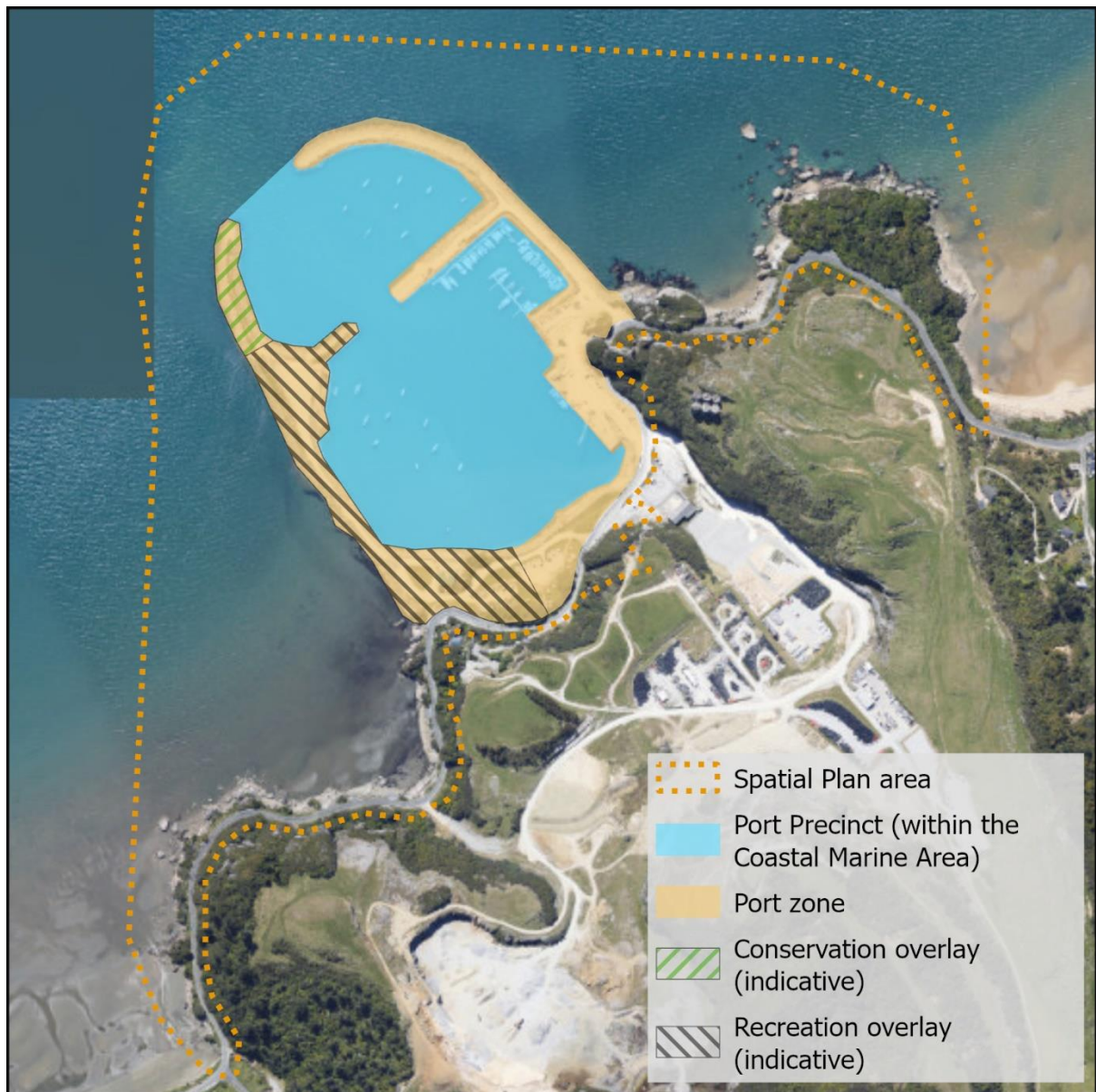
The **purpose** of the Port Tarakohe Spatial Plan is to provide a high-level planning framework that sets out intended uses of areas within Port Tarakohe and its immediate surrounds. The Spatial Plan will be used to inform the Council's resource management plan and any future planning documents, and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

The Council has determined that it is appropriate for Port Tarakohe to continue to operate as a Port and Harbour and that Port Tarakohe needs to be managed as one integrated entity.

To achieve the agreed outcomes, the Spatial Plan provides for the water space (the coastal marine area) encompassed by the Port breakwaters to be identified as a Harbour Area and the land space to be identified as Port Area. See the above map.

The implementation of this approach through planning tools will be by way of a future plan change and that forms a key action within the Action Plan to implement the Spatial Plan. Within that plan change it is likely that the coastal marine area that makes up the Harbour Area will become a "Port Precinct", and the Port Area will be zoned "Port ". To recognise and provide for the existing clusters of recreation and conservation activities within the Port, these areas will be identified as overlay areas (see the map below). Development within the overlay areas will continue to be for port and harbour purposes, but preference will be given to uses that support community recreation and conservation activities and values.





Another key action from the Action Plan is to protect the natural values of the coastal cliffs and seascape (outside of the Port and Harbour Areas) through a district wide plan change. It is likely these areas will be identified in the Tasman Resource Management Plan as areas of Outstanding Natural Features and/or Landscapes. (see the map below)



The remainder of the land and water within the Spatial Plan area will remain as it is currently (existing zones and legal parameters).

## Objectives for Port Tarakohe

The three key objectives for the Port Tarakohe Spatial Plan are set out below:

<b>Objective 1: Identifying areas of the Port for particular uses and activities improves certainty</b>	<p>Priority will be given to Port Tarakohe for use for port and harbour purposes. Commercial returns from port and harbour activities will be used to support the development and operation of the Port, including the working port facilities and community resilience and recreation facilities.</p> <p>The working port facilities will be focussed on the eastern side of the Port Area, containing the main wharfs, ramps and wharf facilities and the existing marina.</p> <p>Recreation and Conservation overlay areas contain community recreational facilities and conservation values and preference will be given to uses and developments which support community recreation and conservation.</p> <p>The Harbour Area primarily provides marine access to and from the adjoining Port Areas and use and development is likely to include commercial and recreational marine facilities with a need to be located there.</p> <p>The intended future direction for the Port is to undertake appropriate and sustainable growth and development that provides for economic and community wellbeing, while protecting cultural values and the environment.</p>
<b>Objective 2: Providing for growth and change to enable opportunity</b>	<p>Growth, in a variety of forms, can provide economic support to businesses and the community, resilience for the community, improved recreational opportunities, and ecological enhancement. To facilitate such opportunities there is a need to make deliberate decisions around support for appropriate growth, particularly in relation to infrastructure provision, and roading / access. Key elements to resolve include securing a potable water supply, developing an adequate wastewater management approach, and ensuring safe access and movement to and through the Port and Harbour Areas.</p>
<b>Objective 3: Celebrating values and protecting special spaces recognises history, the people and the environment</b>	<p>Vulnerable areas and species need to be protected, and provision made for appropriate development of some areas to celebrate importance and enable enhancement outcomes. Opportunities will be sought to enhance recreation and community opportunities, provide for ecological protection and restoration activities, and maintain protection of the Kororā   little blue penguin habitat.</p>

These three objectives are intended to work together in an integrated way to ensure positive outcomes across the Spatial Plan area.

## Port Tarakohe Action Plan

The following Action Plan sets out the next steps required to implement this Spatial Plan:

Objective	Action	Responsibility	Priority <sup>1</sup>
<b>Objective 1:</b> Identifying areas of the Port for particular uses and activities improves certainty	1.1 Undertake a plan change to the Tasman Resource Management Plan to apply the Spatial Plan within a planning framework.	Policy team	High
	1.2 Legalise existing extensions to arms and width of breakwaters to ensure that the reclamation areas are identified correctly, and property boundaries align with MHWS.	Legal team	Medium
<b>Objective 2:</b> Providing for growth and change to enable opportunity	2.1 Undertake a plan change to the Tasman Resource Management Plan to achieve the Spatial Plan through inclusion of rules that enable appropriate activities, restrict inappropriate activities, and manage effects of activities on the surrounding environment.	Policy team	High
	2.2 Prepare and consult on a management plan for the Port and Harbour Area that sets out future growth options through to 2035 and includes: <ul style="list-style-type: none"> <li>• identification of constraints on growth and options to resolve constraints,</li> <li>• resilience to hazards and climate change,</li> <li>• management of effects on the surrounding environment including noise, lighting and contaminants, and</li> <li>• identification of opportunities for improved cultural, recreation, amenity and conservation outcomes.</li> </ul>	Enterprise team	Medium

<sup>1</sup> High = within 3 years, Medium = 2-5 years.

Objective	Action	Responsibility	Priority <sup>1</sup>
	2.3 Prepare a three waters servicing report that includes: <ul style="list-style-type: none"> <li>assessment of current constraints on services,</li> <li>identification of options for improved services to meet the demand of likely new activities,</li> <li>timeline and costing of options to feed into the LTP or decisions on development contributions, and</li> <li>management of stormwater, wastewater and contaminants that is necessary to meet NZCPS requirements.</li> </ul>	Water and Waste team  Enterprise team	High
	2.4 Prepare a roading and transport report that includes: <ul style="list-style-type: none"> <li>identification of current issues with roading access and safety for all users, addressing both movement to and within the Spatial Plan area,</li> <li>options to improve safety for all road users on Abel Tasman Drive,</li> <li>options to improve safety for all road users at intersections within the Port area, and</li> <li>timeline and costing of options to feed into the LTP.</li> </ul>	Transport team  Enterprise team	High
<b>Objective 3:</b> Celebrating values and protecting special spaces recognises history, the people and the environment	3.1 Identification of areas of landscape and natural character value, and protection of these through plan changes to the Tasman Resource Management Plan.	Policy team	High
	3.2 Identification of areas of ecological significance and development of an approach to protecting these.	Policy team	Medium
	3.3 Cultural value identification: work with iwi to commission a specific assessment of cultural values for the Spatial Plan area that will inform mechanisms to protect and celebrate values <sup>2</sup> .	Enterprise team	High

<sup>2</sup> For example, this could include opportunities to celebrate e.g. information panels or pou, or enhance e.g. development of mahinga kai areas.



Objective	Action	Responsibility	Priority <sup>1</sup>
	3.4 Formalise a community based biodiversity group and together with that group prepare a biodiversity restoration and enhancement plan. The plan will identify opportunities for ecological restoration and enhancement, and guide actions to implement the plan, including sources of funding and timing of works.	Biosecurity and Biodiversity teams	Medium
	3.5 Support works by DOC to enhance the Abel Tasman memorial site including through investigations into additional parking, safe walking access and signage.	All of Council	Medium
	3.6 Develop a contamination management plan that ensures that all activities within the Spatial Plan area respond to the directions of the NZCPS to protect the coastal environment from contamination. This will include identification of sources of contamination and an action plan to manage risks.	Enterprise team	High

Further information on the background to this Spatial Plan and the process of developing the Spatial Plan can be found here: [xxxxxxxxxxxx include link to background report xxxxxxxxxxxxxxxx](#)

# PORT TARA KOHE SPATIAL PLAN

## Background Report

### September 2025

This is the background report to the Port Taranaki Spatial Plan and this report provides the context and background to the Spatial Plan development including the purpose of the plan, engagement process and draft Spatial Plan that was developed for engagement purposes in 2024.

Please refer to the final Spatial Plan [here xxxxx](#) for more information.

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# Port Tarakohe Spatial Plan- Background

## Introduction

Port Tarakohe is a highly valued community asset that provides for recreational and commercial activities located toward the eastern end of Golden Bay | Mohua, Tasman Region. It is located some 14 km from the majority of the Abel Tasman National Park<sup>3</sup>, 2 km east of Pōhara and 10 km from the larger settlement of Tākaka. The Port has grown around commercial, quarrying, recreational, tourism and conservation activities that require maritime access and supporting facilities. The Port is significant for the historic economic growth of Golden Bay | Mohua in particular supporting aquaculture; agriculture; mining; forestry; fishing & tourism activities.

*Port Tarakohe is home to Manawhenua ki Mohua (whānau ki Ngāti Tama, Te Ātiawa and Ngāti Rārua); the kaitiaki (guardians) of this rohe (area) and all its taonga (treasures). Port Tarakohe is a pre-historic waka landing site within a much larger area of cultural significance and an important resting place on the main ara (pathway) from Te Matau (Separation Pt) to Tākaka. The name “Tarakohe” can be translated as a place to chat and share stories; another interpretation is “thorny shrub” which grew in abundance among the limestone outcrops. Papa kāinga (settlements), fishing grounds and urupā (burials) are all associated with the cultivation and occupation of land along this coastline by successive iwi tribes. Modified soils, gardens, pits, and middens reflect the variety and abundance of kai (food) collected from land and sea. Kororā, (Little Blue penguins) are another precious taonga – with a significant population residing at the Port.<sup>4</sup>*

The area is significant as the location of the first engagement between Māori and Abel Tasman in 1642, with a memorial to the event located on land adjoining the Port, on conservation land. The area has been significantly modified since that early encounter with construction and development of cement works and accompanying wharfage since the early 1900’s.

The Port itself has been developed and redeveloped over the last century and now comprises a sizable marine complex. The immediate and wider area continue to hold significant cultural values.

Current commercial uses of the Port area focus on shipping and the provisions of a shore base for fishing, rock barging and aquaculture industries. The Port area also provides a range of highly valued recreational activities that include sheltered boat launching, marina berths and moorings and the Pōhara Boat Club. Recreational fishing also occurs off the two breakwaters. Rock climbing, cycling, and visiting the Abel Tasman Memorial are also popular. Golden Bay | Mohua is prone to storm events which can isolate the Bay through road closures for considerable lengths of time, especially the Tākaka Hill road. When this occurs, the Port provides an important transportation link with the rest of Tasman and the Port is seen as critical for community resilience. The Port is located on the way to other popular tourist areas of Golden Bay | Mohua and traffic along the road increases considerably during Summer and holiday seasons.

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

A series of strategic and business plans have been developed for the area by the Council over the last decade with variable levels of implementation. There have been numerous processes of community consultation. The purpose of developing a Spatial Plan for Port Tarakohe was to bring together all of the previous strands of work/information, fill in information gaps, provide principled direction and start to weave a new path for the Port and surrounding areas.

<sup>3</sup> Noting that the land containing the Abel Tasman Monument is a disconnected part of the Abel Tasman National Park.

<sup>4</sup> Source: MKM interpretation signage advice, 2022

## Engagement

Engagement has been an important part of the development of this Spatial Plan.

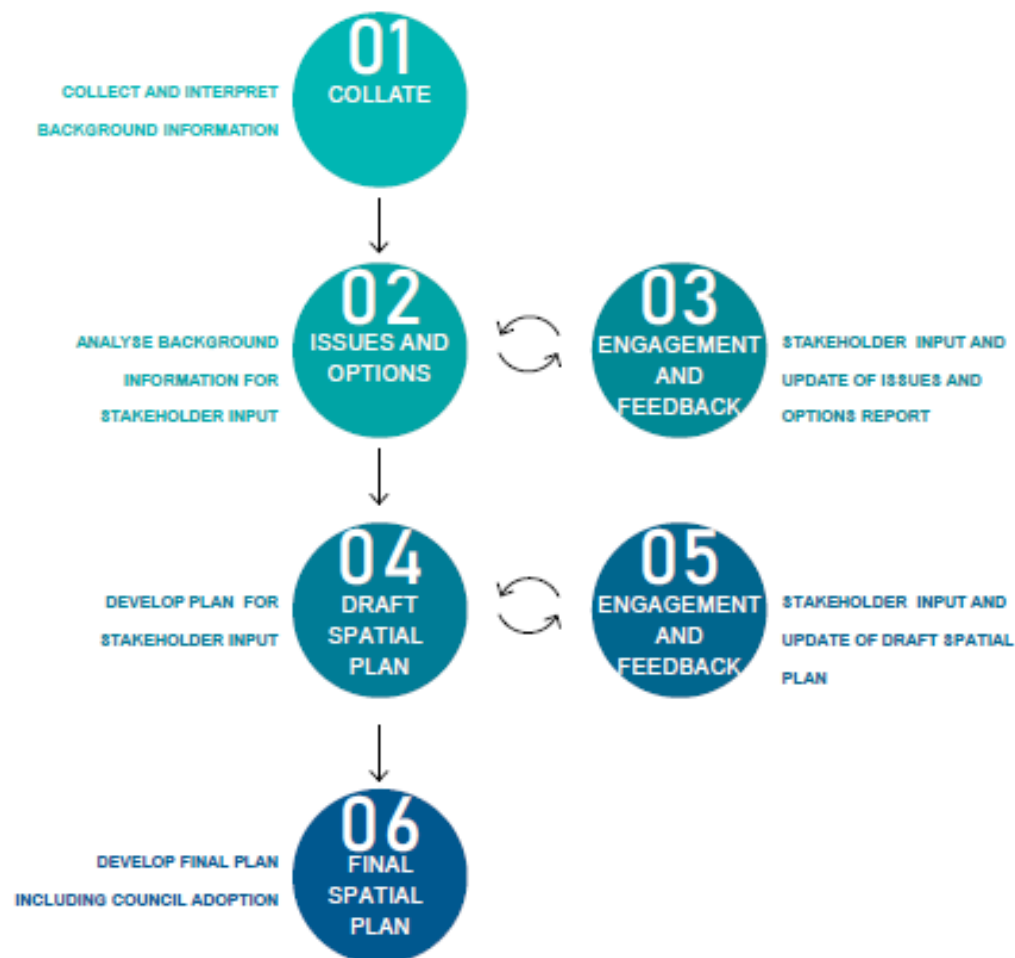
**Appendix One** provides a summary of the various methods of engagement and the feedback received.

The main themes received through the feedback include:

- ✈ The commercial Port area is an important resource for supporting economic operations including marine farms, tourism opportunities and providing resilience for Golden Bay | Mohua. Port and harbour activities should be prioritised.
- ✈ Desire for increased and enhanced amenities and activities, including ablutions, seating, planting, parking, improved access, and safety, and potentially hospitality.
- ✈ The Port area is an important recreational space for passive and active recreation and there is a demand for increased recognition of and support for the full range of recreational opportunities.
- ✈ Protect the significant ecological and landscape qualities of the area including the habitat for Kororā | little blue penguins, and the cliffs with their unique vegetation.

The feedback received through the public engagement processes has informed the Council's decisions on the Spatial Plan.

## Engagement Process



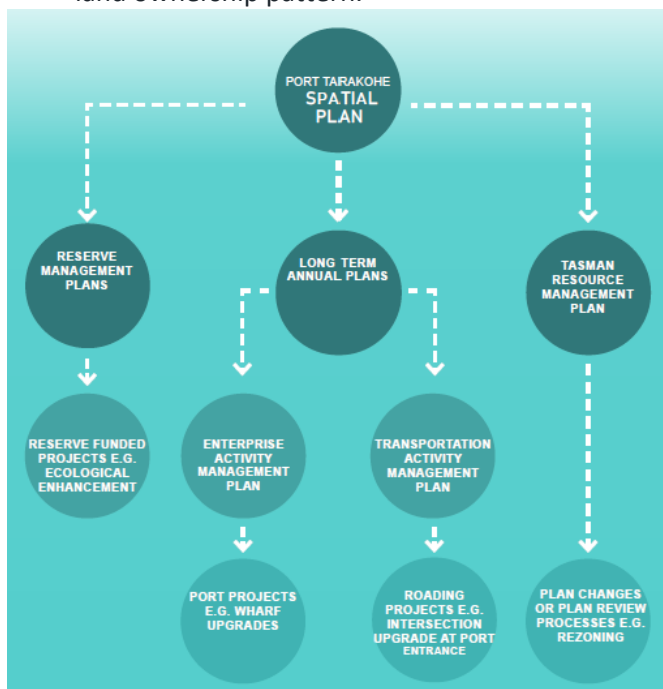
## Why have a spatial plan?

Spatial planning is a tool for managing the effects and demands of development or redevelopment of larger areas held in multiple ownership in an integrated, holistic and orderly way. A spatial plan serves as a comprehensive and forward-thinking tool used in the strategic management of complex environmental and developmental considerations within an identified area.

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

The Council decided to undertake this planning process to address the following issues:


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



The Spatial Plan includes an **Action Plan** that relates to other Council roles and responsibilities (e.g. leasehold arrangements), but the proposed spatial plan will not bind the wider Council to anything that needs to go through other legal or regulatory processes.

**This Spatial Plan sets a direction for future activities within the Port area. Providing clear and intentional direction reduces risk of inappropriate development that impacts on the environment or the community and improves certainty for all.**



 Spatial Plan Extent



## Spatial Plan Location



## Spatial Plan Themes

The key themes that guided the development of this Spatial Plan are:

### MANA WHENUA

- Protect and recognise the cultural heritage of the Port Tarakohe area.
- Provide opportunities for improvements that meet mana whenua needs.
- Implement the principles of Te Mana o Te Wai in the management of stormwater.
- Integrate Māori design and tikanga into the built environment.
- Enhance and protect indigenous biodiversity.

### COMMUNITY NEEDS

- Maintain the identity of the area
- Provide for and enhance recreation use and opportunities
- Enable use of open space for various community purposes

### SPECIAL ENVIRONMENTS

- Recognise, protect and enhance special areas and values, specifically:
  - outstanding natural landscapes and outstanding natural features,
  - coastal natural character,
  - ecological areas and habitats,
  - heritage.

### GROWTH

- Enable sustainable, efficient, consolidated and economically sound growth
- Infrastructure provision to support growth
- Recognise and support the role of the Port in providing resilience for Golden Bay | Mohua
- Ensure safe and efficient transport connections to and through the Spatial Plan area

### RESPONSES TO HAZARDS AND CLIMATE CHANGE

- Ensure development takes account of risk from stormwater flooding, coastal inundation, and sea-level-rise.
- Ensure that growth provides for resilience and adaptation to climate change.

## Spatial Plan Context

Port Taranaki is located in a dynamic coastal environment between the waters of Golden Bay | Mohua and the Taranaki cliffs. The history of the area and the location of Port Taranaki brings with it a range of constraints and opportunities. The following pages set out some of the key challenges.

### *History of the Port*



1952



1980



2002





## Ownership

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

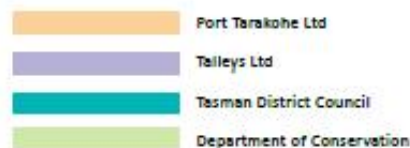
The Port itself and immediate foreshore is in TDC ownership. This land is subject to the Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995, which provided for the reclaimed land to be designated as a local purpose reserve and be vested in the Council, see **Appendix Two**. The preamble to the Vesting Act describes the purpose as for development as both a working harbour and a recreational area, and section 3 of the Act refers to the purpose as being harbour works.

A portion of this area is also identified as marginal strip, but clarification has been received from the Department of Conservation that this land is road, and the marginal strip identification is not accurate.

The Abel Tasman Memorial reserve, to the east of the Port, is managed by the Department of Conservation on behalf of the Crown. This land is around 2.3ha in area and is part of the Abel Tasman National Park. The monument is a statutory acknowledgement area for Ngāti Rarua.

In addition, there is the main Abel Tasman Drive road reserve running through the spatial plan area, owned and managed by TDC.

The adjacent land to the south of the Port (outside the Spatial Plan area) is owned by Port Tarakohe Limited and encompasses the historic Golden Bay Cement quarry and surrounding rural land. A small parcel of roadside land between the port and Port Tarakohe Ltd is owned by Talley's Limited.



## *Māori Cultural context*

Port Tarakohe and the surrounding area has rich cultural heritage and a long history of occupation and use for ngā iwi. There are a number of identified archaeological sites and a range of known culturally significant locations. The Port sits within the Te Tau Ihu Coastal Marine area which is a Statutory Acknowledgement Area for all of the local iwi.

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

Manawhenua ki Mohua provided a strategic overview of cultural values for the Port Tarakohe business case proposal (2019) and this document provides clear guidance on cultural issues at a high level, including direction on activities considered to be inappropriate in and around the Port. That document is included as **Appendix Three** to this report. The Ngāti Tama Environmental Management Plan 2018 also provides clear guidance on the issues relating to development generally and structures in the coastal marine area, and in particular the need to include ngā iwi in decision making and to provide for maintenance and enhancement of the natural environment.

Key issues identified include the need to:

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

## *Commercial Port Activities*

The primary and historical use of the Port is as a working port, and this is reflected in the Vesting Act<sup>5</sup>. The commercial Port activity is a significant activity for the local area and for Golden Bay | Mohua more widely. The ability to continue to use the Port as a commercial business operation relates to ensuring safety and that there is sufficient space, access, infrastructure, and the ability to support the commercial users.

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

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

Cruise ship use is not well accommodated at present, and it may be possible to improve access as another form of support for the Port and the wider community. Current upgrades to parts of the wharf, marina and amenities area are currently underway.

The Council's Enterprise Committee submission on the draft LTP 2024-2034 noted that the past decisions relating to the operation of a self-sustaining Port have not been successful. The 2024-2034 Enterprise Activity Management Plan aims to complete current Port upgrades and look at a replacement recreational marina as well as further investigating other management and charging options.

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<sup>5</sup> Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995

## Recreation and Community

The Vesting Act recognises the role that the Port plays as a recreational area especially in relation to marine recreation – boating, fishing and the like.

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

The Port supports recreational boating activity and recreational users are a key aspect of the use of the Port area. Support for recreational use both on land and in the coastal marine area relates to the ability for support activities to be enabled such as increased mooring or marina space, ablutions, etc.

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

## Special natural and ecological areas

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

Section 23 of the Reserves Act sets out how Local Purpose reserves must be managed. Firstly it is for the purposes “*specified in any classification of the reserve*”<sup>6</sup>, which in the case of Port Taranaki is “*both a working harbour and a recreational area*”. Beyond this primary purpose, section 23 also requires:

*“having regard to the specific local purpose for which the reserve has been classified, every local purpose reserve shall be so administered and maintained under the appropriate provisions of this Act that ...*

*(a) where scenic, historic, archaeological, biological, or natural features are present on the reserve, those features shall be managed and protected to the extent compatible with the principal or primary purpose of the reserve*”<sup>7</sup>.

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

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

- Kororā | little blue penguins including from dogs, people, and traffic.
- Red billed gull colony around the rock stacks and surrounding bush from displacement from disturbance or contamination.
- Hector's dolphins around the Port entrance.
- Terrestrial and marine species and birds that use the area for shelter and feeding.

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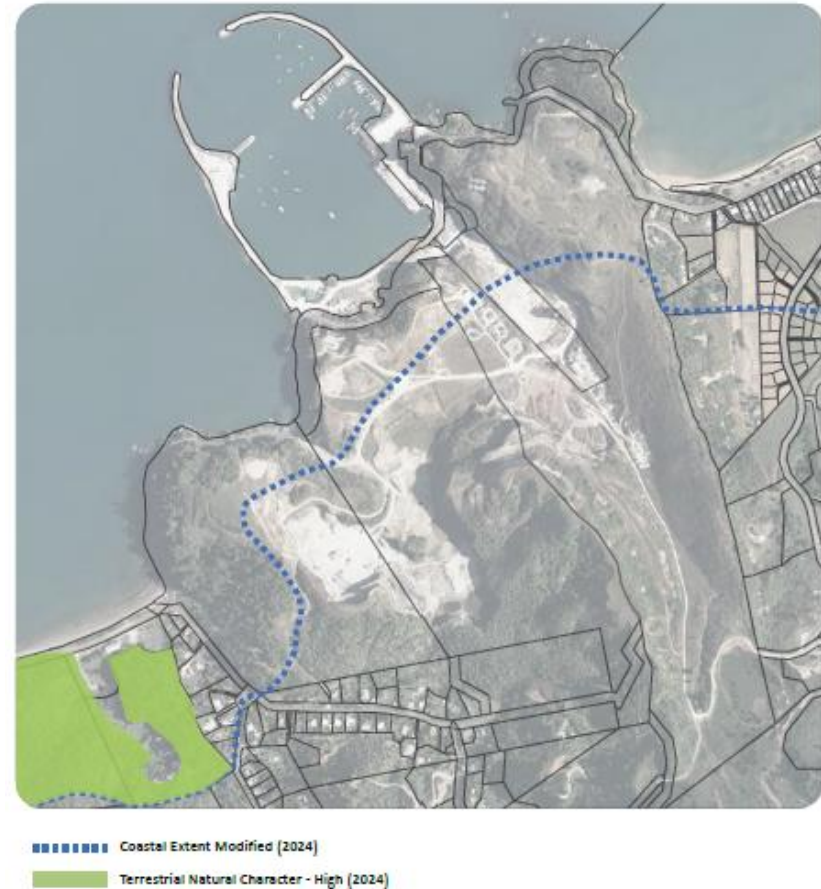
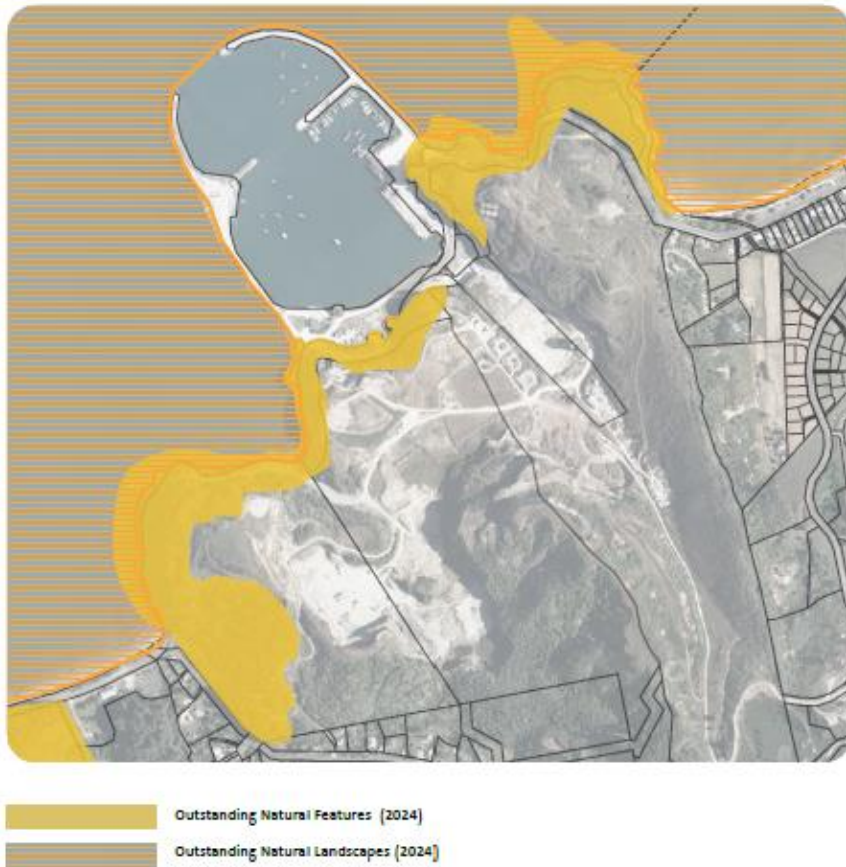
<sup>6</sup> Reserves Act 1977, section 23(1)

<sup>7</sup> Reserves Act 1977, section 23(2)



- Indigenous vegetation, particularly including northern rata.
- Outstanding natural feature of the limestone cliffs and outcrops.
- Outstanding natural landscape (seascape) of Golden Bay | Mohua coastal marine area.

As part of reviewing the Tasman Resource Management Plan, work has been undertaken on defining Outstanding Natural Landscape, Outstanding Natural Features, Natural Character areas and the Coastal Environment boundary. These special areas are predominately the bluff faces and the main waters of Golden Bay | Mohua.



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

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

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

## Access and movement

The Spatial Plan area is accessed from Abel Tasman Drive which provides vehicle, walking and cycling access to the Port from the west from Pōhara, Tākaka and ultimately the rest of Tasman and beyond. This road also provides access through to Ligar Bay, Tata Beach, Wainui Bay and the Abel Tasman National Park. It is important to ensure continued safe access to and through the area.

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

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

Goods and aquaculture products are currently transported out of Golden Bay | Mohua via the Takaka Hill which is at times subject to closures due to weather events and damage.

Use of the road is predicted to increase long-term, especially if commercial use of the Port increases e.g. servicing the marine farms. This will impact on the wider roading network especially with increased heavy vehicle movements. There is also potential for conflict with vehicles moving between the Port itself and surrounding land areas. The Golden Bay Cycle and Walkway Society have

developed concept plans for a possible walking and cycling link to the Port, but these have not yet been assessed or adopted by Council.

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



## Infrastructure

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

Water supply issues relate to:

- The water source serving the Port has historically been from land owned by PTL, with an agreement with TDC for limited water supply (under a resource consent held by PTL). That water availability is subject to continued agreements with PTL and is vulnerable to weather events.
- Future development in the area is dependent on having secure water supply or supplies for a range of demands.
- The provision of a potable water supply is critical to the anticipated commercial developments associated with the aquaculture industry.
- It is assumed water for firefighting will be required around the Port area and the commercial area.
- The current option being explored by Council is to extend the water supply line from Pōhara to service the commercial Port area, but this would remain on a limited supply and would be insufficient for more than minimal growth. Options for additional water supply appear limited (few reliable surface water sources available) and may be costly.
- The area overlays Tākaka Limestone and granite which leads to risk of runoff and contamination reaching the CMA due to porosity and erodibility.
- Options for on-site groundwater are being pursued and investigated in relation to quality and quantity to be sufficient for growth. Recently a non-potable bore has been consented and installed to take 10/m<sup>3</sup> a day for non-potable water and a longer-term consent will be sought pending more data.
- Other options including a saltwater pump for wharf washdown will be investigated as well.

Wastewater issues relate to:

- Wastewater at the Port currently discharges to Council's reticulated network. There is a Council owned pump station at the Port which pumps the wastewater from the Port (as well as from the communities further east of

the Port such as Ligar Bay and Tata Beach) to the Tākaka Wastewater Treatment Plant. Currently the treatment plant is at capacity and TDC are unable to connect new Port facilities or consent new subdivision properties to the system until the system upgrades have been completed (programmed for 2022-2026). Residential growth in and around Tākaka is also competing for any additional capacity.

- The network has a history of wastewater overflows onto private property, and underlying services are due an upgrade in some locations.
- The Pōhara Valley Road pump station is sited in the middle of TDC's legal road.
- Expansion of wastewater services is critical for the operation and expansion of the commercial Port area and the ability to cater for more aquaculture activities as well as dealing with issues relating to biosecurity.
- It is possible that some forms of industrial development may only create minimal wastewater from toilet blocks and offices and options could be explored to store it and discharge off peak into infrastructure (existing or future expansion) or transport it off site. Contaminated water from boat maintenance would likely need to be transported off site to an approved disposal location.

Stormwater issues relate to:

- Stormwater management is not integrated into any network operating within the wider area.
- Stormwater needs to be managed to ensure that contaminants do not discharge into the coastal marine area and to protect cultural values.

Other servicing issues may arise over time including the need to increase electrical capacity to the Port to provide for electrification of vessels, and the need to adequately manage solid waste.



### *Climate change*

Parts of the Port and the foreshore are vulnerable to coastal inundation and storm surges, and rising sea levels in the longer term. Modelling undertaken to date indicates this is relatively confined to the Port itself and roading infrastructure within the Spatial Plan area. The Port will be directly affected by sea level rise over the longer term, simply because of its location and functional need to be on the coastal edge.

Management approaches to addressing climate change and sea level rise are being addressed through implementation actions under other processes. These issues will be worked through by the Council as knowledge of change increases and as legislative reform progresses. Any development does however need to consider these issues in ensuring decisions build in resilience.



### *Statutory context*

The statutory context of the Port and surrounding area is subject to a number of pieces of legislation including the Resource Management Act, Reserves Act and National Parks Act. The Vesting Act is also key to understanding the purpose of the Port.

Subject to the Resource Management Act, the land within the Spatial Plan area has a range of zones under the Tasman Resource Management Plan (TRMP). The key zones in this regard are the Light Industrial zone covering the eastern side of the Port, and the Recreation zone on the western and central parts of the Port. The Abel Tasman memorial reserve land is Conservation zone and Open Space and Rural 2 zonings make up the majority of the rest of the zoning pattern.

The Coastal Marine Area, below Mean High Water Springs, is not zoned but is managed under the Resource Management Act as public space, with particular direction provided by the New Zealand Coastal Policy Statement 2010 and this is implemented by the TRMP rules.

Key areas of land are also subject to other Acts. Section 3 of the Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995 vested 4.56 hectares of land (i.e. the Port itself) in Tasman District Council as a reserve subject to the Reserves Act 1977, to be administered as a Local Purpose (Harbour Works) Reserve. The Abel Tasman Memorial Reserve is covered by the National Parks Act 1980 and the Abel Tasman National Park Bylaws 2009.



### Current context in 2024/25

The current context of the Port is a multipurpose area where a wide range of existing activities are accommodated, these include:

#### Eastern (Port) Side of the Port

- ① Horseshoe shaped rock arms that protect the Port from wave action.
- ② Moorings (inner and outer harbour) and marina (pile and floating berths).
- ③ Main wharf, weighbridge, light and ice towers, manager's office and associated wharf facilities and security features.
- ④ Fuel facility, water tanks and commercial power supply.

#### Western (Recreational) Side of the Port

- ⑤ Horseshoe shaped rock arm that protects the Port from wave action.
- ⑥ Pohara boat club building, including public toilets and showers, and associated washdown area, parking and access areas.
- ⑦ Boat ramp and pontoon for launching recreational boats.
- ⑧ Launching ramp adjacent to the boat club for sailboats and waka ama.
- ⑨ Boat compound and hardstand storage compound.
- ⑩ Recreational moorings in an undeveloped space behind the inner rock arm.
- ⑪ Motor Caravan Association park-over site.
- ⑫ Penguin boxes and penguin fence.

#### Abel Tasman Memorial

- ⑬ Memorial site, including a roadside carpark, walking track, monument and viewing platform.





## Draft Spatial Plan 2024

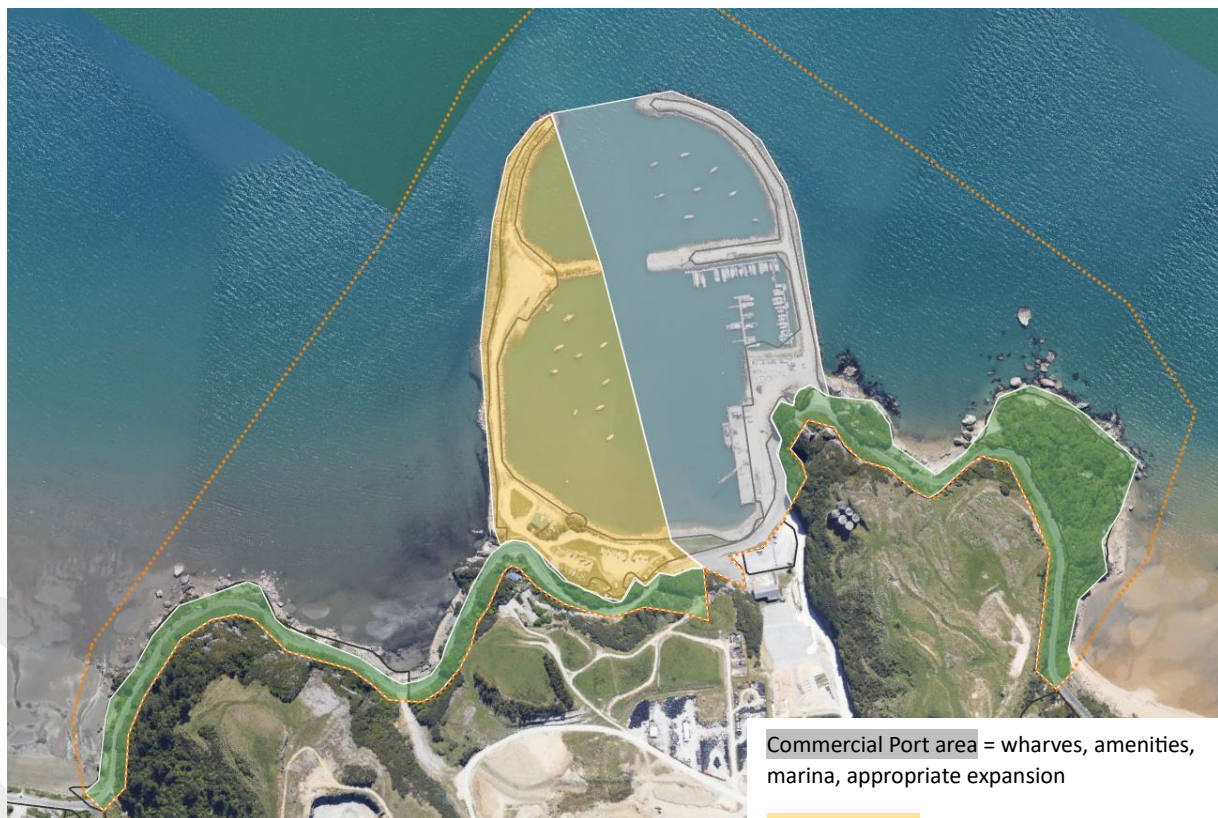
A draft spatial Plan was developed in 2024 with a view to dividing the Port Tarakohe area into three distinct spaces – Commercial Port, Recreation and Conservation. This Draft Spatial Plan also included three key objectives:

1. Identifying areas of the Port for particular uses and activities improves certainty
2. Providing for growth and change to enable opportunity
3. Celebrating values and protecting special spaces recognises history, the people and the environment

The feedback received on the draft Spatial Plan indicated that these objectives are generally supported but that less emphasis should be placed on dividing the Port into separately managed areas.

On this basis the content of the objectives have been revised (see next page) to place more emphasis on use and development within the Spatial Plan area for Port and harbour purposes, with preference given to developments and uses that support recreation and conservation within the sub activity areas.

There was strong opposition to the proposal in the draft to change the reserve status of Port Tarakohe. Council made the decision to retain the existing reserve status and to continue to manage the Port as a single entity.



***Draft Spatial Plan diagram 2024***

**Commercial Port area** = wharves, amenities, marina, appropriate expansion

**Recreation area** = boat club, community recreation, launching, parking, amenity, penguins, open spaces, supporting activities such as hospitality

**Conservation area** = revegetation, climbing, national park

## Objectives 2025

### *Objective 1: Identifying areas of the Port for particular uses and activities improves certainty*

This objective seeks to provide clarity regarding uses and activities. It is grounded in identifying the purpose of the Port and what parts of the Port area are intended to be used for which purposes, both now and in the future.

Council has determined that priority will be given to Port Tarakohe for use for port and harbour purposes. Commercial returns from port and harbour activities will be used to support the development and operation of the Port, including the working port facilities and community resilience and recreation facilities.

The working port facilities will be focussed on the eastern side of the Port Area, containing the main wharfs, ramps and wharf facilities and the existing marina.

Recreation and Conservation overlay areas contain community recreational facilities and conservation values and preference will be given to uses and developments which support community recreation and conservation.

The Harbour Area primarily provides marine access to and from the adjoining Port Areas and use and development is likely to include commercial and recreational marine facilities with a need to be located there.

The wider foreshore and cliffs, including the Abel Tasman memorial land will not be identified as part of the Port area but will retain their existing zoning and identification. Much of this land has been identified as areas of Outstanding Natural Features and Landscapes and under the NZCPS Council is required to protect and enhance these areas of conservation and ecological significance.

### *Objective 2: Providing for growth and change to enable opportunity*

Growth, in a variety of forms can provide economic support to businesses and the community, resilience for the community, improved recreational opportunities,

and ecological enhancement. To facilitate such opportunities there is a need to make deliberate decisions around support for appropriate growth, particularly in relation to infrastructure provision, and roading / access. Key elements to resolve include securing a potable water supply, developing an adequate wastewater management approach, and ensuring safe access and movement to and through the Port and Harbour area.

To achieve this objective, provision will be made for appropriate growth and development through statutory processes, with any change focused within parts of the Spatial Plan area that can accommodate change, and there will be a focus on opportunities and options that are good for everyone and the environment.

### *Objective 3: Celebrating values and protecting special spaces recognises history, the people and the environment*

The Spatial Plan area holds many special values and spaces that merit being protected and celebrated.

**Recreation Overlay** - The western and central part of the Port area which contain the boat club, recreational boat ramps, parking and open space areas is identified by a Recreation Overlay and will provide for Port and Harbour activities, with a preference placed on development and uses which support and enhance amenity, recreation and community opportunities, including passive and active recreation and supporting activities that enhance recreational options.

**Conservation Overlay** – this area located at the outer part of the western Port arm will provide protection for vulnerable species (Kororā | little blue penguin), and provision will be carefully managed in this space to celebrate importance and enable enhancement.

**Cultural values** – cultural values for the area will be identified and incorporated into activities and uses where appropriate. For example information panels, Pou or restoration.

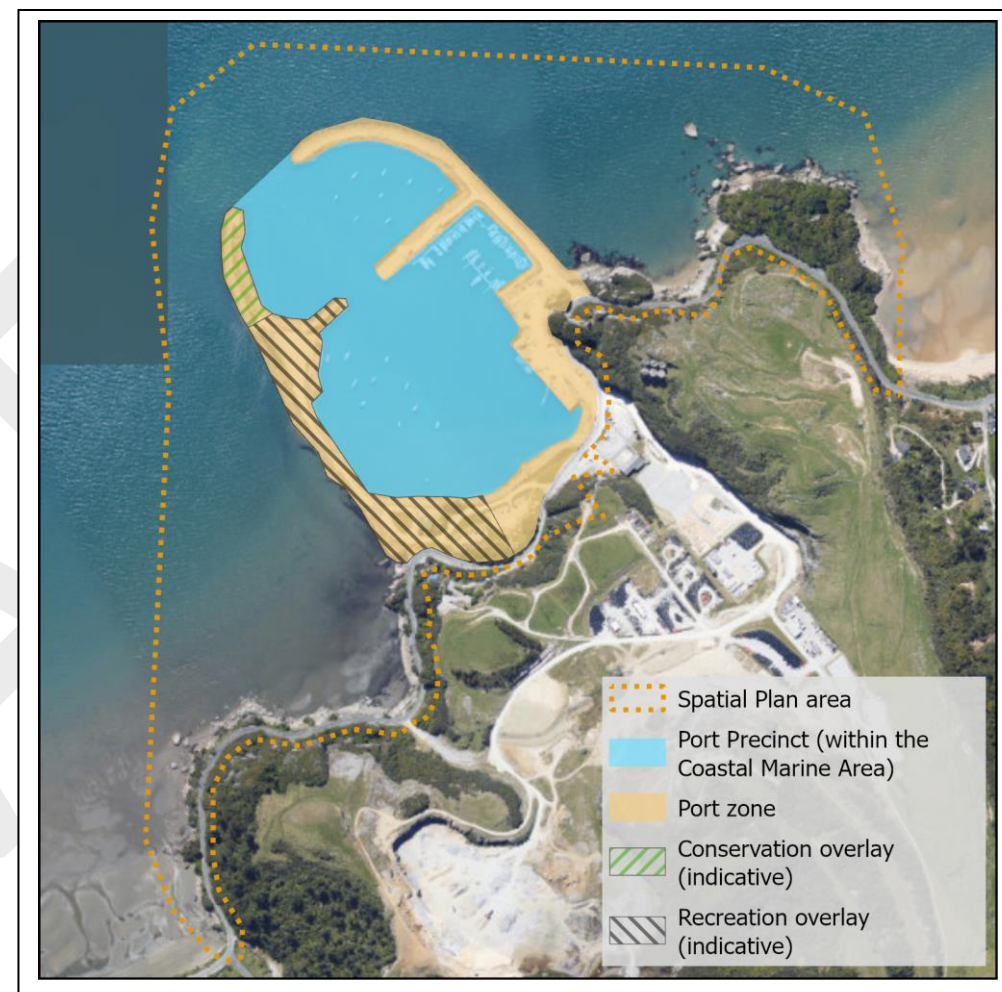
## Spatial Plan 2025

Having considered the feedback received, the statutory purpose of the Port, relevant legislation, and the needs of Council and the community, the Council has determined that it is appropriate that Port Tarakohe continue to operate as a Port and Harbour and that Port Tarakohe will operate as one integrated entity.

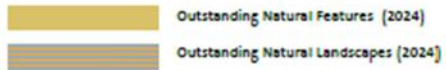
To achieve the agreed outcomes, the Spatial Plan provides for the water space (the coastal marine area) encompassed by the Port breakwaters to be identified as a Harbour Area and the land space to be identified as Port Area.

The implementation of this approach through planning tools will be by way of a future plan change and that forms a key action within the Action Plan to implement the Spatial Plan. Within that plan change it is likely that the coastal marine area that makes up the Harbour Area will become a “Port Precinct”, and the Port Area will be zoned “Port”. To recognise and provide for the existing clusters of recreation and conservation activities within the Port, these areas will be identified as overlay areas (see the adjoining map). Development within the overlay areas will continue to be for port and harbour purposes, but preference will be given to uses and facilities that support community recreation and the conservation activities and values.

Another key action from the Action Plan is to protect the natural values of the coastal cliffs and seascape (outside of the Port and Harbour Areas) through a district wide plan change. It is likely these areas will be identified in the Tasman Resource Management Plan (or its successor) as Outstanding Natural Features and/or Landscapes (see the map below)







The remainder of the land and water within the Spatial Plan area will remain as it is currently (existing zones and legal parameters).

## Action Plan 2025

The draft Spatial Plan developed in 2024 included a range of actions to implement the approach to dividing the Port into three activity areas. Based on the feedback received and the decision by Council to prioritise the Commercial Port functions and place a secondary priority over the Recreation and Conservation overlay areas, the action plan has also been revised as set out below.

A number of the actions required to implement the Spatial Plan will require subsequent processes that each include an initial detailed assessment that addresses identification of constraints / opportunities and option development. For each of the key issues the initial assessment will then put in place further actions to deal with the issue appropriately. For example, an overarching approach to roading and transport will start with assessment of issues and options, and then move to determine appropriate steps to better address access and safety.

The following action plan sets out the next steps required to implement this Spatial Plan:

Objective	Action	Responsibility	Priority <sup>8</sup>
<b>Objective 1: Identifying areas of the Port for particular uses and activities improves certainty</b>	1.1 Undertake a plan change to the Tasman Resource Management Plan to apply the Spatial Plan within a planning framework.	Policy team	High
	1.2 Legalise existing extensions to arms and width of breakwaters to ensure that the reclamation areas are identified correctly, and property boundaries align with MHWS.	Legal team	Medium
<b>Objective 2: Providing for growth and change to enable opportunity</b>	2.1 Undertake a plan change to the Tasman Resource Management Plan to achieve the Spatial Plan through inclusion of rules that enable appropriate activities, restrict inappropriate activities, and manage effects of activities on the surrounding environment.	Policy team	High
	2.2 Prepare and consult on a management plan for the Port and Harbour Area that sets out future growth options through to 2035 and includes: <ul style="list-style-type: none"> <li>• identification of constraints on growth and options to resolve constraints,</li> <li>• resilience to hazards and climate change,</li> <li>• management of effects on the surrounding environment including noise, lighting and contaminants, and</li> <li>• identification of opportunities for improved cultural, recreation, amenity and conservation outcomes.</li> </ul>	Enterprise team	Medium

<sup>8</sup> High = within 3 years, Medium = 2-5 years.

Spatial Plan			
Objective	Action	Responsibility	Priority <sup>8</sup>
	2.3 Prepare a three waters servicing report that includes: <ul style="list-style-type: none"> <li>assessment of current constraints on services,</li> <li>identification of options for improved services to meet the demand of likely new activities,</li> <li>timeline and costing of options to feed into the LTP or decisions on development contributions, and</li> <li>management of stormwater, wastewater and contaminants that is necessary to meet NZCPS requirements.</li> </ul>	Water and Waste team  Enterprise team	High
	2.4 Prepare a roading and transport report that includes: <ul style="list-style-type: none"> <li>identification of current issues with roading access and safety for all users, addressing both movement to and within the Spatial Plan area,</li> <li>options to improve safety for all road users on Abel Tasman Drive,</li> <li>options to improve safety for all road users at intersections within the Port area, and</li> <li>timeline and costing of options to feed into the LTP.</li> </ul>	Transport team  Enterprise team	High
<b>Objective 3: Celebrating values and protecting special spaces recognises history, the people and the environment</b>	3.1 Identification of areas of landscape and natural character value, and protection of these through plan changes to Tasman Resource Management Plan.	Policy team	High
	3.2 Identification of areas of ecological significance and development of an approach to protecting these.	Policy team	Medium
	3.3 Cultural value identification: work with iwi to commission a specific assessment of cultural values for the Spatial Plan area that will inform mechanisms to protect and celebrate values <sup>9</sup> .	Enterprise team	High
	3.4 Formalise a community based biodiversity group and together with that group prepare a biodiversity restoration and enhancement plan. The plan will identify opportunities for ecological restoration and enhancement, and guide actions to implement the plan, including sources of funding and timing of works.	Biosecurity and Biodiversity team	Medium

<sup>9</sup> For example, this could include opportunities to celebrate e.g. information panels or pou, or enhance e.g. development of mahinga kai areas.



			Spatial Plan	
Objective	Action	Responsibility	Priority <sup>8</sup>	
	3.5 Support works by DOC to enhance the Abel Tasman memorial site including through investigations into additional parking, safe walking access and signage.	All of Council	Medium	
	3.6 Develop a contamination management plan that ensures that all activities within the Spatial Plan area respond to the directions of the NZCPS to protect the coastal environment from contamination. This will include identification of sources of contamination and an action plan to manage risks.	Enterprise team	High	

DRAFT

## Appendix One: Engagement Summary

### *Feedback Round One: draft Issues and Options Report*

A hui was held on 18 May 2023 with iwi representatives from Ngāti Tama, Te Atiawa, and Manawhenua ki Mohua.

Feedback was sought on the draft Issues and Options Report during February and March 2024. The approach to seeking feedback included:

- a presentation to the Golden Bay Community Board February 2024,
- a Shape Tasman webpage,
- notices in Newsline,
- a public open day at the Boat Club on 14 February 2024,
- various communications with numerous interested parties, and
- inputs from Council staff in relation to roading, reserves, servicing and development.

The summarised feedback received included:

- Support for further development of the commercial Port to support development and economic growth. This included requests for improved wharf facilities and better safety, provision of ablutions, and especially increased parking.
- Concern over increases in traffic leading to road safety issues.
- Recognition that the Port is a community asset and plays a critical role in providing for resilience for Golden Bay | Mohua.
- Support for increased recognition of and provision for recreational boating use and improved recreational facilities including an extension to the western arm, safety improvements to the recreational ramp and pontoon, better small vessel facilities, upgrades to the access and parking arrangements, café or similar, tourism support facilities, retail opportunities, benches and picnic tables, fishing platforms. Provision for rock / cliff climbing. Better maintenance and upgrades of existing facilities. More and better everything.
- Upgrade the recreational facilities at the Port to provide a diversity of recreational opportunities for the community. Support for the Pōhara Boat Club and the activities they provide.
- Make provision for cruise ship visitors.
- Requests for better protection for those walking and cycling to and through the Port area, including development of a shared pathway.

- Concern over impacts of existing and increased development at the Port and associated with expansion of the mussel farm industry. Effects on the amenity of adjoining residential areas.
- Need for protection of the surrounding ecological and landscape qualities of the cliffs, vegetation and coastline. Need to continue ecological restoration projects.
- Support for increased ecological improvement including habitat restoration.
- Request for continued use of the Port area for vehicle based camping.

### *Feedback Round Two: draft Spatial Plan*

Feedback was sought on the draft Spatial Plan during December 2024 – February 2025. The approach to seeking feedback included:

- a hui with MKM and pou taiao,
- a presentation to the Golden Bay Community Board,
- updates to the Shape Tasman webpage,
- notices in Newsline,
- a public open day at the Boat Club on 10 December 2024,
- a meeting with the Enterprise Unit on 18 December 2024,
- various communications with numerous interested parties,
- inputs from Council staff in relation to infrastructure, and
- a formal feedback form and public survey during December 2024 to 10 February 2025.

The overall feedback provided general support for having a Spatial Plan to guide future development but very different views on what this should contain and who / what activities should be prioritised. The summarised feedback received included:

Issues raised that are beyond the Spatial Plan:

- Role of TDC as manager of Port and also enforcer of rules and regulation
- Concern over management of historical activities, enforcement, etc
- Concern over prospect of privatisation of the Port
- Continuation of lease / license agreements and security of tenure
- Questions over application of cultural values



Changes requested to Spatial Plan:

Area identification:

- Removal of all of PTL land from Spatial Plan
- Include swing mooring / outer eastern arm area as recreation
- Amend penguin area to conservation
- Amend plan to show water area differently from land areas
- Amend plan to show whole area as commercial port

Actions / activities / uses and descriptions:

- Explicitly provide for motor caravan parking in recreation area – ensure that recreation is not just public and free.
- Do not change reserve designation from existing local purpose reserve
- Ensure explicit provision for recreational boats that do not contribute to commercial costs / income.
- Include fishing area with easy access.
- Better manage lighting within the Port and noise generated from port activities.
- Ensure contamination is managed.
- Provision for installation of an underwater grid.
- Do not change the zoning.
- Provide for improvements to recreation area and vehicle entrances.
- Provide for improved port facilities.
- Ensure security for recreational boating and berthage.
- Ensure the plan provides flexibility and ensure that different types of recreational opportunities and that conservation efforts are all appropriately supported and managed together with commercial uses.

## Appendix Two: Tarakohe Harbour Vesting Act extract

s 1

Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995	Reprinted as at 19 December 1995
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### Preamble

Whereas—

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

### 1 Short Title

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


### 2 Validation of reclamation

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

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

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

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



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

#### Cultural context

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

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



## Background

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

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

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

Iwi representatives have been part of the Business Case development process with Butch Little invited to attend Working Group meetings (attended on occasion by Fred Te Miha) and Kura Stafford appointed to the Business Case Steering Group in May 2019. In addition, Toni Grant has attended both the Working Group and Steering Group meetings as representative for Maara Moana since March 2019.

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

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

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

### 1. Cultural significance of area

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

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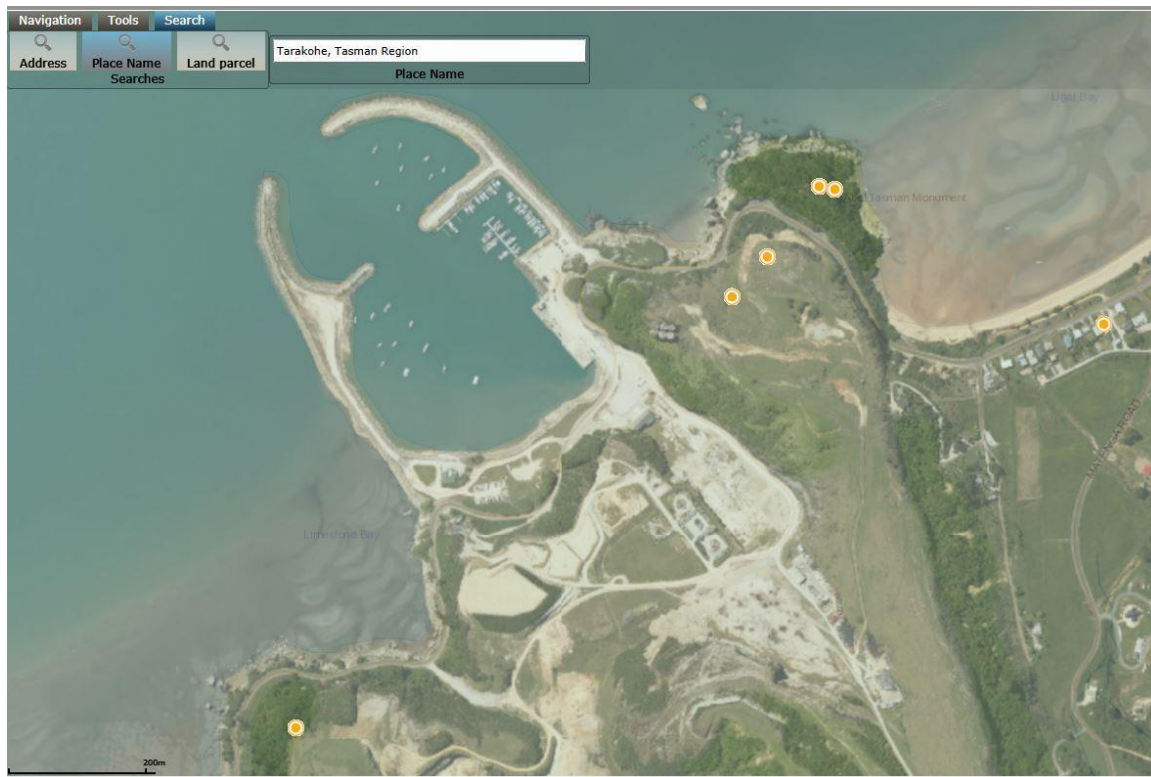
<sup>2</sup> Content identified at the first working group Hui on Thursday 23rd May 2019.

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

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

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

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



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

## 2. Relationships

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

## 3. Dredging

### *a. Disposal of dredged material*

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

### *b. Toxicity of dredged material*

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

## 4. Reclamation

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

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

## 5. Earthworks for supporting infrastructure

### *a. Placement of new ramp*

### *b. Recreational marina piles*

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

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

## 6. Reciprocity

### *a. Planting Plan*

### *b. Penguin habitat restoration*



For manawhenua iwi reciprocity is an important cultural practice. One way to give back to the natural world (the environment) is to enhance net restorative environmental outcomes. In this instance, a landscape and planting plan for the Port area is recommended. MKM advocate the use of indigenous plants for restoration work and the enhancement and extension of habitats for indigenous species, such as penguin habitat. As kaitiaki, MKM recommend the hauora (health) of indigenous species within the Port coastal environment is explored further to inform decision-making processes.

## Cultural activities

### *a. Access to culturally sites*

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

### *b. Waka ama*

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

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