

KEY	
POTL Development	
Regulatory Matters	
Treaty Settlements	
Consenting Process	
Consultation	
Relevant Events	

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
1.	1 September 1873	Port Established	Whilst the first wharves were constructed in the 1860s, the Port of Tauranga was officially established on 1 September 1873 by order of the Governor of New Zealand. This order determined that the wharf at the end of Wharf Street (Tauranga CBD), which had been constructed in 1871, would become the 'legal landing place' of the Port of Tauranga for customs purposes.
2.	1910	Mount Maunganui	A wharf was constructed at Mount Maunganui for the handling of material for the construction of the East Coast railway (the Tauranga to Te Puke section). Although that Mount Maunganui wharf was intended to be a temporary structure, it remained until its demolition in 1936.
3.	26 October 1912	Tauranga Harbour Board	The Tauranga Harbour Board was established by the Tauranga Harbour Act 1912. The newly constituted Tauranga Harbour Board was authorised by that Act to acquire all wharves, jetties, buoys, beacons, sheds, and appurtenances thereof from the Borough of Tauranga at a price to be agreed between the parties.
4.	1927	Railway Wharf	Construction of the railway wharf at Tauranga (i.e. the Sulphur Point side of Stella Passage) is completed.
5.	1934	Salsbury Wharf	Salisbury Wharf was constructed at the northern end of Waikorire/Pilot Bay, and was mostly utilised by a ferry company, transporting people from Tauranga to Mount Maunganui.
6.	1937	Aerodrome Wharf	Construction of an aerodrome wharf at Whareroa Point was completed.
7.	1953	Entrance Dredging	The entrance to Tauranga Harbour was dredged to deepen it from 7m to 8m, and to create a 90m wide channel from 'North-west Rock' to 'North Rock'.

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
8.	5 December 1954	Original Mount Maunganui Wharf ¹	A 373m long wharf was constructed at Mount Maunganui (today this wharf's location in the continuous Mount Maunganui Wharves is 477m to 850m – out of a total meterage of 2,059m). The depth of the CMA adjacent to the Original Wharf was deepened to 9.5m CD.
9.	1960	Mount Maunganui Extension 1 ²	A 53m long extension to the Mount Maunganui Wharves was completed (today this wharf's location in the continuous Mount Maunganui Wharves is 850m to 903m – out of a total meterage of 2,059m). The depth of the CMA adjacent to this extension was deepened to 10.4m CD.
10.	1962	Mount Maunganui Extension 2 ³	A 183m long extension to the Mount Maunganui Wharves was completed (today this wharf's location in the continuous Mount Maunganui Wharves is 294m to 477m – out of a total meterage of 2,059m). The depth of the CMA adjacent to the extension was deepened to 10.4m CD. The works were approved pursuant to s 178(b) of the Harbours Act 1950 (reference: MD11168).
11.	1963	Mount Maunganui Extension 3 ⁴	A 184m long extension to the Mount Maunganui Wharves was completed (today this wharf's location in the continuous Mount Maunganui Wharves is 903m to 1,087m – out of a total meterage of 2,059m). The depth of the CMA adjacent to the extension was deepened to 10.4m CD.
12.	1964	Mount Maunganui Extension 4 ⁵	A 183m long extension to the Mount Maunganui Wharves was completed (today this wharf's location in the continuous Mount Maunganui Wharves is 1,087m to 1,270m – out of a total meterage of 2,059m). The depth of the CMA adjacent to the extension was deepened to 10.4m CD.
13.	1965	Mount Maunganui Extensions 5 and 6 ⁶	Two extensions to the Mount Maunganui Wharves were completed: <ul style="list-style-type: none"> A 93m long extension to the Mount Maunganui Wharves was completed (today this wharf's location in the continuous Mount Maunganui Wharves is 1,270m to 1,361m – out of a total meterage of 2,059m). The depth of the CMA adjacent to the extension was deepened to 10.4m CD; and

¹ See Drawing 320-75.

² See Drawing 320-75.

³ See Drawing 320-75.

⁴ See Drawing 320-75.

⁵ See Drawing 320-75.

⁶ See Drawing 320-75.

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
			<ul style="list-style-type: none"> A 233m long extension to the Mount Maunganui Wharves was completed (today this wharf's location in the continuous Mount Maunganui Wharves is 1,361m to 1,594m – out of a total meterage of 2,059m). The depth of the CMA adjacent to the extension was deepened to 10.4m CD.
14.	1968	Mount Maunganui Extension 7 ⁷	A 214m long extension to the Mount Maunganui Wharves was completed (today this wharf's location in the continuous Mount Maunganui Wharves is 80m to 294m – out of a total meterage of 2,059m). The depth of the CMA adjacent to the extension was deepened to 10.4m CD.
15.	1968	Sulphur Point Reclamation	Construction of the Sulphur Point reclamation commenced. Between 1969 and 1989 the material dredged from the Maunganui Road and Stella Passage shipping channels was pumped ashore via long pipelines to form the 95ha Sulphur Point reclamation. The total volume dredged amounted to approximately 5.5Mm ³ .
16.	1968	Sulphur Point	A 1,524 m wall was constructed at Sulphur Point to increase sea floor erosion and maintain the water depth necessary for boats to access the wharves.
17.	23 October 1968	Dredging of Cutter Channel	Capital dredging of Cutter Channel was undertaken to eliminate the need to use the Pilot Bay Channel, cutting through a bar along the margin of the Maunganui Road channel into a partly existing blind channel. The volume of material removed was approximately 1.45Mm ³ resulting in a channel 100m wide and 9.4m CD deep. The work was done by trailer suction hopper dredging and the clean, loose sand was deposited in an off-shore deposition site.
18.	October 1969	Sulphur Point	A 1,370m rock tide-training wall was completed on the Tauranga side of the harbour.
19.	1969	Mount Maunganui Extension 8 ⁸	A 213m long extension to the Mount Maunganui Wharves was completed (today this wharf's location in the continuous Mount Maunganui Wharves is 1,594m to 1,807m – out of a total meterage of 2,059m). The depth of the CMA adjacent to the extension was deepened to 10.4m CD.
20.	1969	Butters Landing Development	Works at Butters Landing were completed over the previous decade including: <ul style="list-style-type: none"> A 75 m sheet piled wharf;

⁷ See Drawing 320-75.

⁸ See Drawing 320-75.

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
			<ul style="list-style-type: none"> • Establishment of jetties; • Installation of mooring piles; and • Construction of the ferry landing.
21.	1969	Harbour Entrance Dredged	The entrance to Tauranga Harbour was dredged to widen the entrance channel.
22.	August 1970	Harbour Board	The Tauranga Harbour Board changed its name to the Bay of Plenty Harbour Board.
23.	1972	Tanea Shelf Dredged	Tanea Shelf was deepened and widened. The material was a boulder field overlaying predominantly cemented silt and sand and was dredged by bucket conveyor dredge.
24.	1973	Mount Maunganui Extension 9 ⁹	A 116m long extension to the Mount Maunganui Wharves was completed (today this wharf's location in the continuous Mount Maunganui Wharves is 1,807m to 1,923m – out of a total meterage of 2,059m). The depth of the CMA adjacent to the extension was deepened to 10.4m CD.
25.	1974	Dredging	A trailing suction hopper dredging project was undertaken.
26.	1978	Dredging	A further trailing suction hopper dredging project was undertaken. This, and the 1974 dredging project, resulted in a final port draught of 10.7m at high water (depth of 10.4m inside and 11.3 m outside of the harbour) and capacity to berth a ship overall length of 225m. The total amount of material dredged amounted to approximately 4.7Mm ³ .
27.	1979	Tug and Pilot Launch	Jetty mooring piles were installed at the tug and pilot launch berth.
28.	1979	Mount Maunganui Crane	Installation of a crane (ref: IR1318) on the Mount Maunganui wharves.
29.	1979	Tanker Berth ¹⁰	An 80m long (13m depth alongside) tanker berth was completed south of the Mount Maunganui Wharves (i.e. south of Berth No 11). This development was approved pursuant to s 178(b) of the Harbours Act 1950 (ref: MD(N) 551).

⁹ See Drawing 320-75.

¹⁰ See Drawing 320-75 (Berth No 16).

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
30.	1980	Mount Maunganui Wharves	Sheet piling was installed adjacent to 260m of the Mount Maunganui Wharves to enable deepening from 9.5m to 12.5m. Out of the 2,059m of continuous wharves this 260m section constitutes the area adjacent to the section of wharves at 338m to 598m. ¹¹
31.	5 October 1981	Sulphur Point Title	Bay of Plenty Harbour Board (Sulphur Point) Vesting & Empowering Act 1981 vested the title to the Sulphur Point reclamation in the Harbour Board
32.	20 September 1981	Ruahihi Canal collapse	One day after the Ruahihi Power Station had been officially opened, the eastern bank of the Ruahihi Canal supplying water to the power station collapsed. The debris, sludge, sediment, etc made its way into the Wairoa River where it was eventually discharged to the Tauranga Harbour.
33.	1983	Urgent Dredging	Urgent maintenance dredging was undertaken in the Cutter Channel, running from the entrance of the harbour to the Mount Maunganui Wharves.
34.	1984	Pilot Bay Restoration	Sand stored and stockpiled from previous dredging campaigns was applied to the foreshore at Pilot Bay creating a usable sandy beach.
35.	1984 – 1985	Mount Maunganui Wharves	Sheet piling installed adjacent to 206m of the Mount Maunganui Wharves to enable deepening from 10.4m to 12.5m. Out of the 2,059m of continuous wharves this 206m section constitutes the area adjacent to the section of wharves at 1,319m to 1,525m. ¹²
36.	1986	Tug wharf	A specific wharf for tug and pilot boats was built near Salisbury Wharf (northern Mount Maunganui Wharves) and was known as the “tug berth”.
37.	1987	Chip Berth	Construction of a chip berth (mooring dolphins) was completed at the Mount Maunganui Wharves. This development was approved pursuant to s 178(b) of the Harbours Act 1950 (ref: MD 16416).
38.	1988	Mount Maunganui	Two extensions to the Mount Maunganui Wharves were completed:

¹¹ See Drawing 320-75 (Berth No 16).

¹² See Drawing 320-75 (Berth No 16).

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
		Extensions 10 and 11 ¹³	<ul style="list-style-type: none"> An 136m long extension to the Mount Maunganui Wharves was completed (today this wharf's location in the continuous Mount Maunganui Wharves is 1,923m to 2,059m – out of a total meterage of 2,059m). The depth of the CMA adjacent to the extension was deepened to 13.0m CD. This extension was approved pursuant to s 178(b) of the Harbours Act 1950 (ref: MD(N) 1302). An 80m long extension to the Mount Maunganui Wharves was completed (today this wharf's location in the continuous Mount Maunganui Wharves is 0m to 80m – out of a total meterage of 2,059m). The depth of the CMA adjacent to the extension was deepened to 10.4m CD. This extension was approved pursuant to s 178(b) of the Harbours Act 1950 (refs: MD 16468 and MD 16469).
39.	13 March 1988	Tauranga Harbour Bridge	The Tauranga Harbour Bridge was officially opened, which connected Tauranga CBD and Mount Maunganui.
40.	1 October 1988	POTL Establishment	Port of Tauranga Limited (POTL), as a port operating company, took over the commercial undertakings of the former Harbour Board.
41.	1989	Sulphur Point Reclamation	The Sulphur Point reclamation was completed.
42.	3 July 1989	Sulphur Point Wharf	The construction of berths at the Sulphur Point reclamation commenced. This included construction of 600m of wharf and deepening of the CMA adjacent to that wharf to 15.5m CD.
43.	1990	Dredging	The Entrance Channel and Passing Lane were dredged – the total amount of material dredged amounted to approximately 0.36Mm ³ .
44.	1991	Original Sulphur Point Wharf ¹⁴	<p>The following activities were undertaken:</p> <ul style="list-style-type: none"> Deepening (to approximately 12.9m inside and 14.1m outside) and widening (approximately 30m to 40 m) of the shipping channel to ease corners (the draught was increased to 13.0m high water and 11.7m low water). The purpose of this was to accommodate Panamax size ships. Dredging occurred in the first half of 1991 and approximately 4.5Mm³ of material was removed.

¹³ See Drawing 320-75.

¹⁴ See Drawing 320-75.

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
			<ul style="list-style-type: none"> • Commencement of the construction of the Sulphur Point container terminal. • Installation of two container cranes and related infrastructure (refs: IR1446 and IR1447). <p>These activities were approved pursuant to s 178(b) of the Harbours Act 1950 (refs: MD 16504, MD 16549, MD 16537, and MD 16529).</p>
45.	19 September 1991	Settled Dredge Water Discharge	POTL was granted an approval under the Water and Soil Conservation Act 1967 for the discharge of settled dredge water to Tauranga Harbour at POTL's property at Sulphur Point (ref: 2732). POTL was also granted the right under that Act for the discharge of dredging spoil from Port shipping channels to a dump at sea off Mount Maunganui (ref: 2802). This approval and right expired on 30 August 2001.
46.	24 September 1991	Dredging	POTL obtained consent from Bay of Plenty Regional Council (BOPRC) under the Harbours Act 1950 to undertake channel deepening and widening at Tauranga Harbour (ref: 04-0006). This consent expired on 1 October 1995.
47.	29 November 1991	Stormwater Discharge	POTL obtained consent from BOPRC under the Resource Management Act 1991 (RMA) to discharge stormwater from multiple outlets to Tauranga Harbour (ref: RC 02 02852). This consent expired on 30 December 2001.
48.	1991	Scholarship	POTL administers and funds the Turirangi Te Kani Memorial Scholarship ¹⁵ for tertiary education. This scholarship is still offered to this day.
49.	1992	Sulphur Point	The Sulphur Point Original Wharf opened.
50.	20 February 1992	Stormwater Outfall	POTL obtained consent from BOPRC under the RMA to construct a stormwater outfall across the foreshore at the northern end of the Sulphur Point "Original Wharf" reclamation (ref: RC 04 0009).
51.	23 September 1992	Māori Treaty Settlement	The deed of settlement between the Crown and Māori was signed (<i>Deed of Settlement: Her Majesty the Queen and Māori</i>).
52.	15 December 1992	Fisheries Settlement	The Treaty of Waitangi (Fisheries Claims) Settlement Act 1992 is given royal assent and comes into force.

¹⁵ Turirangi Te Kani was a well respected Kaumatua connected with several Marae on the eastern side of Te Awanui.

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
53.	15 December 1992	Dredging	POTL obtained consent from BOPRC under the RMA for the dredging of 25,000m ³ of sand from an area of Tauranga Harbour adjacent to the southern end of the Sulphur Point Wharf and pumping it ashore for the purpose of commercial sand retailing (ref: RC 04 0066). This consent expired on 31 March 1994.
54.	15 December 1992	Dredging	POTL obtained consent from BOPRC under the RMA for the excavation, by dredging, of 5,000m ³ of harbour bed material from a 1ha area of Town Reach channel to maintain a navigation channel and to pump the dredged material ashore to stockpiles at Sulphur Point (ref: RC 04 0068). This consent expired on 30 May 1993.
55.	17 November 1993	Mount Maunganui Wharves	POTL obtained consent from BOPRC under the RMA to modify existing Mount Maunganui wharf structures by installing sheet piling at the base of the existing rock batter, excavation, by dredging, of 18,000m ³ of harbour bed material from a circa 1ha area of sitting basin adjacent to Berth 3 ¹⁶ and to pump the dredged material ashore to stockpiles at Sulphur Point (ref: RC 04 0126). This consent expired on 31 May 1994.
56.	30 June 1994	Dredging	POTL obtained consent from BOPRC under the RMA to dredge 50,000m ³ of sand from an area of Tauranga Harbour bed adjacent to the southern end of the Sulphur Point Wharf and to pump it ashore for commercial sand retailing and to discharge clean dredging spoil from consented intermittent dredging operations within the Tauranga Harbour to the excavation area so formed (ref: RC 04 154). This consent expired on 1 June 1995.
57.	13 July 1994	Reef Relocation	POTL lodged an application with BOPRC to relocate a reef at Tanea, Pilot Bay. That application was declined.
58.	27 July 1994	Coastal Occupation Permit	<p>POTL was granted a s 384A coastal occupation permit, allowing it to occupy part of the CMA to enable the management and operation of port related commercial undertakings under the Port Companies Act 1988.</p> <p>This occupation permit was amended on 10 December 1996 to include the parts of the CMA located beneath existing structures that comprised the Port of Tauranga – e.g. berths and wharves. The amendment confirmed that it was not the intention of the permit to exclude the right to occupy the areas beneath these structures and that it was being undertaken to rectify an omission.</p> <p>This permit expires on 30 September 2046, its duration having been extended by the Resource Management (Consenting and Other System Changes) Amendment Act 2025.</p>

¹⁶ See Drawing 320-75.

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
59.	25 October 1994	Consultation	POTL invited tangata whenua parties ¹⁷ to attend a meeting whereby POTL would present its Outline Development Plan that would be included in the Bay of Plenty Coastal Environment Plan, show groups around the harbour on a tug to physically see the areas of proposed future development (weather dependent), and invite those parties to provide their reviews on the same.
60.	25 November 1994	Sulphur Point Extension 1 ¹⁸	POTL obtained consent from BOPRC under the RMA to construct and maintain structures associated with the 170m extension to the northern end of the Sulphur Point wharves (ref: RC 040165). This consent expires on 1 October 2026.
61.	29 November 1994	Sulphur Point Extension 1	POTL obtained consent from BOPRC under the RMA to dredge up to 50,000m ³ of material from the harbour bed of the Stella Passage channel to form the sitting basin and under wharf batter for the northern extension of the Sulphur Point wharves, and to provide sufficient depth for berthage purposes (ref: RC 04 0163). This consent expired on 31 October 2000.
62.	1994	Outline Development Plan	The <i>Outline Development Plan: Port of Tauranga</i> , is completed by POTL. Its intent was to scope all currently anticipated future port developments. Notably, the scope of this plan included the Stella Passage Development. As set out further in this table, the Outline Development Plan is included in the current version of the Bay of Plenty Coastal Environment Plan.
63.	19 January 1995	Dredging at Sulphur Point	POTL obtained consent from BOPRC under the RMA to dredge 50,000m ³ of sand from an area of the Tauranga Harbour bed adjacent to the southern end of the Sulphur Point wharf and to pump it ashore for commercial sand retailing (ref: RC 04 0158). This consent expired on 31 December 1995.
64.	13 March 1995	Dredging Trial	POTL obtained consent from BOPRC under the RMA to undertake a dredging trial to determine the environmental impacts of back-hoe dredging on the Tauranga Harbour environment (ref: RC 04 0174). This consent expired on 28 February 1996.

¹⁷ Tauranga District Māori Council, Tauranga Moana Trust Board, Te Awanui Māori Women's Welfare League, Ngāti Ranginui Iwi Rūnanga, Ngāi Te Rangī Iwi Incorporated Society, Ngāti Pūkenga Iwi Incorporated Society, Te Rūnanga O Tapuika-Waitaha, Te Rereatukahia Māori Committee, Ngā Pōtiki Māori Committee, Tawhitinui Marae, Tamapahore Māori Committee, Ngāi Tukairangi Hapū Committee, Hairini Māori Committee, Pirirakau Māori Committee, Wairoa (Ngāti Kahu) Māori Committee, Mataka Island Māori Committee, Te Rūnanga o Nagi Tamarawaho Incorporated.

¹⁸ See Drawing 320-75.

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
65.	10 May 1995	Mount Maunganui	POTL obtained consent from BOPRC under the RMA for the discharge of treated stormwater from an 8ha log storage yard at POTL's Hewletts Road property via a single stormwater outlet to the airport dam (ref: RC 02 4192). This consent expired on 31 December 2001.
66.	13 May 1995	Dredging Discharge	POTL obtained consent from BOPRC under the RMA for the discharge of spoil dredged from the bed of the Tauranga Harbour adjacent to the southern end of the Sulphur Point wharves during trial dredging to a trial dump ground at sea off Mount Maunganui – the maximum volume of material to be dredged was 5,000m ³ (ref: RC 04 0175). This consent expired on 28 February 1996.
67.	7 June 1995	Dredging	POTL obtained consent from BOPRC under the RMA to deposit clean sand from intermittent dredging operations onto the bed of the Tauranga Harbour and to disturb the bed of Tauranga Harbour by dredging sand for removal ashore for commercial sand retailing (ref: RC 04 0194). This consent expired on 30 June 2000.
68.	20 December 1995	Discharge of Water	POTL obtained consent from BOPRC under the RMA to discharge warmed seawater to Tauranga Harbour for the purposes of cooling water in cool store refrigeration (ref: RC 40209). This consent was surrendered on 7 December 2023.
69.	11 March 1996	Sulphur Point	POTL obtained consent from BOPRC under the RMA for the reclamation of an area of the Tauranga Harbour bed for the purpose of providing a service area for the northern extension of the Sulphur Point wharf and to ensure the configuration of the new wharf is contiguous with the existing facilities (ref: RC 04 0164).
70.	July 1998	Sulphur Point Container Terminal	The Sulphur Point Container Terminal was officially opened.
71.	1998	Crane relocation	Crane (ref: IR1318), referred to at row [28], was relocated from the Mount Maunganui Wharves to Sulphur Point Wharf.
72.	1998	Stormwater Consent	POTL lodged an application with BOPRC seeking to authorise stormwater discharges from the Mount Maunganui Wharves. This application remained on hold until 2017 (see row [122]).
73.	7 December 1998	Fisheries Settlement	The Fisheries (Kaimoana Customary Fishing) Regulations 1998 was given royal assent.

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
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74.	1 March 2000	Maintenance Dredging	<p>POTL obtained consent from BOPRC under the RMA for maintenance dredging. This included excavation, by way of dredging, of material from the Entrance Channel, Cutter Channel, Manganui Roads, and Stella Passage to maintain sufficient depth for safe navigation (ref: RC 40152):</p> <ul style="list-style-type: none"> Quantity of material to be dredged from the Entrance Channel shall not exceed 120,000m³ per year with a maximum of 360,000m³ permitted once in any ten year period. Quantity of material to be dredged from the Cutter Channel, Manganui Road, and Stella Passage shall not exceed 120,000m³ per year with a maximum of 360,000m³ permitted once in any ten year period. <p>Consents were also obtained under the RMA in relation to the deposition of dredged material in the CMA:</p> <ul style="list-style-type: none"> Deposition Site A – 100,000m³ of material annually (ref: RC 60077). Deposition Sites B and C – 150,000m³ of material per site annually (ref: RC 60078). Deposition Site D – 720,000m³ of material per year (ref: RC 40157). Deposition Site E – POTL was authorised to dredge up to 100,000m³ of material per year from the bed of Deposition Site E and pump it ashore for commercial sand retailing (ref: RC 60083). Deposition Site F – Replenishment of Pilot Bay, Mount Maunganui. The total quantity of material deposited shall not exceed 10,000m³ in any ten year period (ref: RC 60080). Deposition Site G – 630,000m³ of material per site annually (ref: RC 60079). <p>These consents expired on 28 February 2020.</p> <p>RC 60077 and RC 60078 were subsequently varied on 2 February 2007 to alter the monitoring requirements.</p> <p>RC 60079 was subsequently varied on 5 December 2007 to alter the bathymetric survey requirements.</p>

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75.	1 March 2000	Sulphur Point Dredging	POTL obtained consent from BOPRC under the RMA to excavate, by dredging, up to 800,000m ³ of material from adjacent to the Sulphur Point wharf to create sufficient depth for navigation (ref: RC 60076). This consent expired on 28 February 2005.
76.	2 March 2001	Sulphur Point Extension 1 ¹⁹	A further application was lodged with BOPRC for the northern Extension 1 to the Sulphur Point Wharf.
77.	13 December 2001	Dredging Discharge	POTL obtained consent from BOPRC under the RMA to provide for the discharge of sediment contaminated seawater from a 0.75ha dredging settlement pond (ref: RC 61154). This consent expired on 30 November 2016.
78.	13 December 2001	Sulphur Point Extension 1 ²⁰	POTL obtained consent from BOPRC under the RMA to construct the 170m northern extension of the Sulphur Point wharf facilities (ref: RC 61137). This consent expires on 30 September 2046.
79.	13 December 2001	Sulphur Point Sitting Basin	POTL obtained consent from BOPRC under the RMA for the excavation, by dredging, of up to 50,000m ³ of material from the Tauranga Harbour foreshore and seabed to create the sitting basin and under-wharf batter for the northern extension of the Sulphur Point Wharf facilities (ref: RC 61133). This consent expired on 30 November 2016.
80.	13 December 2001	Sulphur Point	POTL obtained consent from BOPRC under the RMA to reclaim seabed and foreshore of Tauranga Harbour to provide for the servicing of the Sulphur Point wharf facilities and to ensure the configuration of the new wharf is contiguous with existing facilities (ref: RC 61134).
81.	4 April 2002	Stormwater Discharge	POTL obtained consent from BOPRC under the RMA to discharge treated stormwater from the Hewletts Road log yard via a single stormwater outlet to a Tauranga District Council ²¹ drain leading to Tauranga Harbour (ref: RC 61418). This consent expired on 31 March 2022.
82.	27 August 2002	Stormwater Discharge	POTL obtained consent from BOPRC under the RMA to discharge stormwater from a paved storage yard to an unnamed tributary of Tauranga Harbour (ref: RC 61716). This consent expired on 31 July 2017.

¹⁹ See Drawing 320-75.

²⁰ See Drawing 320-75.

²¹ Now the Tauranga City Council.

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
83.	1 July 2003	Regional Coastal Environment Plan	The Bay of Plenty Regional Coastal Environment Plan becomes operative. The policies of the Plan's Port Zone required recognition that the structures and areas of capital dredging in the Outline Development Plan: Port of Tauranga are appropriate within the Port Zone provided that adverse effects are avoided, remedied, or mitigated. ²²
84.	20 September 2004	Mount Maunganui	POTL obtained consent from BOPRC under the RMA to provide for the construction of steel sheet pile cantilevered retaining walls and the deepening of adjacent berths along 500m of the existing wharf structures at Mount Maunganui (ref: RC 62711). This consent expired on 30 September 2014.
85.	26 September 2004	Māori Fisheries	Māori Fisheries Act 2004 is given royal assent and comes into force.
86.	22 December 2004	Māori Fisheries	Māori Commercial Aquaculture Claims Settlement Act 2004 is given royal assent and comes into force.
87.	2005	Mount Maunganui Wharves	<p>The CMA adjacent to certain Mount Maunganui berths is deepened from 10.4m to 12.5m CD:</p> <ul style="list-style-type: none"> Berth 7 (today this berth's location in the continuous Mount Maunganui Wharves is 1,112m to 1,319m – out of a total meterage of 2,059m). Berth 10 (today this wharf's location in the continuous Mount Maunganui Wharves is 1,575m to 1,923m – out of a total meterage of 2,059m). <p>The deepening was carried out under RC 62711 – see row [84] (this application was lodged on 4 June 2004 and was processed on a non-notified basis).</p>
88.	2005	Sulphur Point Crane	Crane (ref: IR1646) was installed on the Sulphur Point wharf.
89.	6 December 2005	Dredging Discharge	POTL obtained a variation to consent conditions in relation to RC 61154 (see row [77]) which related to the discharge locations.
90.	2 June 2006	Sulphur Point	POTL obtained consent from BOPRC under the RMA for the purpose of discharging stormwater from the Sulphur Point wharf area to the Tauranga Harbour (ref: RC 61348). This consent expires on 31 May 2041.

²² Bay of Plenty Regional Coastal Environment Plan (2003), 13.2.3(b).

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
91.	2 June 2006	Stormwater Discharge	POTL obtained consent from BOPRC under the RMA to authorise the use of a stormwater discharge structure and occupation of the space in the coastal marine area of the Tauranga Harbour (ref: RC 61347). This consent expires on 31 May 2041.
92.	12 June 2006	Dredging	POTL obtained consent from BOPRC under the RMA to excavate, by dredging, material from the seabed of Tauranga Harbour to extend the existing shipping channel and to deposit material onto the seabed off Mauao (ref: RC 62920). This consent expires on 31 December 2027.
93.	14 February 2008	Sulphur Point Crane	POTL obtained consent from BOPRC under the RMA to authorise the construction and use of a crane at the Sulphur Point wharf in the coastal marine area of the Tauranga Harbour (ref: RC 65264). This consent expires on 28 February 2043.
94.	28 August 2008	Mātaimai Reserve	Te Maunga o Mauao Mātaimai Reserve was gazetted as a Mātaimai Reserve under the Fisheries (Kaimoana Customary Fishing) Regulations 1998.
95.	19 March 2009	Dredging	POTL obtained consent from BOPRC under the RMA to authorise the removal of sand from the Tauranga Harbour shipping channels for sampling to ascertain the sand properties and its suitability for sale (ref: RC 65634). This consent expired on 31 January 2011.
96.	2009	Harbour Bridge	A second bridge spanning Tauranga Harbour was built in the mid-2000s opening in 2009. This new bridge runs alongside the original bridge and extends it by three lanes.
97.	2009	Sulphur Point	Crane (ref: IR1761) was installed on the Sulphur Point wharf.
98.	February 2010	Dredging CIA	Cultural Impact Assessments were received from the following parties for POTL's capital and maintenance dredging resource consent application (see row [106]): <ul style="list-style-type: none"> • Ngāti Tapu; • Ngāti Ranginui; • Ngāti Kuku; • Ngāti Kahu; • Ngāti He;

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
			<ul style="list-style-type: none"> • Ngāi Tamarawaho; • Matakana and Rangiwaea Islands; • Ngāi Tamawariua; • Ngāi Tukairangi; • Otawhiwhi Marae; • Tauranga Moana Iwi Customary Fisheries Trust; • Te Rereatukahia Marae; and • Te Rūnanga o Ngāi Te Rangī Trust.
99.	13 September 2011	Sulphur Point Crane	POTL obtained consent from BOPRC under the RMA for the construction and use of a crane on the Sulphur Point wharf, over the foreshore and seabed (ref: RC 66878). This consent expires on 31 August 2046.
100.	20 September 2011	Waitaha	Waitaha's deed of settlement was signed (<i>Deed of Settlement of Historical Claims: Waitaha, the Trustees of the Te Kapu o Waitaha, and The Crown</i>).
101.	6 June 2012	Sulphur Point Extension 1	POTL obtained a variation of consent conditions to RC 61137 relating to the hours of pile driving that were to occur for the northern Extension 1 to the Sulphur Point wharf.
102.	21 June 2012	Ngāti Ranginui	Ngāti Ranginui's deed of settlement was signed (<i>Deed of Settlement of Historical Claims: Ngā Hapū o Ngāti Ranginui, Trustees of the Ngā Hapū o Ngāti Ranginui Settlement Trust, and the Crown</i>).
103.	April 2013	Sulphur Point Extension 1 ²³	The northern Extension 1 to the Sulphur Point Wharf was completed. The Wharf was extended by 170m making the total length of the Sulphur Point wharf 770m. A mooring dolphin structure was also constructed approximately 31m north of Extension 1, in the CMA.
104.	2013	Sulphur Point Crane	Crane (ref: IR1850) was installed on the Sulphur Point wharf. Authorised by RC 66878 at row [99].
105.	7 April 2013	Ngāti Pūkenga	Ngāti Pūkenga signed its deed of settlement (<i>Deed of Settlement of Historical Claims: Ngāti Pūkenga, The Trustees of the Te Tāwharau o Ngāti Pūkenga Trust, and the Crown</i>).

²³ See Drawing 320-75.

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
106.	3 March 2013	Capital and Maintenance Dredging	<p>POTL obtained consent from BOPRC under the RMA to undertake the following activities associated with the deepening and widening of the navigation channels within Tauranga Harbour and the Port of Tauranga:</p> <ul style="list-style-type: none"> • Disturb the seabed of Tauranga Harbour by dredging; • Deposit dredged material in the coastal marine area; • Remove dredged material from the coastal marine area; and • Disturb the seabed of Tauranga Harbour by maintenance dredging. <p>The quantity of extraction for capital dredging is as follows:</p> <ul style="list-style-type: none"> • <u>Entrance Channel and No.2 Reach</u>: Deepen to 14.4m including dredging of approximately 5.8Mm³; • <u>Tanea Shelf</u>: Deepen to 17.4m and widening of 32m including dredging of approximately 0.4Mm³; • <u>Cutter Channel</u>: Deepen to 16m, widening of 115m including dredging of approximately 7Mm³; • <u>Maunganui Road</u>: Deepen to 16m and widening of 50m, and creation of a turning basin 16 m deep and 200m x 200m including dredging of approximately 0.4Mm³; and • <u>Stella Passage</u>: Deepen to 16m including dredging of 1.3Mm³. <p>For maintenance dredging, the total quantity of material removed shall not exceed 0.185Mm³ per year, averaged over a 5 year rolling period. Material shall only be removed for the purpose of maintaining the depths set out above.</p> <p>(ref: RC 65806 and RC 65807) – these consents expire on 31 December 2027. Their initial expiry date of 6 June 2027 was extended by the Resource Management (Duration of Consents) Amendment Act 2025.</p> <p>RC 65806 includes a Kaimoana Restoration programme in which POTL is to determine and mitigate the actual and potential loss of Kaimoana by identifying methods and techniques to ensure the ability of Ngāi Te Rangī, Ngāti Ranginui, and Ngāti Pūkenga to collect kaimoana species affected by works authorised by the consents is maintained.</p>

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
			<p>With respect to a timeline for this application:</p> <ul style="list-style-type: none"> • It lodged with the Bay of Plenty Regional Council on 20 July 2009; • It was publicly notified; • It was the subject of a council-level hearing, commencing on 8 March 2010 and concluding on 11 March 2010; • The independent commissioners' decision was made on 31 May 2010, granting POTL's application; • That decision was appealed to the Environment Court by tangata whenua parties; • Was the subject of an Environment Court hearing on 4 – 8, 11 – 12, 18 – 21, and 26 April and then reconvened on 14 – 15 November 2011; • On 21 December 2011 the Environment Court made its recommendations to the Minister for Conservation and decision to grant consent, subject to finalisation of consent conditions; • Was further appealed to the High Court in January 2012 by tangata whenua parties; • Was the subject of a High Court hearing from 22 to 23 August 2012; and • The High Court made its decision on 18 September 2012, upholding the Environment Court's decision.
107.	13 June 2013	Waitaha	The Waitaha Claims Settlement Act 2013 is given royal assent and comes into force.
108.	23 December 2013	Sulphur Point Crane	POTL obtained consent from BOPRC under the RMA for the construction, use, and ongoing maintenance of a seventh crane on the Sulphur Point wharf over the foreshore and seabed (ref: RC 67609). This consent expires on 31 July 2048.
109.	14 December 2013	Ngāi Te Rangī and Ngā Pōtiki	Ngāi Te Rangī and Ngā Pōtiki sign their deed of settlement (<i>Deed of Settlement of Historical Claims: Ngāi Te Rangī, Ngā Pōtiki, Ngāi Te Rangī Settlement Trust, Ngā Pōtiki a Tamapahore Trust, and the Crown</i>).

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
110.	30 May 2014	Ngā Mātarae	<p>Following the grant of POTL's consents for capital and maintenance dredging, and to accord with conditions of those consents, the Ngā Mātarae Charitable Trust was settled by POTL prior to the capital dredging being undertaken. The trust's objectives were to:</p> <ul style="list-style-type: none"> • Promote the well-being of Te Awanui in a way that benefits iwi; • Promote a enduring and mutually beneficial relationship between tangata whenua and POTL; • Promote tangata whenua as kaitiaki of Te Awanui and the importance of Te Awanui, including Mauao and Te Paritaha to tangata whenua; • Set priorities and allocate funding for Te Awanui projects (incl projects by the Tauranga Moana Iwi Customary Fisheries Trust); • Support the Tauranga Moana iwi Customary Fisheries Trust in meeting responsibilities under the capital and maintenance dredging consents; • Facilitate the restoration of cultural practices, values, and places including enabling and supporting active kaitiakitanga by tangata whenua; and • Providing funding and allocate priorities for meeting its objectives. <p>POTL provided and provides funding to the trust – an initial sum of \$500,000.00 and ongoing annual contributions of \$50,000.00 (adjusted annually from 1 March 2014 for inflation). POTL also administers a scholarship scheme offered by the Ngā Mātarae Charitable Trust for students studying subjects that could benefit Te Awanui.</p>
111.	2014	Sulphur Point	Crane (ref: IR1875) is installed on the Sulphur Point wharf.
112.	2014	CIA	<p>Cultural Impact Assessments were obtained from the following parties for POTL's stormwater discharge permit application:</p> <ul style="list-style-type: none"> • Ngāti Pūkenga Iwi ki Tauranga Moana

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
			<ul style="list-style-type: none"> Ngāti Kuku
113.	2015	CIA	A Cultural Impact Assessment was obtained from the Ngāi Tukairangi Hapū for POTL's stormwater discharge permit application.
114.	21 January 2015	Tauranga Moana Iwi	Tauranga Moana Iwi sign their deed of settlement (<i>Tauranga Moana Iwi Collective Deed: Nga Hapū o Ngāti Ranginui, Ngāi Te Rangī, Ngāti Pūkenga, Tauranga Moana Iwi Collective Limited Partnership, and the Crown</i>).
115.	2015 – 2016	Capital Dredging	<p>Capital dredging is undertaken, which involves:</p> <ul style="list-style-type: none"> Deepening of the entire existing channel by 1.5m inside and 1.7m outside of Tauranga Harbour. Widening of Maunganui Road and Cutter Channel into Te Paritaha and into the ebb tide delta in the No.2 reach. Deepening at Tanea Shelf (Mauao). <p>Authorised by consents RC 65806 and RC 65807 referred to at row [106]. The total volume removed under this capital dredging campaign was 6,046,005m³.</p>
116.	2016	Sulphur Point Crane	Crane (ref: IR1318) on the Sulphur Point wharf is decommissioned (referred to at row [28]).
117.	2016	Sulphur Point Cranes	Installation of cranes CC2000 and CC2001 on the Sulphur Point wharf. Authorised by RC 16-0243.
118.	2 May 2016	Ngāi Te Rangī and Ngā Pōtiki	Ngāi Te Rangī and Ngā Pōtiki Claims Settlement Bill introduced to Parliament.
119.	30 August 2016	CIA	A Cultural Impact Assessment was obtained from Te Rūnanga o Ngāi Te Rangī Iwi Trust for POTL's stormwater discharge permit application.
120.	30 March 2017	CIA	A Cultural Impact Assessment was obtained from the Ngāti Ranginui Iwi Society for POTL's stormwater discharge permit application.

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
121.	15 August 2017	Ngāti Pūkenga	Ngāti Pūkenga Claims Settlement Act 2017 is given royal assent and comes into force.
122.	December 2017	Stormwater Discharge	An application was lodged with BOPRC to consent POTL's stormwater discharge. This application replaced the one lodged by POTL in 1998 to consent the Mount Maunganui Wharves discharge. It was treated as a new application under the RMA.
123.	30 October 2018	Coastal Environment Plan	The current Bay of Plenty Regional Coastal Environment Plan becomes operative. Notably this includes the Outline Development Plan for the Port of Tauranga. ²⁴
124.	March 2019	Agreement with Tangata Whenua	POTL enters into an agreement with unnamed tangata whenua parties in relation to POTL's stormwater discharge application. This agreement is subject to confidentiality and as such a copy of the agreement, its details, and the names of the tangata whenua parties have not been provided.
125.	1 June 2019	Stormwater Discharge	<p>POTL obtained consent from BOPRC under the RMA authorising the discharge of stormwater:</p> <ul style="list-style-type: none"> • From POTL's land to TCC's stormwater network in circumstances in which it may enter the CMA. • From POTL's stormwater network and overland flow from the Mount Maunganui Wharves to the CMA. <p>(ref: RM18-0005-CC.04 and RM18-0005-CC.05). These consents expire on 1 June 2054.</p> <p>The discharge of stormwater within the consent area is to be managed in accordance with the Port of Tauranga Stormwater Management Plan (unless otherwise approved through the conditions of this consent). Monitoring is to be undertaken (including sampling and analysis) in accordance with this monitoring plan.</p> <p>This application:</p> <ul style="list-style-type: none"> • Was lodged in December 2017; • Was limited notified to Tauranga City Council, Ngāti Ranginui, Ngāi Te Rangī, Ngāti Pūkenga Ngāti Kahu, Ngāi Tukairangi, and Ngā Tamarawaho on 31 July 2018; and

²⁴ Schedule 9, Bay of Plenty Coastal Environment Plan.

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
			<ul style="list-style-type: none"> Was the subject of a Council-level hearing on 7 May 2019.
126.	2020	Sulphur Point Crane	Crane (ref: CC2094) is installed on the Sulphur Point wharf.
127.	October 2020	COVID-19 Fast-track	A COVID-19 Recovery (Fast-track Consenting) Act 2020 application is lodged for the Stella Passage Development (albeit this version of the project included a broader scope of reclamations, extensions, and dredging at the Mount Maunganui Wharves).
128.	2021	COVID-19 Fast-track	The COVID-19 Recovery (Fast-track Consenting) Act 2020 application is not pursued as the then responsible Ministers recommend that direct referral process be pursued.
129.	February 2021	CIAs for Stella Passage Development	<p>Cultural Impact Assessments/Cultural Values Assessments for the Stella Passage Development, direct referral application received from the following parties:</p> <ul style="list-style-type: none"> Tauranga Moana Iwi Customary Fisheries Trust; and Ngāi Tamarawaho.
130.	May 2021	Stella Passage Development	An application for the Stella Passage Development was lodged with BOPRC, and subsequently a direct referral application lodged.
131.	27 August 2021	Deposition	<p>POTL obtained a variation of the conditions of RC 65806 and 65807 to authorise the disposal of dredged marine to already consented disposal sites from other duly authorised dredging activities within the Port Zone up to the maximum volumes anticipated under those existing consents (i.e. dredging from the Stella Passage Development project).</p> <p>The variation was processed on a non-notified basis due to the independent commissioner considering that it would have less than minor adverse effects.</p>
132.	7 October 2021	Sulphur Point	POTL obtained a certificate of compliance from BOPRC under the RMA for the installation of 18 automated stacking cranes at the Sulphur Point container terminal (ref: RM21-0585-AP).

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
133.	8 November 2021	Stormwater Discharge	POTL obtained consent from BOPRC under the RMA for the discharge of treated stormwater from the Hewletts Road log yard via two stormwater outlet pipes to the 'Airport Drain' leading to Tauranga Harbour (ref: RM21-0565-DC.01). This consent expires on 31 October 2047. This consent provides that the consent holder will comply with a stormwater management plan.
134.	28 August 2023	Sulphur Point Crane	POTL obtained consent from BOPRC under the RMA for the erection of a crane up to a height of 105 m above Moturiki Datum at the Sulphur Point wharf (ref: RM23-0391-CC.01). This consent expires on 22 September 2058.
135.	2023	Sulphur Point	Crane (ref: IR1446) on the Sulphur Point wharf, referred to at row [44], decommissioned.
136.	2024	Sulphur Point	Crane (ref: IR1447) on the Sulphur Point wharf, referred to at row [44], decommissioned.
137.	2024	Sulphur Point	Crane (ref: CC2174) is installed on the Sulphur Point wharf.
138.	3 April 2024	Tauranga Moana Iwi and Ngāti Ranginui	Tauranga Moana Iwi Collective Redress Bill divided from the Ngāti Ranginui Settlement Bill.
139.	23 July 2024	Relationship Agreement	A relationship agreement entered into with two tangata whenua parties. The relationship agreement is subject to confidentiality, so the names of the parties and the details of the agreement have not been provided.
140.	9 May 2025	Air Discharge	POTL obtained a certificate of compliance from BOPRC under the RMA to carry out the handling of bulk solid materials at a rate exceeding 50 tonnes in any hour and logs where the area exceeds 1ha within the Mount Maunganui Airshed (AREA3-R1 of the BOP Regional Natural Resources Plan) until 12 February 2027. This is referred to as the <i>interim permitted activity rule (IPAR)</i> . To comply with the IPAR, POTL must engage a suitably qualified and experienced person to prepare a dust management plan in accordance with the requirements of AIRSCHED2 of the Regional Natural Resources Plan. The dust management plan's purpose must be to ensure that the discharge of PM ₁₀ into the Mount Maunganui Airshed is minimised to the greatest extent reasonably practicable.
141.	22 May 2025	Ngāti Ranginui	The Ngā Hapū o Ngāti Ranginui Claims Settlement Act 2025 comes into force.

HISTORY OF PORT OF TAURANGA DEVELOPMENT			
Reference	Date	Activity	Detail
142.	4 July 2025	Sulphur Point Shed 16	POTL obtained consent from BOPRC under the RMA to carry out land and soil disturbance via earthworks to facilitate the construction of an extension to the existing Shed 16 at the Sulphur Point Wharf (ref: RM24-0642-LC.01). This consent expires on 30 June 2040.
143.	20 August 2025	Extension of coastal occupation permit	The duration of POTL's s 384A coastal occupation permit is extended to 30 September 2046 by the Resource Management (Consenting and Other System Changes) Amendment Act 2025.
144.	4 November 2025	Sulphur Point Automated Stacking Cranes	POTL obtained consent from BOPRC under the RMA to carry out land and soil disturbance via earthworks to facilitate the construction of Automated Stacking Cranes (ref: RM25-0357). This consent expires on 31 December 2045.
145.	5 December 2025	Sulphur Point Shed 16	POTL obtained consent from TCC under the RMA to carry out land and soil disturbance via earthworks to facilitate the construction of Automated Stacking Cranes (ref: RC80064303). This consent expires on 4 November 2045.
146.	16 December 2025	Extension of consents	POTL's consents (RC 62920 (row [92]), RC 65806, and RC 65807 (row [106])) had their expiries extended to 31 December 2027 by the Resource Management (Duration of Consents) Amendment Act 2025.
147.	2025 – Present	Capital Dredging	<p>Dredging is being undertaken to:</p> <ul style="list-style-type: none"> • Increase the depth of the inner harbour from 14.5m to 16.0m; • Increase the depth of the outer harbour from 15.8m to 17.4m; and • Widen Maunganui Road into Otumoetai to create a swinging basin; and • Dredge an extension to Stella Passage to 12.9m. This dredging is authorised by RC 62920 (at row [92]), and 65806 and 65807 (at row [106]).