

Submission ID	First name	Last name	What do you think works well with the current wharf?	What do you think doesn't work so well about the current wharf?	What's important to you - what could make a future wharf even better than the current one?
25945	Kit	Grigg	Location is good, pontoons work well, access is good	Far to many buildings encroaching on wharf space. As a result, there is a lack of space for vessels, other than tour boats, to lie alongside safely. Present condition of wharf makes it unattractive for visiting yachts or fishing vessels.	<p>Returning to 'Conservation Report' commissioned, I favour options 2 and A. However, emphasis on cultural and heritage values must not restrict the stated purpose of a wharf or quay, which is to service marine activities both commercial &amp; recreational.</p> <p>Important Wharf related issue</p> <p>When considering the future of the main wharf, it's important to also consider how the use of the wharf impacts on the township as a whole.</p> <p>A prime example is the resultant traffic congestion due to tourist buses having to queue then drive through town to collect passengers off the cruise ships at the abutment of the main wharf. Rue Lavaud is simply not wide enough to handle the number and size of buses which can make over a hundred and twenty passes through town every day a cruise ship is in the harbour (more if there are two cruise ships!).</p> <p>Suggested solution - a dedicated jetty with pontoon for tour bus passengers. Construct a simple jetty about 100 metres south of the boat launching ramp adjacent the corner of Rue Brittan by the Bowling Club. The jetty would extend in a westerly direction for approximately thirty metres and terminate with a gangway to a pontoon.</p> <p>Cruise ships would be instructed to arrange for passengers who have booked bus tours to embark on ship tenders destined to unload only at the Rue Brittan jetty.</p> <p>Buses could enter over the campervan/boatyard bridges, park as necessary, move round Rue Brittan and back out down Rue Lavaud thus avoid overloading the bridges.</p> <p>Passengers who intended to stay in Akaroa for the day would still be dropped at, and return from the main wharf.</p>
25929	Alan	Reay	<p>The background to my submission is that Akaroa has been my second home for over 75 years. During that time, I have used the main wharf for fishing, berthing and loading power boats and yachts. In the early 1950's when areas of the wharf had restricted access due to unsafe decking, my father donated the new decking to enable the wharf to be re-opened to the public. The wharf primarily works well as a historical focal point for the town. The main problem with the current wharf is the exposure to the south west gales and the resulting seas. This makes tying up to the wharf difficult to the north side, dangerous for small boats to the south side and results in substantial lateral loads on the wharf structure. A breakwater would alleviate this problem and substantially reduce the maintenance required to the existing wharf and extend its 'life'. Safety would be substantially improved. Utilising part of this available funding to build a rockfill breakwater would enable the existing (or replacement jetty) to be constructed at the existing level as the design height for wave action would be reduced and the existing level would then have adequate freeboard for the future rise in sea level. The most important features are the existing location and size together with the heritage features.</p>		

25924	Alan	Turnball	<p>Current wharf well situated in the centre of town to cater for its regular users</p> <ul style="list-style-type: none"> <li>- Akaroa based harbour tours</li> <li>- Landing place for fishing &amp; mussel harvests - visitors enjoy the walk</li> <li>- Picturesque collection of buildings and general ambience of the structure</li> <li>- Historic value - 130 yrs old what stories it could tell!</li> </ul>	<p>It works fine throughout the year when there are no cruise ship visits - then it becomes overwhelmed. It is a working wharf and is not suitable for use by 100s of passengers - many infirm, aged or with mobility problems. It also brings major problems of traffic congestion with numbers of barge buses clogging the narrow Akaroa streets as they arrive and depart the wharf to cater for day trippers of the cruise lines. This is a chance for planners to rebuild the wharf and deviate traffic congestion through our wee town.</p>	<p>This is an ideal opportunity to look into how best to retain a wharf and also recognise the transport congestion problem.</p> <p>A. as a suggestion put forward previously by the editor of "The Akaroa Mail" the landing of cruise ship patrons could be relocated north in the vicinity of the main boat launching ramp. One of the "floating" landings could used there and connected to the shore by a short jetty. The passengers would disembark from the shallow draught tenders employed by shipping lines. A degree of dredging would also be required.</p> <p>B. The current wharf is reaching the end of its life. To replicate its appearance may be difficult to achieve as iron barb piles would no longer be available. Can NZ grown and treated piles be employed instead? Maybe concrete piles could be driven to form the foundation for the replacement wharf - allowing for structure to be sympathetic to the current pile and wood decking design. Alternatively a whole new sleek and modern design in concrete could be built similar in style to New Brighton Pier - only to a suitable scale. The re built wharf would cater for vessels used in local fishing and aquaculture activities, locally based lower impact harbour tour operations and their necessary facilities as well as a place for visitors and locals to stroll, fish and enjoy the view.</p>
25911	Jon	Trewin	Please see attached	Please see attached	Please see attached
25908	Martin	Thomson		Not enough wharf for cruise tenders. Shops on side take away space Wider wharf shops in middle	A lower deck space for children to fish from under main wharf closer to the water away from cruise tenders with cleaning facilities like New Brighton Pier. Make it longer.
25907	Ivor	McChesney	<p>Unique visual appearance and profile - a very significant visual icon of Akaroa. Strong form and colour of buildings + flags support commercial   functional context</p> <ul style="list-style-type: none"> <li>- Retains strong character and appearance of historic commercial wharf   pier despite recent additions and changes</li> <li>- Though referred to as a 'Wharf', it is predominantly an open wooden pier structure beyond low tide that allows water and boat passage beneath. This construction contributes significantly to the present 'feel' and movement of the pier, as well as the sound of waves beneath it.</li> <li>- Opportunity to walk over the water and look back at the setting of the town is an enormous draw. Unrestricted access to the public is a highly valued aspect - it is one of the pedestrian streets of Akaroa</li> </ul> <p>Alignment and character is of strong reminder of the once important NZ coastal maritime access and trade, as is its continued commercial use</p> <ul style="list-style-type: none"> <li>- Presence of diverse maritime paraphernalia (re-used rail lines for ladder steps, cleats, mooring bollards, repaired timber pier heads, metal repair strapping) all add considerably to its historic character and visual interest</li> </ul> <p>Absence of public safety measures (irregular surface   general absence of safety rails, etc) introduces hint of danger that appears to increase rather than detract from visitor appreciation</p> <ul style="list-style-type: none"> <li>- Opportunity for public fishing and witness at close hand the unloading of working fishing and mussel boats ads considerable interest, understanding and diversity - this is not a 'dead' pier.</li> </ul> <p>Night lighting permits 24 hr recreational and commercial use and illuminates water and fish at night - pier is extensively used by sea birds to fish at night</p>	<p>Pontoons - The floating pontoons and associated gantry ramps to either side, though functional and much needed, add a rather unwelcome sense of 'marina' to the wharf - any further expansion of this kind of facility needs very careful consideration, particularly as they are associated with additional safety barriers to the wharf edge that enclose and reduce the functional access to the wharf for larger vessels and change the character of the deck.</p> <ul style="list-style-type: none"> <li>- Vehicle access - this is an issue that needs to be looked at. I understand the need for deliveries and pick ups on a commercial wharf, but if modern vehicles are adding to issues of structural and surface strengths, then alternatives may need to be considered. Historically, most of these piers had truck and rail systems to passage goods from the wharf side to the waiting ships to avoid excessive weight storage and width requirements on working piers. There is also a minor measure of conflict between pedestrians and vehicles, particularly as vehicles have to reverse off the pier.</li> </ul> <p>Buildings - approx. 30 % of the present pier length is edged with buildings to the southern side. I would suggest that further building and retail outlets be restricted and the number of temporary stalls and outlet cabins on the be strongly controlled and restricted. This is not a shopping street and should not become one.</p> <ul style="list-style-type: none"> <li>- Dormers- One final point of minor improvements to the current buildings (in addition to the recent porch removals) - should be the re-instatement   modification of the first three square dormer structures to better reflect or emulate windows rather than advertising hoardings. I refer to the rather better character dormer openings of the end building that reflect a rather</li> </ul>	<p>The implication is that the City Council is looking at the possible for substantial changes to the appearance and function of this wharf.</p> <p>What is important to me, is that the current wharf is left substantially as it is - retaining all its present and historic character without design titivation that will do little other than to remove is current elegance and character and date the structure in future years.</p> <p>This is really a great pier as it is. It has adapted well over the years to all the changes, and is a remarkable timeless survivor. In my view, you mess with it at your peril.</p> <p>The last thing this wharf needs, is a design makeover. The City Council need to forcibly resist the temptation to update /red-design/ or have some 'great-idea' to re-invent this pier, particularly if the motive for doing so relates to a short term expedient of 'improving' the experience for the thousands of largely unwanted visitors, that now annually arrive by cruise ship's tender.</p> <p>Rather than expenditure on making a future wharf temporarily 'better' in appearance, the City Council needs to commit to preserving this heritage structure substantially unchanged in appearance though a considered and well-managed conservation-based repair and replacement process. The objective would be to retain this structure as a working, commercial wharf with continuing public access, rather than transforming it into a recreation based resource with limited capacity for docking vessels. This would see a sensitive 'like-for-like' replacement of all materials including timber and metal re-enforcement that ensures its continuing structural integrity and character in a similar way to the maintenance and repair of any other scheduled historic structure.</p>

				<p>more appropriate scale and detail.  Accepting that the current wharf is an old working structure, I can think of little else that in my view that requires changing, other than any repairs required to its structural integrity to ensure its future survival.</p>	
25905	Carolyn	Turnball	<p>1. The fishermen have a landing area (although much reduced access)  2. Keen local and visiting fisher people enjoy fishing off the wharf  3. The caravan selling fresh fish  4. Local tourist boats have a good place for passengers to get into and out of wetsuits.  5. Its a good place to just enjoy - walking, looking, taking photos.</p>	<p>1. Congestion with foot traffic &amp; vehicular traffic. Congestion with huge buses waiting for passengers, dominating the entrance to the wharf and claiming first entitlement to parking alongside the Britomart Reserve. (As well as entitlement to park on yellow lines outside the school, making it very unsafe for children and parents at the start of the school day)  2. The toilets at the Britomart Reserve are old, and although cleaned on a very regular basis, are grotty. They need to be replaced by more modern toilets, as seen in many other towns. The other toilets in the town, are also unsuitable, and quite honestly, embarrassingly grotty. Why can't our town have better, decent toilets? A lovely tourist town, a favourite amongst cruise ship passengers, and grotty toilets!  3. The big buses needed to cater for all the visitors off the cruise ships, are most unsuitable for our town. They take over the streets getting from the parking area at the north end of town, to the wharf. This take-over often includes all the parking spaces from opposite the main beach at the bottom of Julius Place, to the school, and onto the designated yellow parking bay, at the entrance to the wharf. Get these big buses off our streets. Following them, often in convoy, up and over the Hill Top is another major problem.</p>	<p>1. Relocate the cruise ship berthing to another purpose built (or altered) wharf at the north end of town where boats are currently launched. There is more room for buses to park and leave from  2. Replace all the big buses with smaller ones to take passengers away. My preference is to get rid of all the big buses, including the double decker red bus which is totally unsuited for driving on our roads.  3. Repair / with concrete and wood if necessary) the existing historic wharf. Leave the (repaired) historic wharf for the use of local fishermen, local and visiting fisher people, local tourist boats loading and unloading passengers; areas, so keen divers and swimmers can get changed into wet suits; a place to buy fish, and very important - a place to enjoy, not to be thronged by cruise ship passengers.  4. Build better toilets at the south end, the north end, and in the middle of town  5. Give the parking spaces the big buses use, back to locals and other visitors, who give more back to the town than the bus companies do, while managing very successful businesses. They would not waste their time coming over the hill if it wasn't paying well. Do they give anything back to the town? Does the CCC charge them anything, and if so where do these fees go?</p>

25904	Mike	Norris	<p>The Akaroa wharf has significant cultural, historical and social values for the Akaroa community and the Canterbury region. Few structures of the age and historical and technological significance of the Akaroa wharf remain nationally. It is also important to acknowledge that rising sea levels will affect the structure of the wharf in coming years (please refer to the Tonkin and Taylor Report commissioned by Christchurch City Council in 2013). The wharf has already experienced damage as the result of storms and rising sea levels. Planking has been lifted at the point where the wharf abuts the concrete and stone approach to it. In May 2019 the Council declared a climate emergency to protect future generations. It has identified three options with regard to sea level rise but as yet no consultation with the community has taken place as to a preferred option.</p> <ol style="list-style-type: none"> <li>1. defend</li> <li>2. Retreat</li> <li>3. Adaptive Management</li> </ol> <p>Key Point to Consider in the Context of the Akaroa Wharf and Historic Area-</p> <ul style="list-style-type: none"> <li>- Increased visitor number, resulting from cruise ship tenders utilising the public space of the Akaroa wharf as a port facility, congest the immediate area at the base of the wharf and the small Britomart Reserve. Streets and footpaths quickly become crowded with large buses and pedestrian traffic. The area of Beach Road cannot be expanded or made larger to accommodate additional cruise ship visits nor can toilets be provided without breaching Resource Management requirements and other restrictions.</li> <li>- The congestion on and at the base of the wharf also results from tourism operators offering bus tours, harbour cruises and other activities some of which use the wharf to board and disembark passengers.</li> <li>- Commercial fishermen and the aquaculture industry require access to the wharf.</li> <li>- Recreational boat use must also be accommodated.</li> <li>- Members of the public, visitors to Akaroa as well as local residents, enjoy the opportunities for passive recreation of being able to stroll, sit and fish from the wharf on a daily basis, especially from October through May during good weather.</li> <li>- The Wharf has been dominated by the cruise ship industry during the busy summer season for the past eight years. Traditional access by members of the public, the local community, the fishing industry and other low-impact users of the wharf has been severely curtailed.</li> <li>- Businesses have been allowed to attach large signs at the base of the wharf.</li> <li>- It should be noted that signs are attached to posts on land, not the wharf structure itself, therefore the matter falls within the domain of the Public Places Bylaw, District Plan and Akaroa design Guidelines.</li> <li>- Large signage blocks a stunning view of the harbour as well as detracting from an important heritage landscape in the vicinity of the waterfront and Britomart Reserve. Congestion at the base of the wharf has become routine on cruise ship days. Access to the wharf for non-traditional uses has had considerable impact on the historic amenity and visual character of an important heritage precinct. The wharf is a key component of the wider heritage landscape of the waterfront area. The wharf's cultural importance is increasing as public access to working wharves become difficult if not impossible around New Zealand. Any discussion regarding the existing wharf or a possible replacement must take into account these critical points concerning present use, or over-use, of the wharf. The Civic Trust wishes it to be noted that the engineering report by Calibre fails to acknowledge the importance of recreational use of the wharf by individuals which is a component of the community's wellbeing and contributes to the appeal of the town to visitors other than those arriving by cruise ship. The report</li> </ul>	<p>The general area of the footpath and street area would have to be elevated by at least a metre to provide pedestrian and vehicle access to the new wharf. Two historic structures, the Weighbridge and Fishermen's Rest, would have to be demolished or relocated.</p> <p>C. A new wharf should provide access from Akaroa by land and sea at a location which does not harm the town's historic character and where there is sufficient space at the landward end of the wharf. Any new wharf should provide good access for the next 50-100 years, a period in which sea levels can be expected to rise by a significant amount. The Trust supports, from a heritage conservation perspective, the following:</p> <ol style="list-style-type: none"> <li>1. Retention of the existing wharf for the enjoyment of visitors who arrive in Akaroa by other means than cruise ships and members of the local community. Reason: Retaining the structure for at least the short to medium term would provide for passive recreation; the structure would remain a focal point for tourists while also allowing an historic feature to be appreciated.</li> <li>2. A new wharf constructed in an appropriate location (where it will not damage Akaroa's historic character) which is readily accessible from the land for the foreseeable future (50-100 years). The new structure should reflect the character, scale, mass and form of the 130-year-old Wharf while providing for the needs of the community and requirements of commercial operators in the area. Reason: If a new wharf is built close to the existing wharf a short distance along Beach Road, the area required for increased pedestrian traffic, buses and general access, particularly if the new wharf is to cater to the ongoing arrival of large cruise ships in any number, is not possible. The area in which such activities have to be accommodated at the base of the present wharf is already limited and inadequate. The space at the base of the present wharf, the Britomart Reserve and beach Road cannot safely accommodate any additional use nor can the area be enlarged. Mass tourism and pressure from the cruise industry to access Akaroa as a port facility could greatly diminish the existing historic character and amenity of an important heritage precinct of high national value. In conclusion: The Akaroa Civic Trust would like to direct your attention to the following statements contained in the minutes of Christchurch City Council at the time the Heritage Strategy was formally adopted on February 28, 2019.</li> <li>3. Heritage is a key resource and asset to the district, contributing to our community and local identity, culture, belonging and sense of place. The retention and promotion of our heritage is vital to creating a vibrant, dynamic and sustainable twenty-first century city, which celebrates its past.</li> <li>3.4 There are social, cultural, community and economic benefits to be derived from the celebration and retention of heritage. The loss of substantial numbers of both listed and unlisted heritage buildings as a result of the Canterbury earthquakes has provided an opportunity to re-define and broaden the definition of heritage to include intangible heritage: the stories of people and places, including sites, traditions, knowledge, landscapes, areas and archaeology. The future of the historic 130-year-old wharf should be carefully managed</li> </ol>	
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		<p>appears to place greater weight on the economic importance of providing a commercial service to the cruise industry and those operating sightseeing tours of the harbour. Such increased activity has the potential to impact the historic character and amenity of the waterfront area along Beach Road. The Trust suggests that options for the wharf be considered in a two-stage approach. A. Keep the existing wharf operable for the next 5-25 years. Reason: Until sea level rise makes the existing wharf unusable it should be retained, and repaired and conserved following strict conservation standards, so that it continues to be an important element in the historic precinct in which it is located and that it continues to serve the traditional (before large-scale cruise ship tourism) less-intensive uses that are appropriate for such an historic structure. B. A new wharf, if built, should be located in an area which offers reasonable access by land as well as by sea and would not require approaches or other infrastructure which would harm the existing historic character of the Akaroa waterfront where various activities take place. The base of Church Street is not an appropriate location for a new wharf. Reason: Sea level rise may make access along Beach Road difficult if not impossible by land if a new wharf is constructed at the base of Church Street. Such a wharf would have to be built higher than the present wharf and an elevated access from Beach Road would have to be constructed to accommodate sea level rise.</p>	<p>in association with the adjoining Britomart Reserve and foreshore. The area forms an important part of the wider heritage landscape. Should a new wharf be built it should be located where it will not in any way damage the historic character of Akaroa and, wherever it is located, reflect the heritage values and amenity of the existing wharf in the context and setting of Akaroa's historic character.</p>	
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25903	Paul	Milligan	<p>The current wharf is one of the icons of Akaroa and currently visited by thousands of visitors every year. The combination of easy public access and commercial operations can be a complex one, but one which is fitting of a wharf such as this.</p>	<p>There are 3 obvious areas that need attention which has no doubt lead to this project.#1 - the maintenance and upkeep of the structure has been lacking and is now at a point that means parts of the wharf are unusable.#2 - there has been increased demand on the wharf by commercial users and cruise ship tenders. The current wharf does not have the facilities to manage this increased activity and still provide safe access for the public.#3 - Safety; From a simple H&amp;S angle, there is an uneven surface, broken deck planks, the surface is slippery in winter and there is no adequate seating for the public. There also needs to be some way to adequately and safely allow for the heavy vehicles and forklifts etc that are required by the aquaculture industry.</p>	<p>First and foremost, the wharf needs to be recognized for what it is - a civil asset (much like any road or footpath) that serves a purpose and should be fit for use.CCC needs to understand the needs of the commercial users. There is a great desire to maintain public access and use of the wharf - this can easily be accommodated once the commercial needs are understood. There is no point in designing a wharf around public foot traffic and then trying to work out how to fit a truck and forklift on there as well. There has been a large increase in commercial activity on the wharf in the last 10 years and this has put added pressure on the current structure. Creating additional floating pontoons that would make it easier to cordon off an area for Cruise Ship Tenders, give the fishing operators a designated area with lifting crane etc and increased berthing area to allow more than one tourism operator to berth at any given time should be a high priority.We would also like to see CCC consider future fuel/power requirements of vessels. We understand that consideration will be made to adding a petrol pump alongside the diesel pump that already exists, but we should also be looking to the future. This new wharf will be around for 100+ years and it is realistic that in less that 10 years there will be greater demand for electric charging of vessels. Whilst this may be new technology and no one is quite sure what infrastructure may be needed, it should be allowed for and at least ensure the land based power supply can easily be tapped into at a later date.The other key commercial consideration is that of the two building owners adjacent to the current wharf. One proposal has the wharf being rebuilt in a totally new location. Has CCC taken into consideration the cost involved in moving these current buildings and/or compensating the current owners in some way? Additionally if the wharf is rebuilt in its current location, but some 1m higher to allow for sea level rises, these buildings would also need to be raised.We would question the need for a 1m raise in deck level of the wharf. This would no doubt have a large visual impact on the town end (in particular if there is no intention of also raising the level of Beach Road that runs around the shore front).We would be opposed to the wharf being relocated from its current location and could see a number of additional issues/costs associated with doing so (dredging, moving moorings, relocating buildings). We also do not see that building an additional wharf in a new location and maintaining the old wharf would be viable as then CCC would have 2x Wharf assets to maintain.</p>
25902	Benjamin	Badger	<p>Relatviely central location in relation to Akaroa village.  - Some retail on existing wharf, any new wharf should accomodate more capacity.  - Continued access to wharf by private boaties is critical and should be expanded.</p>	<p>Lack of private boat users access to refueling facilities.  - Current wharf scheme debate appears not to focus enough on the amentity value that could be created in accessing the wider harbour for recreational water users via any revised scheme.  - Lack of on wharf retail capacity. any new design should look to increase connection with greater harbour and increase recreational amenity from water.</p>	<p>- Consider increasing on wharf retial / hospitality capacity. Wharf redesign could allow for such things as over water resteraunt to subltly alter Akaroa's mix of hospitality product available. This would specifically cater to Canterbury's evolving tourism</p>

25890	Kevin	McSweeney	<p>The current wharf is iconic and central to most images of Akaroa. Over the 60 odd years I can recall the wharf it has changed significantly in use. In the 1960s there was a thriving fishing industry with over 20 locally based boats and frequent visits from (often larger) boats based elsewhere. The buildings on the wharf were largely fish processors and freezers. Earlier than that my parents recalled the wharf being also used for coastal shipping and it is these tow functions (shipping and fishing) that the wharf is really designed for. In its day it was highly fit for purpose (but one must recall that in the "good old days" the health and safety ideologues had not yet replaced quality sense with mindless regulation in terms of deciding what could happen (that may be a bit harsh but it was a safer, albeit MUCH busier environment in those days). Today there are only two regular fishing boats and the odd visitor (especially during bad weather), no coastal fishing, and the predominant use is tourism related. All year locally based tourist operators use the wharf as a base and several tourist shops operate on the wharf. Visitors almost all go for a walk on the wharf (the fact access is unrestricted is a HUGE plus) and locals use it for fishing. For 3 months of the year it is used by the Cruise industry and this can be very busy.</p>	<p>The uneven surface is a bit of a worry. On some large cruise days (especially when there are multiple boats) overcrowding can be a real problem as can the conflict between local operators and cruise operators. The poor state of the wharf which limits boats to less than 10m is a bit of a problem. Not quite due to the wharf is the hazard caused by recreational boaties (mostly jet skis) who do not recognize the harbor speed limits. The fact only one type of fuel is available is a problem for some users. The buildings on the wharf have become progressively more intrusive and the recent loss of the "fisherman's wharf" is typical of the creep. Congestion about the entry is a real issue (at most times but especially on cruise boat days) and roading/footpaths need to be addressed. Public toilets are another issue.</p>	<p>1. I am thrilled the council is proposing to do work on the wharf but: It is a pity it is not part of an integrated plan looking at traffic, pedestrians, infrastructure etc. Perhaps as part of a long term integrated plan rather than doing just one bit. Ideally a 50 year vision for the development of the town could drive any decisions. I also wonder if it may not be best to wait until the new cruise boat berth in Lyttleton is fully operational and the needs can be better addressed. 2. The most significant feature of the current wharf is the (almost) unrestricted public access. This is unusual for a working wharf and it is vital it is maintained. In an ideal world there would be no structures on the wharf but I realise that is not feasible. It is also important that there are no fences/rails on the majority of the wharf (look at the way that has spoiled Russell's Wharf). 3. Despite what I have written above, the needs of local fishers and tourist operators must be addressed. I have spoken to some who tell me they have met separately with your people. I trust you will listen to them. 4. The position is a problem. Ideally it should remain where it is. My suggestion assumes that engineers can do anything. Build a new structure using modern materials which are sympathetic with the current wharf alongside the existing structure and have that the "heavy use area". Use the new structure to cantilever the existing wharf structure alongside it (it would probably need a few piles but not many) and conserve the existing upper structures. It would also make great sense to attach an additional structure at the end. (this could be like the picture in the engineer's report or like the end of the existing Yacht Club Wharf). 5. Whatever we plan needs to take sea-level rising into account. This would suggest any new structure should be 1 - 2 meters higher than the existing. However this would not work at present as it would be too high for almost all the existing and likely users until the level actually rises. However I am sure our wonderful engineers can design a structure that takes this into account. Perhaps add provisions to jack it up over time or alternatively a floating structure. 6. Currently there are no rubbish bins on the wharf. any new wharf must have these. The wharf is a working wharf and as such should be a non-smoking (and non-vaping) area. 7. While doing all this work imagine what a good idea it would be to put a proper marina in - perhaps between the Yacht club and Wharf. Also some strategic reclamation should be carried out as part of the project particular with a view of mitigating likely sea-level rises. 8. I know that current council policy appears to frown upon public private partnerships etc. but this does seem to be ideal project for this sort of approach.</p>
25889	patricia	dart	<p>The existing wharf is a great and historical asset to Akaroa, allowing many uses by local and visiting people. It is great to still have fishermen tying up to the wharf and being able to buy locally caught fish. Local tourist boats have access to the wharf, motor and sailing boats. People, especially children, can fish off the end of the wharf, or just sit and contemplate the beautiful harbour - such a great place just to stroll down.</p>	<p>the black cat buildings and development have taken too much of the wharf making it difficult for local people, particularly fishermen, to have the access they need. On cruise ship days, particularly two large ships on one day, make the wharf intolerable for local people - these double days should never be allowed as Akaroa does not have the facilities to cope with this number of visitors. The council controls the useage of the wharf and can therefore restrict numbers.</p>	<p>I think any future wharf or rebuilding of the existing should follow the lines of the historic wharf, after all people that visit Akaroa do so because it is known as an historic town with a fascinating history. It should have good facilities for all that use it but not too much emphasis on cruise ship numbers. The finished look of the new wharf should be as close as possible to the old. Most important that the uses by local people, who live and serve Akaroa, are given priority with a new or rebuilt wharf, over day visitors who simply use it to pass through to other parts of Canterbury.</p>
25885	Nigel	Ferguson	<p>The wharf is adequate size, length &amp; breadth and close to restaurant &amp; cafes. Fresh fish sales on wharf is great for locals who do support this.</p>	<p>Black Cat Cruises totally dominates the wharf which is unfair to the competition and an eyesore. It is the wrong place for cruise ship passenger unloading-congestion of people &amp; buses etc at Britomart Reserve. Despite the heritage aspect, the construction is out of date &amp; the repairs/replacement should be modern concrete type.</p>	<p>Cruise ship visitors need to be unloaded at a new structure opposite recreation grounds. Room for buses, new toilets and a shelter. Dredging would be necessary and the fill used to raise land level in the area which is subject to flooding - worse coming with sea level rise. This wharf could be a bonus for recreational boating but regular dredging would be necessary. The old repaired wharf could incorporate classical structures in keeping with Akaroa's heritage - shops, cafe, restaurants plus sufficient for commercial fishermen, fuel etc.</p>

25881	Kenneth	Elliott	Great for our local tour boat operators for harbour cruises and our one remaining fishing boat. Nice pedestrian walk for locals and tourists.	Cruise ship passengers coming ashore here if catching a bus. No problem with cruise ship tenders dropping off visitors to Akaroa. No facilities for boaties (yachts or power boats) coming from other bays in Akaroa to tie up at Akaroa and come ashore to enjoy Akaroa's restaurants and cafe's.	Build a new wharf near the boat ramp and keep the buses services cruise ship tours out of town or to only the northern end of Akaroa township. Build new toilets in Akaroa. The current one are a disgrace.
25877	Lennox	Willett	Very good recreational activity for visitors. Historic links to foreshore and commercial area. Children's fishing area. Fresh fish market and processing. Fresh fish cooked on site is an attraction. Landing and pickup for private boats. Works satisfactorily for local tourist boats (but must not become exclusive to commercial interests) Shops add interest for tourists. General wharf appearance must be retained without obvious concrete additions. Keeping safety in mind, its rustic structure makes it iconic and special. Preferably source hardwood timbers. Any alterations need to be undertaken without disruption to current use.	Congestion especially on cruise ship days. Takeover by commercial tour promoters on cruise days. Congestion by buses and diesel fumes. Tour operations intrude on locals' parking and access. High tourist numbers at times strain resources - toilets, shelter, access. Current intrusion of buildings on to decking should be eliminated.	I believe an additional wharf is essential with minimal safety repairs to the current one, and no alteration to Daly's Wharf which is another heritage recreational venue - e.g. private boating access, fishing, swimming, jumping and diving. An additional wharf with adequate facilities focussed on commercial activities and cruise ship tenders, should be funded by businesses and cruise ship mooring fees. I would like to see a feasibility study undertaken, to develop a new wharf by the current slipway near Children's Bay. Extensive dredging and reclamation would be required, but careful planning could resolve cruise ship issues, tour bus access, private boat launching at low tide, boat trailer parking, additional car parking, recreational activities, and retail interests.
25875	Victoria	Andrews	I wish to be heard in support of my submission. I add my support the submission on the Akaroa Civic Trust. Sea level is the most critical point regarding the Akaroa wharf. The Tonkin and Taylor report commission by Christchurch City Council in 2013 is a critical factor which must be taken into consideration when discussing a wharf upgrade with ratepayers. The wharf is already experiencing sea level rise. The Council has put the horse in front of the cart. The opening discussion should involve sea level rise and its overall impact on the immediate area of Akaroa in the long term (50-100 years). Does the community want strategic retreat or to attempt the impossible and defend the town with high, improved sea walls? How much is a council (based in Christchurch) willing to spend for a small rural community of 640 ratepayers? Constructing a new wharf in the vicinity of Beach Road is ill advised. It would have to be raised by at least a metre. Land access for pedestrians and vehicles would also have to be elevated. At present the wharf becomes the domain of the cruise industry from October through early April. Over 200,000 passengers disembark via tenders congesting the wharf and the immediate public area at the base of the structure. The public space is too small to safely accommodate the number of visitors, buses and vehicle traffic currently. The engineering report appears to place greater weight on the economic impact of building a new wharf over the wellbeing of the community. Providing access to the of cruise industry and tourism ventures outweigh passive recreational and causal use by members of the public. Members of the public as well as local residents enjoy the passive recreation of being able to stroll, sit and fish from the wharf on a daily basis but doing so becomes virtually impossible during the cruise season. Traditional use and rights of public access have largely been extinguished. The wharf has been allowed to be privatised by the cruise industry between October through April since the February 2011 earthquakes. A new wharf at the base of Church Street would amplify pedestrian and traffic congestion since the ground area is restricted by Beach Road. There would be considerably less space to accommodate cruise passengers, visitors taking harbour sightseeing trips, swim with the dolphin charters, commercial fishermen, aquaculture users as well as recreational use.	Access to Akaroa in 100 years will very likely be by sea as it once was 150 years ago therefore the location of a new wharf must be carefully considered. I support the retention of the Akaroa current wharf as an open public space because it has significant cultural, historical and social values for the community, the region of Canterbury and the nation. There are very few historic wharves remaining in active use on a national level. Signage located at the base of the wharf likely does not comply with district plan requirements, the Public Places Bylaw or the Akaroa Design Guidelines and it is doubtful if consent has been issued. The signage is a distraction with regard to the historic wharf structure in the heritage landscape setting of the Britomart Reserve area. These factors greatly impact the historic amenity and visual character of an important heritage precinct. The wharf forms a critical part of the wider heritage landscape of the waterfront area. The wharf's cultural importance is increasing as traditional public access to working wharfs and ports becomes difficult if not impossible in most parts of New Zealand.	



25870	Gary	White	It has character! Anyone can fish off the end and indeed go anywhere on the wharf	No cover for cruise ship visitors when waiting to return to ship	It must have character and have a wooden deck, even if there is a concrete structure under. Keep shops and maybe add a restaurant.
25869	Alan	Hemsley	Access to the water	Petrol access, berthage for recreational vessels on cruise ship days, very poor commercial access (mussel barges, fisherman)	Heavy vehicle access, petrol bowser more floating pontoons for public use. Replace the fishermen's wharf (built over by Black Cat Group) with a floating pontoon.
25868	Nancy & Bryan	Tichborne	It's a focal point for that of the village. Locals & shore based visitors love it - except on cruise ship days! It is an integral & historical part of the fabric of Akaroa. Generations of youngsters have fished off the end of this wharf - giving pleasure to all.	1. Problems of age - decay - unsafe etc2. Up too 100 cruise ships each year use the wharf - with serious parking problems, pollution from diesel buses & crowds spoiling the very special ambience of Akaroa. Looking to the future - Venice comes to mind!	1. Have a smaller wharf (on the same site) to replace the aging one. This for local tourist operators (Black Cat etc, local fishermen John Wright & Murf Murphy etc) & locals. A place to "Promenade", buy fish, fish off the wharf etc.2. This would give the opportunity to have a new wharf (with floating pontoons) designed specially for cruise ships. The ideal site would be at the current small wharf / boat ramp opposite recreation ground. Ramp opposite recreation ground 3. This is an ideal location - designed for cruise ship use mainly.Advantages- Ease of building - work wouldn't disrupt local businesses, life etc- Plenty of room for the 20 + buses to park & load passengers. Easy access to SH75 without affecting life in Akaroa- A covered area/entrance to protect people from adverse weather- A custom built toilet block - plenty of room for this- Room for information centre booth and the tented vendors who appear from Christchurch.- Those passengers staying in Akaroa can walk into the village & or use hop-on-hop-off mini buses- This area has an attractive view up the valley & with a tidy up could be a welcoming entrance- Boat owners still have use of the parking, ramps etc.Disadvantages- Dredging required. Spoil would be very useful to build a seawall (future proofing).We think the advantages of this proposal well out weigh the disadvantages!! - A true win / win situation
25867	R	Stewart	Heritage structure which suits Akaroa environment	Seems to be a bit crowded with all the interests using it for business	I would like to see the current wharf restored to all its glory - I grew up fishing, swimming, buying fish and just enjoying it. A new wharf would look silly in our town. Please respect heritage.
25866	Alison	Ruddenklau	Works well with holiday makers but is stretched & a risk when full capacity of cruise ships / passengers	Uneven levels of the wharf - Access for local boats to pick up is unavailable when cruise tenders in - Much as I like it with no railings when there are a lot of people it's a hazard	access for local boats to use when cruise ships in - If cruise ship tenders are to continue will they assist with funding? - Perhaps Some of old beams could be used for non-structural / decorative use - benches? to keep Some of the history.
25865	Helen	O'Donnell	Character - wooden structure, wooden deck, buildings  The story told by the additions and changes over time	Concrete surface	I would propose rebuilding the wharf in the Church Street location using modern building materials where they cannot be seen, giving the new structure longevity, but using all existing materials where they are visible and can be enjoyed by future visitors to the town, thereby retaining the charm and the story of the existing wharf. I stress the deck should be wooden. A concrete deck would entirely ruin the effect of the wooden structure beneath. More seating for walkers and visitors to the wharf, food and drink available on the wharf

25864	David	Epstein	<p>Further to our meeting in Akaroa I have revised my original proposal for the rebuilding of the wharf that was previously submitted to a meeting of Council in March of 2012. Having viewed the old record showing the pre 1888 wharf I have changed the form of the parallel wharf to that of the very original wharf extending out from Church St and then turning in part parallel to the current wharf with a link then back to the line of the existing wharf. This could be built in separate stages so as to provide firstly an area to relocate the existing wharf businesses and provide an area for the cruise ship tenders to dock. The first part of the Church road extension would contain a bridged section to allow small boats to move underneath the roadway that is necessary to serve the relocated buildings and access for the fishermen using the wharf. Once built the existing wharf could then be totally demolished and rebuilt including provision of new commercial areas for leasing and better tender docking in the form of a floating marina that can then be duplicated as shown on the sketch plan to also provide more boat harbour areas. The first stage could then be extended and bridged across to the recreated wharf. All of this would then create a unique precinct for Akaroa that both improves the facilities for tourists and all residents and visitors to Akaroa and at the same time provide a way for recovering the costs of the rebuild over many years to come. A revised plan is attached. I would be pleased to be involved in drawing up and consulting on or designing the wharfs in detail to provide facilities that work for the local community, that recognise the importance of Akaroa's heritage and can provide for the future wellbeing of Akaroa.</p>		
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25863	Steve	Hamilton	For the current usage relating to commercial operators and cruise ship activities not a lot is working well at the moment.	There is not enough space for all activities to work well regarding - loading, unloading, fuelling, washing down, boarding and disembarking. Not enough pontoons and buffers for boats. Not enough high pressure water or electrical outlets. It was not maintained properly for many many years and is now beyond saving, a new wharf is the only answer.	As a member of the fishermans association I agree with 99% of the suggestions made to council at the last meeting and wish to see these taken seriously. This is an opportunity for CCC to start treating Banks Peninsula not as the poor cousin but to start investing in Akaroa as one of the jewels of the Christchurch/Canterbury area. Akaroa is a unique area with mega potential untapped that could boost Christchurch as well as Banks Peninsula. Anyone in tourism in Akaroa will tell you that numerous travellers come to the area, see how amazing and spectacular it is and ask - why is this not a must see/do place? Why isn't it promoted more? We nearly didn't come here and we are so pleased we did! And we will come back again. In the past and present Christchurch has only focused on itself trying to drive tourism only to Christchurch leaving Akaroa/BP out in the cold, even though we are governed by CCC. Promotion of Akaroa itself shouldn't have to rely on an underfunded under qualified ADP ( Akaroa District Promotion) it should come from CCC. It could be a win win if the Akaroa/Banks Peninsula area had more promotion and investment from CCC. Christchurch would get people staying in the area longer and quite often get a double dip with tourists coming through or staying in Christchurch twice rather than once. So CCC build an amazing wharf in Akaroa and start making it one off the must do places in NZ for overseas and domestic tourist alike. Dolphins in general let alone the Hector's Dolphins are a huge draw card for tourism and a huge revenue gather for the region, so therefore give Akaroa the facilities to produce and grow. WHAT COULD MAKE A FUTURE WHARF EVEN BETTER THAN THE CURMore floating pontoons and larger ones. Buffing strips that don't mark vessels. Easier access to diesel and petrol of which petrol is not available now, on a pontoon that is reserved for fuelling only. More high pressure water points and more electrical points. Better vehicle access to service vessels. Retail space for all boat operators not just the larger ones. Area for recreational fishing. General public access separate from commercial. A seafood restaurant on the wharf would also make Akaroa a must go place. Fresh fish and fish and chip shop. retail space, a restaurant
25861	Brigid	Rennell	<p>I like that there is retail on the wharf that brings it to life.</p> <p>I like that you can sit on the end of the wharf and have an uninterrupted view of the harbour.</p> <p>I like that people can fish off the wharf.</p> <p>I like the historic value of the wharf and its iconic position on the harbour.</p>	<p>All the arguments about frontage and who is doing what. It causes disharmony in the community.</p> <p>I don't like the overuse by cruise ships which means that when they are there it makes it difficult for anyone else to use the wharf.</p> <p>I think having commercial fishing boats and charter boats using the wharf makes it overloaded.</p>	<p>Space for everyone. The top priorities for me are that it continues to serve the community above all else.</p> <p>I think having an extended wharf or a separate wharf for cruise ships is vital but a full environmental impact study should be carried out on the impact to the whole harbour of these ships. Are we creating a new/larger wharf to serve boats that really should not be in our harbour if we are serious about protecting our marine reserve area? Smaller ships maybe but the big ones - what is the impact? This should be considered before creating an infrastructure around them</p> <p>It would nice to be harmonious rather than bickering over half a metre here and there.</p> <p>Whatever is built should be in keeping with the historic nature of the town and should serve the businesses that already rely upon the wharf. As well as the recreational use by locals and visitors alike.</p>
25859	Paul	Wright			<p>Vehicle access down the wharf. Improved &amp; larger floating loading areas /platforms Fuel availability including petrol More retailers A launching ramp area for small boats on the south side ( current launching facilities are very substandard) improved parking and access.</p>

25856	Jill	McChesney	The character of the wharf fits in well within the Current environment -it is primarily a commercial wharf and should remain as such (there are other wharfs in Akaroa) -the buildings give it character - the wharf is not a solid structure which allows for tidal movement under it	although primarily commercial additional seating would be valued	a replacement wooden wharf - a concrete type (new Brighton Pier for example) would not be appropriate -that there is not a design competition or similar for architects which simply promotes them or their practice by an ultra modern design which would not be in keeping with the area - If there were any design amendments to replacement wooden wharf that these were subtle and cleverly designed into the overall structure -relavent carvings into wooden elements which conveys the history of the wharf/Akaroa - e.g. Wellington has Some artwork features within its pedestrian area adjacent the sea front - poems in hard landscaping etc - any re design should not be based on the requirements of cruise ships
25855	Andrew	Dark	The appearance of the historic structure is part of Akaroa's image. It's an integral part of some of the local businesses (e.g. dolphin watching / swimming).	Limited space for recreational vessels to use it. Congestion (people and vessels) on days when there are cruise ships in the harbour. Limited freeboard at high tide - this will get worse with sea-level rise.	Solve the congestion issues, if cruise ships are going to continue to visit Akaroa. Sea-level rise needs to be considered in any repair / rebuild.
25853	Harry	Stronach	See attached letter	See attached letter	See attached letter
25826	Brian	Mortmer	The floating platforms are great for picking up passenger for recreational boating especially older and less agile passengers. (Its a shame some people tie up there boats and wander into town for lunch)	Being able to get fish and chips on the wharf is great, but having the caravan on the wharf takes up valuable space, it was better when it was situated on the side of the wharf by swimming with the dolphins	I like the wharf as it is, an iconic part of Akaroa, I would be more than happy if they replaced the timber as required and left the rest as it is.
25825	Kevin	Kerr	Floating pontoons have made access for boats much easier	No access for public boats to the pontoons on cruise ship days. No access to the old fishermans landing due to Black Cat company building on top of it.	More floating pontoons. Permanent dingy piles. Access to a good fishermans landing
25816	Stella	Fraser Milne	It looks authentic and has character and is in keeping with the general style and culture of Akaroa. It serves its purpose of a dispatch and unloading point for fishing boats and commercial boats.	The clutter of commercial retail spaces, the taking over of the wharf to serve cruise liners.	Good access for all, pleasure and commercial. That it looks like an older style wharf. That it should not obscure the view from the shore. That the local fishing boats are catered for.

25809	Ian	Le Page	<p>Thank you for the opportunity to express some of my views and thoughts as to the replacement of the wharf at Akaroa. Whilst I acknowledge that these written ideas may become, in full or in part, public I must express that these are my personal views and do not represent any organisation. 1. I believe the present wharf is an icon to Akaroa, not as for its historic value, but as a facility or destination within the township. It is my view that everyone coming to Akaroa for the day or for a stay will at sometime walk to the end of the wharf for no other reason than that's what you do in Akaroa. For all children, residents, holiday makers, and visitors the end of the wharf is a popular spot to fish (most having some success). For the harbour tourist boat operators the wharf is required for embarking and disembarking passengers. These operations are a definite requirement for the economy of Akaroa. The Wharf is required for the embarking and disembarking of cruise ship passengers, who enjoy the experience of coming ashore in tenders, onto the working wharf, and are within walking distance of the "quaint" township. Akaroa has been considered the best cruise ship port in Australasia. The Wharf also has buildings which are used for commercial purposes (presently associated with the harbour or harbour activities). The ownership of these buildings appears privately owned however no title is available or could be available. These buildings or their use however definitely adds to the ambience of the uses of the wharf who walk down the wharf for recreation (see above icon of Akaroa) purposes. The Wharf original use and still a very important use is handling cargo, now especially landing fish and aquaculture. This activity requires the use of trucks and craneage on the wharf and therefore distinguishes the wharf from that of a pier. Today no cargo is imported or exported by vessels from Akaroa. The ability to land fish and aquaculture products is vital to these industries and to the economy of Akaroa. The wharf is also used by "blue water" yachts that visit and need to take on provisions etc., along with some fishing vessels seeking shelter and allowing crew some time ashore. The harbour tourist cruises, the fishing fleet, yachts, various commercial marine maintenance boats all required the need for fuel bunkering which is presently provided on the wharf. The recent increase in harbour tours and cruise ship passengers has required the use of floating pontoons. Such pontoons, although altering the original visual aspect of the wharf, are a definite requirement for the present use of the wharf. I consider all of the above works well for the wharf at Akaroa. All of which needs to be retained so as to allow for the required commercial use of the wharf along with maintaining the "ambience of Akaroa" and allowing for recreational use such as fishing from the end of the wharf. The wharf has worked well to date with only minor issues caused by one or the other of the above listed activities trying to achieve dominance quoting legislative restrictions requiring defined usage. This can be addressed with a new wharf.</p>	<p>The width of the present wharf has been considered restrictive along with the weight loadings presently imposed on the wharf, this is presently restricting heavy vehicles. The present crane (being a fixed slew jib crane) is also restrictive in unloading multiple fish bins, and sacks of seafood from vessels. This has necessitated the use of mobile cranes to unload at times. The loading capacity of the present wharf crane may also be restrictive at times. The increase use as harbour tours is already placing some restrictions on the berthing at the floating pontoons. (number and size). The vehicle parking at the road end of the wharf is also presenting some issues. The fuel bunkering is presently restricted to diesel only and it has been noticed that some tour operators have been refuelling using mini tankers on the wharf. I consider with any rebuilding of the wharf then consideration to widening the wharf so as to allow for the passing of trucks can occur. The replacement of the crane should include a luffing jib crane or a telescopic jib crane. The floating pontoons should be increased in length or number) so as to allow for more tour boats to use at the same time. Parking area at the road end of the wharf increased (see suggestion below). The fuel bunkering facilities to be increased, secured off, and banded so as to contain possible spillage. I consider that it is important to retain the iconic ambience of the wharf, where you can take a kid fishing, buy and eat fish and chips, and watch the fishing boats unload their catches. I suspect the fishing boats would like chillers facilities being available on the wharf and/or ice making facilities. The wharf end being provided with a sun shade shelter, greater number of seating for those fishing or resting at the end of the wharf. The new wharf be designed and built to accommodate vessels up to 25 meters (note suggested in engineers report that 10 metre restriction be enforced).</p>	<p>After reading the engineering report and the article in the Akaroa Mail (June 7th) I would like to put forward a 4th suggestion for the new wharf as being angled out, at an angle of approximately 15 degrees, to the present wharf from the road end. This suggestion is so as to allow for the construction of the new wharf whilst still maintaining use of the present wharf. This could also provide a little extra parking at the solid section of the present wharf (road end). Once the new wharf is completed the existing wharf (including piles should be removed). I would also suggest a concrete structure as being the best option for a new wharf with an extended width deck so as to allow for heavy vehicles and the ability to pass on the wharf. Also the ability for trucks to reverse to the side(s) of the wharf and dump loads onto barges or bulk ice into fishing boats, (a practice presently carried out at Napier). I note that the engineers report also indicated the wharf design is for 100 years. This should be for a 200 year (return event) in keeping with bridge structures. The suggested deck height of the wharf is being 1.000m above that of the existing wharf. This will clearly mean the existing wharf cannot be rebuilt in the same position without closing the wharf for an extended period of time. To construct a new wharf alongside the present would also make for excessive difficulties in maintaining use of the present wharf while construction is carried out. I would consider a raised height of 500mm would be excessive as this would correspond with present shop floor levels. The maintaining of private ownership of buildings and piles at or around the wharf is untenable. I would suggest any structures on or attached to the wharf should be under the same ownership as the wharf and then leased out to others. If the lease is terminated or expires then any chattels belonging to the lease can be removed. I am definitely not opposed to the buildings being on or attached to the wharf however I consider these need to be uniform in design and controlled by the wharf owners. The heritage report has not fully accounted for the more recent pontoons added to the wharf and also the recent extensions (carried out without consent) to the building structures on the wharf. Both the pontoons and the building extensions have definitely altered the historic character. I consider the pontoons are a definite requirement for the new wharf and as such need consideration over historic precedence. I would also consider some planning consideration should be given to the construction of a floating marina attached to the wharf to accommodate some of the present moored yachts and visiting yachts. If considering my suggestion of a new wharf angled out from the present road entry then some present moorings will need to be repositioned / replaced. For fishing boats to use the crane sufficient berthage needs to be considered this would be greater with the installation of a luffing crane. I acknowledge there is likely to be some conflict between the terms of use for the wharf, a working wharf as opposed to a recreational wharf, however with some innovative design this can be overcome. Again thank you for the opportunity to make brief discussion points which I could expand on should you so wish. See attachment for diagram</p>
25807	A S	Cartwright	<p>Not much. Need urgent repair There is going to be a bad accident as it is</p>	<p>In need of urgent repair</p>	<p>Covered ramps and a lounge for people to get out of the weather</p>
25806	Valeire Elizabeth	Noriss		<p>The ladder to the fuel is slippery &amp; dangerous</p>	<p>I know the issue is the wharf, but my thoughts are a gate in the creek to shut the tide coming (in) not going out it affects the Fire Brigade and us. I hope that's a thought for the future</p>

25634	Stuart	Avery	draws good foot traffic. Fishing for kids.	needs better very short term parking for fish purchase difficult walking surface for one-eyed (no-stereo) visual subjects, especially when busy	the commercialization of space (rental income!) important provide fee-paying marina type facilities (I don't own any boats) provision for more 'stalls-temporary' use
25623	Paul	Dingwall	Good location. Easy accessibility.	Unightly buildings & super structure. Has grown "like topsy" without planning or vision regarding uses. Some inappropriate uses - e.g. Jewellery shop	Complete replacement. Design appropriate to current site and present and future uses.
25598	The	Broome Family	The wooden end of it is lovely - you can fish and jump off and look at the harbour and chat. There is a stingray which we look at every time we are there. Swimming in the harbour is best off the very end and you can climb up the ladder.	At the moment the pedestrian traffic is a bit disorganised, there are people going into the shop or looking for a tour or coming off a cruise ship. I think that doesn't work at the moment, I think that element of the wharf should be seperate.	The wharf is clearly for boats! But I think it is also to enjoy the harbour and for people to enjoy the water. I think to facilitate that - the more commercial elements should be distinct - it becomes a mish mash of window shopping and commuters. I think everyone would be happier if this is seperate. I would like a diving board and a safe way to snorkel around the underwater structure.
25586	Rod	Naish	it is an attractive heritage wharf. There is room on it for refrigerated trucks to back down it, to offload fish, and other freight. There is circulation space on the entrance street. There is room for visiting trawlers, research vessels and visiting yachts: there is a fuel facility. There is a seat at the end. The local community and visitors love walking down it and fishing off it. It is a safety wharf for race yachts & ambulance.	It has been taken over by ticket offices & retail activity, which use up a dominant amount of space. Those type of activities should be on shore in the "Strip" - these activities destroy access to the southside of the wharf which is for fishing boats & other yachts and boats. The cruising ships - boats should have limited use of the wharf, and only if they pay for it. No hawkers & ticket sellers toting on the wharf - that is crass!. Not enough space for tie up of mussel barges, visitors etc because of bulk tourism buildings & the tenders.	This is a valued heritage PUBLIC WHARF paid for by ratepayers. The under structure should be repaired where necessary, keep the super structure and floor in timber - natural. Understructure could be repaired in steel, timber and concrete. A sewerage off load to the Akaroa system, should be available for small shops / boats /yachts. Keep buses & tenders (cruising away). The concept of a second wharf as drawn in the Akaroa Mail is bizarre - A one way street on a tourist strip? There is no road access or space to bring buses or road freighters near such proposed second wharf. This is a high quality heritage tourism gem - not a bulk tourist depot. Sure the goose that lays the golden egg.
25558	Caroline	Cooper-Dixon	That the fishermen can still use this wharf. That locals and bach owners/tourists have use of the wharf for their boats and to wonder down for walks. Recreational use is managed. Fishing off the wharf during Salmon season!!	That even though the report says the cruise ships are not having any effect on the wharf but a car is... This can not possibly be true. With the number of people coming off the cruises and using the old wooden wharf there has to be some damage that amount of people are doing. Its frightening to think of the risk, or someone falling through one of the planks this season! I walk it every morning and can see the effects. It's only a matter of time.	Putting the future wharf in an area that is equiped for it. The use of the wharf is expanding hugely! Such as putting the wharf down by the Recreational ground. This area has access from two roads and is safe for buses. The current area at the start of our current wharf where everyone gathers to sell tours in Summer is a screaming hazard!! It's to small and has very little access. The amount of times I've nearly seen children, cars and animals hit by buses, tour vans that are cramped in such a small area with a large amount of people, it is absolutely frightening! The current risk around that area is Summer is terrifying and it is only a matter of time someone gets hurt. You can see how close the buses get and how crammed that area gets. Where the Recreational ground is, there is space, carparks, two road accesses, toilet blocks (That are being expanded), a large park for cruise ship passengers to wait in. There would be less trouble and less complaints by the locals about how congested the place gets.
25546	john	gibbs	It is a very important asset to the town. It is attractive to look at , pleasant to walk on and useful for all the local fishing and tourism boats .	1. Users don't pay for it , so its not operating on a sustainable business model. Suggest that boats who use the wharf should pay a fee ( need only be \$1) per disembarking passenger with locally registered boats paying a small annual sum (say \$100 ). 2. From what one reads there doesn't seem to be anyone in charge of running the wharf and ensuring that rules are clear and obeyed/enforceable .	I have no opinion about the design , except that the current design looks good. It is one of the most visible ( and photographed) structures. Any new structure will need to have the same level of amenity.  However, there is no point in spending a lot of tax payers money on something that the community is not involved in running in the future. It must be set up so that it is managed well and for the benefit of the community, rather like the new Health Hub.

25521	Barry	Brunton	I do not think the current wharf is set up well at all.	The commercial interests have been allowed to overtake and dominate the use of the facility.	I think that the wharf should reflect the heritage value. It should therefore have a substantial wooden appearance with any concrete input being obscured. There should be no commercial operators given any exclusive rights to occupy or use the facility as is presently permitted. I accept that locally based fishing operations should be able to use the facility as this also has a heritage value associated with the activity. I also accept that cruise ship activity requires certain guarantees regarding access & security. However I am opposed strongly to allowing a commercial tour operator to dominate and overrun the wharf. Exclusive long term occupancy limits the opportunity for competition and the established operator through this monopoly position can determine his own profit level and also the standard of the service provided to the public. The conduct of commercial operators must be strictly enforced so that they do not adversely affect the enjoyment of other users. There should not be any commercial premises or signage encroaching on the wharf decking. Some more seating for the public would enhance the experience.
25508	John	Mclroy	Fishing off the end of wharf - retaining some aspect of wharf for public use	Jewellers shop at end of buildings doesn't fit into overall use by boats what a wharf should be all about	Widen wharf in middle to permit current legislation re use by Black Cat. Also include small fresh fish shop in this area (instead of current caravan) to enhance maritime atmosphere.
25507	MC	Macfarlane	A certain attraction for tourists to enter and exit by - a landing area for local fishing industry	Many areas of rough surface, larger fishing vessels unable to unload, poor provision for local fishing boats to provision and unload, not enough floating pontoons	Provide retail facilities to generate income for wharf maintenance. Important to me that we have a local fishing industry, must be fostered. Maybe provide facilities for customs and immigration to enter and exit NZ. Add some flair with lighting being alternate poles/bulbs - red white & blue
25500	Susan	Macfarlane	The mix of activities. Please keep the opportunities for youngsters to fish off the end of the wharf. Blue pearls of great interest to many. I like to buy my fish from the shop on the wharf	The uneven planking - dangerous to old & young. Disembarking of tourists from enormous ships a bit shambolic. Too many at once	Even planking. Notice boards with interesting historic information. Commercial outlets of uniform architectural style (& colour) all similar to blue pearl roof line. Busselton in west Australia reknown for its attractively designed buildings on wharf - main feature of whole town
25498	Rob	Bingham	Everything except things mentioned below	Trip hazards on right hand side of wharf - Iron supports for ladders bolted to top of decking - not sure how many people have tripped over these - or possibly fallen in the sea. Ramps and access to commercial activities on left hand side - impinges on wharf access	Leave current wharf as it is - tidy up the trip hazards - add a second parallel wharf tied to the existing structure - leave the second wharf free of permanent commercial activities - Develop the original wharf with more business shops etc
25496	AK	Rhodes	The fact we have one is a great asset. A wharf draws people to it. Great photo opportunities, sale of fish both raw and cooked is a wonderful draw card especially locals. Excellent fishing opportunity for children & families	Too congested with commercial retail creeping onto wharf space	Extend wharf by minimum 50 metres thus easing boat congestion. Even surface
25495	J	Richardson	Nothing for Locals!!	Black Cats Dolphin Blue Pearl shop	1. Restore original fish shop 2. Sheltered seating area 3. Small café
25438	Julian	Yates	The Current wharf is enjoyed by many locals and visitors to Akaroa as well as being a key asset for many commercial business operators. It is the gateway to thousands of cruise ship visitors each summer and is likely to continue to be so. It substantially influences the look and feel of the Akaroa seaside town experience.	The wharf is starting to show its age and needs bringing up to a standard and design that will serve our community for many years to come. With the need for access to the wharf by cruise ship tenders, especially on double cruise ship days, there is not sufficient room for all other wharf users, commercial or private. Congestion on the wharf is an issue and increasingly a safety concern when aquaculture and fishing vessels need to use the wharf for unloading.  There have been three options suggested to address the wharf upgrade. Repairing the existing wharf, Building a new wharf right along side the old one, and thirdly a new wharf separate and in line with Church St from beside the Weighbridge building, located where the old now removed	The older wharf will of course need to be kept maintained, but if not used for heavy vessels it will not require the extensive work and funds that an old commercial wharf would demand. Forklifts and heavier trucks would be able to gain access again along the new wharf for the unloading of Aquaculture (mussels) and other fishing boats and the current north floating platform/pontoon could be lengthened to accommodate two of the larger tourist boats at the same time (as opposed to one currently). During the projected 18 month to 2 year construction process this north pontoon would need to be removed. As indicated on my drawing submitted by the Fisherman's Association, a second pontoon (or a relocated north pontoon) could be relatively inexpensively located on the south side of the current wharf towards the end of the wharf which is currently under utilized. This would give the current operators at the north pontoon a place to continue working from whilst the build is under way, and once complete, this second south pontoon would

				<p>wharf once stood. Having attended the Fishermans Association meeting on the 6th of June 2019, and as an ongoing member involved in the discussion on the wharf upgrade I see one option as preferable to suit the varying and diverse needs of its many users. It is clear that even with some repairs the current wharf will not effectively or safely cater for future commercial needs, so a new wharf seems necessary. So the question is where best to locate it? Beside or separate from the current one? A new separate wharf would have a number of challenges in its suggested location. Firstly it would require the relocating of a large number of swing moorings for both commercial and private vessels. Relocating these would be problematic as there are few options to site them elsewhere that have the shelter required from the prevailing weather as well as access to their owners. Secondly, the wharf would restrict the view that is currently enjoyed by the businesses and waterfront users. I suspect that there would be a large amount of opposition from a wide range of people if this option required a resource consent approval. It would certainly have a significant visual impact on what is valued by many as Akaroa's iconic waterfrontage. Also, as the new wharf will be required to cater for access and the weight of forklifts and heavy trucks for the unloading of fishing and aquaculture vessels it will also need road access to the wharf along where currently people stroll and sit on park benches amongst the trees in front of restaurant diners. The option offered that I see as having the most merits, with the least negative impact, is to build a new wharf along side the existing heritage one. There are numerous benefits to this option. Once completed a new wharf would provide commercial operators a separate and sturdy structure to effectively and safely conduct their operations without disrupting public use, which could be kept to the older iconic heritage wharf.</p>	<p>be of great value on double cruise ship days and to cater for the likelihood of increased commercial and public boating activity in the future. Siting the new wharf along side the current one would minimize the visual impact on the waterfront. Though made out of robust modern materials it has been suggested that it could be designed with sensitivity and architectural innovation to harmonize with and compliment the older heritage structure. It has been suggested that the new wharf may need to be built up to a meter higher to future proof it from possible projected sea level rise. Floating pontoons with gangways can accommodate this, and by leaving the old wharf where it is, current buildings along side that wharf will not have to be affected. Once completed a new north pontoon can be installed and the second south one will remain to provide greater wharf utilization for cruise ship tenders, tourist and private vessels. The new modern wharf will give a functional long term commercial space separate but along side the older iconic heritage one, where the public can wander safely watching the varied commercial activity or go fishing without harm or risk of line entanglement in boat propellers. The end of the wharf could be designed with a T shape to maximize the usable public space the end of the wharf. The construction of either of the three options will have its disruption to the community, particularly the wharf users. With the new wharf along side the old one this disruption could be minimized to allow use of the old wharf to continue allowing for a smoother transitional period.</p>
25412	Myra	Brown	<p>Accessible to all i.e. residents, visitors, children adults etc fishing off the wharf strolling and enjoying village ambiance good quality retail opportunities Able to buy fresh fish - not as good as formerly so perhaps better shops or vendors</p>	<p>Congestion when too many cruise ships tender in at once Toilet facilities not good enough Need to control cruise ship transport to a minimum round the end of wharf</p>	<p>To remember Akaroa is a village and we need to keep the village ambiance. Allow access to all improve access for disabilities i.e. wheel chair friendly. Some seating for visitors to enjoy the views both ways. Control any prospective retail vendors - enough cheap and cheerful vendors in village now. Purchase of fresh fish to be improved</p>



25395	John	Moyle		There exist only a very few items of merit that require retention in the redevelopment of the wharf, but the real historic relationship of the wharf with the town and its wider community is in the commercial and recreational relationship that has existed for so long. In the main, my understanding is that the town has had a mature appreciation of the potentially conflicting needs of the commercial fishing community, the tourist industry and the thousands that make the pilgrimage to the end of the wharf either to enjoy the vista or, in hope, fish. The future of Akaroa in relation to the wharf will continue to serve all these groups. The existence of both commercial fishing and tourism buildings adds much to the curiosity of visitors and the interests of both industries. Akaroa has through its history, proximity to Christchurch some wonderful opportunities to expand its image as a place of difference. Currently the branding is underwhelming despite the amazing vistas and fairly good infrastructure. It has the potential to be so much more and central to that would be the wharf. Future: In my opinion the wharf of the future should be such a wonderful opportunity to make Akaroa the destination it always should have been.	My vision encompasses a largely free from retail, series of structure to the south side of the wharf starting with Maori and early settler French and our marine life, in a series of permanent dynamic displays, space for tourist activities (Wetsuit for swimming with dolphins, Black Cat ticketing etc) commercial fishing facilities (Cold store, Fuelling and lifting etc) and perhaps a restaurant. Space must be provided for fishing, walking and the handling of tour boats ferry transport. I not so keen on seeing any other retail on the wharf and would rather encourage the tourist to visit the towns shops and cafes. Location: The significance of the wharf is in its location and I see little merit in changing it but I am easy about the Church street option. Climate Change: Clearly the wharf will need to be higher and must be built in line with expert advice. Obviously, the use of pontoon mini platforms attached to the wharf (fishing, Tour boat ferry's etc) need to be considered. Akaroa is a fantastic town and the rebuilding of the wharf will be a wonderful opportunity to further it as a wonderful place for the people of Akaroa, Christchurch and beyond.
25358	Vicky	Jones	I love that it is open for pedestrians. I love the bright buildings and trade which happens on the wharf (such as being able to buy fresh fish). Our family have a holiday home in Akaroa for 15+ years and regularly use the wharf for fishing off the end, strolling, biking onto the wharf and occasionally for pulling up the boat when running over to get our order of fish and chips!	As an occasional user there is nothing that does not work well. I have visited to collect persons arriving by tender from a cruise boat, and even that works well for the small town that Akaroa is. I am against a new wharf as proposed in the Akaroa Mail of 7 June being in close proximity to the current wharf, or indeed replacing the current wharf. I value the heritage of the current wharf.	I am all for restoration/what is needed to bring the current wharf up to safety standards while keeping the iconic look of the wharf. I see no need for the wharf to sustain buses, the cruise boat trade will be waning when Lyttelton is back in action. The wharf should be able to carry light transport for the fishing boats and shops which trade.
25356	Anthony	Bateman	Not much	The fueling berth is more often than not occupied by the black cat cruises vessels just tied up	An area solely for fueling up and somewhere at I and the other smaller operators are able to pick up passengers
25354	Jeremy	Greenwood	Location.	Commercial operations being undertaken in a public area.	We operate the BSP fuel facility on the current wharf. This is a busy facility which is well utilised by the commercial operators as well as private leisure craft owners. As it currently stands the facility is in a very public area with high pedestrian traffic. Thought needs to be given in providing a refueling pontoon (similar to Black Cats floating pontoon) off the main wharf and away from the public to ensure refueling can be carried out in a safe manner. It would be our wish to have the opportunity to be able to supply petrol also, as currently only diesel is available. Potentially a new underground tank would need to be installed with two compartments for diesel and petrol, or alternatively an area where a small above ground tank can be installed with fuel lines to the dispenser. A number of operators, in particular Black Cat cruises utilise petrol in their smaller tenders. They currently use trailers to transport fuel to the tenders via the wharf from a service station. Any replacement or refurbishment must take it to account the location of the current underground fuel tank and the feasibility of re-directing fuel lines to a pump/pumps at a new position, particularly if the wharf is moved to another location. Happy to meet and discuss further. Attached is a example of our Picton facility.
25212	Cheryl	Hunt	I think it is long overdue for enhancement as the needs of the local community and tourism have changed significantly over the last 130 years since it was built	The wharf has many trip hazards and is of health and safety concern. There are thousands of cruise ship visitors many elderly using the wharf and it needs to be updated to accommodate these needs.	It could be possibly extended to the sea side giving more flexibility. It would be nice to have a shelter at the end of the wharf or a possible cafe like it used to enable people to have a nice seaside cuppa.

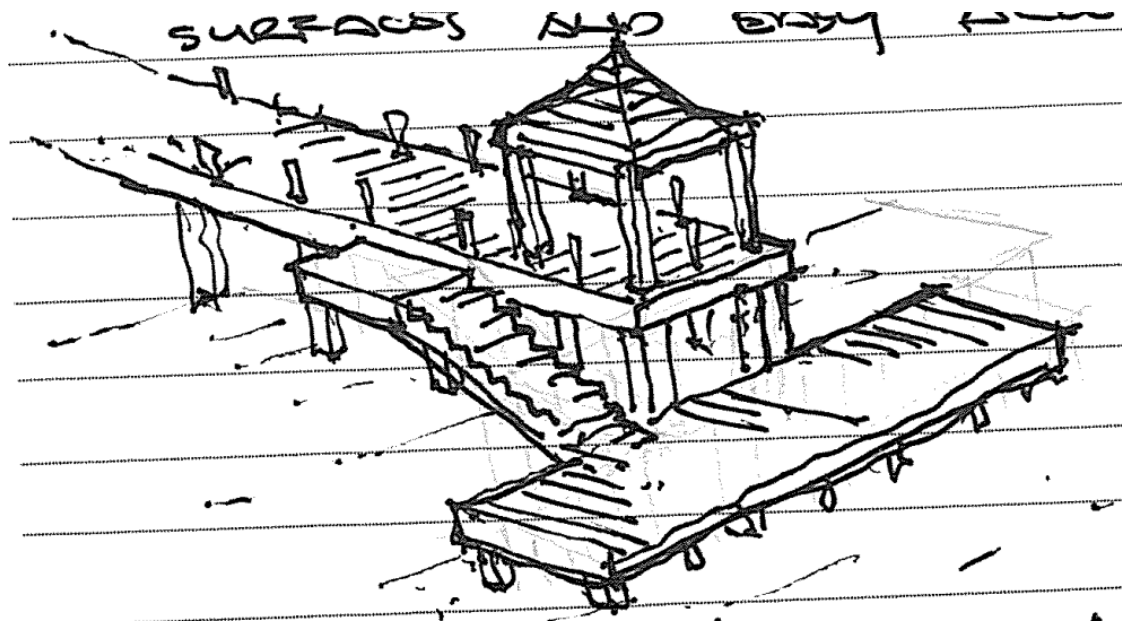
25195	Murray	Owers	The current wharf fits in well with the historical values of Akaroa. Having shops on the wharf is an asset.		Structural upgrading of present wharf would be all that is required.
25172	Deborah	Griffiths	We have had a house in Akaroa for 45Years -I love seeing families fishing off the wharf and spending time there.In times gone by kids use to jump off the wharf. It was a central part of Akaroa life. It has the character of old in that most forms of boats are still allowed to use the wharf and so is very interesting walking it always different	I don't like the situation in the summer when private boats are unable to off load and on load their passengers ,particularly when there is a cruise ship in town. There should be a facility so that both can use.	The wharf should be there for everyone to use and enjoy both commercial and private . I hope the situation never occurs that the end part of the wharf is closed off.Should be some seating available for people to enjoy and relax and take in Akaroa's charm.
25144	Valerie	Jones	In keeping with the village - style of Akaroa	Split level surface - no seating - Congested when cruise ship are in	Cafe - Seating - Level walking surface
25107	Peter and Richard	Schneideman		The drop of and pick area is not able to be accessed by pleasure boats because of the tender boats coming from the cruise boats. There is no where else to drop children or adults on the wharf.	There needs to be a separate area for pick up and drop off passengers for pleasure boats only . Tender boats and tour operators should not have access to this area .
25098	Peter & Robyn	Broughton	The length	Too much going on with so many ships unloading	A small structure on the end - Wind protection & sun. Let the fishing boats load and unload as they want and need. Charge all ship passengers to land on wharf and use this money in Akaroa.
25097	Warwick	Banks	Not much in relation to ship/shore requirements other than to fish from	1. Too much of the berthing area is obstructed by buildings 2. Now positioned in the wrong part of town 3. Creates to much turbulent traffic congestion 4. Lack of land space for services that use the wharf	1. New wharf to be located in vicinity of Children's Bay slip way 2. Include land reclamation in vicinity of new wharf to support services such as vehicle road transport, touring services for cruise ships 3. With the now stated on-going cruise ship visits. Provide shelter & facilities for both tour operators & passengers
25096	Peter	Marshall	An active wharf with mixed-use activities Length of wharf allows greater connections with water	Conflict of activities at times when cruise boats, fishing boats and tourism activity occur simultaneously Uneven wharf surfaces Cannot access water easily	Deal with above items, particularly uneven surfaces and easy access to water
25048	John	Wright	The introduction of the pontoons was a good step forward. We must maintain at least the amenities of the wharf i.e. the crane, dingy moorings, hose down facility, vehicles able to pass, ladders etc	Congestion on cruise ship days is a problem maybe traffic lanes	A waste disposal, I await the draft plan to make comment
25047	Sue	Stewart	For years we have had meeting after meeting, discussion after discussion & still some wally covers up with more questions, you don't give a damn about Akaroa & probably wouldn't know a wharf from a spare tyre.		We don't need a future wharf just maintain the one we have
25046	Clark	McLeod		Limited access for private boats	A floating bay for small private boats to pick up & drop off people avoiding congestion at and around launch areas
25045	Sarah	Jones	Not much	There is nothing there really, very basic. Used to be at least nice when kids could fish off the end, offers not a lot now.	Would be great to make it more of a tourist hub incorporating restaurants and seated outside areas. If the cruise ships are going to continue it needs to have more facilities.
25044	Bryan	Tichborne	It is an iconic feature of Akaroa, but past its use by date now!	It is a bit shabby in places & potentially dangerous too. Not a good look for visitors, we've all enjoyed watching (kids especially) catching sprats ( and even Salmon) off the end.	New timbers & piles where necessary. Provision for local fishermen to dock & off load catch - a tourist attraction in itself, safer for all visitors including cruise ship passengers. Provision for fishermen/women / kids to fish safely at the end. Maybe a slightly lower platform to aid in landing catches? Make room for pedestrian access - especially where commercial building are situated
25042	Jackie	None	It's size, location, access	Location of shops / businesses on the wharf, jumbled add ons over the years, are they necessary in their present location	Maintaining it's historical focus & it's focus in the township & the community. Easier access for more boats, yachts, vessels. More open access at entrance, fishing support i.e. fisher people spaces etc

25015	Scott	Fairclough	It has floating jetties for loading and unloading.	On cruise ship days it is often difficult for a recreational boater to get access to the southern jetty because of tenders or the northern jetty because of the commercial operators.	There should be a dedicated berth at one of the floating jetties for recreational boaters to load and unload passengers at least on cruise ship days.
25012	Terry	Carrell	Docking for Cruise Ship visitors, fishing boat access, Harbour Cruise docking, fishing,  Visiting yachts.	Shops and their encroachment onto the general wharf area cluttering the open area and creating barriers for pedestrians, even if they are just a level change. Bill-boards and other advertising signs that encroach onto the pedestrian flow area. (This also applies to signs in town often narrowing the road and blocking the pedestrian paths.	Fishing with and emphasis on children, a little bit of shelter at the end of the wharf. Somewhere (partially) sheltered to sit and enjoy the activities.  Variety of harbour/sea related activities, colour and interest. The fresh fish sale from the van adds flavour to the wharf.
24995	Alan	Bradford	Enables people to go fishing  Allows commercial operators to load and unload passengers  The floater's make it easier to get on and off boats	Allows all those cruise ship punters and their cronies to take over entire wharf at the expense of the locals  Locals and the boatie's from the bays cannot tie up at the wharf, only able to drop off briefly, cannot use the floater's	Provide area on wharf where locals/bach owners can tie up their fish boats and go into Akaroa and have a coffee etc Although it's important that the commercial guys have access there is a need for "locals" to be able to use the wharf and floaters at all times, not just when there are no cruise ships. Provide an area for the commercial fisherman
24968	Jacek Marian & Ilona Elizabeth	Pawlowski	Everything	The boat petrol filling station needs independent and separate pylons in the seabed. Modern boats are too large and in bad weather, if they do a wrong maneuver, there is a large impact on the wharf	I think each aspect works well: the historical, cultural, functional and recreational aspects all work well and have done so for 130 years. A copy of this will work for another 100 years too
24966	Rhys	Chesterman	* People attractor  * Great for tourism	Old/out-of-date/uneven	* Fishing / bait table & tap at the end so the kids can fish! * Ladders at the end so kids can jump off and climb back up * Perhaps add a further seat (?)
24965	TJ & R J	Austin	We think its location in the heart of the township is very special. To walk to the end of the wharf on a star-lit night and gaze across the harbour to the hills beyond is very special. We also like the mixed use of the wharf with its array of buildings & small businesses operating within. We like the organic nature of the building & each representing a different period in time. We also like the facilities for allowing berthing of boats for boarding & sightseeing. We like the openness for recreational fishing opportunities.	The congestion often experienced on the wharf - in particular vehicle movements. The surface on the wharf is uneven making walking or access for the disabled difficult. Need more seating at the end of wharf	We would like to see the wharf continue as a mixed use facility with retailing & fish retailing. This aspect could be strengthened by making the wharf more of a fish market (similar to a farmer's market). The wharf should continue to offer recreational fishing opportunities and perhaps an extension of the wharf could be considered if demand supported such
24964	Doug	Archbold	Best thing is the situation & central location. Accessibility is good.	Need complete re-decking - tidy up	As above In general: Rate payers are frustrated at the lack of funding and lack of attention the Akaroa receives It would be good if some of the ship berthing fees were channelled back into the enhancement of Akaroa
24961	Simon	Tipping	Just having the wharf there. It seems to be useful for tourist boats and fishing boats, though they may have other views. It is a major amenity for Akaroa. The number of people who fish off it is surprising, and walking along it is quite a major Akaroa activity. The shops and fish caravan are good amenities. It opens up the waterfront to the sea - interface between the land and water. It is historic.	It gets very crowded on cruise ship days, and cruise passengers have to queue up in the rain to get back on board at the end of the day. I understand that the fishing boat people are very unhappy with the way in which the Black Cat extensions have been managed. The surface timber is uneven and could cause accidents to pedestrians.	Just keeping it in good condition. Like many other parts of Akaroa (reserves, streets, etc) it is neglected by our council. Rubbish is not collected, trees are not pruned, potholes are not filled in, grass is not mown. A good example is the Green Point monument reserve - the trees surrounding it were not been pruned for many years, and it was an eyesore for the many tourist visitors until a local resident had a go at it last year.
24960	Elizabeth	Beattie	Good that the cruise boats can use it. Great to go down and get our fish from Murph. Nice and wide to walk down. Recreational fishers use it and enjoy the wharf.	It doesn't allow you to walk your dog on the wharf. It is not a smooth surface for the likes of wheelchair users or visually impaired people. It is fairly bland.	Adding colour and artwork to the wharf to make more aesthetically pleasing (some of which could be from the local school). Building a small aquarium and waterplay area for kids including a slide into the sea. Also, there is an opportunity for a restaurant to be built on the wharf that overlooks Akaroa harbour and could be a big tourist attraction. There could also be a pergola along part of the wharf with a picnic table or eating area. There need be better lighting installed on the wharf so it can be a useable space for the public at

					night time. Build a sailing ship permanently docked at the wharf as an attraction for tourists to look at.
24940	Mary	Smillie	Fishing for locals and tourists. Relaxation and enjoying the ambience. Murphy's caravan Access to mussel boat. Access to local tourism boats	Black cat able to leave its illegal structures there after being asked to remove them at least twice, making the CCC appear impotent. Cruise ship passengers cluttering up the wharf to the detriment of the locals and other people coming to Akaroa.	It couldn't be better. Remove the cruise ships and problem solved while a large amount of money would be saved.
24934	James	Koers		Over crowding, especially during cruise season	Encourage recreational use. Clearly defined areas for different user groups
24922	Pete	Simpson	The location is exceptional, close proximity to shops, parks, accommodation for visitors, seating, lighting. Amazing fish and chip take-away location. Open access for all users.	Competition for space, no clear strategy for how different users should co-exist, resulting in conflict and negative press. Wharf is too small for the multiple functions currently, and future uses dictate a much larger structure. Health and safety is an issue with tourist buses congesting the roadway on Beach Road, passengers frequently creating large groupings impeding pedestrian and vehicle movements, and creating unacceptable early morning noise for guests in accommodation close by. No adequate seating or eating space on the wharf.	Build a fit for purpose structure and facilities for the next 100 years. Continue with ecotourism activities, provide for expansion of these to attract a wider range of visitors (fishing charters, diving charters, snorkeling charters. Must be multi-purpose facility. Fish cleaning station at the end for recreational fishers, with sink/water/bins (like New Brighton Pier) Restaurant would be excellent, many examples in NZ and internationally. Indoor and outdoor seating areas Retain Black Cat office and dolphin swimming facilities Create separate pontoons for commercial fishing activities that do not conflict with visitors and tourists Create a larger bus parking and passenger management area Toilet and shower block, eco-friendly, solar powered Tourist information office Aquarium highlighting the natural environment of the harbour
24921	John	Ascroft	Public access, variety of activities, picturesque	The end can be blocked by fishermen, some of the commercial activity is closed or not relevant to the wharf	More cafe type options, some restrictions on fishing
24889	Richard	Butcher	tourist/dolphin boats sharing with recreational boats, people fishing, shops, commercial fisher can all utilise it	Southside can't be used for half the length. I think user pays could be better managed going forward so maintenance-replacement could be self-funded. Tourist boats and especially cruise ship operators need to fund through a levy	Cafe/restaurant. Maybe a 2-story structure with shops, viewing platform and allow for boat passenger access on lower level Note we are ratepayers at 20A Rue Balguerrie but I have supplied our residential address in Paraparaumu
24880	Robin	McCarthy	1. It functions o.k. considering its small size.	1. Too small.	1. Widen the wharf by a factor of 4 times. 2. Make the wharf 100 metres longer. 3. Having made the wharf wider, make provision for new harbour perator premises. 4. Set aside an area available on the hard core area of the wharf for the independent tour operators to continue to sell their tours/activities to cruise ship passengers. 5. The area set aside on the hard core area for the independent cruise ship tour operators needs to have a shelter facility with no less than a roof and wind protection from the northeasterly by way of vertical blinds. 6. Provision for a helipad on the extended length. 7. Provision for a seaplane floating pontoon mooring. 8. Provision for cafes on wharf. 9. Roof type shelter over part of wharf to protect waiting cruise ship passengers. 10. Office accomodation for Customs, MPI and Ecan (harbour master) on cruise ship days. 11. Provision for tourism retailing. 12. Retain right for recreational fishing from the wharf. 13. Add additional boat refuelling by having three differently located pumps. 14. Add a section of wharf at right angles to the existing wharf orientated to the north. This is a chance to be bold and make this a major infrastructure investment for the future of Akaroa. I urge the council to think big, as cruise ships are going to continue coming to Akaroa.

24873	Tim	Hennessy	The fish stand at the end of the wharf is great. The floating pontoons are also a bonus but should be available for all to use, not just commercial operators.	Commercial operators are crowding out other activities.	I would like to be able to leave my boat at the wharf while I shop or have lunch in Akaroa. An area should be put aside for small boat mooring, say for up to 3 hours. I am happy to pay for this. The current one hour limit and only if you stay with your boat limits local use of the facility. I would also like to see more stalls like the fish place. Currently the wharf feels very 'corporate'. It needs to feel more local.
24860	Hugh	Eaton	* Space for casual visitors to walk to the end of wharf. * Access for people wanting to fish, often children. * Murphy's fish caravan. * Good berthing for the tourist boats.	* The commercial fishermen are getting pushed out by the tourist operators. * Crowded tourist operators' offices.	* Plenty of berthing and loading area for commercial fishing boats.
24836	Eric	Ryder	- Nothing it's outdated and structurally unsound  - And with the tour operators and commercial operators i.e. fishing, cruise boats it is not big enough	It need to be longer so that bigger vessels can berth there as currently at full tide it only has a draft of 3 metres. - It's not wide enough for service vehicles to pass at the black cats building & for boats to unload and be services - It is unusable	it needs to be longer & wider so that all operators can use it at the same time - it needs to have vehicle access at all times - bigger parking and service area at the start of the wharf so Some more reclamation needed for this - it needs to be able to be used for recreation fisher people cater for visiting yachts & motor crossing boats
24834	Andrew	Logie	The floating pontoon is a great docking facility for vessels visiting Akaroa.	Unfortunately, the floating pontoon is used primarily for cruise ships and therefore access is very limited during the summer months.	We have a Bach in Wainui and frequently travel to Akaroa for supplies, to visit restaurants, bars and other attractions. There are limited places to tie up vessels with Daleys wharf also now restricting the ability to tie up. There is also no ability to refuel (with petrol) whilst on the water. Akaroa is becoming more and more popular with recreational boaties, particularly as it is the logical gateway to exploring and enjoying the outer reaches of Banks Peninsula by water. Akaroa does not currently have suitable wharf infrastructure to support this. Ideally the new wharf would have more floating pontoons to provide better, safer access to the wharf and refuelling facilities, like other boating venues (eg Waikawa). Being able to refuel on the water creates more opportunities for larger vessels to visit, would reduce the need for some to land their boats for refuelling and reduce trailer boat congestion in Akaroa.
24833	Mary	Noonan	There is public access 24/7 - Can sit at the end of wharf and take in view - The wharf length out into the harbour - That boats and yachts are able to tie up along the wharf	private operators have been able to encroach on public space - Uneven walking surface	
24832	Helen	McFarlane	Quite like that you can get fresh fish on wharf if required. Keep it quaint & in keeping with village atmosphere	I disagree with 'no dog' policy. I have never seen a dog poop on wharf or pee. Lifting its leg, dead fish n guts from the wharf fisher people is just as bad! Put 'keep left' signage for the Americans & Euros who are used to walking on opposite side, bit of a nightmare when they are pouring off tenders & walking down the RHS - same side as we are trying to walk to the end	I well remember the fish restaurant that used to be on the wharf. It was wonderful being able to look out over the water while eating fresh fish - why can't they do this again? The businesses there apart from the pearl one aren't of interest to the locals - all for tourism. It could be wonderful if a bit of imagination was used in who leases the buildings. Wondering if there's toilets in the wharf buildings where "it" all goes?
24823	Andy	Mcleod	no a lot unfortunately	focused on commercial operators. dominated by admin and non public access buildings	recreational vessel fueling and tie up. more waterline access. better seating. niche food options all weather areas ie covered.
24797	Charlie	Johnston	its A attraction to the town, though it's old it's still getting used well	It could be wider, or even a bit longer to allow more room for possibly other shops or boats or people	As a fisherman I would love to see it be improved for fishing of it, make the wharf longer, but in rod holders, or even a extended platform of the end especially for fishermen.
24781	Rosie	Davidson	When there are no Cruise ships I feel the wharf works well.	The wharf can not handle the huge numbers of cruise ship passengers while at the same time working as a public space for all to use	Reduce the number of Cruise Liners visiting Akaroa. Never more than 1 at a time. The wharf has a interesting history - as much of the wharf reflecting that history should be kept and incorporated into a new build.

Submission number 25096  
Drawing received from Peter Marshall



Submission Number 25354  
Photo received from Jeremy Greenwood



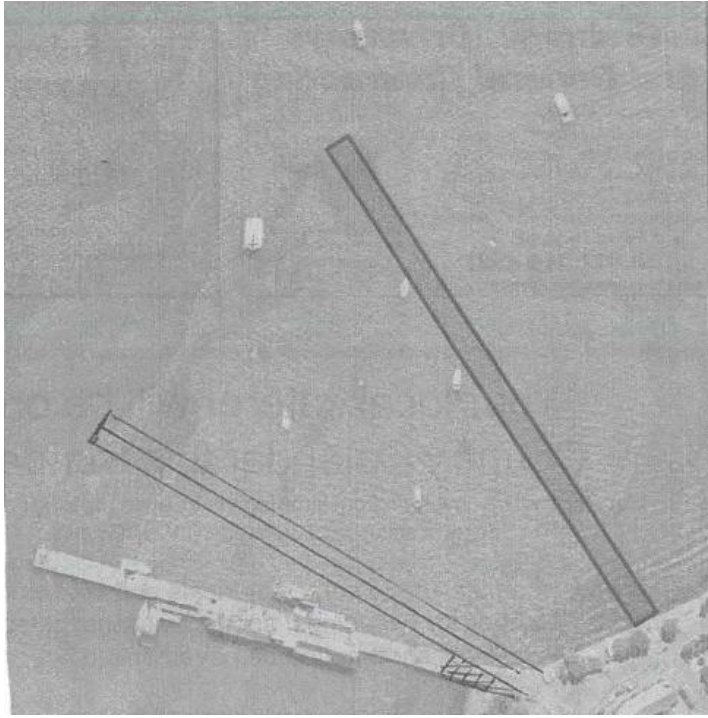
Submission Number 25598  
Photo received from Broome Family



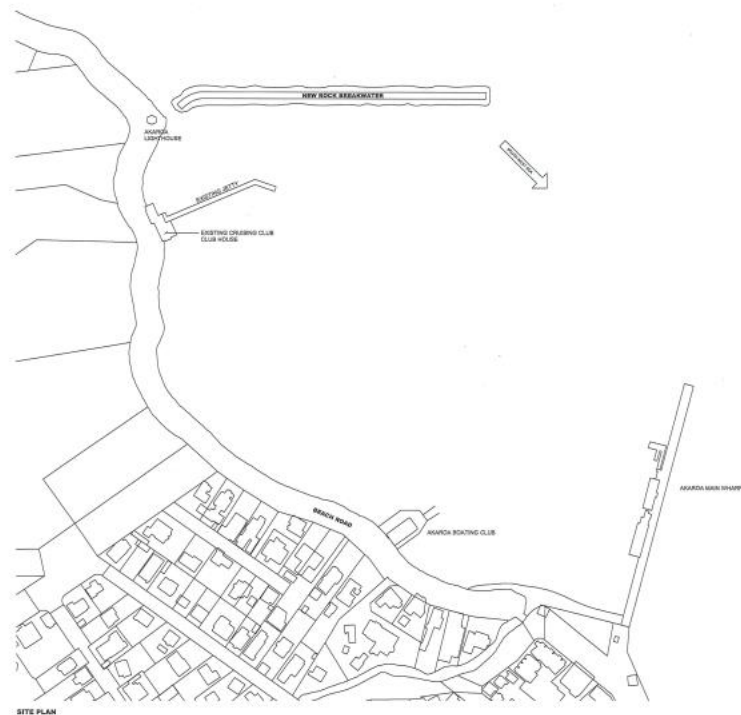
Submission Number 25864  
Design idea received from David Epstein



Submission Number 25809  
Image received from Ian Le Page



Submission Number 25929  
Diagram received from Alan Reay





Submission Number 25853

Akaroa Ratepayers and Residents Association

Received from Harry Stronach

### **SUBMISSION REGARDING AKAROA WHARF**

The Akaroa Ratepayers and Residents Association (ARRA) is an Incorporated Society that has been established to promote the interest and wellbeing of the community in the Akaroa area. This submission is made on behalf of the members of this organisation, and we believe this also represents the general interests of the wider community.

#### **Background**

The main wharf in Akaroa has been in operation for around 130 years, and is currently in fairly poor condition. Christchurch City Council (CCC) has proposed that there should be a new wharf, and has invited public comment. The comments of ARRA are given below.

#### **Consultation Process**

Given the age of the wharf and its significance to the township, and the long life expected from any replacement or restored structure, the proposed consultation period is for "engagement" with the public of approximately 4 weeks is considered to be totally inadequate. There are major and far-reaching decisions to be made, and the consultation period should run for at least 6 months.

#### **Community Asset**

The wharf is a community asset. Christchurch City Council may be the current custodians, but they are simply holding the ownership of the wharf in trust, on behalf of the community of in the Akaroa area. Decisions on the future of the wharf are to be driven by community consensus, and not by the opinions of council staff.

Current users of the wharf will clearly have valid and important contributions to make, although generally with regard to their own requirements. However that needs to be balanced against the fact that those parties are only "temporary residents", in the context of a wharf that is likely to exist for 100s of years. The process needs to take a broad perspective on future wharf usage, where community input is given appropriate weighting.

#### **Misleading Information**

In the CCC documentation there are suggestions that the wharf has "reached the end of its life", and that it is to be "replaced", and that there is to be a "new" wharf. These statements suggest a fixed mind-set on the part of CCC, and this undermines the consultation process.

There are certainly large parts of the wharf that are in poor repair, and this is because of general deterioration set against low levels of maintenance (and some of poor quality) in recent years. However there is no technical reason why the wharf cannot be maintained in its current configuration, by repair and replacement of existing structures, if that is the outcome that is agreed. This could be viewed as "restoration", but would more properly be considered an exercise in major maintenance.

#### **Tender Terminal**

The use of the wharf as a "tender terminal" is not a prime consideration, and a concept for sustainable tourism in Akaroa needs to be developed and agreed before any particular consideration is given to tender operations to the Akaroa wharf. We note that the cruise ship industry does not have any ownership stake in the infrastructure in this area, and have declined to contribute to the local community.

#### **Illegal Structures**

Some structures adjacent to (or on) the wharf, have not been issued with consents in a proper manner, and in our view are illegal and cause hazards. Any proposal to consider the wharf layout and future usage, and/or redevelopment, should include removal of all illegal and non-compliant structures, regardless of any past history of acquiescence by CCC.

#### **Future Hearings**

This organization wishes to be heard at all future hearings, workshops, and planning events with regard to this project. For information, the author is a civil engineer and naval architect, with wide experience in maritime projects.

Submission Number 25875

For Akaroa Civic Trust received from Victoria Andrews

- This submission is being made for an organisation.
- The Akaroa Civic Trust wishes to be heard in support of the submission.

The Akaroa wharf has significant cultural, historical and social values for the Akaroa community and the Canterbury region. Few structures of the age and historical and technological significance of the Akaroa wharf remain nationally.

It is also important to acknowledge that rising sea levels will affect the structure of the wharf in coming years (please refer to the Tonkin and Taylor Report commissioned by Christchurch City Council in 2013). The wharf has already experienced damage as the result of storms and rising sea levels. Planking has been lifted at the point where the wharf abuts the concrete and stone approach to it.

In May 2019 the Council declared a climate emergency to protect future generations. It has identified three options with regard to sea level rise but as yet no consultation with the community has taken place as to a preferred option.

1. Defend
2. Retreat
3. Adaptive Management

#### Key Points to Consider in the Context of the Akaroa Wharf and Historic Area

- Increased visitor numbers, resulting from cruise ship tenders utilising the public space of the Akaroa wharf as a port facility, congest the immediate area at the base of the wharf and the small Britomart Reserve. Streets and footpaths quickly become crowded with large buses and pedestrian traffic. The area of Beach Road cannot be expanded or made larger to accommodate additional cruise ship visits nor can toilets be provided without breaching Resource Management requirements and other restrictions.

- The congestion on and at the base of the wharf also results from tourism operators offering bus tours, harbour cruises and other activities some of which use the wharf to board and disembark passengers.
- Commercial fishermen and the aquaculture industry require access to the wharf.
- Recreational boat use must also be accommodated.
- Members of the public, visitors to Akaroa as well as local residents, enjoy the opportunities for passive recreation of being able to stroll, sit and fish from the wharf on a daily basis, especially from October through May during good weather.



- The wharf has been dominated by the cruise ship industry during the busy summer season for the past eight years. Traditional access by members of the public, the local community, the fishing industry and other low-impact users of the wharf has been severely curtailed.

Businesses have been allowed to attach large signs at the base of the wharf.

It should be noted that signs are attached to posts on land, not the wharf structure itself, therefore the matter falls within the domain of the Public Places Bylaw, District Plan and Akaroa Design Guidelines.

Large signage blocks a stunning view of the harbour as well as detracting from an important heritage landscape in the vicinity of the waterfront and Britomart Reserve.



Congestion at the base of the wharf has become routine on cruise ship days. Access to the wharf for non-traditional uses has had considerable impact on the historic amenity and visual character of an important heritage precinct. The wharf is a key component of the wider heritage landscape of the waterfront area. The wharf's cultural importance is increasing as public access to working wharves becomes difficult if not impossible around New Zealand.



Large buses, independent tour operators and visitor services make access to the wharf difficult.

Any discussion regarding the existing wharf or a possible replacement must take into account these critical points concerning present use, or over-use, of the wharf.

The Civic Trust wishes it to be noted that the engineering report by Calibre fails to acknowledge the importance of recreational use of the wharf by individuals which is a component of the community's wellbeing and contributes to the appeal of the town to visitors other than those arriving by cruise ship. The report appears to place greater weight on the economic importance of providing a commercial service to the cruise industry and those operating sightseeing tours of the harbour. Such increased activity has the potential to impact the historic character and amenity of the waterfront area along Beach Road.

The Trust suggests that options for the wharf be considered in a two-stage approach.

- A. Keep the existing wharf operable for the next 5-25 years.

Reason: Until sea level rises make the existing wharf unusable it should be retained, and repaired and conserved following strict conservation standards, so that it continues to be an important element in the historic precinct in which it is located and that it continues to serve the traditional (before large-scale cruise ship tourism) less-intensive uses that are appropriate for such an historic structure.

- B. A new wharf, if built, should be located in an area which offers reasonable access by land as well as by sea and would not require approaches or other infrastructure which would harm the existing historic character of the Akaroa waterfront where various activities take place. The base of Church Street is not an appropriate location for a new wharf.



The photo above shows the area where Church Street ends. A possible location for the proposed new wharf, at the base of the 1850s jetty, is visible at the waterline. Fishermen's Rest is located on the left. The structure to the right is the Weighbridge building.



The proposed location of the new wharf at the end of Church Street and Beach Road.



Open public space at the base of Church Street on Beach Road, one suggested location for the proposed new wharf, is extremely limited with regard to accommodating mass tourism and increased use.



Open public space is restricted by parking and vehicle traffic on Beach Road.

Reason: Sea level rise may make access along Beach Road difficult if not impossible by land if a new wharf is constructed at the base of Church Street. Such a wharf would have to be built higher than the present wharf and an elevated access from Beach Road would have to be constructed to accommodate sea level rise. The general area of the footpath and street area would have to be elevated by at least a metre to provide pedestrian and vehicle access to the new wharf. Two historic structures, the Weighbridge and Fishermen's Rest, would have to be demolished or relocated.

- C. A new wharf should provide access from Akaroa by land and sea at a location which does not harm the town's historic character and where there is sufficient space at the landward end of the wharf. Any new wharf should provide good access for the next 50-100 years, a period in which sea levels can be expected to rise by a significant amount.

The Trust supports, from a heritage conservation perspective, the following:

1. Retention of the existing wharf for the enjoyment of visitors who arrive in Akaroa by other means than cruise ships and members of the local community.

Reason: Retaining the structure for at least the short to medium term would provide for passive recreation; the structure would remain a focal point for tourists while also allowing an historic feature to be appreciated.

2. A new wharf constructed in an appropriate location (where it will not damage Akaroa's historic character) which is readily accessible from the land for the foreseeable future (50-100 years). The new structure should reflect the character, scale, mass and form of the 130-year-old wharf while providing for the needs of the community and requirements of commercial operators in the area.

Reason: If a new wharf is built close to the existing wharf a short distance along Beach Road, the area required for increased pedestrian traffic, buses and general access, particularly if the new wharf is to cater to the ongoing arrival of large cruise ships in any number, is not possible. The area in which such activities have to be accommodated at the base of the present wharf is already limited and inadequate. The space at the base of the present wharf, the Britomart Reserve and Beach Road cannot safely accommodate any additional use nor can the area be enlarged. Mass tourism and pressure from the cruise industry to access Akaroa as a port facility could greatly diminish the existing historic character and amenity of an important heritage precinct of high national value.

In conclusion: The Akaroa Civic Trust would like to direct your attention to the following statements contained in the minutes of Christchurch City Council at the time the Heritage Strategy as formally adopted on February 28, 2019.

- 3 Heritage is a key resource and asset to the district, contributing to our community and local identity, culture, belonging and sense of place. The retention and promotion of our heritage is vital to creating a vibrant, dynamic and sustainable twenty-first century city, which celebrates its past.
- 3.4 There are social, cultural, community and economic benefits to be derived from the celebration and retention of heritage. The loss of a substantial numbers of both listed and unlisted heritage buildings as a result of the Canterbury earthquakes has provided an opportunity to re-define and broaden the definition of heritage to include intangible heritage: the stories of people and places, including sites, traditions, knowledge, landscapes, areas and archaeology.

The future of the historic 130-year-old wharf should be carefully managed in association with the adjoining Britomart Reserve and foreshore. The area forms an important part of a wider heritage landscape. Should a new wharf be built it should be located where it will not in any way damage the historic character of Akaroa and, wherever it is located, reflect the heritage values and amenity of the existing wharf in the context and setting of Akaroa's historic character.

Submission Number 25911

Heritage New Zealand – Pouhere Taonga received from Jon Trewin

1. Thank you for the opportunity to comment on these early proposals by council to redevelop the Akaroa Wharf.
2. Heritage New Zealand Pouhere Taonga (HNZPT) is an autonomous Crown Entity with statutory responsibility under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) for the identification, protection, preservation and conservation of New Zealand's historical and cultural heritage. HNZPT is New Zealand's lead historic heritage agency.
3. This constitutes our feedback for the issues and options consultation on the proposal.
4. In developing its feedback, HNZPT has had regard to the two documents made available as part of the consultation, the Akaroa Wharf Renewal: Preliminary Rebuild Options (Calibre Consulting) and the Draft Conservation Plan (Origin Consultants).
5. In summary, HNZPT broadly agrees with the assessment of the structure made in the draft conservation plan that [has been written](#) to inform the significance, condition and policies around the future options for the wharf. A site visit would however be useful [to fully understand](#) the condition and longevity of the wharf and the key changes over time to the structure and extent of original fabric. This would assist us to complement our reading of the conservation plan.
6. We note the current condition of the wharf, which has been classified as being in a 'moderate to poor condition' and that the wharf has had much of its original hardwood timbers replaced and has been significantly altered through the addition of modern jetties, a concrete deck and buildings. A strong case [has therefore been made](#) for the current consultation process about options.

#### Consenting and approvals

7. Although not individually listed by HNZPT, the wharf is located in the HNZPT listed Akaroa Waterfront Historic Area (list number 7330). The area extends to 300 metres below mean high water springs from Rue Brittan to a point 300 metres south west of Green Point. This historic area is not listed in the Christchurch District Plan. We note however that the individual wharf is listed in the District Plan as a Group 2 – Significant item (list number 1137) and in the Regional Coastal Environment Plan, as administered by Environment Canterbury, in Section 5.12 as a ‘protected recreational, cultural or historic structure or site’ (list number 32). The wharf is adjacent to the Akaroa Historic Area (list number 7443) which covers much of the township.
8. It is likely that several resource consents will be required under the District Plan, in terms of alterations and possibly demolition of the existing wharf structure and establishment of a new wharf. As the majority of the wharf falls below mean high water springs, consents will also be required under the Regional Coastal Environment Plan from Environment Canterbury. We note that as the entirety of the Akaroa Harbour falls within an area of ‘Significant Natural Value’ there is a presumption against new structures and therefore a new wharf proposal may be assessed as a non-complying activity under the rules of that plan.
9. HNZPT realises that the process to develop the wharf will be an iterative approach and we would like to be consulted at each stage of the process including the resource consenting process.
10. The site is also an archaeological site with elements constructed prior to 1900 (these have been identified in the draft conservation plan). An archaeological authority from HNZPT under the Heritage New Zealand Pouhere Taonga Act 2014 will be required for modification or destruction of elements of the structure that pre-date 1900. We recommend having early discussions with us about this process to inform the council decision making process.
11. Full recording of the wharf extent including a complete measured drawing is supported whatever option is chosen. This could be achieved through conditions of the archaeological authority if granted by HNZPT.

#### Options presented

12. The ICOMOS NZ Charter 2010 is mentioned and a copy included. If any proposal is going to seek guidance from the ICOMOS policy (p63 in the draft conservation plan), then any application proposing changes to or around the wharf or its removal needs to address how well the options conform with the non-statutory ICOMOS relevant guidance clauses.
13. For example, Option 1 in the Calibre Consulting report is described as: *“full restoration of the existing wharf with like-for-like hardwood timber”*. Under the ICOMOS<sup>1</sup> NZ Charter 2010, ‘restoration’ relies on using existing fabric to reassemble and reinstate. ICOMOS further clarifies that *“Reconstruction is distinguished from restoration by the introduction of new material to replace material that has been lost”*. Option 1 therefore would be better described as being one that includes restoration, reconstruction (and likely adaptation). Therefore, even under this option, there is the potential to be a net negative effect on heritage due to the loss of original materials and authenticity, albeit with the opportunity to remove modern intrusions such as the existing wharf buildings. In addition, as noted in the draft conservation plan, the environmental effects of Option 1 could be more significant than the other options if a sustainable supply of indigenous

hardwood cannot be sourced (noting that concrete, as proposed in other options, also has a high environmental footprint).

14. Akaroa waterfront and the township itself has a particular style, fabric and characteristic that require careful design and consideration for any new wharf structure. The Akaroa Design Guidelines prepared by Christchurch City Council in October 2007 are a useful guide as to what the heritage design values of the township are. The Akaroa Design and Appearance Committee has local expertise in this regard and HNZPT has a good working relationship with this body through our role as an expert advisor.
15. As a general comment, the character of the township and along the waterfront in particular is that of small scale wooden buildings dating to the late 19<sup>th</sup> and early 20<sup>th</sup> century with a large number of listed buildings. From an initial look at the options, Option 2 in the Calibre report, a new wharf comprised of a mixture of wooden and concrete materials, is likely to provide a better balance against this historic landscape than Option 3, a modern concrete replacement wharf. A concrete wharf, especially in a location to the north east of the existing wharf (Option 3C) is likely to be most intrusive in terms of visual effects on the historic landscape because concrete is not a dominant feature of the existing townscape. Option 1, a reconstruction, would provide the best overall balance against the townscape and probably an improvement in visual appearance without the modern intrusions of the existing wharf. However, as discussed above, even this option would lead to a loss of most of the original heritage fabric.
16. HNZPT considers there may be other options that could be considered, beyond the three combinations of options considered in the Calibre report. We would be happy to discuss in more detail whether there are other possibilities following a site visit.
17. In any event, all efforts should be made to retain the heritage elements of the existing wharf structure where this is practicable. This could include exploring reusing the existing wharf for recreational uses (swimming, fishing etc.) as suggested in the draft conservation plan however if this is not practicable on the grounds of cost or because the site is required for a replacement wharf, salvageable materials should be identified, recorded and options explored for their preservation such as retention/relocation as a feature of interest, incorporated into a new wharf design or put into storage for later use. The ICOMOS charter provides a guide to the preservation and recording of materials and should be given regard to.
18. HNZPT supports projects that are compliant with the Building Act. However we note this will create issues that will need to be resolved pragmatically to best retain heritage values under the retention (and possibly new build options). For example the timber handrail design on p68 in the draft conservation report is unlikely to be compliant from a safety perspective and a more intrusive solution may be necessary to meet compliance. We therefore would support 'as near as reasonably practicable' (under the Act definition) solutions and to be consulted about options.
19. We note there are several proposals for wharf upgrades around the country at present. The Russell Wharf in Northland for example involves the upgrade of the existing historic wharf, adjacent to the historic townscape of Russell. It could be worth reviewing the proposals by Far North Holdings Ltd to see if anything could translate to the Akaroa context.
20. We look forward to continuing to work with Christchurch City Council on options for the redevelopment of the Akaroa Wharf.