

Ōpōtiki Harbour and Wharf Masterplan and Implementation Plan

27 September 2022



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1. Executive Summary

This Ōpōtiki Harbour and Wharf Masterplan and Implementation Plan establishes a vision that:

The Ōpōtiki Harbour and Wharf is a high-quality gateway to the marine environment of the Eastern Bay of Plenty, providing a range of facilities for residents and visitors. It will contribute to the vibrancy and economic health of both the Ōpōtiki town centre and the district as a whole, while enhancing the natural environment and showing respect to cultural values.

The new harbour and associated developments currently being undertaken in Ōpōtiki will have a profound impact on how people live, work and play in the town and local area. The availability of easy access to the sea for recreational fishermen, close to the mussel beds, will bring new visitors and provides the opportunity to encourage these visitors to spend time in the town and to contribute to the local economy.

Having worked through a collaborative process and having been informed and influenced by discussion and comment with Council staff, the Harbour Project Team, Whakatōhea Māori Trust Board, Ōpōtiki Coastguard and taking account of the Council's own discussions with stakeholders, the masterplan provides a 30 year vision for the Ōpōtiki Harbour and Wharf area, to guide investment in the community infrastructure to accommodate the coming change.

In preparing this report we note that it is not for ŌDC to suggest or indicate what activities will occur on land that will be handed back to iwi, but the masterplan is identifying opportunities in several places in the township (independent of current or future ownership), and ŌDC will work closely with Whakatōhea as treaty partners to ensure best outcomes are realised.

“We need family picnic areas along the river edge to cater for different age groups”

Whakatōhea Trust Board Member.

“We anticipate a gold rush when the Harbour opens”

John Galbraith, Project Director, Ōpōtiki Harbour Development.

Masterplan Summary

- The creation of a new public boat ramp with associated car and trailer parking at Snell Road, with direct access to Pākihikura and associated facilities including boat wash down, toilets and changing rooms.
- Refocusing the use of the existing wharf area for the Coastguard, Charter Boats, unpowered public craft (including waka ama and kayaks, swimming, fishing from the land and informal recreation (including picnic and BBQ), including toilet facilities, over time.
- The provision, as part of ongoing work, of car parking at the base of the east harbour entrance groyne.
- Upgrades to Snell Road to provide access to the new public boat ramp and car and trailer parking, and to the car park at the base of the east harbour entrance groyne.
- Extensions to the Motu Trails to provide connection to the new public boat ramp and east harbour entrance groyne areas.
- Improved pedestrian linkages from the Wharf area to the town centre via footpaths (highlighting route along Wharf Street, Grey Street and Potts Avenue).



Figure 1: Extract from artist's impression of Revitalised Ōpōtiki Wharf

2. Introduction

Overview

The new harbour and associated developments currently being undertaken in Ōpōtiki will have a profound impact on how people live, work and play in the town and local area. The availability of easy access to the sea for recreational fishermen, close to the mussel beds, will bring new visitors and provides the opportunity to encourage these visitors to spend time in the town and to contribute to the local economy.

This masterplan has been prepared to provide a plan to guide investment in the community infrastructure that will accommodate this coming change. It provides a 30 year vision for the Ōpōtiki Harbour and Wharf area, which:

- Reflects the aspirations and importance of the harbour development to the community
- Builds on the Ōpōtiki Town Centre Masterplan and Implementation Plan
- Takes account of the marine services zone structure plan
- Is informed by the community engagement which Ōpōtiki District Council (ŌDC) and the Harbour Project Team have completed
- Includes the findings of our own first-hand discussions with users and stakeholders
- Provides a clear implementation plan to guide the sequencing of the specific activities required to implement the masterplan for the harbour and wharf area

In preparing this report we note that it is not for ŌDC to suggest or indicate what activities will occur on land that will be handed back to iwi, but the masterplan is identifying opportunities in several places in the township (independent of current or future ownership), and ŌDC will work closely with Whakatōhea as treaty partners to ensure best outcomes are realised.

We recognise that the Masterplan will become a critical tool to help meet the increased demand on space and services in a measured and controlled way, delivering robust, appropriate, quality facilities for everyone, helping to achieve economic benefits for the town, and ensure that locals are not competing for space with outsiders.



Figure 2: Top: Waka ama stored at the existing wharf Bottom: Mural on flood wall at the existing wharf

Our Process

Based upon the information gained during our visits to Ōpōtiki and meetings with Council staff, the Harbour Project Team, Whakatōhea Māori Trust Board, Ōpōtiki Coastguard and taking account of the Council's own discussions with stakeholders, we have followed the following steps to prepare the Masterplan:

1. We have prepared a Facilities and Location Report which confirmed the Activities and Users that need to be provided for, set out the Facilities that will meet user needs, identified available locations for the required Facilities and provided options for the location of these Facilities. This was discussed at a workshop with Ōpōtiki District Council Councillors and is attached as Appendix 1.
2. Following discussion with ŌDC Councillors we prepared two options for the development of the existing Wharf area and for the site of the New Boat Ramp and associated parking and facilities at Snell Road.

These options were shared on social media and with stakeholders. The feedback received from this has informed our final Masterplan. This feedback is summarised in section 5 of this report.

Stakeholder and Community Input into the Masterplan

- Discussions with Whakatōhea Māori Trust Board
- Survey of Ōpōtiki Primary School students
- Discussions with Ōpōtiki Volunteer Coastguard
- Feedback from Healthy Families East Cape
- Open Ocean – Whakatōhea Mussels
- Motu Trails
- Marine Industrial Zone owners (proposed Marina)
- Sport Bay of Plenty
- Bay of Plenty Regional Council
- Department of Conservation
- Feedback from ŌDC Facebook posts regarding options May/June/July 2022

Our Vision for Ōpōtiki Harbour and Wharf

Our discussions with stakeholders, Council staff and others conveyed to us the clear need for, and commitment to, the transformation of Ōpōtiki's social and economic wellbeing. The plan for strategic economic growth is evident in a wide range of current commercial investments such as Te Tāhuhu o Te Rangi – Technology and Research Centre, the upgraded Rawina Rangi Reserve and other Provincial Growth Fund amenity projects, the Hukutaia Development Plan, Whakatōhea Mussels, and the planned Marine Industrial Zone.

We were also impressed by the immense natural beauty and character of the Ōpōtiki coastal environment. The 'Ōpōtiki - Coast by Nature' concept reflects this natural landscape as a taonga, and the essential value of the whenua was paramount in our discussion with Whakatōhea Māori Trust Board members.

Benefits to the economy and enhancements to the natural environment are opportunities which we have integrated into the Masterplan, such as potential revenue producing opportunities or landscape/habitat enhancement along the rivers.

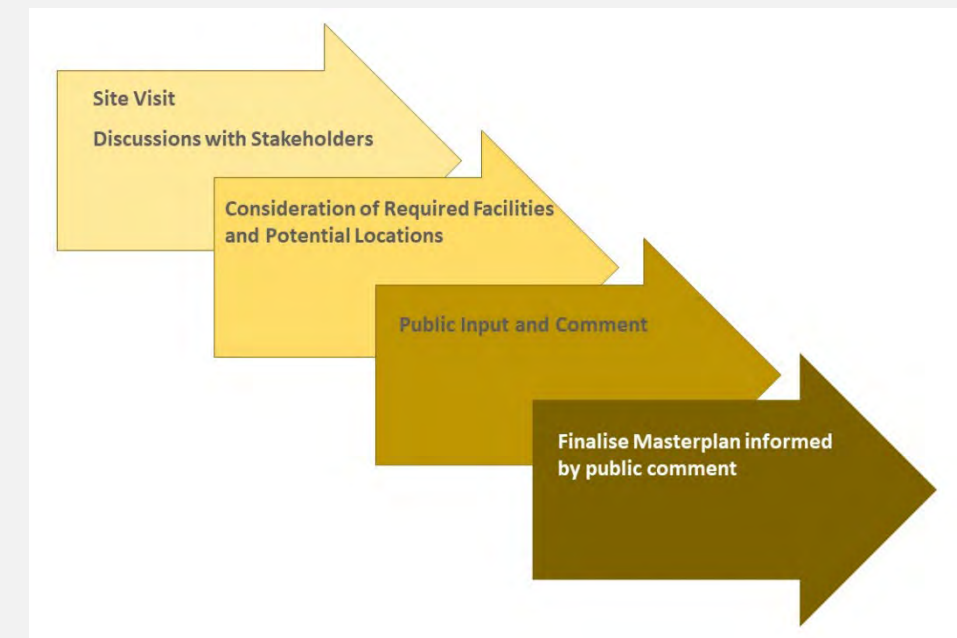


Figure 3: Overview of the Masterplan process.

Taking forward the agreed vision for Ōpōtiki Town Centre, our vision for Ōpōtiki Harbour and Wharf is:

The Ōpōtiki Harbour and Wharf is a high-quality gateway to the marine environment of the Eastern Bay of Plenty, providing a range of facilities for residents and visitors. It will contribute to the vibrancy and economic health of both the Ōpōtiki town centre and the district as a whole, while enhancing the natural environment and showing respect to cultural values.

3. Analysis and Options

Activities and Users

It is important that the Masterplan process is underpinned by an evaluation of the future needs and demand of a wide range of user groups – e.g., locals, visitors, public and commercial operators (including charter operators).

This evaluation should also determine any anticipated changes in behaviour or levels of activity, for example, if we are expecting a sharp increase in activity of the newly opened Harbour and river area from fishermen and other water users then identifying such user groups and future demand as accurately as possible will be a key success factor to help ensure the community infrastructure proposed in the Masterplan can accommodate this new anticipated need.

As an overall strategic vision for the Ōpōtiki community, the Masterplan seeks to find a balance which accommodates the needs of different user groups and also serve to meet the needs of future (i.e. predicted) demand.

From our discussions we consider the following activities and users should be considered in the Masterplan:

Activity/User	Detail/Assumption
Ōpōtiki District Council (asset owner and operator)	Management and maintenance: robust and appropriate facilities are required for the public realm and coastal environment. Minimise long term maintenance obligations.
Futures users of Ōpōtiki Harbour Project	Future users are expected to be a mix of local and out of town user groups. However because of the all tide access that the new harbour and boat ramp will provide, it is anticipated a large proportion of users will be from surrounding areas e.g. Whakatane District, East Coast/Tairāwhiti.
Ōpōtiki Coastguard staff and operations ¹	Ōpōtiki Coastguard preferences: Stay in current location, with new building and direct launch arrangement, with the project staged over several years. Need a storage facility for new boat ASAP. New facility must consider impacts of water and flooding.
Local families including children and teenagers	Open grass areas to be provided along the river for family gatherings, with picnics seats etc. Terrace platform down to water level.
Town Centre users – i.e. businesses and residents	Strengthen the pedestrian linkage between the town centre and the rivers/harbour. Also improve the vehicle circulation and parking at the existing and new boat ramp.
Local (Ōpōtiki) Trailer Boats	Expanded public boat ramp with washdown pad, queuing lane, rigging area and turning space. Provision for up to 250 trailer boat parks close to the ramp, and possible additional off site trailer boat parking.
Out of Town Trailer Boats	As per item 5 above.
Charter Boat businesses:	Charter boat operations and customers are considered to offer a potential revenue to the Ōpōtiki Town Centre, e.g visiting the Town before or after a fishing trip, spending in local cafes etc. It is likely that the new Harbour will be an attractive destination for commercial Charter boat operations. However it is unclear how and where such commercial enterprises should be accommodated i.e. within the Masterplan area or in the new marina, or in both locations.
On land fisherman	It may be preferable to not encourage on land fishing close to the boat ramp due (or boat moorings) to help avoid likely conflicts between these activities. Designated fishing areas could be on the Wharf and areas along the river edge which are physically separated from the boat ramp activity.
Recreational walkers and cyclists (including Motu Trails users)	Improved pedestrian and cycling facilities along the water. Improved linkage between the Motu Trails route and the wharf.
Waka Ama groups and other users of non-powered craft	There is currently one waka ama group using the ramp. As we move towards our masterplan layout we will need to have a good understanding of their requirements for boat and trailer storage (and how large their canoes are).
Swimmers	A potential terrace platform down to water level.
Jetski users	There are currently a small number of local jetski users at the Ōpōtiki ramp (5 to 10). Boat ramp, floating pontoon and trailer parking provision.
(Potential for boat moorings on river)	(Technical advice has indicated that boat moorings on the river are not a viable option).

Figure 4: Activities and users

¹ Based upon the Coastguard's own options report. For the purpose of this report the provision of updated Coastguard facilities is being treated as a fundamental requirement.

Required Facilities

From our discussions we believe that the following facilities are required to meet the needs of the identified Activities and Users.

We have assumed that Fuel sales (at a Fuel Dock) will be available within the Marina, on the west side of the Harbour.

These facilities may already exist, may require upgrade or enhancement or may be entirely new:

Facility	Detail to inform Options and Final Masterplan
Enhanced boat ramp facility in location easy to access by car	Ramp position and size to be considered in relation to the surrounding area and required access and circulation. Full details of the ramp can be considered at future stages (i.e. numbers of lanes, floating pontoons, ramp surface, gradient etc). If the carpark is located away from the ramp there must be adequate space adjacent to the ramp to allow trailer sailers to raise their masts (if this is a potential future user group). The best way to provide all tide access is by installing floating jetties, which can also be used for temporary tie up whilst cars and trailers are parked or collected. The floating jetties can either compliment the wharf or be installed as an alternative to a wharf. The wharf and boat ramp locations can be remote from each other*. If the boat ramp is located away from the town it should be provided with toilet facilities, which may have to be built on a raised area.
Enhanced Wharf	See points * above. Any proposed charter operator facilities/berths should be incorporated with the wharf rather than the boat ramp.
Car and trailer parking close to the boat ramp	Numbers of car and trailer parked to be confirmed (i.e. predicted demand). If the car and trailer parking is located away from the ramp there must be sufficient space alongside the slipway to accommodate a washdown pad, queuing lane, rigging area and turning space.
Good quality, all tide wharf for fishing charter pick up/drop off	See points * above.
Convenient car parking for fishing charter customers	If required.
A new Coastguard building in a location which accords with the Coastguard's own options report, and which is easy to access	In discussion with the Coastguard team it was also apparent that the single road in/out of the site is a problem on busy days and especially when rescue missions are required. There may be alternative arrangements which help to resolve this problem e.g. provide a secondary access route for Coastguard access only or look at providing public trailer parking away from the Coastguard.
A dedicated launch ramp for Coastguard use only	This is a critical factor to assist rescue missions. The Coastguard proposal has a new ramp approximately 14.2m wide located in front of their new building. However there may be alternative arrangements which may be explored that still provide the Coastguard with their own designated ramp but also makes more efficient use of the entire river margin for other functions and activities such as access, parking, public gathering areas, etc.
Improved waterside facilities for families, including existing slides and swings over water, picnic and BBQ facilities	Consideration to be given so there is some distance (i.e. physical separation) between the boat ramp and Coastguard launch areas, when compared to areas for family and children's play activities.
Enhanced experience for Motu Trails and cycleway users as they move through any of the other facilities	Enhancing walking and cycling facilities is important while also achieving safety imperatives between pedestrians, cyclists and vehicles.
Provision for the needs of on-land fishermen	Areas which encourage fishing away from the boat ramp etc and could include fishing rod holders installed in the ground.
Provides specific launch facilities for non-powered craft	Providing a separate ramp or pontoon for waka ama, kayaks, families and swimmers may be considered.
Provides specific on-land space for non-powered craft	Could be a simple grass area for rigging or storage for non-powered craft.
Access to the groyne/harbour entrance area car users, cyclists and pedestrians.	This may be a shared path, contained within the existing Snell Road reserve, or separated from the road.

Figure 5: Required Facilities

Location of Facilities

Having considered various options for the provision of the required facilities, and having discussed these with Councillors, the locations shown on Figure 2 have been identified as the most desirable locations for new and upgraded facilities.

Summary

- Boat ramp and boat and trailer parking located at a new site in Snell Road. Initially this could utilise the ramp formed for the dredger as part of the harbour works, although it is likely that the ramp would require upgrade for public use.
- Toilets with changing and showers would be provided.
- Charter boats are encouraged to pick up and drop off customers from the existing wharf (new wharf steps would assist with this).
- Charter customers would be encouraged to park in the new car park at the start of the Motu Trails (Potts Avenue).
- Provision would be made for the Coastguard building with dedicated ramp.
- Non-powered craft and 'land based' fishermen will have improved facilities at the site of the existing boat ramp/wharf.
- Upgraded facilities will be provided for families, including BBQ and picnic benches in addition to the existing swing and slide. There is potential for these to be moved further upstream to provide greater separation from the Charter boats.
- Whilst car parking is provided at the south end of the eastern groyne as part of the harbour entrance works, toilets are not provided as these are provided at the new trailer boat site in Snell Road.

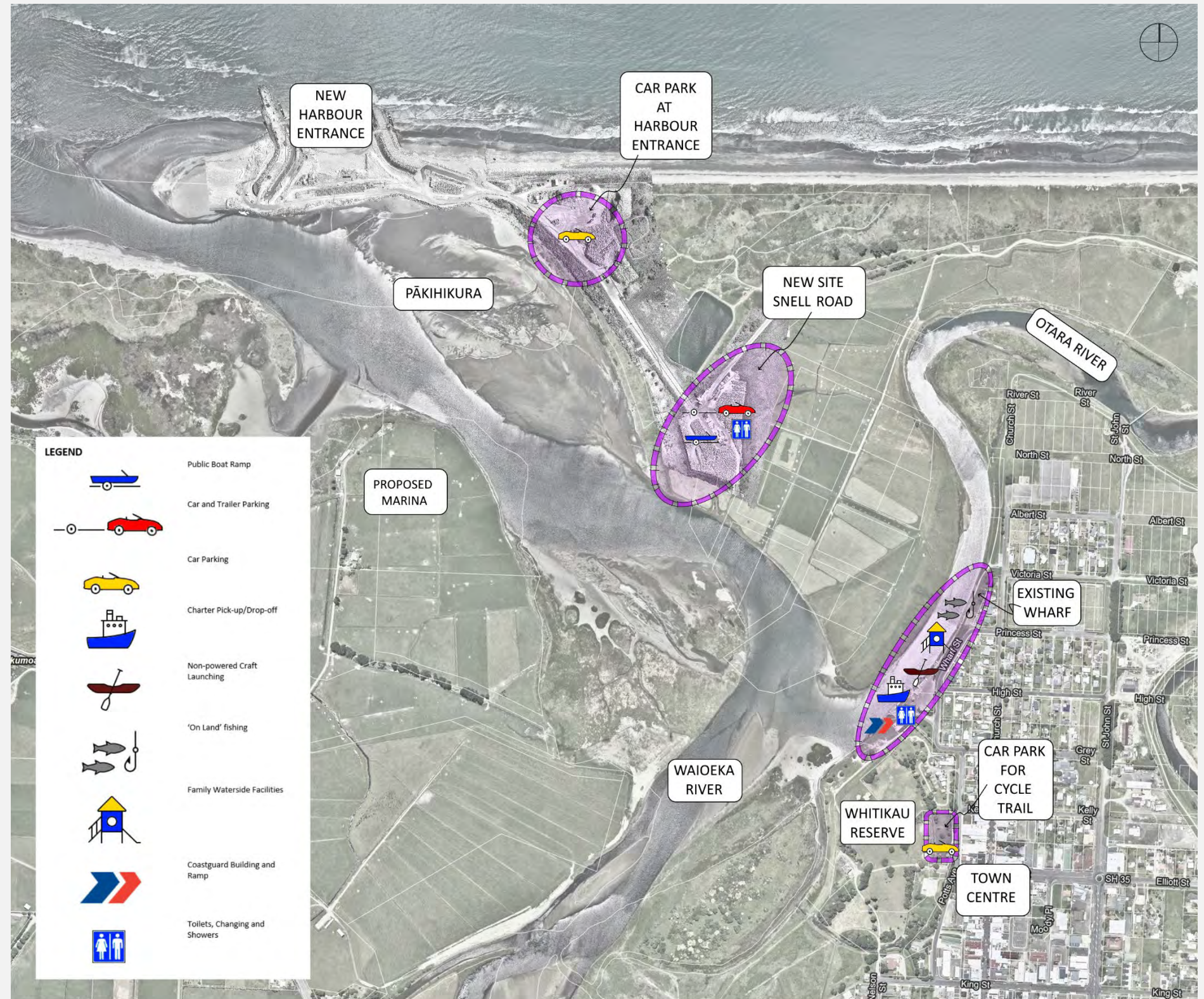


Figure 6: Locations of Facilities

4. Site Photographs



Figure 7: Drone photograph of existing wharf and Snells Road site (supplied by ŌDC)

The Existing Wharf Area





New Ramp and Trailer Parking, Snell Road

View towards New Ramp and Trailer Parking Site from position of existing Coastguard building



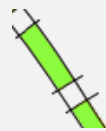
Strategy and Linkages

The proposed new and upgraded facilities will be connected to each other and to the town centre area through existing and new sections of cycleway and cycle trails, an upgraded Snell Road and improved pedestrian connection between the Wharf and Town Centre.



Improved pedestrian connection from Wharf to Town Centre/Te Papa Takaro o Whitikau (Whitikau Reserve)/Potts Avenue

- Improved signage and painted icons on footpaths (highlighting route along Wharf Street, Grey Street and Potts Avenue).
- Work with lessees of Ōpōtiki Holiday Park to improve appearance of fences and boundaries along Wharf Road frontage
- Supplements Motu Trails linkage from wharf to Whitikau Reserve/town centre



Cycleway along Snell Road

- Will provide link to boat ramp and trailer parking area, which will likely include other facilities, such as toilets or a café, over time.
- Will extend to link to the base of the eastern seawall, which will include pedestrian walkway and viewing area.



Upgraded Snell Road

- Will provide vehicular access to the harbour, new boat ramp and trailer parking area
- Continue to link to the car park at the base of the eastern seawall, which will include pedestrian walkway and viewing area.



Motu Trails

- The Motu Trails will be relied upon to provide part of the network to give access to the new harbour and the upgraded wharf facilities
- Likely extensions of the Motu Trails to provide linkage to proposed Marina and Waitahe Beach



Future cycle trails

- Likely extensions of the Motu Trails to provide linkage from existing parts of the network to the proposed Marina and Waitahe Beach

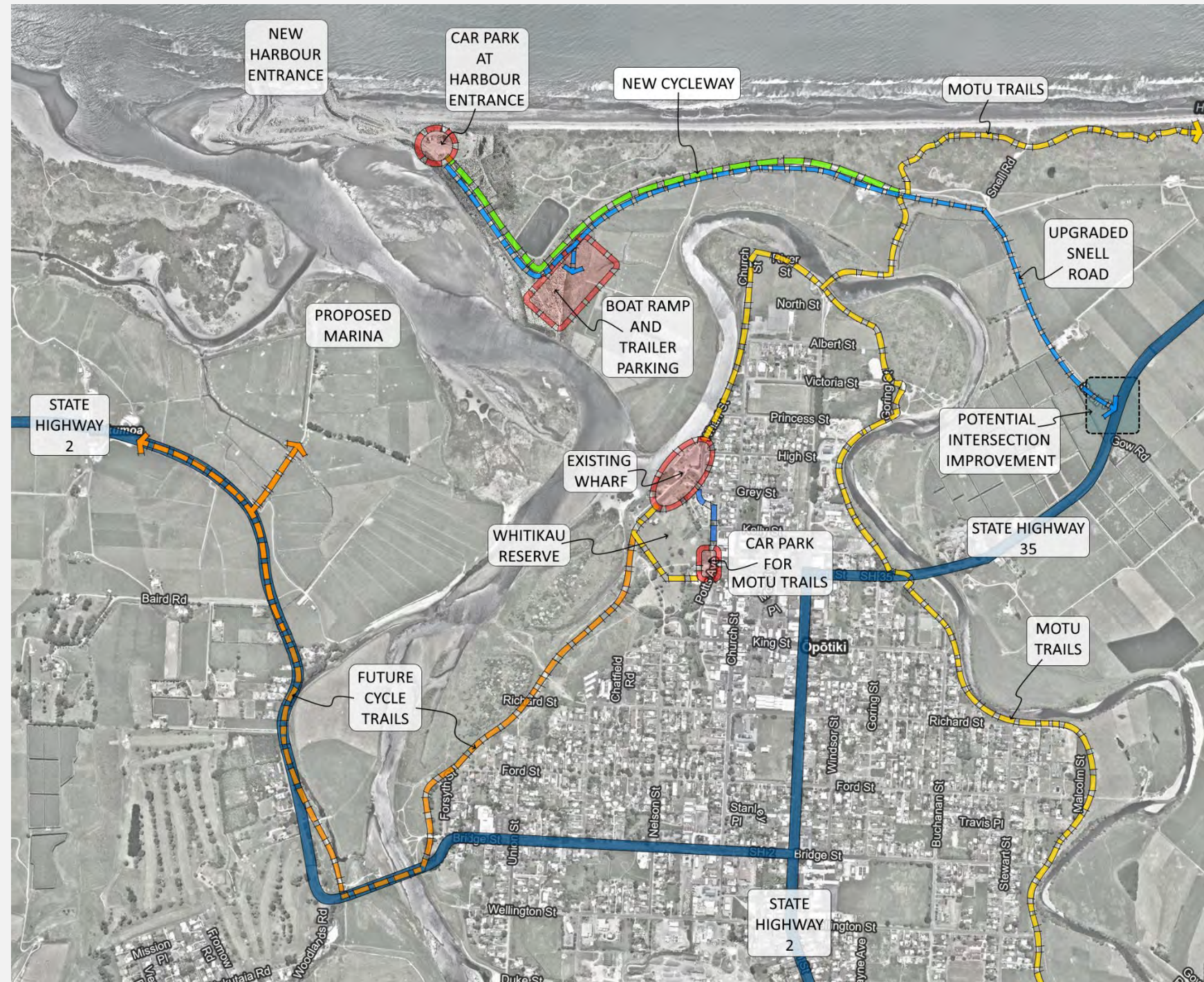


Figure 8: Street network

State Highways 2 and 35

- Existing linkages between Whakatane District and Gisborne District along State Highway 2 are likely to see increase in vehicle movements into Ōpōtiki
- Existing linkage between the East Coast/wider Ōpōtiki District and Gisborne District along State Highway 35 likely to see increase in vehicle movements

Marine Engineering Issues

Natural Hazards and Design Considerations

The following known natural hazards and design considerations should be addressed during the detailed design of any new structures. This list of natural hazards and design considerations is not exhaustive, and a separate study should be undertaken specific to each structure and its location to assess the impact of hazards and how to protect against or mitigate their effects.

Inundation - due to flooding from storm events or future sea level rise.

River Currents – consider effects on safe navigation, and loads on structures particularly during flood events.

River Debris – protection from river debris particularly during flood events.

Scour – caused from river flows or wave action.

Wave Attack – assess the extent/impact of possible wave attack through the new entrance channel.

Erosion/Accretion – assess the shoreline processes.

Navigable Depth – ensure that there is sufficient water depth for safe navigation on all tides.

Liquefaction – ensure that structures are constructed on good ground



Figure 9: Drone photo of existing wharf and proposed site for new ramp and associated facilities, Snell Road (supplied by ŌDC)

History and Cultural Values / Korero tuku iho me tikanga

Up until the late 1850s, the pakeha settlement at Auckland traded extensively with māori coastal settlements, including Whakatōhea.² During this time, a trading relationship was formed. Iwi soon developed a thriving economy, largely based on flax, agricultural produce, and pigs.³ Whakatōhea acquired a small fleet of schooners and cutters which were used to develop and sustain the local economy. Historical accounts tell of the large extent and sophistication of the thriving maritime industry, in Opotiki. It was operated around the wharf, Pākihikura and the harbour.⁴

Until the late 1950s, the Ōpōtiki harbour was hugely important to the district's transport infrastructure. The harbour provided a vital link to markets and supported transport of goods and products around New Zealand and to the wider world

Whakatōhea, and the Ōpōtiki district, has a maritime history. Re-establishing the harbour is a long-held community aspiration. The Ōpōtiki Harbour Development Project will provide a platform for the district, hapū and iwi to maximise the benefits of the sea farms located off the coast. Another benefit of the Harbour Development Project is the upgrade of Snell Road. In time, this will become a highly-utilised access corridor to the sea which will have high cultural and historic value for the harbour and the district. Acknowledging the important cultural landmarks in the Masterplan and Implementation Plan is a means of ensuring their significance is retained and appropriately planned for, as Snell Road is developed.

Ngāti Ngahere – Te Roto urupā

Along modern-day Snell Road is located the urupā of Ngāti Ngahere hapū. It is named Te Roto urupā and is the ancient burial grounds of their tīpuna. Ngāti Ngahere have signalled that this urupā is planned to provide for the hapū and returning whanau, and that investment, care and signage and planting will be needed in the future to ensure this is carried out.

Ngāti Rua – Te Ngaio urupā

As modern day Snell Road was developed and built to enable the Harbour Development Project, koiwi tangata were discovered. They were then interred in their current resting place (notation on the image), and this will become known as Te Ngaio urupā. Ngāti Rua hapū have signalled that this area needs to be named officially and recognised as an urupā. Care and respect needs to be provided through the official naming, fencing and signage of the urupā and an acknowledgement that it will be the urupā of Ngāti Rua.

Ōtūtaopuku

“Ōtūtaopuku is situated between the coast and the Ōtara River. This was once a fortified pā of Ngāti Ngahere. A battle took place here between Ngāriki and Ngāi Tū. Taitimuroa was one of the chiefs of the Ngāriki that led the expedition by canoe up the Ōtara River. Te Ahi, Te Pou and Tauatoro of Ngāi Tū were defenders within the pā.”⁵

ŌDC sincerely thanks the Ngāti Ngahere marae committee, Ngāti Rua kaumatua Mr. Te Riaki Amoamo and Whakatōhea Māori Trust Board for providing their knowledge, time and expertise in creating this section of the Harbour-Wharf Masterplan and Implementation Plan.

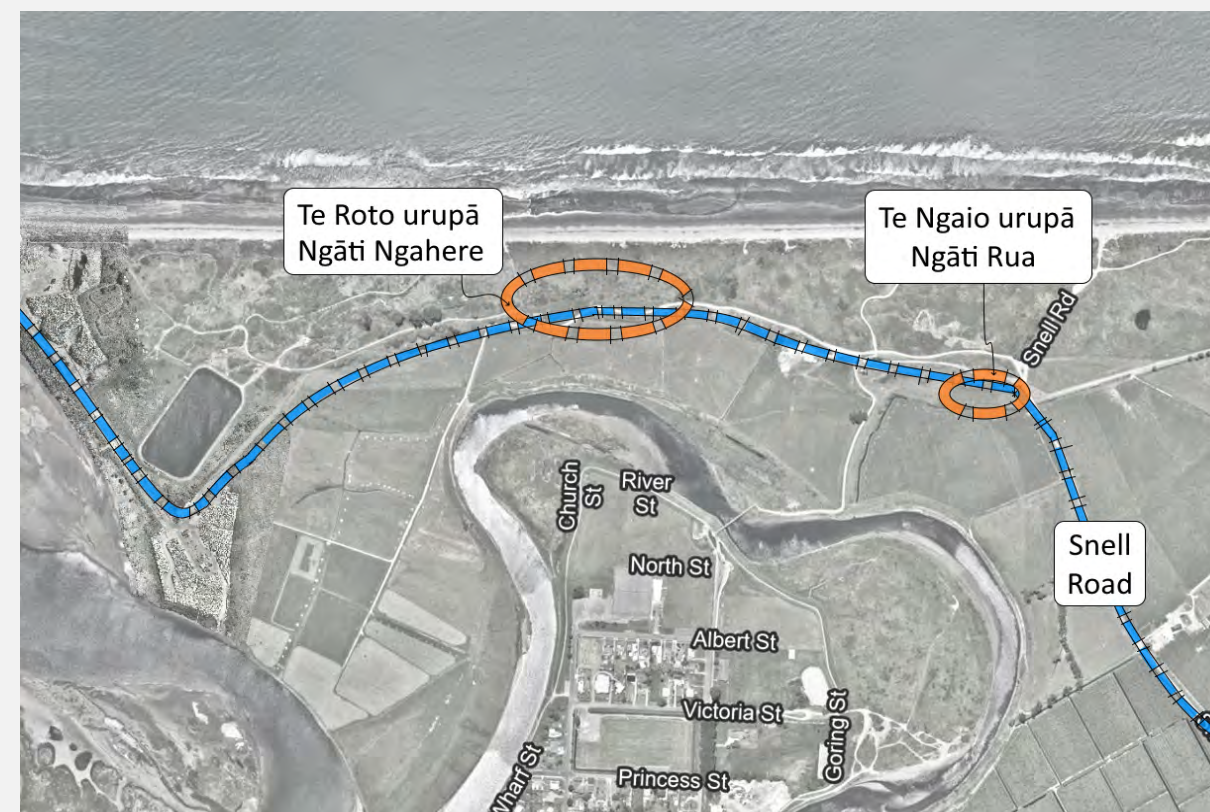


Figure 10: Korero tuku iho me tikanga

² 'The Auckland Provision Trade', *The Southern Cross*, 2 January 1852, p. 3; Petrie, H., 2006, *Chiefs of Industry: Māori Tribal Enterprise in Early Colonial New Zealand*, Auckland: Auckland University Press, pp. 226-233.

³ Mikaere, B. 1991., *Exploratory Report to the Waitangi Tribunal being an Historical Account of the confiscation of land in the Ōpōtiki District*, Wellington: Waitangi Tribunal, p. 6; Walker, R., 2017, *Whakatōhea Raupatu Historical Account Summary*, Whakatōhea Pre-Settlement Claims Trust, Te Komiti Whiriwhiri Hitori and Ngā Kaumatua o te Whakatōhea, p. 4; R. Walker, R. 2007., *Ōpōtiki-Mai-Tawhiti Capital of Whakatōhea: The Story of Whakatōhea's struggle in the nineteenth and twentieth centuries*, Auckland: Penguin, pp. 64-65; Van der Wouden, A., 'Maori Shipowners and Pakeha Shipbuilders 1840-1860', *Whakatane Historical Review*, vol 33, no. 2, November 1985, p. 90; Petrie, H., 2006, *Chiefs of Industry: Māori Tribal Enterprise in Early Colonial New Zealand*, Auckland: Auckland University Press, p. 91.

⁴ NZ Gazette, no. 19, 27 August 1847, p. 107; Van der Wouden, A., 'Maori Shipowners and Pakeha Shipbuilders 1840-1860', *Whakatane Historical Review*, vol 33, no. 2, November 1985, pp. 94-95, 99, 100

⁵ Maxwell, T. K. (2011). *Te Iringa, 1911-2011, Rautau, Centennial Commemorative Book*. Hamilton: University of Waikato.

Environmental Stewardship

It is important to the Ōpōtiki District Council, Whakatōhea Māori Trust Board and the public that development of the new Harbour and associated public areas follow best practice in environmental stewardship.

The Masterplan project will work within the statutory requirements of the RMA (1991), New Zealand Coastal Policy Statement (2010) and the Bay of Plenty Regional Coastal Environmental Plan (2019) to protect and enhance ecological values for generations to come. This includes taking account of relevant provisions of the operative Ōpōtiki District Plan, including:

- Chapter 7: Harbour Industrial Zone
- Chapter 9: Coastal Zone
- Chapter 13 (Earthworks, Landscapes, Indigenous Vegetation and Habitats)

Opportunities already identified for the improvement of environmental health through this project include landscape and planting initiatives to help achieve objectives to improve local habitat, public amenity, improving the stormwater quality discharging from the site, incorporating habitat for mahinga kai species and reducing effects of existing structures on tidal flows.

Indigenous Biodiversity and Ecological Values

Of particular significance is the *Indigenous Biodiversity Area B* (image right) and the requirement from the Regional Council to set back infrastructure from sensitive areas within this zone, and which includes the construction of the new service carpark and road which are part of the Ōpōtiki Harbour Development Project. In addition, there will be provision to use landscape and planting strategies to mitigate the effects of this new construction.

The Council will continue to investigate the potential environmental effects of the Masterplan development, both during the design and construction phases, and during its long term operation.

A key part of the Masterplan process moving forward will be to identify landscape and planting opportunities that will help enhance public amenity, incorporate aspects of water-sensitive urban design and improve habitat and study wider issues around the whenua in terms of sustainable practices for the environment.

The Council are working with The Regional Council, Whakatōhea Māori Trust Board, and leading experts to help us understand and develop best practise ways to avoid, mitigate or manage environmental effects.

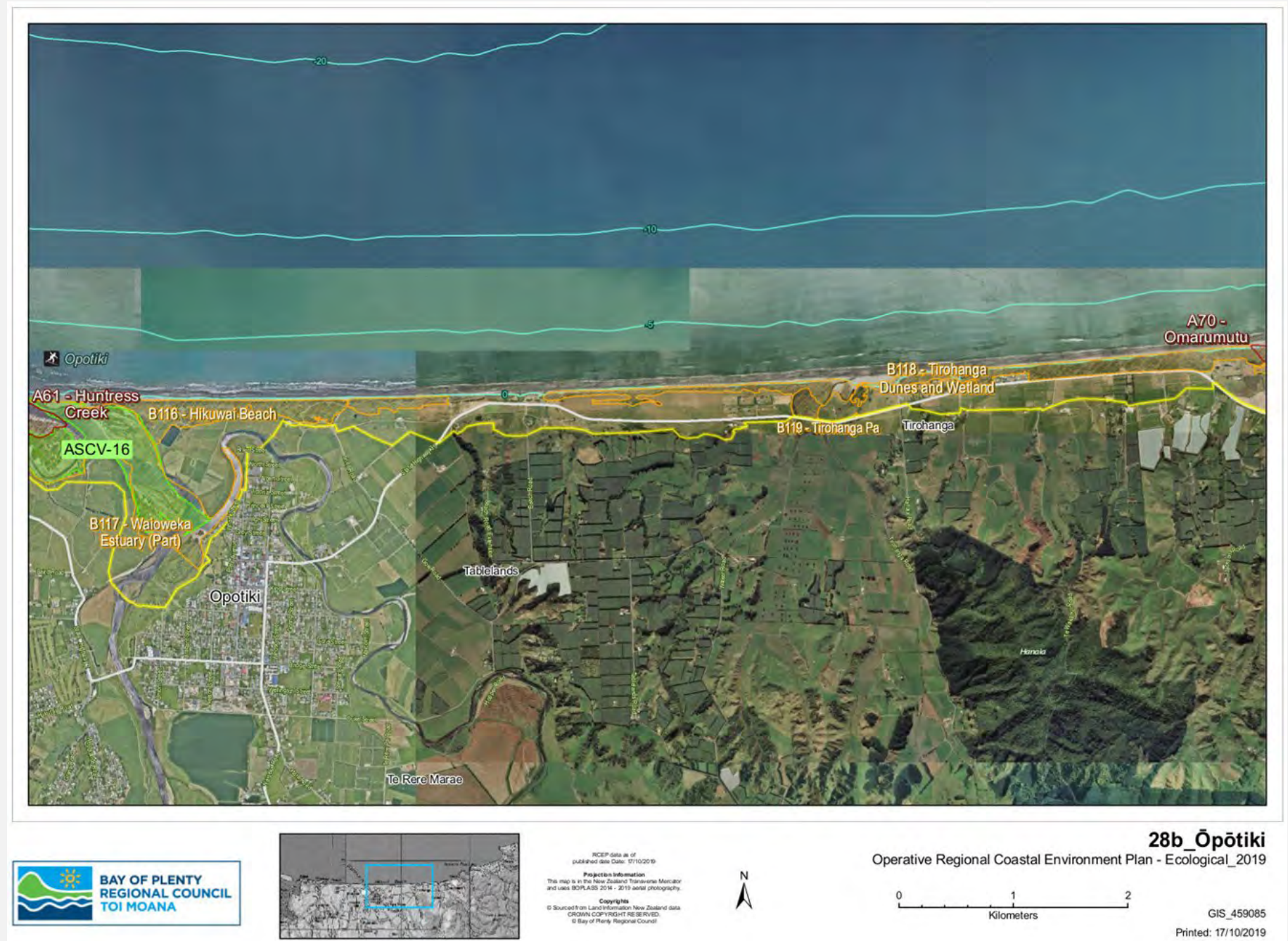


Figure 11: Indigenous Biodiversity Areas A and B

5. Our Options

Draft options were prepared to taking into account the preferred locations for facilities agreed with Councillors.

These options have been discussed directly with stakeholders and also placed on the ŌDC Facebook page for comment. The Options and feedback are provided below.

Existing Wharf

Option 1

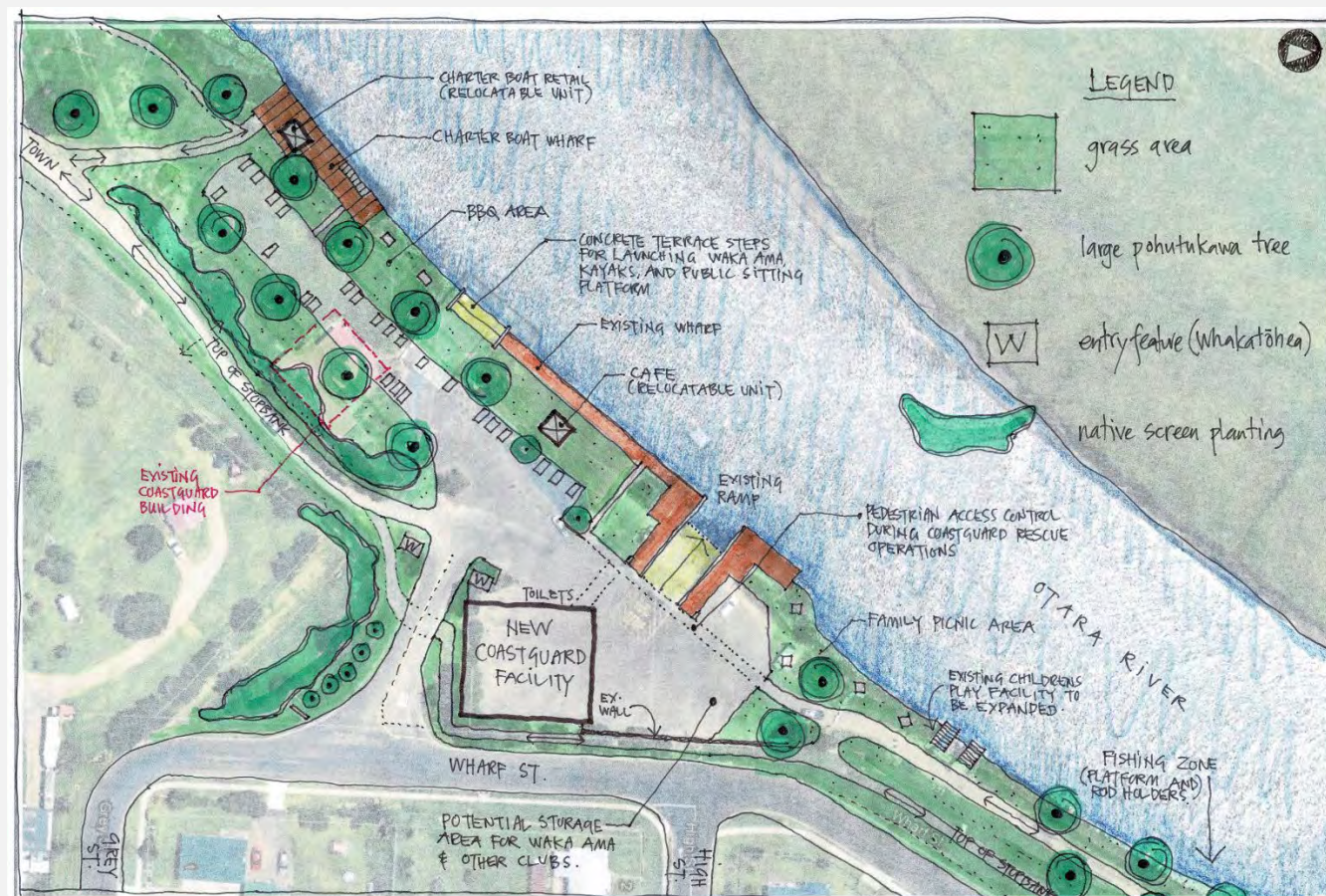


Figure 12: Option 1 - Existing Wharf

Feedback Option 1

Wharf Option 1 was not the preferred option by the majority of those who provided feedback during the consultation period.

Although some community groups preferred the recreational space being away from the boat ramp, it did not provide the separation between the Coastguard and recreational activities in the same way that Option 2 did.

Option 2

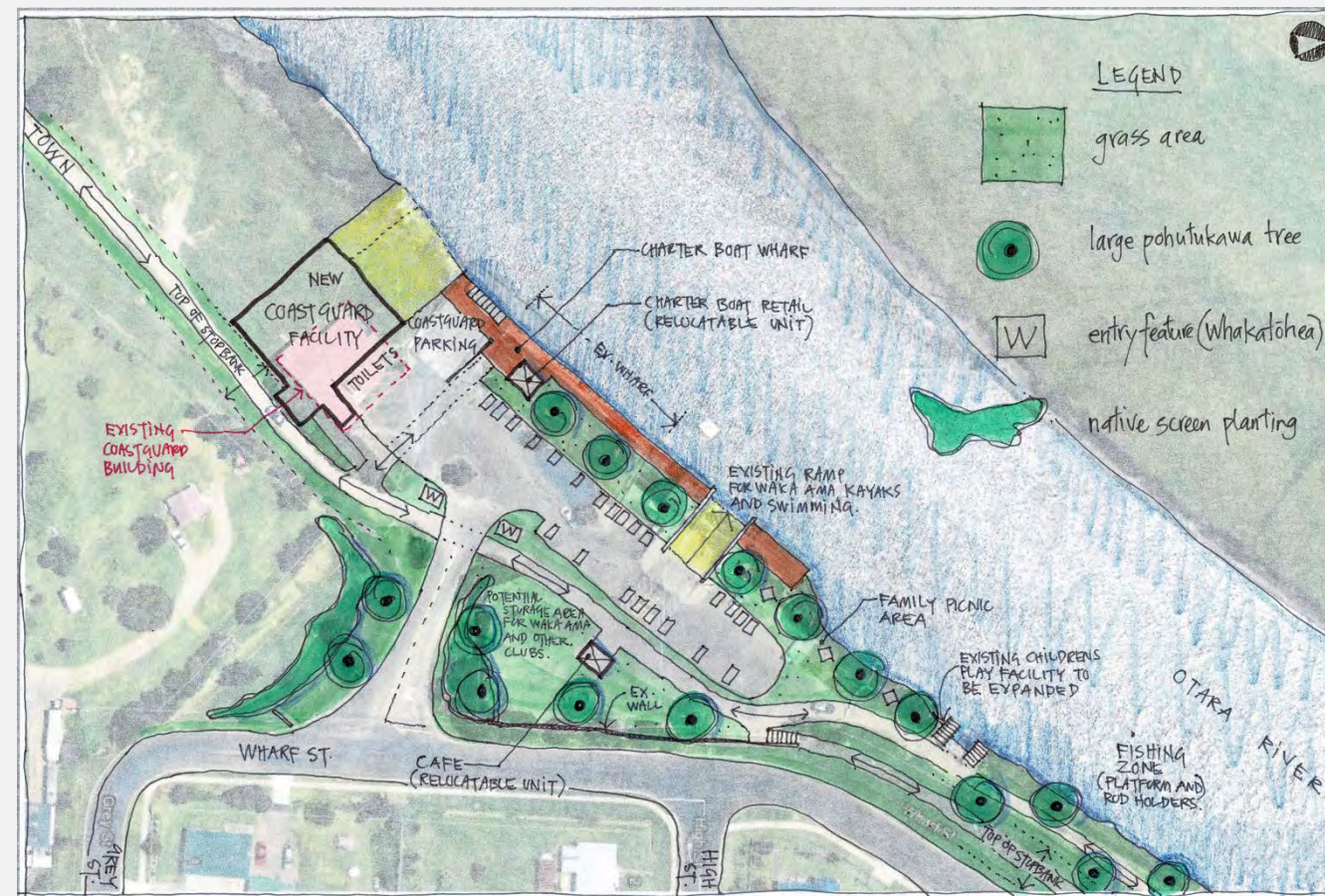


Figure 13: Option 2 - Existing Wharf

Feedback Option 2

Wharf Option 2 was the option favoured by Councillors, the community and stakeholders.

The majority of feedback was which supported Wharf Option 2 did so because the location of the proposed Coastguard building with a dedicated ramp is clearly separated from the recreational area of the wharf where people and children swim and play.

This option lends itself to the Motu Trails better in the long run, and was the option endorsed by Sport Bay of Plenty as it encourages the activation of play spaces in and around the water. This option plans for the Coastguard to have a dedicated boat ramp which will provide better responses as the amount of recreational boating activity is expected to increase. Overall, the community supported this wharf option.

New Boat Ramp, Parking and Other Facilities, Snell Road

Stage 1 (potential short term)



Figure 14: Option - Snell Road - Stage 1

Stage 2



Figure 15: Option - Snell Road - Stage 2

Feedback

Feedback from the community about the Snell Road site was positive and constructive.

Members of the community supported the longer term vision to plan infrastructure (i.e., a purpose built boat ramp for fishing boats) now which will support the expected increase in recreational fishing when the harbour opens. There was also support for ample parking for boat-trailers and a washdown area for boats.

The plans for this were well received by the community. There were points made around the Snell Road/SH35 intersection, and the speed limit along the state highway, and this has been considered in the Strategy and Linkages section of the masterplan.

6. Ōpōtiki Harbour and Wharf Masterplan and Implementation Plan

Based on the feedback which was provided to the options for both the existing wharf and the proposed new boat ramp and associated facilities at Snell Road, final masterplan designs have been produced for both sites.

Revitalised Wharf

Key Features

- As the new ramp area becomes available in Snell Road, the use of the existing wharf area refocused away from trailer boats
- Area reconfigured to provide for powered craft (Ōpōtiki Coastguard and charter boats) in the south, and unpowered craft, swimmers and fishers in the north
- Recognise the need of Ōpōtiki Coastguard to provide a new building to store the new large Coastguard boat and upgraded facilities to respond to expected increased recreational boat numbers
- Recognise the need for new public toilets and work with Opotiki Coastguard to incorporate them into their new building
- Provide a clear point of entry to the site through the use of mahi toi, in recognition of the cultural significance of the area and to encourage drivers to move slowly into and through the car park to ensure the safety of all users
- Focus the use of the existing ramp towards unpowered craft, such as waka ama and kayaks
- Continue the rebuild/repair of the existing wharf which has already partly taken place by rebuilding the south end of the existing wharf
- Construct a new timber extension to the front of the rebuilt/repared wharf to allow charter boats to pick up and set down customers; provide steps in the timber wharf frontage to allow this at all tides
- Provide a new car park layout, releasing land for recreational use
- Maintain the existing rope swing and slide
- Provide new picnic and BBQ areas close to the rope swing and slide
- Locate new benches and picnic tables with views over the river, and towards the rope swing and slide
- Construct platforms and fishing rod holders for land-based fishers
- Recognise that the Motu Trails now passes through the area; provide bike stands for cyclists who stop in the area
- Provide a new lawn area for picnics and recreation
- There is the opportunity for a café and other transportable kiosks within the lawn area; this could include a kiosk for charter boat bookings
- The utilisation of transportable kiosks recognises that the area has the potential to flood
- Improved pedestrian linkages from the Wharf area to the town centre via Wharf Street, Grey Street and Potts Avenue, including improved signage and painted icons on footpaths and working with lessees of Ōpōtiki Holiday Park to improve appearance of fences and boundaries along Wharf Road frontage



Figure 16: Masterplan – Revitalised Wharf



Figure 17: Artist's impression of the revitalised wharf (base photo supplied by ODC)



Figure 18: Zoomed in view of Artist's Impression of revitalised wharf, showing main wharf area

New Ramp and Associated Facilities, Snell Road

Key Features

- New public boat ramp with direct access to Pākihikura
- Builds upon the ramp being installed, as part of the harbour project, for the dredger which will operate to ensure that the channels through Pākihikura remain deep and clear
- Boat ramp shows four lanes with jetties or floating pontoons to facilitate easy launch and retrieval of boats
- Area provided adjacent to the ramp to allow boats to be tied up whilst trailers are parked or collected
- Groynes constructed to provide shelter to the ramp and tie up area
- Large area of boat and trailer parking
- Opportunity to boat and trailer parking area in stages; initially with a combined access/exit from Snell Road and when fully built with independent access and exit points
- Boat and trailer parking can be managed to provide an appropriately sized area for expected demand at different times of year
- Land not required for boat and trailer parking during off peak periods can be utilised for other uses, such as a space for swap meets, farmers market, fairs, car club events, boat storage
- Generous queuing space available for ramp users
- Wash down area provided to allow owners to flush their motors and hose off their boats before leaving the site
- Toilet and changing facilities will be available
- Opportunity for complementary commercial enterprises, such as café, tackle/bait shop, boating supplies
- Car parking can be provided adjacent to the commercial buildings
- Access for vehicles will come from the upgraded Snell Road, which will continue past the site to the south end of the east harbour entrance groyne
- Snell Road will include provision for cyclists
- The provision, as part of ongoing work, of car parking at the base of the east harbour entrance groyne.
- Opportunity to include areas to detain and treat storm water from hard surface areas before release into Pākihikura

Note: Whilst the masterplan layout seeks to maximise the number and layout of car and trailer parking, the final numbers and layout of parking will be further explored at detailed design stage. The New South Wales Transport – Road and Maritime Services ‘NSW Boat Ramp Facility Guidelines’ will be used to inform this along with local data from Whakatane and other locations in the Bay of Plenty.

Staging

The layout for the site has been designed to allow the site to be delivered in stages. Potential stages are:

Stage 1:

- The ramp delivered as part of the harbour project is adapted for use by the public.
- Car parking facilities are provided.
- This can include boat washdown.

Stage 2:

- Toilet facilities are provided
- The ramps is extended and adapted to provide four lanes.
- Area provided for boats to be tied up whilst boat owners park or collect their car and trailer.
- Larger area of car parking provided.
- Opportunity to provide additional building/s for complementary commercial uses.

Stage 3:

- Full provision of all facilities.

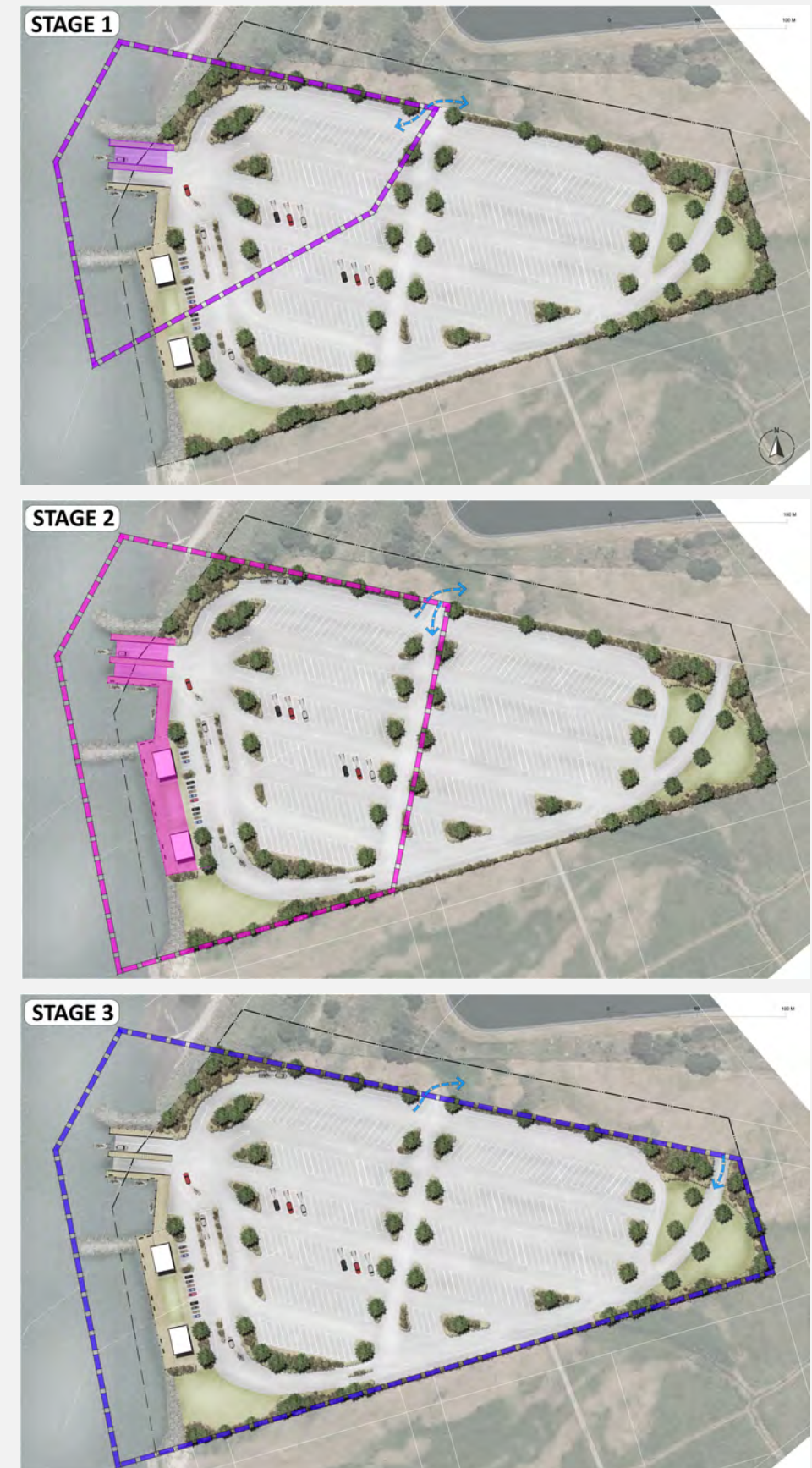


Figure 19: Staging Plans



Figure 20: Masterplan layout for New Ramp and Associated Facilities, Snell Road

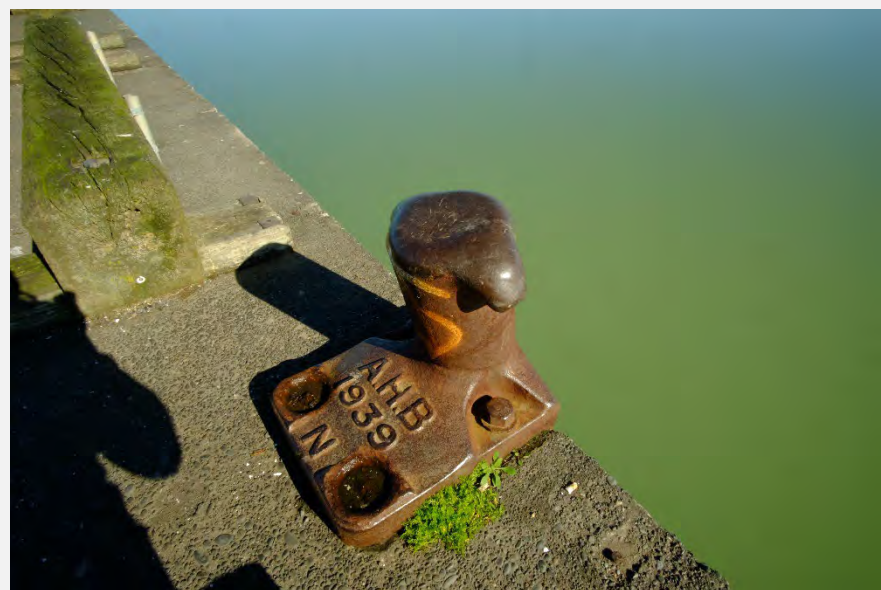
Design Features

It is anticipated that the design of features at the regenerated wharf and the new Snell Road site will reflect those already existing at the existing wharf, including AHB style mooring bollards, similar benches, picnic tables and cycle racks. Any buildings could be temporary constructions formed from adapted shipping containers.

Figure 20: Top Row (L to R): New Shelters and Benches at new car park Potts Avenue, New Bench at Skate Park.

Middle Row (L to R): AHB Mooring Bollard, Cycle Stands at new start to Motu Trails, Potts Avenue, Splash Pad at Rawinia Rangī Reserve (supplied by ODC).

Bottom Row (L to R): Example Transportable Café and Kiosk Buildings, Example Transportable Café Building, Recently installed BBQ and Picnic Table at new car park Potts Avenue.



Implementation Plan - Revitalised Wharf

Items, and work scope and details, are indicative only, intended to provide approximate costs. Modifications to the layout of each item may be required as projects proceed through detailed design phase.

Stage	Item	Work Scope and Details	LTP Funding Period
Stage 1	Investigation and decommissioning	Geotech works of site, assessment of existing wharf structures, decommission of any required wharf structures	Year 2/3
		Investigation of Coastguard programme of works and any effect of wharf upgrade (e.g., civil works, wharf close-off periods)	Year 2/3
Stage 2	Wharf structures	Upgrade to existing wharf structures	Year 3
		Installation of new terraced steps, any additional works required for river edge	Year 3
	Civil works	Ground improvements, civil works, drainage, carpark surface treatment	Year 3/4
		Any required resurfacing of existing ramp	Year 3/4
Stage 3	Site amenities	Any remaining surface treatments, line marking, functional lighting, CCTV	Year 4
		Entrance pou, signage, site furniture, play equipment planting and landscaping	Year 5

Funding

Implementation will be subject to future scope and detailed designs being developed, that will inform budgeting estimates for the Annual Plan and LTP drafting and consultation.

Implementation Plan - New Ramp and Associated Facilities, Snell Road

Items, and work scope and details, are indicative only, intended to provide approximate costs. Modifications to the layout of each item may be required as projects proceed through detailed design phase.

Stage	Item	Work Scope and Details	LTP Funding Period
Stage 1	Boat launching facility and carpark	Upgrade of existing constructed boat ramp for ongoing public use	Year 2
		Limited rock erosion protection structures for upgraded boat ramp	Year 2
		Surface treatment for upgraded boat ramp for ongoing public use	Year 2
		Any additional ground improvements for carpark, carpark surfacing, line markings	Year 2/3
		Other structures required to support the upgraded boat ramp such as pontoons or rock groynes	Year 2/3
Stage 2	Boat launching facility – expansion	Expansion of existing boat ramp for ongoing public use	Year 2/3
		Rock groynes extending into river, temporary washdown facility	Year 2/3
		Expansion of carpark including any required ground works, carpark surfacing, line marking	Year 2/3
	Carpark and associated works – expansion	Complete washdown facility, functional lighting, CCTV	Year 2/3
		Public toilets, fencing, signage	Year 2/3
		Planting	Year 2/3
Stage 3	Final expansion of carpark	Any remaining additional ground works for carpark, carpark surfacing, line marking	As demand requires
		Functional lighting, fencing, planting, signage	As demand requires

Funding

Implementation will be subject to future scope and detailed designs being developed, that will inform budgeting estimates for the Annual Plan and LTP drafting and consultation.

