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1 Introduction

Strategy & Policy Committee, Councilor Dunlop, proposed the creation of an interim Advisory Forum in order to participate in canvassing opinion of a suitable boat ramp location within the Northern Harbour area of Western Bay of Plenty region.

The Strategy & Policy Committee resolution SP1.6 directed that the report Tuapiro Point – Boat Launching Facility, be received, and that the Project Manager meet with the interim advisory forum before proceeding.

2 Background

Western Bay of Plenty District Council had recently completed a development study for Tuapiro Point (2000). Submitters to the proposal identified that there was a need for further boat ramp facilities in the northern Harbour Region, and that Tuapiro Point was the logical and appropriate location.

Tuapiro Point has long been recognized as an area of significant recreational, ecological and cultural value in the Tauranga Harbour area. The proceeds of a subdivision of 1986 at Tuapiro were to be employed to further develop the recreational potential of the area and establish access to the Tauranga Harbour.

With the steady increase in population growth in Northern Tauranga Harbour, it is important that undeveloped areas of public land such as Tuapiro point be protected, developed and managed for the benefit of both existing and future generations.

It was opinion of the Tuapiro Point Development plan study team that such a boat ramp facility at Tuapiro could not be supported, until such time it had been clearly demonstrated that there were no other suitable locations within the Northern Harbour region that could not be further developed. If, as a result of the study, it were clearly demonstrated that Tuapiro Point was the only suitable location for a boat ramp, would the proposal be able to be supported. Accordingly, a preliminary investigation for an alternative boat ramp site was implemented.

An interim advisory Forum was established comprising of Interest groups and individuals for their input into the project. The construct of the group modified slowly over time, culminating in a group of interested parties that had provided input to the preliminary site investigation and analysis. Refer Attachment 1, p14.

An initial meeting was held on the Tuesday 14th November 2000 at 7.30pm, Katikati Resource Centre to review the known possible sites. A site visit was arranged for a visual assessment of sites scheduled for Saturday 18th November 2000. Participants were further invited to provide their written comments, copies of which are provided, on file.

The site visit outcomes together with forum member comments were reviewed. Consequently, a meeting was arranged with the Department of Conservation to discuss the study findings to date, and to ascertain the values placed by DOC.

Department of Conservation are firmly opposed to the use of Tuapiro for a Boat ramp, and the issues raised in their submittal to Council on the Tuapiro concept plan remain unchanged.

In order to ascertain the sites in question aerial photography was obtained. As a consequence a meeting with Ongare Trust was arranged to discuss with the Trust Chairman Ron Punari, whether the Trust had any plans for the northern tip of the site, and if there was any possibility of a private venture for a boat ramp.

The Trust identified that they were possibly intending to provide facilities for their hapu, which did not include any provisions for a boat ramp. The provision of an access road to the point would, in their opinion have a significant effect on their horticulture operations.



A further meeting was arranged with the Tauranga Harbour Northern Boat Ramp Interim Advisory Forum, Tuesday 24th April 2001. It was opinion that to provide a robust conclusion to the study that the search for a boat ramp would be incomplete without the consideration of Anzac Bay and Tanners Point Road and investigate provisions of an alternative ramp at north end of Tanners Point.



3 Descriptions of Sites Considered

3.1 Anzac Cove:

The name Anzac Cove identifies a small sandy bay located on the mainland just inside the Katikati entrance to the Tauranga Harbour. Refer p16.

Deep water is provided close to the shore by the Matakana Channel and the Bowentown Headland shelters the bay to provide safe swimming and boating under normal weather conditions.

The physical characteristics of Anzac Cove provide a picturesque setting to a popular resort with the public.

The boat ramp is located at the eastern end of the bay and access to it is provided by a sealed drive running from the end of Seaforth Road. The boat ramp is not paved and vehicles towing boats cross the sand to reach the water.

Adjacent to the seal drive and immediately behind the beach, land is available for car parking and picnics. The latter area is level, partly sealed and about 5,000 m² in size.

Approximately 200 metres to the west along Seaforth Road there is a public camping ground under control of Western Bay Of Plenty District Council (WBoPDC). People staying at the camping ground use Anzac Cove extensively as a place of recreation.

Clear observation of the buoyed area was available to study from vantage points occupied on high ground overlooking the Cove.

3.2 Bowentown Boat Club:

The Bowentown Boat Club has an established facility on the harbour side of the Bowentown Peninsular. It is the second most northerly location surveyed.

The Pio Channel runs past the facility up to Athenree and beyond to the commencement of the Waiau River.

The location is sheltered from the north and east. Apart from the Pio Channel, large parts of the harbour bed are dry at low water and the general topography is one of estuarine tidal flats. General water borne recreation is dependent on the tide being in but the boat ramp is available for use at all tides.

Pio Road provides vehicle access to the facility. The road is sealed, a metal drive links Pio Road to the boat ramp. On the north and east of Pio Road there is residential housing. This housing provides accommodation for residents and people on holiday.

The boat club facility consists of Clubrooms, parking area, small pier and concrete boat ramp. The pier is located centrally within the boat ramp complex. The boat ramp is concrete paved with an 8-metre carriageway on the west side of the pier and a 3.5 metre wide carriageway on the east side of the pier. The length and grade of the boat ramp permits craft to be launched at all tides.

The boat ramp is open to the public on the payment of a \$2.00 fee. Payment of a yearly subscription of \$25.00 gives boat owners membership of the Club and access to the rest of the facilities.

Surrounding the clubhouse is a level area used for vehicles and trailer parking. Parking also occurs on the berm along Pio Road. Car parking around the clubhouse has been observed as accommodating up to 90 cars and boat trailers on past occasions.



3.3 Athenree

The name Athenree identifies an enclave of residential development situated at the north-western end of the Tauranga Harbour. The harbour frontage of interest to this report consists of an arm of the Pio Channel mentioned previously and the margins of the Waiau River. Its physical form is one of a totally sheltered inlet, tidal with all but the channel bed being exposed at low tide.

Access to the boat ramp is from Waione Avenue. Immediately adjacent to the boat ramp is a grass reserve and children's playground. This reserve is level and vehicles traverse this area to gain access to the boat ramp from the seal carriageway.

Beyond and surrounding the boat ramp is residential housing that provides accommodation for residents and people on holiday.

A Council owned public camping ground is situated directly across the road from the boat ramp. The boat launching area is very popular with camping ground residents, many of whom pull rather than drive boat trailers across to the ramp.

The boat ramp is concrete paved and leads down at a gentle grade from the reserve to the foreshore. At high tide, a sheltered tidal inlet becomes accessible to boats launched from the ramp. At low tide, tractors are used to tow boat trailers across the harbour bed to the channel.

Parking of vehicles and trailers takes place on the reserve and along the berm in Waione Avenue. The area available for parking within the reserve is about 1000m².

3.4 Tanners Point

The name Tanners Point identifies a small sandy bay situated at the end of the Tanners Point peninsular. It is the westerly site of the localities surveyed. Refer p 16

Deep water is provided close to the shore by the Tuapiro Channel which is used as a permanent all tide anchorage by a number of launches, yachts etc.

The bay is enclosed by an escarpment approximately fifteen metres high and this feature provides shelter from all wind directions except the east. Under normal weather conditions, the bay provides the opportunity to undertake swimming and boating activities in safety. The physical characteristics of Tanners Point provide a pleasant setting with a reserve and large pohutukawa trees lining the adjacent foreshore.

Beyond the reserve and enclosing the bay good quality residential housing has been established. Accommodation in the main is of a permanent nature.

The boat ramp is a twin side launching facility located centrally within the bay. The boat ramp is concrete paved 60 metres long 7 metres wide set at a gentle grade. Boats can be launched from the end of it at low tide. It is one of the better quality ramps.

Access to the boat ramp is from the end of Tanners Point Road, which is sealed.

Adjacent to the boat ramp is a level car park area. The area available is relatively narrow and at busy times, thoughtful parking of vehicles is required to avoid congestion occurring at the entrance to the boat ramp. The area available for parking is approximately 3000m².

At the north end of the bay, a small jetty provides an embarkation point for people to board larger craft. A fresh water supply is also available from the jetty.

It was noted that the jetty was used on a regular basis with launches at the jetty.



3.5 Ongare Point

The name Ongare Point identifies a medium sized sandy bay situated at the end of a wide peninsular. The peninsular projects into the Harbour, opposite the northwest end of Matakana Island. Refer p 17

The bay is tidal with the water line receding some 250 metres from the shore at low tide. The bay is exposed to weather from the northwest and from the southeast. Water borne recreation is dependent upon the tide being in.

Residential development has occurred adjacent to the bay. Housing consists of a mixture of permanent accommodation and holiday homes. Along the foreshore, housing is separated from the harbour by Esplanade Road, which also provides vehicle access to the boat ramp. Sections situated across this road from the harbour lie about 1.5 metres above high water mark.

The boat ramp is located opposite Potu Road where it intersects Esplanade Road. It consists of a concrete paved area running at a gentle grade down from the seal pavement to the foreshore. For any state of the tide except high tide, vehicles have to traverse the harbour bed to gain access to the water.

Parallel parking for motor vehicles and trailers occurs on the grass verge, which separates the carriageway from the beach. The verge is approximately 300 metres long. In a number of places, the foreshore is accessible from the verge and the local yacht club in particular launches direct from the verge into the water.

3.6 Kauri Point

The name Kauri Point identifies a small sandy bay situated on the southern side of the same peninsular that was described in the Section on Ongare Point. Refer p 17.

The bay nestles at the toe of a steep escarpment covered in pohutukawa trees and scrub. The bay is sheltered from weather directed from the north and east.

At low tide, reasonable depth of water is provided some 200 metres from the shore by a tributary off the Kauri Point channel. Under normal weather conditions, the bay provides a pleasant environment for swimming, fishing and boating activities.

Access to the bay is obtained from the end of Chelmsford Street. A roughly formed track leads down from the end of the street to the beach. Only four-wheel drive vehicles, tractors and the like can negotiate this track. The standard of formation of the track is a real obstacle to gaining access to the bay. There is no boat ramp at Kauri Point and boats are launched from trailers that have been towed across the beach.

Both these features place a constraint on using the location for trailer borne craft.

A wharf is located at the western end of the bay. This facility is about 180 metres long. People fishing from it can gain access to the channel and for this reason fishing is a very popular activity at Kauri Point.

Parking occurs at the end of Chelmsford Street where a turn around area provides space for this purpose. Both the road and the parking area are metalled. Further space for parking is available on the grass reserve near the public toilet facilities. In all space is available to accommodate about thirty cars or boat trailers.

3.7 Beach Road

The name Beach Road identifies the boat ramp situated on the Katikati Peninsular at the end of Beach Road. It is the most southerly location surveyed. Refer p 16

The boat ramp is sited in an exposed situation and is only sheltered from the westerly direction.



The whole area is very tidal in nature with the water receding approximately 300 metres from the shore at low tide. Water borne recreation is dependant on the tide being in.

The boat ramp is situated directly off the end of the road and runs out over the harbour bed for a distance of 150 metres. It is a concrete paved ramp 5 metres wide and shaped to enable side launching to be undertaken. Beyond the boat ramp firm sand does permit boat trailers to be towed out further with tractors etc.

The tidal nature of the location permits the boat ramp to be used for about three hours either side of high tide, little activity was found to be occurring around low tide times.

A grass covered parking area is located adjacent to the foreshore on the north side of Beach Road. An area of about 2.000 m² is available and this proved to be sufficient to accommodate vehicles and vehicles with trailers attending the ramp.

3.8 Matahui and Sharps Rd

Two sites were considered in this area, refer p 16. These were Matahui and Sharps Road areas respectively. These lie south of Katikati and are situated approximately the midpoint of the Harbour. Accordingly, recreational users in this area can easily access Omokoroa boat ramp. The possible boat ramp sites adjacent to the deep water channels, identified in Figure 1, are both in private ownership, both possessing high land values. No access roads, leading to possible boat ramp access points, exist at present. The location of these two sites is perceived as being too far south, to be of practical use, as a recreational facility for the Northern region of the harbour.

3.9 Te Kauri North

Te Kauri North identifies a new potential boating site, refer Figure 13, p20. The area was surveyed in 1876, and road access legalised through the Public Works Act at that time. Refer Figure 14, p21. A roading reserve named Rookes Drift, runs north to the harbour edge, turning west, to connect to Ongare. Refer Figure 15, p21.

The District Plan maps identifies possible midden(s), a review of these sites with Tangata whenua and the Archaeological Association, under the Historic Places Trust, would need to be implemented in order to ascertain their precise location and significance.

Residential development has occurred along Chelmsford St, and ceases on the high ground at the end of the existing road, which is unsealed at this point. There are extensive views at this point of the harbour and Matakana Island. The ground slopes steeply, with an approximate grade similar to that of the boat ramp access to Tanners Point, no track or road currently exists to the shoreline, and the small bay area under consideration.

The small bay area was observed to be very close to the deep channel, estimated 70 metres, however, the water depth closer to the beach was identified as being one of the deeper areas sloping quickly to the channel, and had minimal tidal flow effects.

Discussions with residents and boat users suggested that over time, silting has occurred, reducing the depth of this small bay area. Discussions with Tangata whenua identified that although Te Kauri and the surrounding area were of significant cultural importance, the area under consideration could possibly be considered as a potential boat ramp site, providing due cultural sensitivity was exercised during the study. The area was not noted as significant as a source of kaimoana.

There exists the possibility that, in consultation with Tangata whenua, dredging, an access road and vehicle parking, the area has potential as an alternative boating facility.



4 Study Findings

A final meeting was held with the Northern Harbour interim advisory group in Katikati on the 25th July 2001.

The group considered the findings of the boat ramp investigations, the feasibility of a new boat ramp and its location together with possible other boat ramp works that may be of benefit to the WBoPDC communities. The following summarises those considerations. Refer Table 1 Site Considerations. P11.

It was considered that the pressure for access to the harbour peaked during the summer season and that this was due to a twofold primary contributing factor for the use of the boat ramps namely:

1. Increasing Visitors to the region
2. Increased population growth in the region

The group fully recognised that any new boat ramp proposal had to satisfy a number of constraints, notwithstanding personal preference, and that a number of dimension had to be satisfied in order for any proposal to achieve a positive outcome.

Department of Conservation are firmly opposed to the use of Tuapiro for a Boat ramp, and the issues raised in their submittal to Council on the Tuapiro concept plan remain unchanged. Refer Appendix1, p22.

Tangata Whenua has made clear the cultural importance they assign to the Harbour and to the continuance of the harbour as a source of kaimoana. Any analysis for a new boat ramp location would have to take due consideration of Tangata whenua concerns and those of the Department of Conservation.

Evaluation of the various boat ramp sites, refer Table 2, p13 identified Te Kauri North and Tuapiro Point as the two most viable sites in the Northern Harbour region for new boat ramps. It was accepted that a full and complete analysis of constraints, together with an engineering feasibility study would be required.

It was the considered opinion of the advisory group, that there were some options open to the community to gain better access to the harbour and deep channel and in particular, to relieve the current congestion issues within the Northern Harbour region. These options being as follows:

1. Beach Road Boat Ramp (existing). This boat ramp currently has limited use to the community, being available for three hours either side of high tide, the existing ramp being approximately 120 metres in length. The following should be recommended to Council.
 - Extend the existing ramp to provide deep water access
 - Provide two turning Bays
 - Funding should be considered separate to that of Tuapiro
 - Works to progress before consideration of any works to Tanners Point to relieve congestion.
2. Tanners Point (existing). The existing boat ramp was recognised as an excellent community facility. Whilst little could be achieved to the existing road access, it was considered that there were works that could be of real benefit to community.



- Consider an additional ramp adjacent to the right of the existing boat ramp
 - Review the potential for extending the existing parking area at the beachfront by five metres.
 - Review existing boat ramp design where it enters the channel
 - Provide a sea wall adjacent to the existing boat ramp and utilise any dredging for infill for an additional parking area.
 - Review the provision for additional parking at the rear of the existing rear parking area.
 - Consider the potential for upgrading and extending the existing jetty.
3. Te Kauri North should be investigated as possessing the potential for a new boat facility, inclusive of the concept of a future marina development developed in staged manner over time, subject to an engineering feasibility study.
 4. Subject to the findings of this investigation, Tuapiro Point should only be considered if Te Kauri North was found to be impracticable. It was recognised that the Tuapiro Point site was an area of divided community opinion and that the community would be reluctant to waste money in attempting to achieve resource consent for the proposal if there was little likelihood of being successful.

5 Conclusion

The recreational attributes of the harbour play a significant part within the communities bounding the Northern Harbour region. Public access to the harbour, with particular emphasis on deep channel access, has been a consistent demand of the community on Council, now and in the past.

The subdivision of Tuapiro Point in 1986 was seen as way of satisfying this burgeoning demand, the intent to provide the capacity for funding of the boat ramps through the sale of land.

The introduction of the Resource Management Act (1991) has placed increasing responsibility on councils to manage the effects of its proposals and to ensure that all practicable alternatives have been considered. Accordingly, the provision of a boat ramp located at Tuapiro has seen divided opinion within the community with specific opposition from Tangata Whenua who assign significant cultural importance to Tuapiro Point. Furthermore, the Department of Conservation, carried out an independent study, and consider the area as possessing high ecological and cultural values.

The Tuapiro Study team advised council that the provision of a boat ramp at Tuapiro could not be supported until such time it could be demonstrated that Tuapiro was the only practicable boat ramp site in the Northern Harbour, and no alternative sites were available.

The interim advisory Forum comprised of Interest groups and individuals, contacted with a request for input into the project. They have provided a platform of broad community views to the investigations and have established a proposal for consideration by council, perceived as possessing the capability of reducing ongoing demand for boating access to the Northern Harbour.



6 Recommendations

It was the considered opinion of the advisory group that the following options be presented for consideration by Council:

- 1 Beach Road Boat Ramp (existing).
 - Extend the existing ramp to provide deep water access
 - Provide two turning Bays
 - Funding should be considered separate to that of Tuapiro
 - Works to progress before consideration of any works to Tanners Point, to relieve congestion.
- 2 Tanners Point (existing).
 - Consider an additional ramp adjacent to the right of the existing boat ramp or options
 - Review the potential for extending the existing parking area at the beachfront by five metres.
 - Review existing boat ramp design where it enters the channel
 - Provide a sea wall adjacent to the existing boat ramp and utilise any dredging for infill for an additional parking area.
 - Review the provision for additional parking at the rear of the existing rear parking area.
 - Consider the potential for upgrading and extending the existing jetty.
- 3 Te Kauri North should be investigated as the preferred site for a new boat facility, with due consideration for a future Marina development, staged over time. Investigations into the feasibility of this proposal should commence this year. Funding has been allocated and is available for this financial year for the identification of a suitable location and appropriate facility.

Subject to these findings of the investigation, Tuapiro Point should only be considered if Te Kauri North was found to be impracticable.



Table 1 Site Considerations.

1. Ongare Point	<ul style="list-style-type: none"> • Has access to deep-water accessibility but land access via road and private land would need to be negotiated.
2. Te Kauri North	<ul style="list-style-type: none"> • Possibly, best long term site, with dredging and reclaiming to form Marina and increasing size without taking area that is more valuable or affecting Kaimoana. • Will avoid violation of culturally and historically sensitive areas. • Not very significant ecological features at risk by access along shoreline. • Chelmsford Street almost to site and access from Ongare possible, some cultural issues will need to be considered and discussed. • Combining dredging and reclaiming to create hard stand • Minimal visual impact on nearby residents. • Greatest potential for ongoing development Marina, jetty/wharf, pole moorings and expansion.
3. Beach Road	<ul style="list-style-type: none"> • Most achievable short term solution in addition to an all tide ramp not a replacement • Would become attractive option for boats 5metres and under. • Good roading Good parking – toilets and lighting. • 1/3 to ½ tide – ability to use 3hrs either side of High Tide • Concerns that any funds spent on improvements at Beach Road would be fewer funds available for long-term solution. • Little residential opposition. • Present ramp 120 metres. • Enhancement Extend to low water and add two turning bays • If upgraded early would be an opportunity to take pressure off Tanners Point, while the new facility is planned. • Not viewed as an alternative to the new all tide Ramp. Possible to expand taking into account affect of sand build up and resulting erosion.
4. Tuapiro Beach.	<ul style="list-style-type: none"> • Tuapiro is still rated for accessibility and proximity but has already been identified (Tuapiro Reserve Development) as having problems with consent costs, public concern and cultural sensitivity. Significant Land Spit – cultural & ecological issues / interest. Burial sites. Feasible to extend boat ramp into deep channel.



	<ul style="list-style-type: none">• Original boat ramp site• Would be opposed by Tangata Whenua. Not acceptable from a Maori Perspective• Some support for being kept as the only extensive natural beach in the inner harbour.• Some opposition from residents.• High cost in roading if alternative route behind settlement is required• Use of present road may bring objections from some residents.
5. Kauri Point	<ul style="list-style-type: none">• Culturally important area that may be adversely affected by a possible boat ramp would be apposed
6. Matahui / Sharp	<ul style="list-style-type: none">• Not as suitable as first thought
7. Anzac Bay	<ul style="list-style-type: none">• Anzac Bay should not be promoted, because of its proximity to the Harbour Entrance immediately after launching, when most engine failure is likely to occur.• Existing Facilities seen as adequate, used extensively by families.
8. Tanners Point	<ul style="list-style-type: none">• Existing facilities quite good.• Additional boat ramp and turning point for egress could be provided• Additional further parking could feasibly be provided• Existing jetty facility could be further extended.
9. Athenree	<ul style="list-style-type: none">• Athenree has problems with distance from the water, access to harbor, parking, road access and availability to users.
10. Bowen Town	<ul style="list-style-type: none">• Bowentown was mostly used by out of town boat owners from Waikato and Thames Valley and had parking problems.



Table 2 Site Preferences

Boat Ramp	Deep Water Access	Access	Tangata whenua Acceptance	Achievable	Action	Comment
1. Ongare Point (KDV site)	Good	Road required	No	No	No	Maori Trust land
2. Te Kauri North	Achievable	Road required	High Possible	Possible	Yes	Feasibility study to be carried out
3. Beach Road	Extend existing ramp	Good	Yes	Yes	Yes	Extend ramp, widen and add turning Bays
4. Tuapiro Point	Achievable	Fair	Oppose	No	No	Due diligence must be exercised before this option can be considered.
5. Kauri Point	Good	Poor	Oppose	No	No	Significant Tangata whenua interest
6. Matahui/Sharp	Good	Poor	Neutral	No	No	Land costs and roading very expensive
7. Anzac Bay	Good	Good	Yes	Possible	No	Possible danger proximity to the Harbour Entrance
8. Tanners Point	Good	Fair	Yes	Yes	Yes	Provide additional ramp, Provide sea wall for parking, Upgrade Rd SH2
9. Athenree	Poor	Poor	Neutral	No	No	Too limiting
10. Bowen Town	Good	Good	Neutral	Possible	No	Facilities OK



Attachment 1 Interim Advisory Forum

TAURANGA HARBOUR NORTHERN BOAT RAMP
INTERIM ADVISORY FORUM

Group	Name	Contact No
Athenree/Sailing	Jane Sayer	5491 183
Ongare Point	Allan Goodyear	5491 433
KK Yacht Club	Basil Cook	5492 202
Bowentown B C	Bill Purcell	5490 068
Project Manager	Charles Turner	571 8008
Civil Eng	David Crispin	5491 900
Tuapiro	Dean Mateanga	5493 579
Te Rereatukahia	Eddie Bluegum	5491 527
	E Purukamu	
Tuapiro	John Hona	
Te Rereatukahia	Kevin Bluegum	5491 480
Tuapiro	Katrina Driver (sec)	5491 457
Service Clubs	Keith Williams	5490 206
KK Boat Club	Kerry Williams	5490 156
WBoPDC (Coordinator) Councilor	Sam Dunlop	5492 856
Bird & Game	Maurice Darling	5491 468
KK Comm Bd	Norm Mayo	5490 326
Tanners Point	Ron Stuart	5491 030
Rural Users	Syd Hopkins	5490 816
Tuapiro Ratepayers	Trevor Harvey	5490 021