

# Ahuriri Estuary & Coastal Edge Masterplan

Final | July 2018



## Ahuriri Masterplan: First 12 Projects

The following table details the Ahuriri Masterplan projects included in the ten years of the proposed LTP Capital Programme.

### Stormwater Projects

#### 1. Ahuriri Masterplan Stormwater Study

A comprehensive stormwater study will be carried out in advance to any further exploration or implementation of other stormwater-related projects in order to determine feasibility and consider options for better managing stormwater in the City.

Estimated Timeframe	Estimated Cost
2018 - 2021	\$306k

#### 1A. Stormwater Treatment Wetland

Located adjacent to the HB expressway and prior to the outfall to the estuary, this wetland system will support improved at-source stormwater quality treatment along the extent of the open drain network, and effectively act as a 'polishing' system to further remove contaminants from the stormwater discharge. The wetland system may provide additional benefits to the community and environment, including additional habitat, recreation and educational opportunities.

Estimated Timeframe	Estimated Cost
2023 - 2025	\$2.625M

#### 1C. Improvements to Direct Outfalls

A catchment-wide opportunity to address stormwater quality at individual outfalls flowing directly into the estuary or coastal environment. Measures may include treatment devices, wetlands/swales, bioretention systems, or screens.

Estimated Timeframe	Estimated Cost
2020 - 2021	\$1.253M

#### 1D. Upper Catchment Stormwater Quality Improvements

Work to make improvements to stormwater quality entering the estuary from the upper catchment, including Bay View, Lagoon Farm, and the Airport, as well as run-off from rural residential areas of the western hills.

Estimated Timeframe	Estimated Cost
2021 - 2023	\$1.080M

#### 1F. Pandora Catchment Stormwater Quality System

In conjunction with at-source stormwater quality improvements carried out by individual businesses throughout the Pandora catchment, evaluate options and implement the preferred stormwater quality improvement works to the Thames and Tyne drains. Council will look to add value through integrated education and recreation benefits.

Estimated Timeframe	Estimated Cost
2019 - 2021	\$1.248M

### Other Projects

#### 6. Pandora Road Upgrade

Following the removal of the state highway status, reconfigure this road to provide greater space on the estuary side for recreation, whilst providing car parking and providing for cycling and pedestrian movements.

Estimated Timeframe	Estimated Cost
2026 - 2028	\$1.186M

#### 8. Meeanee Quay Upgrade

Amenity, safety, and stormwater quality improvements along Meeanee Quay as a result of the change in status of this road from State Highway to local road. Improvements may include narrowing of the carriageway, additional planting, improved lighting, better crossing points, car and truck parking changes, and stormwater treatment devices.

Estimated Timeframe	Estimated Cost
2022 - 2027	\$2.950M

#### 10. Thames/Severn Streets Stormwater Management (from road) - partial

Investigation the incorporation of street rain gardens with appropriate plantings to capture stormwater and filter out contaminants before discharging into the estuary.

Estimated Timeframe	Estimated Cost
2020 - 2021	\$541k

#### 12D. West Quay North

Rationalise vehicle movement along West Quay to prioritise pedestrians and cyclists and provide for safe and efficient use of the working wharf area, with associated amenity improvements.

Estimated Timeframe	Estimated Cost
2019 - 2021	\$829k

#### West Quay Car Park

Purchase and development of a carpark to the rear of West Quay to facilitate car parking for staff and customers of the bars/restaurants of West Quay during evening hours and weekends, and to provide additional carparking for office workers in the Ahuriri Business Park during the week day.

Estimated Timeframe	Estimated Cost
2020 - 2022	\$2.645M

#### 17. Bridge Street Improvements

Provide improved amenity for all modes of transport along the Bridge Street route, and improved safety for pedestrians and cyclists when crossing and travelling along this route. Changes may include adjustments to the 'peanut' roundabout at the Iron Pot.

Estimated Timeframe	Estimated Cost
2025 - 2028	\$5.148M

### Various Reserves Projects

#### 4. Future Use of Lagoon Farm

Undertake a feasibility study on the establishment of a regional park on Lagoon Farm land to the south of the estuary channel.

#### 5. Humber Street Reserve Upgrade

An upgrade to the Humber Street reserve including the previous Aratiki Drilling site at the end of Humber Street would improve the function and amenity of this increasingly used space. Improvements may include the replacement of the existing tyre edge, consideration for waka and yacht storage, an increase in carparking, an unmanned estuary educational shelter, potential upgrade of the commercial buildings on the corner site, and additional shade and seating opportunities.

#### 12B. Create headland destination and pathway (Westshore Point)

The Hawke's Bay Trail currently misses the point and inner harbour access entirely. Extending the pathway along Meeanee Quay to the Westshore point would extend recreational opportunities along the water front and connect to the Whakarire Avenue coastal protection works. Coastal plantings could provide habitat and be an attractive view for nearby residential properties. Interpretative signage and sculpture could highlight social and cultural history of the point.

#### 12C. Upgrade West Quay South reserve

Enhance the streetscape where West Quay meets the apex of the Inner Harbour to improve amenity and potentially provide for proximity to the waters edge. There upgrade may involve an upgrade to the public toilets if necessary and consideration of the stormwater outlet to improve the quality of stormwater discharge.

Estimated Timeframe	Estimated Cost
2020 - 2022	\$1.510M

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**“Ko te tohu  
rangitira ko  
te manaaki  
tāngata”**  
“Measure  
achievement  
by how well  
we care for  
people”.

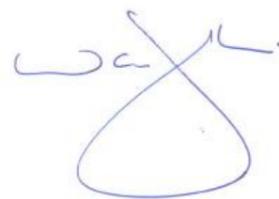
Piri Prentice, Mana Ahuriri

During a workshop on the emerging masterplan, Councillor Tapine posed the question “*What if the health of the estuary were a measure of our community values?*”

Responding to this, seeking to value the Ahuriri estuary as a living breathing and respected part of the community is at the heart of the masterplan. A place no longer under valued and at the receiving end of contaminated water tipped down drains and collected off roads, but a place of high water quality to be celebrated. A place recognised for its habitat and recreation values, and for its historical and contemporary social and cultural associations. A place for gathering - of people together and of kaimoana, for the fostering of community. A place that reflects the community values of healthy waterways, healthy people and healthy habitats for all.

The Ahuriri Estuary and Coastal Edge Masterplan is an exciting vision for - **a vibrant, healthy and resilient Ahuriri estuary and coastal edge.** Developed by Napier City Council in collaboration with key partners Mana Ahuriri, the Department of Conservation, and Hawke's Bay Regional Council, and through extensive public and stakeholder engagement, it presents a shared vision for the estuary and the surrounding urban environment for inclusion in the wider Te Muriwai o Te Whanga - Joint Ahuriri Estuary Management Plan.

Presented as a series of key principles, objectives and initiatives to deliver on the masterplan vision, the shortlist of identified initiatives will evolve over time. As projects in their own right, each requires partnership, consultation and engagement with key stakeholders and the community. This continued engagement will ensure a living masterplan, evolving along with the community needs and aspirations.



Bill Dalton  
Mayor of Napier

# 1. Introduction

**Centred on Napier's unique estuary environment, the Ahuriri Estuary & Coastal Edge Masterplan (the masterplan) presents Napier City Council's long term vision for the estuary and surrounding coastal edge spaces. The purpose of the masterplan is to highlight the opportunities in the city's interface with the estuary and coastal edge - addressing water quality issues, encouraging and facilitating appropriate uses, while managing the challenges of competing uses - to help create a resilient estuary environment.**

Recognised as a key part of Napier's identity and a drawcard for locals and tourists, the city's coastal edge consists of a sequence of varied spaces. From Westshore's shingle beach; to Pandora Pond and its water-based recreation uses; to the estuary and former lagoon Te Whanganui ā Orotu, where the landscape reflects the city's cultural and earthquake history; to the urban interface of the inner harbour; along the shingle spit at Ahuriri with its constructed limestone edge and sand beaches, around the bluff to the city's urban waterfront interface along Marine Parade.

The Ahuriri estuary and former lagoon provides a point of difference - a string in the bow of Napier's waterfront spaces. It is a landscape rich in cultural history, ecological value and recreation potential. Separated from the open ocean by a shingle spit extending from Mataruahou, Scinde Island, the estuary was a rich food source and protected harbour offering sheltered anchorage for Mana Whenua and early European settlers. Pā were sited on the western hills and islands within the lagoon, followed by the establishment of the township at Ahuriri.

Parts of the inner harbour and estuary were reclaimed in the late 1800's / early 1900's, before the 1931 earthquake lifted the lagoon floor. Subsequent land drainage and reclamation for development resulting in a network of drains that discharge the majority of the city's untreated stormwater catchment directly to the estuary.

The estuary water quality is recognised as being extremely poor, the foreshore susceptible to coastal erosion, and the estuary and surrounding land to predicted coastal inundation. Addressing these issues for the benefit of the community - people, flora and fauna - is at the forefront of the masterplan.

## Consultation

The masterplan has been prepared in consultation with Councillors, Council Officers, Mana Ahuriri, Hawkes Bay Regional Council and the Department of Conservation. The draft masterplan (July 2017) was extensively consulted with the public and stakeholders and feedback incorporated into this final version.

It is recognised that it requires a collaborative and consultative approach to address water quality issues while providing for urban regeneration and growth. More extensive and continued engagement will be carried at a project level.

## Te Muriwai o Te Whanga Plan

The masterplan documents Napier City Council's vision for the estuary, and urban waterfront environment, for consideration and inclusion in the Estuary Management Plan - Te Muriwai o Te Whanga.

## Masterplan Structure

The masterplan document is structured presenting:

- the current context (landscape, treaty settlement, water quality, current projects, district plan and coastal hazard);
- the masterplan including vision and principles; illustrative masterplan, and network objectives;
- identified initiatives - by character area; and
- recommendations for the masterplan delivery

## Masterplan Brief

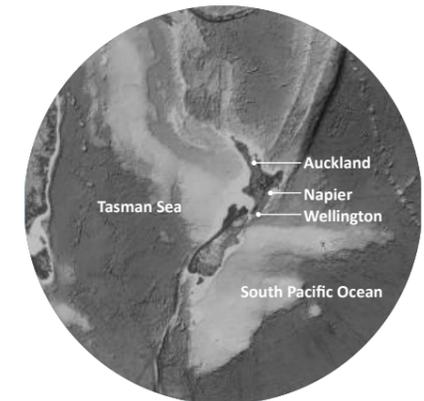
A waterfront masterplan with a **'whole of estuary focus'** to facilitate significant improvements in estuary water quality and guide development and activities along the waters edge. With the following objectives:

- To align with the City Vision principles
- To take a habitat, water quality, and ecological focus
- To maximise opportunities for built interface with sea & estuary
- To maximise and enhance the range of recreation opportunities, where appropriate

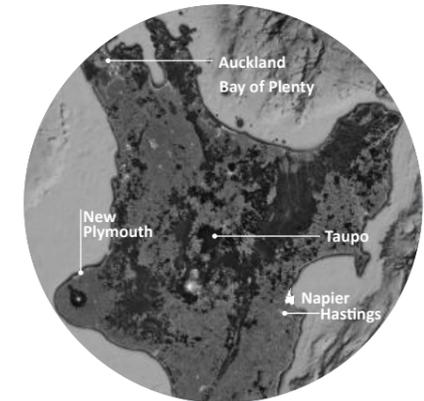
## Masterplan Area

Port-to-Port-to foothills. The masterplan area, illustrated opposite, extends from the Port of Napier to Hawke's Bay Airport, from the Napier hill in the east to the Poraiti foothills to the west. It encompasses the interface between land and water.

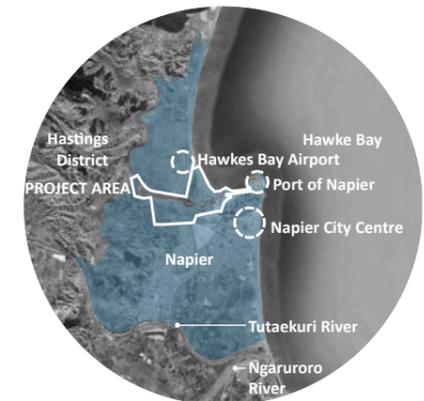
While the masterplan brief concentrates on the estuary and coastal edge, the wider context and significance of former lagoon Te Whanganui ā Orotu and Mataruahou is recognised.



New Zealand



North Island



Napier

Masterplan Area



Before 1931 earthquake



After 1931 earthquake





# 1

## Context

Landscape Context  
Mana Ahuriri Treaty Settlement  
Water & Sediment Quality  
Best Practice Stormwater Quality Management  
City of Napier District Plan  
Coastal Hazards  
Current Projects

# 1. Context | Landscape Context

## Landscape Context

The Napier Landscape Study (2009) recognises the estuary - the former and remnant lagoon and islands Te Whanganui ā Orotu - as a distinct landscape unit, which together with Mataruahou Scinde Island; the rivers and alluvial plains, and; the western hills form the distinctive Napier landscape.

The shingle spits, part of a wider system of shingle beaches formed from gravels washed down the braided rivers and coalescing around Scinde Island, separate the former lagoon and estuary from the ocean.

Prior to the 1931 earthquake the lagoon area measured some 3840 acres, now at a much reduced size of 470 acres, the remnant estuary is surrounded by the urban areas of Westshore, Pandora and Ahuriri and the open pasture of the former lagoon, drained by a network of canals, stop-banks and pumping stations.

Although modified, its openness means the expanse of the lagoon's former seabed can still be readily perceived, and its boundaries clearly defined by the perimeter western hills and contrasting ribbon of development along the shingle spit. The openness also helps ensure the legibility of the former lagoon islands.



Photo from Scinde Island looking west c1910's Photo from Scinde Island looking west c1930's

There are rich historical associations relating to its former Māori focus for settlement and food, and for recreation, with an abundance of food sourced from the estuary, and pā sited on the western hills and islands. This is captured by a pepeha (opposite) attributed to Kahungunu when he travelled through the area naming features.

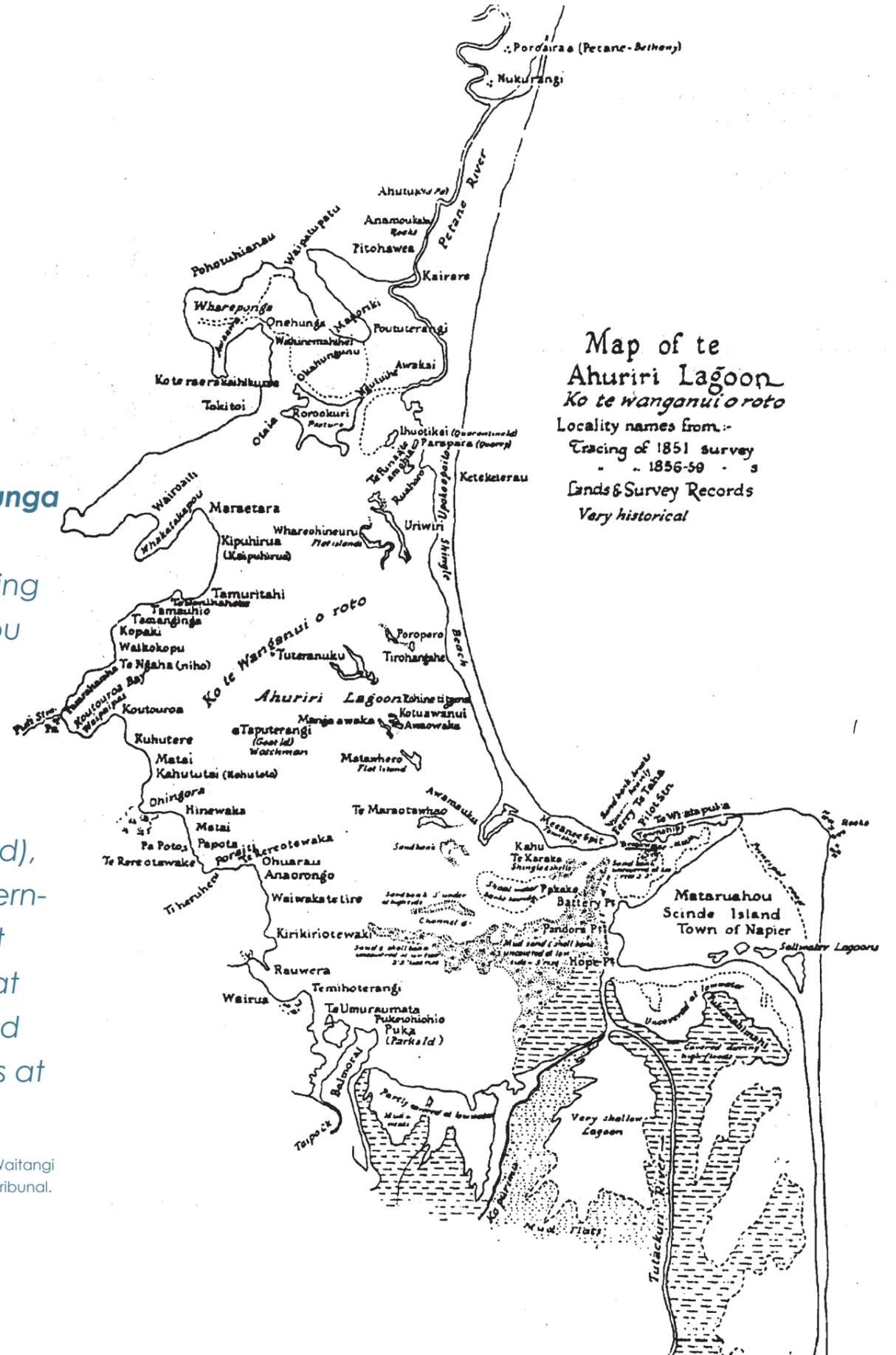
Subsequent European settlement was based at the area of Napier now known as Ahuriri, where sheltered relatively deep water anchorage



**“Ngā karoro tangitararau mai i runga o Tapu Te Rangī”**

*“The many screaming seagulls above Tapu Te Rangī, and Oh! the thoughts of the feeds on the thick-sided patiki of Tiera (at Roro-o-kuri Island), and the delicious fern-root at Pukehou (at Petane), and the fat rats at Ramariki, and the glutinous pauas at Tahito”.*

Te Whanganui ā Orotu Report, 1995, Waitangi Tribunal, section 2.2.3, [www.waitangi-tribunal.govt.nz/reports](http://www.waitangi-tribunal.govt.nz/reports).



at the Iron Pot serviced the shipping trade in wool and meat products from wider Hawkes Bay to England. Ribbon settlement established along the shingle spit to Mataruahou Scinde Island and north along Meeanee Spit and Westshore, with the establishment of Napier city centre to the south of Scinde Island.

The estuary today supports over 70 bird species, some critically endangered native species, some migratory visitors from the northern hemisphere. A variety of fish and invertebrate species are found in the estuary, in reduced numbers as a result of water quality issues. Of particular note are the critically endangered Bittern and the flounder and cockle species, with the lower estuary a known yellowbelly flounder species nursery.



Ahuriri Foreshore, TA McCormack (source MTG Hawkes Bay)

Water and land based recreation occurs throughout the estuary and former lagoon. Pandora Pond provides an opportunity for sheltered swimming and boating within the city and Hastings District. The popular Hawkes Bay Trails (walking and cycling) traverse the length of the shingle spits and connect to the estuary walkway.

Commercial and recreational fishing boats moor at the inner harbour and Iron Pot. The estuary and channel (upper and middle estuary) is accessible to kayak, waka and other small paddleboats. The open ocean of Hawke Bay at Westshore and Ahuriri are utilised by other recreational water craft including fishing boats, standup paddle boards (SUP), wind surfers, surfski, and jetski.

The built environment interface with the estuary comprises of suburban residential Westshore along the spit, and the airport within the former lagoon to the north; the industrial interface at Pandora and the working wharf and mixed use urban interface at Ahuriri.



(top) c 1900 Map of Ahuriri Napier and lagoon  
(bottom) painting from Bluff Hill (Scinde Island) looking west to foothills



(top) c 1960 Map of Ahuriri Napier and former lagoon  
(bottom) photo from Bluff Hill Reserve looking west to the foothills

## 1. Context | Mana Ahuriri Treaty Settlement

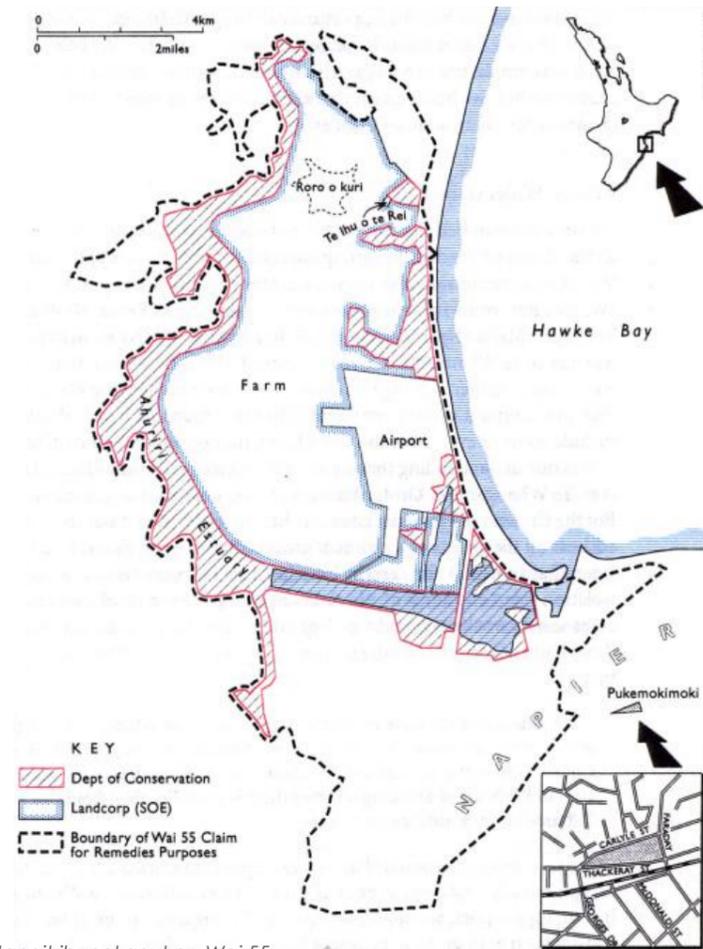


*This patu was made by Simon Hughes from the Office of Treaty Settlements. It recognises the Hapū, Te Whanganui-ā-Orotu, the negotiation process and new life after the settlement.*

- *The patu shape symbolises the mana and strength of Ahuriri Hapū and how they conduct themselves.*
- *The large piece of pawa is the jewel of Ahuriri Hapū Te Whanganui-ā-Orotu.*
- *The small pawa tears on the handle are the tears of the people and their suffering.*
- *The three maunga on the lower blade represent the three negotiators and the work they have done for their people.*
- *The curved shape above them the long and difficult path they have travelled successfully and this is also the ear of the Crown which they had.*
- *The three holes in the patu represent those who have died before the settlement was complete and the Ahuriri Hapū people who have gone before.*
- *On the other side around the top of the blade are the seven Hapū of Ahuriri and the koru representing new life and new beginning for Ahuriri Hapū.*



# Mana Ahuriri Treaty Settlement



source: [www.waitangitribunal.govt.nz](http://www.waitangitribunal.govt.nz), Wai 55 Te Whanganui ā Orotu Remedies 1998.

**The Waitangi Tribunal Inquiry into Te Whanganui-ā-Orotu took place between 1993 and 1994, and the Tribunal reported in 1995.**

Te Whanganui-ā-Orotu was the estuarine lagoon which formerly occupied a large area north and west of Napier until the time of the Hawke's Bay earthquake in 1931. The estuary was a vitally important fishing and resource-gathering area for a group of interconnected neighbouring hapū with strong whakapapa ties, a shared history and an affiliation both before and after the arrival of Kahungunu.

The hapū have made continued efforts to protect their position as kaitiaki regarding the lagoon and in the claim related to the loss and despoliation of the lagoon and its islands, which the claimants argued was a taonga over which they have rangatiratanga and which, but for statute law, rightfully belongs to them.

Claimants argued that they had never sold the lagoon or its islands, but the Crown had taken them by asserting that Te Whanganui-ā-Orotu had been included in the Ahuriri purchase of 1851. In 2009 Mana Ahuriri Incorporated gained the mandated support of the hapū to negotiate the claim.

The Tribunal agreed that the claim was well founded and made a number of recommendations for remedies that underpin a key purpose for this masterplan.



1875 View from Napier Hill looking west across lagoon



1914 View from Petane Hill looking south across lagoon



# 1 Context | Water & Sediment Quality

## Water Quality

The Ahuriri estuary is a nationally significant ecological environment. It is one of the largest wetland systems on the east coast of the north island, and an important ecosystem for many birds, plants, invertebrates and fish. It is a traditional food source of taonga status to tangata whenua, including yellowbelly flounder and cockle species. The current water quality is recognised as being extremely poor with approximately 70% of Napier's total stormwater run-off entering the estuary untreated.

Napier's stormwater enters the estuary from the Taipō Stream, Pūrimu drain, County/Plantation drains, Airport and Lagoon farm pump stations, the Thames - Tyne drains and a number of smaller outfalls.

The untreated stormwater entering the estuary has the potential to cause significant environmental harm, as well as impact on public health and recreational activities.

The contaminants collected from the road network, and discharged from adjoining land uses, are collected along with stormwater as it flows over impermeable surfaces before entering the drainage network and outfalling to the estuary.

By taking a 'whole of estuary' focus, the health of the estuary is at the heart of the masterplan. This brings a multi-layered response to improving water quality, focusing on at-source treatment supported by end-of-line systems. Delivering water quality improvements, that provides recreation benefits where appropriate along with the intended ecological benefits.

### The Pandora catchment

Industries within the immediate Pandora catchment outfalling to the estuary via the Thames and Tyne drains include:

- tanneries
- fertiliser mixing & dispatch
- galvanisers
- abattoir
- timber processors
- shipping

Contaminants from these industries include metals, organics, nutrients, pathogens, sediment and refuse. Also present in the estuary are populations of exotic worm species. All of which have significant negative effects on the ecology and recreation values of the estuary. These industries have water quality obligations under the RMA to which compliance is required. It is recognised that the Port of Napier are already undertaking to remove and contain contaminants from their container yards.

### The open drain network

A long term project of naturalisation and at-source water quality treatment of the stormwater catchment entering the open drain network is underway, with the aim of improving the quality of the water entering the estuary. This is supported by:

- Integrated Stormwater Management Study (NCC)
- Stormwater quality monitoring (HBRC, NCC)
- Preparation of Catchment Management Plans (NCC & HBRC)
- Pollution prevention plans for high risk sites
- Cultural monitoring of the estuary
- Formation of a Stormwater Working Group (multi-agency)



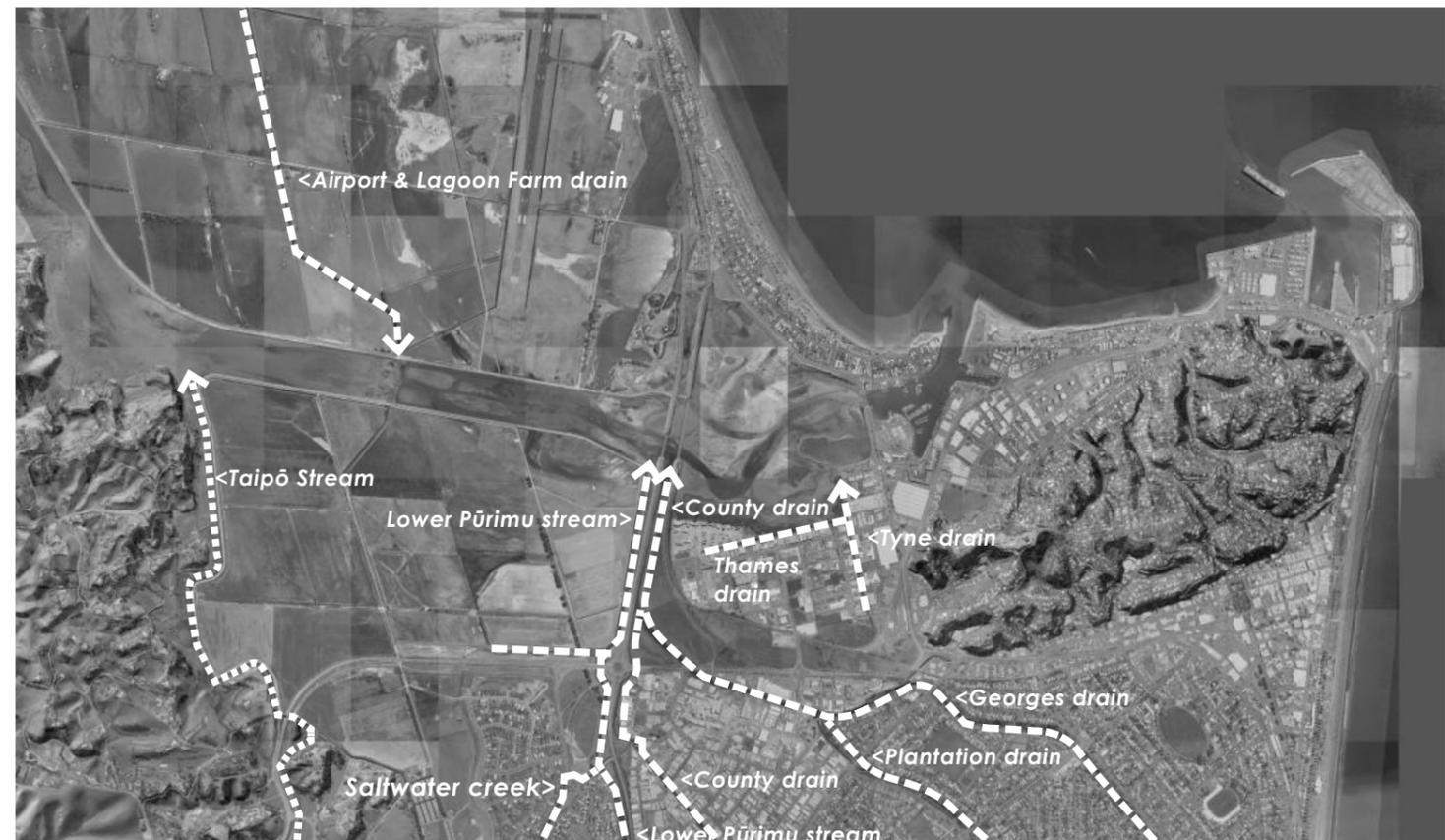
Ahuriri estuary gross pollutants.



Tyne drain outfalling to estuary.



Local catchment stormwater outfall direct to estuary.



Network of main open drains and streams entering the estuary and outfall channel.

On the following page are stormwater focused precedent projects. Illustrating a variety of approaches to delivering improved water and sediment quality, with added habitat and recreation amenity benefits.

## Barry Curtis Park, Manukau, Auckland

**Stormwater quality and flood mitigation designed as an integral part of 97ha new recreation reserve.**

Sited at the confluence of a network of waterways that drain Auckland's Flat Bush urban growth area, the park integrates stormwater detention ponds and quality treatment wetlands for the entire new urban catchment.

Ecology themed play spaces, visible and accessible environmental structures including fish ladders, overflow chambers and weirs provide educational opportunities focused on water quality issues. Eco-sourced native planting of the riparian edges supports habitat creation.



## Kopupaka Reserve, Massey North, Auckland

**The primary recreation space for the new community at Massey North, the 22ha Kopupaka Reserve promotes concepts of integrated urban design and stormwater quality management.**

The design approach challenges stormwater reserve expectations and illustrates how urban growth can be balanced with ecological restoration and recreation amenity.

Timber structures integrated into and defining the edges of the three wetland ponds, take reference from weaving of harakeke into kete and hīnaki. Restoring the ecological values of the Sakaria Stream - a known eel (tuna) habitat.

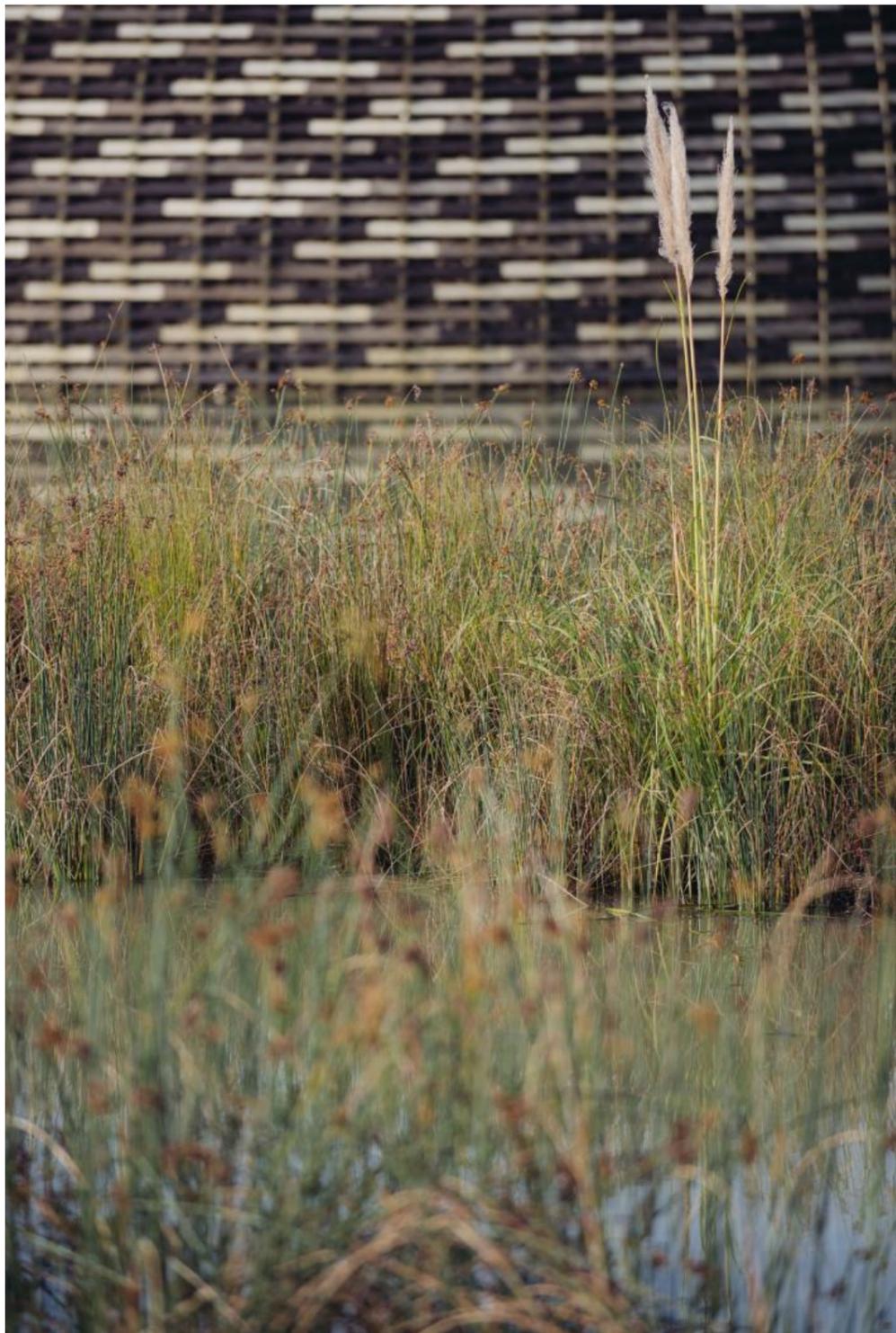


### Sustainable Urban Drainage Systems

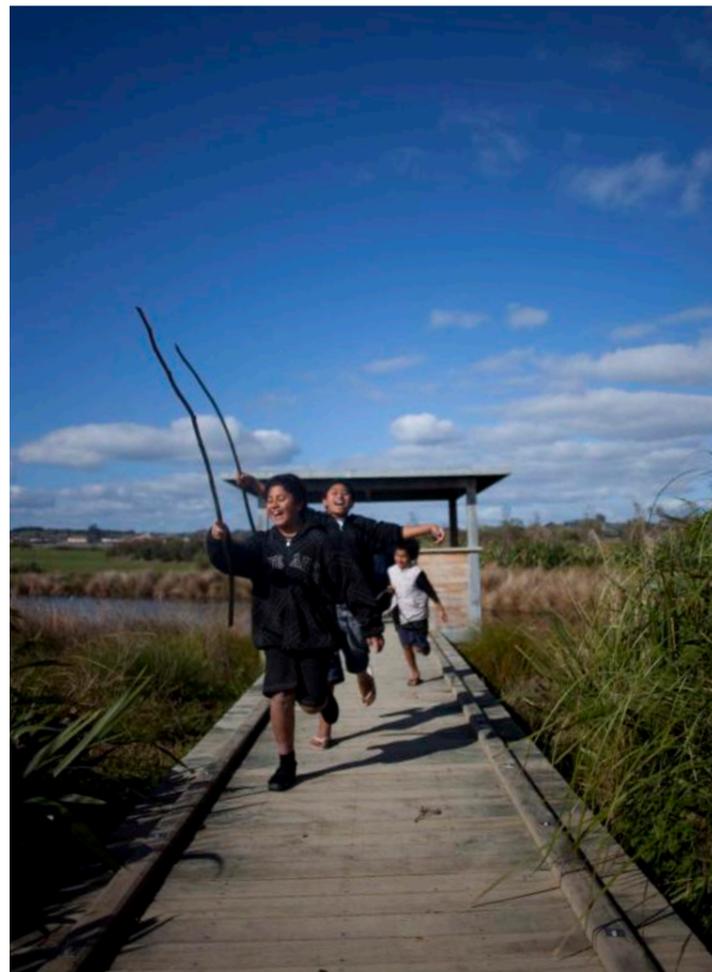
Urban applications of water sensitive design. Capturing, treating and re-using storm-water at source.

Bioretention systems including swales and raingardens to treat road drainage - a primary stormwater contaminant contributor.

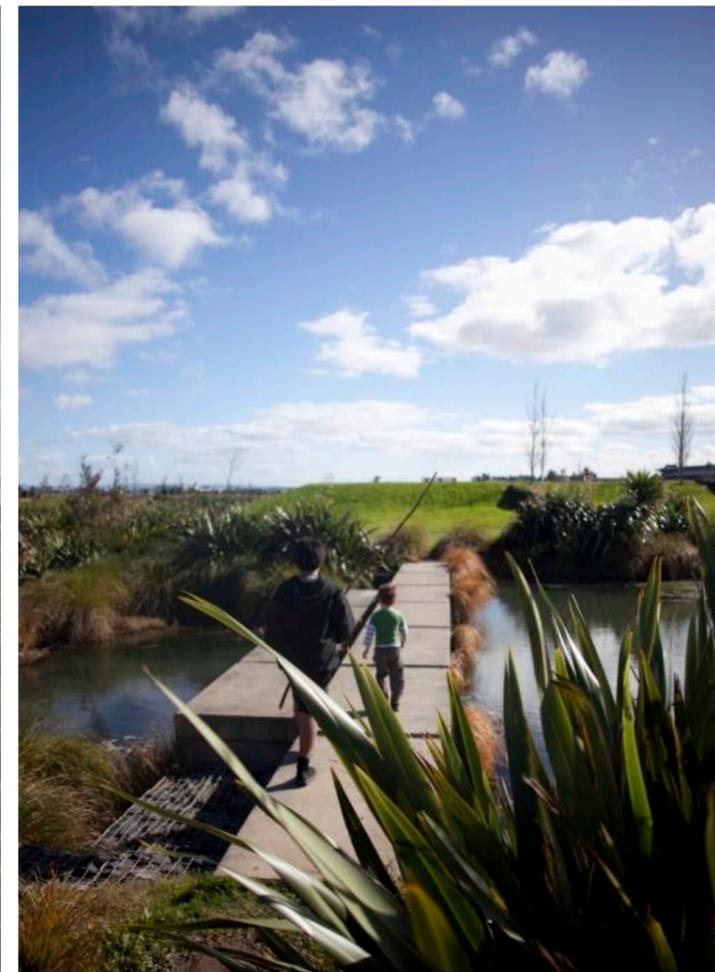
# 1 Context | Best Practice Stormwater Quality Management



*Kopupaka Reserve, Massey North, Auckland*



*Barry Curtis Park, Manukau, Auckland*



## Current Projects

### Current Projects

Within and to the periphery of the masterplan area are a number of planning and physical works projects in varying stages of planning, design, consenting or construction. These are identified on the map below. Where appropriate the masterplan addresses these projects with the aim of bringing them together in one vision.

- A** Taipo stream naturalisation
- B** Watchman Road roundabout
- C** Whakarire Ave coastal protection works
- D** Bridge Street improvements
- E** Ossian Street improvements
- F** West Quay one-way study
- G** Leasehold land report site(s)
- H** Thames / Tyne water quality study
- I** Humber Reserve upgrade (incl. toilets)
- J** Strategic land purchase site
- K** Plantation drain water quality improvements
- L** New container storage site(s)
- M** Port of Napier proposed expansion
- O** Parklands subdivision extension
- P** Kiwi Breeding Facility redevelopment
- Q** Mana Ahuriri Treaty settlement area
- R** Scrape lakes development



# 1 Context | City of Napier District Plan

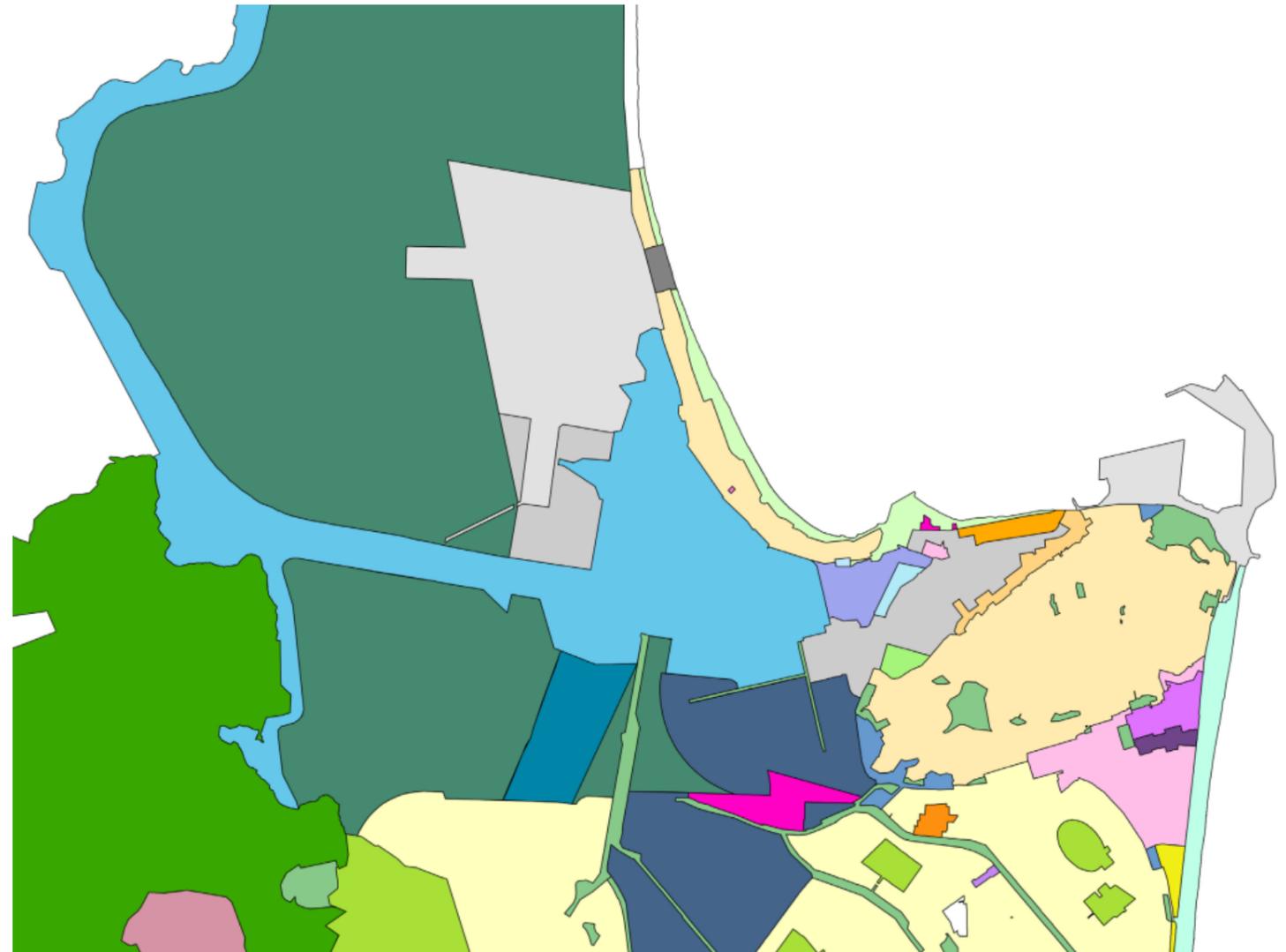
## City of Napier District Plan

The masterplan area borders on to and encompasses land and water areas of a number of different District Plan zones. A complete summary and comparison of the zones is included in the appendix, along with identification of scheduled sites and sites of significance.

Review of existing zoning within the masterplan area, with recommendations for changes to zone boundaries and/or changes to zone provisions to facilitate desired development outcomes, and protection of areas from inappropriate development, are identified in summary in section 4 Recommendations, and as part of the identified 'Next Steps' for each opportunity identified in section 3 Character Areas.

Current District Plan zones include:

- Estuary
- Mixed Use
- Reserve
- Port Industrial
- Main Industrial
- Westshore Local Retail
- Westshore Residential
- Foreshore Reserve
- Boat Harbour
- West Quay Waterfront
- Ahuriri Local Retail
- Marine Industrial
- Hardinge Road Character
- Airport
- Deferred Airport
- Airport Protection
- Rural Residential
- Rural Conservation
- Business Park
- Foreshore Commercial
- Main Residential

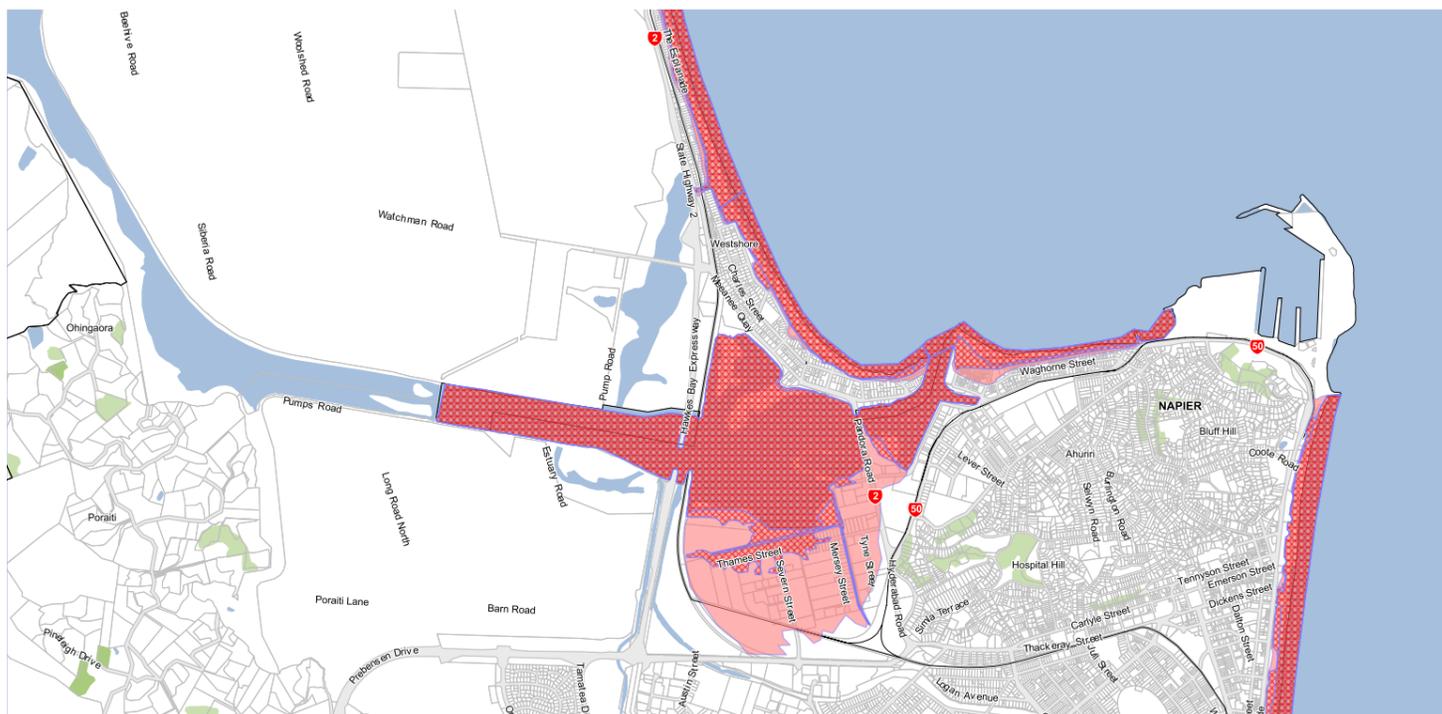


### Legend

NCC District Plan			
Zone Name			
	Suburban Commercial		Airport Protection (Ahuriri Subdistrict)
	Marine Parade Character		Foreshore Commercial (Ahuriri Subdistrict)
	Marewa Art Deco Character		Business Park
	Sports Park		Rural Conservation
	Rural Residential		Deferred Airport
	Main Residential		Airport
	Large Format Retail		Inner City Commercial
			Art Deco Quarter
			Fringe Commercial
			Marine Parade Recreation
			Suburban Industrial
			Marine Industrial (Ahuriri Subdistrict)
			Sports Park (Ahuriri Subdistrict)
			Ahuriri Local Retail (Ahuriri Subdistrict)
			West Quay Waterfront (Ahuriri Subdistrict)
			Boat harbour (Ahuriri Subdistrict)
			Foreshore Reserve (Ahuriri Subdistrict)
			Westshore Residential (Ahuriri Subdistrict)
			Westshore Local Retail (Ahuriri)
			Estuary (Ahuriri Subdistrict)
			Main Industrial
			Mixed Use (Ahuriri Subdistrict)
			Napier Hill Character
			Reserve
			Port Industrial
			Hardinge Road Residential (Ahuriri Subdistrict)
			Battery Road Residential (Ahuriri Subdistrict)



Coastal Erosion Extent (source NCC GIS database)



Coastal Inundation Extent (source NCC GIS database)



### Coastal Hazards

**The masterplan area contains zones subject to coastal hazards, including coastal inundation - flooding by the sea, coastal erosion and tsunami.**

The Clifton to Tangoio Coastal Hazards Strategy 2120 is being developed by Hastings District Council, Hawke's Bay Regional Council, Napier City Council, and groups representing mana whenua and tangata whenua. The strategy is being prepared to deal with the challenges of coastal hazards in the future, creating more resilient communities.

The Hawke's Bay coastline between Clifton and Tangoio is defined by a gravel barrier ridge which provides a vital defence from the sea. Without it, large areas of Napier City and some of Hastings District would be regularly inundated and potentially uninhabitable.

Over the next century, sea level rise in combination with increased wave heights and storm intensities is expected to significantly impact on the gravel barrier ridge protecting the Tangoio to Clifton coastline.

### Coastal Erosion

Coastal erosion prone areas within and adjacent to the masterplan area include the foreshore of Westshore and Ahuriri, illustrated on the map opposite.

Temporary erosion control bunds are in place along the Westshore foreshore, subject to future planning for coastal protection works by HBRC. Coastal protection works have been consented at Whakarire Avenue.

### Coastal Inundation

Areas subject to predicted coastal inundation within the masterplan area include parts of the foreshore and estuary.

Within the inner harbour and estuary the Pandora industrial area including the Sailing Club area at West Quay is affected. Existing stopbanks along the outfall channel protect the adjacent land areas.

(reference source: [www.hbcoast.co.nz](http://www.hbcoast.co.nz))

The masterplan cannot pre-empt the outcome of the Coastal Hazards Strategy work and that the outcome may impact on the viability of the projects presented in the masterplan.



# 2

## Masterplan

Introduction

Te Aranga Strategy

Masterplan Vision & Principles

Key Objectives

Masterplan Network Objectives

Illustrative Masterplan

Initiatives

- The Estuary & Pandora
- Ahuriri & the Inner Harbour

## 2. Masterplan | Introduction

### Introduction

*The Napier City Vision (2016) sets out six overarching principles that underpin any future decisions made on projects and guide Council in 'how' it will operate – its priorities, its relationship with the community and stakeholders, and its internal working environment.*



CITY VISION FRAMEWORK | Part A  
The Framework



City Vision Principles

The Ahuriri Estuary and Coastal Edge Masterplan aims to deliver on these broad principles for the estuary and adjacent coastal edge environment, presenting Napier City Council's vision for the estuary for inclusion in the development of Te Muriwai o Te Whanga - Ahuriri Estuary Management Plan.

The City Vision supports the use of Te Aranga Design Principles as outlined adjacent, to enhance Mana Whenua presence, visibility and participation.

#### The Masterplan

A masterplan vision, principles and objectives, and an illustrative masterplan are presented in the following pages.

The masterplan considers the environment as a whole, and presents opportunities identified throughout the masterplan process for planning and redevelopment within two broad character areas reflecting the character of the water based areas and their urban interface:

- **The Estuary & Pandora**
- **Ahuriri & the Inner Harbour**

With a focus on water quality improvements, the identified initiative are further illustrated through diagrams and precedent imagery.

### Te Aranga Strategy

*We live in a cultural landscape. It includes both past, present and future.*

*It includes both physical and spiritual dimensions.*

*It is how we express ourselves in our environment.*

*It connects whānau and whenua, flora and fauna, through whakapapa.*

*It does not disconnect urban from rural.*

*It transcends the boundaries of 'land'scape into other 'scales': rivers, lakes, ocean and sky.*

*It is enshrined in our whakapapa, pepehā, tauparapara, whaikōrero, karakia, waiata, tikanga.*

*Ngā kōrero a kui mā, a koroua mā, and our mahi toi. It is not just where we live - it is who we are!*

He Whakataukī:

*"Mā tō rourou, mā tōku rourou e ora ai te Iwi"*

*With your food basket and my food basket (by working together) the people will be well.*

He Whakataukī:

*"Mā te huruhuru ka rere te manu."*

*With feathers the bird can fly. (With the right support the strategy will succeed.)*

He Whakataukī:

*"E hara taku toa i te toa takitahi engari taku toa he toa takitini."*

*My achievement is not that of an individual, but is that of many. (We can achieve much together.)*

### Te Aranga Design Principles

*Māori culture and identity highlights Aotearoa New Zealand's point of difference in the world and offers up significant design opportunities that can benefit us all. Te Aranga Māori Design Principles are a set of outcome-based principles founded on intrinsic Māori cultural values and designed to provide practical guidance for enhancing outcomes for the design environment. The principles have arisen from a widely held desire to enhance mana whenua presence, visibility and participation in the design of the physical realm.*

#### Mana Rangatiratanga | Authority

The status of iwi and hapū as mana whenua is recognised and respected.

#### Whakapapa | Names & Naming

Māori names are celebrated.

#### Taiao | The Natural Environment

The natural environment is protected, restored or enhanced.

#### Mauri Tū | Environmental Health

Environmental health is protected, maintained and / or enhanced.

#### Mahi Toi | Creative Expression

Iwi/hapū narratives are captured and expressed creatively and appropriately.

#### Tohu | The Wider Cultural Landscape

Mana whenua significant sites and cultural landmarks are acknowledged.

#### Ahi Kā | The Living Presence

Iwi/hapū have a living and enduring presence and are secure and valued within their rohe.

reference source:

[http://www.aucklanddesignmanual.co.nz/design-thinking/Māori-design/te\\_aranga\\_principles#/design-thinking/Māori-design/te\\_aranga\\_principles/guidance/mana\\_rangatiratanga\\_authority/mana\\_rangatiratanga\\_authority](http://www.aucklanddesignmanual.co.nz/design-thinking/Māori-design/te_aranga_principles#/design-thinking/Māori-design/te_aranga_principles/guidance/mana_rangatiratanga_authority/mana_rangatiratanga_authority)

Masterplan Vision

# A thriving, healthy and resilient Ahuriri estuary and coastal edge.

The masterplan vision has been developed to promote thinking and to guide the planning and redevelopment of the estuary and coastal edge environment.

The vision is underpinned by three principles - *connectivity*, *quality* and *authenticity* - against which identified and future initiatives and opportunities are measured.



**Promoting connectivity between people and place.**

Connecting people with the estuary and coastal edge environment - fostering sense of ownership and community.

Facilitating a variety of water and land based recreation opportunities while protecting habitat values and wildlife.

**Delivering quality social, cultural, environmental and economic outcomes.**

Significantly improved water quality for a healthy estuary and improved wildlife habitat values.

Better quality of life through increased access to recreation and employment opportunities.

Quality partnerships to deliver high quality development and urban design outcomes.

**Celebrating with authenticity the unique estuary and coastal edge environment.**

Gritty - not Pretty.

Keep it local - reinforce positive character values as a point of difference.

Utilise Te Aranga Design Principles to ensure appropriate cultural design outcomes.

## 2. Masterplan | Key Objectives



## Masterplan Network Objectives

The masterplan is made up of a series of inter-related layers: water (or blue), vegetation (or green), built, movement and recreation. The objectives for each network are outlined below and the following opportunities illustrate ways of achieving these objectives.

### Water

#### A healthy estuary

- To make significant improvements to estuary water quality through at-source stormwater quality treatment, supported by end-of-line treatment.

#### Enhanced ecological values

- Enhanced estuary and former lagoon ecological values - it's wetlands, salt marshes and scrape lakes.
- Habitat creation through planting of water margins in appropriate locations with site specific native species.

#### Water based recreation variety

- Facilitate a variety of water based recreation activities.
- Support wildlife habitat creation by restricting water based recreational activity in specific locations.

#### High quality urban waterfront

- Create high quality, active urban waterfront edges and spaces. Supporting the working nature of the wharf environment.
- Utilise appropriate land uses at the interface between water and land.

#### Appropriately address coastal inundation issues

- Respond to policies set and initiatives planned as a result of the regional Coastal Hazards Strategy project.
- Seek opportunities to deliver ecological and recreation benefits alongside initiatives driven by the Coastal Hazards Strategy project.

### Vegetation

#### A network of green spaces

- Create a network of high quality green spaces supporting both active and passive recreation uses.
- Consider reserves as ecological assets and potential wildlife corridors utilising native planting to support native fauna.
- Consider recreation amenity as part of water quality improvement works to open stormwater drain network.

#### High quality open spaces

- Celebrate the estuary and coastal edge environment with high quality public open spaces.
- Recognise the unique landscapes of the estuary and shingle spits in the design of coastal edge reserves.
- Prioritise recreation open space over car parking on the coastal edge reserves.

#### Streets as green links

- Design streets as green links, utilising planting to support urban ecologies.
- Deliver improved stormwater quality through the implementation of sustainable urban drainage systems (raingardens, swales and proprietary filter systems)

#### Protect ecological values

- Restrict access to areas where appropriate to preserve ecological values of new and existing open spaces.
- Enhance ecological values through design.

### Built

#### Efficiency before expansion

- Make best and efficient use of existing urban areas before greenfield expansion. Pandora and Ahuriri have potential for more efficient land use and additional built form.
- Greenfield expansion should be carefully considered through a Structure Plan process rather than approached in an ad-hoc manner.

#### High quality built form

- Buildings occupying coastal edge require more rigour in their design and approach. They are unique in their interface to the water.
- Active street edges for lively streets and social interaction.
- Encourage active uses on street edges to contribute to a dynamic public realm.

#### A mix of uses

- Facilitate a vibrant mix of uses with a focus on supporting existing and creating space for new. Encourage the clustering of supporting land uses.

#### Celebrate the unique urban character areas

- Reinforce the positive and unique characteristics of the individual urban areas of Westshore, Pandora and Ahuriri.

### Movement

#### Celebrate arrival

- Celebrate arrival into city and region at key nodes and along key routes.
- Bring the estuary to the forefront of the arrival / departure experience from the north. It is a point of difference for Napier.

#### Promote walking and cycling

- Provide high quality pedestrian and cycle lanes to reduce reliance on the car.
- Extend network of separated cycleways to better accommodate recreational and commuter cycling.
- Prioritise pedestrian movement particularly along the water edge urban interface through a 'shared space' street design or fully pedestrianised quays.

#### Facilitate port transport network

- Balance the requirements of the dedicated port transport route, with strengthened connections into the adjacent urban environment through crossing points, footpath connections, and improved street amenity.

#### Comprehensive signage and wayfinding

- Provide a comprehensive signage and wayfinding suite to aid in navigation throughout the estuary and coastal edge environment.
- Reveal social and cultural history and environmental qualities through interpretation signage.

### Recreation

#### A range of recreation opportunities

- Facilitate a range of active and passive water and land based recreation opportunities, where appropriate.
- Consolidate existing club facilities where possible to increase facility usage and reduce maintenance costs.
- Extend the eco-tourism opportunities within the estuary environment where these do not conflict with the needs of wildlife.

#### Facilitate annual recreation events

- Plan for the requirements of annual sporting events - storage, access, parking, food and beverage, and function space - while ensuring day-to-day active and passive recreation activities are catered for.
- Design to facilitate multi-purpose use of spaces - car parking areas transformed into market spaces, lawn areas transformed into sport, cinema and concert venues.

#### Provide for new recreation uses

- Consider the ecological and open space values when providing for new and in particular active sport recreation uses within the sensitive estuary environment.

## 2. Masterplan | Illustrative 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.



1:10,000 @ A3



# The Estuary & Pandora



**The Ahuriri Estuary is the most significant habitat of its type located on the east coast of the North Island between Wellington and the Bay of Plenty. It is part of a chain of nationally important coastal wetlands, and the only one located within city boundaries.**

Prior to the 1931 earthquake the estuary was a much larger and less saline system, valued by local iwi and pākehā settlers for its sheltered harbour and extensive food source. Of the original 3840 hectares of lagoon and estuary that existed prior to the earthquake, only 470 hectares remain. Uplift of the seabed, subsequent reclamation and drainage of land for a mix of agricultural, industrial, residential and airport uses have resulted in the landscape we recognise today.

The remnant estuary provides valuable habitat for birds, fish and shellfish, providing important feeding and resting areas for over 70 species of resident and migratory waterbirds, including the critically endangered Bittern and migrating Godwits from Alaska. The estuary is a known flounder nursery and cockle seafood resource. The estuary and adjacent reserves is a DOC Wildlife Refuge. The New Zealand Geopreservation Inventory lists the 'Ahuriri Sea-Floor' as a feature of regional significance.

The proximity of Napier's CBD to the estuary is unique and provides a point-of-difference for Napier, giving people easy access to the estuaries lagoons, ponds, tidal flats, salt marsh islets, and channels. With the benefits come pressures with adjacent urban development presenting a threat of pollution from untreated stormwater, sewage, industrial and effluent spills.

The estuary currently receives 70% of the city's stormwater, untreated. Water quality is further compromised by runoff into the upper estuary from pasture lands, some grazing to the water edge and the presence of an introduced exotic worm species. Recent and ongoing water quality testing has shown how very poor the estuary water quality is, with a lack of expected fauna species present.

## **Upper Estuary & Channel (west of SH2)**

The land and water interface at the upper estuary and former lagoon is primarily a semi rural pastoral interface. Stopbanks define the edges of the outfall channel, protecting the adjacent land from inundation. Rural-residential lifestyle development and grazing (mostly fenced to exclude stock) extends to the former shoreline water edge from the western hills.

The Lagoon Farm and the airport (forming part of the Mana Ahuriri Wai 51 Treaty settlement) provide an open landscape, with the former lagoon islands and shoreline legible within the low lying open grassland.



*Pou located at estuary edge, carved by Hugh Tareha*

## Lower Estuary (east of SH2)

The most accessible area of the estuary, the lower estuary is bounded by the urban areas of Westshore to the north and Pandora to the south. It offers expansive views across to the western hills, and accommodates a range of active and passive recreation activities.

The interface with Westshore forms part of the arrival experience into Napier from the north. State Highway 2B follows the shingle spit south past the airport, with expansive views across Hawke Bay to Scinde Island, Mataruahou, before turning inland to follow the estuary side of the spit along Meeanee Quay before crossing Pandora Bridge and heading south along Pandora Road. A mix of tourist accommodation and private residences are located along Meeanee Quay.

Water based recreation activities (sailing, windsurfing, waka ama and swimming) are accommodated at Pandora Pond, with the Pandora Road bridge restricting larger boat access. The bar separating the outflow channel and Pandora Pond provides a level of separation between the water of the estuary and Pond. Shellfish gathering from the lower estuary, and fishing from the road bridge, are popular recreational activities.

The Ahuriri Estuary Walk circuits the lower estuary, connecting to the Hawkes Bay Trail network, is a popular recreational walkway.

## Pandora

Occupying land raised by earthquake and reclaimed from the sea floor, the urban area of Pandora is low lying and predicted to be subject to coastal inundation. It is a strongly defined area, bound by the lower estuary and the Thames drain to the north, State Highway 2B to the west, Prebensen Drive to the south and Pandora Road to the east.

The Pandora area is a discrete stormwater catchment, outfalling to the estuary via the Thames and Tyne open drains. The main outfalls occur either side of the SH2B road bridge.

With a northerly aspect across the estuary and former lagoon, to the airport and hills, Pandora forms a key part of the backdrop of arrival views across the lower estuary from the north.

The existing built form interface with the estuary is poor, with industrial land uses within the Pandora Main Industrial zone backing onto the estuary. Recent apartment development along Humber Street has created a new residential interface to the public open space reserve at Pandora Pond, with apartments overlooking the reserve, providing a level of passive surveillance and activity to the street edge.

The reserve is a highly valued passive and active, land and water based recreation area. It contains a number of stand-alone buildings providing public toilet, food and beverage and kayak hire facilities. The reserve is the departure point for the estuary walkway, and the location for annual water based sporting events including IronMāori, and for teaching of water sports and estuary ecology.

## Issues

- Very poor water quality in estuary including the outfall channel
- 70% of Napier stormwater entering the estuary untreated
- Lack of presence of expected flora and fauna due to water quality
- Lack of awareness of water and sediment quality issues
- Perception of the estuary, by some, can be negative, viewed as 'untidy'
- The potential for recreation demand to impact sensitive ecological environments
- Adjacent heavy industrial, farming, roading, rail and airport land-uses
- A high pollutant generating local catchment at Pandora
- Administered by a variety of agencies (NCC, HBRC, DoC)
- Current Business Park zoning to south of channel
- Achieving the right balance between habitat and recreation amenity provision within the lower estuary
- Area subject to predicted future coastal inundation
- Lack of strategic vision for Pandora, resulting in ad-hoc development
- High recreation demand on relatively small Humber Street reserve
- Multiple water sport recreation demand at Pandora Pond
- Lack of pedestrian and vehicle connectivity networks within Pandora
- Generally low quality buildings throughout Pandora
- Poor quality streetscapes, with little pedestrian amenity

## Current Projects

- Stormwater quality monitoring involving iwi, schools and community
- Mana Ahuriri Treaty Settlement
- Catchment Management Plan preparation
- Open drain network upgrade project for water quality improvements
- Taipō Stream naturalisation project
- Watchman Road, SH2 roundabout (resulting in change in status of Meeanee Quay & Pandora Road to Local Road)
- Leasehold Land Review
- Airport Business Park proposals
- Kiwi Breeding Facility redevelopment
- Humber Street Reserve upgrade concept design
- Stormwater Working Group
- Container storage sites development
- Large format retail sites development
- Scrape lakes development



Humber Street Reserve.



Looking west along reserve edge.



Former lagoon.

## 2. Masterplan | Initiatives



1:10,000 @ A3

### 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.

**Initiatives**

**Identification of a number of initiatives to be further explored and/or implemented. Estimated timeframes and costs given are, in many cases, dependent on a number of variables, and costs will be further refined as the project moves through the feasibility and design phases.**

Initiatives include the creation of a new estuary edge along the south bank of the outfall channel. Incorporating stormwater quality treatment wetlands to support at-source treatment, salt marshes, sand and shell banks for habitat,

Addressing the quality of the stormwater outfalling from the Thames and Tyne drains.

Recognition of the need to consider the future of the Lagoon Farm land to the south and how this could be developed in the future to deliver multiple benefits, while protecting the significant wildlife values that exist.

Facilitate change from industrial land uses to a mixed land use environment along Thames Street where appropriate, positively addressing the estuary and engendering a sense of ownership of the estuary.

Celebrating the unique estuary landscape as part of the arrival experience from the north, through enhanced streetscapes that address water quality at-source, and better accommodate pedestrians and cyclists.

Delivering a high quality upgrade of Humber Street Reserve to better accommodate the various modes of active and passive recreation.

# 1 Integrated stormwater quality management initiatives.

Design and implementation of a suite of stormwater management initiatives to improve the quality of the stormwater entering the Ahuriri Estuary and Inner Harbour, and to better manage the peak flows. Council to spend an estimated \$300,000 between 2018 and 2021 on a comprehensive stormwater study to consider a suite of initiatives. Stormwater improvements will include initiatives at-source, that is, at the source of the stormwater, within the drainage channels that carry stormwater to the point of discharge, and at the point of discharge. Catchment Management Plans and feasibility studies will determine which initiatives will be further explored and implemented, however the suite of ideas presented in this Masterplan include:

## 1A. Implement stormwater treatment wetlands to complement at-source treatment.

Implementation of end-of-line stormwater treatment wetlands, located within close proximity to the estuary channel. The wetlands would be a water quality 'polishing' system, with potential to also provide for recreation and education on water quality issues (depending on its location and design). The wetland could showcase to the public Napier's commitment to water quality improvement if positioned in a prominent position close to the Expressway.

**Next steps**

Carry out feasibility study for implementation of end of line stormwater treatment wetlands, and a preferred location, to complement at-source treatment along the network length.

<b>1A</b>	<b>Estimated Timeframe</b> 2023 - 2025	<b>Estimated Cost</b> \$2.626M
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## 1B. Extend salt marshes, sand & shell banks along south of channel

Create a new land and water interface along the southern banks of the outfall channel by extending the existing salt marsh further west, with associated wetlands and generous areas of open grasslands. Design to appropriately separate the engineered 'polishing' system from the natural water's edge to eliminate impact on wildlife and habitat.

The new water edge interface could recall the shell, sand and shingle banks present in the area prior to the 1931 earthquake.

The location, form, and function of the new coastal edge and associated wetlands will be subject to further investigative exploration, and will determine whether the ecological functions could co-exist with recreational, residential or commercial functions. The wetlands could potentially serve as a buffer for inundation caused by sea level rise in future years, and could be a legacy project for Napier.

**Next steps**

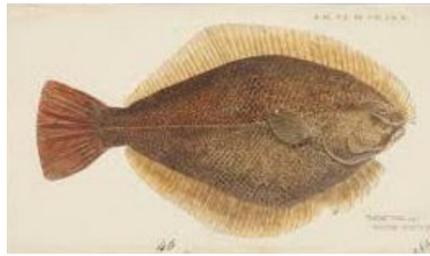
Consider this proposal with the suite of other stormwater improvement measures to determine feasibility, costs, programming, and scope. In conjunction with initiative 4, prepare Structure Plan for future development of land area between Prebensen Drive and outfall channel to include regional park/reserve area adjacent to channel.

Engage with key stakeholders to ensure the designed outcome achieves the right balance of interests.

<b>1B</b>	<b>Estimated Timeframe</b> 2037 - 2041	<b>Estimated Cost</b> \$7.5M
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Precedents: (top) Water quality treatment and attenuation wetlands, Barry Curtis Park, Manukau. (bottom) Creation of habitat and recreation amenity Onehunga Foreshore, Auckland.



Existing salt marsh west of SH2.



### 1C. Address stormwater quality at isolated outfalls (catchment wide)

A catchment wide opportunity to address stormwater quality at individual outfalls flowing directly to the estuary, inner harbour or ocean. Refer to Appendix for GIS stormwater pipe network map showing outfalls direct to estuary, inner harbour and ocean.

Redirect to main drainage network and/or provide at-source treatment, utilizing high amenity urban drainage solutions:

- Bio-retention systems (raingardens, swales)
- In-line/off-line stormwater quality systems (wetlands, swales)
- Proprietary stormwater treatment devices (Stormwater360 filters)
- Place filters over the ends of pipes to capture solid contaminants before entering the waterways
- District Plan and Code of Practice requirements to improve stormwater quality and reduce quantity.

#### Next steps

Review stormwater network to identify isolated outfalls direct to estuary inner harbour or ocean to determine best way of improving water quality.

1C	Estimated Timeframe 2020	Estimated Cost \$1.253M
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Isolated outfall direct to estuary from Humber Street.



Outfall beneath Bridge Street.

### 1D. Review upper catchment to address stormwater quality outfalling to estuary

An upper catchment opportunity to address stormwater quality entering the estuary outside the extents of the masterplan boundary, including stormwater outfall from Bay View, the open drain network draining the Lagoon Farm and airport, and run-off from rural residential areas of the western hills.

#### Next steps

Review upper catchment as part of a Catchment Management Plan, prepared in conjunction with the HBRC.

1D	Estimated Timeframe 2021 - 2023	Estimated Cost \$1.080M
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### 1E. Increase public awareness of water & sediment quality issues

Develop a strategy for increasing public awareness of water quality issues, utilising education, monitoring, art and play strategies.

- Education with regard to the impact residential activities (impermeable surfaces, washing down cars, tipping waste down drains) has on the estuary.
- Monitor the water quality regularly at agreed locations to track water quality improvements.
- Partner with other agencies to raise awareness of wildlife and habitats.
- Extend existing cultural and school based education programmes to wider community, making use of pop-up facilities, art installations (measuring water quality), community water / habitat days to communicate water quality issues and solutions.
- Utilise ecology themed playspaces in key locations to provide education and play opportunities for children.

#### Next steps:

Develop city wide water quality public awareness strategy.

1E	Estimated Timeframe years tbc	Estimated Cost cost tbc
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Art installation. Light field measuring and visualising water quality.  
Art installation exploring water quality.



(left) Thames Street precedent, urban raingardens, (above) Tyne drain precedent, urban treatment wetland, Wynyard Quarter, Auckland.

**1F. Implement Pandora Catchment (Thames-Tyne) stormwater quality system(s)**

In conjunction with at-source stormwater quality improvements required to be carried out by individual businesses throughout Pandora catchment, evaluate options and implement the preferred stormwater quality improvement works to the Thames and Tyne drains.

- Provide at-source treatment of road catchment through the integration of raingardens along Thames, Severn and Mersey Streets.
- Provide stormwater quality treatment along the length of the Tyne. Recontouring and planting the drain to provide improved water quality and increased habitat and amenity values.
- Explore option to close part of Thames drain to a separate system.
- Provide a pedestrian pathway alongside the Tyne drain from Thames Street to the estuary to improve access and visibility of estuary from the Pandora area.
- Add value through integrated education and recreation benefits.

**Next steps:**

Prepare options study for stormwater quality improvements for the Pandora catchment for selection and implementation of preferred solution.  
Prepare guidelines for industrial land use stormwater management.

1F	Estimated Timeframe	Estimated Cost
	2019 - 2021	\$1.248M (stormwater)
	2020 - 2024	\$541k (roading)



Existing Tyne drain.



Existing Thames drain and industrial interface with estuary.

**2 Facilitate the development of an Estuary Education Centre.**

Prepare a business case for the development of an Estuary Education Centre to support the integrated stormwater management and water quality improvements initiative. The Business case would identify who 'owns' it, delivers it, manages it and investigate alternative locations.

The education centre would be a water quality and ecology education resource, with supporting community uses. Celebrating the flora and fauna that inhabit the unique estuary environment, and its social and cultural history.

- A facility / or facilities, similar to the Te Kopahou Visitor Centre at Red Rocks, Wellington (illustrated adjacent). A tourism drawcard for Napier.
- A destination pavilion building with a supporting un-manned shelter and outdoor education resource, potentially located as a departure point to the estuary pathway.
- Supported by a series of smaller shelter and interpretation structures within the wider estuary.
- Potential for development in partnership with Mana Ahuriri. With further opportunities to support wider birdlife conservation issues directly related to the estuary, and for the establishment of an estuary native plant nursery facility.

**Next steps:**

Prepare Business Case, including an alternative sites study, for the establishment of an Estuary Education Centre, interpretation and shelter structures.

2	Estimated Timeframe years tbc	Estimated Cost cost tbc
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Te Kopahou Visitor Centre, Wellington.



## 2. Masterplan | Initiatives



Precedent signage and interpretation markers.

### 3 Develop an estuary wide signage and interpretation strategy.

Develop an estuary wide signage and interpretation strategy, in partnership with Mana Ahuriri, HBRC, and DoC, to assist in wayfinding and to communicate the rich variety of social, cultural history and environmental values.

Work with other agencies to celebrate, as a community, the special bird species that reside in the estuary. Creating a coordinated suite of signage, wayfinding markers, seating and shelter structures, with opportunity for art integration.

#### Next steps:

Prepare signage strategy in consultation with key partners and stakeholders.

3	Estimated Timeframe years tbc	Estimated Cost cost tbc
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### 4 Investigate the future land use of the Lagoon Farm.

It is recommended that a Structure Plan be prepared for the former lagoon land area between outfall channel and Prebensen Drive, from Pandora to Poraiti foothills. Guided by a masterplan, and supported by a Design Guide, the Structure Plan should be developed within a Napier wide context, to guide the long-term future development. Determining appropriate land-use, access and circulation, urban form, open space and interfaces with surrounding land uses. The Structure Plan would benefit from being supported by Design Guidelines to guide the physical outcomes for typology areas within the Structure Plan.

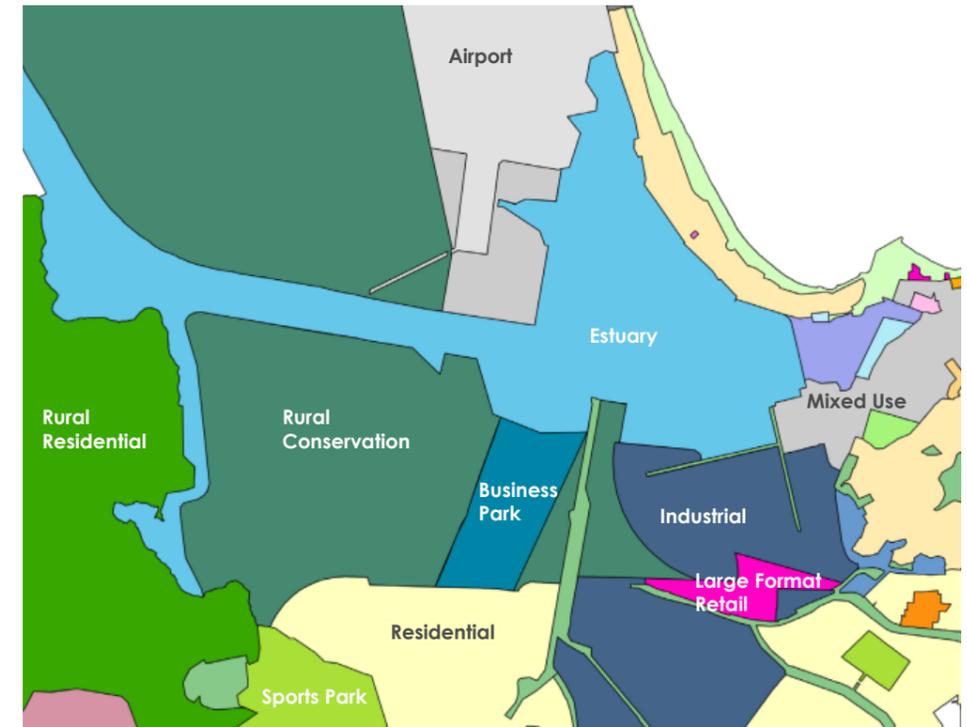
Consider whether any of this land is needed for stormwater 'polishing' wetlands following the completion of the comprehensive stormwater study. Investigate the feasibility of Regional Park status for this unique site in conjunction with Regional Council, Mana Ahuriri and the Department of Conservation. Identifying who 'owns' it, delivers it, manages it.

As part of the Structure Plan preparation, the current Business Park zoning should be reviewed, and the related rules within the District Plan strengthened to ensure appropriate future development. The current zone indicated in the District Plan has little relationship to the surrounding landscape or land uses.

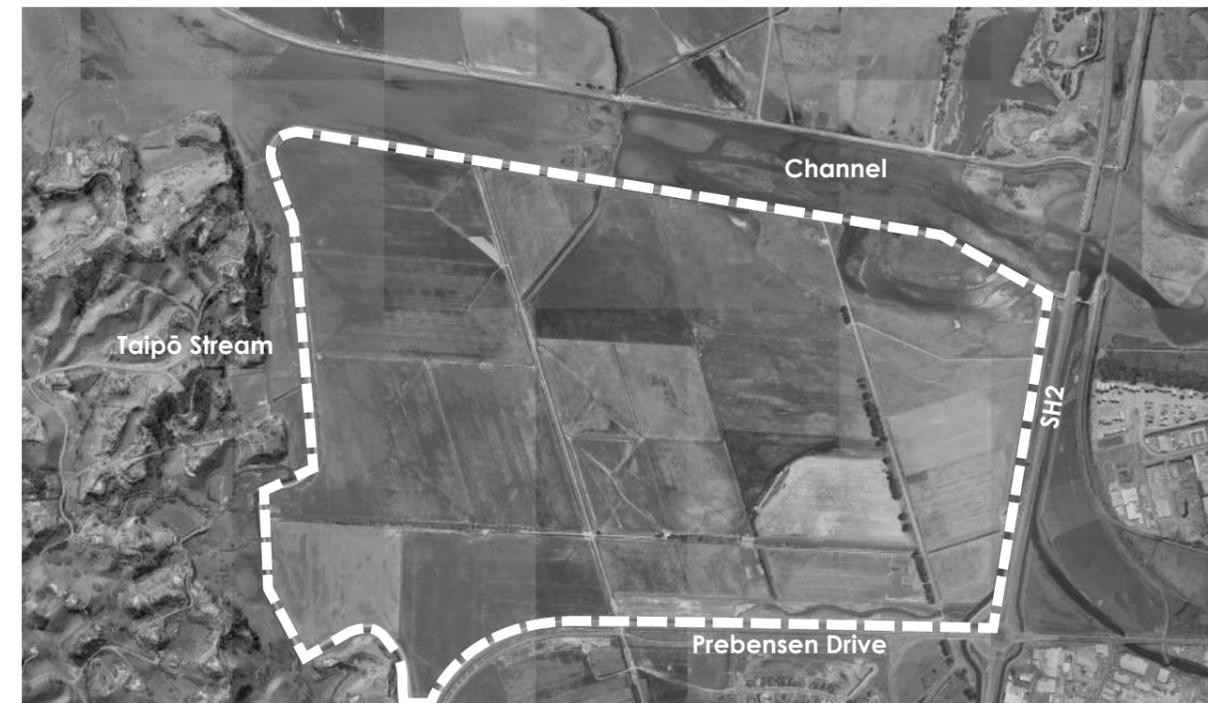
#### Next steps:

Prepare Structure Plan and supporting design guidelines for the long term future land use.

4	Estimated Timeframe 2022 then 2033	Estimated Cost \$14M
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Current District Plan zoning.



Existing aerial photograph of land area covered by potential Structure Plan.

## 5 Upgrade Humber Reserve (incl. Aratiki site) to a premier recreation reserve.

Deliver a premier recreation reserve for the community, that respects the estuary environment while maximizing the available open space adjacent to the pond for daily passive and active recreation uses.

- Design to facilitate annual sporting events, multiple forms of water-based recreation and day-to-day use.
- Provide street based car parking along Humber Street and Pandora Road, to limit parking within the reserve, maximizing open grass area.
- Consider replacing of the existing low quality building(s) at corner at Humber Street and Pandora Road with a higher quality building set back from the water edge, containing appropriate activities for a recreational reserve.
- Locate a wharewaka building for storage of waka and other water craft within the existing Aratiki Drilling site.
- Replace existing tyre retaining wall with alternative water edge, providing an interactive surface and access.
- Consider the location of an un-manned shelter and outdoor education resource located as a departure point to the estuary at the Aratiki site, along with overflow car parking and potential vehicle and pedestrian connection to Thames Street as part of wider reserve upgrade.
- Incorporate an estuary ecology themed play space.
- Rename the reserve to better reflect its social and cultural values.

### Next steps

Review existing zoning with view to transferring the reserve from Estuary Zone to Reserve Zone.

Review lease arrangement of building at corner of Pandora and Humber with view to redevelop site and buildings.

Prepare concept plan for comprehensive reserve upgrade including the Aratiki site and integration with Pandora Road linear park proposals.

Work with Mana Ahuriri on the naming of the reserve.

Investigate strategic land purchase of sites between the Aratiki Drilling site and Thames Street for pedestrian access.

5	Estimated Timeframe 2020 - 2022	Estimated Cost \$550k
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Ecology themed playspace precedent. Wynyard Quarter, Auckland.



1:2,500 @ A3

## 2. Masterplan | Initiatives

### 6 Create a Linear Park along Pandora Road, connecting estuary to hill.

Following the removal of State Highway status, establish a linear park along the full length of Pandora Road, providing a green link between Pandora Bridge south to Mataruahou.

The linear park would maximise the Humber Street reserve interface with the Pond, and include a shared pedestrian and cycle path along its length. The park would be created through extending the reserve area across the current north bound lanes to include the central median, retaining the existing Norfolk Pine and Pohutukawa street trees, and the construction of a new sea wall (replacing the tyre retaining wall), designed to address predicted coastal inundation and provide water access.



Single lane two-way traffic and parking would be accommodated within existing south bound lane width. Freight movement to and from the Pandora industrial area should be encouraged along Severn Street and Prebensen Drive instead of Thames Street and Pandora Road to reinforce the 'local road' character of Pandora Road and the associated linear park.

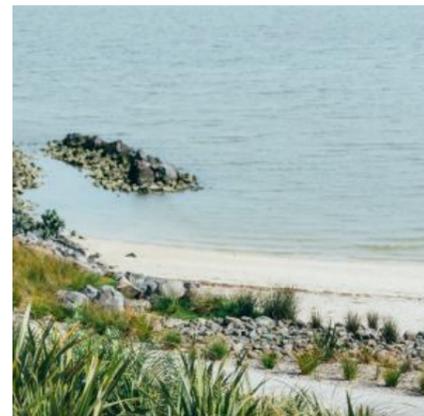
Stormwater quality treatment should be integral to the design, with street based raingardens implemented to treat the road stormwater prior to discharge.

#### Next steps:

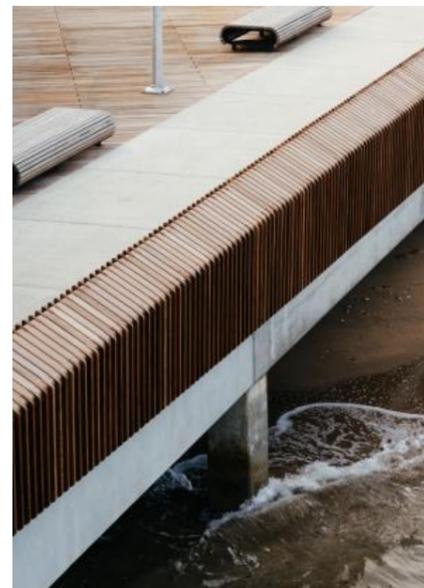
Feasibility study of reduction of carriageway width.

Preparation of concept design for linear park in consultation with key stakeholders.

6	Estimated Timeframe 2026-2028	Estimated Cost \$1.186M
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(top) Linear Park precedent  
(bottom) new coastal edge precedent



### 7 Upgrade Pandora Bridge as key arrival node.

Pandora bridge forms a key node along the arrival route into Napier from the north. Strong currents and the low elevation of the bridge can make navigation beneath by boat challenging. Predicted coastal inundation and sea level rise will result in further restricted access over time. The bridge landings are known seal haul-out areas, which should be considered in future upgrade proposals.

Upgrade the bridge to celebrate this water crossing location, where the estuary meets the inner harbour, to provide improved:

- pedestrian and cycle access and amenity
- recreation fishing access
- water based connectivity between inner harbour and estuary
- appropriate decorative lighting installation

An opportunity for artist engagement to express the Māori history of, and associations with the area. With further potential for water based lighting installations to be a measure estuary water quality (see opportunity 8).

Options include:

a. upgrade the existing bridge including clip-on fishing platforms, new feature railings, feature lighting and wider pathway.

b. at the end of the life of existing structure, consider the need for height and length changes, and take opportunity to improve amenity.

#### Next steps:

Explore options for upgrade of bridge to provide better pedestrian and cycle access and amenity.

7	Estimated Timeframe 2035	Estimated Cost \$460k (not including bridge)
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## 8 Upgrade Meeanee Quay streetscape as key Napier arrival route.

Celebrate the unique estuary interface as a key part of the arrival experience into Napier from the north with the upgrade of Meeanee Quay to reduce the carriageway scale and give increased priority to pedestrian and cycle movement (following removal of State Highway status).

An opportunity to deliver on the wider masterplan objectives of improved stormwater quality through implementation of sustainable urban drainage systems, street based raingardens and estuary edge swales. Implemented as part of the streetscape upgrade to intercept and treat road stormwater which currently outfalls directly to the estuary.

Streetscape design should aim to reduce carriageway width, upgrade and reduce scale of street lighting, increase footpath width and incorporate street trees to the north side, provide crossing points, street edge car parking, and an off-road cycling and pedestrian pathway at the estuary edge.

Complementary to the wider street and pathway network, strengthen the street based connections (James, Tareha, Nott, Naomi and Alfred Streets) between estuary and coast as walkway connections.

Creating green, pedestrian friendly streets through the integration of street trees and stormwater management systems, widened footpaths and street based car parking.

### Next Steps:

Review the local stormwater network to inform the preparation of concept plans for streetscape upgrade for consultation and approval that delivers water quality and amenity improvements.

Negotiate with service providers for the undergrounding of overhead services as part of upgrade.

8	Estimated Timeframe 2022-2027	Estimated Cost \$2.950M
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(above) Car park edge swale  
(top) street based raingarden



Pedestrian bridge lighting precedents.



Indicative Meeanee Quay cross section.

## 2. Masterplan | Initiatives

### 9 Facilitate a high quality, mixed use interface to the estuary.

Given the push for industry adjoining the estuary to significantly reduce the contaminants discharging, or the risk of contaminants discharging to the estuary, it is possible that some industrial businesses may choose to locate elsewhere, where the right infrastructure exists to accommodate the needs of these industries. This opens up opportunities to use the land for alternative purposes. The northerly aspect of sites facing the estuary, to the rear of those facing Thames Street, would be ideal for live-work land uses, and for sites in this part of Pandora to be more of a mixed-use character. These uses would be more sensitive to the vulnerable nature of the estuary and instill a sense of ownership/responsibility for the estuary environment.

#### Next steps

Review existing zoning with a view to transferring from Industrial Zone to Mixed-Use Zone.

Review infrastructure needs heavy industrial activities, and where in the city, or region, is the most appropriate for this land use.

9	Estimated Timeframe 2020-2038	Estimated Cost \$16M (land purchase)
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High quality mixed use building precedents.



Mixed use interface and water quality improvement works along the estuary edge.

### 10 Upgrade Thames & Severn Streets to deliver water quality & amenity improvements.

Upgrade Thames Street streetscape with a primary focus on improving the quality of stormwater runoff, while maintaining safe access for vehicles and improving amenity. Encourage truck movement along Severn Street and Prebensen Drive, rather than Thames Street and Pandora Road.



Thames Street existing



Thames Street existing

#### Next steps

Prepare options study for stormwater quality improvements within Pandora catchment.

10	Estimated Timeframe 2020-2021	Estimated Cost \$541k
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## 11 Prepare a Structure Plan to guide the future development of Pandora.

The Pandora industrial area is of a similar size to the city centre, and is serviced by a network of only five streets, three of which are dead-ends. It is currently zoned Main Industrial, and along with Onekawa and Awatoto provides for industrial land uses within Napier city.

The industrial land use interface with the sensitive estuary environment presents a challenge, particularly evident in the current water and sediment quality issues within the estuary. The north facing aspect across the estuary, the location in relation to the mixed-use areas of Ahuriri, and relative proximity to the CBD presents an opportunity for this area of land.

Although some industrial land-uses present limited threats to the health of the estuary, others (particularly wet industries) would, in the longer term, be better accommodated at alternative sites, releasing areas for lighter industrial or mixed-uses.

In addition to those opportunities already identified in this Masterplan are the ongoing needs of infrastructure to service the Port of Napier, the potential for higher quality and higher density commercial development on Pandora Road, and the on-going development of Large Format Retail along Prebensen Drive.

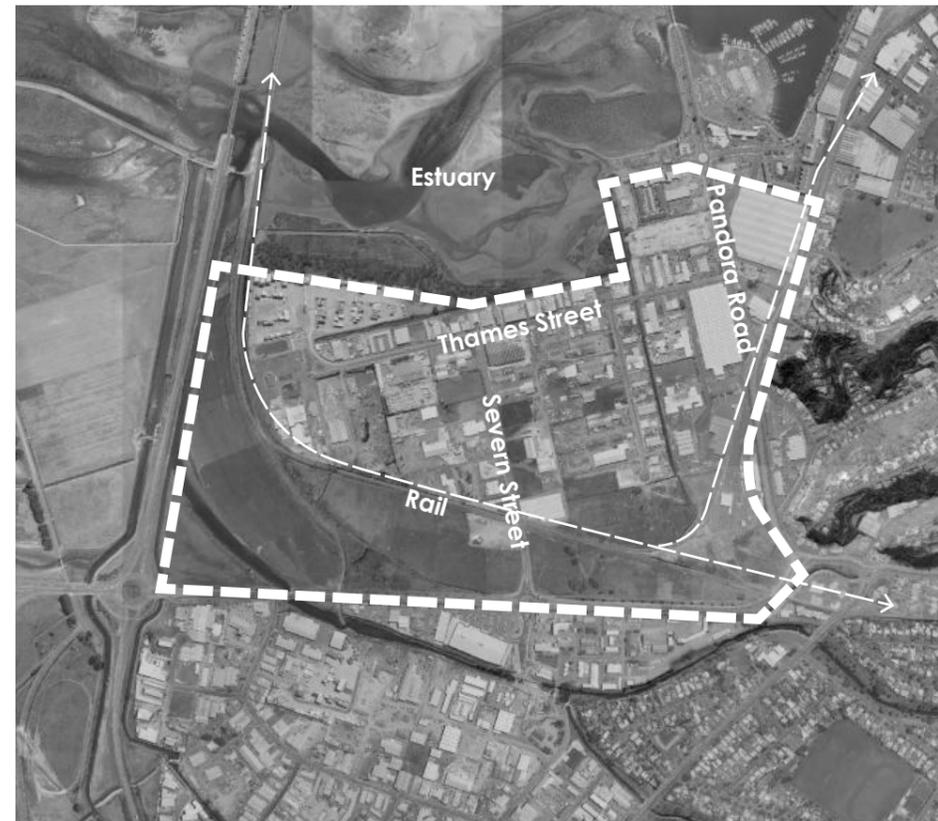
It is recommended that a structure plan be prepared to plan for the long term land use of the Pandora area. Addressing coastal inundation, land use zoning, connectivity, street design, vehicle access and circulation, the estuary interface, and land uses.

### Next steps

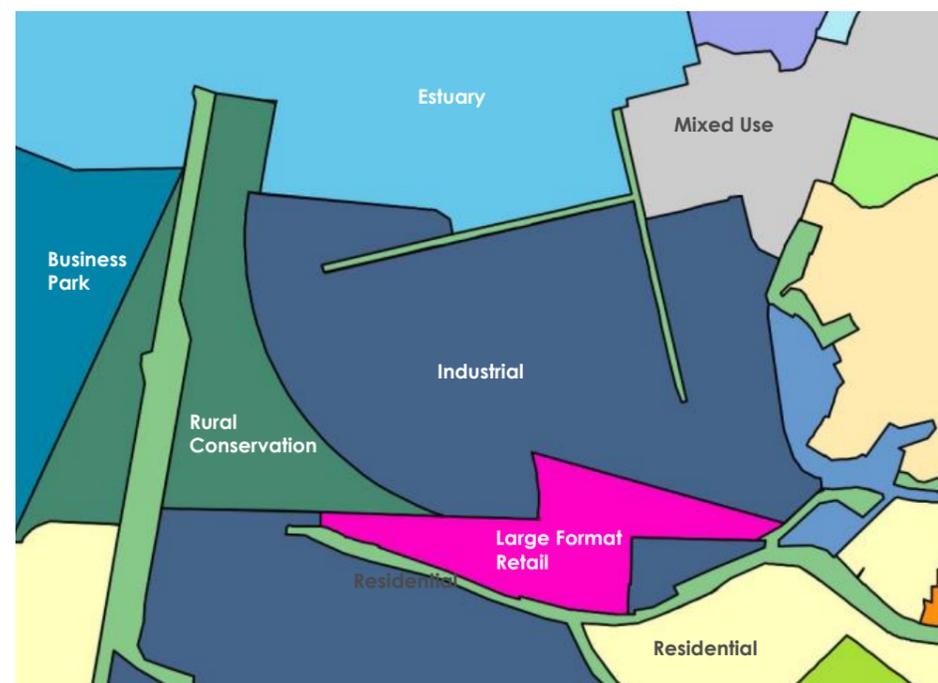
Prepare a Structure Plan for the Pandora area in consultation with key stakeholders.

Review existing ongoing with view to transferring from Industrial zone to a Mixed Use/Commercial Zone in the District Plan.

11	Estimated Timeframe tbc	Estimated Cost tbc
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Existing aerial photograph of land area covered by potential Structure Plan.



Current District Plan zoning.

# Ahuriri & the Inner Harbour



**The working wharf environment of Ahuriri's inner harbour and Iron Pot provides sheltered anchorage for commercial fishing and recreation boats. A network of quays extend around the edges, with a vibrant mix of commercial, entertainment, residential, tourism and recreation land uses adjacent.**

Named for the great Māori chief Tū Ahuriri who cut the channel into the lagoon when the entrance further to the north became blocked, much of the area now known as Ahuriri was part of the former lagoon and shingle spit. Pā were sited on islands within the lagoon, including Pakake Pā (illustrated in the paintings on the following page), significant to Ngāti Kahungunu and the site of the 1824 battle of Pakake Pā during the musket wars.

European settlement dates from the 1850s, with Ahuriri one of the earliest settled places in Napier. It was a significant industrial area and original port for Hawkes Bay. In the late 1800's / early 1900's a freezing works was located near the point along the channel edge, along with a ferry landing Te Taha, of which the remnant wharf edges remain today.

Prior to the 1931 earthquake the quays had been established around the Iron Pot and West Quay, with the reclamation of the north and south ponds (either side of Ossian Street) started. Uplift during the earthquake and the subsequent depositing of earthquake rubble completed this reclamation. The earthquake uplift resulted in significant vertical separation between quay surrounding the Iron Pot and water level. The Iron Pot - its name referencing Napier's early European whaling history, is still overlooked by the former Custom House - now a museum.

Ahuriri has capitalised on its urban interface with the water edge and historic warehouse character buildings, with bars and cafes now occupying the woolstores along the length of West Quay, and an increasing residential population. The wharf edge remains a functioning commercial fishing wharf. The built form interface at West Quay is of generally high quality, with historic woolstores lining the quay, separated by the rail line and port transport route from the Ahuriri warehouse precinct across Bridge Street.

This recent redevelopment has been guided by the West Quay Design Review Panel. Iwi support for this panel and has given kaupapa for it - with a progressive view promoted - as accessible for all, recognised as a trading area, and to encourage development as a community of interest, paying attention to all things. A successful example of delivery of the principles of connectivity, quality and authenticity.

Water based recreation activities are accommodated along the edges of the inner harbour. With the Napier Sailing Club and marina at the southern end at Scapa Flow, the Sport Fishing Club at west end of the Iron Pot, and the

*(top) Inner harbour looking north along the access channel.  
(bottom, l-r), Inner Harbour wharf, pou, and Iron Pot.*



Sea Scouts hall and public slipway at Meeanee Quay. A small area of marine industries, including public slipway is located along Meeanee Quay to the east of Pandora Bridge.

The Hawkes Bay Trail extends along West Quay, around the Iron Pot to Perfume Point reserve and along Hardinge Road. Te Karaka (Perfume Point) reserve provides open unprogrammed reserve space, with the Beacon light occupying the point.

Commercial activity is scattered along the seaward side of Nelson Quay and Hardinge Road, including motels, bars, clubrooms, cafe and restaurants. The recently extended beach and Spriggs Park playground along Hardinge Road are highly used recreation areas, supported by adjacent food and beverage outlets.

Ahuriri town centre is compact and walkable, but is separated from the warehouse precinct by the port transport link of Bridge Street and the railway, which also separates West Quay from the woolstore precinct.

In late 2017, Napier City Council engaged consultant Advisian to undertake a condition assessment of Council's inner harbour assets. The assessment concluded that a small number of these assets required urgent attention, with others requiring repair and/or replacement in the medium term. Council considers that this is an ideal opportunity to review the functionality and look of the inner harbour so that investment this area is more strategic in its approach. The Masterplan advocates for a specific Inner Harbour Plan as a vehicle for this strategic thinking and implementation.



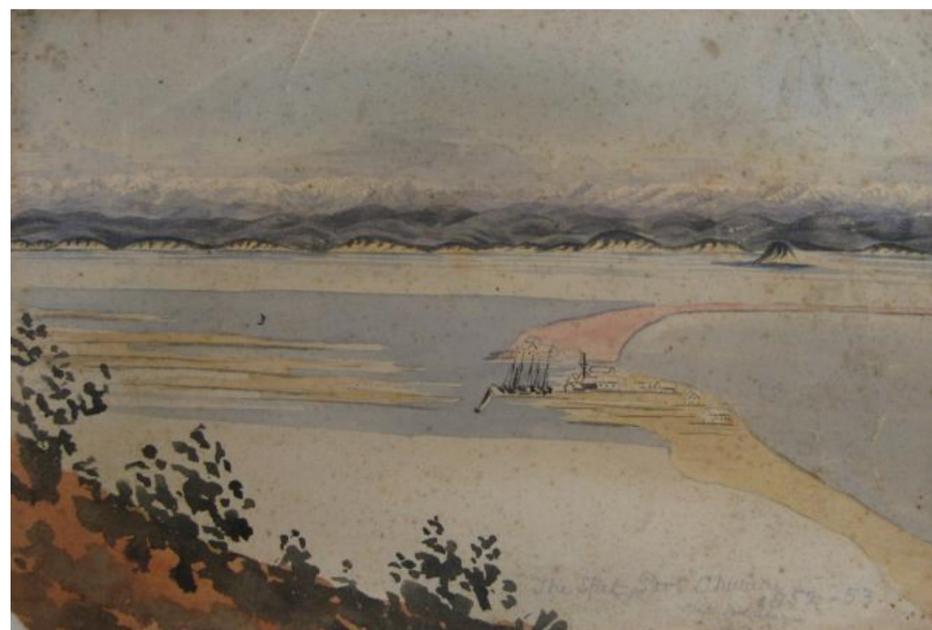
Ahuriri Harbour, painting by Joseph Rhodes. Depicts Pakake Pa located on the island to the bottom right. In the vicinity of the south west side of Ossian Street across to West Quay and Bridge Street.

## Issues

- Coastal hazards - erosion at foreshore, and inundation within inner harbour in particular at the southern end at the Sailing Club site.
- Disconnect between West Quay 'woolstore' mixed-use entertainment precinct and the mixed-use warehouse precinct across Bridge Street.
- Maintaining high quality port route with the need for improvements to pedestrian and cycle facilities along and across Bridge Street.
- Restricted pedestrian movement around the end of Iron Pot.
- Structural integrity of inner harbour assets.
- Vehicle dominance along West Quay.
- Car parking occupying valued coastal edge sites.
- Perception of a privatised Sailing Club, and lack of connectivity for walking and cycling.
- Inactive Marine Industries precinct at Meeanee Quay.

## Current Projects

- Whakarire Avenue coastal protection works. Physical works consented for coastal erosion protection to west of channel.
- Bridge Street traffic improvements concept design, including separated pedestrian and cycle access.
- At grade car park design behind West Quay sheds concept design.
- Ossian Street upgrade concept design.
- Private redevelopment proposals underway for key sites.
- Renaming of Perfume Point Reserve to Te Karaka.



Early painting of Ahuriri at low tide, depicting the sheltered mooring at the Iron Pot.

## 2. Masterplan | Initiatives



1:5,000 @ A3

**Initiatives**

Identification of a number of initiatives to be further explored and/or implemented. Estimated timeframes and costs given are, in many cases, dependent on a number of variables, and costs will be further refined as the project moves through the feasibility and design phases.

The coastal edge urban interface of Ahuriri with the inner harbour successfully accommodates a mix of uses within a working wharf environment.

Key opportunities within Ahuriri and the inner harbour are in reinforcing this active coastal edge environment through strengthened pedestrian and cycle connections, pedestrian priority streets and spaces, diverse but complementary land uses adjacent, and better connection between West Quay and the Ahuriri warehousing precinct east of Bridge Street.

Supported by planning for the long term success of the water recreation clubs, and maximising the recreation potential of the network of reserves and open spaces that occupy unique coastal edge locations.

## 12 Prepare an Inner Harbour Development Plan.

The development of an Inner Harbour Development Plan to guide decision-making, investment, and development of the inner harbour space and assets from Pandora Bridge to the harbour entrance. The scope of the Plan would include the reserve land immediately adjacent to the water edge, including land adjacent to Meeanee Quay and Perfume Point. A recent condition assessment of NCC-owned and managed assets in the Inner Harbour has found that a number of them are in very poor to poor condition. Rather than replacing like-for-like, this is a good opportunity to re-imagine the inner harbour to maximize allocation of space, functional needs, and recreation opportunities.

In addition to the restoration of inner harbour infrastructure, a number of opportunities have already been considered:

### 12A. The provision for marine industries/recreational berthing along Meeanee Quay east as part of the Inner Harbour Development Plan.

A discrete area of marine industries including dry dock facilities, transport and marine services, Sea Scouts hall, HB Coastguard and public marina and slipway are located east of Pandora Bridge on the south facing edge of Westshore on the edge of the inner harbour. Consideration needs to be given to whether this is the most appropriate location for these activities, how much space is needed and what facilities are required.

This area also contains two recreation berthing marinas that are regularly inundated and are in poor condition. The Inner Harbour Development Plan will consider what opportunities this space presents and how it could best be developed.

A little closer to Pandora Bridge is an informal water craft launching spot that could be re-imagined and formalized.

**Next steps**

*Include this area for consideration in the Inner Harbour Development Plan. Look to acquire strategic land holdings to facilitate recreation precinct.*

12A	Estimated Timeframe	Estimated Cost
	2018-2019	tbc

### 12B. Create a headland destination and pathway.

Currently the Hawkes Bay Trail pathway cuts short of the point and inner harbour access channel, exiting onto James Street to connect with Pandora Bridge.

As an overlay to the Whakarire Avenue coastal protection works, extend pathway around point, including coastal plantings for habitat as buffer to



Coastal edge and constructed headland landscape, Onehunga Foreshore, Auckland.

adjacent residential properties and upgrade car parking area.

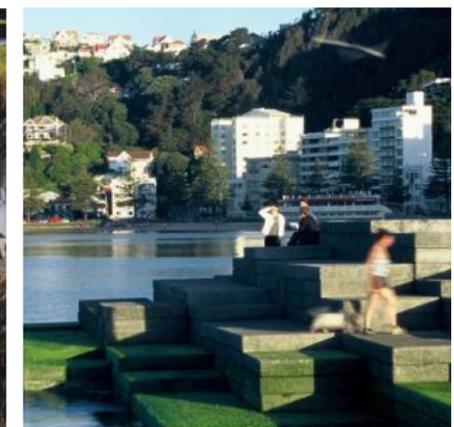
Create a destination at the point, including water access, to experience the sea and access views back across the beach and channel.

Through sculpture, signage and interpretation highlight social and cultural history of the point and access channel including Māori history, the old freezing works site, ferry wharf, surf club and initial bach community.

**Next steps**

*Prepare concept plan as overlay to consented coastal protection works, extend brief to include headland destination and access.*

12B	Estimated Timeframe	Estimated Cost
	2019 - 2021	\$220k (reserve)
	2020 - 2024	\$250k (pathway)



## 2. Masterplan | Initiatives

### 12C. Upgrade West Quay south streetscape and reserve

Upgrade West Quay south, including the small reserve area to the south end of the Inner Harbour.

Explore potential for angle parking and street trees from Pandora Road intersection to the reserve. Utilise native tree species to increase biodiversity values.

Upgrade the reserve area to the south end of inner harbour to include a closer connection (physical or visual) to the water edge. Located to take advantage of views along the channel, to observe the activities of the inner harbour from water level and capture the sun.

Address water quality of local catchment stormwater outfall.

Upgrade public toilet facilities.

Encourage redevelopment of adjacent buildings to positively address the street, with active street edges and uses.



Water access steps, Wynyard Quarter, Auckland.

#### Next steps

As part of the Inner Harbour Development Plan, prepare concept plans for streetscape, reserve and toilets upgrade for consultation.

12C	Estimated Timeframe 2020-2022	Estimated Cost \$550k
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### 12D. West Quay north water edge interface.

The Inner Harbour Development Plan will consider the most appropriate use for the land/water edge alongside West Quay. This will influence use and form of the paved space between the water's edge and the road, which in turn will affect the design and function of a spate and adjacent project – the pedestrianisation of West Quay north.

#### Next steps

Consider the use of this space in the Inner Harbour Development Plan.

### 12E. Improve Iron Pot public realm to water edge interface.

Overlooked by the old Custom House, the Iron Pot is a unique area of the inner harbour. It is a contained space, wrapped by Customs Quay, Bridge Street and Nelson Quay, with the HB Sports Fishing Club at the corner.

The Iron Pot has been assessed as in very poor condition. The repair or replacement of this infrastructure presents an opportunity to revisit the sites function and contribution to waterside amenities. Some ideas may include:

- Incorporate a street level boardwalk at east end of Iron Pot to facilitate easier pedestrian movement around the water edge of Bridge Street, with lower level deck areas to encourage people to sit and stay a while;
- Explore the use of these waterside spaces for events;
- Highlight the permanent mooring of the waka hourua Te Matau-a-Maui, and the stories to be told of the areas history;
- Address quality of stormwater outfall entering Iron Pot from Bridge Street.

#### Next steps

Consider this space as part of the Inner Harbour Development Plan.

12E	Estimated Timeframe 2020-2022	Estimated Cost \$2.645M
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### 12F. Upgrade Te Karaka (Perfume Point) reserve water's edge.

The condition of the rock wall along the water's edge along this reserve has been assessed as being in moderate condition. However the Inner Harbour Development Plan provides the opportunity to reconsider the form and function of this water interface. This work will tie in with the work to upgrade this reserve (refer initiative 16).

#### Next steps

Consider this space as part of the Inner Harbour Development Plan.

12F	Estimated Timeframe 2021-2028	Estimated Cost \$1.1M (total for Perfume Point)
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Kumutoto, Wellington Waterfront

### 13 Deliver a pedestrian priority West Quay.

Rationalise vehicle movement along West Quay to facilitate the truck movements required for the working wharf while providing a pedestrian priority environment. Minimise car parking to quay side to prioritise pedestrian and cycle thoroughfare, and facilitate further outdoor dining and public seating opportunities.

Potential options:

- a. Maintain two-way traffic movement from Lever Street south, reduce to one-way traffic movement from Lever Street north, supported by laneway precinct behind existing sheds. Upgrade the one way section to a 'shared space' type environment - consistent with the quayside setting, extend the one-way shared space environment along Customs Quay to Bridge Street.
- b. Remove vehicle traffic with exception of wharf loading vehicles to pedestrianise West Quay from Lever Street north.

#### Next steps

Review previous design packages for West Quay upgrade. Prepare options study for consultation and selection of preferred option.

13	Estimated Timeframe 2019-2021	Estimated Cost \$829k
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Pedestrian priority working wharf, North Wharf, Wynyard Quarter, Auckland.



Laneway precedents.

### 14 Develop a West Quay laneways precinct.

Establish a new laneways precinct between the West Quay sheds and rail line to create a stronger built form connection between West Quay and wider Ahuriri warehouse mixed use area (Coronation, Ossian and Lever Streets).

- Introduce a new pedestrian and vehicle laneway from Lever Street to Customs Quay, to enable the existing buildings to have a separate use fronting and activating the lane.
- Incorporate lane based car parking, one / two-way vehicle movement, footpaths and pedestrian linkages through to West Quay.
- Create new development sites along the east of the new lane, extending to the Custom Quay street frontage,
- Encourage active building edges and a mix of uses.
- Retain the Custom House in its existing location and integrate into laneway precinct.
- Recognise the precincts location within the extent of Pakeke Pa site.

#### Next Steps:

Develop a precinct plan (including concept design and staging)..

Work in partnership with building owner on redevelopment proposals for West Quay - Customs Quay corner building to encourage active street edges.

Negotiate land swap with specific land owners.

Initiate discussions with NZ Rail for the relocation of the existing weighstation and adjustment to rail alignment.

14	Estimated Timeframe 2028-2031	Estimated Cost \$1.3M
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## 2. Masterplan | Initiatives



Barangaroo Park, Sydney. Local rock utilised to create a new water edge.

### 15 Upgrade Te Karaka (Perfume Point) reserve as a destination coastal park.

Upgrade Te Karaka Reserve (renamed as part of the Mana Ahuriri Deed of Settlement) to a premier open space for Ahuriri. The inner harbour edge will be considered within the Inner Harbour Development Plan (see initiative 12F). Facilitate both active and passive recreation, with informal spaces for games/activities.

- Incorporate elements of play in landscape design.
- Celebrate and inform the public of the history of Te Karaka through creative means such as art, sculpture and storyboards.
- Investigate potential to provide contemplative spaces closer to the water's edge.
- Showcase native coastal flora, and provide strategically placed shade trees that main vistas across the open grass to the coast.
- Facilitate events and informal activities through the creation of open 'events' spaces, with the necessary infrastructure to facilitate activities.
- Investigate the opportunities for active/organized recreation on the coastal foreshore.
- Recapture green space around the coastal edge while providing for necessary parking opportunities.

#### Next steps

Prepare concept plan for Te Karaka reserve for consultation.

15	Estimated Timeframe 2028-2021	Estimated Cost \$1.5M (total for Perfume Point)
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Event lawn, Silo Park, Auckland.

### 16 Strengthen Ahuriri village to coastal edge connection.

Strengthen connectivity between Ahuriri village and the coastal edge, currently restricted by the location of the large car parking precinct at the coastal edge.

- Create a generous pathway connection from village to coast.
- Resurface car park to level to create a multi-purpose space suitable for events (market day etc).
- Encourage redevelopment of Hot Chick / Boardwalk Cafe to higher quality buildings and outdoor dining areas with better relationship to the street, carpark and coastal edge.

#### Next Steps:

Work in partnership with building owner to upgrade street frontage to provide higher quality outdoor courtyard dining area.

16	Estimated Timeframe tbc	Estimated Cost tbc
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### 17 Facilitate Bridge Street improvements.

Enable efficient movement of vehicles along this critical connection to the Port, while providing for enhanced amenity for motorists and pedestrians, locals and visitors.

Provide for safe pedestrian movement across Bridge Street, utilising crossing refuge islands where appropriate. Potential to incorporate street trees and improved lighting.

#### Next steps

Prepare concept plan for Bridge Street improvements in consultation with key stakeholders.

17	Estimated Timeframe 2025-2028	Estimated Cost \$5.148M
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\*timing and funding dependent on NZTA

## 18 Upgrade Spriggs Park to a destination picnic and playspace.

Spriggs Park is a popular waterfront playground with associated picnic shelter and recently upgraded toilet and changing facilities. It offers further potential for creation of a destination childrens playspace that celebrates the 'rocky shore' location.

- Extend playspace and design to reference specific location and environment.
- Incorporate the rocky edge into playground, to encourage nature based play, and extend play into wider environment.
- Provide additional seating and shade for caregivers.
- Replace existing shelter structure with a small number of new purpose designed structures located to the edge of the picnic lawns to facilitate a number of groups picnicing
- Install BBQ facilities.
- Supplement existing tree plantings with coastal native tree and shrub plantings to support biodiversity whilst maintaining views across the park to the shoreline.
- Investigate the potential for introducing salt water tidal swimming pools integrated into the rock rip-rap

### Next Steps

Consult with community in preparation of concept design for future upgrade of park and playspace.

Prepare feasibility study for tidal pools including assessment of alternative sites.

18	Estimated Timeframe 2033-2035	Estimated Cost \$327k
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Ecology themed playspaces.



## 19 Prepare a Structure Plan to guide the future development of Ahuriri.

It is recommended that a structure plan and supporting masterplan and design guidelines be prepared to plan for the long term land use of the wider Ahuriri area. The structure plan would address land use, connectivity, pedestrian and vehicle access and circulation, anchor building sites, density, railway line alignment, and the rail shunting yards and tank farm future redevelopment opportunities.

### Next steps:

Review previous masterplan prepared for the Ahuriri warehousing precinct.  
Prepare Structure Plan and supporting Masterplan and Design Guidelines for the Ahuriri area in consultation with key stakeholders.

19	Estimated Timeframe tbc	Estimated Cost tbc
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Aerial photograph of proposed Structure Plan area.



# 3

## Delivering the Masterplan

Recommendations

### 3. Delivering the Masterplan |



## A living masterplan

To ensure the masterplan remains relevant and is championed through on-going development by both the public and private sector it is recommended that review of masterplan is carried out at regular intervals to evolve masterplan vision as individual site development is carried out and improvements are made to water quality.

It is recommended that the masterplan be set within context of District Plan. Embedding overarching water quality objectives within District Plan, including requirements for on-site treatment of stormwater, and restrictions on impermeable surface areas within different zones.

## Delivery mechanisms

Due to varied land ownership across the masterplan area, the masterplan will be delivered by numerous incremental changes, project by project, initiative by initiative as well as a top down council-led approach.

The top down approach led by Council, in conjunction with other government agencies, combined with ground level / bottom up approach with key stakeholders and land owners to deliver the masterplan will require a combination of delivery mechanisms:

**Leadership** - By council, to facilitate and deliver best practice public projects with water quality imperitives. Develop business cases to set costs and be part of Council forward budgets.

**Collaboration** - Collaboration between many agencies, individuals, groups specific to each opportunity.

**Partnership** - Working in partnership - public to public, public to private - with land owners and developers identifying key private projects through early discussion, input and review, with:

- iwi to deliver on water quality, community and treaty settlement;
- other government agencies to ensure efficiency and coordination of outcomes;
- the public to foster sense of guardianship kaitiakitanga of estuary and coastal edge environment.

## Shared ownership

In addition to the initial key stakeholder and public consultation carried out as part of the preparation of the masterplan, it is recommended that mana whenua, key stakeholder and community buy-in and ownership of the masterplan is sought through further consultation on a project by project basis.

## Preparation of a full catchment management plan

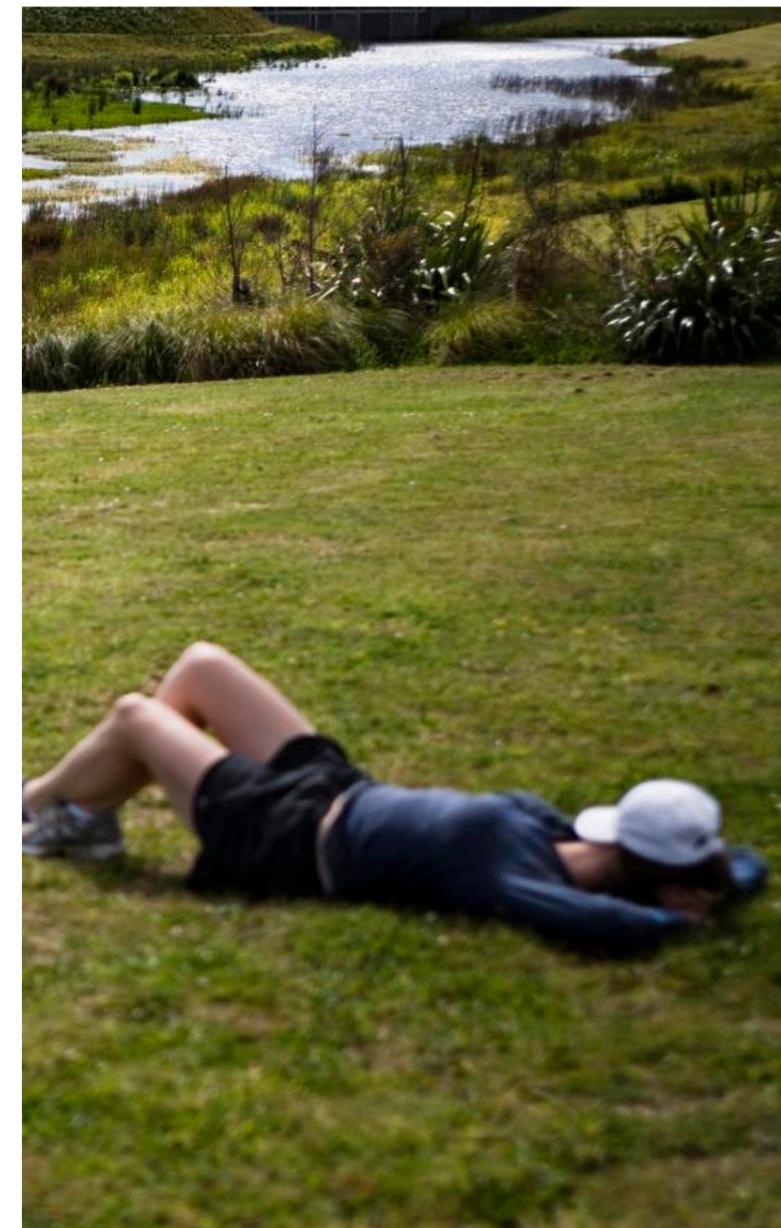
The scope of this masterplan is limited to the estuary, channel and coastal edge between the Hawkes Bay Airport and Port of Napier, and the land areas immediately interfacing with this water edge. Improving the estuary water quality is at the heart of the masterplan vision, principles, objectives and identified initiatives.

It is recommended that a full catchment management plan is undertaken for the full extent of the estuary catchment to address wider contributors to the estuary water quality.

## Design review

A number of projects are underway that sit within the masterplan area or to the immediate edges (as identified on p13). Some are within concept design phase and it is recommended that design review is undertaken to ensure the vision, principles and objectives of the masterplan are being delivered.

Extension of the remit of the West Quay Design Review Panel to include the wider inner harbour and estuary interface would help to deliver best possible urban design outcomes through ongoing land redevelopment.





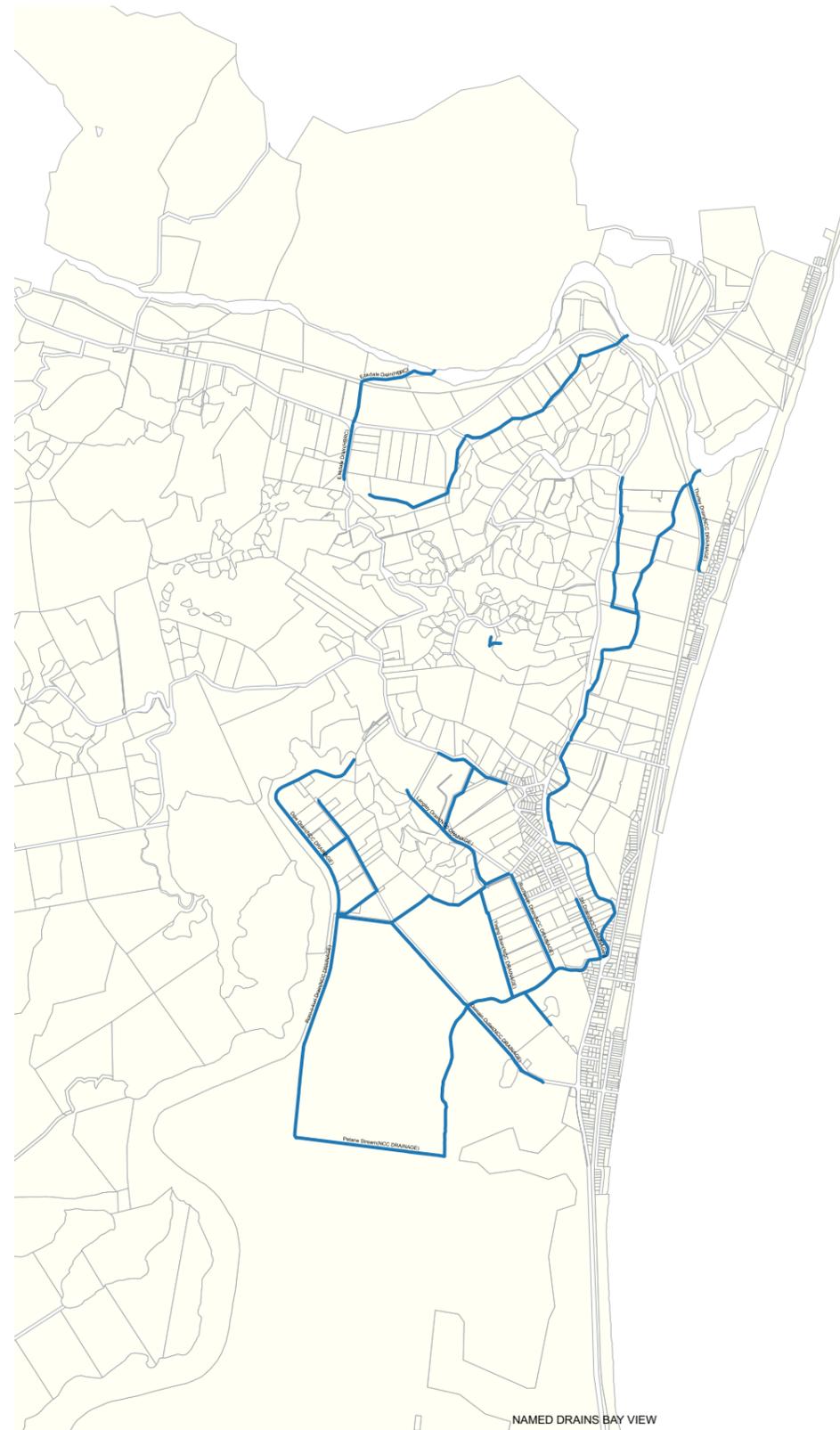
# Appendices

- A. Existing Open Drain Stormwater Network Maps
- B. Existing Stormwater Pipe Network (Napier South)
- C. Comments on Planning Implications

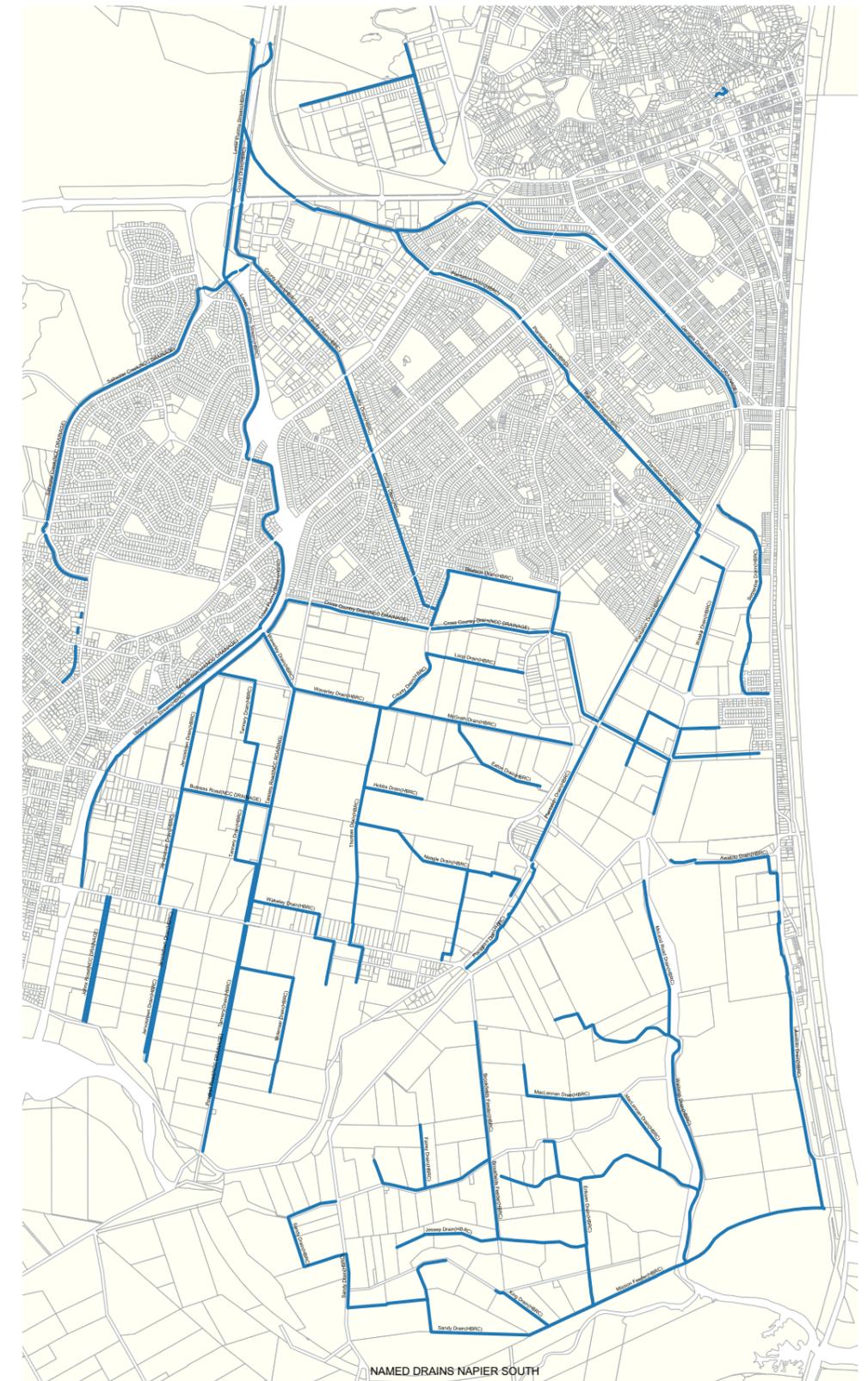


# A. Existing Open Drain Stormwater Network Maps

## Bay View Drains



## Napier South Drains





## B. Existing Stormwater Pipe Network (Napier South)



Projection: NEW ZEALAND TRANSVERSE MERCATOR DATUM 1920 2010

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**LEGEND**

Symbol	Description
Red circle	Manhole
Blue circle	Manhole
Green circle	Manhole
Yellow circle	Manhole
Orange circle	Manhole
Purple circle	Manhole
Blue line	Stormwater Pipe
Green line	Stormwater Pipe
Yellow line	Stormwater Pipe
Orange line	Stormwater Pipe
Purple line	Stormwater Pipe
Blue dashed line	Stormwater Channel

By	<b>Isthmus.</b>	Client	Napier City Council	Scale	1:15,000	Drawing Title	Services: Drainage
Check	AKL 09 309 8442   WITH 04 499 9832 www.isthmus.co.nz			@A3			
Date	3/07/2017	Job Name	<b>Pandora</b>	Job No.	<b>3761</b>	Drawing No.	1.001
				North		Revision	A
						Issued For	

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# PLANNING INPUTS TO 'AHURIRI ESTUARY & COASTAL EDGE MASTERPLAN' – MAY 2018

## INTRODUCTION

This report seeks to provide information on the resource management planning implications of the various 'initiative' proposals identified in the 'Ahuriri Estuary & Coastal Edge Masterplan' document. In particular, the report identifies whether each initiative identified triggers any resource consent requirements in terms of either the *City of Napier District Plan* or the Hawke's Bay Regional Council *'Regional Resource Management Plan'* or *'Regional Coastal Environment Plan'*; and whether any Department of Conservation (DOC) concessions are triggered for the use of public conservation land.

The planning implications of the identified opportunities are assessed under the different 'character area' headings and referenced by the initiative title and number referencing used in the Masterplan document.

## THE ESTUARY & PANDORA

### 1. Integrated Stormwater Quality Management Initiatives

#### 1A Implement stormwater treatment wetlands to support at source treatment'

The location of the stormwater treatment wetlands could potentially be within the area designated 'D50' on the Planning Maps. Appendix 12A of the District Plan, lists D50 as 'Drainage Purposes for Stormwater Treatment and Disposal' with the requiring authority being Napier City Council. Comparing the two maps shown in Table 1 below, part of the area where stormwater treatment could occur may also be within 'D49'. Appendix 12A of the District Plan, lists D49 as 'Proposed Motorway' with the requiring authority being New Zealand Transport Agency. The additional land designated for motorway would provide for the construction of an over ramp or other intersection improvements in the future.

Compliance with the Regional Resource Management Plan will need to be determined. It is possible the wetlands may require resource consent under Rule 43 depending on the catchment area.

**Table 1 Masterplan Map comparison with District Plan Designations Map**

	
<p>Stormwater Treatment wider area to west of Expressway</p>	<p>The purple figure above G5 is 'D50'. The purple figure above the word reserve is 'D49'</p>

There are no district plan implications if the stormwater treatment wetlands all fall within D50 as that is the designated purpose of the land. From comparison of the above maps however they would also appear to fall within D49. If this were to be the case the written approval of NZTA as the designating authority would be required. The underlying zoning is 'Rural Conservation' which permits 'Reclamation and Drainage of Land'. It is unclear whether this would also cover drainage to land, however District Wide Activity rules: 52A.7 permits 'Earthworks for drainage works carried out by a local or regional authority'; and 53.5 and 53.6 permit minor upgrading of existing network utilities and new network utility operation (subject to other controls) respectively. On this basis the proposed stormwater treatment wetlands would be permitted by the District Wide Activity provisions of the Plan.

Regardless of the underlying district plan zoning, designation and district wide activity provisions however, resource consent (controlled activity) would be required under the Hawke's Bay Regional Resource Management Plan Rule 43 'Diversion and Discharge of Stormwater (draining industrial land)'. The area marked 'A1' on the map on page 26 of the Masterplan (but not visible on the map in Table 1 above due to the map scale) would appear to be within the Rural Conservation Zone and to the south of the Estuary Zone. This would mean that the stormwater treatment wetlands are clear of the public conservation land meaning that there would be no requirement for a concession from DOC.

#### 1B 'Extend saltmarshes, sand & shell banks along south of channel'

The location of the proposed saltmarsh shown on the Masterplan Map appears to be within the Estuary Zone when compared with the aerial photograph in Figure 1 below. Permitted activities within the Estuary Zone include: activities permitted by an approved management plan under the Conservation Act 1987 or Reserves Act 1977. As stated above if some of the activity falls within the Rural Conservation Zone resource consent may be required as reclamation and land drainage are permitted but the reverse is unclear when it is not for the purposes of land drainage, although the salt marshes could be considered to provide a water quality function in relation to land drainage and be permitted on that basis.

**Figure 1**



The zone labels in Figure 1, are based around the black cadastral line boundaries in regard to the extent of the 'Rural Conservation' and 'Business Park' zones.

Any physical works within the Estuary Zone, which is public conservation land administered by DOC, would be assumed to require a concession permit<sup>1</sup>.

**1C Address stormwater quality at isolated outfalls (catchment wide)**

The existing context regarding stormwater management via the district plan is summarised in Table 2 below.

**Table 2 – Comparison of Zone Provisions regarding Permeable Ground Requirements – City of Napier District Plan**

Zone	Permeable / landscaped ground requirements	Comment
<b>Main Residential Zone</b>	Rule 5.15b) 40% of 3m front yard must comprise of landscaped permeable surface	Rule 5.20 is the primary control ensuring a minimum area of permeable surface which will allow for some natural stormwater soakage to ground.  Note Rule 5.19 only restricts the coverage of buildings.
	Rule 5.19 Site Coverage - gross building area coverage must not exceed 50%	
	Rule 5.20 Landscaped Area – Must be not less than 30% of the net site area	
<b>Main Industrial Zone</b>	Rule 23.11 minimum 2m wide landscaped area adjacent frontage with Thames Street & Hyderabad Road.	Under these rules, aside from a small front yard landscaping requirement on Thames Street and Hyderabad Road, 100% coverage with impervious surfaces would be permitted.  See the Note under Rule 23.21 to
	Rule 23.13 Site Coverage - gross building area coverage must not exceed 75%.	
	Rule 23.14 Outdoor storage must be on sealed and	

<sup>1</sup> <https://www.doc.govt.nz/Documents/about-doc/concessions-and-permits/concessions/concession-applicant-1b-oneoff.pdf>

	drained surfaces for decomposable material.  Rule 23.21 Roof Surfaces – to be constructed of inert materials or painted with non-metal based paint and be maintained in good order.  Note under rule: Stormwater can only be discharged in compliance with the Napier City Stormwater Bylaw 2012.	the Napier City Stormwater Bylaw 2012, which is designed to ensure stormwater entering the reticulated system does not contain contaminants.
<b>Mixed Use Zone</b>	Rule 50A.30 min.2m wide landscaped front yard on sites fronting Pandora Pond.  Rule 50A.33 Site Coverage - gross building area coverage must not exceed 75% for industrial and commercial activities; and 50% for residential activities.  Rule 50A.34 Landscaped Area – Must be not less than 20% of the net site area for residential activities.	Under these rules, aside from a small front yard landscaping requirement for sites fronting Pandora Pond, 100% coverage with impervious surfaces would be permitted for commercial and industrial activities and 80% coverage would be permitted for residential activities.

As can be seen from the above table, currently the City of Napier District Plan does not have any rules requiring any onsite retention of stormwater and rules limiting impervious surface coverage only apply in the residential zones. Stormwater quality is sought to be controlled by the *Napier City Stormwater Bylaw 2012*, rather than the District Plan. This bylaw can be found on the following link:

<http://www.napier.govt.nz/assets/Document-Library/Bylaws/stormwater-bylaw-2012.pdf>

The *Code of Subdivision and Land Development* is also part of the District Plan and this document sets out specifications for stormwater management, generally in relation to connection to the reticulated system.

The low impact urban drainage response suggested in Initiative 1C would not be prevented by regulation and could be implemented on public land by the Napier City Council, on private land however it would need to be encouraged by non-regulatory methods given that property owners have the right to discharge stormwater to the reticulated system. The district plan does not therefore currently provide regulatory support for this opportunity and a plan change would be required to introduce any such regulation.

**1D Review upper catchment to address stormwater quality outfalling to estuary**

This initiative seeks to address stormwater quality entering the estuary outside the extents of the masterplan boundary, including stormwater outfall from: Bay View; the open drain network draining the Lagoon Farm and airport; and run-off from rural residential areas of the western hills. At source opportunities for treatment are to be assessed.

The three areas mentioned are assessed as follows:

Bay View & Rural Residential Zones

Bay View is comprised of areas of Rural Residential and Rural Settlement zone. The Rural Settlement Zone has minimum subdivision site sizes of 800m<sup>2</sup> for serviced sites and 1,500m<sup>2</sup> for unserviced sites and includes the following rules relevant to mitigating stormwater effects:

- 38.13 Yards 1. The following yard conditions shall apply to all land uses: a) Front Yards i) Any part of a building must not be erected closer than 6 metres to the road boundary, except that:
  - Eaves, fascias, gutters, down pipes, chimneys and flues may encroach on the minimum setback by a distance of up to 1 metre. b) Front Yard Landscaping On all sites other than rear sites, 60% of the front yard must comprise landscaped permeable surface.
- 38.17 Landscaped Area 1. The following landscaped area conditions shall apply to all land uses: a) All sites must have a landscaped area not less than 40% of the net site area

The Rural Residential Zone (which also applies to the Western Hills area) has a minimum average subdivision site size of 1.5ha and includes the following rule relevant to stormwater mitigation:

- 35.19 Site Coverage 1. The following site coverage conditions shall apply to all land uses: a) The maximum site coverage (measured from gross building area) is 1000m<sup>2</sup> or 10% of the net site area, whichever is the lesser.

As stated under Initiative 1C above, there are no district plan rules requiring the retention of stormwater but the district plan minimum site size provisions and Landscaped Area / Site Coverage rules have the effect of limiting the amount of impervious surface coverage in these zones.

#### Lagoon Farm and Airport

Minimal building coverage can be anticipated within Lagoon Farm as it is generally within the Rural Conservation Zone which has a minimum subdivision site size of 50ha and a one dwelling per site density restriction. Storm water quality would however be influenced by runoff from stock grazing paddocks. The Airport Zone however by necessity has a large areas of impervious surfaces and does not have any specific open space or site coverage requirements.

#### General Summary

As stated in Initiative 1C above, stormwater quality is sought to be controlled by the *Napier City Stormwater Bylaw 2012*, rather than the District Plan. Control of at source opportunities for stormwater drainage couldn't be achieved retrospectively 'onsite' within the developed land in the zones referred to above. Treatment close to the source on public land as part of the drainage system would therefore be required. All of the areas referred to drain through the Rural Conservation zone before stormwater enters the Estuary.

As set out under Initiative 1A above, earthworks to develop stormwater treatment areas would be permitted as a district wide activity. In terms of the Regional Resource Management Plan such treatment areas likely to be permitted by any existing discharge consents or a permitted activity under Rule 42 as the actual point of discharge is not changing but its quality is being improved by additional treatment.

As with Initiative 1C, low impact urban drainage responses would not be prevented by regulation and could be implemented on public land by the Napier City Council, on private land however it would need to be encouraged by non-regulatory methods given that property owners have the right to discharge stormwater to the reticulated system.

#### **1E Increase public awareness of water and sediment quality issues**

As this is an information exercise only there are no district plan issues to consider.

#### **1F Implement Pandora catchment (Thames – Tyne) stormwater quality system(s)**

There are not considered to be any planning implications in regard to this opportunity as the drains are both zoned 'Reserve', and any works would be consistent with either the drainage or recreation purposes of the reserve. The district plan rules are also permissive for earthworks for purposes of drainage control. The Network Utilities section also permits the maintenance and minor upgrading of existing network utilities.

#### **2. Facilitate the Development of an Estuary Education Centre**

The form of this facility may be an unmanned information display facility with the location still to be determined. A possibility would be for a location near the departure point to the estuary walks.

The Humber Street Reserve is in the Estuary Zone. Within the Estuary Zone 'Activities identified in an Approved Management Plan under the Reserves Act 1977' are a permitted activity. If there is no such management plan for the Humber Street Reserve or if there is a plan but no provisions for such a facility then it would require discretionary activity resource consent as being accessory to 'Recreation activities' (Rule 43.7.1(b)).

Alternative locations for the information display facility are likely to be within the Estuary Zone so the same comments apply as for the Humber Street Reserve.

As explained above the Estuary Zone comprises of land within the public conservation estate, therefore any information display structure would require a concession permit from DOC.<sup>2</sup>

Another option could be the 'Arataki Drilling Site', which is zoned Mixed Use. Within this zone any activity that is not specifically listed in the activity table is a permitted activity. This would include the proposed information display facility.

#### **3. Develop an Estuary Signage and Interpretation Strategy**

Section 58 of the District Plan controls Signs, including a limit of 0.3m<sup>2</sup> of sign area on sites in the Estuary Zone. The definition of Sign in section 68 of the Plan commences: "means all forms of advertising devices including..." As interpretive and informative signs are not a form of advertising the proposed Estuary Signage would not be subject to the provisions of section 58 of the Plan, they would however be subject to the provisions of the Estuary Zone which permits activities provided for by Reserve Management Plans. It is also noted that Rule 53.7.3 of the Network Utilities District Wide Activity Section of the Plan provides for 'Construction, repair and maintenance of a cycleway or walkway' as a permitted activity, the signs would be accessory to the walkway and would be permitted on that basis. Once again however, the signage would be within the public conservation estate, therefore requiring a concession permit from DOC.<sup>3</sup>

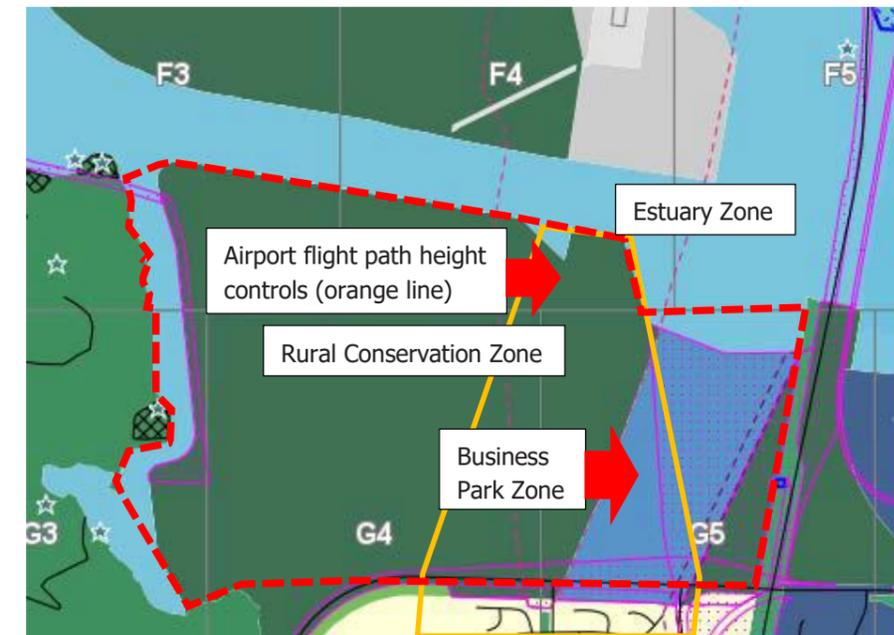
#### **4. Prepare a Structure Plan for the future land use of the Lagoon Farm**

Figure 2 below identifies the existing zoning of the land subject to Initiative 4, being the former lagoon land area between the channel and Prebensen Drive, from Pandora to the Poraiti foothills.

<sup>2</sup> <https://www.doc.govt.nz/Documents/about-doc/concessions-and-permits/concessions/concession-applicant-1b-oneoff.pdf>

<sup>3</sup> ibid

**Figure 2 Identification of area subject to Initiative 4.**



The provisions of the Estuary Zone, Rural Conservation Zone and Business Park Zone falling within the red dashed lines in Figure 2 above, would be subject to reconsideration under this option. Ultimately a 'plan change' would be required to change the existing district plan provisions applying to this area. A plan change would require consultation and an RMA section 32 evaluation comparing the reasonably practicable alternative options as part of its preparation. The time taken to go through this process should not be underestimated with 6 months to a year often being required. Once a plan change has been adopted by Council for public notification, it would typically take 6 – 9 months to progress to the hearing of submissions. The final decision of Council on the plan change following the submissions hearing is then subject to a 6 week Environment Court Appeal period.

An additional planning control identified in Figure 2 above is the 'Airport Height Control Designation' from Appendix 7 of the Plan. The approximate location of the land most affected by this designation is identified within the orange outline in Figure 2 above. In summary the most stringent height controls apply at the northern end of this area closest to the end of the runway, with the permitted heights for buildings and structures gradually increasing with distance from the end of the runway. On an estimate basis (in interpreting Appendix 7 and the associated diagrams) a maximum height limit for buildings, structures and trees of 10m would apply adjacent to the estuary edge within the orange outline in Figure 2 above, with a maximum limit of approximately 35m applying to the land adjoining Prebensen Drive near the bottom of the orange outline. While a height limit of 35m would not be a constraint for most land use activities, height limits of 10 – 20m could be a constraint for industrial development. It is noted that the Business Park zoning is generally to the east of the main runway height control plane although would still be subject to some height controls in the 20 – 35m range.

If a Regional Park is agreed to, the park could be designated in the District Plan (via the Notice of Requirement process) and ultimately rezoned Estuary Zone (at the next District Plan Review or by way of Plan Change) or a plan change could be undertaken at any time to change the zoning. In the meantime, a Notice of Requirement application for a designation would be the most efficient way of providing for a regional park under the current 'Rural Conservation Zone' to ensure that any works associated with the park will not require resource consent. Any cycleway or walkways however would be a 'permitted activity' under Rule 53.7.3 of the Network Utility District Wide Activity Section of the Plan.

It is also important to note that any works or structures proposed within the existing Estuary Zone as identified in Figure 2 above, would require a concession permit from the Department of Conservation.

### 5. Upgrade Humber Street Reserve (including Arataki site) to premier recreation reserve

The Humber Street Reserve is zoned 'Estuary' and both the Te Arataki Site and corner of Humber Street and Pandora Road are zoned 'Mixed Use'. In regard to whether the 'Humber Street Reserve' should be rezoned to Reserve Zone (as suggested in the Masterplan), Table 3 below compares the provisions of the Estuary and Reserve zones.

**Table 3 – Comparison of Key Provisions of the Estuary and Reserve zones**

Provision	Estuary Zone	Reserves Zone
<b>Permitted Activities</b>		
<b>Activities identified in an Approved Management Plan under either the Reserves Act 1977 or the Conservation Act 1987.</b>	Yes	Yes
<b>Maintenance and repair of buildings and structures</b>	Yes	Yes
<b>Vehicle parking areas.</b>	Yes	Yes
<b>Recreational activities (excluding buildings and structures).</b>	No	Yes
<b>Community Facilities</b>	No	Yes <sup>4</sup>
<b>Discretionary Activities</b>		
<b>Places of assembly (unless stated by a rule elsewhere in this Chapter).</b>	No	Yes
<b>The commercial use of recreational clubrooms.</b>	Yes	Yes
<b>Business premises for the sale of food and drink (including licensed premises).</b>	Yes	Yes
<b>Recreational Activities</b>	Yes	No (as permitted)
<b>Any land use not specifically provided for elsewhere in this Plan as a prohibited activity, a permitted activity, a controlled activity, or a restricted discretionary activity.</b>	Yes	Yes

<sup>4</sup> Note a 75m<sup>2</sup> maximum floor area applies otherwise restricted discretionary activity resource consent required.

<b>Prohibited Activities</b>		
<b>Commercial activities (unless stated by a rule elsewhere in this Chapter).</b>	Yes	Yes
<b>Industrial activities (unless stated by a rule elsewhere in this Chapter).</b>	Yes	Yes
<b>Residential activities.</b>	Yes	Yes

As can be seen from Table 3 above, the primary difference between the two zones is that recreation activities (not involving buildings) and community facilities (up to 75m<sup>2</sup> in floor area) are both specifically permitted in the Reserves Zone. For these activities to be permitted in the Estuary Zone they would need to be provided for by an approved reserves management plan. Therefore, to determine whether a plan change is worthwhile to change the zoning to 'Reserve' it should first be considered whether similar outcomes could be achieved via a Reserves Management Plan process. That is to enable the desired development by the preparation of a Management Plan for the Reserve. Further to this any works or structures within the existing Estuary Zone, would be within public conservation land and therefore require a concession permit from DOC.

### 6. Develop a Linear Park along Pandora Road, connecting estuary to hill

Such a park would be within the existing legal road reserve and would have an underlying zoning of 'Boat Harbour' in the north, 'Mixed Use' in the middle and 'Main Industrial' at its southern extent. The existing road designation and the provisions of Chapter 53 network utilities permit walkways and cycle ways. Further to this the minor upgrading of, and specified new, network utility operations are also permitted by Chapter 53. Given that road reserves are anticipated to have amenity functions such as landscaping and footpaths, reserve development within the existing road reserve is likely to be accepted as being consistent with the purpose of the existing road designation particularly if it incorporates a cycle way and foot paths.

### 7. Upgrade Pandora Bridge as key arrival node

The Bridge is within designated road reserve so upgrading within this area would not have District Plan implications. Regional Council resource consent (coastal permit under the Regional Coastal Environment Plan) would be required if there were to be any additional or new structures required within the coastal marine area.

### 8. Upgrade Meeanee Quay streetscape as key Napier arrival route

There are no district plan issues for this initiative which is a works initiative involving streetscape upgrades within the existing road reserve.

### 9. Facilitate a high quality, mixed use interface to the estuary'

This initiative is based on the premise that: *"The northerly aspect of sites facing the estuary, to the rear of those facing Thames Street, would be ideal for live-work land uses, and for sites in this part of Pandora to be more of a mixed-use character."* The current zoning is 'Main Industrial', which only permits industrial activities and hospitality activities. Any commercial retailing or office activity needs to be associated with an industrial use (although this also applies to the Mixed Use Zone) and residential activities are subject to discretionary activity resource consent. Although it may be possible to facilitate some redevelopment under a piecemeal site by site basis by way of

resource consent, this approach would have difficulty with the objectives, policies and assessment criteria of the existing zone. That is because these provisions seek to facilitate industrial development and prevent other activities from undermining the industrial land resource or giving rise to reverse sensitivity effects.

It is recommended that a plan change be pursued for the area fronting the northern side of Thames Street to change the zoning from General Industrial to Mixed Use. This would enable the development of residential activities to go with the Industrial and hospitality activities already permitted by the existing zoning.

Please see 'Initiative 4' above, for a summary of the timeframes and steps involved in the plan change process.

### 10. Upgrade Thames and Severn Streets to deliver water quality and amenity improvements

There is little in the way of planning implications for this opportunity which relates to network utility upgrading and amenity improvements within the road reserve. These activities would be permitted within the road reserve by Chapter 53 Network Utilities.

### 11. Prepare a Structure Plan to guide the future development of Pandora

The Structure Plan would seek to address: *"the long term land use of the Pandora area. Addressing coastal inundation, land use zoning, connectivity, street design, vehicle access and circulation, the estuary interface, and land uses."*

There would also be the potential to incorporate some of the other Masterplan initiatives that may involve potential zone changes such as Initiatives 5 and 9 into any structure plan process for the Pandora area. A structure plan, (which is generally a plan of how best to integrate infrastructure service improvements such as road and walkway connections, reserves and stormwater with future land use) is generally implemented by a plan change. As well as changing any zonings within the area (such as additional areas of Mixed Use zoning in this case) the plan change would include the structure plan map as an Appendix to the district plan and rules to implement the structure plan upon specified development or subdivision. Refer to 'Initiative 4' above for a summary of the plan change process.

In undertaking this proposed structure plan the Masterplan seeks to encourage the development of a 'higher density commercial development' along Pandora Road. The section of Pandora Road focused on is from Humber Street to Hyderabad Road. The Pandora Road frontage on the western side from Thames Street to Humber Street is zoned Mixed Use, while from Thames Street to Hyderabad Road the zoning is Main Industrial. The eastern side of Pandora Road in this area is zoned Mixed Use.

The existing Mixed Use Zone is probably the most appropriate zoning for encouraging such development as it refers to *"...complementing the Mixed Use residential and entertainment precinct along West Quay."* In terms of regenerating a business precinct it must be noted however, that in protecting the status of the existing CBD and suburban centres the Mixed Use Zone does not provide for general commercial office and retail activities. Any office or retail activity is required to be related to industrial activities within the Zone and may only occupy 20% of the gross building floor area of the site. The Mixed Use Zone would allow for further industrial development (the

definition of which includes the servicing and repair of goods and vehicles), hospitality businesses or residential activities as permitted activities.

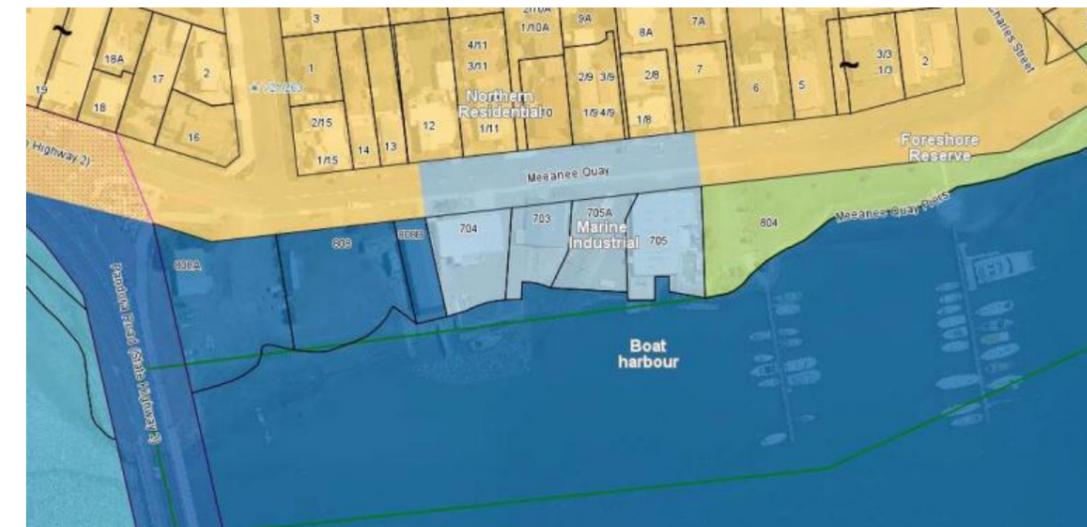
## AHURIRI & THE INNER HARBOUR

### 12. Prepare an Inner Harbour Development Plan

#### 12A The provision for Marine Industries / recreational berthing along Meeanee Quay and as part of the Inner Harbour Development Plan

The existing zoning of this area is 'Marine Industrial' for a portion, 'Boat Harbour' (between Pandora Bridge and the Marine Industrial Zone) and to the east 'Foreshore Reserve' as shown in Figure 3 below.

Figure 3 – Zoning of Meeanee Quay



The Marine Industrial Zone permits 'Marine Industrial Activities' the definition of which is as follows: *"means the USE of LAND and BUILDINGS for activities that by their nature are dependent upon a location adjacent to the coast and includes boat building, boat maintenance, boat repairs and slipways."* Recreation activities are not however permitted in the Marine Industrial Zone and would require resource consent as a discretionary activity.

The 'Boat Harbour Zone' permits both 'Water recreation activities' and 'Buildings and structures for community activities'. The Foreshore Reserve Zone permits *'Recreational activities, excluding buildings and structures'*. Neither the Boat Harbour Zone nor the Foreshore Reserve Zone permit Industrial Activities or Marine Industrial Activities, although the Boat Harbour Zone does permit: *'The maintenance, repair, loading and unloading of water-based vessels including accessory equipment.'*

The Masterplan refers to the site at 705 Meeanee Quay offering potential location for recreation club facilities. This site is however within the Marine Industrial Zone therefore recreation activities would require discretionary activity resource consent unless they are existing uses. Recreation

activities with or without buildings would be permitted in the Boat Harbour Zone and permitted in the Foreshore Reserve Zone without buildings.

**12B Create a headland destination and pathway**

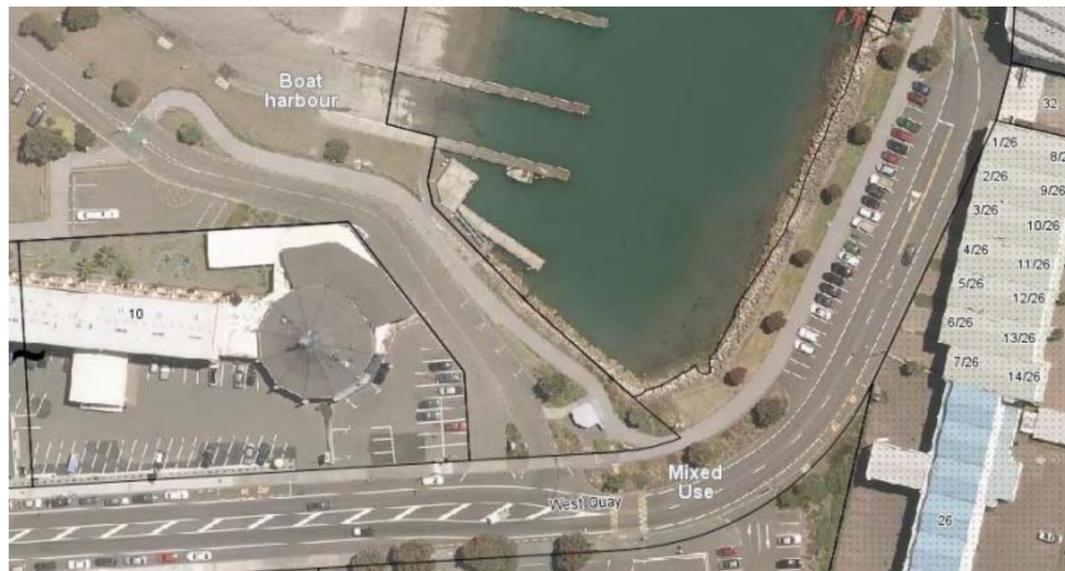
Rule 53.7.3 of the Network Utilities District Wide Activity Section of the Plan permits construction of walkways and cycle ways. This area is not identified as being within any of the Coastal Hazard Zones by the Regional Coastal Environment Plan but is identified within the District Plan Coastal Hazard Zone. This is also the location of archaeological site V21/260 'Freezing works. Remains of North British and Hawkes Bay Freezing Co. est 1888.' An archaeological authority may therefore be required if the proposed works involve earthworks. The implication of the District Plan Coastal Hazard zone is that the operation of any network utility (which the construction of the walkway would be) requires controlled activity resource consent under Rule 62.11.1.

The reserve area is Napier City Council reserve rather than DOC estate, so there would not be any requirement for concession permits.

**12C Upgrade West Quay south streetscape and reserve**

The Masterplan refers to upgrading West Quay south and including angle parking and additional street trees from Pandora Road intersection to the reserve. The reserve area is zoned Boat Harbour. Figure 4 below illustrates the area subject to Initiative 12C.

**Figure 4 – West Quay South**



The Boat Harbour Zone permits 'Water Related Recreation Activities'. Any upgrading of the area to improve its amenity should be permitted as being accessory to this permitted activity. Any tree planting and car parking upgrades within the legal road reserve would also be permitted as being consistent with roading purposes.

**12D West Quay north water edge interface**

There are no district plan implications for the upgrading of the road reserve area.

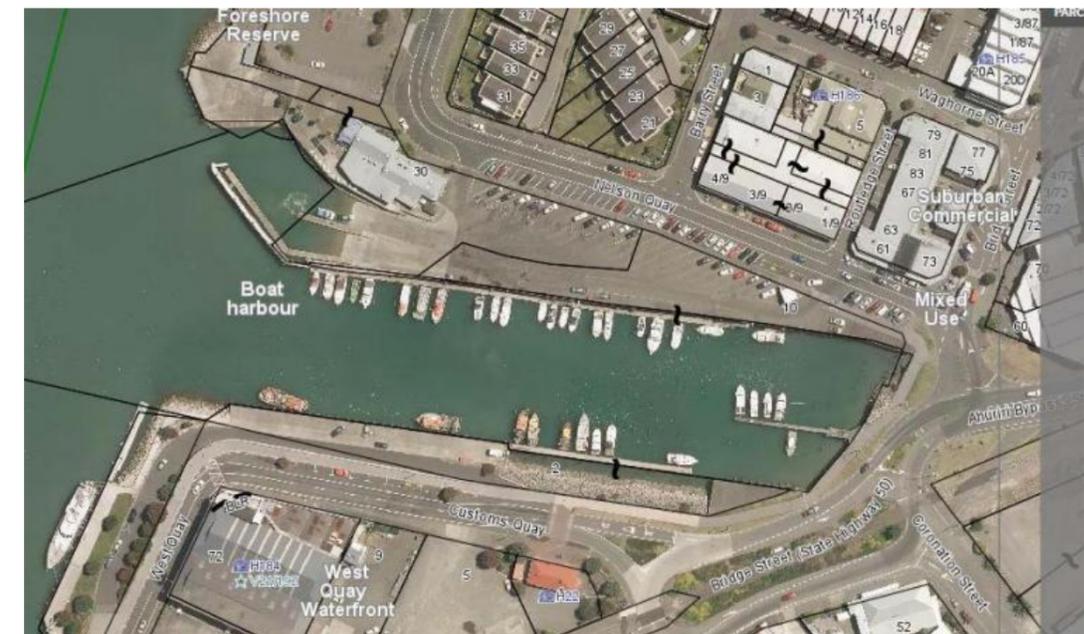
**12E Improve Iron Pot public realm to water edge interface**

The Masterplan document includes several sub components to this proposal, which are summarised as follows:

- a. Incorporate a street level boardwalk at the east end of Iron Pot to facilitate easier pedestrian movement around the water edge at Bridge Street, with lower level deck areas...;
- b. Explore the use of these waterside spaces for events;
- c. Highlight the permanent mooring of the waka hourua Te-Matua-a-Maui, and the stories to be told of the area's history;
- d. Address quality of stormwater outfall entering Iron Pot from beneath Bridge Street...

Figure 5 below assists in the interpretation of these subcomponents.

**Figure 5 – Iron Pot**



The street level boardwalk would be within road reserve so would be permitted as a pedestrian path and a lower level deck area would be permitted as a pedestrian amenity.

In terms of events, 'Buildings and Structures for community facilities' are permitted within the Boat Harbour Zone (Rule 42.2.1(b)).

The permanent mooring of a vessel would not have district plan implications and information signs would also be permitted.

As discussed for other opportunities, the undertaking of works to upgrade stormwater quality will generally not have district plan implications.

### **12F Upgrade Te Karaka (Perfume Point) reserve water's edge**

The Napier District Plan Natural Hazards Section (62) controls 'coastal protection works' under Rule 62.13(b) as a Discretionary Activity and doesn't differentiate if the coastal protection structure is within a coastal hazard zone. Resource consent may therefore be required under the City of Napier District Plan to alter the rock wall. A coastal permit under the Coastal Environment Plan would be required if additional structures within the sea bed are required.

### **13. Deliver a pedestrian priority West Quay**

There are no district plan implications for the rearrangement of traffic flows within the public road reserve space

### **14. Develop a West Quay laneways precinct**

The zoning of the area between the buildings fronting West Quay and the Railway line is West Quay Waterfront Zone, this area is also within the Iron Pot Character Area. All of the buildings within the West Quay Waterfront Zone are listed as 'Group 1 Heritage Buildings' in the Heritage Chapter of the Plan (Chapter 56). Any internal or external alterations of these buildings would require resource consent.

The site on the corner of Customs Quay and West Quay contains archaeological site V21/192 – being a Maori Pa Site. The surrounding sites are therefore also likely to have archaeological significance so an archaeological authority under the Heritage New Zealand Pouhere Toanga Act 2014 will likely be required prior to any building development or earthworks for the proposed lane way (unless covered by previous archaeological authorities).

If the Laneways are to be vested as road reserve a subdivision consent will be required to facilitate the proposed development if agreement from the landowners is obtained, or alternatively a Notice of Requirement application could be made to designate the land as either 'Proposed Road' or 'Proposed Service Lane'. The Notice of Requirement process would protect the land in the meantime for its intended purpose while negotiations regarding the purchase of the land are completed. A Notice of Requirement process is similar to that of a notified resource consent involving 20 working days for submissions to be made and then a hearing of submissions.

Land use consent may also be required as the construction of the laneway is likely to reduce the onsite car parking available to existing sites below that required in the Plan.

### **15. Upgrade Te Karaka (Perfume Point) reserve to destination coastal park**

The current zoning of the Perfume Point area is Foreshore Reserve, which permits 'Recreation activities, excluding buildings and structures'. This zone also permits '*Activities identified within an approved management plan under the Reserves Act 1977*' and '*Buildings and structures for community activities*'. Accordingly, any buildings or structures required as part of the proposed upgrade would be provided for by one of more of the above permitted activity rules.

### **16. Strengthen Ahuriri Village to coastal edge connection**

This initiative is based on the off-street carpark between the East Pier Hotel and the Hot Chick / Boardwalk Café. The car park is zoned Foreshore Reserve while the two building developments either side of it are zoned Foreshore Commercial. It is noted that there is also an archaeological site identified in the midst of the car park, being V21/277 'house floor site / midden', so an

archaeological authority may be required for any redevelopment (unless this is covered by any existing archaeological authority).

The proposed new active building edge on the west side (adjacent East Pier) of the car park would be within the Foreshore Reserve Zone. Buildings and structures for community facilities and car parks are permitted within the Foreshore Reserve Zone. '*Premises for the sale of food and drink (including licensed premises)*' are however a discretionary activity within this zone (requiring resource consent), while other forms of commercial activity are prohibited within the zone. This therefore limits the options available for activities to be located within the proposed 'new active building edge'.

By contrast Travellers accommodation, hospitality activities and licenced premises are all permitted within the neighbouring Foreshore Commercial Zone.

### **17. Facilitate Bridge Street improvements**

There are no district plan issues for this initiative which is a works initiative involving streetscape upgrades within the existing road reserve.

### **18. Upgrade Spriggs Park to a destination picnic and play space**

Spriggs Park is within the Foreshore Reserve Zone. '*Buildings and structures for community facilities*' are listed as a permitted activity. This would mean that work for any upgraded or new playground and associated amenity facilities could be undertaken as a permitted activity.

### **19. Prepare a structure plan to guide the future development of Ahuriri**

This initiative will also assist in the implementation of initiatives 12E, 14, and 16. It also seeks to improve the streetscape and amenity of Ahuriri by encouraging any redevelopment to improve urban design.

The Ahuriri commercial centre is included within the 'Iron Pot Character Area' of the 'Ahuriri Advocacy Area' as identified in Appendix 13A of the Plan and shown in Figure 6 below.

**Figure 6 - Iron Pot Character Area , Appendix 13A**



The internal or external alteration of Buildings within the Ahuriri Advocacy Area identified in Appendix 13A is a permitted activity (unless the building is individually listed as a Heritage Building), but any demolition, partial demolition or the relocation of such a building, would require discretionary activity resource consent under Chapter 56 'Heritage' of the Plan.

For building alterations, the Plan relies on non-regulatory methods to protect and enhance character. Chapter 56 includes the following relevant objective, policies and explanatory statement:

*Objective 56.3: To maintain and enhance the areas of the City that have a recognised special character.*

*Policy 56.3.2: Encourage any future development and use within the identified character areas to be sympathetic with the elements that make the areas special.*

*Policy 56.3.3: To maintain and enhance where appropriate the character of the Hardinge Road, Battery Road, Iron Pot and Coronation Street character areas identified in the Port Ahuriri Heritage Study (Refer to Appendix 13A for maps of character areas).*

*"Outside the Character Zones, advocacy areas have been identified. These recognise that there are some excellent examples of the character that is to be preserved in the zones that fall outside the boundary of the character zones. Advocacy areas immediately surround the character areas and an education approach is adopted within these areas to preserve the heritage values. They are something of a transitional area between the character area and the normal zone. Within the advocacy areas preservation of the character is encouraged by means of education and the architectural and landscape design characteristics is recognised in the assessment criteria for discretionary activities.*

*The Port Ahuriri Heritage Study identifies a number of precincts of distinctive character and states that those features which are critical to that character should be preserved and protected. The Ahuriri Advocacy Area identified on the planning maps comprise four specific character areas; Iron Pot, Hardinge Road, Battery Road and Coronation Street. The heritage study identified these four areas as being of distinctive character. While individually all buildings in the character areas may not warrant protection as heritage items, and they do not all share common features, the Council wishes to recognise those features which contribute to the overall character of Ahuriri and the linkages to the past. Buildings which are considered to contribute to the essential character of the area are originally in the Port Ahuriri Heritage Study and these are now shown on the maps in Appendix 13A".*

The Railway is designated for 'Railway purposes' and zoned Mixed Use. The legal road area of the Ahuriri Bypass is also zoned Mixed Use. Any use of the fringe of the railway land would require the approval of Kiwi Rail as both the landowner and designating authority.

As the Mixed Use Zone permits 'Any land use not stated by a rule as a controlled activity, a restricted discretionary activity, a discretionary activity, or a prohibited activity elsewhere in this

*Plan and it must comply with all the relevant conditions'; any streetscape amenity improvements would be permitted by the underlying zoning if within the railway land. If within the road reserve the amenity improvements would be consistent with the use of a legal road as well as the underlying zoning.*

## SUMMARY & CONCLUSION

Table 4 below lists those initiatives that are identified as having likely planning implication involving either resource consent or plan changes.

**Table 4 – Initiatives and Likely Planning Process**

Initiative Ref	Initiative Summary	Planning Process Required
1A	Implement stormwater treatment wetlands to support at source treatment'	May require RRMP resource consent (Rule 43) May require approval of NZTA as designating authority if within 'Motorway Designation'
1B	Extend saltmarshes, sand & shell banks along south of channel	Assumed to be permitted under RRMP (Rule 56) DOC concession permit would be required for works within the public conservation estate.
1C	Address stormwater quality at isolated outfalls (catchment wide)'	Drainage works on public land permitted but plan change would be required if wanted to require onsite attenuation via district plan rules.
1D	Review upper catchment to address stormwater quality outfalling to estuary	Public works to improve water quality within drains would be permitted by the district plan and would likely be permitted by the Regional Resource Management Plan depending on the exact nature of the proposal.
1E	Increase public awareness of water and sediment quality issues	No regulatory planning implications.
1F	Implement Pandora catchment (Thames – Tyne) stormwater quality system(s)	No planning implications if involves only upgrading within existing drainage reserve.
2.	Facilitate the Development of an Estuary Education Centre	Would require resource consent under the district plan if located within the Estuary Zone but would be a permitted activity in the Mixed Use Zone. DOC concession permit would be required for structures within the public conservation estate.

3.	Develop an Estuary Signage and Interpretation Strategy	Information signage would be permitted as accessory to the walkway. DOC concession permit would be required for structures within the public conservation estate.
4.	Prepare a Structure Plan for the future land use of the Lagoon Farm	Would involve a Plan Change process. If Regional Park is agreed to there are various planning options available for its establishment, including a Notice of Requirement to designate or a Plan Change.
5.	Upgrade Humber Street Reserve (including Arataki site) to premier recreation reserve	Either development of a 'reserves management plan' under the Reserves Act or a plan change to rezone area to Reserves Zone is suggested. DOC concession permit would be required for any works or structures within the public conservation estate.
6.	Develop a Linear Park along Pandora Road, connecting estuary to hill	No planning implications if involves only upgrading within existing road reserve.
7.	Upgrade Pandora Bridge as key arrival node	No district planning implications if involves only upgrading within existing road reserve. Resource consent under Coastal Environment Plan required if any increase in occupation of seabed.
8.	Upgrade Meeanee Quay streetscape as key Napier arrival route	No planning implications if involves only upgrading within existing road reserve.
9.	Facilitate a high quality, mixed use interface to the estuary'	This would require a Plan Change to rezone Main Industrial land to Estuary. Best undertaken in association with Structure Plan (Issue 4).
10.	Upgrade Thames and Severn Streets to deliver water quality and amenity improvements	Permitted by Network Utilities District Wide Activity section of the District Plan.
11.	Prepare a Structure Plan to guide the future development of Pandora	Would require a plan change to implement.

12A	The provision for Marine Industries / recreational berthing along Meeanee Quay and as part of the Inner Harbour Development Plan	The zoning in this area is split, resource consent would be required for some of the activities recommended in the Masterplan under the current zonings.
12B	Create a headland destination and pathway	Potential archaeological authority as site of old freezing works. Also controlled activity resource consent under Rule 62.11.1 would be required for any new network utility (including pathway) within the District Plan Coastal Hazard Zone.
12C	Upgrade West Quay south streetscape and reserve	Upgrades within the Road Reserve and the Boat Harbour Zone land would both be permitted.
12D	West Quay north water edge interface	There are no district plan consent requirements for changing road treatments within existing road reserve.
12E	Improve Iron Pot public realm to water edge interface	Boardwalk and deck permitted as are other activities proposed.
12F	Upgrade Te Karaka (Perfume Point) reserve water's edge	The Napier District Plan Natural Hazards Section (62) controls 'coastal protection works' under Rule 62.13(b) as a Discretionary Activity. Resource consent may therefore be required under the City of Napier District Plan to alter the rock wall.  Resource consent under Coastal Environment Plan required if any increase in occupation of seabed.
13.	Deliver a pedestrian priority West Quay	No district plan implications.
14.	Develop a West Quay laneways precinct	May require 'Notice of Requirement' to designate laneways and may require other resource consents for a loss of onsite car parks.
15.	Upgrade Te Karaka (Perfume Point) reserve to destination coastal park	Permitted by Foreshore Reserve Zone.
16.	Strengthen Ahuriri Village to coastal edge connection	Redevelopment of car park may require archaeological authority and new buildings would require resource consent if selling food or drink.

17.	Facilitate Bridge Street improvements	No planning implications if involves only upgrading within existing road reserve.
18.	Upgrade Spriggs Park to a destination picnic and play space	Permitted activity.
19.	Prepare a structure plan to guide the future development of Ahuriri	Plan Change would be required to implement the structure plan which could also help implement many of the other opportunities suggested by the Masterplan in Ahuriri.

