

# Napier Inner Harbour. Development Plan. **Final\_01 June 2022.**

01 June 2022

**Isthmus.**



Land.  
People.  
Culture.  
Isthmus.

# Isthmus.

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**Above.**  
Port Ahuriri c1860.

View of Inner Harbour area from above Goldsmith Terrace.

**Photograph Source:**  
Port to Port, revised edition, 2006 Don Wilkie.



# Napier Inner Harbour. Development Plan.



A public harbour edge.



A working wharf environment.



Authentic character and identity.



A rich Māori cultural landscape.



A water based recreation destination.



A resilient inner harbour.



A healthy marine environment.



An efficient high amenity port route.

**The development plan presents a 30-year vision for Napier's inner harbour area to ensure it continues to thrive into the future.**

**Required inner harbour infrastructure renewals provides an opportunity to take a design-led approach to deliver added benefits for land and water-based recreation, public access and amenity, cultural connection and expression, tourism and economic potential, and water quality and biodiversity values.**

Napier's inner harbour is highly valued, with a long history of habitation and use. It forms part of Te Whanganui-a-Orutū, an area once rich in resources - mahinga kai for local iwi and a place for settlement and trade, with pā sited on islands and surrounding landforms.

With the arrival of Pākehā in the 1800's further development occurred, including a settlement along the shingle bank. Followed by reclamation and significant modification through human and earthquake events. Land and water-based recreation uses continue throughout the inner harbour, with the thriving Ahuriri town centre and warehouse area destinations for locals and visitors.

Prepared in collaboration with council officers and in consultation with mana whenua representatives and key stakeholders, the Development Plan presents a 30-year vision for the inner harbour area. Addressing the need to rationalise land and water-side services for efficiency of land-use, capital and operational expenditure. Integrating new and extending current uses within what is spatially a restricted area.

A suite of design principles (adjacent) specific to the inner harbour's built, natural and cultural context have been prepared to guide the Inner Harbour Development Plan. The design principles build on the City Vision (2016) and the Ahuriri Estuary Masterplan (2018) principles of Connectivity, Quality and Authenticity. Moving forward they are intended to guide the projects that will result from the development plan.

The extension of the Napier Port Marine Cultural Health Programme will enable Council to monitor any change in marine health over time.



## Illustrative Inner Harbour Development Plan.

### Key

1. Te Karaka Reserve, upgraded
2. Beacon, retained
3. Headland destination / outlook
4. Seating plinths set within revetment
5. Relocated car parking, Freedom camping
6. Toilets
7. Destination playspace
8. New community building, clubrooms & cafe
9. Relocated car & trailer parking
10. Cafe / function terrace (lower area)
11. Boat ramp retained
12. Nelson Quay public space improvements
13. New recreational pontoon & access ramp
14. New pavilion & toilet buildings
15. Iron Pot terraces & stormwater infrastructure
16. Waka hourua pontoon moorings (x2)
17. Discharge wharf
18. Fishing platform, emergency vessel mooring
19. Refuelling wharf
20. Sullage facility
21. West Quay working wharf & one-way street
22. Pakake memorial space
23. Boardwalk, stormwater quality infrastructure
24. Public laneway & connection to Ossian St
25. Napier Sailing Club precinct
26. Ahuriri Linear Park (Pandora Road)
27. Storage building, potential to redevelop to include club facilities
28. Boat launch & trailer parking area upgrade
29. Concrete launch ramp upgraded
30. Coastguard building
31. New pontoon moorings
32. New refuse, toilet & shower facilities
33. Meeanee Quay Reserve area upgrade incl. paths, fishing platforms & seating
34. Shared path connection
35. Whakarire Avenue car parking, relocated
36. Western pier remnant retained
37. Whakarire reserve, pathways, seating & native plantings
38. Mana Ahuriri settlement site

1:4000 @ A3

**A. Te Karaka Reserve Edge.** Concrete & hardwood seating units inserted into limestone revetment.

**B. Iron Pot Waka Hub.** Purpose-built pontoon moorings, with land-side facilities incl. pavilion & seating terraces.

**C. West Quay Working Wharf.** One-way vehicle movement with shared path adjacent. Pōhutukawa & Rata trees retained with movable seating to enable service access.

**D. Meeanee Quay Reserve.** Extended shared path, picnic areas, fishing platforms & coastal edge plantings.

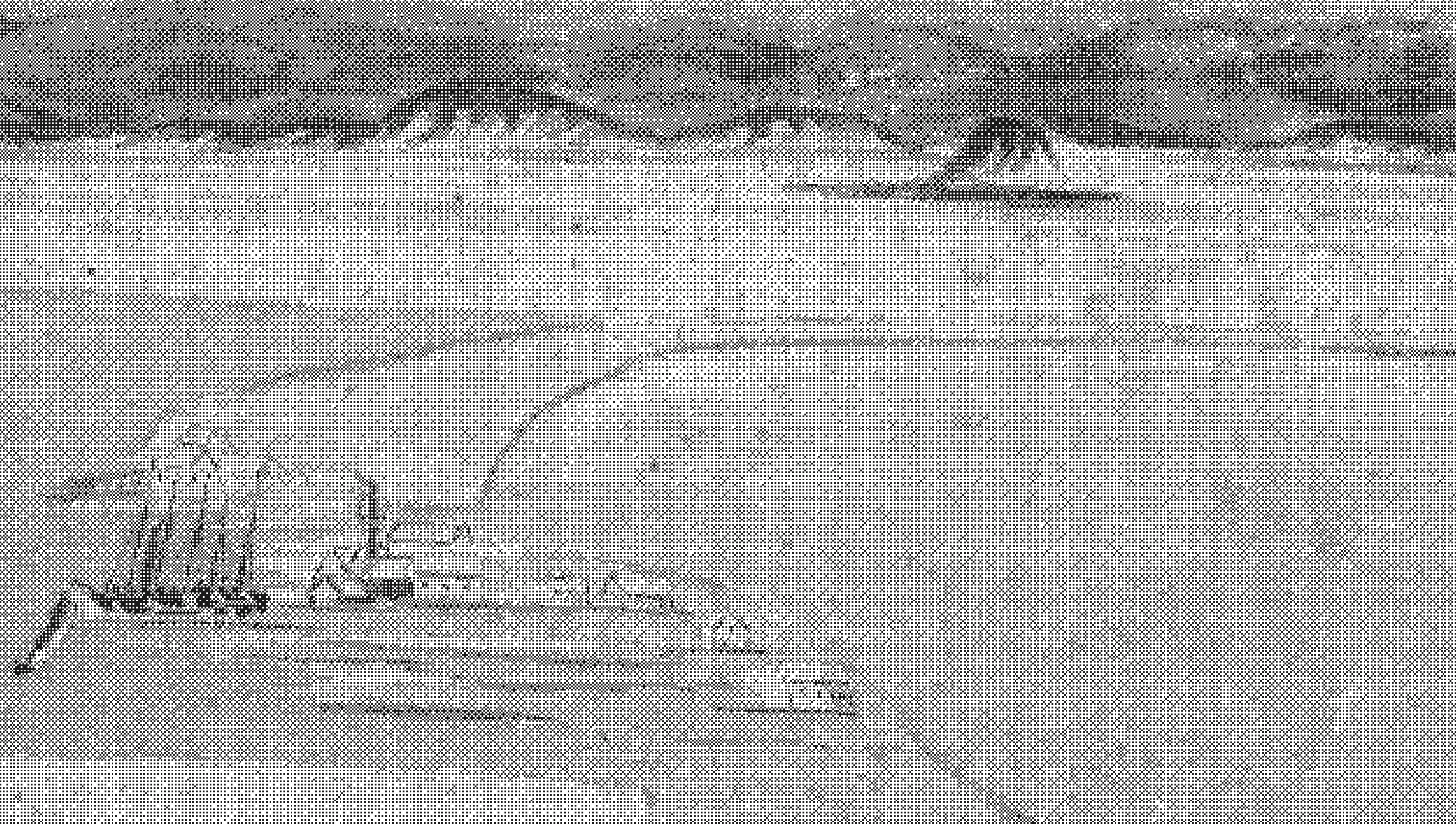




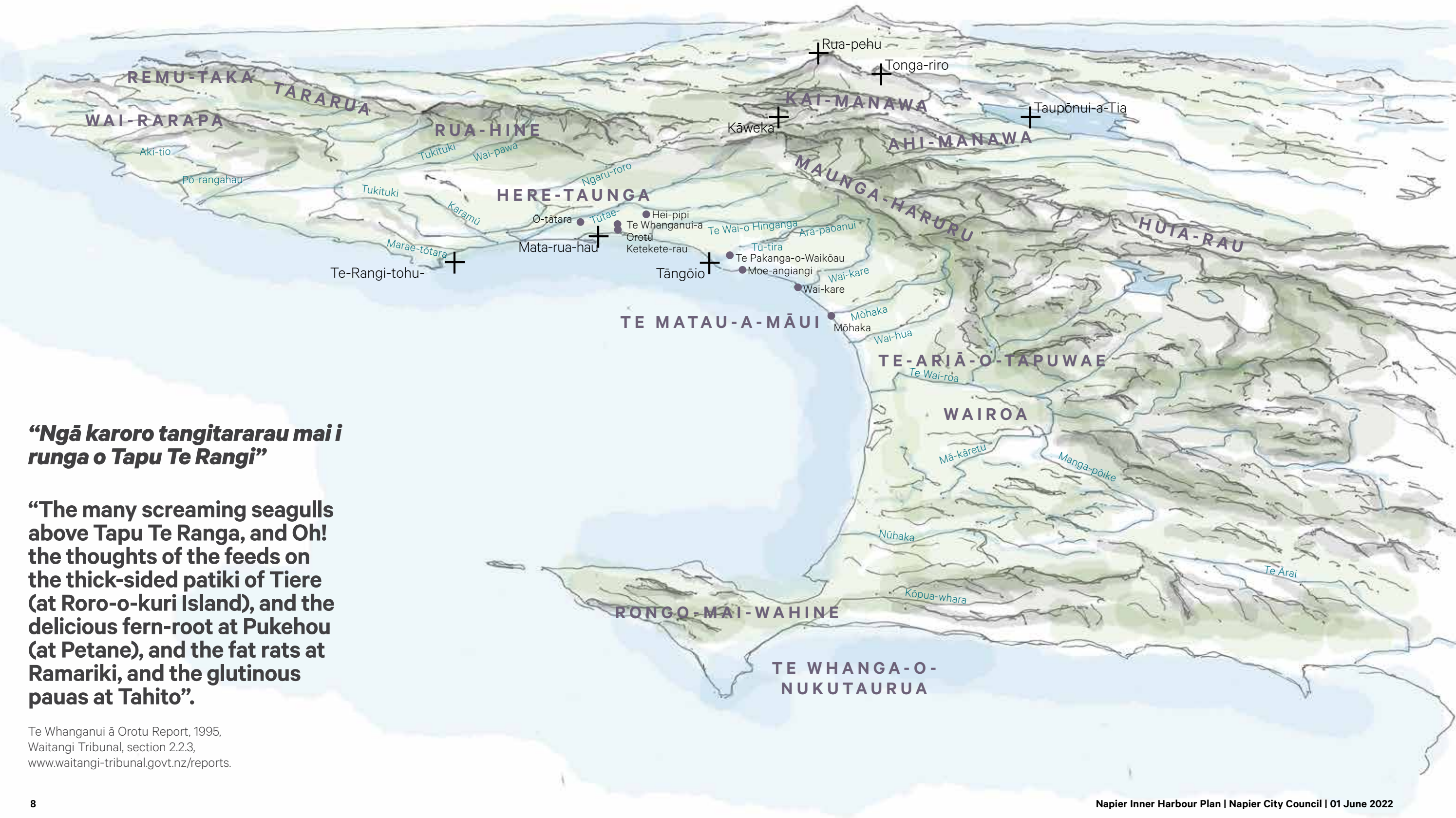




# 1. Context.



# Cultural Landscape. Broad Scale.





## Cultural Landscape. Local Scale.

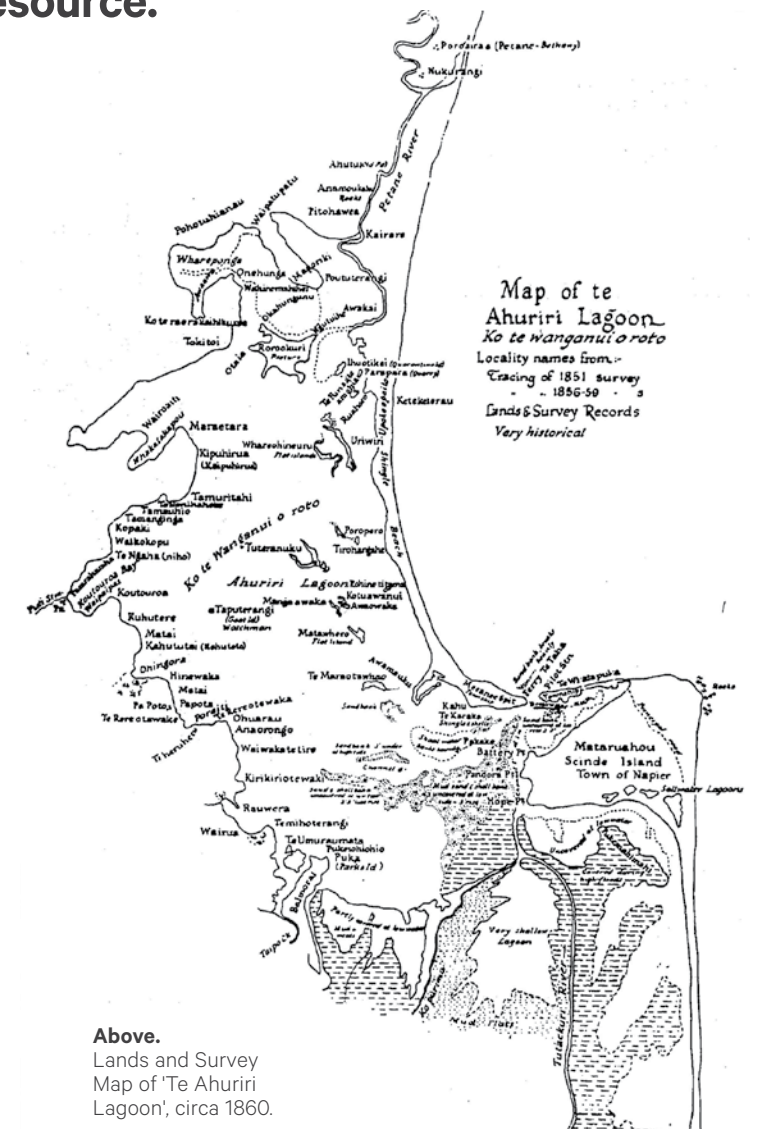
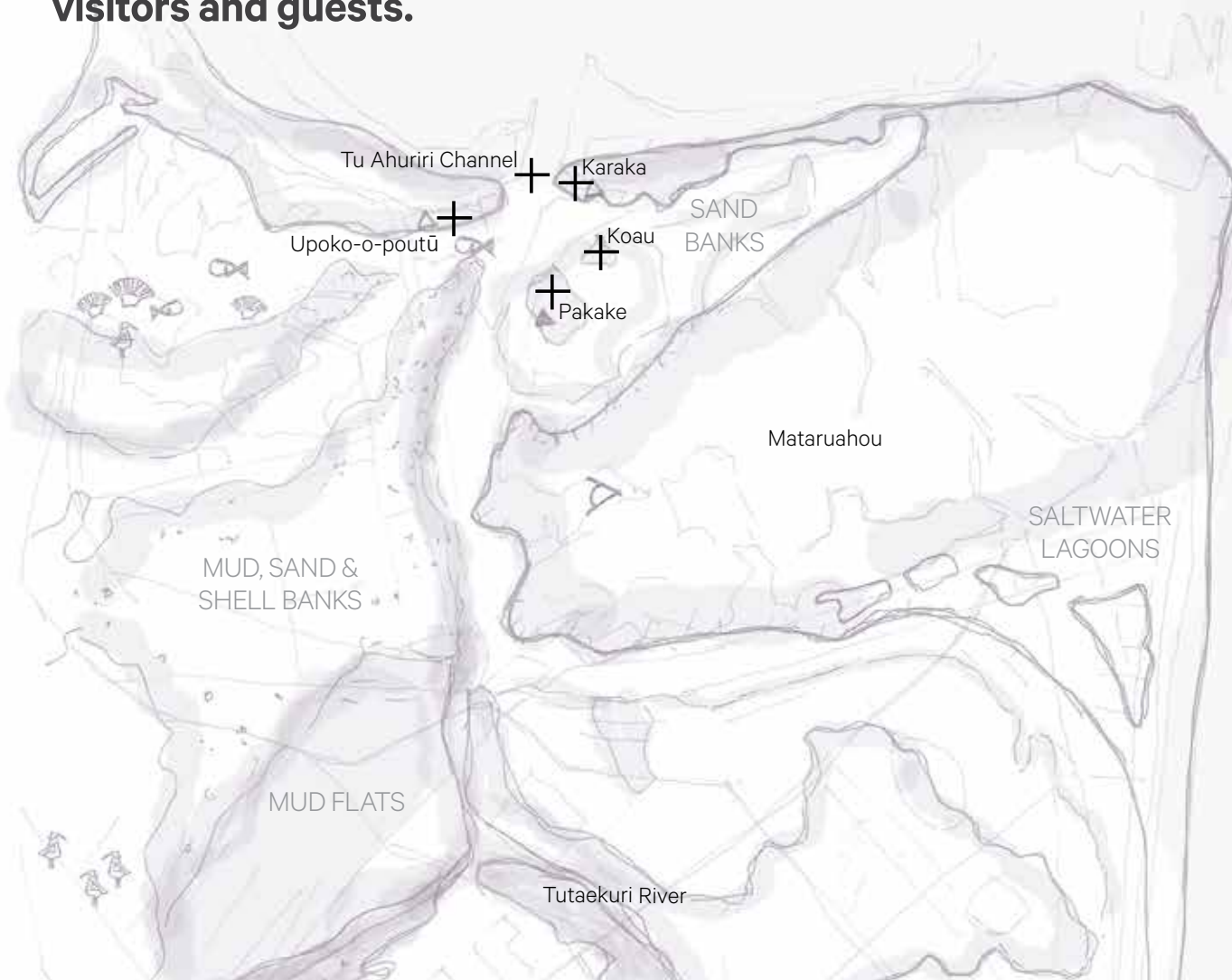
Ahuriri estuary, Pania reef and limestone outcrop of Mataruahou, the shingle spits extending north and south, and the western hills that form Te Whanganui-a-Orotū are rich in cultural associations.

Pā were sited on islands and western hills, at Pakake, Koau and Pukemokimoki. The area was an abundant mahinga kai, sustaining a group of interconnected neighbouring hapū, visitors and guests.

The channel through the shingle spit has strong whakapapa to Tū Ahuriri who cut the channel following the closing of an earlier channel at the northern end of the estuary. Defensive pā, either side of the channel at Te Karaka and Upoko-o-poutū had expansive views across the harbour and estuary, and to the numerous moutere, awa and other features.

Sheltered anchorage and proximity to the abundant resources of Te Whanganui-a-Orotū, and the freshwater resources of the Taipo and Tutaekuri awa provided for ideal living conditions for the ancestors of mana whenua.

Decades of agricultural, industrial, and urban activity have degraded this once pristine resource.



Above.  
Lands and Survey  
Map of 'Te Ahuriri  
Lagoon', circa 1860.



# Project Area. Te Whanganui-a-Orotū.



**Left.**  
Contemporary aerial photo with project area indicated.

**Below (l-r).**  
Inner Harbour aerial photography 1948, 1988, & 2005.

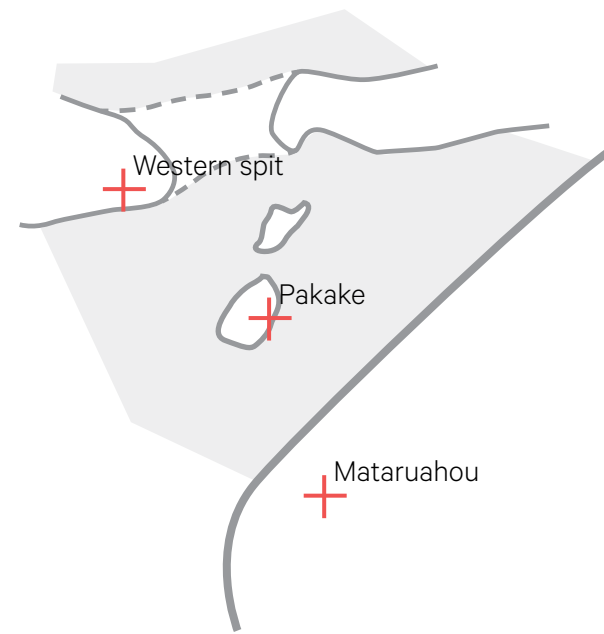
**Right.**  
Te Whanganui-a-Orotū, Ahuriri Estuary pre and post 1931 earthquake. Illustrating the extents of land modification resulting from the earthquake and subsequent drainage and reclamation.



2005

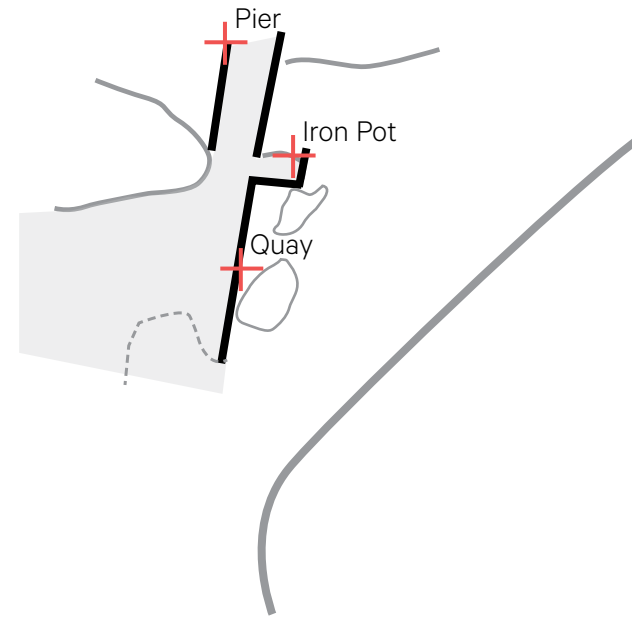


# Inner Harbour Development Pattern.



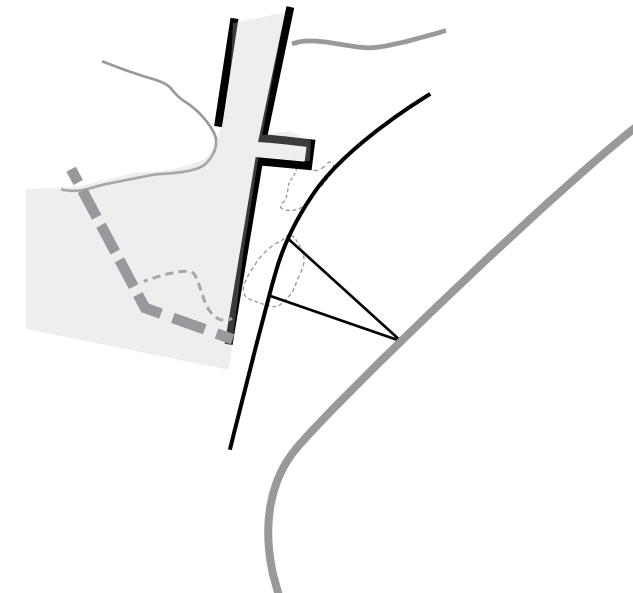
## Early Landform

- Estuary & islands enclosed by the shingle spit with Mataruahou behind
- Channel cut by Tū Ahuriri
- Pakake Island and pā located in proximity to channel



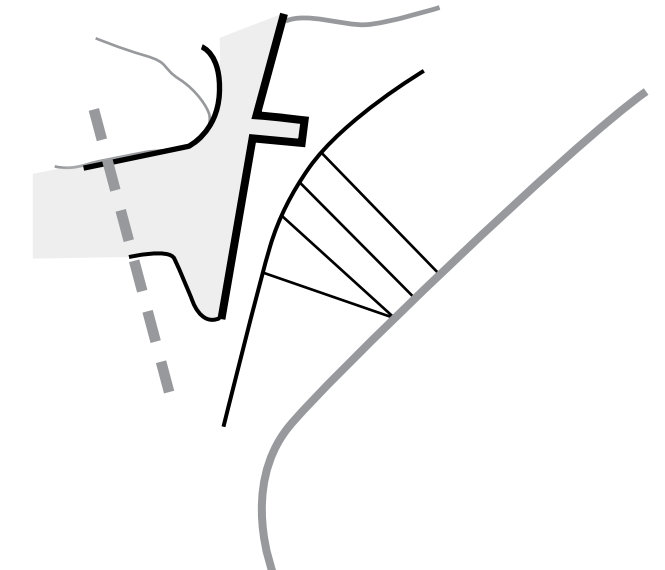
## Late 1800s

- Iron pot formed with quay to south, bridge connection between island and spit
- Constructed edge extended south along West Quay
- Piers constructed narrowing channel and reinforcing alignment



## Early 1900s

- Iron Pot narrowed with quay to north
- Rail line constructed along south edge of shingle spit
- Causeway connection between islands, quay and hill, followed by reclamation
- Earthquake uplift
- Quay constructed connecting West Quay and the western spit



## Mid 1900s

- Completed reclamation of north and south ponds, including extended road and development pattern
- Sailing Club land reclaimed
- New road alignment from the west constricts & separates inner harbour and estuary



**Left to Right.**  
Entrance to Ahuriri Harbour, 1866. By Charles Decimus Barraud.

Overlays of c.1860 maps and existing aerial photography.

# Infrastructure Condition Summary.

A condition assessment has been carried out by Advisian on Napier City Council owned assets within the Inner Harbour area. Refer to full report: Advisian Condition Assessment - Draft Summary (13.02.2018).

The findings of this assessment have found multiple areas that require addressing, a summary of which is illustrated opposite. The most critical of these are shown in red on the plan opposite.

- 1

**Perfume Point**  
Southern reventment erosion & gaps, non uniform distribution, slumped
- 2

**Fishing Club Pier.**  
Concrete deck, seawall & cross heads - good condition.  
Piles, rip rap & ladders - poor condition
- 3

**Fishing Club Floating Jetty No.1 (now removed)**
- 4

**Fishing Club Floating Jetty No.2 (now removed)**
- 5

**Fishing Club Floating Jetty No.3 (now removed)**
- 6

**Nelson Quay Wharf.**  
Very poor condition - all elements. Pile leaning seaward and significant loss of fill behind the concrete sea wall. Jetty bolts corroded or missing.
- 7

**SH50 Revetment**  
Concrete blocks displaced and gaps between boulders
- 8

**SH50 Seawall Wharf**  
Extremely deteriorated condition
- 9

**SH50 Jetty**  
Significantly deteriorated, earmarked for demolition.
- 10

**Jull Wharf (Jetty)**  
Extremely deteriorated condition, at risk of complete failure
- 11

**Discharge Wharf - Jetty**  
Revetment good condition, timber piles in poor condition
- 12

**West Quay Floating Jetty**  
Good condition, except non uniform revetment & corrosion of steel elements.
- 13

**West Quay Wharf / Seawall**  
Poor condition.
- 14

**West Quay Jetty 3**  
Poor condition.
- 15

**West Quay - Revetment**  
Poor condition.
- 16

**Pandora Bridge Revetment**  
Damaged formation, fabric fallen apart.
- 17

**Meeanee Quay - Jetty No 1&2.**  
At risk of collapse in storm, pontoons in good condition.
- 18

**Meeanee Quay - Revetment No 1&2.**  
Erosion & not suitable material, insufficient rock armour.
- 19

**Whakarire Jetty 1&2**  
Steel & timber poor condition
- 20

**Whakarire Revetment**  
insufficient rock armour& erosion.





# Inner Harbour. Stormwater.

Stormwater is discharged untreated to the inner harbour at multiple points. The heavy vehicle, rail yard, light industrial and road corridor land uses of the wider catchment would suggest that the contaminant load may be significant.

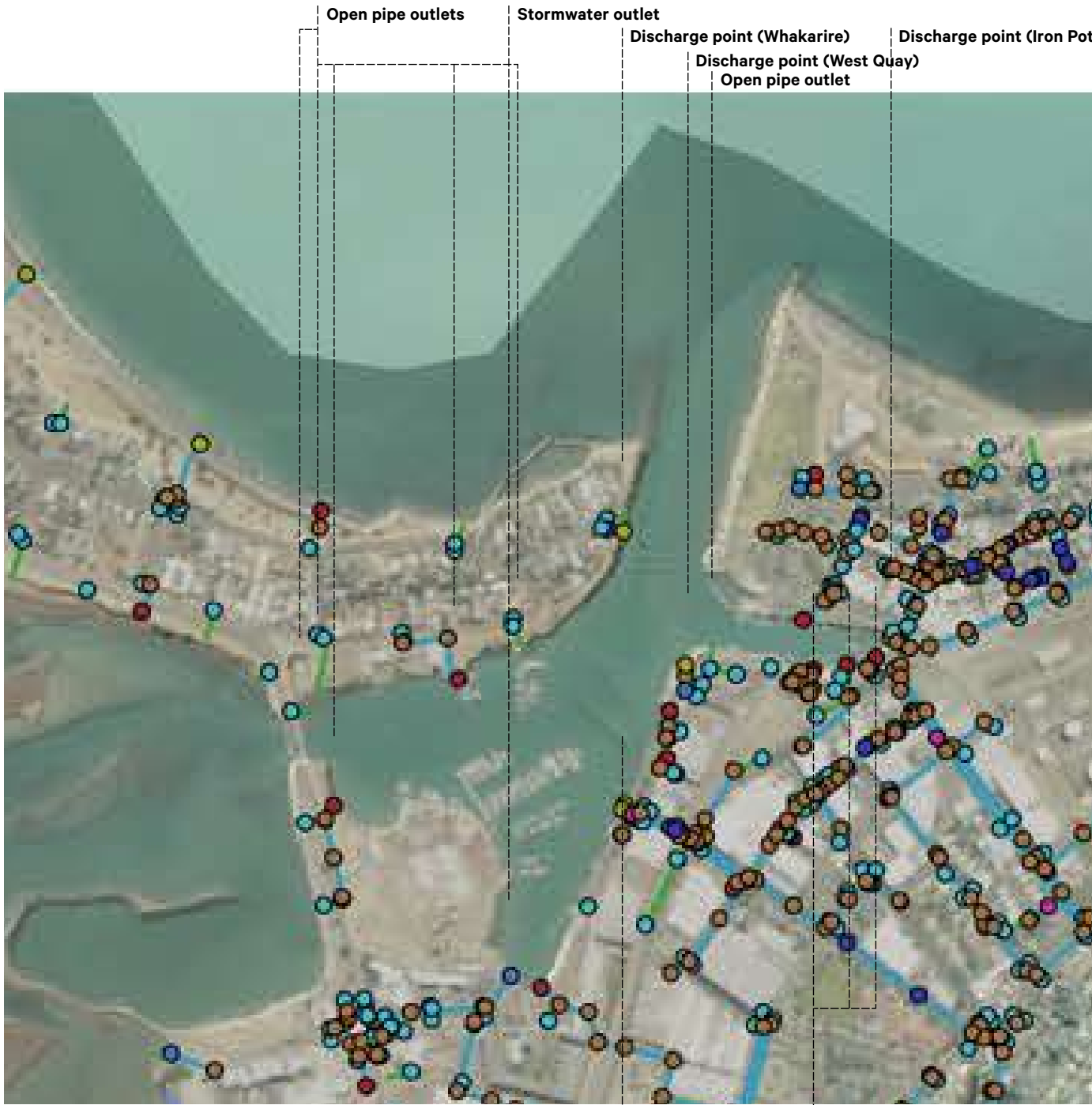
Opportunity exists to capture, slow and treat the stormwater at source, to improve the water quality entering the harbour. Utilising low impact stormwater systems - raingardens and mechanical devices within the road reserve.



**Top.**  
Existing. Outlet (broken)discharging Meeanee Quay catchment direct to Inner Harbour with no water quality treatment

**Middle.**  
Existing. Large outlet discharging rail yard catchment direct to Iron Pot with no water quality treatment.

**Bottom.**  
Outlet discharging Nelson Quay catchment direct to Iron Pot with no water quality treatment.



Stormwater network & outfalls.

Drainage node function:

- Connection point
- Discharge point
- End cap
- Inlet
- Junction
- Manhole
- Outlet

Drainage pipe function:

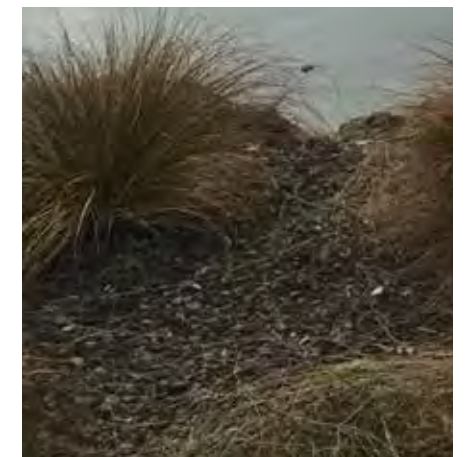
- Culvert
- Inlet lead
- Lateral
- Main
- Open drain
- Drainage channel



# Inner Harbour. Flora & Fauna.

Pōhutukawa are the dominant tree species within the inner harbour area. Nīkau, Karaka and limited areas of native shrub species are found within reserve areas. The mature Pōhutukawa (and single Rata) along West Quay are significant, functioning to delineate the working wharf area from the carriageway adjacent.

Opportunities exist to increase native plantings for shade, shelter, habitat and biodiversity purposes. Introduction of street trees along Bridge Street would reduce the street scale and enhance pedestrian amenity. Enlarging the planted areas beneath the Pōhutukawa along West Quay would assist in protecting them from damage by vehicles using the wharf.





## Water-based.





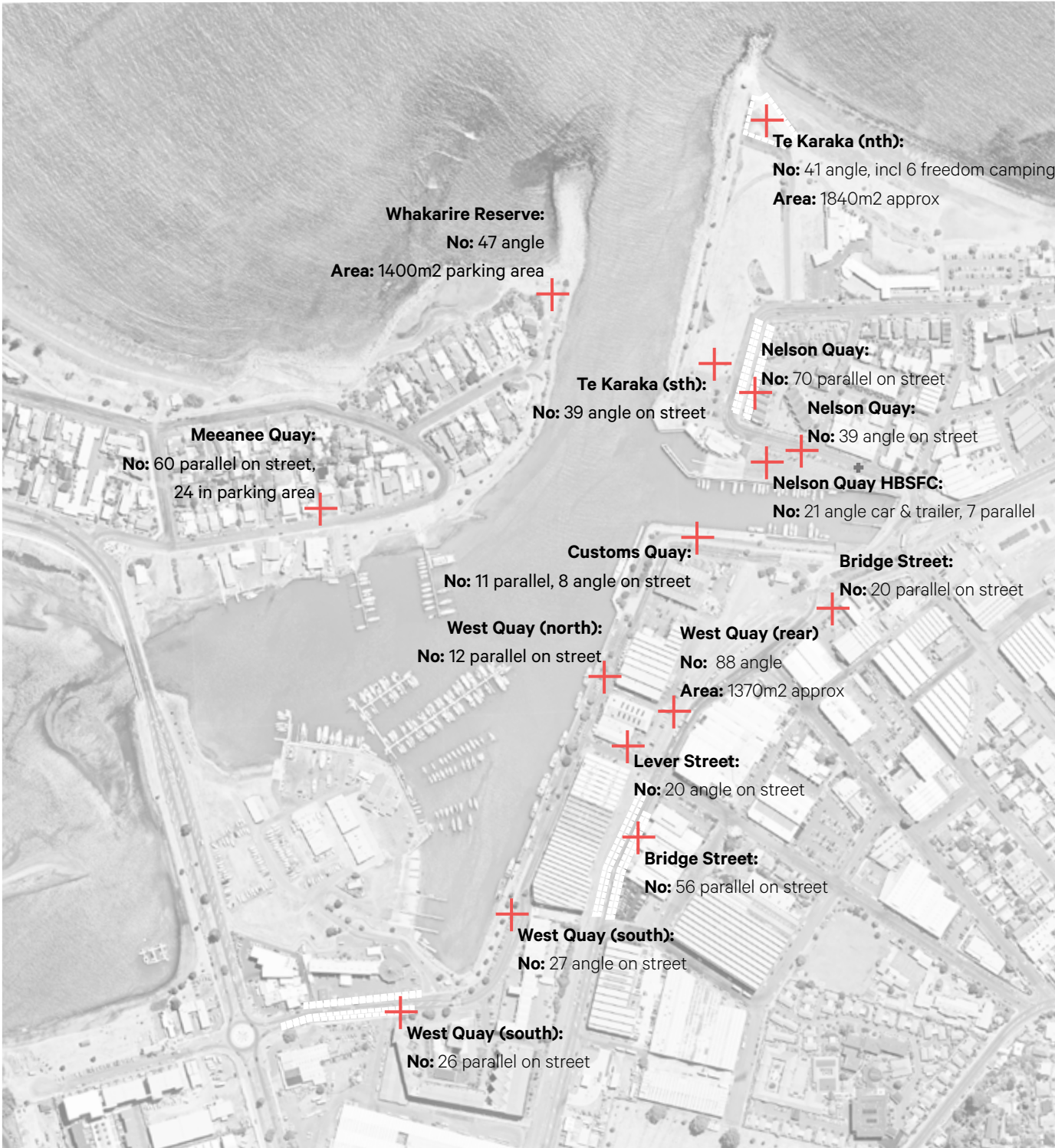
# Car Parking Provision.

A mix of street and precinct-based car parking is located along the quays and within reserve areas.

Opportunities exist to relocate some car parking to nearby 'back of house' locations, to improve pedestrian priority, public open space and access at highly valued water's edge locations.

## Existing Parking Provision.

Location	Number	Type	Public/ Private	Trailer provision
Te Karaka Reserve (nth)	41	precinct, angle	public	no
Te Karaka Reserve (sth)	39	precinct, angle	public	no
Nelson Quay (nth)	70	on-street parallel	public	yes
Nelson Quay (sth)	39	on-street angle	public	no
Nelson Quay	21, 7	precinct, angle	private	yes
Customs Quay	11, 8	on-street parallel, angle	public	no
West Quay (nth)	12	on-street parallel	public	no
West Quay (sth)	27	on-street, angle	public	no
West Quay (sth)	26	on-street parallel	public	no
Lever Street	20	on-street, angle	public	no
Bridge Street	56	on-street, parallel	public	yes
West Quay (rear)	88	precinct, angle	private	no
Napier Sailing Club	excl.			
Meeanee Quay	60	on-street, parallel	public	yes
Meeanee Quay Reserve	24	precinct, angle	public	yes
Whakarire Reserve	47	precinct, angle	public	no
Total	596	336 on-street 260 precinct	508 public 88 private	21 marked + on-street & precinct unmarked





# Napier City Council Project Requirements.

## High-level NCC project requirements, to be delivered within the development plan include:

### Recreational and Commercial Fishing Berths:

#### Existing NCC controlled berths:

##### Meeanee Quay Pier 1: 23 Berths

14 Occupied (11 Recreational, 3 Commercial Fishing)  
9 Vacant

##### Meeanee Quay Pier 2: 23 Berths

15 Occupied (15 Recreational, 0 Commercial Fishing)  
8 Vacant

##### Jull Wharf: 11 Berths

9 Occupied (3 Recreational, 6 Commercial Fishing)  
1 Vacant, 1 disused requiring repair

##### Nelson Quay: 24 Berths

20 Occupied (18 Recreational, 2 Commercial Fishing)  
2 Vacant, 2 disused requiring repair

##### West Quay (north): 1 berth

1 Occupied (large recreational vessel berth)

#### Future demand recreational berths:

Anecdotal evidence suggests that trailer boats have increased in popularity with recreational fishermen. Potentially due to the availability of larger and higher performing trailer boats along with more powerful towing vehicles. This may be the reason for a static demand for recreational berthage facilities.

This however places increasing demand on the Council owned Nelson Quay Boat Ramp and associated parking and also the Napier Sailing Club ramp and parking.

Demand exists for visiting larger recreational vessels (smaller super yachts), for which only the Napier Sailing Club has facilities to cater for. The Napier City Council controlled berths cannot cater for visiting recreational vessels.

The ability to cater for visiting recreational boats should be looked at in conjunction with redevelopments particularly the Napier Sailing Club proposal, along with catering for increased demand for boat ramp and associated car and trailer parking facilities.

#### Existing boat ramp water access:

Boat ramp owned and operated by the Napier Sailing Club. Pay to use.

Boat ramp owned and operated by Napier City Council at Nelson Quay (next to the Fishing Club.). Pay to use.

The only free access for small craft is from the reserve at 808 and 808A Meeanee Quay. Currently no formed ramp. It is important that this area be retained as public access for small craft and trailer parking.

#### Other Activities:

**Napier Sailing Club:** land occupied is vested in NCC as a local purpose (Boating Club) reserve under the Reserves Act. Deed of Lease with NCC, 21 years from 12.8.1999 with one ROR. In addition NSC and associated entities owns the marina adjoining its leased land.

The breastwork to the front of the Napier Sailing Clubhouse is to be renewed in the near future with Council contributing to half of this cost. The club also has a proposal to replace their pile moorings with a new marina.

Berths: 87

Pile Moorings: 40

**Hawke's Bay Sports Fishing Club:** land occupied (basically the footprint of the clubhouse) is vested in NCC as a local purpose fishing club reserve. Deed of Lease with NCC for 15 years from 1.7.2015.

**Hawke's Bay Coastguard:** 704 Meeanee Quay – Local Purpose Maritime Reserve. Lease with NCC 20 years from 1.9.1999. Currently being renewed.

**Westshore Sea Scouts:** 808A Meeanee Quay. Local Purpose Maritime Reserve. Lease being renewed from 1 June 2018 for 15 years with 1 ROR.

**HB Canoe Club & Pacific SLSC:** 808A Meeanee Quay. Local purpose Maritime Reserve. Current ground lease of footprint of sheds expired.

**Waka Wharf:** informal arrangement for the ocean going waka to occupy the waka wharf on West Quay. This wharf was not purpose built for the ocean going waka but for paddling waka.

The wharf is not completely suitable.

**703 and 705 Meeanee Quay:** subject to 20 year registered perpetually renewable 20 year ground leases with a private company. Land vested in NCC, Lessee owns buildings and improvements.

**705A Meeanee Quay:** land including slipway is privately owned and operated. Outside of any Council control.

#### West Quay:

West Quay is home port for 19 commercial fishing vessels, paying an annual berthage fee. With length available for 12 fishing vessels to be moored single file along West Quay.

In addition MV Carly has a permanent berth on the West Quay extension.

Berthage on West Quay is on a first in first served basis i.e. no dedicated berths per vessel. Visiting fishing vessels use West Quay and pay on a casual use basis.

At busy times i.e. the Tuna season up to 10 visiting vessels can be moored on West Quay at any one time.

In the event that there are no spare berths it is expected that vessels will berth more than one abreast but for safety reasons no more than four abreast into the channel. This applies to local vessels as well as visiting vessels.

The number of vessels on West Quay at any one time varies depending on the weather conditions and fishing seasons / and whether boats are away fishing for extended times. When factors combine and the harbour is full it can be somewhat congested.

This is exacerbated by vessels alongside the wharf in general do not like other vessels moored abreast of them and leave trawl boards out etc. to make this difficult. In addition you can't have a heavier steel boat along side a lighter wooden boat. It is left to the industry to manage among the skippers these issues.

When berths are unable to be obtained on West Quay then boats berth illegally on the refuelling wharf and discharge wharf.

It would be desirable to have more berths for the larger fishing vessels.

#### Issues:

Public parking and pedestrian and cycle access on West Quay creates potential health and safety issues. It is a working wharf and needs to be reserved as such.

Other parking and roading options should be considered.

#### Additional facilities provided:

**Refuelling facility:** operated by a private company with a Licence with NCC to Occupy West Quay Wharf.

**Maintenance Wharf:** Required as re-fit work including welding, gas cutting, disc grinding/sanding and spray painting is not allowed at normal berths due to the impact on surrounding vessels.

**Discharge Wharf:** located within the Iron Pot to allow a lower level discharge and loading facility.

#### Other Requirements:

Requirement for sewerage discharge facility for boats.

Future developments need to cater for as separate areas:

- Fixed keel yachts due to depth requirements
- Smaller recreational and fishing vessels
- Larger fishing vessels
- Larger visiting pleasure craft



Final





## **2. Inner Harbour Development Plan.**





## Design Principles.

To guide the future development of the inner harbour, design principles, specific to the built, natural and cultural context have been established. These principles build on the City Vision (2016), and the Ahuriri Estuary Masterplan (2018) principles of Connectivity, Quality and Authenticity.

**Opportunities have been identified that build on an understanding of the project context and the existing infrastructure condition. They are the result of a clear set of project requirements provided by council officers and engagement with key stakeholders.**

The inner harbour development plan recognises and strengthens the particular character and experience of the inner harbour and areas within it. Delivering on the vision for a thriving Ahuriri inner harbour.



### **A public harbour edge.**

Connect people and place at the interface of land and sea - Ki Uta Ki Tai.



### **A working wharf environment.**

Celebrate the working nature of the inner harbour, supporting economic development.



### **Authentic character and identity.**

Promote the regional heritage, warehousing and working nature of the Ahuriri area.



### **A rich Māori cultural landscape.**

Engage mana whenua to tell their stories and to share the unique Māori history of Ahuriri as a gateway to Te Moana-nui-a-Kiwa Polynesia.



### **A water based recreation destination.**

Continue the history of voyaging, navigation and water based sport and recreation.



### **A resilient inner harbour.**

Design for climate change, weather events and sea level rise.



### **A healthy marine environment.**

Implement biodiversity, habitat and water quality improvement initiatives inclusive of mātauranga Māori.



### **An efficient high amenity port route.**

Improve amenity while supporting the local and regional economy through retention of an efficient port route.



# Opportunities.



## 1. Strengthen public space edge of Inner Harbour

- Creating continuous and generous pathway to inner harbour perimeter
- Close gaps gaps at Nelson Quay, and increase provision at end of Iron Pot
- Encourage improved public access through Sailing Club reserve area

## 2. Improve water quality

- Stormwater treatment of roading catchment at source, prior to discharge
- Provision of sullage facilities

## 3. Improve habitat and biodiversity

- Habitat protection and creation - fauna: penguins, other manu, shellfish etc
- Reintroduce endemic and other native plant species for habitat and biodiversity

## 4. Upgrade recreational vessel mooring facilities

- Replacement of end-of-life moorings at Meeanee Quay & Iron Pot

## 5. Upgrade Nelson Quay to enable other uses

- Re-plan car and trailer parking area to enable use for other activities at certain times.
- Upgrade both street and wharf area to provide for safe pedestrian and cycle movement.

## 6. Create waka hub incl. purpose-built mooring(s) for waka hourua

- Pontoon mooring for Te Matau-a-Māui and visiting waka hourua
- Accompanying landside facilities, public space and shelter / building(s)

## 7. Provide extended better managed commercial vessel mooring

- Improved management of commercial fishing vessel mooring. Booking system etc.

## 8. Create space for pedestrians & cyclists within working wharf

- Upgrade streetscape to improve amenity and address health and safety issues
- Reduce private vehicle movement to one-way
- Create generous pedestrian and cycle route to West and Customs Quay

## 9. Create West Quay laneway precinct

- Public laneway to east elevation of woolstores
- Integrated with Mana Ahuriri development site and Customhouse
- Supporting the activation of the rear of the existing woolstores

## 10. Improve Customhouse setting

- Extend one-way vehicle movement from West Quay to western end of Customs Quay
- Public car parking to rear as part of laneways precinct

## 11. Improve the Bridge Street and 'peanut' arrangement

- Simplify / reduce / rationalise the 'peanut' roundabout arrangement
- Create a more legible pedestrian environment, generous footpaths and tree planting

## 12. Strengthen connections between West Quay & Business Park area

- Create a new pedestrian linkage from Ossian Street to West Quay

## 13. Upgrade Te Karaka reserve

- Premier waterfront reserve, new pathways, seating, native tree planting, play & recreation
- Recognise the cultural narrative of Tu Ahuriri, the channel and wider connections

## 14. Upgrade West Quay reserve

- Recognising its location as the former outfall of the Tutaekuri
- Incorporate raingardens for stormwater treatment
- Increasing ability to access / get close to / experience the water

## 15. Improve vessel launch and marina facilities at Meeanee Quay

- Retain and improve the informal (free) vessel launching facilities at Meeanee Quay
- Construct new marina, car park and toilet block adjacent to Meeanee Quay reserve
- Increase storage facility capacity

## 16. Upgrade public reserve at Meeanee Quay & Whakarire

- Celebrate the shingle spit landscape, drawing the character of wider estuary through
- Provide for hobby fishing and small boat (kayak, canoe) launching
- Provide space for picnic and informal recreation use, and xtend pathway around point

## 17. Recognise Pakake and Koau islands

- Pakake 'memorial' site near to location of current waka mooring (edge of Pakake)



## Character & Experience.

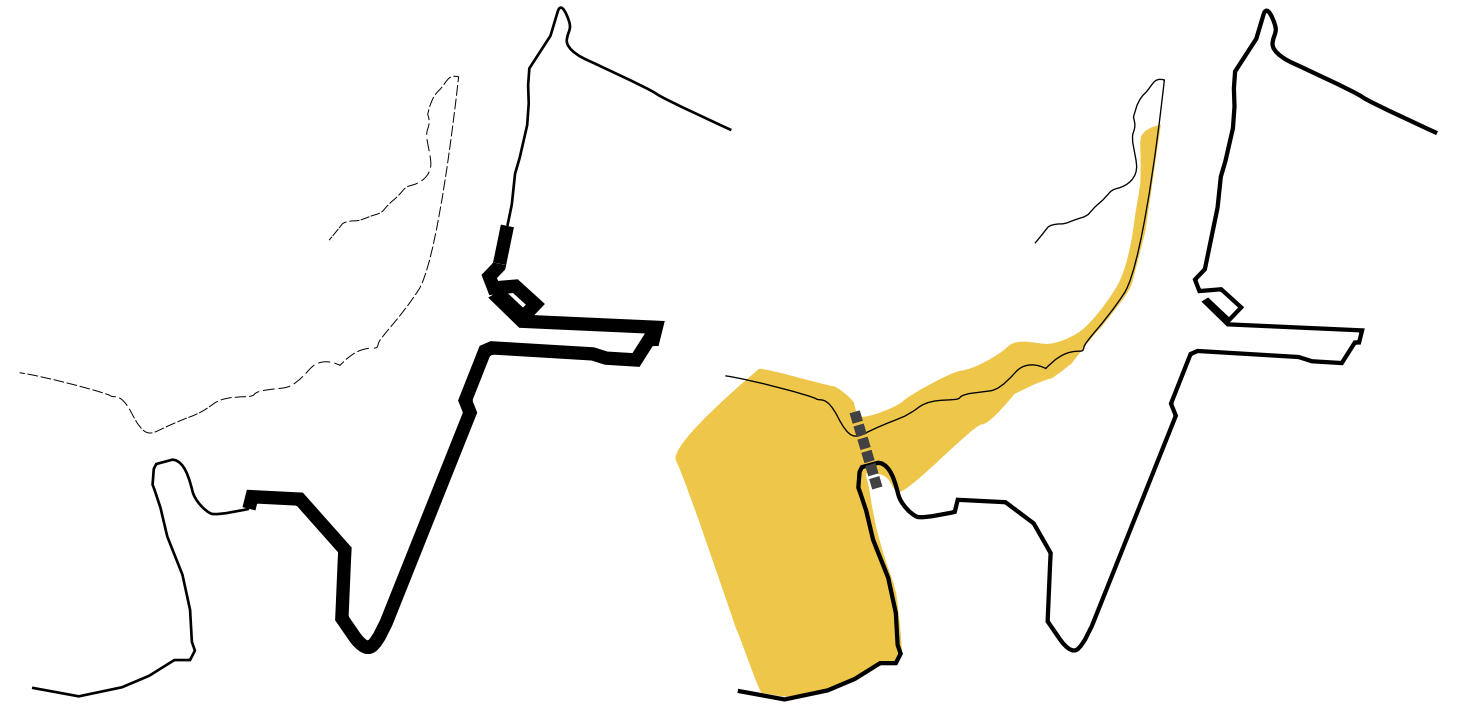
The inner harbour is an enclosed water-space, experienced as a linear movement route along the edge of land and sea. Creating a sequence of spaces of varying aspect, open-ness and enclosure.

The containment of the Iron Pot and southern end of the inner harbour are in contrast to the open views afforded to the north and west. The water space, converges at the channel before entering the harbour.

Built edges characterise the eastern side of the inner harbour and Iron Pot. In contrast with softer, more permeable edges to the north and west sides, nearer the estuary.

The built form responds to these edge conditions, with warehouses adjacent the quays forming largely continuous street frontage. In contrast, along Meeanee Quay, buildings sit within the open space, rather than defining it.

Opportunity exists to strengthen and express this character and experience.



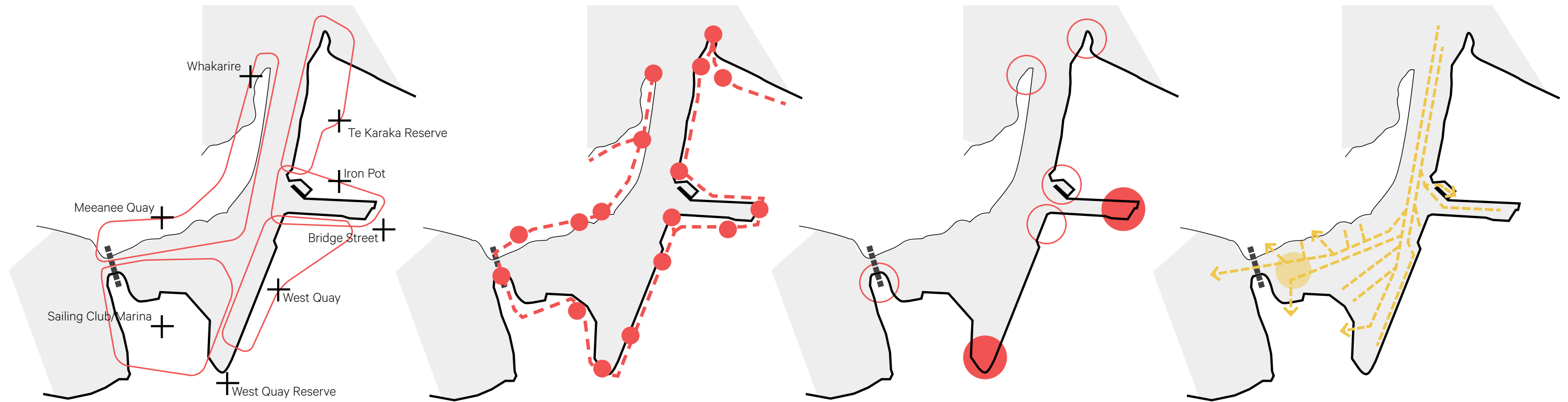
### Edges.

Reinforce the distinctive edge conditions of the inner harbour - the strong line of the built edge of the quays and wharf edges to the east and south, and the softer lines of the shingle spit and estuary to the north and west.

### Estuary - Inner Harbour.

Strengthen the connection between the estuary and inner harbour, while recognising their different characters. Draw the estuary environment through and along the shingle spit edge.





### Character Areas.

The inner harbour is made up of a series of distinctive character areas:

Te Karaka Reserve; the Iron Pot; Bridge Street and the 'peanut' intersection; West Quay working wharf and reserve; the Sailing Club and marina, and the shingle spit with Meeanee Quay extending around to Whakarire point.

### Water Edge Experience.

A necklace or sequence of nodes / events / spaces along the coastal edge. Experienced through moving along the edge via foot, cycle and vehicle.

### Aspect.

Two locations within the inner harbour offer a sense of containment, shelter and refuge - the eastern end of the Iron Pot and the southern end of the inner harbour. Both afford contained waterspace views.

In contrast are locations at points where expansive views are afforded, at both sides of the northern end of the channel, both sides of the entrance to the Iron Pot and at the Pandora Road bridge abutment.

### Water Access.

Multiple points of water access for vessels from public and private boat ramps and marina facilities.

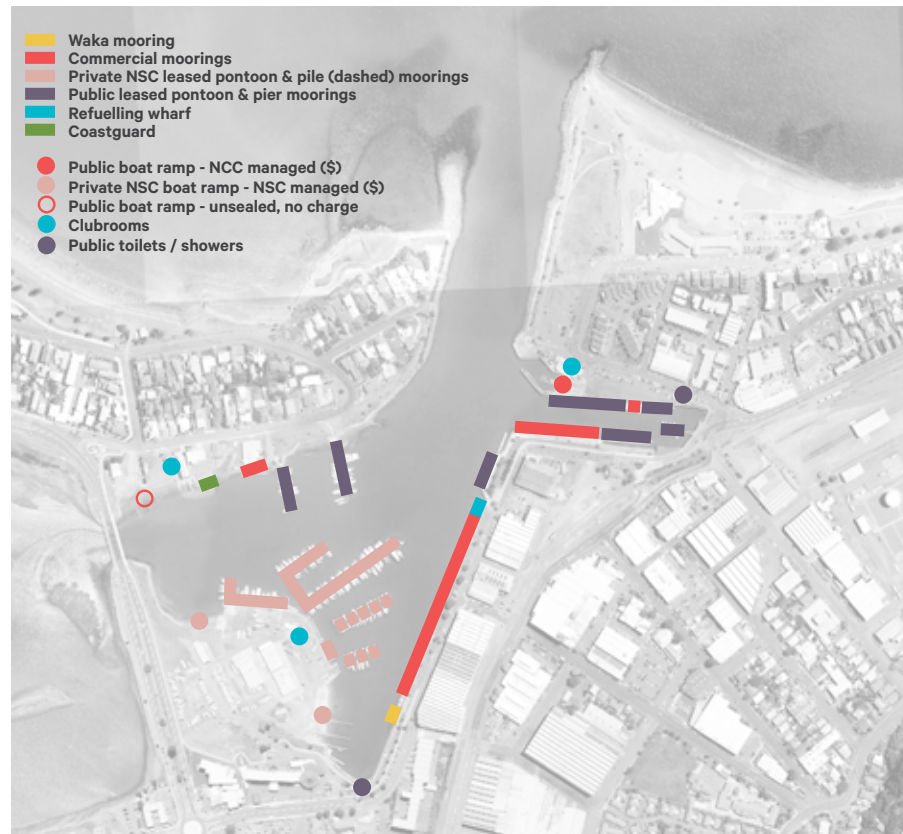
Movement throughout the inner harbour and channel is spatially constrained.

Small area of water space east of the Pandora Road bridge utilised for sailing lessons.

Significant tidal flows beneath Pandora Bridge at times. Headroom beneath bridge restricted by tides.



# Approach.

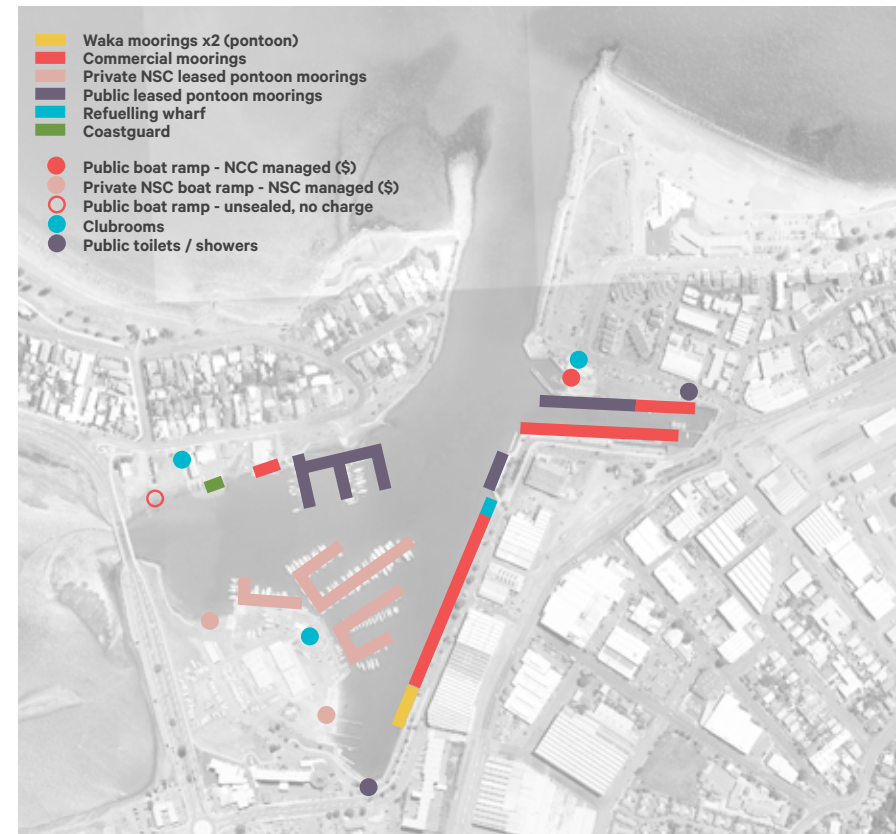


## Existing.

Currently a mix of recreational and commercial land and water-side facilities are located dispersed around the inner harbour. Facilities include commercial fishing, recreational vessel and waka hourua moorings; clubrooms, boat ramps; Coastguard and refuelling facilities.

Issues:

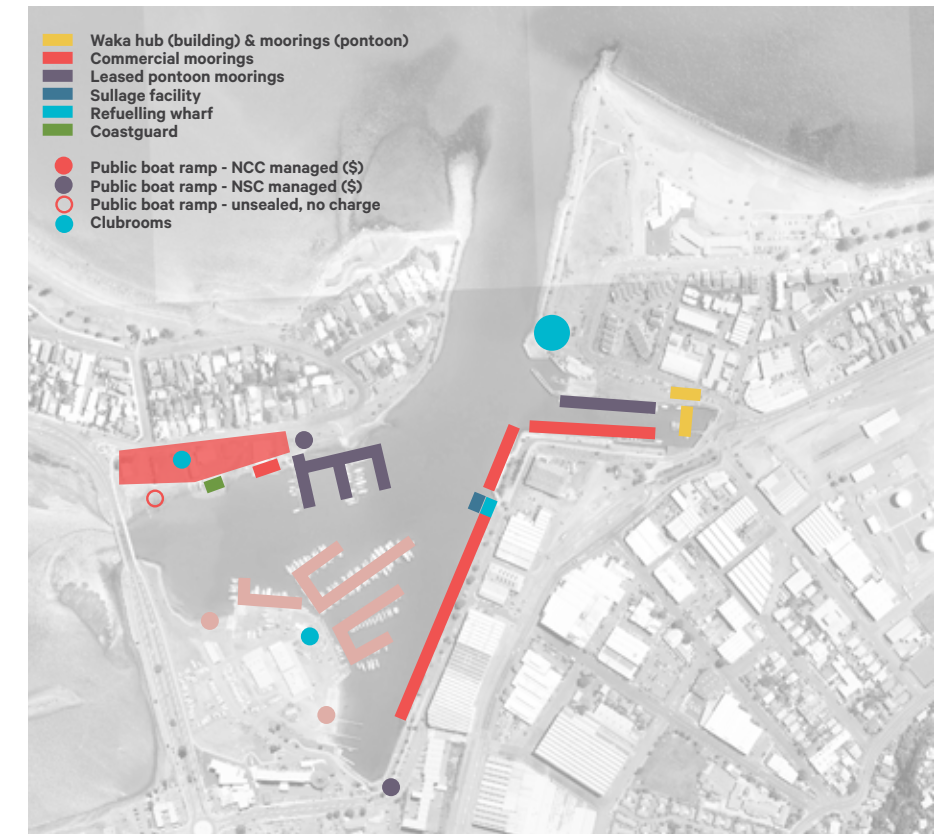
- Condition of infrastructure.
- Dispersed facilities, contributing to increased costs to maintain.
- Health & safety issues of working wharf & public edge.
- Lack of sullage facilities.
- Need for purpose-designed waka hourua pontoon mooring.
- Lack of pontoons to assist launching at Nelson Quay ramp.
- Water quality including stormwater quality at discharge.
- Increased demand for recreational mooring.
- Demand for car & trailer parking, at times.



## Option A. Upgrade facilities in current locations.

Upgrade commercial and recreational moorings and facilities; provide purpose-designed waka hourua mooring in current location.

- End of life assets (pile moorings) replaced with new purpose designed pontoon moorings at Meeanee Quay & Iron Pot.
- Commercial fishing vessel mooring remain focused at West Quay & Iron Pot.
- Waka hourua mooring retained in current location. Upgraded to provide purposed-designed pontoon mooring.
- Nelson Quay boat ramp retained.
- Clubrooms and Coastguard remain in existing dispersed around and activating inner harbour perimeter.
- Free-of-charge smaller vessel launching retained & upgraded at Meeanee Quay.



## Option B. Consolidate facilities to new locations.

Consolidate and upgrade commercial and recreational moorings and facilities; provide purpose-designed waka hourua mooring and land-side facilities as part of Iron Pot waka hub. Provide sullage facilities at refueling station. Encourage marine industries precinct redevelopment at Meeanee Quay.

- End of life assets (pile moorings) replaced with new purpose designed pontoon moorings at Meeanee Quay & Iron Pot.
- Commercial fishing vessel mooring consolidated to West Quay & Customs Quay.
- Waka hourua relocated to Iron Pot, to purpose built pontoon moorings (x2), with associated land-side facilities.
- Potential for mixed-use including clubrooms building at south end of Te Karaka Reserve (replacing existing Sport Fishing Clubrooms building).
- Sullage facility co-located alongside refuelling facility
- Free-of-charge smaller vessel launching retained at Meeanee Quay.
- Coastguard remains in current location.



# Napier Inner Harbour Development Plan. Draft.



**Left.  
Top to bottom.**

Te Karaka Reserve edge. Precast concrete & hardwood seating units inserted into limestone revetment in key locations. Increased volume of native species tree, shrub and groundcover planting.



Meeanee Quay Reserve fishing platforms and shingle beach. Extended shared path, picnic facilities, grass areas and coastal edge plantings.



Iron Pot waka hub purpose built pontoon moorings, seating terraces. Associated land-side facilities including pavilion buildings and pontoon access.



West Quay working wharf, one-way vehicle movement with pedestrian and cycle zone adjacent to alfresco dining areas. Pohutukawa trees retained with increased area of underplanting and movable seating between to enable service access to wharf.

1:4000 @ A3 / 1:2000 @ A1



- Key**
1. Te Karaka Reserve, upgraded
  2. Beacon, retained
  3. Headland destination / outlook
  4. Seating plinths set within revetment
  5. Relocated car parking, Freedom camping
  6. Toilets
  7. Destination playspace
  8. New community building, clubrooms & cafe
  9. Relocated car & trailer parking
  10. Cafe / function terrace (lower area)
  11. Boat ramp retained
  12. Nelson Quay public space improvements
  13. New recreational pontoon & access ramp
  14. New pavilion & toilet buildings
  15. Iron Pot terraces & stormwater infrastructure
  16. Waka hourua pontoon moorings (x2)
  17. Discharge wharf
  18. Fishing platform, emergency vessel mooring
  19. Refuelling wharf
  20. Sullage facility
  21. West Quay working wharf & one-way street
  22. Pakake memorial space
  23. Boardwalk, stormwater quality infrastructure
  24. Public laneway & connection to Ossian St
  25. Napier Sailing Club precinct
  26. Ahuriri Linear Park (Pandora Road)
  27. Storage building, potential to redevelop to include club facilities
  28. Boat launch & trailer parking area upgrade
  29. Concrete launch ramp upgraded
  30. Coastguard building
  31. New pontoon moorings
  32. New refuse, toilet & shower facilities
  33. Meeanee Quay Reserve area upgrade incl. paths, fishing platforms & seating
  34. Shared path connection
  35. Whakarire Avenue car parking, relocated
  36. Western pier remnant retained
  37. Whakarire reserve; pathways, seating & native plantings
  38. Mana Ahuriri settlement site



# Development Plan Summary. **Draft.**



- High priority
- Medium priority
- Low priority

Item (by area)		Infrastructure Condition	Public Space Upgrade	Facilities	Water Quality	Priority	Cost
<b>1</b>	<b>Te Karaka.</b>						
	<u>Revetment</u>						
1.1	Replenish/rebuild limestone revetment to length of channel to address identified erosion and create as necessary uniform distribution, covering existing bench to restrict access along.	●				●	\$\$
1.2	Construct precast concrete stepped seating units into limestone revetment at three locations, accessed from boardwalk level.	●				●	\$
1.3	Construct precast concrete, hardwood & limestone rock stepped headland, including new surfacing, seating, lighting and access to area of proposed Doris memorial.	●	●			●	\$\$
	<u>Reserve</u>						
1.4	Upgrade Te Karaka Reserve to premier recreation reserve. Includes relocation and extension of existing car parking, t incl. raingardens for stormwater treatment. Widened boardwalk, extended path network, destination playspace, seating, rubbish bins, lighting, native tree, shrub and groundcover plantings.	●				●	\$\$
1.5	New multi-storey multi-purpose club and community building on part of existing southern car park area. Assume 500m2 area across two+ levels.		●			●	\$\$\$
1.5	Community building plaza area, extended car parking area to include car and trailer parking, incl. raingardens for stormwater treatment, upgrade lower terrace area with new concrete surfacing, furniture lighting and balustrading.	●		●		●	\$\$
1.6	Gross pollutant traps to all road drainage sumps and at outfall to harbour within Reserve area.			●		●	\$
<b>2</b>	<b>Iron Pot.</b>						
	<u>Nelson Quay</u>						
2.1	<b>Option 1.</b> Repair of Nelson Quay seawall, new balustrading.	●				●	\$\$\$
	<b>Option 2.</b> Replacement of Nelson Quay seawall on current alignment, incl balustrading.	●				●	\$\$\$
2.2	Retain existing boat ramp, reinstate pontoons for launching,			●		●	\$
2.3	New 'pier' and terraced water access terraces to south side adjacent to boat ramp.		●	●		●	\$\$
2.4	Remove Fishing Club building(s) and associated bar/ restaurant (staged following 1.5).			●		●	\$
2.5	Replace existing pontoon and associated recreational vessel berths including required services for moorings below Nelson Quay seawall. New access ramps from quay level west to recreational moorings, east to waka pontoon.	●		●		●	\$
2.6	Upgrade quay / wharf area. West area (2/3) concrete surface for car & trailer parking / maneuvering, east end (1/3) to public space including concrete paving, compacted gravel areas, seating, bollards, lighting and trees.	●	●	●		●	\$
2.7	Upgrade Nelson Quay streetscape including bus stop. Including footpath widening, resurfacing, street lighting, street trees and raingardens for stormwater treatment.		●			●	\$\$
2.8	New pavilion building(s) including toilets, exhibition and gathering space to east end of existing car park area. Integrating shelter for bus passengers.		●	●		●	\$\$
	<u>SH50 / Bridge St End</u>						
2.9	Replace SH50 revetment, seawall, wharf and jetty with new (sheet piled) seawall on alignment to front of existing. Concrete seating terraces, hardwood seating platforms forming terraced seating area. Include for amenity lighting and power supply.	●	●			●	\$\$
2.10	Upgrade existing intersection streetscape. Including carriageway realignment, footpath widening & surfacing, seating, street lighting, street trees and raingardens for stormwater treatment.		●	●		●	\$\$



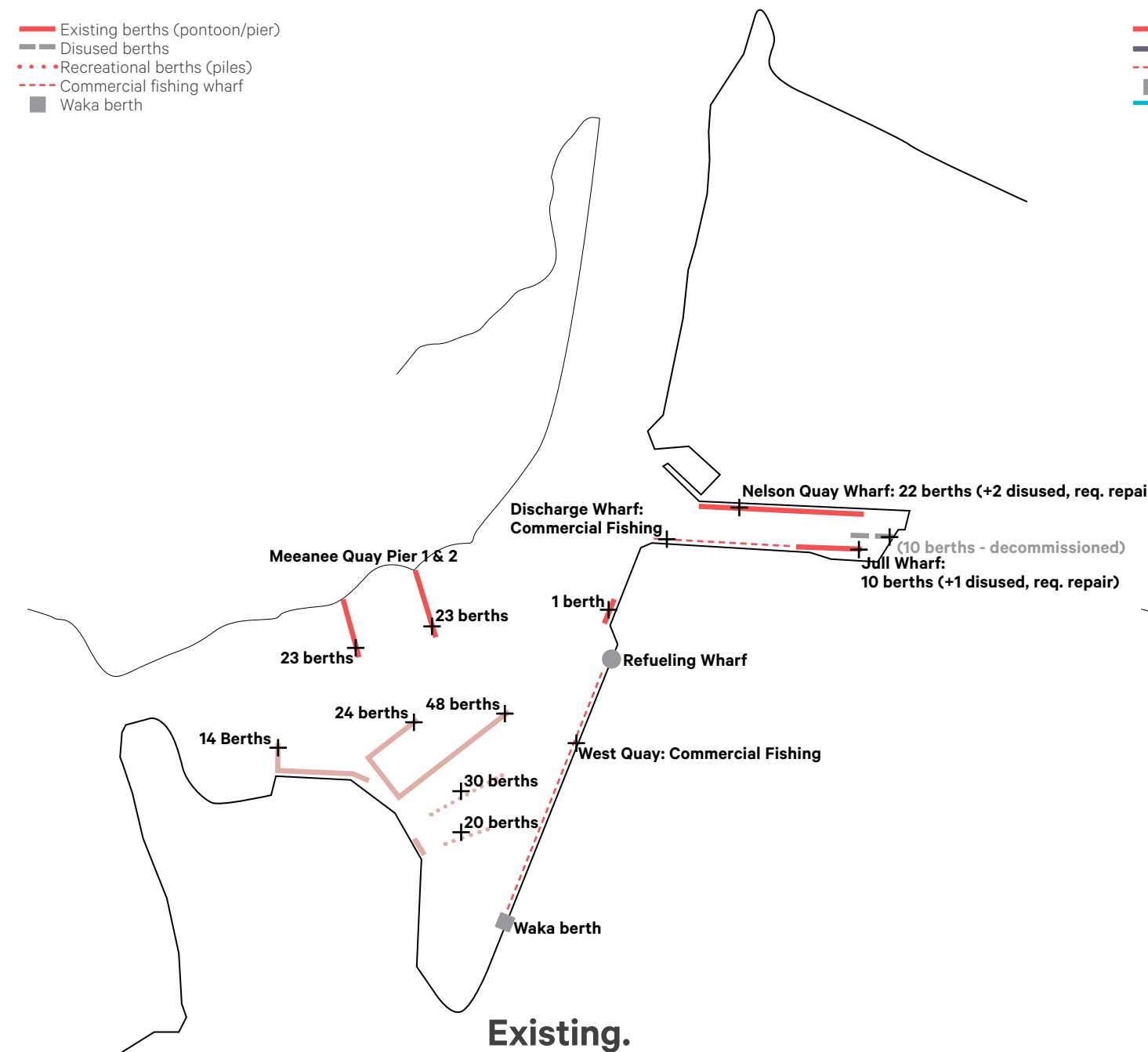
Development Plan Summary. Draft.

Item (by area)		Infrastructure Condition	Public Space Upgrade	Facilities	Water Quality	Priority	Cost
2.11	Install mechanical stormwater filter within existing pipe network to provide end-of-line treatment of wider catchment. Upgrade / replacement of existing outfall as necessary.						\$
2.12	New purpose designed pontoon and finger pontoons for waka hourua (x2) mooring.						\$\$
2.13	Remove disused pier and moorings extending from Bridge St end of Iron Pot.						\$
2.14	Retain and repair as necessary pier and associated (Jull Wharf) moorings east of Discharge Wharf as connection between seating terraces and existing Discharge Wharf.						\$
2.15	New revetment, new accessible ramp pedestrian access in planted bank between Customs Quay and Discharge Wharf/new boardwalk. Incorporate habitat for Kororā.						\$\$
2.16	Discharge Wharf and vehicle access points retained, with repair &/or replacement of timber piles as necessary.						\$
2.17	Gross pollutant traps to all road drainage sumps and at outfall to harbour within Iron Pot area.						\$
3	Bridge Street & ‘Peanut’ Roundabout.						
3.1	Investigate with Waka Kotahi the realignment of Bridge Street carriageway between Coronation and Ossian streets, including potential reduction in .peanut. roundabout length, relocaton of rail barrier arms, new crossing points and pedestrian refuges.						n/a
3.2	Streetscape upgrades. Including widened concrete surfaced footpaths, street tree & raingardens / mechanical stormwater filters for stormwater treatment.						\$\$
3.3	Gross pollutant traps to all road drainage sumps and at outfall to harbour.						\$
3.4	Gross pollutant traps to all road drainage sumps and at outfall to harbour within Bridge Street area.						\$
4	West Quay.						
4.1	Upgrade <b>Customs Quay</b> to one-way slow street. Including full street width resurfacing (widening footpath, narrowing carriageway, parallel car parking north side only), seating, bollards street trees, raingardens, street and feature lighting. <b>Option 1.</b> Full carriageway rebuild to surface in concrete. <b>Option 2.</b> As above. Resurface in asphalt over existing bases.						\$\$
4.2	Upgrade <b>West Quay</b> (to Lever St) to one-way slow street and working wharf (continuous with Customs Quay). Includes full quay and street width (widening footpath, narrowing carriageway, retaining existing mature trees), street furniture including seating, increased planted area beneath existing trees, street and feature lighting. <b>Option 1.</b> Full carriageway rebuild including wharf area to surface in concrete. <b>Option 2.</b> As above. Resurface in asphalt over existing bases.						\$\$
4.3	Mechanical stormwater filters installed within existing pipe network for Customs and West Quay catchment.						\$
4.4	Repairs to seawall as required.						\$
4.5	Retain West Quay Floating Jetty, repair revetment to uniform, address corrosion of steel elements.						\$
4.6	New fixed / pontoon moorings (small commercial / recreational vessels) to northern lower wharf area.						\$
4.7	Upgrades to refuelling station as required.						\$
4.8	New sullage facility adjacent to refuelling, utilising refuelling wharf. Connection to wastewater system.						\$
4.9	Deliver Pakake (plaza) space through co-design with Mana Whenua.						\$\$

Item (by area)		Infrastructure Condition	Public Space Upgrade	Facilities	Water Quality	Priority	Cost
4.11	Boardwalk from memorial space across end of inner harbour. Assume piled structure, hardwood surface, wheelstops, seating, lighting and interpretation.						\$\$
4.12	West Quay southern reserve area upgrade. Including new footpath connection into Sailing Club reserve, widened foopaths, street trees and raingarden for stormwater treatment.						\$
4.13	Gross pollutant traps to all road drainage sumps and at outfall to harbour within West Quay area.						\$
5	Meeanee Quay & Whakarire.						
	<u>Meeanee Quay</u>						
5.1	Open space upgrade of area west of Sea Scouts hall, retaining gravel ramp for small boat launching. Hardstand areas, seating, lighting, tree, shrub and grass areas. Addressing local stormwater outfalls to improve water quality.						\$
5.2	Repair / rebuild existing concrete ramp adjacent to Sea Scout hall.						\$
5.3	Replace Meeanee Quay Jetty 1 & 2 with floating pontoon marina, land-side refuse, toilet and shower facilities.						\$\$
5.4	Open space upgrade of area east of Nino’s. Including upgrade of car parking area, pathways around to Whakarire, picnic lawns, fishing platforms (acting as groyne), beach construction as required, seating, rubbish bins and lighting.						\$
5.5	Footpath upgrades / widening to extend shared path from intersection with Pandora Road along Charles Street, including stormwater quality treatment.						\$
5.6	Capitalise on opportunities for NCC ownership of sites along Meeanee Quay.						n/a
	<u>Whakarire</u>						
5.7	Replenish Whakarire revetment as part of Whakarire point public space upgrade.						\$\$
5.8	<b>Option 1.</b> Repair as required to the Whakarire Jetty (timber and steel), upgrade to provide water access, as part of wider public space upgrade. <b>Option 2.</b> Remove Whakarire Jetty.						\$
5.9	Public space upgrade of Whakarire point to include relocation of car park area to end of street, headland path, seating, native tree and shrub planting. Reinstating public space claimed by adjacent residences.						\$\$
5.10	Gross pollutant traps to all road drainage sumps and at outfall to harbour within Meeanee Quay and Whakarire area.						\$

In delivering these initiatives, Council will procure services using the Progressive Procurement Guidelines, where appropriate.

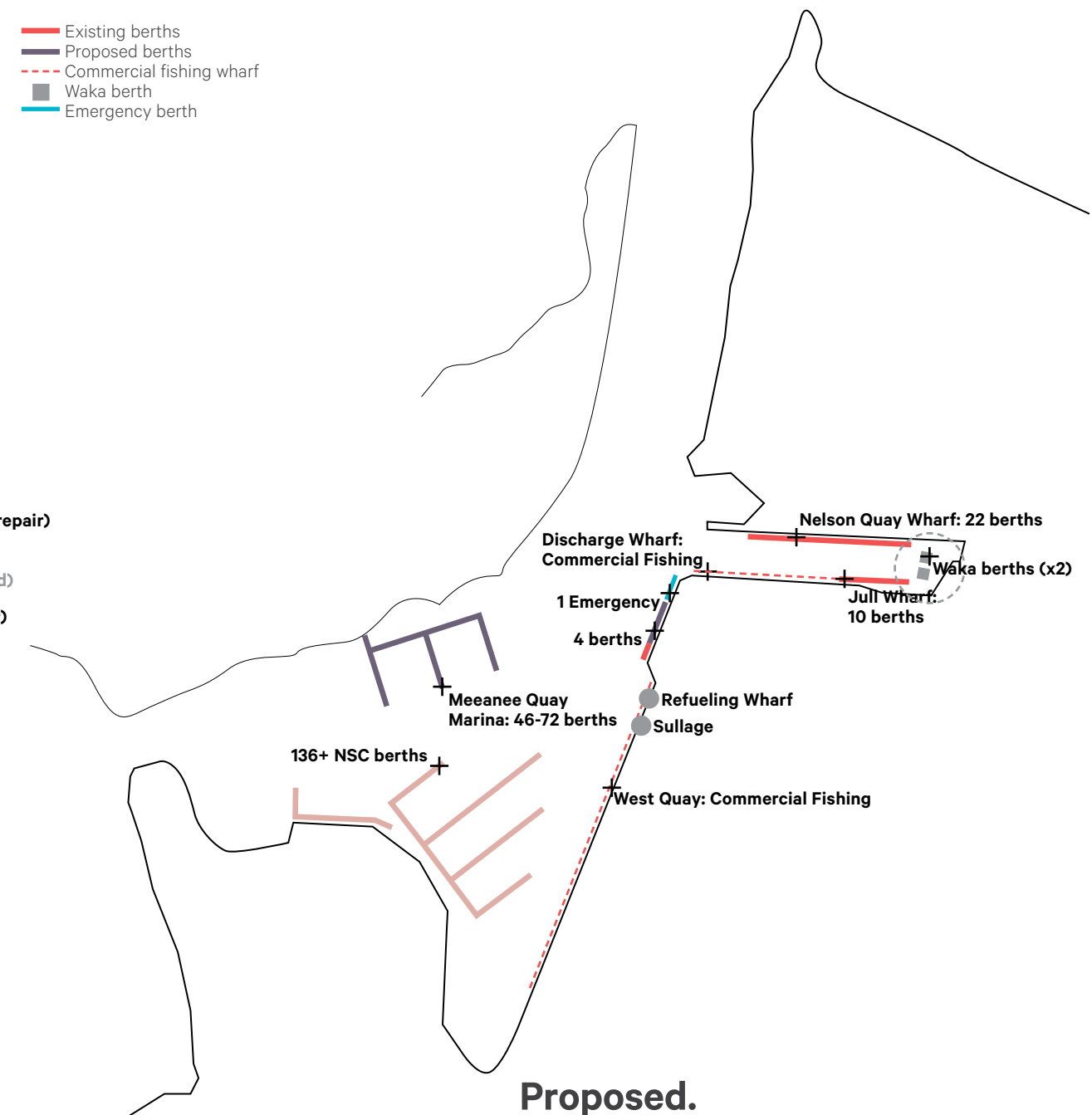
# Indicative Berth Numbers & Locations.



## Total Berths:

136 Napier Sailing Club berths  
(incl 50 pile moorings).

NCC Recreational berths: **79 operational** (+3 disused requiring repair)  
NCC Commercial berthage: 430 lin. m (approx)  
Waka berths: 1  
Emergency berth: 0



## Total Berths:

136+ Napier Sailing Club berths. Showing NSC proposal to replace pile moorings with pontoon moorings

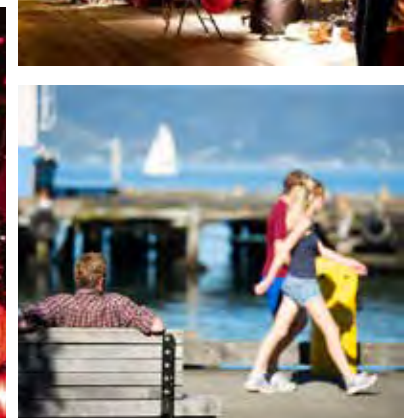
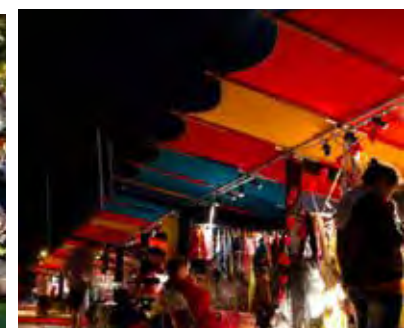
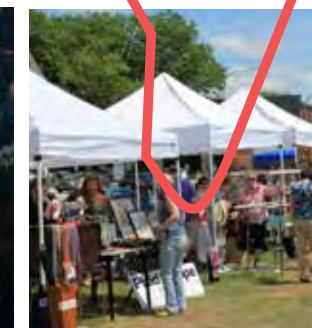
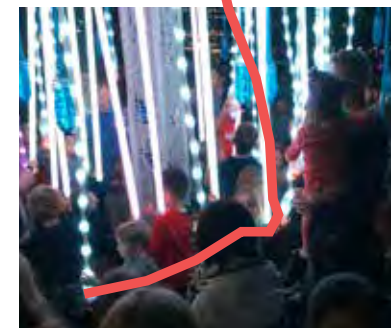
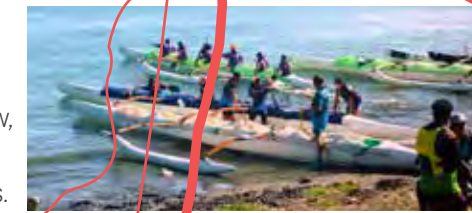
NCC Recreational berths: **82+**  
NCC Commercial berthage: 430 lin. m (approx)  
Waka berths: 2x (purposed designed)  
Emergency berth: 1



# Water Quality Initiatives & Event Opportunities.

## Events.

The inner harbour hosts a number of water sport related events. The quays, street and reserve areas present opportunities to extend the events focus wider to include markets, performance, cinema, laneway festival, light show, arts and sculpture based events. The waka hub offers potential to host national and international cultural events.



## Water Quality.

The Development Plan presents high-level initiatives to improve water quality, with a focus on stormwater entering the harbour from the surrounding public road and wharf areas.

Where practical, at-source treatment of stormwater through low-impact raingardens is recommended. In other locations mechanical treatment devices may be a more appropriate solution. Raingardens have the added benefit of improving amenity, habitat and biodiversity values. Both raingardens and filters require on-going maintenance.

Installation of gross pollutant traps is recommended to all sumps within the road corridor. With screens at the discharge point to collect rubbish and large particles.

Monitoring of activities related to discharge of waste via the stormwater system from private land adjacent is recommended.

Sullage facilities are recommended adjacent to the refuelling station.



# Te Karaka Reserve.

**Creation of a premier waterfront destination that recognises the rich Māori and European history of the site and surroundings. Suitable for a variety of recreation activities and events.**

Located on the shingle spit to the eastern side of the channel connecting the estuary and bay. The channel was originally cut by Tu Ahuriri as a point of access between estuary and ocean.

The current alignment of the channel follows the line of the east pier constructed in the late 1800's. The site was designated public foreshore reserve following the decommissioning of the petroleum storage tank depot and sewage outfall, and purchase of the land by Napier City Council in 1994.

The reserve is predominantly grassed, with limited tree cover. The water edge along the channel is engineered limestone revetment, providing habitat for Kororā, extending into a constructed 'headland' of concrete blocks on varied alignments functioning to reduce tide and wave action within the channel and protect the constructed beach along the northern edge of the reserve.

The reserve is primarily utilised on a day-to-day basis for passive and active recreation, particularly focused on the shared path along the reserve edge. It hosts a number of events through the year including Fishing Club events.



**Left:**  
Ahuriri Roadstead -  
c1859 by J Rhodes.  
Entrance to the  
estuary with Te  
Kara Point shown  
beyond Te Koau  
Island.



## Opportunities.

The reserve's water edges, particularly the channel edge and 'headland', offer significant opportunity to bring people to the water edge, to enable interaction with the water, while addressing the condition of these assets.

At strategic points within the limestone revetment, and limiting disturbance of the resident Kororā, there is potential to create areas of stepped seating units for people to observe the activity of the channel off-line from the existing pathway route. These would be potential locations for exploring the cultural narrative associated with Tu Ahuriri, and for interpretation about the resident penguins. Extending out to the point, there is opportunity to create an accessible setting for the Doris memorial and to reconstruct the 'headland' to enable easier level and stepped access out to experience the dynamic nature and views across the bay.

Upgrade of the main reserve area including relocated and extended car parking back from the water edge to prioritise place for people; event lawns with required services; potentially incorporating additional recreation activities - half-ballcourt and plaza area (to accommodating overflow car parking); a shingle bank / coastal themed destination playspace; and a combined club and community building to host groups, support events and provide space for marine education. The reserve area offers significant opportunity for additional native tree planting for shade, shelter and habitat for coastal marine species. Use of Karaka species would assist in reinforcing cultural associations, while continuing to provide expansive open areas for events and recreational activity.

### Scope.

- Repair of existing limestone rock revetment.
- Large scale seating units (x3+) within limestone revetment.
- Integrated cultural design opportunity relating to Tu Ahuriri & channel.
- Reconstructed headland at north end for increased accessibility, precast concrete, limestone rock and hardwood.
- Widen existing shared path boardwalk to include integrated seating along edges. Remove existing barriers that impede views.
- Native plantings along edge to protect & enhance Kororā habitat.
- Opportunity to provide Kororā nesting boxes.
- Coordinated implementation of the Doris memorial.
- Create passive recreation & event lawns with power and water facilities.
- Upgrade northern car park area, incorporate at-source stormwater quality treatment.
- Upgrade south car park to include car and trailer parking, incorporate at-source stormwater quality treatment.
- Destination children's playspace plus toilet facilities.
- Retention of existing Sport Fishing Club building in short-medium term, with potential for new shared club, marine education, community & cafe building in longer term.
- Associated upper plaza and multi-purpose car parking area.
- Improved and continuous pedestrian connection along Nelson Quay.
- Improved street and amenity lighting.



1. Stepped seating areas
2. Widened boardwalk
3. Constructed 'headland'
4. Indicative Doris memorial site
5. Destination playspace
6. Car park, Freedom Camping
7. Main event lawn, serviced
8. Low native planting & native trees
9. Widened boardwalk
10. Car park
11. Club, marine education, community & cafe building
12. Native coastal tree & shrub planting

### Left.

Existing reserve area aerial photo.

Former alignment of shingle bank and channel evident in current Nelson Quay street layout.

Expansive grass areas, minimal tree planting, car parking occupying prime water edge locations with long access drive.

### Right.

Sketch reserve layout.

Two event lawns of differing sizes are created, separated by path network. Widened boardwalk and edge plantings restrict access to Kororā habitat. Coastal plantings, children's playspace at northern end, continuing out to Doris memorial site, beacon and reconstructed headland. Potential new combined club, cafe and community building to southern end. With multi-purpose car parking / market space, including raingardens.


1:2000 @ A3








# Final


## Te Karaka Reserve. Water edge path & headland.


- 


A public harbour edge.
- 


Authentic character and identity.
- 

A water based recreation destination.
- 

A healthy marine environment.
- 

A working wharf environment.
- 

A rich Māori cultural landscape.
- 

A resilient inner harbour.
- 

An efficient high amenity port route.



**Below.**  
Widened boardwalk shared path along reserve edge. New native coastal species tree and low shrub planting.

**Left & Above.**  
Large scale concrete seating elements at key locations accessed from the widened upper boardwalk create off-line spaces to sit and watch the activity of the channel. Interplant upper areas of revetment with native grass and groundcover species.

**Right.**  
Celebrate the reserve naming with Karaka tree (*Corynocarpus laevigatus*) plantings.

**Right.**  
Events potential. Boat racing. Picnics and outdoor cinema. Sculpture / light installation.







The point extending north from the end of the reserve offers a location from which to experience the dynamic nature of the harbour and open ocean. An ideal location to cast a fishing line from, and a popular location for wedding and event photos. Currently access is difficult with concrete blocks laid at random angles and alignments.

Opportunity exists to create a more easily accessible 'headland' structure, from a palette of hardwood timber, concrete and limestone boulders. Celebrating the interplay of textures these local materials brings.

**Above.**  
Concrete, limestone  
and timber headland  
extends out from  
point, enabling  
easier access  
and providing  
opportunities for  
seating and location  
for fishing.



**Above.**  
Precedent images,  
from top: Oriental  
Bay, Wellington.  
Evans Boat Harbour,  
Gold Coast.

**Right:**  
Precedent images,  
from top: half  
ballcourt opportunity  
for youth activity.  
Environment themed  
play opportunity





# Iron Pot.

**A place of sheltered anchorage from pre-European times, the enclosed water space of the Iron Pot currently provides mooring for commercial fishing and recreational vessels.**

**Creation of a waka 'hub' at the eastern end with associated seating terraces, public space areas, pavilions, access paths and pontoon offers a vibrant new use.**

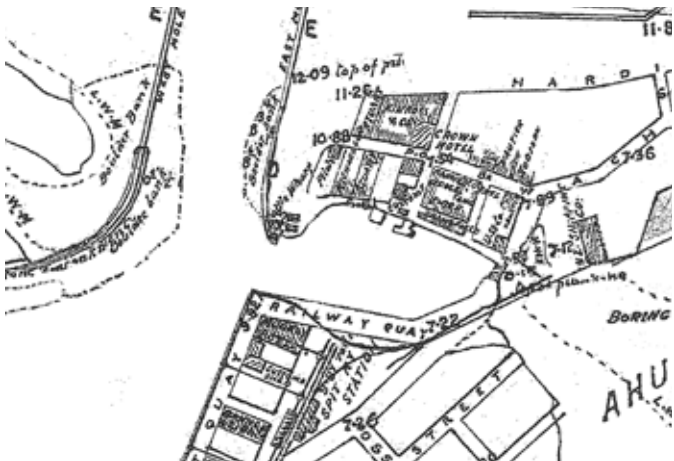
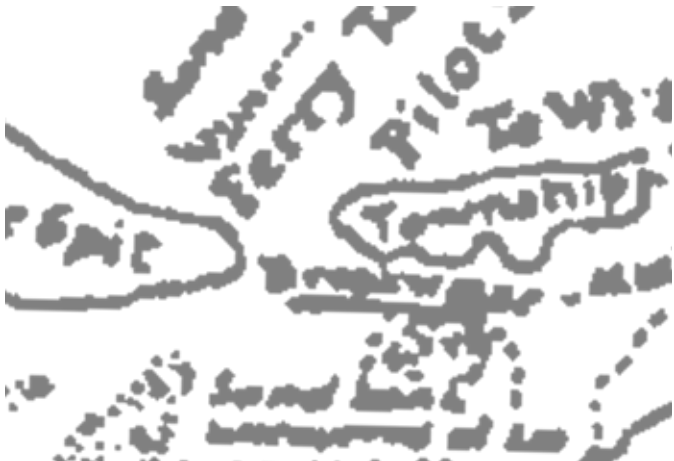
One of the first breakwaters built extended west from the edge of Koau island enclosing the southern edge of the Iron Pot, followed by the construction of Railway Quay (now Customs Quay), and the construction of a bridge at the east end, linking the island and wider reclamation with the shingle spit to the north. The original location of the sea wall / wharf to the north side followed closer to the Nelson Quay alignment. The current seawall constructed shortly before the 1931 earthquake lifted over 1.5m resulting in a significant height difference down to the water level.

Condition of many of the assets within the Iron Pot requires attention, providing the opportunity to deliver additional public space, environment, community, cultural and social outcomes as part of their renewal. Including replanning of existing recreational club facilities, creation of a waka hub, improved pedestrian connectivity, new public open spaces and seating, improved stormwater quality, and tree and shrub planting for shade, shelter and habitat.

Mana Ahuriri Trust have recently settled their Treaty claim, with the site located between the West Quay facing properties and the rail line being transferred to the Trusts ownership as part of cultural redress. The Trust have aspirations to develop this site as a cultural centre for the benefit of all, with accessible areas in which to tell the stories and history of Ngā Hapū o Ahuriri, as well as share their mātauranga Māori such as navigation by the stars.



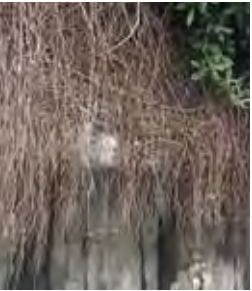
**Right.**  
(l-r) Boat ramp, seawall & pontoon, lower wharf in foreground; Looking west along Iron Pot. Discharge wharf to left. Bridge Street pier in foreground. Recreational vessel moorings either side; Discharge wharf, access drive & pou located at outer corner of Iron Pot.



**Above.**  
Map extracts showing sequential development of the Iron Pot area over time.



**Right.**  
Existing site materials, texture & colour palette.



**Above.**  
(l-r) Pontoon below Nelson Quay seawall; Looking south across Iron Pot to Discharge Wharf, pier & limestone revetment; Bridge Street pier & Jull Wharf.



**Left.**  
Seawall enclosing boat ramp



## Iron Pot. Waka Hub.

**Celebrate Ahuriri as a gateway port for waka voyaging with the creation of a purpose built mooring for Te Matau a Māui and visiting waka hourua. With supporting land-side facilities to enable hosting of events and the continued revival of waka practices.**

Creation of purpose built pontoon mooring for waka hourua at the end of the Iron Pot is proposed. Supporting this waterside facility are landside facilities including seating terraces stepping down toward the water, widened footpaths and space for gathering and karanga, gathering space and toilet facilities. Creating space to host events including Te Herenga Waka Festival, and other tourism and economic opportunities. Partner with Mana Ahuriri Trust to provide exhibition (digital story-telling platform, interpretation) space, whether this be in the cultural centre on the Mana Ahuriri Trust site, with frontage to Customs Quay, or adjacent to Nelson Quay. Imagery is shown with an indicative location at Nelson Quay, however it could be located on either site.

Opportunity to upgrade the Nelson Quay area of the Iron Pot to a flexible public space able to host activities in addition to car and trailer parking, such as markets and passive recreation. Retaining the existing boat ramp and manouevering area as part of upgraded parking and public space area.

Opportunity for significant improvement of the stormwater entering the inner harbour through the integration of planted low impact and mechanical stormwater treatment devices, along with treatment of stormwater at source within the wider catchment. Terracing and pavilions are to be designed to ensure access to stormwater infrastructure for both routine and emergency maintenance and repair.

*'Since the revival of waka knowledge in Ngāti Kahungunu, Ahuriri has become a gateway port for voyaging waka from Polynesia and centre for revival of traditional celestial navigation. Alongside the Atea-a-Rangi Celestial Compass and expansion and diversification of waka practices, Ahuriri is best-placed to leverage a unique Māori brand.'*

**Source: Inner Harbour profile for Māori Tourism document.**

Karaka

Koau

Pakake



**Above & Left.**  
Waka based event images. Source: Inner Harbour Profile for Māori Tourism.

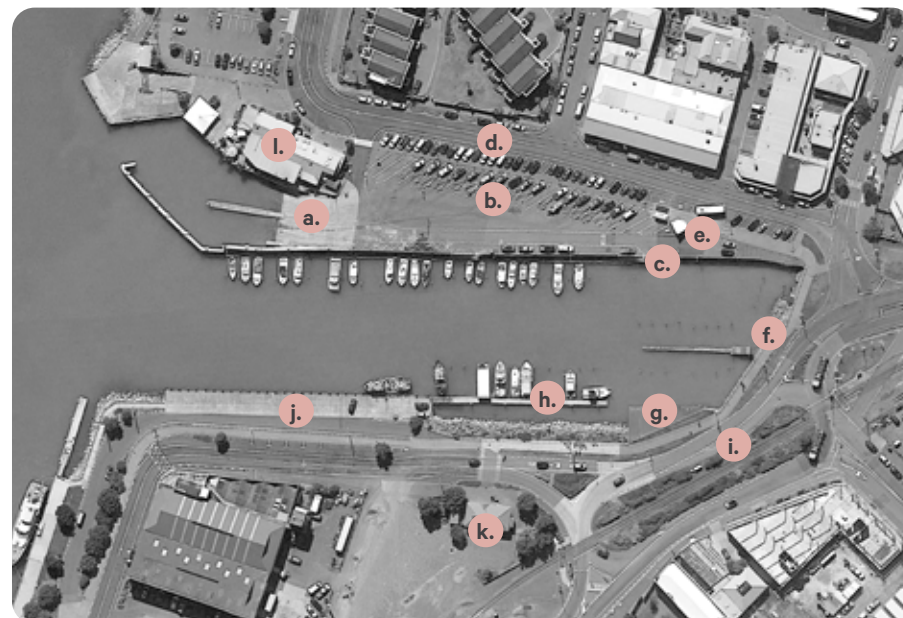
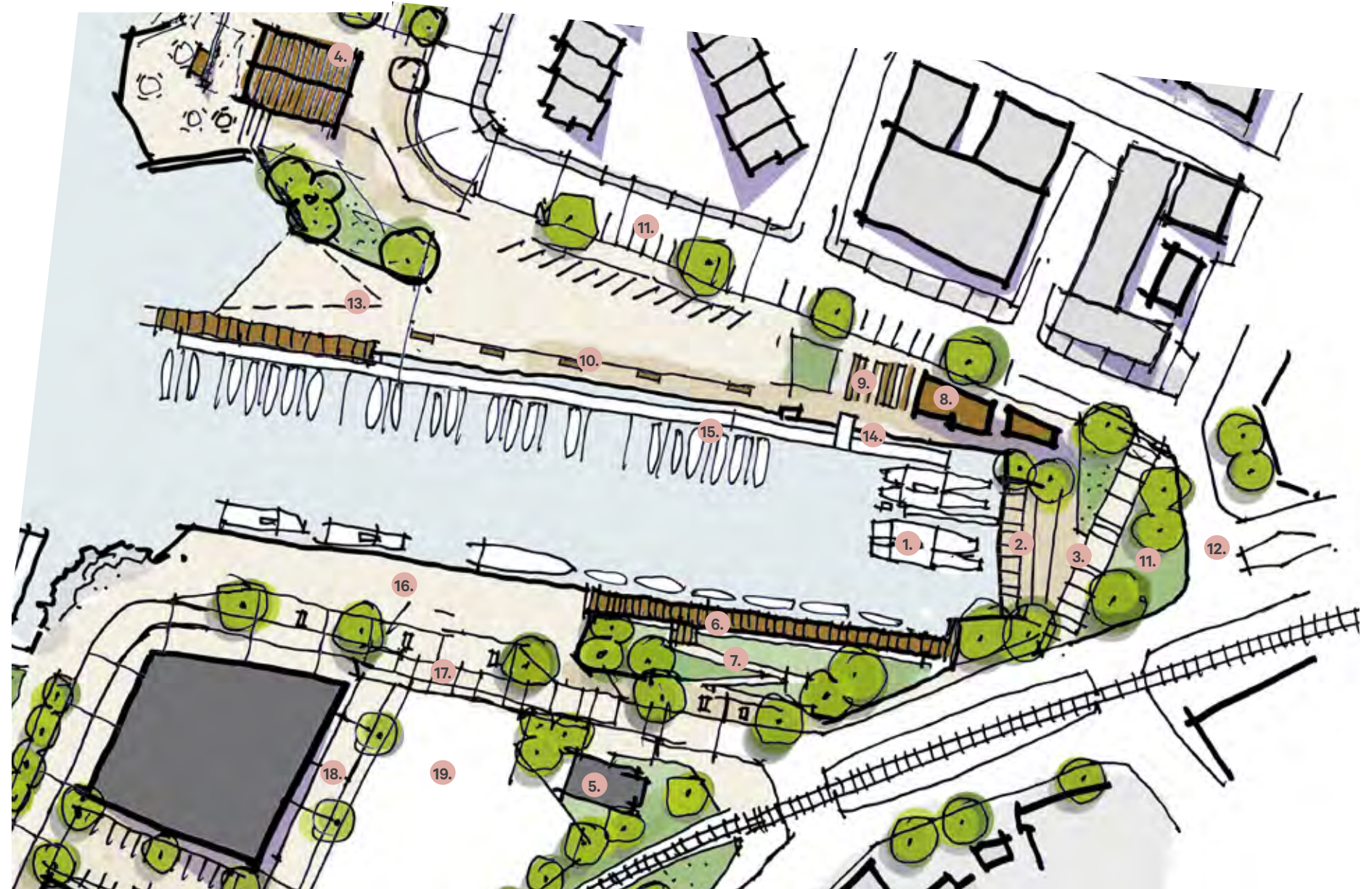


**Right.**  
Iron Pot existing, looking north from Customs Quay. Pontoon mooring of recreational vessels against seawall. Commercial fishing vessels berthed at Discharge Wharf.



## Scope.

- Long term relocation of Sport Fishing Club to nearby new facility.
- Implement continuous shared path from reserve to Nelson Quay.
- Upgraded Nelson Quay streetscape to include widened footpaths, street tree plantings.
- Investigate viability of raingardens for stormwater quality improvement.
- Repair / replace as necessary the existing northern seawall, including balustrade &/or wheelstops to edge.
- Replace pontoon moorings to north side, including new access ramp.
- Retain public boat ramp, reinstate pontoons to aid launching.
- New pavilion building, housing exhibition / gathering space & toilets either at Nelson Quay or as part of the new Cultural Centre on Mana Ahuriri Trust land.
- Remove Jull wharf and finger pier.
- Replacement of seawall at western end with new seawall, potential to incorporate seating terraces.
- Widened footpaths, plaza space, seating terraces and plantings.
- Install mechanical stormwater treatment within network prior to discharge to Iron Pot, supplement with raingardens within road reserve.
- New pontoon and fingers suitable for waka hourua mooring. Pontoon sized for capacity required for waka boarding and events.
- Boardwalk connection between seating terraces, pontoon and Discharge Wharf.
- New limestone revetment wall, planted bank and ramp connection between Discharge Wharf & boardwalk and Customs Quay allowing for undisturbed areas for Kororā nesting
- Improved street and amenity lighting.
- Dedicated bus stop.



### Existing

- a. Boat ramp
- b. Car & trailer parking
- c. Seawall and access ramp
- d. Nelson Quay
- e. Toilets & bus stop
- f. Bridge St seawall and pier
- g. Jull Wharf
- h. Pier, revetment behind
- i. Bridge St & 'peanut'
- j. Discharge Wharf
- k. Customhouse
- l. Sport Fishing clubrooms



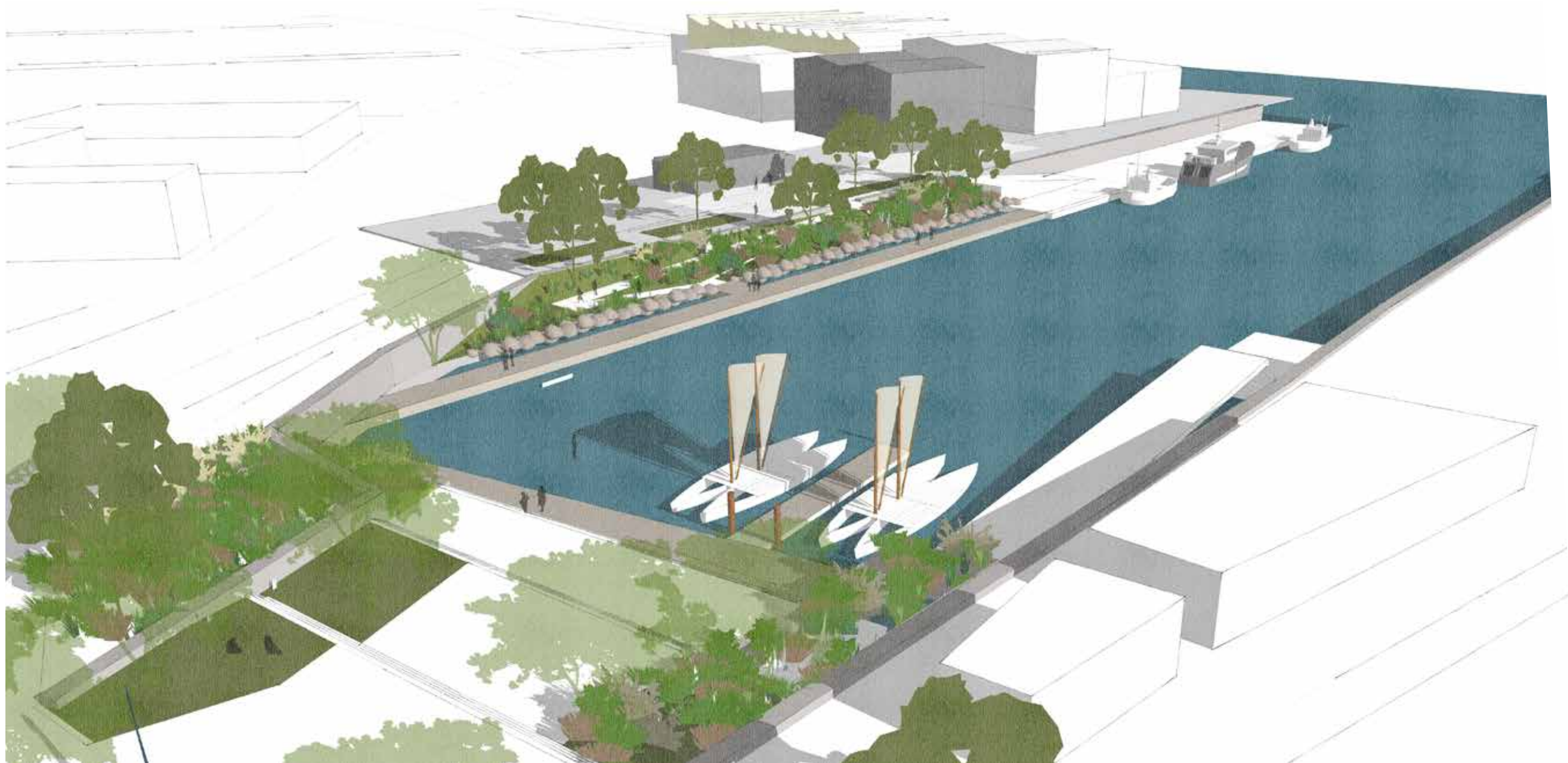
**Right.**  
Low impact  
stormwater  
treatment options -  
planted raingardens,  
mechanical filters.

- 1. Purpose-built pontoon mooring
- 2. Seating terraces, new seawall beneath
- 3. Karanga plaza space
- 4. New club, cafe & community building
- 5. Old Customhouse
- 6. New boardwalk connection
- 7. Ramped access
- 8. New pavilion & toilet facilities
- 9. Nelson Quay public space.
- 10. Balustrade & seating elements to restrict access to edge
- 11. Stormwater treatment raingardens
- 12. Mechanical stormwater treatment beneath.
- 13. Existing boat ramp retained, end terraces replace current seawall
- 14. New access point and ramps
- 15. New recreation mooring pontoon
- 16. Existing Discharge Wharf
- 17. One-way Customs Quay
- 18. New public laneway
- 19. Mana Ahuriri settlement site





## Iron Pot. Waka Hub.



**Left.**  
Purpose built waka hourua mooring pontoons, seating terraces and plaza space to end of Iron Pot. Boardwalk connection to Discharge Wharf, with ramped connection up to Customs Quay. Pavilion(s) on Nelson Quay housing exhibition space, toilets and other facilities.  
Potential to integrate additional Korā habitat within / beneath the terrace structure.

**Right.**  
Precedent: Pavilion, public art, wharf and boardwalk, Kumutoto Wellington.







**Left.**  
Precedent: Seawall, steps and seating terraces, Kumutoto Wellington.



**Above.**  
Retain / replace limestone revetment, planting & accessible path. Incorporate additional Kororā habitat / nesting areas to terraces structure.

**Right.**  
One-way Customs Quay. Increased public space, pedestrian and cycle zones.

Ramped access to wharf edge beyond Discharge Wharf from Customs Quay.



A public harbour edge.



Authentic character and identity.



A water based recreation destination.



A healthy marine environment.



A working wharf environment.



A rich Māori cultural landscape.



A resilient inner harbour.



An efficient high amenity port route.



# Bridge Street.

**Investigate the potential to upgrade Bridge Street from the Ahuriri Bypass south to Riddell Street to improve pedestrian amenity and legibility and to better connect the two areas of Ahuriri separated by the State Highway.**

A complex roading arrangement currently exists where Bridge Street meets Customs Quay, Coronation Street and the Ahuriri Bypass. A 'peanut' shaped roundabout accommodates the port rail link crossing from the west to the east side of the road, the required movements and turning of truck and trailer units, and vehicle movement in and out of Coronation Street and Customs Quay. The complex and vehicle dominated roading environment lacks legibility and is hard to navigate for pedestrians. For drivers it is also a complex roading arrangement.

Opportunity exists to work with Waka Kotahi to investigate potential changes to the roading arrangement to improve pedestrian amenity and legibility, and to better connect the two areas of Ahuriri currently separated by Bridge Street / State Highway 50 arrangement. With the potential to incorporate land previously utilised for weighstation purposes.

A number of options have been tested at high-level (refer to appendix), with a preference for a simplification of the existing layout to deliver on the roading and rail requirements, improved pedestrian and cycle amenity and consistency with the Inner Harbour Development Plan principles. A potential option is illustrated within the sketch plan, which shortens the 'peanut' roundabout through the reduction of Customs Quay to one-way vehicle movement. Footpaths could be widened and additional pedestrian crossing points created.

Realignment of the Bridge Street south carriageway from Lever Street to the 'peanut' could include crossing points and pedestrian refuges either side of Ossian Street, street trees and widened footpaths along the north side with clear pedestrian linkages through to the proposed laneway, car parking and West Quay. The connection to Bridge Street north has the potential to be made more direct to give more pedestrian space at the end of the Iron Pot.



**Above.**  
Looking southwest from end of the Iron Pot.

**Right.**  
Bridge Street. Looking north from the end of the peanut. A transportation dominated streetscape.



**Right.**  
Looking south across end of Iron Pot to Bridge Street, the Customhouse



**Right.**  
Cutaway section of potential Bridge Street south arrangement. Showing increased pedestrian and cycle amenity, and connections through to West Quay.







1. Realigned Bridge Street
2. Existing rail line
3. New footpath and street trees
4. Pedestrian crossings and refuges
5. Proposed path connection to laneway & Quay
6. Kerb side car parking
7. Customs Quay one-way slow-street
8. Shortened 'peanut' roundabout
9. Consolidated vehicle connection to town centre
10. Extended public space at end of Iron Pot
11. Raingarden
12. Old Customhouse building

## Scope.

- Alongside Waka Kotahi investigate the potential for upgrade of Bridge Street to improve amenity, legibility and connectivity.
- Realign Bridge Street carriageway from Lever Street north utilising former weighstation land, including pedestrian crossings and refuges to either side of Ossian Street.
- Create generous width tree lined footpath to northwest side.
- Footpath connection through to laneway, car parking and West Quay.
- Retain indent car parking to Bridge Street south on southern side.
- Reduce Customs Quay to one-way level surface 'slow-street'. (eliminating one turning movement).
- Shorten 'peanut' roundabout and replant with lower groundcover species to aid visibility and legibility. Relocating rail barrier arms and associated signage as required.
- Realign vehicular connection to Bridge Street north and the village, removing splitter islands, adjusting kerb alignment to south side.
- Combine space left from consolidation of the Bridge Street north connection into the footpath & plaza space at the end of the Iron Pot.
- Improve lighting along Bridge Street replacing transportation type poles with high-quality alternative in keeping with environment.



A public harbour edge.



Authentic character and identity.



A water based recreation destination.



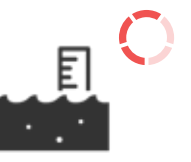
A healthy marine environment.



A working wharf environment.



A rich Māori cultural landscape.



A resilient inner harbour.

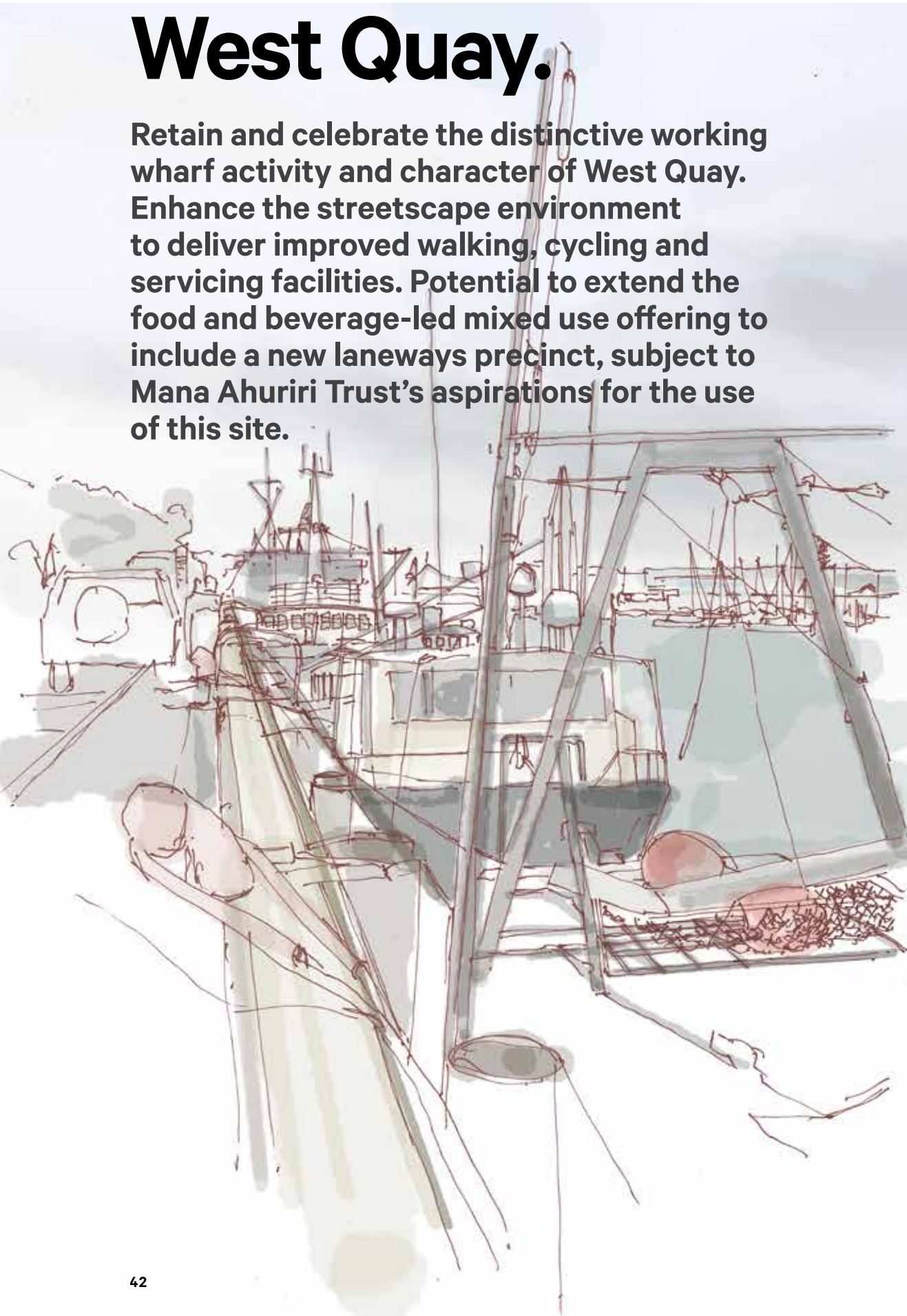


An efficient high amenity port route.



# West Quay.

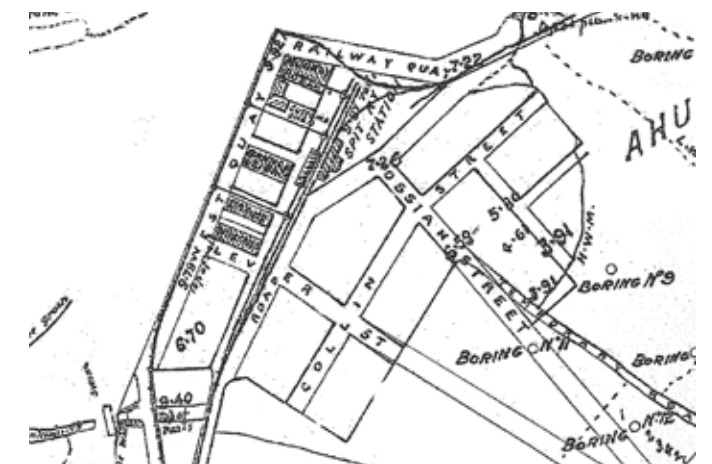
**Retain and celebrate the distinctive working wharf activity and character of West Quay. Enhance the streetscape environment to deliver improved walking, cycling and servicing facilities. Potential to extend the food and beverage-led mixed use offering to include a new laneways precinct, subject to Mana Ahuriri Trust's aspirations for the use of this site.**



West Quay is a local and visitor destination due to the vibrant character of the working wharf and the mix-of uses that front the quay. The quay accommodates the servicing requirements of the commercial fishing fleet, the outdoor dining spaces of the adjacent bars and restaurants, adjacent commercial and residential uses, one-way vehicle thoroughfare (from Lever St to mid-Customs Quay) and recreational walking and cycling.

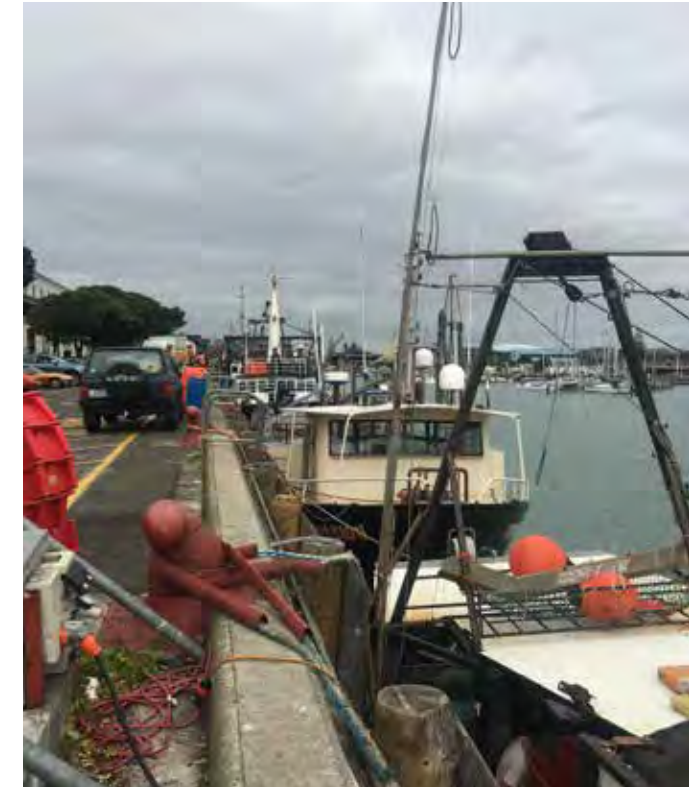
Recent changes made under the Waka Kotahi Innovating Streets for People programme have provided an improved environment for pedestrians and cyclists, while also making the street and wharf safer for motorists and users of the wharf. Reducing the lane width to a one-way south to north direction has freed up space for a dedicated and protected pedestrian path on the building edge, and a dedicated cycle lane on the wharf edge. Parallel parking spaces between the active lane and the cycle lane provide parking opportunities while protecting the cyclists. Additional bike parking provides for those on bikes. The trial has been successful and is being transitioned to a permanent solution.

To the rear of the warehouses is land currently utilised for informal car parking, this combined with the deep warehouse building footprints, offers significant potential for the creation of a laneways precinct, with a continuous public lane adjacent to the warehouses, connecting between Customs Quay and Lever Street, to enable their activation and redevelopment of the adjacent sites. Mana Ahuriri Trust have indicated no interest in the creation of a laneway to the rear of these warehouses on their site, however no definitive decisions have been made in relation to how this site will be developed.



**Above.**  
Map extracts showing sequential development of the West Quay area.







# West Quay. Working Wharf.

## Proposed.

1. Commercial fishing mooring
2. Refueling wharf
3. Sullage facilities
4. Discharge wharf
5. Pontoon mooring, fishing
6. Vehicle access to wharf
7. Working wharf area
8. Pakake memorial space
9. One-way vehicle lane
10. Pohutukawa
11. Raingardens & seating
12. Bars & cafes
13. Laneway, activated
14. Development site
15. Car parking
16. Customshouse
17. Pedestrian route
18. Toilet building
19. Raingarden
20. Boardwalk
21. Crossing



**Right.**  
Laneways precedents.  
Activation through  
adjacent building  
use spilling out,  
lighting and art  
installations.

## Scope.

- Strengthening of seawall (subject to further investigations)
- Maintenance and upgrades to refuelling facility as required.
- Potential sullage facility adjacent to refuelling.

### West & Customs Quay streetscape upgrade to include:

- One-way vehicular traffic between Lever Street and Customs Quay
- Street & amenity lighting, bespoke furniture items
- Retain existing Pōhutukawa and Rata trees, underplanted
- Mechanical stormwater treatment devices
- Ramped pedestrian connection to Discharge wharf level from Customs Quay

### Laneway Development Opportunity (Mana Ahuriri Trust land)

- Concrete surface, flush
- Pedestrian connection to Ossian Street crossing
- Street & amenity lighting, street furniture items
- Footpath upgrades and planting to vicinity of Customhouse.

Early indications are that this initiative may not be accepted.

### Pakake Memorial space

Link to Mana Ahuriri Trust Cultural Centre, but could include:

- Co-designed with mana whenua
- Hardwood and concrete surfacing, connection to boardwalk
- Lighting, seating and plantings.
- Cultural artworks
- Interpretation, as appropriate

### West Quay Reserve

- Boardwalk connection, including seating elements
- Raingarden to street edge
- Raised crossing point
- New toilet building



A public harbour edge.



Authentic character and identity.



A water based recreation destination.



A healthy marine environment.



A working wharf environment.



A rich Māori cultural landscape.



A resilient inner harbour.



An efficient high amenity port route.



**Existing.**

Two-way street & working wharf.



**Proposed.**

One-way street, shared path & working wharf.



**Existing.**

- a. Commercial mooring
- b. Refueling wharf
- c. Discharge wharf
- d. Vehicle access to wharf
- e. Working wharf
- f. Two-way carriageway
- g. Car parking & street trees
- h. Bars & cafes
- i. Commercial
- j. Residential
- k. Informal car parking
- l. Customhouse



**Above & Left.**  
One-way West Quay working wharf, with shared path, parallel parking. Footpath adjacent to dining terraces.

**Below.**  
Possible laneway behind West Quay sheds.



**Right.**  
Waka Kotahi  
Innovating Streets  
NCC trialing of  
proposed changes  
to West Quay.





## West Quay. Pakake Reserve.

In partnership with mana whenua, create a commemorative space at the end of the West Quay working wharf, in proximity to the site of the former Pakake Pa, should mana whenua wish to recognise the history and associations in this way. The space could extend further south integrating into a new boardwalk connection across the end of the inner harbour.

Set at two levels, the upper connects to the street and West Quay crossing point. The lower level provides a space for fishing and model boat sailing. Potential to incorporate a large raingarden at the street edge and recontour bank to the water, planted with native brackish species.

The implementation of this memorial space could be done in stages as budget allows, and to align with commemorative dates.

This needs to acknowledge that the primary space for learning about Pakake is in the Cultural Centre, however this site could also have a marker and commemorative element about it.



**Right.**  
Boardwalk, model boat and fishing deck across end of inner harbour from West Quay to Sailing Club Reserve. Hardwood timber deck, incorporating steps and seating elements. Estuarine and brackish planting extending from recontoured waters edge.



**Above.**  
Precedent imagery. Barry Curtis Park stormwater pond boardwalk and native riparian planting.



# West Quay. Napier Sailing Club Reserve.

The land occupied by the Napier Sailing Club (NSC) is vested in Napier City Council as a Local Purpose (Boating Club) Reserve under the Reserves Act, with a Deed of Lease to the club. The club and associated entities own the adjoining marina. The club has a long history of use and occupation of the site, with development funded through donation and club events.

The Napier Sailing Club are key players in the inner harbour. Napier City Council work closely with the club to ensure the needs of the public are met. Recent initiatives include the public pathway along the south edge of the site, connecting West Quay and Pandora Road. The club faces a number of challenges including predicted inundation as a result of sea level rise and increasing demand for recreational fishing facilities. A strategy to address the effects of climate change, as illustrated opposite, is required to ensure the long-term viability of the reserve and its assets.

The reserve offers opportunities for redevelopment to meet club needs, balanced with increased public access to the water edge, water quality and habitat initiatives, while addressing sea level rise impacts.



## Existing.

- a. Clubrooms
- b. Concrete boat ramp
- c. Car & trailer parking
- d. Caretaker cottage
- e. Boatsheds
- f. Storage
- g. Gravel boat ramp
- h. Boat storage, open
- i. Boat storage, fenced
- j. Maintenance yard
- k. Public footpath
- l. Car parking

**1943.** Timber quays connect West Quay and Westshore across sand and shellbank landscape. Tutaekuri river outfall evident at south end of inner harbour.

**1969.** Baches on NSC site, initial breastworks in place, anchor moorings. 'Crows nest' building to south.

**1988.** Sailing Club building, breastworks, pile moorings and boat sheds constructed.



LIBRE Coastal Inundation Map 2065.



LIBRE Coastal Inundation Map 2120.



# Meeanee Quay & Whakarire.

**Expand the recreation uses of the Meeanee Quay & Whakarire. Upgrade reserve area and replace existing pier moorings with new marina and supporting land-side facilities.**

The landscape of the Westshore shingle spit is rich in history and character. Westshore is separated from the Ahuriri shingle spit area by the channel accessing the inner harbour. Cultural narratives describe the cutting of the channel by Tū Ahuriri, with the Meeanee Quay - Charles Street alignment reflecting this earlier shingle bank and channel extent. Following Pākehā settlement, the east and west piers were constructed, narrowing the channel to its present width. Pile remnants of the west pier remain, extending north into the harbour. Along with a small area of wharf utilised by the meat works formerly located on the spit.

Existing buildings along the waters edge of Meeanee Quay are utilised for storage, Sea Scout Hall, Coastguard, commercial and fishing industry purposes. The water edge has a mix of gravel ramp, seawall, wharf, slipway, gravel beach and limestone revetment. Opposite are the residential buildings.

The shared path connection by-passes the quay, connecting from Pandora Road along James Street to the Westshore Beach Reserve, with no formed path for pedestrian access around the point. Car parking occupies the outer most edge of Whakarire point.



- Existing.**
- a. Wharf structure
  - b. Parking
  - c. Sea Scouts Hall
  - d. Boat ramp
  - e. Shared path
  - f. Warehouses
  - g. Beaches
  - h. Historic Wharf
  - i. Whakarire Point

**Left.**  
Remnant piles from western spit pier extending north into bay.



## Proposed.

1. Public boat launch ramp
2. Potential new building
3. Car & trailer parking
4. Sea Scouts Hall
5. New marina
6. Refuse, toilet & shower - location tbc
7. Reserve area & beach
8. Fishing platforms
9. Shared path
10. Historic wharf
11. Car parking
12. Whakarire Reserve



**Below.**  
Recreational reserve and beach areas along Meeanee Quay. Fishing platforms constructed within existing groyne.



Facilities for launching of small vessels, car and trailer parking are retained at the western end of Meeanee Quay. Existing buildings are retained, with potential for shared use of the Sea Scout Hall and other buildings by other clubs. Replacement of the Meeanee Quay Piers 1 and 2 with a new marina and pontoons provides for increased vessel mooring within the inner harbour. With land-side facilities including refuse, toilets and showers.

The shared path is extended along Meeanee Quay and Charles Street, following the former shingle spit alignment. A pedestrian pathway connects from the Meeanee Quay footpath through the reserve at the waters edge to Whakarire, past the existing groyne modified to include fishing platforms. Car parking is removed from the point and replaced with public open space, seating and native planting. Creating a destinations space to enjoy the Whakarire landscape. Opportunity for the expression of narratives associated with the Upoko-o-poutū pa and it's connections to celestial navigation and observation.

## Scope.

- Open space upgrade of area west of Sea Scouts hall, retaining gravel ramp for small boat launching. Hardstand, seating, lighting, tree and shrub planting.
- Reinstate concrete ramp adjacent to Sea Scouts.
- Address stormwater outfalls to improve water quality.
- Removal of Meeanee Quay Jetty 1 & 2, replacement with new marina and land-side facilities
- Open space upgrade of Meeanee Quay Reserve. Incl. car park area, pathways, picnic lawns, fishing step platforms, beach construction, seating and lighting upgrades.
- Footpath upgradeto extend shared path along Charles Street, including stormwater quality treatment.
- Public space upgrade of Whakarire Point, incl. relocation of car park area, headland path, seating and planting.
- Replenish Whakarire revetment.
- Repair as required to the Whakarire Jetty (timber and steel) as part of wider public space upgrade. Retain remnant West Pier.



**A public harbour edge.**



**Authentic character and identity.**



**A water based recreation destination.**



**A healthy marine environment.**



**A working wharf environment.**



**A rich Māori cultural landscape.**



**A resilient inner harbour.**



**An efficient high amenity port route.**







# 3. Appendix.



# Partner & Key Stakeholder Feedback.

A number of partners and key stakeholders have been consulted in the preparation of the development plan.

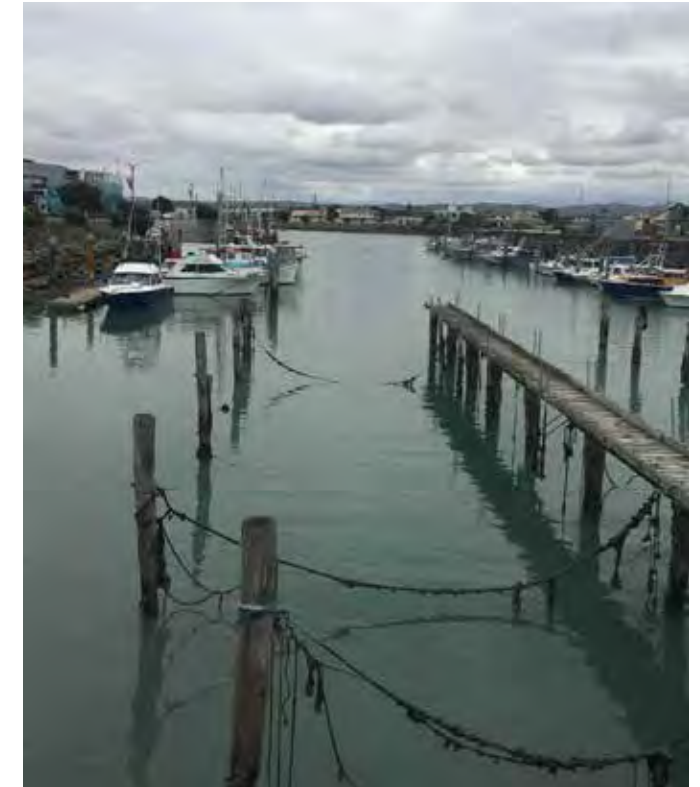
Stakeholder	Feedback
1) Mana Whenua Forum	<ul style="list-style-type: none"><li>• Draft of inner harbour development plan presented to local iwi forum 13.08.2019.</li><li>• General support for the direction the plan is moving in.</li><li>• Support for waka hub and purpose design moorings at end of Iron Pot.</li><li>• Need to work around Kororā resident within Iron Pot area.</li><li>• Support for creating space to acknowledge Pakake.</li><li>• Support for improved stormwater and water quality.</li><li>• Support for free-of-charge boat launching area.</li><li>• Local iwi forum to work with Council to prepare cultural overlay for the inner harbour area to under pin development plan and subsequent projects.</li><li>• Presented draft Development Plan to Mana Ahuriri Trust at Council workshop on 08.03.2022.</li><li>• Engagement with mana whenua partners is ongoing.</li></ul>
2) Te Matau-A-Māui Voyaging Trust	<ul style="list-style-type: none"><li>• Have great aspirations for this waka. To better tell the story of Takitimu waka through Te Matau-a-Māui.</li><li>• Problems with vandalism. Waka needs to be more visible and accessible.</li><li>• Needs a more appropriate mooring. Shelter and space is necessary for welcoming ceremonies.</li><li>• Waka located in the Iron Pot would be a great connection to Mana Ahuriri Trust held land.</li></ul>
3) Takitimu Seafoods	<ul style="list-style-type: none"><li>• Do not currently own their own vessels, would not rule out owning vessels in the future.</li><li>• Vessels away for day, 2-5 days, or weeks at a time.</li><li>• Most vessels berth at West Quay, one at Nino's on Meeanee Quay up the slipway.</li><li>• Crew load and unload up to 3x a day.</li><li>• Issues with safety (pedestrians &amp; cyclists) and congestion.</li><li>• Often not able to access vessels directly from the quay due to parking.</li><li>• Often not enough room for truck to park next to vessel.</li><li>• Forklifts travel between vessel and processing plant, unloading one vessel at a time.</li><li>• Future expansion likely to be through partnership with other iwi. Increasing land side processing volumes.</li><li>• Larger trawlers are mooring in Nelson, due to high Napier port mooring costs.</li></ul>
4) Napier Port	<ul style="list-style-type: none"><li>• Port Wharf 3 used for casual mooring base for large fishing vessels (trawlers), superyachts, on pay per hour basis. 10 year lifespan before redevelopment.</li><li>• Cannot provide facilities for emergency berthing.</li><li>• Coastguard emergency vessel moored at Port.</li><li>• Port route to be maintained.</li><li>• Mapping of Kororā nesting pairs within port and inner harbour area has been done. Significant numbers nesting within inner harbour rock revetment.</li></ul>

5) Napier Sailing Club	<ul style="list-style-type: none"><li>• Facilities: Clubrooms containing restaurant, bar, kitchen, laundry, toilet facilities, contained maintenance area including dry dock, berths, moorings including pile moorings, secure boat storage, car and trailer parking, boatsheds and storage, launch ramps and walkways.</li><li>• 87 berths and 40 piled moorings, of which 73 are privately owned and were installed by the Marina Society. Further 14 berths installed by NSC are privately owned. None are leased from NSC.</li><li>• Most berths for monohulls. Can cater for some vessels up to 25m long.</li><li>• Demand exists for larger visiting vessels, eg. superyachts.</li><li>• 1020 current members. Membership is growing and includes ex-Fishing Club members. Growing numbers with trailer boats, which has overtaken senior members with moored vessels.</li><li>• Six people live on vessels in the marina and utilise the bathroom and laundry facilities provided by the club.</li><li>• Paddle boarders are new members, storing gear at NSC.</li><li>• NSC assist with larger waka ama events, although waka not stored at NSC.</li><li>• Emergency berth not possible in NSC marina currently.</li><li>• Cater for many users - so are akin to 'marina managers', may be open to formalising this role going forward.</li><li>• <b>Future development.</b> Stage 1 breastworks replacement lodged for consent. Stage 2 marina development. Pile berths replaced with pontoon moorings, with ability to cater for superyachts.</li></ul>
6) HB Sport Fishing Club	<ul style="list-style-type: none"><li>• 500 members, down from 1000 since NCC took over and put a charge on ramp.</li><li>• Trend to larger trailer boats.</li><li>• Shortage of marinas.</li><li>• Fishermen wanting to move to NSC as marina easier to get into. Easier ramp slope &amp; access.</li><li>• Space off Meeanee Quay is inefficiently developed. Meeanee and Nelson Quay need to be tidied up, and disused vessels moved on.</li><li>• Nelson Quay mostly hobby fishermen, not all members of the club, one commercial. Jull Wharf works well.</li><li>• All needs better lighting.</li><li>• Event space works well for variety of events held. Two big and 12 smaller events annually.</li><li>• Club hosts school groups for marine education.</li><li>• Boat maintenance done at NSC or Meeanee Quay.</li><li>• Darts and Dive club also use clubhouse.</li></ul>
7) Harbourmaster	<ul style="list-style-type: none"><li>• Dredge vessel to be pest species free.</li><li>• HBRC &amp; NCC working to sort out visiting vessel berthing at West Quay.</li><li>• Pontoons at the Fishing Club would free up ramp space to launch 4 vessels at a time. Ramp is slimy, needs better maintenance, pot holes need filling.</li><li>• Lots of smaller vessels being launched at Meeanee Quay, causing congestion in streets.</li><li>• People parking up overnight on the Discharge Wharf, and rude when asked to move on.</li><li>• Waka needs custom built berth, either at end of Iron Pot or on finger wharf off Meeanee Quay.</li><li>• Life rings are required within Inner Harbour.</li></ul>

8) Hospitality Providers	<ul style="list-style-type: none"><li>• Wharf edge north of Lever should be hatched working area' to remove car parking and open up views.</li><li>• Parking needs to be provided to rear of West Quay buildings, with metered or time-limited parking along Lever St.</li><li>• Prefer to have one-way traffic along West Quay, providing additional space for pedestrians and cyclists.</li><li>• Acknowledge the safety risk with working wharf and public, but seems well enough managed. People are more cautious moving around the area if not separated.</li><li>• Pedestrian pathway should extend south of Lever, warehouses are ripe for redevelopment. Lots of people walking to and from apartments.</li><li>• Need to 'night-scape' the waterfront - lights in trees etc.</li><li>• Support idea of moving waka to Iron Pot pontoon.</li><li>• Like the laneways concept, providing space is available for car parking.</li><li>• Biggest issue is with security - drunken people picking fights and causing damage to property.</li></ul>
9) Star Fisheries	<ul style="list-style-type: none"><li>• Operate three commercial fishing vessels, two moored at West Quay, one at Customs Quay east of Discharge Wharf.</li><li>• The fleet have storage tanks for sewage. Refuelling is done via tankers.</li><li>• Seabed along West Quay needs dredging, some vessels touch the bottom. Maintenance wharf needs dredging.</li><li>• Discharge wharf not strong enough to take articulated trucks and needs better power facilities.</li><li>• Visiting vessels do not pay for mooring, but local vessels do, even if not available due to visiting vessels.</li><li>• Biggest conflict is the pedestrians and cyclists moving through the working wharf area. Remove car parks between trees.</li><li>• More space created on Meeanee Quay for hobby fishermen would leave space for working wharf.</li><li>• Sandwich boards on narrow footpath push pedestrians into the vehicle lane.</li></ul>
10) Land Owners	<ul style="list-style-type: none"><li>• Corner West &amp; Customs Quay, 4 storey mixed-use development proposed.</li><li>• Redevelopment of nearby sites include 25 Coronation St and 48 Bridge St.</li><li>• Container park land long term lease for logging truck transport hub, increasing heavy vehicle movement on Coronation Street</li><li>• Mana Ahuriri Trust have recently taken ownership of site behind West Quay.</li></ul>
11) Coastguard	<ul style="list-style-type: none"><li>• Manage area from Mahia to Castlepoint, providing rescue and recovery for vessels needing assistance.</li><li>• Volunteers and one paid staff member.</li><li>• Coastguard vessel 9.6m long with draught of 1.2m.</li><li>• Building contains training rooms, a marine rescue communications centre, and is part of Civil Defence for tsunami warnings. Available for hire as training venue, for use of radio, skippers ticket, surf lifesaving etc.</li><li>• Caravan stored inside building used as mobile communications centre. In process of expanding into land search and rescue LANSAR.</li><li>• Need to be able to control access to the facility, ie. restrict media access due to the work carried out. Would like another launching facility between building and bridge and a helicopter landing pad would be useful.</li></ul>

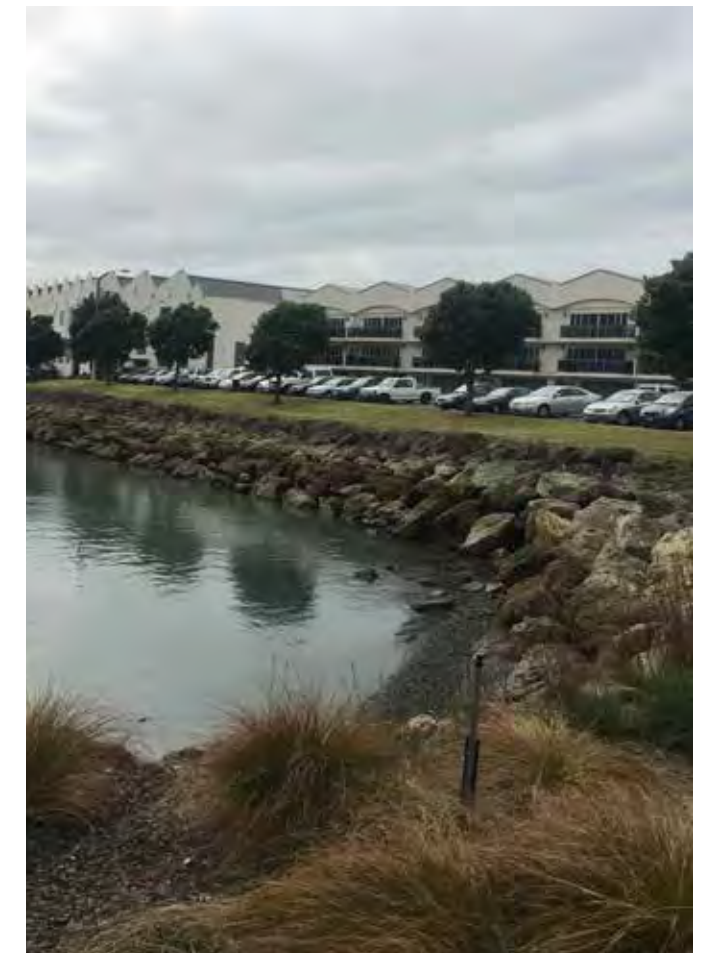


# Site Photographs. Te Karaka & Iron Pot.



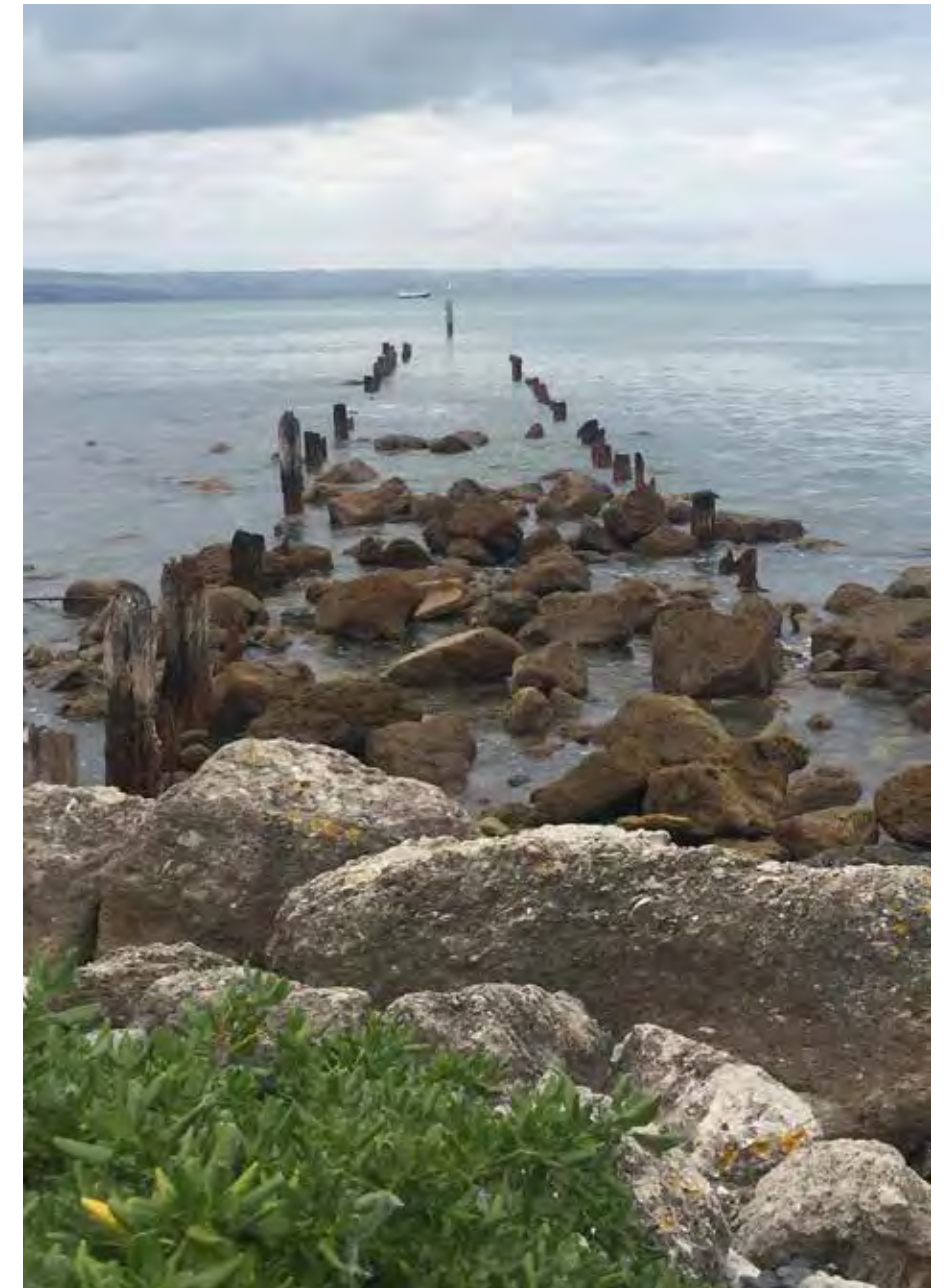


## Site Photographs. West Quay & Sailing Club.





# Site Photographs. Meeanee Quay & Whakarire.





# Historic Map Overlays.



**Left.**  
Map c.1890's and existing aerial overlay.  
Causeway constructed from island to hill creating north and south ponds.  
Contrasting street pattern of residential hill, shingle spit and reclaimed warehousing areas evident.



1948.

**Left.**

Map c.1882 and existing aerial overlay.

Port light signal station and existing alignment of channel in place.

Iron Pot enclosed with bridge across from Railway Quay to the shingle spit and township. Nelson Quay forming the northern edge of the Iron Pot. Pier extending from Barry Street into Iron Pot area.

Causeways planned connecting between hill and islands.

Boulder Bank and pier to Westshore edge.



# Historic Photographs.

**Photograph Source:**  
Port to Port, revised edition, 2006  
Don Wilkie.



**Top left.**  
Port Ahuriri, 1873.

**Top right.**  
Westshore Bridge, 1910.

**Bottom left.**  
Railway Quay, 1907.

**Bottom right.**  
Napier Port.



**Photograph Source:**  
Port to Port, revised edition, 2006  
Don Wilkie.



**Top left.**  
Iron Pot, 1928.

**Top right.**  
Inner harbour area & causeways.

**Bottom left.**  
Port Ahuriri pre 1931. Rail, bridge and Bridge Street alignment clearly shown behind warehouses. East and west piers, including factory located at Westshore.

**Bottom Right.**  
Iron Pot - post 1931 earthquake.



# Ahuriri Estuary Masterplan.

## The preparation of an Inner Harbour Development Plan delivers on one of the initiatives within the Ahuriri Estuary and Coastal Edge Masterplan (AECM) 2018.

A number of initiatives were recommended within the AECM to plan for the future of the estuary and inner harbour environment, and to feed into a wider Regional Council study.

Overarching the Masterplan and the Inner Harbour Development Plan is the City Vision Framework that sets principles, objectives and goals for the wider city.

### City Vision.



### Ahuriri Estuary and Coastal Edge Masterplan.

*A thriving, healthy & resilient Ahuriri estuary & coastal edge.*



### Ahuriri Estuary & Coastal Edge Masterplan. Initiatives.

- 1 Integrated stormwater quality management initiatives.
- 2 Facilitate the development of an Estuary Education Centre.
- 3 Develop and implement an estuary wide signage and interpretation strategy.
- 4 Investigate the future land use of the Lagoon Farm.
- 5 Upgrade Humber Reserve (incl. Aratiki site) to premier recreation reserve.
- 6 Create a Linear Park along Pandora Road, connecting estuary to hill.
- 7 Upgrade Pandora Bridge as key arrival node.
- 8 Upgrade Meeanee Quay as key arrival route.
- 9 Facilitate a high quality, mixed use interface to the estuary.
- 10 Upgrade Thames & Severn Streets to deliver water quality & amenity improvements.
- 11 Prepare Structure Plan to guide the future development of Pandora.
- 12 Prepare an Inner Harbour Development Plan.
- 13 Deliver a pedestrian priority West Quay.
- 14 Develop a West Quay laneways precinct.
- 15 Upgrade Te Karaka (Perfume Point Reserve) as a destination coastal park.
- 16 Strengthen Ahuriri village to coastal edge connection.
- 17 Facilitate Bridge Street improvements.
- 18 Upgrade Spriggs Park to a destination picnic and playspace.
- 19 Prepare a Structure Plan to guide the future development of Ahuriri.



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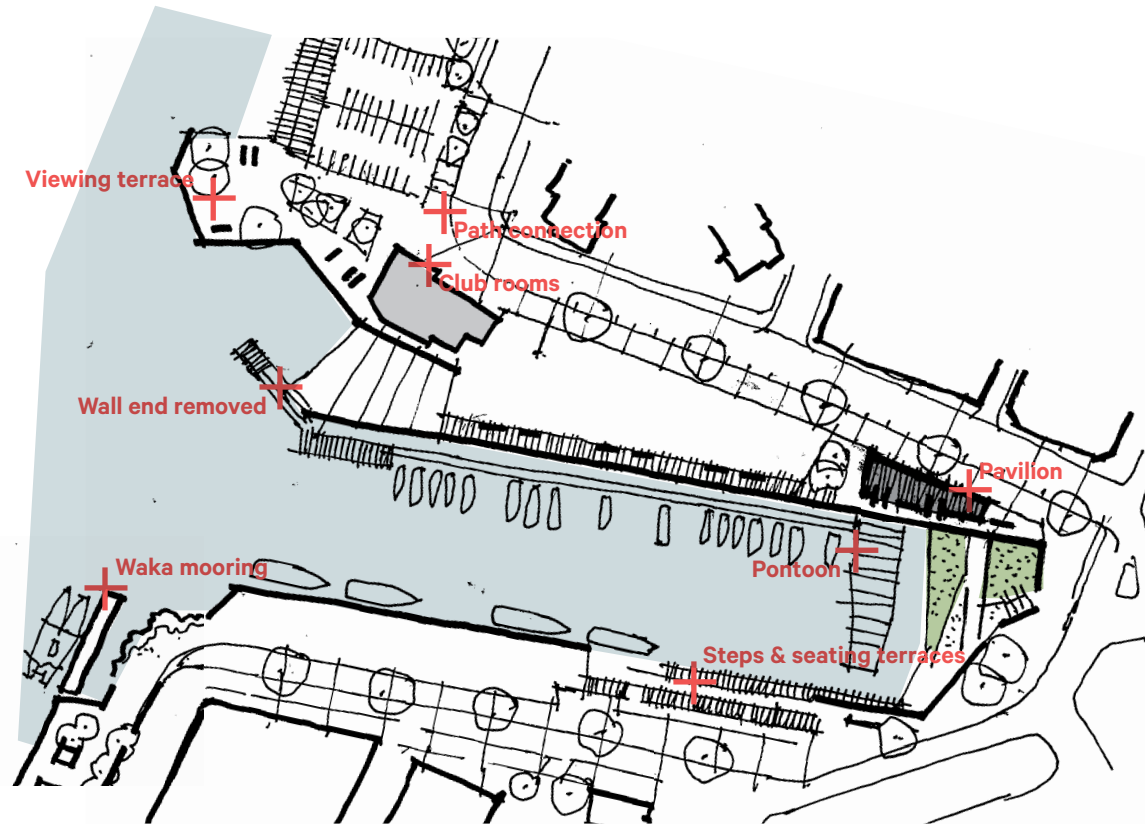
# Iron Pot Options Study.

## Option A. Minimum.

Quay wall retained in part with ongoing repairs. Western end of wall removed. Fishing club rooms retained, with streetscape improvement works to create path connection around existing fishing club building.

New pavilion building at east end of car park. Steps and seating terraces facing north to pavilion building and new public pontoon and planted water quality filtration at end of iron pot.

Waka moored at south west corner of iron pot.



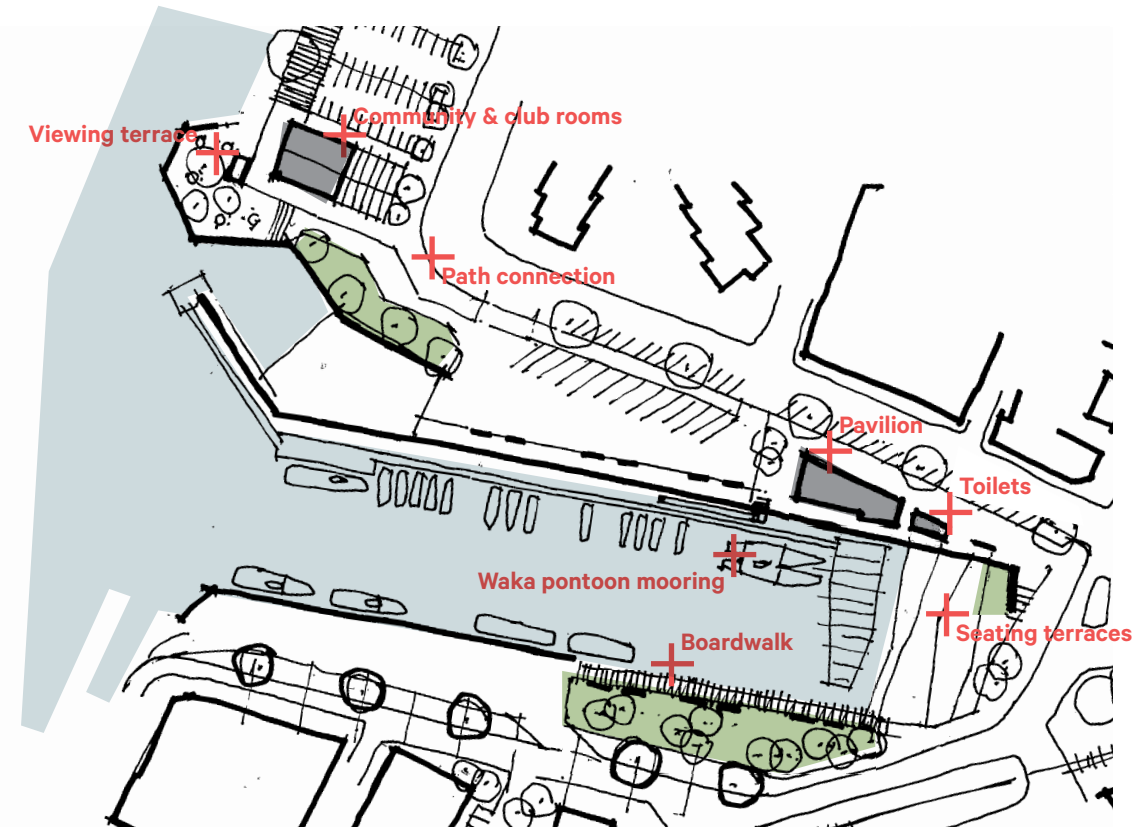
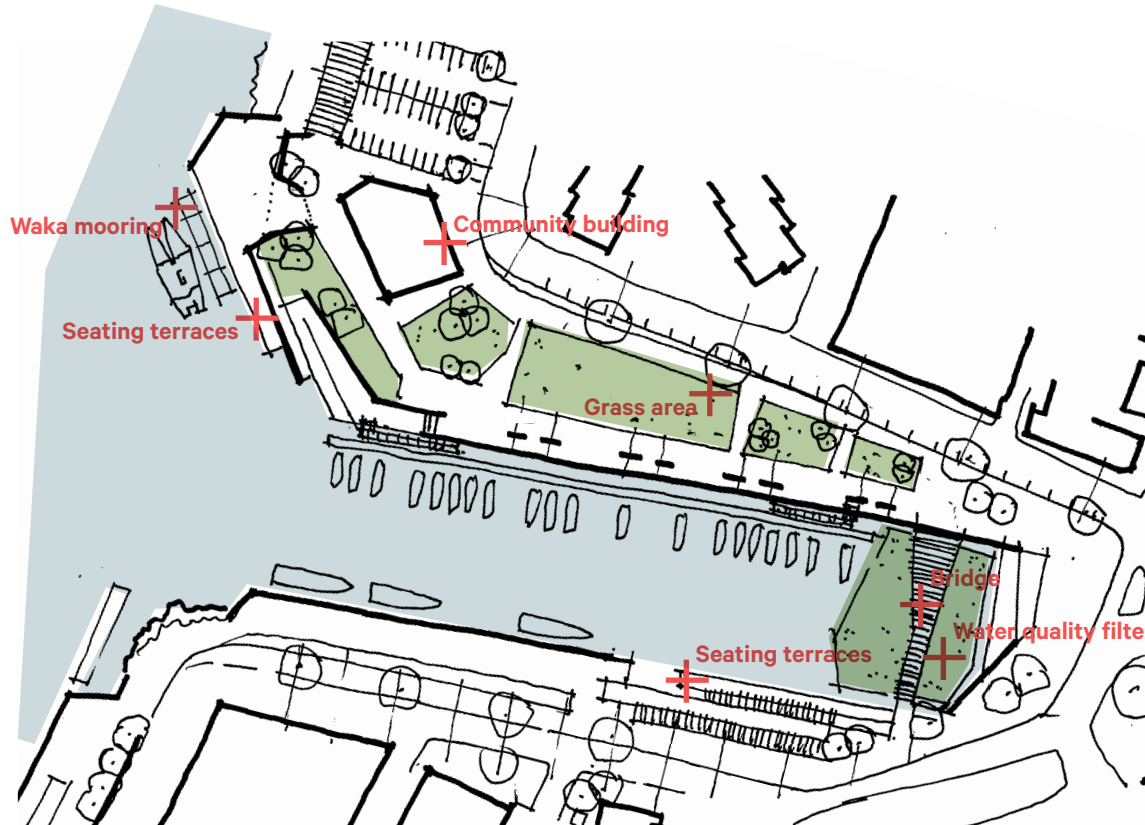
## Option C. Medium.

Sea wall cut back, boat ramp and fishing club building and car parking removed.

Waka moored at north-west corner of iron pot on floating pontoon. Forming part of new water access and seating terraces. Public access and shared path enabled along the water and quay edge. New community building located land-side.

Car & trailer parking areas replaced with lawn and planting areas.

Bridge access across the end of the iron pot, spanning over planted stormwater quality filters.



## Option B. Medium.

Quay wall retained in full with ongoing repairs. Fishing club rooms removed and replaced with shared community and club facility within existing car parking area to north.

Waka moored at end of iron pot at new pontoon, with a new pavilion and toilet building at quay level.

Steps and seating terraces at end of the iron pot address the pontoon and waka, connecting around south side with new boardwalk at wharf level and planting up to street level.

## Option D. Maximum.

Iron Pot declined, increasing the available water space, removing existing seawall, fishing club building and boat ramp.

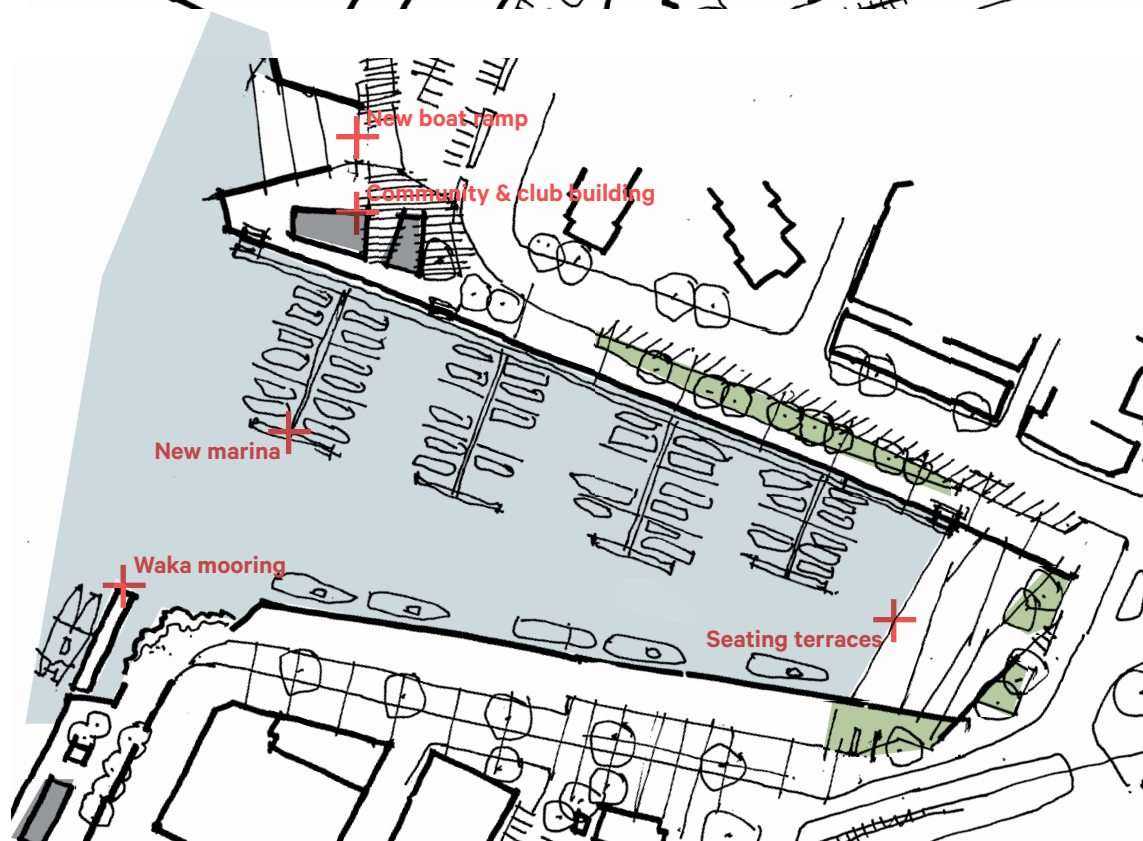
New seawall (sheet piled) along Nelson Quay alignment.

Extended marina and commercial fishing vessel moorings.

Fishing club facility including community facilities relocated with new boat ramp, or to Meeanee Quay.

Seating terraces at end of iron pot.

Waka moored at south west corner of iron pot with land-side facilities to the south.



1:2000 @ A3



**Option E.**

Waka mooring within Iron Pot, with public boat ramp, car and trailer parking retained at Nelson Quay.

Recreational mooring retained within Iron Pot.

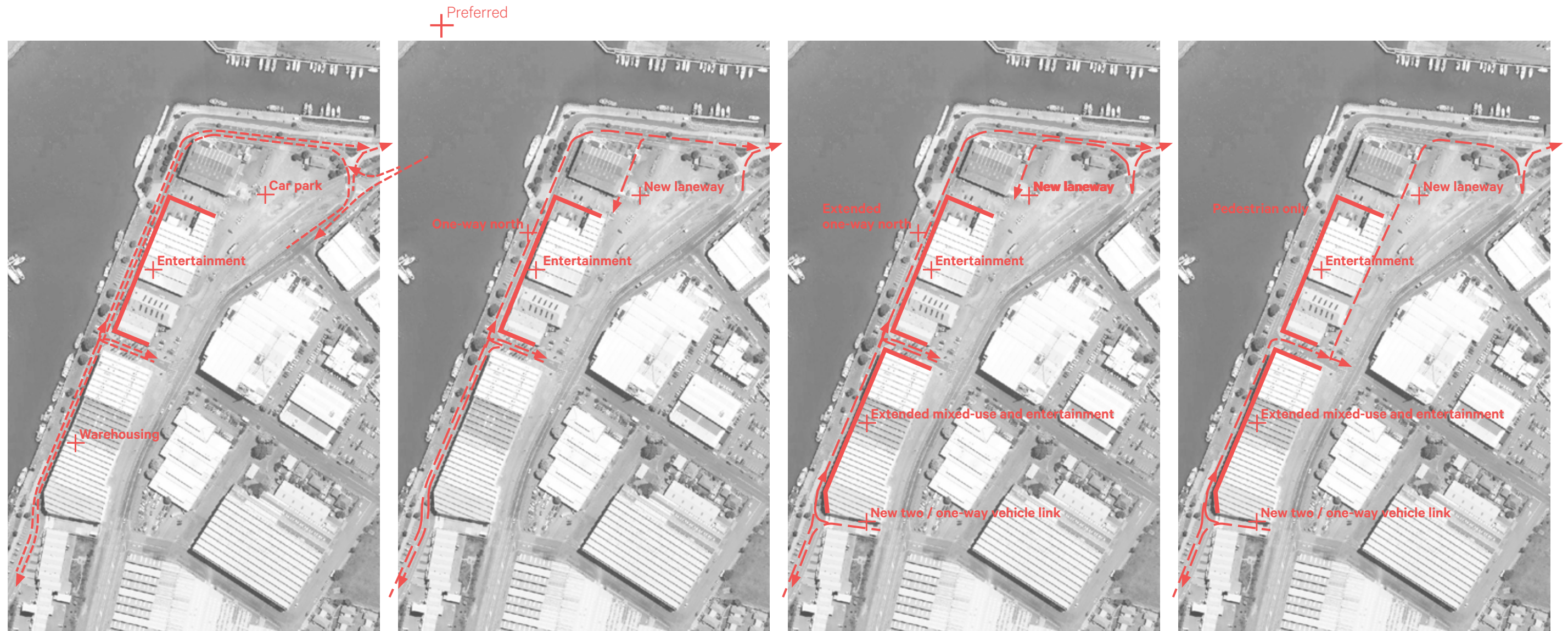
**Option F.**

Waka Hub and additional commercial fishing vessel moorings within Iron Pot. Pontoon waka mooring.

Boat ramp retained as part of new Nelson Quay public open space. Water access terrace created to south of ramp.



# West Quay Options Study.



## Existing.

Working wharf separated from vehicle lanes by line of Pōhutukawa.  
Two-way vehicle traffic, with 90 deg parking between trees.  
Entertainment precinct north of Lever Street.  
Complicated 'peanut' junction.

## One-way shared quay north of Lever Street.

Shared one-way street north of Lever Street, including Customs Quay.  
Working wharf and Pōhutukawa tree line maintained.  
Raingardens incorporated for stormwater treatment.  
Two-way Lever Street  
Laneways precinct to east activating rear of existing warehouses.  
Entertainment precinct concentrated north of Lever Street.

## Extended one-way shared quay and entertainment precinct.

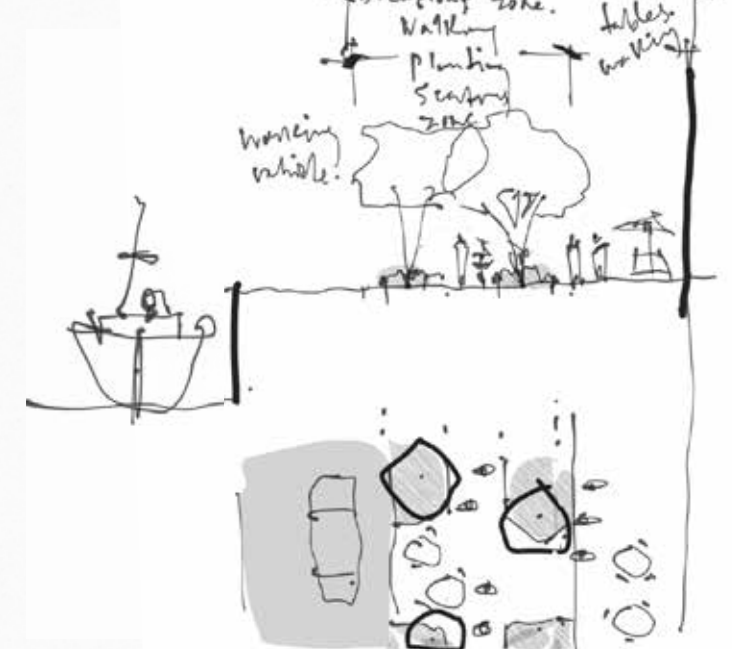
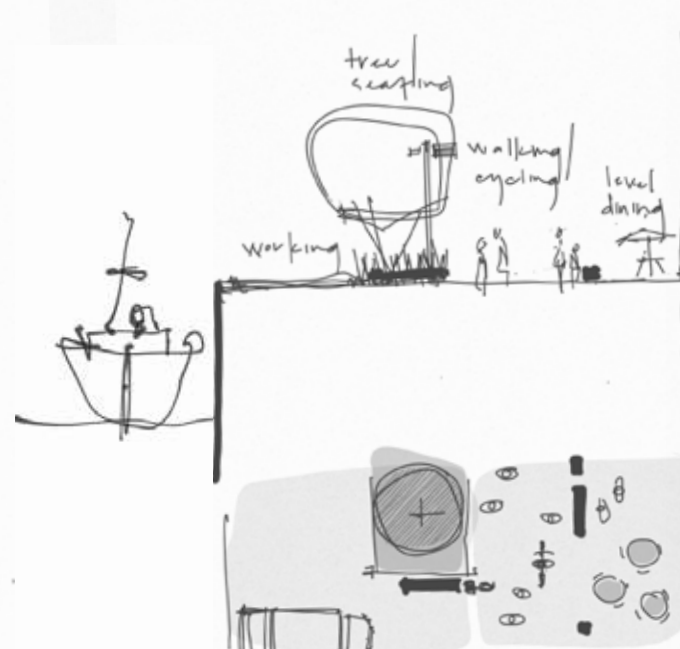
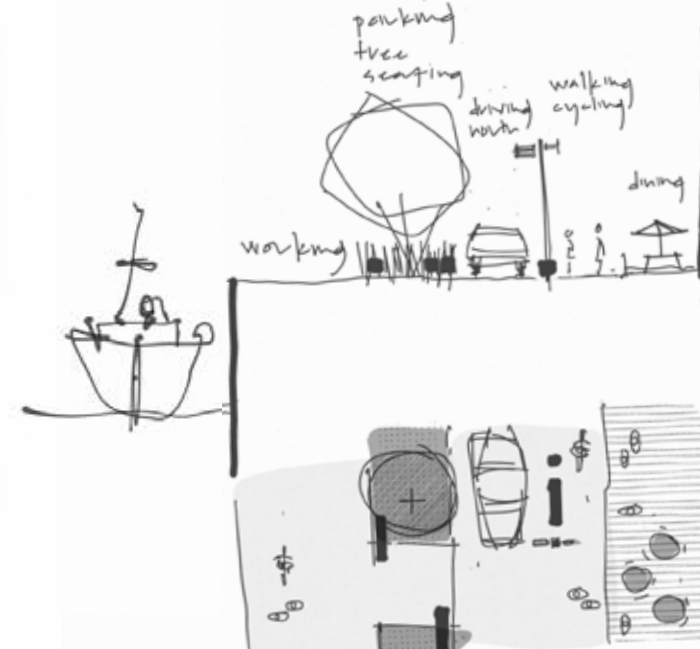
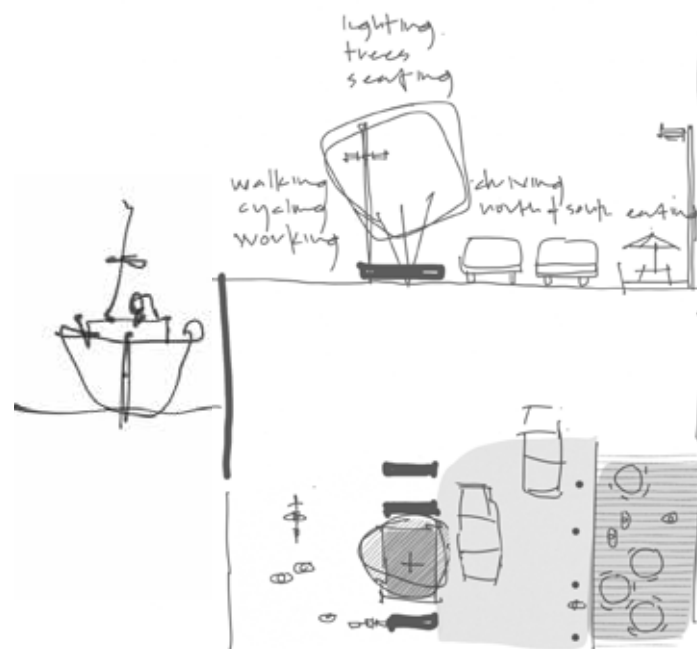
Shared one-way street north of Riddell Street  
Working wharf and Pōhutukawa tree line maintained.  
Raingardens incorporated for stormwater treatment.  
Extended mixed-use entertainment precinct to full length of remaining warehouses.  
Riddell Street extended through to West Quay, requiring additional rail crossing.  
Laneways precinct to east activating rear of existing warehouses.

## Pedestrianised quay north of Lever Street.

Working wharf access maintained north of Lever Street.  
Control required to access of Discharge Wharf.  
Pōhutukawa tree line, underplanting extended.  
Raingardens incorporated for stormwater treatment.  
Extended mixed-use entertainment precinct to full length of remaining warehouses.  
One-way West Quay north of Riddell Street to Lever Street  
Riddell Street extended through to West Quay, requiring additional rail crossing.  
Two-way south of Riddell Street.



+ Preferred



## A. Two-way, no car parking.

Maintain working wharf at quay edge.  
Retain Pōhutukawa and single Rata.  
Retain two-way traffic, removing chicanes, to restore linear quay arrangement.  
Remove / reduce car parking.  
Introduce seating and planting to former car parking areas. Introduce seating and planting to former car parking areas to increase public amenity.  
Improve lighting and signage.

## B. One-way north.

Maintain working wharf at quay edge.  
Retain Pōhutukawa and single Rata.  
Reduce vehicle access to one-way north bound.  
Walking and cycling zone replaces south bound vehicle lane.  
Seating and plantings replace car parking with small number of parallel car parks.  
Lighting and seating separate vehicle and pedestrian zones - creating a shared space street.  
Encourage outdoor dining at quay level to restore relationship between warehouse and quay.

## C. Pedestrianised, with service access only.

Maintain working wharf at quay edge.  
Retain Pōhutukawa and single Rata.  
Remove private vehicle access to West Quay from Lever Street north.  
Walking and cycling zone replaces vehicle lanes.  
Seating, lighting and plantings replace car parking.  
Encourage outdoor dining at quay level to restore relationship between warehouse and quay.

## D. Extended public space.

Service vehicles to wharf edge only.  
Working wharf vehicles only.  
Maintain working wharf at quay edge.  
Retain Pōhutukawa and single Rata.  
Remove private vehicle access to West Quay.  
Walking and cycling zone replaces vehicle lanes.  
Expand outdoor dining area to within existing Pōhutukawa tree zone.



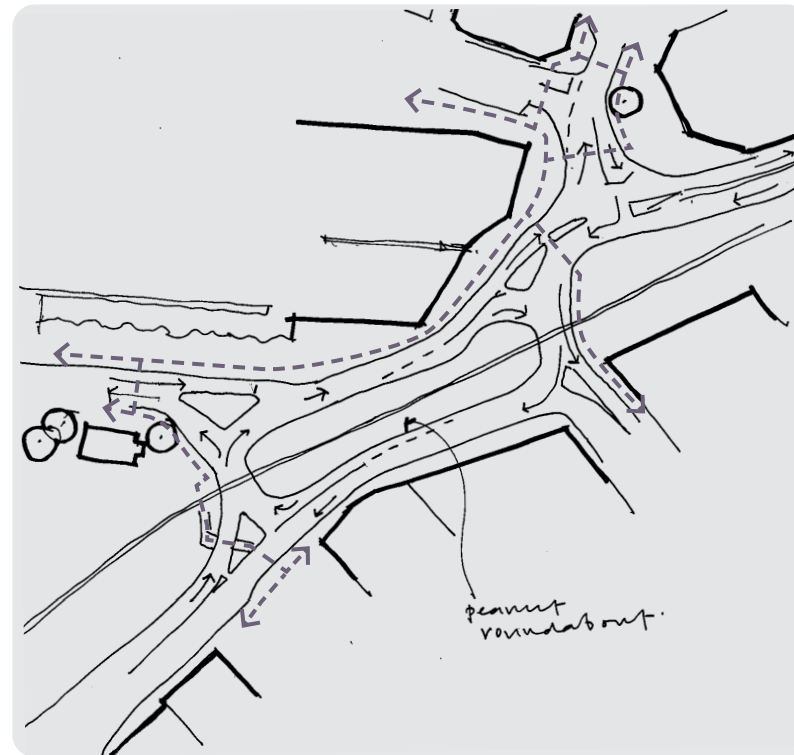
# Bridge Street Options Study.

## Existing Condition

### Peanut and multiple splitter islands.

- Complex roading arrangement.
- Rail line crossing from northern side of Bridge Street to southern side of Bridge Street / Port route.
- Junction of five streets
- Very difficult to navigate as a pedestrian
- Very difficult to navigate as a cyclist.
- Left turn out of Coronation Street, left and right turn in via 'peanut' roundabout arrangement
- Convoluted pedestrian crossing arrangements

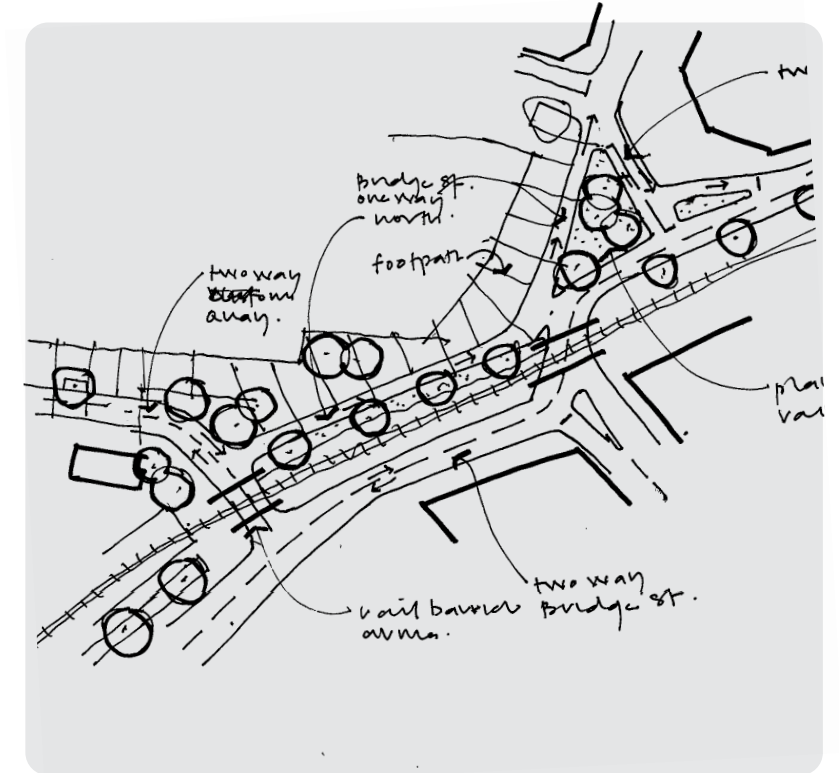
Pedestrian routes ←-----→



## Option A.

### Adjustments to existing layout to improve amenity. Two-way southern edge of 'peanut'.

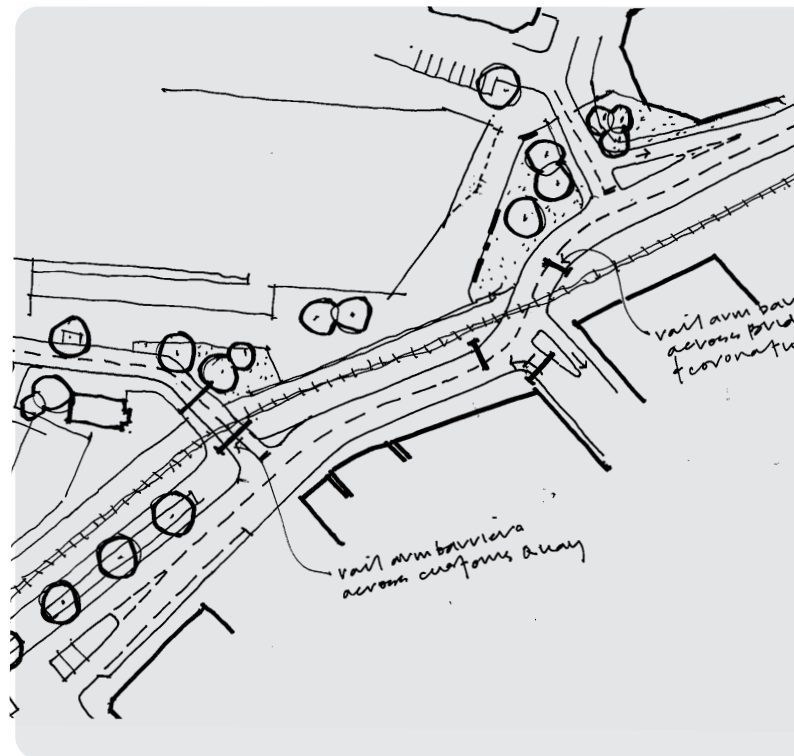
- Two-way Customs Quay, with entry off Bridge Street, exit onto Bridge Street heading east and west.
- One-way private vehicle exit from Customs Quay onto Bridge Street heading north to village adjacent to Iron Pot end - detail as a slow street integral to the upgrade of the footpaths around Iron Pot.
- Larger planted 'island' at end of Iron Pot, improves amenity and contains Iron Pot space.
- Port route (truck and trailer) follows southern alignment, in both north-east and south-west direction.



## Option B.

### Removal of northern half of peanut roadway. Area absorbed into streetscape / landscape of Iron Pot.

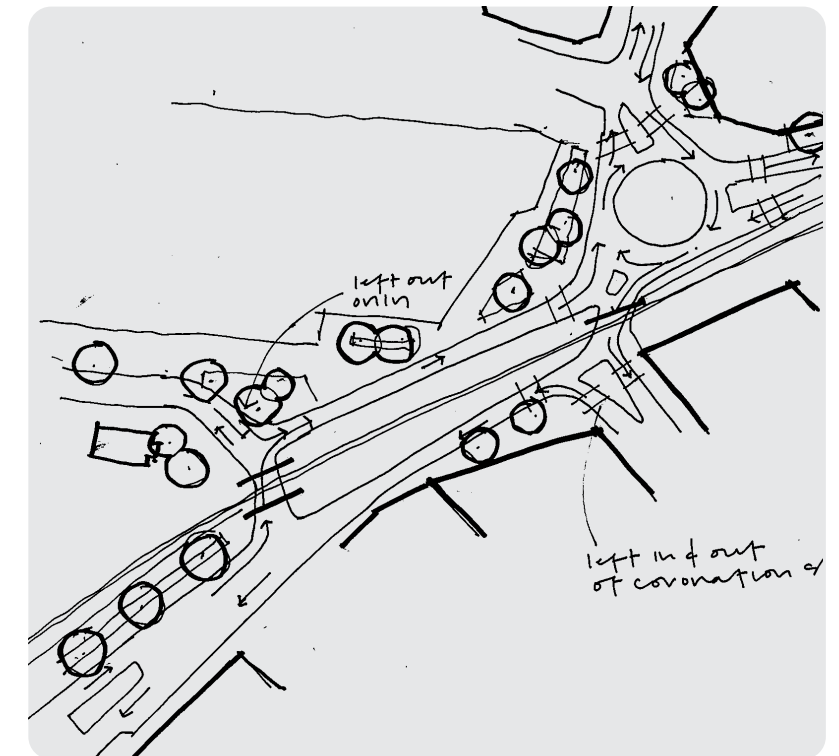
- Two-way Customs Quay, with entry off Bridge Street, exit onto Bridge Street heading east and west.
- Larger planted 'island' at end of Iron Pot, improves amenity and contains Iron Pot space.
- Port route (truck and trailer) follows southern alignment, in both north-east and south-west direction.
- Two sets of barrier arms. One at end of Customs Quay, the other comprising of 3 separate arms located on Bridge Street either side of Coronation Street, and at exit from Coronation Street.
- Left turn in & out of Coronation Street only.
- Simple layout, increasing pedestrian amenity, while catering for heavy vehicle movement.



## Option C.

### One-way 'Peanut' plus roundabout to end of Iron Pot.

- Two-way Customs Quay, with entry off Bridge Street, and exit onto Peanut heading north-east.
- Planted new roundabout island
- Port route (truck and trailer) heading to port follows northern edge of 'peanut' and around new roundabout, heading from Port follows new roundabout and southern edge of 'peanut'.
- Two sets of barrier arms. One at end of Customs Quay, one single arm opposite end of Coronation Street.
- Left turn in & out of Coronation Street only.
- A second roundabout tends to increase vehicle dominance of the space.
- Pedestrian crossing difficult on roundabout type arrangement.







**One-way Customs Quay (east bound), enable a reduction in length of the 'peanut' roundabout. Simplification of kerb alignment approaching Coronation Street, including amalgamation of splitter islands at end of Iron Pot to create large planted island.**

- One way West Quay and Customs Quay (north and east bound), creating more pedestrian space and removing one turning movement from peanut roundabout.
- Peanut roundabout retained, reduced in length and simplified in kerb alignment.
- Two sets of barrier arms. at either end of peanut.
- One-way movement north toward town centre along end of Iron Pot, recognises former bridge alignment of Bridge St. Detailed as 'slow-street', visually extending footpath width at end of Iron Pot.
- One way movement south from town centre to east side of new (planted) 'island'. Detailed as 'slow-street'. Planting visually contains Iron Pot space.
- North-west kerb edge of Bridge Street realigned (occupying some of former weighstation land, enabling tree planting and new central refuge islands to facilitate easier pedestrian crossing either side of Ossian St.
- Left turn in and out of Coronation St, right turn out enabled by peanut roundabout.
- Laneway one-way (south bound) implemented behind sheds, enabling vehicular circulation to and from car parking area.



**One-way Customs Quay (east bound), enable a reduction in length of the 'peanut' roundabout. Simplification of kerb alignment approaching Coronation Street. Planted island incorporated into footpath space at end of Iron Pot.**

- One way West Quay and Customs Quay (north and east bound), creating more pedestrian space and removing one turning movement from peanut roundabout.
- Peanut roundabout retained, reduced in length and simplified in kerb alignment.
- Two sets of barrier arms. at either end of peanut.
- Planted island incorporated into footpath space at end of Iron Pot, with former bridge expressed through design detail. Two-way movement accessing town centre.
- One way movement south from town centre to east side of new (planted) 'island'. Detailed as 'slow-street'. Planting visually contains Iron Pot space.
- North-west kerb edge of Bridge Street realigned (occupying some of former weighstation land, enabling tree planting and new central refuge islands to facilitate easier pedestrian crossing either side of Ossian St.
- Left turn in and out of Coronation St, right turn out enabled by peanut roundabout.
- Laneway one-way (south bound) implemented behind sheds, enabling vehicular circulation to and from car parking area.



Land.  
People.  
Culture.  
Isthmus.

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