

RECORD OF COMMUNITY ENGAGEMENT:
DRAFT AHURIRI ESTUARY &
COASTAL EDGE MASTERPLAN
FULL REPORT

December 2017

ENGAGEMENT SUMMARY

The purpose of the Draft Ahuriri Estuary & Coastal Edge Masterplan engagement was to provide opportunities to give feedback on the Draft Masterplan in its entirety for key stakeholders and the general public.

The Draft Masterplan presents an overall philosophy, encapsulated in a Vision and a set of Objectives, followed by a set of 36 opportunities that are divided into the three geographic areas of the estuary and coastal edge.

Summary Format

This report is divided into two parts. Part 1 provides a simplistic summary of the feedback received on the Masterplan as a whole and on each of the 36 initiatives presented. Part 2 presents the summarized comments received in the same format as the Masterplan. The actual submissions on the Draft Masterplan and meeting notes are attached as Appendix 1. Other meeting notes, webpage comments, and a social media summary is provided as Appendix 2. The complexity of the Draft Masterplan, and the volume of feedback received is such that the two part report is necessary to meet the needs of all readers.

The Feedback Summary table summarises feedback received from all forms of communication, and is purposefully simplistic in its approach. Additional information is provided in Part 2.

Where possible, symbols have been allocated to each initiative to illustrate whether submitters and the public were in general support. A priority symbol has also been added where overall feedback has demonstrated that submitters consider this initiative to be a priority. These are as follows:



Support the idea



Support the idea with changes



Do not support the idea



Mixed response – some support, some do not



Top priority idea

ENGAGEMENT PROCESS

Engagement consistent of various levels from collaboration through to direct engagement with key stakeholders, through to information dissemination and providing opportunities to comment. The engagement process began not long after the project commenced in January 2017, with the engagement of the Draft document being completed in December 2017.

Additional engagement will be undertaken with key stakeholders prior to the Masterplan being finalised. The Record of Engagement will be updated to reflect this further engagement.

Collaboration and Internal Engagement

Napier City Council partnered with three other organisations to develop the Draft Masterplan:

- Hawke's Bay Regional Council
- Department of Conservation
- Mana Ahuriri

The project team met with the three partners on a regular basis, carried out field trips, and sought feedback on the various drafts that were produced.

The project team also presented to Councillors at key points throughout the project:

- At the beginning of the project to introduce the project and highlight issues
- At approximately the 80% mark, to update on progress so far, and to introduce some of the key opportunities being considered; and
- Prior to Council approving the Draft document for consultation

The project team presented the Draft Masterplan to the Maori Consultative Committee prior to the document being made available publicly.

Although the project team included cross-departmental representation, a presentation was made to the Infrastructure team at one of their team meetings at the start of the public engagement phase so that the wider team were aware of the project.

Key Stakeholder Engagement

Key stakeholder engagement included the following, or a combination of the following:

- Letters – with information on the Draft Masterplan attached, and directed to the project page on Council's website. Some stakeholders were invited to meet with the project team one-on-one.
- Emails
- One-on-one meetings
- Presentations/meetings with groups
- Public meetings
- Phone calls

[Public Engagement](#)

Council held two Public Open Days – the first on Saturday 28th October at Spriggs Park and the second on Sunday 29th October at Humber Street Reserve (Pandora Pond). Over the two days, approximately 300 people attended. People were asked to record what they liked and did not like about the Masterplan. A record of this engagement is provided as Appendix 2 to this report.

[Napier City Council Website](#)

Information relating to the Draft Ahuriri Estuary & Coastal Edge Masterplan was provided in a projects page of Council's website. StoryMap was used as a means of summarising the initiatives of the Masterplan and providing an easily understood visual representation of where the various opportunities were located across the geographic scope of the Masterplan.

The webpage linked to Council's Talk to Us page, which elicited 27 comments and additional responses to these comments. A summary of these comments is provided as Appendix 2 to this report.

A separate Masterplan-specific email address was provided for the public and stakeholders to provide feedback.

[Napier City Council Facebook Page](#)

A series of nine Facebook posts highlighting the various Masterplan opportunities were posted on the NCC Facebook page. These posts received an incredible response. A report detailing feedback received is provided as Appendix 2 to this report.

In addition, a number of submissions were received from individuals who had an interest and felt passionate about the Ahuriri estuary and Ahuriri area.

IN A NUTSHELL

What people say about the Draft Masterplan

- The area of the Masterplan is probably the most important from an environmental and cultural perspective.
- It is clear that the Masterplan targets a number of water quality initiatives, but it needs to consider the impacts on wildlife also.
- Collaboration will be key to be able to deliver the initiatives put forward.
- This is a great opportunity to be able to consider the area as a whole, rather than as isolated pockets, or on an ad hoc basis.
- There are increasing demands on the estuary, inner harbour and Ahuriri beach spaces for business and recreation – and these needed to be managed.

What people wanted

- **A focus on the environment** – quality water, protected and enhanced habitats, protected wildlife, enhanced learning opportunities. This was a priority for all individuals, groups, and businesses.
- Keep the **character** of the area.
- More sharing of the **stories** that make this part of Napier unique.
- Creation of areas that fulfil **multiple functions** and are **legacy** projects for future generations.
- Consideration of **transportation linkages** and other facilities needed, and for reverse sensitivity effects for the functioning of the Napier Port, Airport and industry.
- No reduction in **carparking** that service reserve areas.
- Reserve areas with adequate **shade, seating, bbq's, and open space**.
- **Safe inner harbour infrastructure** that serves current needs and has space for future expansion – keeping in mind climate change and sea level rise.
- **Collaboration** with other agencies and the community, and working together with one goal in mind.

What people didn't want

- Activities that present a **risk to the quality of the water** in the estuary and inner harbour, and negatively impact on habitats and wildlife.
- **Disturbance of wildlife** eg cycling route north, education centre near kiwi breeding facility.
- Removal of **carparking**.
- Additional **buildings on reserve**.
- **Out of character** development eg. rockpools at Pandora Pond.
- Too much money spent on 'nice to haves' before prioritising getting the basics right.

PART 1 – FEEDBACK SUMMARY

SECTION OF MASTERPLAN	GENERAL FEELING	COMMENTS
Draft Masterplan Overall		<p>A very important area to plan for, particularly the estuary</p> <p>Need to prioritise the environment, particularly water quality and wildlife above any other 'nice to haves'.</p> <p>Unless an additional water sports facility is found/created, Pandora Pond will increasingly experience conflict between users.</p> <p>Retain the natural character of the estuary environment.</p>
Introduction, Context, Masterplan Principles and Objectives		<p>Specific wording changes requested throughout the introductory sections of the Draft Masterplan.</p> <p>Generally agree with principles and objectives.</p> <p>Pleased to see so much focus being put on the natural environment.</p>

1. Implement stormwater treatment wetlands to support at-source treatment.

Implementation of end-of-line stormwater treatment wetlands, located adjacent to SH2B prior to outfall to estuary, to support at-source stormwater quality treatment along the extent of the open drain network. The wetlands would be a water quality 'polishing' system, designed to integrate recreation and education amenity - pathways, overlooks, weirs and bird hides including interpretation signage focusing on water quality education. A highly visible location alongside State Highway 2B, showcasing the city's dedication to estuary water quality improvement.



Degraded water quality is one of the largest threats to the health of the estuary. Addressing this through the filtration of stormwater before it enters the estuary is highly desirable and should be a priority for Council and its partners.

Design of this wetland will be incredibly important to ensure it doesn't impact on wildlife.

Is this wetland sufficiently large to address the water quality concerns?

<p>Providing:</p> <ul style="list-style-type: none"> • end-of-line water quality treatment, to support at-source stormwater quality treatment on-site, within streets and along the open drain network • potential to explore salt water treatment systems • an open space recreation asset for the community • an ecotourism opportunity for Napier and the region • excavated fill for development sites (subject to material quality) 		
<p>2. Extend salt marshes, sand and shell banks along south of channel</p> <p>Create a new land and water interface along the southern bank of the outfall channel by extending the existing salt marsh adjacent to State Highway 2B along the length of the channel, with associated wetlands and generous areas of open grassland for passive recreation purposes. An interface that recalls the shell, sand and shingle banks present in the area prior to the 1931 earthquake.</p> <p>Facilitated by the relocation of the existing stopbank further to the south, integrated into the wider landscape and recreation pathway network, addressing coastal inundation threat and creating a resilient new coastal edge environment.</p> 		<p>This is a good idea, and could be an effective way of further removing sediments and contaminants from any discharges to the estuary.</p> <p>This will be a legacy project for our future generations and should tie into the idea of the Regional Park.</p> <p>There are serious concerns about allowing access to the upper reaches of the estuary, which are very sensitive in terms of the wildlife. The edge and interior of the estuary at this point cannot be accessible to people, dogs, or any other disturbance. There needs to be a good buffer area to prevent any disturbance.</p> <p>The needs of the wildlife need to be put before all else.</p>

<p>A habitat, recreation and education focussed opportunity that establishes a future development limit.</p> <p>Creating part of a potential new regional park (see opportunity 9) extending north of the channel, owned and administered by Napier City Council in partnership with the Regional Council, the Department of Conservation, and Mana Ahuriri.</p> <p>Providing a long term future development zone between the extended coastal edge, adjacent parkland and Prebensen Drive.</p> <p>Providing:</p> <ul style="list-style-type: none"> • extended estuary salt marsh and wetlands to maximise ecological value and habitat creation for bird, invertebrate, fish and plant life • location for eco-sourced native estuary plant species • additional recreation amenity through new pathway routes between Pandora and Poraiti • an ecotourism opportunity, with water access points for kayak/waka • a bird watching attraction for native and migratory birds, with interpretation signage and shelter structures • future development limit and amenity • excavated fill for development sites (subject to material quality) • opportunity to reference past extents of estuary through design • potential for international RAMSAR status • potential relocation site for the Westshore Holiday Park 		
<p>3. Address stormwater quality at isolated outfalls (catchment wide)</p>		<p>This should be a 'must do' and not an 'opportunity'.</p> <p>Need to consider ways to reduce runoff through an increase in on-site permeability and other measures.</p>

<p>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.</p> <p>Redirect to main drainage network and/or provide at-source treatment, utilising high amenity urban drainage solutions:</p> <ul style="list-style-type: none"> • bioretention systems (raingardens, swales) • in-line / off-line stormwater quality systems (wetlands, swales) • proprietary stormwater treatment devices (Stormwater360 filters) 		
<p>4. Review upper catchment to address stormwater quality outfalling to estuary</p> <p>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.</p>	 	<p>This is a 'must do'. A 'whole of estuary' approach is needed.</p> <p>Need to partner with HBRC to make a real impact.</p>
<p>5. Facilitate an estuary-wide signage and interpretation strategy</p> <p>As part of a wider water quality and environmental education initiative, prepare a business case for the development of an Estuary Education Centre. Identifying who 'owns' it, delivers it, manages it.</p>		<p>NCC will need to partner with a number of other organisations to deliver this initiative.</p> <p>Education is necessary in order for people to understand why things are important and what they can do to help protect an environment or species.</p> <p>The location proposed is not appropriate. An education centre here will necessitate greater development of the area which will pose a threat to wildlife and habitat. This part of the estuary is sensitive to disturbance. A location off Humber Street is more appropriate – whether this be on</p>

<p>The centre would be an ecology and water quality education resource, with supporting community uses, celebrating the flora and fauna that inhabit the unique estuary environment, its social and cultural history.</p> <ul style="list-style-type: none"> • 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 located at the Westshore Wildlife Centre site, or as part of redevelopment of the Kiwi Breeding Facility, with a supporting un-manned shelter and outdoor education resource located as a departure point to the estuary at the Aratiki drilling site in Pandora (see opportunity 13). • Supported by a series of smaller shelter and interpretation structures within the wider estuary, treatment wetland and extended salt marsh environment (see opportunities 1 & 2). • Potential for development with Mana Ahuriri, with further opportunity to support wider birdlife conservation issues directly related to the estuary, and for the establishment of an estuary native plant nursery facility. 		<p>land adjacent to the start of the walkway, or on the corner of Humber and Pandora Roads.</p>
<p>6. Develop an estuary-wide signage and interpretation strategy</p> <p>Develop an estuary wide signage and interpretation strategy to assist in wayfinding and to communicate the rich variety of social, cultural history and environmental values. Development of strategy, design and implementation in conjunction with Mana Ahuriri.</p> <p>A coordinated suite of signage, wayfinding markers, seating and shelter structures (see opportunity 5). Opportunity for art integration.</p>		<p>This initiative is supported and will be valuable for providing passive education about the area and its issues.</p> <p>NCC will need to work in partnership with a number of organisations to get this right.</p>
<p>7. Extend recreation pathway north along edge of channel</p> <p>Provide additional recreation network loop north along east bank of channel, a tourism drawcard for locals and visitors. Highlighting the former coastal edge, former cliffs, beaches, shell banks, and the Keteketerau outlet channel. Connecting between lower estuary and the recent pathway around Roro o Kuri.</p> <p>Enhance ecological values to support wildlife habitat as part of pathway extension.</p>		<p>There is an extensive Bittern recovery project in place. Disturbance would be a real threat to this successful programme.</p> <p>A walkway/cycleway in this location has been tested before but abandoned due to the disturbance it would have on critically endangered and migratory birds.</p>

		<p>Migratory birds that feed and rest in the upper reaches of the estuary travel 11,000km's non-stop and arrive at the estuary having lost half their body weight. They need to be left undisturbed.</p>
<p>8. Increase public awareness of water & sediment quality issues</p> <p>Develop a strategy for increasing public awareness of water quality issues, utilising education, monitoring, art and play strategies.</p> <ul style="list-style-type: none"> • 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. • 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. 		<p>Generally supported and should be an extensive campaign rolled out from a partnership of agencies.</p> <p>We could use the welcoming of the migratory birds in September/October as an opportunity to learn more about them and raise awareness.</p>
<p>9. Work with Mana Ahuriri on feasibility of Regional Park within former lagoon</p> <p>Establishment of a regional park extending across the open space areas of the former lagoon - the Lagoon Farm and land to south of outfall channel.</p> <p>Work in conjunction with Regional Council, Mana Ahuriri and the Department of Conservation on the feasibility of regional park status. Identifying who 'owns' it, delivers it, manages it.</p> <p>A legacy project for Napier City and Mana Ahuriri, the community and the environment.</p>		<p>More details about what a Regional Park means is needed before support for initiative is given.</p> <p>We need to ensure this land is never built on.</p> <p>A park on this site is preferable to any other development proposal for the following reasons:</p> <ul style="list-style-type: none"> • The land will be subject to the effects of climate change and liquefaction;

		<ul style="list-style-type: none"> • The land is adjacent to the upper reaches of the estuary, which has a sensitive ecology and wildlife. • Disturbance of wildlife needs to be minimized/eliminated • Some of the land will be subject to airport noise controls
<p>10. Prepare a Structure Plan for the long term future land use south of the channel</p> <p>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, prior to any development taking place. Guided by a masterplan, the structure plan should be developed within a Napier wide context, to guide any long term future development, and to determine appropriate land-use(s), access and circulation, urban form, open space and interfaces with surrounding land uses.</p> <p>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 within the District Plan has little relationship to the surrounding landscape or land uses. Consideration to the site for relocation of the Westshore Holiday Park should be given.</p> <p>The Structure Plan would benefit from being supported by Design Guidelines to guide the physical outcomes for typology areas within the Structure Plan.</p>	 	<p>This land should never be built on, whether for residential, commercial, or industrial.</p> <p>Any development of this land could potentially impact on the estuary in terms of run-off, and wildlife disturbance.</p> <p>Pet ownership should be restricted if the area is developed for residential.</p> <p>This area shouldn't be opened up for cyclists or walkers too close to the estuary.</p> <p>You will need to be mindful of the effects of sea level rise.</p>

<p>11. Implement Pandora catchment (Thames-Tyne) stormwater quality system(s)</p> <p>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.</p> <ul style="list-style-type: none"> • 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. 	 	<p>Just get on and do it.</p> <p>This is not a 'nice to have'.</p>
<p>12. Address Pandora (and West Quay south) coastal inundation</p> <p>Coastal inundation is predicted to affect the southern interface of the lower estuary with Pandora and West Quay Ahuriri.</p> <p>Mitigation of this threat is part of a wider opportunity relating to evolving Pandora land use at the estuary interface.</p> <ul style="list-style-type: none"> • Explore the options for mitigation of coastal inundation through coastal hazard protection works along the north of the Pandora industrial area, continuing around to Pandora Road and the Sailing Club land to north of West Quay. • Options for consideration would include: stopbank, sea wall, and ground level increase considered as part of wider open space / site upgrades to integrate works within the landscape and urban context. 		<p>This initiative should be removed until the outcome of the HB Coastal Hazards project is known.</p> <p>Supported but any protection works shouldn't be on DoC land.</p>

13. Upgrade Humber Reserve (incl. Aratiki site) to premier recreation reserve.

Deliver a premier recreation reserve for the community, that respects the estuary environment while maximising 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, maximising open grass area.
- Replace the existing low quality building(s) at corner of Humber Street and Pandora Road with a smaller, high quality building incorporating food and beverage outlet, kayak hire and storage. Potential to provide for food truck parking adjacent to/within the reserve - subject to bylaws.
- Set the new building back from corner and closer to Humber Street to open up key view across estuary from the road intersection. Integrate this new building with the new public toilet facilities and a reduced area of on-site car parking.
- Locate a wharewaka building for storage of waka and other water craft in proximity to the coastal edge, incorporating ramped water access (see opportunity 16 for alternative location).
- Replace existing tyre retaining wall with constructed wall edge along Pandora Road - providing boardwalk edge, fishing platform and water access. Potential to extend play values by articulating corner with timber and concrete platforms as constructed rock pools within the tidal zone, also forming part of coastal inundation protection works.
- Consider the location of an un-manned shelter and outdoor education resource located as a departure point to the estuary at the Aratiki site (supporting the main Estuary Education Centre proposed for the Westshore Wildlife Centre site - see opportunity 5), 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 and teaching space, celebrating the education opportunity the unique location brings.
- Rename the reserve to better reflect its social and cultural values.



Humber Street upgrade is needed urgently.

Need to consider:

- No linkages between Thames Street and estuary
- No rock pools
- No fishing platform. boardwalk
- More shade
- Bbq's
- More parking
- Use corner site for a water sports hub
- Keep tyres along edge/remove tyres

<p>14. Develop a Linear Park along Pandora Road, connecting estuary to hill</p> <p>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.</p> <p>The linear park would maximise the Humber Street reserve interface with the Pond, and include a shared pedestrian and cycle path along it's 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.</p> <p>Single lane two-way traffic and parking would be accommodated within existing south bound lane width. Heavy vehicle (container trucks etc) 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.</p> <p>Stormwater quality treatment should be integral to the design, with street based raingardens implemented to treat the road stormwater prior to discharge.</p>		<p>Change of status from state highway to local road is welcomed.</p> <p>Ensure the change in layout still provides for carparking.</p> <p>A larger buffer area between the road and the estuary will help remove contaminants from stormwater before it enters the estuary.</p>
<p>15. Upgrade Pandora Bridge as key arrival node</p>		<p>The bridge is low and effectively prevents movement of motorized watercraft from the inner harbour to the Pond.</p> <p>The area under the bridge is a seal haul out area and any replacement needs to be mindful of wildlife.</p> <p>Please consider the effect lighting can have on wildlife.</p> <p>Not a high priority.</p>

<p>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. This should be considered in future upgrade proposals.</p> <p>Upgrade the bridge to celebrate this water crossing location, where the estuary meets the inner harbour, to provide improved:</p> <ul style="list-style-type: none"> • pedestrian and cycle access and amenity • recreation fishing access • water based connectivity between inner harbour and estuary • decorative lighting installation <p>An opportunity for artist engagement to express the Maori 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).</p> <p>Options include:</p> <ol style="list-style-type: none"> 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, increase height, and length of opening through construction of a new fixed or opening bridge. 		
<p>16. Upgrade Meeanee Quay streetscape as a key Napier arrival route</p>		<p>Replace lights with something less heavy duty.</p> <p>Ensure adequate parking for trucks who use motels on Meeanee Quay.</p>

<p>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).</p> <p>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.</p> <p>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.</p>		
<p>17. Strengthen side street connections between estuary and coast</p> <p>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.</p> <p>Creating green, pedestrian friendly streets through the integration of street trees and stormwater management systems, widened footpaths and street based car parking.</p>		<p>Underground powerlines</p> <p>Don't plant street trees in Nott Street until you have approval from the residents.</p>
<p>18. Relocate Westshore Holiday Park to strengthen gateway into Ahuriri & Napier</p>		<p>Please remove this initiative from the Masterplan.</p> <p>Could be a sensible medium-long term objective.</p>

<p>Located at the Watchman Road roundabout junction of SH2 and Meeanee Quay, the Westshore Holiday Park is wedged between State Highway, railway lines and Meeanee Quay. Fully fenced on all sides, the holiday park turns its back to the estuary and street edges.</p> <p>Consideration needs to be given to the long-term suitability of this location for holiday park facilities. Particularly with the change in status of Meeanee Quay from State Highway to local road, the separation that now exists between the Holiday Park and the beach and estuary environment, and acknowledging the camping facilities provided nearby within the former lagoon area at Onehunga Road.</p> <p>There is potential to relocate the holiday park to a more suitable site such as Te Awa Avenue, adjacent to the golf course, or as part of the extended coastal edge to the south of the channel (see opportunity 2).</p> <p>Celebrate the estuary environment at this key junction between SH2 and Meeanee Quay through extension of estuary wetland and water quality systems.</p>		
<p>19. Facilitate a high quality, mixed-use interface to the estuary</p> <p>Maximise the land-water interface opportunities, and the northerly aspect and views across the estuary from Thames Street through facilitating the redevelopment of sites to the north of the street, including the container storage site, from industrial to mixed uses. Creating a precinct that celebrates its estuary edge location, and combines light industrial, commercial and residential land uses.</p> <p>Upgrade the adjacent estuary reserve areas to include coastal inundation protection and stormwater quality improvement works (Thames and Tyne drains), establishing pedestrian connections through to estuary from Thames Street, increasing the visibility of, and access to the estuary and sense of ownership/responsibility for water quality. Incorporate pedestrian pathways within the design of coastal inundation protection works.</p> <p>A potential opportunity for NCC to lead the areas regeneration through preparation of development plans for NCC owned sites along Thames Street (shown highlighted below), including pedestrian connection through to estuary.</p>		<p>We shouldn't be pre-determining the outcome of the Coastal Hazards project in this Masterplan.</p> <p>An increase in residential living could expose the estuary to an increased risk of predators like cats.</p> <p>Any pedestrian/cycle link could impact on disturbance of wildlife along the estuary edge.</p> <p>Thames Street must be secured as a route for trucks travelling between the container depot and the Napier Port.</p>



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

Upgrade Thames Street streetscape to high amenity street to support change of land use to mixed use on the north side. Encourage container truck movement along Severn Street and Prebensen Drive, rather than Thames Street and Pandora Road (see opportunity 14).

Improve streetscape quality and amenity through provision of widened footpaths, cycle lanes, improved street lighting, street trees and raingardens for at-source stormwater quality treatment. Seek to underground the existing overhead services.

Provide pathway connections to estuary, including along the north end of the Tyne drain (see opportunity 19).

Upgrade Severn Street to deliver stormwater quality improvements for local catchment, utilising raingardens or proprietary systems (see opportunity 11), whilst facilitating heavy vehicle movement.



Napier Port would like to be involved in any discussions on changes to these streets.

Changes to treat stormwater at source before it discharges into the estuary can only be positive.

Concern raised about additional pedestrian and cycle connections between Thames Street and the estuary.

21. Prepare Structure Plan to guide future development at Pandora



Napier Port a key stakeholder in this project.

Structure Plan should discourage industry because of the risk of contamination to the estuary.

<p>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.</p> <p>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.</p> <p>There are a number of industries present in Pandora (in particular wet industries) which would, in the long term, be better accommodated at Awatoto, releasing areas for lighter industrial or mixed uses.</p> <p>Opportunity 19 highlights the potential for a mixed use interface with the estuary edge to the north of Thames Street, opportunity 20 recognises the potential for streetscape upgrades to deliver on water quality improvements and increased amenity.</p> <p>In addition to the opportunities identified above are the ongoing requirement for container storage sites to support the Port of Napier, the potential for a higher quality and higher density commercial / business park along Pandora Road, and the on-going development of Large Format Retail along Prebensen Drive.</p> <p>It is recommended that a structure plan, including a detailed masterplan and supporting design guidelines be prepared to plan for the long term land use of the Pandora area. Addressing coastal inundation, land use zoning, connectivity, pedestrian and vehicle access and circulation, anchor building sites, container truck circulation, the estuary interface, and the extent of Conservation Reserve and Industrial / Large Format Retail zoned land to the south.</p>		<p>The area is at risk of coastal inundation and its future needs to be considered now.</p>
<p>22. Encourage marine industries/recreation precinct along Meeanee Quay east</p>		<p>Marine industries are dirty and polluting.</p> <p>Area could be better used for an extension of the pleasure boating berthings.</p>

<p>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 spit on the edge of the inner harbour.</p> <p>Encourage efficiency of land use to accommodate additional marine industries relocating out of Ahuriri area. Potential for additional built form for marine industries at west and east ends, and additional marina berths to create a vibrant marine industries and recreation precinct.</p> <p>Retaining open space reserve area for intermittent club use and overflow car parking. Extend and widen footpath along southern edge of Meeanee Quay, connecting to pathway along channel around the headland to Westshore Beach Reserve. Incorporate additional native tree planting within reserve to increase ecology and biodiversity values.</p> <p>Site at 705 Meeanee Quay offers potential location for recreation club facilities.</p>		<p>This area would be a great site for berthing Te Matau-a-Maui, with a waka experience and activities hub.</p> <p>Berth infrastructure here is increasingly being inundated.</p>
<p>23. Extend pathway around Westshore Point – creating a headland destination</p> <p>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.</p> <p>As an overlay to the Whakarire Avenue coastal protection works, extend pathway around point, including coastal plantings for habitat as buffer to adjacent residential properties and upgrade car parking area.</p> <p>Create a destination at the point, including water access, to experience the sea and access views back across the beach and channel.</p> <p>Through sculpture, signage and interpretation highlight social and cultural history of the point and access channel including Maori history, the old freezing works site, ferry wharf, surf club and initial bach community.</p>		<p>Relocate car parking area further back from the waterfront and create a grassed area at the waters edge, with plantings and seating.</p> <p>This area could accommodate the salt-water tidal pool concept.</p>



24. 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 species trees to increase biodiversity values.

Upgrade the reserve area to south end of inner harbour to include water access steps, providing people with the ability to occupy the water edge and engage directly with the water. 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.



Don't pursue access to water at this location. It is too close to the working wharf facilities and is congested with boating activities.

25. West Quay north – pedestrian priority water edge interface



Please consult with Ahuriri Business Association with this project.

<p>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 to facilitate further outdoor dining and public seating opportunities.</p> <p>Options:</p> <p>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 (see opportunity 27). 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.</p> <p>b. Remove vehicle traffic with exception of wharf loading vehicles to pedestrianise West Quay from Lever Street north.</p>		<p>This area is already well-prioritised and could be formalized.</p> <p>Make sure you get the direction of traffic correct if retaining one-way traffic.</p>
<p>26. Improve Iron Pot public realm to water edge interface</p> <p>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 street edges of the Iron Pot are dominated by vehicle movement and car parking. Built form to these edges is limited. Pedestrian and cycle access around the end of the Iron Pot is restricted due to the 'peanut' arrangement of road and rail.</p> <ul style="list-style-type: none"> • Incorporate a street level boardwalk at east end of Iron Pot to facilitate easier pedestrian movement around the water edge at Bridge Street, with lower level deck areas to encourage people to sit and stay a while. • Strengthen built edge interface with a new pavilion building (a potential site for a satellite Tourist Information Centre) to the east end of Nelson Quay. Explore options for events suitable for car parking area - a potential Food Truck market site - subject to bylaws. • Highlight the permanent mooring of the waka hourua Te Matau-a-Maui (Waka Voyaging Trust), and the story of Pakake Pa. • Address quality of stormwater outfall entering Iron Pot from beneath Bridge Street. Explore potential for proprietary product treatment system, or alternative treatment system prior to entering harbour. 		<p>The Iron Pot could become part of a cultural walkway.</p> <p>The steps leading down to the water at the end of the Iron Pot are the old ferry steps and a historic site.</p> <p>Unstable piles, walls and wharf infrastructure needs to be addressed.</p> <p>Need to put a net over the end of the stormwater outlet to capture all the plastics that are discharged here.</p> <p>Would be good to widen the pedestrian path at the end of the Iron Pot, or realign the state highway away from the water edge and entrance to the village.</p>

		<p>Use existing buildings before building new.</p> <p>No to food trucks.</p> <p>Iron Pot could be an alternative berthing area for Te Matau-a-Maui.</p>
<p>27. West Quay laneways precinct</p> <p>Establish a new laneways precinct (illustrated opposite) 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).</p> <ul style="list-style-type: none"> • 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. 		<p>Please consult with Ahuriri Business Association.</p>



28. Bridge Street improvements

Provide better amenity for pedestrians and cyclists along the Bridge Street port transport route. In conjunction with the change to one-way vehicle movement along West Quay and Customs Quay, make adjustment to 'peanut' intersection layout and landscaping to improve pedestrian and cycle routes and sightlines.

Along the length of Bridge Street incorporate:

- dedicated cycleway - separated where possible
- additional parallel car parking
- crossing refuge islands at Ossian Street intersection as direct link to West Quay via laneways precinct.
- street trees to west side of Bridge Street
- improved street lighting



Consult with the Napier Port on any changes to this road. Bridge Street is a critical route to the Port and must be kept clear and safe.

Need to improve safety for pedestrians crossing the road.

Need to improve aesthetics and promote appropriate parking opportunities.

Move the weigh station.

Add a roundabout at Lever Street.

29. Upgrade Te Karaka (perfume Point) reserve to destination coastal park



Should be part of the cultural walk.

No new buildings – these are not necessary and will ruin view shafts. Install underground services

<p>Upgrade Te Karaka reserve (renamed as part of Mana Ahuriri Deed of Settlement) to a premier open space for Ahuriri. Facilitate both active and passive recreation, with informal spaces for games/activities.</p> <ul style="list-style-type: none"> • Incorporate a series of childrens playspaces - both educational (flora, fauna, coastal processes) and playful. • Celebrate the shingle spit location - utilising gravels and limestone - in particular shingles for habitat for flora and fauna. • Potential to articulate the channel edge along its length to the headland to provide informal access down and seating opportunities closer to the water. • Showcase native coastal grasses and tree species to increase biodiversity values, with structure trees for shade and character. • Incorporate Karaka trees within the reserve to recognise the associations behind the renaming of the reserve. • Facilitate events through creation of event lawn(s) with required services for ceremonial welcoming of waka hourua, Sailing Club events, cinema in the park, sculpture festival, concerts, manu aute kite flying festival, etc. • Prioritise coastal edge environment for people, relocating and enlarging car parking provision away from coastal edge to the street edge adjacent to East Pier to offset loss of car parking. 		<p>such as power and water to enhance the flexible use of the spaces.</p> <p>Keep open grassed areas open.</p> <p>Increase opportunities for shade via appropriately located trees.</p> <p>Add water fountains and bbqs.</p> <p>Move salt-water tidal pool concept the Spriggs Park.</p> <p>Leave carpark as it is.</p> <p>Ensure Little Blue Penguin areas are undisturbed and provide signage to highlight environmental issues.</p> <p>Replace sharp sand with finer sand so that the space could be used for volleyball and Surf Lifesaving training/comps.</p>
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30. Explore feasibility of saltwater tidal pools at the Beacon

A series of salt water swimming pools filled by the tide, located to the east of the point, and integrated into the rock rip-rap and extending out into the ocean of Hawke Bay.

A potential opportunity to integrate the tidal pools as part of the wider upgrade of Te Karaka (Perfume Point Reserve) at the Beacon - a new tourist and visitor attraction for Napier and Hawkes Bay.

Provide associated amenity - changing rooms, shelter structures.



A great idea but shift them to the rockpool area at Spriggs Park.

This initiative received the most amount of public interest.

<p>31. Support Napier Sailing Club improved site planning</p> <p>A site affected by coastal inundation, work in partnership with the Sailing Club on a long term facilities, site and building redevelopment plan. With the aim to improve facilities including coastal inundation protection works, proposed super yacht berths, and to consolidate, and where appropriate, intensify land use.</p> <p>There is potential to incorporate new buildings for marine related uses along the Pandora Road boundary, including boat stack and/or other storage and marine related facilities.</p> <p>Potential location for new Waka Tourism Centre.</p> <p>Facilitate a dedicated pedestrian and cycle connection, seating and shade tree planting at strategic locations along coastal edge. Design to make site feel less privatised, but maintain flexibility and security for boat storage, maintenance and club activities.</p> <p>Ensure boat wash-down is treated prior to discharge to inner harbour.</p>		<p>Repair berth infrastructure and walls as a priority.</p> <p>Ditch the idea of berthing for super yachts.</p> <p>Upgrade launching ramps.</p> <p>Move unused boats off-site.</p> <p>Boat stacking facilities wouldn't be feasible here. Keep the open spaces clear.</p> <p>Increase the number of boat berthing facilities – there is high demand for these.</p> <p>Cannot accommodate Sport Fishing Club facilities at Sailing Club as there is already insufficient room for members.</p>
<p>32. Support HB Fishing Club asset improvements</p> <p>The Hawkes Bay Sports Fishing Club occupies a prime waterfront position at the corner of Nelson Quay overlooking the Iron Pot and channel.</p> <p>Work in partnership with the Fishing Club on a facilities, site and building development plan to ensure the long term sustainability of the club.</p> <p>Alternative options:</p> <ul style="list-style-type: none"> • Explore alternative sites - a combined facility with Sailing Club, or a site within marine industries precinct to east of Pandora Bridge, to free up this key site for mixed-use residential commercial building or enlarged Iron Pot with increased capacity for boat mooring. • Upgrade to larger mixed use building including a combined club facility, and residential / commercial (marine retail, fishing boat charter outlet, tourism centre or similar). 		<p>How viable is this facility?</p> <p>Facilities are regularly inundated.</p> <p>Berthing infrastructure needs to be repaired.</p> <p>Cycle pathway connection is needed on Nelson Quay.</p>

<p>33. Strengthen Ahuriri village to coastal edge connection</p> <p>Strengthen connectivity between Ahuriri village and the coastal edge, currently restricted by the location of the large car parking precinct at the coastal edge.</p> <ul style="list-style-type: none"> • Create a generous pathway connection from village to coast. • Supported by new and active building edges to the west side of the existing car park. • Reduction in car parking numbers offset by increased car parking at Perfume Point (see opportunity 7). • 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. 		<p>Keep carpark as is.</p> <p>Improve visual and amenity connection for pedestrians and cyclists.</p> <p>Remove the buildings and increase the area for the park.</p> <p>Improve the quality of the sand at the park.</p>
<p>34. Upgrade Spriggs Park to a destination picnic and playspace</p> <p>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.</p> <ul style="list-style-type: none"> • 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. 		<p>Need more shade, seating, and bbqs</p> <p>This could be a good location for the salt-water tidal pool.</p> <p>Involve surf lifesaving club in any discussions for upgrade.</p>
<p>35. Implement Port beach access and amenity improvements</p> <p>Provide for easier beach access to two small port beaches at east end of Hardinge Road. Incorporate street tree planting into street car parking area buildouts.</p>		<p>These beaches are owned by Napier Port, who wish to maintain control over these in the future. Please remove initiative.</p>

		<p>The Little Blue Penguin breeding site requires protection.</p> <p>The two sandy beaches are a popular asset that could be improved. We need to reclaim the foreshore for recreation use.</p>
<p>36. Prepare a Structure Plan to guide future development of Ahuriri</p> <p>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. Addressing 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.</p>		<p>Extend structure plan area to the Napier Port western gateway.</p> <p>Discourage industry and manufacturing.</p> <p>Fear the horse has bolted.</p> <p>Ahuriri Business Association would like to be involved in this project.</p> <p>Protect Bridge Street critical route to the Port and manage activities adjacent to and connected to the Port.</p>

STAKEHOLDER ENGAGEMENT SUMMARY

Name of person/group	Letter/email sent	Meeting/presentation	Feedback received
Landcorp Farming	✓	x	x
Iron Maori	✓	x	x
Triathlon Hawke's Bay	✓	x	x
Haeata Ocean Sports Inc	✓	x	✓
Te Rau Oranga O Ngati Kahaungunu Waka Ama Club	✓	x	✓
Maraenui Rugby and Sports Ass	✓	x	x
Optimist Yachting	✓	✓	✓
Pandora Kayaks	✓	x	x
Sea Scouts (Westshore)	✓	x	x
Te Matau a Maui	✓	✓	✓
Napier Sailing Club	✓	✓	✓
Hawke's Bay Sport Fishing Club	✓	✓	✓
Road Transport Association	✓	x	x
Westshore Beach Inn	✓	x	x
Heritage NZ	✓	x	x
Art Deco Trust	✓	x	x
Historic Places HB Inc	✓	x	x
Westshore Surf Lifesaving Club	✓	x	✓
Pacific Surf Lifesaving Club	✓	x	x
The Old Customhouse Trust	✓	x	✓
Weighing and Measuring Solutions Ltd	✓	x	x
Coastguard Hawke's Bay	✓	x	x
NZ Motor Caravan Association	✓	x	✓
Westshore Primary School	✓	x	x
Port Ahuriri School	✓	x	x
Hawke's Bay Seafoods Ltd	✓	x	x
Star Fish Supply Ltd	✓	x	x

Ninos Ltd	✓	x	x
Tangaroa Seafoods Ltd	✓	x	x
Hastings DC	✓	x	✓
Wairoa DC	✓	x	x
Central HBDC	✓	x	x
HBRC Councillors	✓	✓	✓
Thames Tyne Stormwater Working Group		✓	
TANK Group		✓	
Maungharuru-Tangitu Trust	✓	✓	x – will work with NCC on project basis
Ngati Paarau	✓	✓	✓
Te Taiwhenua o Whanganui a Orotu	✓	✓	✓
Forest & Bird (Napier)	✓	✓	✓
Te Taiao Hawke's Bay Environmental Forum	✓	✓	✓
Ahuriri Estuary Protection Society	✓	✓	✓
Westshore Residents Association	✓	✓	✓
HB Airport	✓	✓	✓
Ahuriri Business Association	✓	✓	✓
Westshore Holiday Park	✓	✓	✓
Napier Port	✓	✓	✓
Humber Street Apartment Residents	✓	✓	✓
Quayside Apartment Residents	✓	✓	✓
Ahuriri village retailers	✓	x	x
Ahuriri village residents	✓	x	x
Pandora Shops and Industrial Businesses	✓	x	✓x (only some)
Meeanee Quay marine industry businesses	✓	x	x
Meeanee Quay Hotels	✓	✓ (came to Westshore residents presentation)	✓ verbal feedback at meeting

West Quay bars, businesses and restaurants	✓	x	x
West Quay Motels	✓	x	x
West Quay Residents	✓	x	x
Hardinge Road businesses	✓	x	x
Hardinge Road motels	✓	x	✓x – partial feedback
Hardinge Road & Nelson Quay residents	✓	x	x✓ - partial feedback
Ahuriri Business Park	x	x	✓
Powerco	x	x	✓

PART 2 - FEEDBACK RECEIVED

Overall comments – non-specific to initiatives or sections of Masterplan

NAPIER PORT

Napier Port are very supportive of the environmental measures proposed to clean the estuary and create greater awareness of this natural asset.

AFFCO NZ LTD

AFFCO supports NCC in its initiatives in developing the Masterplan, and appreciates the opportunity to comment. They have requested that they be involved in any subsequent iterations or future projects associated with this Plan. AFFCO wishes to make the point that the industrial activities in this area are big contributors to the economic success of Napier.

NZMCA

The NZMCA is happy to support the plans vision, core objectives, and three overarching principles. They request that consideration is given to the potential impact on the ability for New Zealanders to continue exploring Napier while freedom camping in their certified self-contained vehicles.

TONY BILLING

The Masterplan document has great merit and many of the proposed development can be viewed as beneficial. However it appears that there has been little involvement in the creation of the document from any persons with actual background knowledge, skills and experience of the environmental issues of the area. It is recommended that NCC give consideration to bringing on board a suitably qualified person to aid and assist them in addressing a number of issues and concerns contained within the Masterplan document.

AHURIRI ESTUARY PROTECTION SOCIETY INC

The Society commends all involved in the production of the Masterplan, the research undertaken and the clarity with which suggestions and intentions are contained in it. While the Society recognises the value of the estuary as a place for various water-based activities, they are opposed to the inflatables in Pandora Pond, which are permanent and highly visible for months, and not in keeping with the status of the estuary as a wildlife reserve/refuge.

Strongly urge NCC to undertake the necessary work to the sewerage network to ensure that no more raw sewage enters the estuary.

HUMBER STREET RESIDENTS

Water quality should be the priority. Concern expressed about the increasing recreational use of Pandora Pond when the quality of the water is poor. Who monitors water quality and how often?

Lots of question relating to the inflatables. They need to be not accessible after hours. There are issues with noise, unsavory behavior, rubbish being left behind.

NCC heading in the right direction with this Masterplan.

WESTSHORE RESIDENTS

Lots of concern expressed in relation to stormwater entering the estuary and the resultant quality of the water. Prioritise water quality over recreation. Like the inflatables – keeps kids out of trouble.

CLARE PLUG

Pleased to read such a comprehensive and ambitious plan for this important area. In the past it has been treated carelessly and neglected, so this vision and this areas reinstatement is long overdue. Fundamentally, improving overall water quality, managing stormwater flows, and the impacts on sea level rise are issues that need to be solved urgently. Damages already caused need to be remedied and we need to build resilience. This involves future proofing and retrofitting vulnerable areas. Have sought a pledge from NCC that raw sewage is never again discharged into the estuary. There is no point commencing with other projects until these matters are been resolved.

Recommends that no dogs are allowed in the estuary area (lower and upper).

DEPARTMENT OF CONSERVATION

The Department of Conservation (DOC) supports the development of the Master Plan for the Ahuriri Estuary and Coastal Edge. There are opportunities to address historic damage and current threats to the estuary while providing for future growth and improved amenity. The estuary is a Conservation Area. From the Pandora Bridge to the Low Level Farm Bridge, including Westshore Lagoon, it is a Wildlife Refuge. Adverse effects on indigenous biodiversity in the Refuge must be avoided (policy 11 (a)(vi) of the New Zealand Coastal Policy Statement) and disturbance of wildlife is an offence under the Wildlife Act. There are several plans being prepared for the area. The Master Plan provides an opportunity to coordinate these and integrate their implementation. DOC is supportive of the partnership approach promoted by the Plan.

DUNCAN WATSON

Congratulations to the authors of the Draft Masterplan. There's obviously been a lot of thought put into the exercise. If there is any criticism, it's possibly that the plan is not bold enough, Some of the 'opportunities' identified in the Plan are Council's obligations eg clean water, avoidance/mitigation of natural hazards etc rather than 'nice to haves'. We have been pouring stormwater, industrial waste, sewage etc into the estuary and now we have a polluted waterway and issues with public sanitation. Council has a legal and moral obligation to take remedial action. The recent general elections highlighted an issue that crossed all political parties; that our rivers (and estuaries) are increasingly polluted, and that we need to take prompt remedial action to improve water quality.

LYNNE ANDERSON

I commend:

- Improving water quality
- Acknowledgment of ecological sensitivity
- Enhancing ecological values
- Planting

- Developing wetlands
- Restricting access to certain ecologically sensitive areas
- Development of an education centre
- Increase public awareness of water quality issues etc
- Embracing historical aspects
- Wide consultation

I comment:

1. Please preserve our habitat for our Godwits (Kuaka) (and other migratory birds – and all estuary wildlife including the very endangered Australasian Bittern).
2. Godwits fly 11,000kms non- stop from the Alaskan Tundra to be at our estuary and stay for the summer.
3. They arrive in September / October exhausted, having lost half their body weight during the flight, and need to feed undisturbed
4. We are the only city in the world where you can go downtown and see godwits (and other migratory birds such as pacific golden plover, red knot, red-necked stint, our very special NZ endemic wrybill etc)
5. We have a responsibility to preserve their summer feeding ground, we have a responsibility to preserve this natural heritage for future generations
6. These birds are seriously threatened and have already been drastically reduced in numbers by losing so much of their ‘fuel stop’ habitat around the Yellow Sea (before their final journey to Alaska to breed)– don’t let them also lose summer habitats.
7. Through awareness and educational opportunities Napier could make the bar-tailed godwit “our” bird. We could celebrate its arrival and bid it farewell when it leaves. Some may see this as a spiritual event.
8. Many tourists (and locals) may be interested in ‘nature walks’ around the estuary and learn about the treasure we have here – the estuary could attract revenue and help create awareness.

ROYAL FOREST & BIRD PROTECTION SOCIETY (NAPIER BRANCH)

Wish to complement NCC for producing the Masterplan. They provide considerable background context about the wildlife reserve, its history, and wildlife values. They state that the management of water quality is of prime importance.

GLENNIS MORIARTY

Areas of the estuary are designated wildlife refuges and should be allowed to remain as such.

GREG DONNISON

Firstly may I say that it is great that NCC is taken a holistic approach to usage of this unique area and trying to meet objectives relating to public use and environmental protection.

I think it is extremely important that the public are made aware of the tension between the ‘human’ footprint and natural flora and fauna, particularly with certain areas designated as wildlife reserves. This is, however, also an opportunity to educate the public, and I think it is critical that highly visible informational boards are put in place at key entry points or high usage areas, and have No Entry zones signage particularly during breeding periods.

In my view it is also important that NCC maintain an ongoing oversight role particularly given the likely future greater usage arising from population growth.

HAWKE'S BAY OPTIMIST YACHT TRUST

HBOYT was concerned the draft Ahuriri Estuary and Coastal Edge Masterplan made no reference at all to the Optimist Yacht Trust facilities and use of Pandora Pond. HBOYT points out that it has provided a sailing experience for approximately 2000 children per year every year since 1989. HBOYT has a formal consented agreement with Napier City Council regarding their building, sailing programmes and use of Pandora Pond.

LINDA JOHNSON

It's great that you have developed a plan for Ahuriri Estuary and environs. This estuary is the most significant one on the North Island's east coast so it is vital it is looked after well. This estuary is also very important for migratory birds that travel from the Arctic to prepare for their next breeding season. It is also home to the Australasian bittern that is in serious trouble and would benefit from keeping the whole ecosystem intact. Fish and eels also need the estuary in good condition for their survival so it will be important to prevent erosion in the surrounding catchment that provides freshwater (and therefore sedimentation) to the estuary.

PAT SHERIDAN

The need to improve the quality of water entering the estuary. What is the sense at providing improved visitor facilities and resources if the water quality is not going to be improved? A catchment management approach will be best, which identifies priority areas for stock fencing and planting and suggests suitable and non suitable forms of land use. A long term aim could be that Ahuriri will return to being a suitable place for kai moana. This may be a time to set up a group to help achieve long term protection goals for the Ahuriri catchment.

PETE HUG

There are a lot of nice ideas in this plan, but I question if we're spending money in the right places. When I look at the "Coastal Inundation Extent" map, I wonder how much of this grand plan makes any sense? The map shows that within the next 100 years we're going to lose almost all of Pandora to the sea. That map most likely ignores storm surges from the coasts predictable exposure to increasingly ferocious storms. I would have thought in light of this the primary goal would be sea fortifications.

POWERCO

Are neutral on the Masterplan but have requested NCC consider the needs of Powerco, and location of their infrastructure during the further exploration of any of the projects put forward in the Masterplan.

TE TAI AO ENVIRONMENTAL FORUM HB

We acknowledge that the Master Plan only extends up to Poraiti but outcomes of this Master Plan could affect values upstream of this point. The key issues are human disturbance to wildlife, habitat loss, and poor water quality from urban and rural runoff. The Ahuriri Estuary is a nationally significant site for birds and fish being the largest estuary between the Bay of Plenty and Wellington. Through the 1931 Napier earthquake, and associated stop banking and drainage, the estuary was significantly reduced in size but what remains today is still ecologically significant. In 1958, in recognition of the high wildlife values, the lower and mid section of the estuary and part of the Westshore lagoons were formally gazetted a Wildlife

Refuge under the Wildlife Act 1953. This was done to minimise disturbance by people and exclude dogs from entering the area. The wildlife values are no less today and the need to control these activities remains the same. The value of the estuary for different groups and species of birds varies as one moves up the estuary. This is influenced by water depth, tidal v non tidal, saline v fresh water, wetland vegetation type and food availability. It is this diversity and richness in habitat type which allows the estuary to support a wide range of bird species (migratory godwit and golden plover, waterfowl, endangered bittern, dabchick). The same quality of habitat also supports a diverse range of important fish species. A Master Plan does have the potential to ensure the wildlife and fisheries values are protected and even enhanced. The challenge is ensuring that human activities (walking, cycling, dogs, kayaking) are not introduced or increased in areas which are sensitive to these activities.

UNNAMED WRITTEN SUBMISSION

The submitter stresses that water quality in the estuary and fishing/boating port, and the adjacent beaches, should be the predominant focus, as all else flows from this. As regular cyclists/walkers in the area, the submitters often comment on the poor quality of the water in the inner harbour – which seems to be a dumping ground. Likewise in the estuary area – often see industrial waste/dirty stormwater entering the stream inlet off Thames Street. There is plenty of ‘carrot’ to help improve water quality, but not enough ‘stick’. See this as a great opportunity for HBRC and NCC to work together on a common objective.

WESTSHORE SURF LIFE SAVING CLUB

Seek to extend the masterplan area to include the balance of Westshore residential and foreshore reserve areas to the end of the northern westshore residential zone.

TE MATAU-A-MAUI

The Trust are planning on developing a Wharewaka centre to allow for education and facilitate community engagement. There is not too much detail on when, where or how big this facility will be. The current berthing arrangement for the Waka at West Quay is not fit for purpose, risk of damage to the vessel due to the existing berthing arrangements is considered to be very high and an alternative, more suitable area should be identified as soon as practicably possible. It was noted that as part of the Trust’s long term planning a slipway may be required and they are likely to purchase a second vessel. It was noted that an alternative berthing arrangement would be greatly appreciated as a matter of urgency, even if on a temporary basis until a longer term solution is confirmed

TE TAIWHENUA O WHANGANUI-A-ORUTU

Wanted to ensure that they were included as a major stakeholder for this project. Otherwise they were very supportive of the strategy. Wanted to be involved more throughout its evolution. Very supportive of the efforts to improve the quality of the water in the estuary – weren’t keen on having stormwater disposing into the estuary in the first place.

HB AIRPORT

Generally comfortable with initiatives put forward in masterplan.

HAETATA OCEAN SPORTS (WAKA AMA)

Put water quality first.

JONTY ANDERSON

While it is great to have a forward thinking ambitious council, I believe that the proposal to redevelop the ahuriri estuary into a more public orientated area will only do negative things to the environment and the people of Napier. With environmental concerns of the construction itself aside, its novelty to the community will wear off after a while, and only become bad news for many people. It's unfortunate that we live in a city where crime rates such as vandalism are so high, and it's especially concerning that many of our youth are troublemakers. Like the Marine parade outfall platform, the redeveloped estuary will only encourage bad behaviour and increase maintenance expenses. Most Napier residents would be unhappy if their rates were paying for repairs to the council's broken dreams, when perhaps more focus could be put into decreasing the petty criminal activity our town is plagued with. I believe the council should think more about some other developments. Personally I would like to see more of a push to build upwards instead of outwards, and make as much as we can out of the land we have got, without expanding into the natural environments surrounding Napier.

MARGARET GWYNN

This is an ambitious proposal and will clearly take many years to come into existence. I hope that immediate priority will be given to improving the water quality of the Estuary. I am pleased to hear that work is already underway with the industries in the area to clean up their discharges. Overall, this is an exciting proposal and I look forward to future developments.

IAN MATEHE

My concern after some of our people paddled to the upper reaches of the estuary this Labour Weekend only to see the area up there full of toilet paper. Our people were stunned to see the area up there with a brown colour in the water the further you went upstream. It can't be seen from the cycle way as the estuary turns right and that's where the toilet paper starts. Urgent attention needed. As a frequent user (12mths) of Pandora pond is any upgrades happening to prevent future sewerage outfall e.g. Millscreen on a smaller scale to Wellington. The outfall in April this year kept a number of community groups off the water and wouldn't want that to happen again. It's great the pond could have to channels to flush toxins etc out but our concern is should the sewerage line be upgraded now before it happens again.

MURRAY MILLS

Thank for work done and for highlighting the importance environmentally of the whole estuary and its protection and enhancement. This should remain a priority. I have been concerned at the effect of roadworks around the new entry to the airport. The building of new sand mounds and pools is no doubt to encourage bird life, but the disruption to existing patterns is always a concern.

ALTON SANDS (comment outside scope of Masterplan)

AT WESTSHORE BEACH (earlier rather than later): From the very south-eastern end to just past the surf club, please put a high sloping retaining bank of large limestone rocks all along there (from above high tide mark to the top of the shingle bank) with wooden steps down from EVERY car park access area, to both stop the erosion of the land and also to provide golden sand from the washing of the limestone rather than the awful shingle washed down along the beach. The shingle would hardly ever need replenishing as it would be protected by the

limestone rocks (much like Hardinge Rd, but with sand on the beach floor). Also, the sand on the beach wouldn't get covered by the shingle either. Extra sand from dredging could be put there if necessary.

CASEY FRYER

I'm applying an approach similar to the innocent before proven guilty one, as there are far too many proposals (over 30) for me to give a definitive yes to at this stage, but will make it my mission to read through them all and respond to each item. I think every effort to retain and improve the estuary is important and am not entirely sure that the issue of traffic is enough to warrant making changes to. I'll be retired by the time it's all finished but I think that having a time frame on each item would be ideal, as there is no telling which specific proposal will take 10 years or 30 and I would be more able to agree or disagree if each project has its own timeline. Overall and without having read into it in any detail I like that there are plans for it.

CLAIRE WALLIS

I think you are absolutely heading in the right direction - it is great to see preservation of the natural environment and I think you have identified key areas that could be improved. Very forward thinking and proactive.

GLENN ABEL

There are a few paddlers that paddle up stream past the two bridges towards the back of the airport, are you going to clean this area up as well and stop the practice of net fishing and driving metal pegs into the stream to hold the nets and leaving these pegs when done?

JOHN LANE

Your question as to general agreement or disagreement with the overall plan is premature because I want to treat each part of the plan separately and make my comments in detail on every part. I am marking it as no because of this but this is only because I HAVE to mark one or the other but I haven't read the whole plan yet and so I can't honestly say Yay or Nay yet.

It is my opinion that any plan should include trying to return the estuary to as near to natural and healthy as possible the same as is attempting to be done with Westshore beach, thanks to the efforts of Larry Dallimore, as a very high priority. This estuary itself is a unique natural jewel that needs protecting and promoting as such in its own right.

CHRISTINE RYNHART

I like all of your proposals - it's good - but please do not make the estuary too toylike, too false looking - by that I mean too tame - some of us really like it a bit wild and natural - away from lines and monuments and stresses - things like that - we just want a place near home to relax in, away from a city environment -so we can get it together mentally and physically. The marine parade upgrades are ok but it is sort of becoming like a Vegas style environment - to me anyway -to me it is getting 'overdone' looking. I would hate that to be imposed on our beautiful, natural and lovely estuary - I would hate our estuary it to be spoiled - I would hate it to become too 'manipulated looking'.

Introduction

TONY BILLING

A number of comments in relation to specific wording and factual information in the Introduction section of the Masterplan (refer detailed submission in Appendix). The submission suggests that recreation opportunities are being prioritized over wildlife priorities. The submission requests that the Watchman Road reserve be included within the scope of the Masterplan.

AHURIRI BUSINESS ASSOCIATION

'Key' stakeholders are more than DoC and Mana Ahuriri.

Context

NAPIER PORT

Acknowledges the industrial interface at Pandora and the current industrial activities it carries out in Pandora (90 and 73 – 75 Thames Street).

Acknowledges the Mana Ahuriri Treaty Settlement.

Shipping container yards typically do not generate contaminants, and the Port have requested that their name is removed from the list of industrial activities in Pandora whose activities generate contaminants. They have requested that we add a comment about how the Port are leading the way in addressing onsite stormwater retention and treatment.

Current Projects – Request that M Port of Napier proposed expansion is relocated to the Northern Terminal; Container site to better reflect the actual location of the proposed 350m wharf development.

Acknowledges that 90 Thames St is subject to coastal inundation threat.

AFFCO NZ LTD

The Pandora Catchment paragraph portrays industries such as the tannery in a bad light.

Have requested that this statement be replaced with something that acknowledges that these industries are required to comply with the RMA and Regional Plans.

TONY BILLING

Lake Tutira is not a safe swimming location.

Map key needs to be corrected on page 9.

Aerial on p.13 shows kiwi breeding facility located on Airport land but is it located on Westshore Wildlife reserve land.

List of current projects – add new scrape lake development.

Masterplan, Introduction, Vision, Objectives

NAPIER PORT

Agrees in principle with the purpose of the Masterplan.

States that a key feature of 'quality' is economic outcomes – which the Port greatly contributes to in the region.

Support the 'gritty not pretty' mantra and believe industrial activities contribute to this.

Built Objective – agree with the intent 'focus on supporting existing uses' – clustering of activities leads to better environmental outcomes and fewer issues with reverse sensitivity. A residential-led mixed use interface needs careful consideration when planned against existing industrial uses – Port opposes this due to reverse sensitivity effects.

Movement Objective – Port agrees with balanced approach, but not to the detriment of operational safety and functional container storage area. Careful consideration to be given to existing use rights and current/future use of Napier Port land.

AFFCO NZ LTD

Add an objective under 'Quality' – 'providing for environmentally sustainable industrial activities in appropriately zoned parts of the catchment'.

Add an objective under 'Built' - 'providing for environmentally sustainable industrial activities in appropriately zoned parts of the catchment'.

TONY BILLING

Connectivity principles – facilitating recreation in upper estuary may be in direct conflict with wildlife values and needs.

Objectives (Recreation) – 'extend eco-tourism opportunities within estuary' – these activities pose a threat to wildlife. It is difficult to put in place controls on these recreation activities that would ensure protection of wildlife.

Objectives (Recreation) – 'create a recreation linkage between Scinde Island and western hills...' – Huge potential for disturbance.

Objectives (Recreation) – 'provide for new recreation uses...in particular active sport recreation uses...' – Extremely difficult to see how this can be achieved without compromising existing wildlife values.

DUNCAN WATSON

The City Vision's 6 overarching principles sit uncomfortably alongside the Te Aranga Design Principles. Historically, Napier has emphasizes 'Putting People First' and 'Open for Business' at the expense of the estuary. The City Vision principles ignore Council's obligations as set out in the Local Government Act and other statutes. However if Council is to drive effective change and get the weighting and priorities right, then there could be significant economic benefits (eco-tourism) associated with the project that would complement Napier's Art Deco and the region's cycleway and food brands. Partnership with Mana Ahuriri would be a key to success. Why doesn't the document reference Wai 55?

Improved water quality must be the primary objective of Ecological Excellence. It would be irresponsible to approve further water-based activities in either the former lagoon or lower estuary until water quality is addressed.

JEANIE BRIGHAM

When making reference to the City Vision principles, the submitter questions the meaning of a number of the principles and asks that the Ecological Excellence principle be the priority, particularly in relation to this Masterplan.

Network Objectives (Built) – good to see that use of existing urban space before greenfield expansion has been highlighted. A shame this principle wasn't applied to Humber Street and Parklands. This principle doesn't align with another one which seeks to expand residential into estuary edge. Questions raised about whether encouraging development of estuary edge is appropriate given the sensitive environment, and susceptibility to natural hazards.

AHURIRI BUSINESS ASSOCIATION

Objectives

An important objective is missing – retaining, providing or enhancing aesthetic values eg. Retention of view shafts to the ocean.

High quality built form – agree very desirable, but need to put words into action

Facilitate port transport network – an essential issue and will require convincing NZTA that there is a safety and environmental issues with the current SH configuration and its facilities.

UNNAMED WRITTEN SUBMISSION

'Quality' principle – add 'a return to safe traditional kai moana gathering under the auspices of mana whenua'.

Water coastal inundation objective – assumed to be coordinated under the HBRC coastal hazards projects. But suggest protection is a short-term measure and planning needs to cater for retreat.

PETER ROBERTS

I applaud the Council for recognising the critical importance of this wetland and support the key objectives in the Masterplan. As born and bred Napierite returning after an absence of 57 years I was appalled at the lack of marine life and diversity in the estuary. The peripheral vegetation is a drab monoculture and the sand banks and channels which once teemed with life are now largely sterile.

A concise summary, circulated widely, would help to gain community support. The draft is unduly verbose. Video of problem sites and solutions is recommended to illustrate the impact on water quality.

Upper Estuary & Former Lagoon – Introductory Information

TONY BILLING

'The estuary is a DoC Wildlife Refuge...' – The Westshore Wildlife Reserve and Watchman Road Reserve are also designated as a Wildlife Refuge.

Issues section – ‘Tension between a sensitive ecological environment and high recreation demands.’ – Conflict is created by imposing recreation demands on this area – priority should be for wildlife.

Current projects section – include scrape lakes development and kiwi breeding facility redevelopment

Opportunities (map, p.26) – ‘A new estuary edge with designed and managed land and water based recreation access.... An eco-tourism opportunity.’ The statement intimates that active recreation will be encouraged in this highly sensitive wildlife environment.

WESTSHORE RESIDENTS

The Opportunities map on page 26 shows ‘Future Urban Development’ on Lagoon Farm – the airport expansion will impact on this and isn’t a great place for urban development in the future.

1. Implement stormwater treatment wetlands to support at-source treatment

AHURIRI ESTUARY PROTECTION SOCIETY

NCC must ensure that no pollutants or contaminants enter the estuary via the Tyne Drain. Strongly urge NCC to implement this measure as soon as possible.

WESTSHORE RESIDENTS

Want stormwater quality to be treated before entering the waterways. Believe the wetlands will be attractive.

DEPARTMENT OF CONSERVATION

Along with the physical alteration of the estuary’s margins, degraded water quality is the most significant threat to the health of the estuary, and is contrary to the New Zealand Coastal Policy Statement (policies 21 and 23). DOC supports the work of NCC addressing the sources of stormwater contaminants as a key element of improving water quality of the estuary, including the current investigations into diverting stormwater away from the estuary. Treatment wetlands can also have a significant benefit. DoC request that NCC prioritise the implementation of the Master Plan recommendations that will improve water quality in the estuary.

DUNCAN WATSON

The concept is good but the scale is too modest to have any significant effect. Limiting the masterplan to the ‘coastal edge’ is too restrictive. The problems are sourced outside of the edge. A more ambitious plan would be to greenfield all land bordered by Prebensen Drive, Taipo Stream, the Upper Estuary and SH2 for conservation, improved water quality and future regional park purposes. What is marked on the Plan as Recreation Reserve could be better used for stormwater treatment wetlands, to be flanked by a regional park extending up to Prebensen Drive. This would give back to the environment rather than allow continual encroachment. Prebensen Drive would be an effective barrier to defend in the event of future rising sea levels. Rezoning any of the land north of Prebensen Drive for future urban use

would be foolhardy given its high liquefaction risk and exposure to rising sea levels. The Business Park portion seems a historical anomaly. A bolder, more extensive series of wetlands and parks would increase the likelihood of improved stormwater treatment, better meet the needs of future urban development, and hold real possibilities for future eco-tourism. A series of ponds could be fully or partly funded by businesses and private benefactors.

TE TAI AO ENVIRONMENTAL FORUM HB

This is supported as it has potential to improve the quality of storm water entering the estuary. These treatment wetlands should be sited where they don't destroy existing wetlands. The design of treatment wetlands can also include provision for wildlife habitat.

UNNAMED WRITTEN SUBMISSION

Agree with this, but make the point that some areas of sensitive environmental concern, such as breeding and nesting grounds for bird species should, as far as possible, be off limits to pedestrians and cyclists. Or closed at certain times of the year. And there needs to be some action on dogs.

ENVIRONMENTAL GROUPS MEETING

Generally supportive but would need to be very carefully designed so as to minimize disturbance of water systems and habitats.

HB AIRPORT

Generally supportive.

SARAH MUNRO

I think the effort to combine improved stormwater treatment areas that provide estuarine habitat are great! This is exactly the kind of thing I would love to see more of in Napier, including greater use of functional native planting species city-wide (rather than exotics).

2. Extend salt marshes, sand and shell banks along south of channel

TONY BILLING

Concerns expressed about whether the person designing it will be sufficiently knowledgeable in the area of natural waterways and wetland ecology.

The proposed walkway/cycleway link to the new wetland is in conflict with the environment. Concern expressed about what ecotourism will entail in this location. Has the wildlife refuge status of this area been considered? Questions around health and safety (eg sink holes and water quality), and what the development sites are that require fill.

Who are the identified stakeholders in the next stage, and will they include the necessary skills and knowledge to design and construct this proposed new environment?

WESTSHORE RESIDENTS

This is a good idea but we need to think big for this area. What we do with it will be a legacy for the future. We own the land and have support from iwi so we need to ensure this area is never built on and becomes a regional park for everyone.

A LLOYD BEECH

Do not support this initiative. The existing pathway is adequate for multi-use minimising the impact on wildlife. This is a stable part of the estuary and any development can only compromise the value of the estuary for wild life protection. Dogs are a major hazard as are cyclists. The path must not be extended in the Taipo Stream area – a flock of Spoonbills are regularly in the area, as are a number of other species.

DEPARTMENT OF CONSERVATION

DOC supports the re-creation of salt marsh and wetland habitat in the estuary to restore ecological values and natural character. As noted in the draft Master Plan, this estuary and its associated wetlands is one of the largest on the east coast of the North Island and is nationally significant.

Consideration should be given to the appropriate level of public (and particularly dog) access to this restored wetland habitat. Many of the ecological benefits of this would be lost if excessive disturbance of wildlife occurs. Location and design of pathways and tracks should minimise disturbance of wildlife, particularly potential roosting and breeding areas.

DUNCAN WATSON

The idea is sound but lacks ambition, and could be significantly expanded. To promote cycling and pedestrian access a foot/cycle bridge mid-point up the estuary could provide a useful circuit, thus extending existing cycleways. There is inadequate predator control – a strict no dog policy could be imposed. RAMSAR status is a good goal to aim for. It would attract significant eco-tourism attention and complement art deco and cycleway HB brands.

ROYAL FOREST & BIRD PROTECTION SOCIETY (NAPIER BRANCH)

This measure to improve water quality would be most advantageous. However there are concerns relating to potential disturbance of wildlife. The area should only be open to pedestrian – no cyclists or dogs, and must be enforced by Council at all times. All kayaks and waka should be restricted to the Pandora Pond and below.

LINDA JOHNSON

- Increasing wildlife values and potential habitat is excellent
- Walkway/cycleway through this area will disturb wildlife (especially birds such as the Australasian bittern which has the highest threat level in NZ and has been extending its range into the Taipo Stream area) thus the walkway is not complimentary to the proposal
- Uncontrolled and off-lead dogs, which may or may not accompany walkway/cycleway users, have a detrimental effect on wildlife. Dog control must be enforced
- Other recreational users (kayak, waka) will also disturb wildlife
- This area of the estuary is already designated as a wildlife refuge therefore should be respected as such

AHURIRI BUSINESS ASSOCIATION

Highlighted the presence of the timber plant waste disposal site south of the outfall canals southern stopbank and immediately west of Farm Road. This is contained by stop banking and overlaying. It would not be possible to create salt marshes without major removal of all the deposited material which extends well below normal water levels. Also, the southern marsh has been man-made in the late 1960's – created but now has unique ecology. Any disturbance of this will alter its delicate ecological balance.

TE TAI AO ENVIRONMENTAL FORUM HB

This initiative is supported in principle but requires expert input into the design of the salt marshes, sand and shell banks. There are local professional people who have very successfully designed a range of different types of wetlands and their expertise should be used.

UNNAMED WRITTEN SUBMISSION

Agree with this, but make the point that some areas of sensitive environmental concern, such as breeding and nesting grounds for bird species should, as far as possible, be off limits to pedestrians and cyclists. Or closed at certain times of the year. And there needs to be some action on dogs.

WAYNE KING

The estuary is both a recreational area for cyclists and walkers, who will sometimes be accompanied by dogs, (some not on a lead) and an area frequented by aquatic birds including the Australasian bittern. The website New Zealand Birds Online describes the bittern as "extremely sensitive to disturbance". I assume that they will be disturbed by cyclists, walkers and dogs in or near their nesting and feeding areas. It is important that any changes made to the estuary ensure that recreational activities and areas frequented by birds especially the endangered bittern be kept a suitable distance apart.

ENVIRONMENTAL GROUPS MEETING

Generally supportive but would need to be very carefully designed so as to minimize disturbance of water systems and habitats. Also, no public access to upper reaches of estuary – need to remove any risk to sensitive birdlife being disturbed.

HB AIRPORT

Generally supportive.

SARAH MUNRO

I think the effort to combine improved stormwater treatment areas that provide estuarine habitat are great! This is exactly the kind of thing I would love to see more of in Napier, including greater use of functional native planting species city-wide (rather than exotics).

3. Address stormwater quality at isolated outfalls (catchment-wide)

WESTSHORE RESIDENTS

Want stormwater quality to be treated before entering the waterways.

DEPARTMENT OF CONSERVATION

DoC request that NCC prioritise the implementation of the Master Plan recommendations that will improve water quality in the estuary.

DUNCAN WATSON

This should have been done decades ago. By failing to upgrade stormwater and sewage infrastructure, the Council must accept prime responsibility. The Pandora systems along with Humber Street and Bridge Street outlets are by any measurement quite disgraceful, yet we encourage our children, and visitors to the Bay to swim there. The submitter highlights health effects from swimming at the Pond. This is not an 'opportunity' but a must do.

TE TAI AO ENVIRONMENTAL FORUM HB

Supported.

ENVIRONMENTAL GROUPS MEETING

Support. Also need to look at ways of increasing permeability within urban areas so that stormwater isn't pumped to estuary. Would also consider diverting some stormwater to the sea.

HB AIRPORT

Generally supportive.

4. Review upper catchment to address stormwater quality outfalling to estuary

WESTSHORE RESIDENTS

Want stormwater quality to be treated before entering the waterways.

DEPARTMENT OF CONSERVATION

DoC request that NCC prioritise the implementation of the Master Plan recommendations that will improve water quality in the estuary. There is a large discharge from the Landcorp holding on the northern side of the estuary. This should be considered as part of the Master Plan.

DUNCAN WATSON

Just get on with it! A whole of estuary approach is necessary to address the various issues. It is within the capabilities of the Council to clean this up. It is hoped the fresh approach from the Regional Council will see an improved and better coordinated approach between

Councils. Work with adjacent landowners to improve the quality of runoff before it enters the estuary/waterways.

TE TAIAO ENVIRONMENTAL FORUM HB

Supported

HB AIRPORT

Generally supportive.

MARLI DEE

I am interested in knowing if the issue of connectivity of the waterways associated with the estuary will be addressed. As an example, will the nature of the floodgates be addressed and will the floodgates be made to comply to the freshwater fisheries regulations and no longer inhibit fish passage? Also I am interested in knowing whether the poor state of the creeks entering the estuary will be addressed. An example is saltwater creek that runs alongside Westminster avenue that has a population of eels ducks etc but is full of rubbish, is herbicide sprayed regularly and has no riparian planting.

MURRAY NEWBOLD

As a frequent walker next to Saltwater Creek, the stream that runs through Taradale, Knightsbridge & Park Island, through to Anderson Park (at least three times a week) I have noticed that the water is obviously of poor quality and the silt can be quite putrid, just ask my dog, We see shortfin eels still making their way downstream to head off into the Pacific to spawn (these eels could be 15 to 18 years of age). HOWEVER the dredging of these creeks in urban areas to rid the creek and drains of weed seems to coincide with the eels migratory movements (summertime time) sorry I can't remember the months. God knows how many eels end up in the back of a dump truck destined for the tip. PERHAPS the council needs to change the time of year to dredge these open stormwater drains and creeks that drain into the upper Ahuriri Estuary. These secretive fish seem to hide in the winter months in upper reaches of streams or in the case of Saltwater creek, Anderson park ponds.

The only negative I can see is the fact that dredging during winter the ground is soft to support the weight of a digger and dump truck.

5. Facilitate the development of an Estuary Education Centre

TONY BILLING

A new education centre located at the kiwi breeding facility could cause a major disruption and disturbance to that operation, as well as security issues.

AHURIRI ESTUARY PROTECTION SOCIETY

An education centre will be an asset but protection should be the priority.

A LLOYD BEECH

Agree with this initiative but do not agree with the proposed location.

DEPARTMENT OF CONSERVATION

DOC supports the development of an estuary education centre as it has great potential for increasing community awareness of the values in the Estuary and hopefully improving their protection. It would need to be operated on a partnership approach between the relevant organisations including DOC. We would like to be involved in discussions and decisions on its location as we understand there are a number of sites being investigated. Involve relevant organisations, including DOC, in any discussions on the proposed education centre.

DUNCAN WATSON

Agree with the concept but not the location. Should be located at either Humber Street Reserve or the Inner Harbour where it could become a hub of activity – environmental education, local history, departure point for eco-tourism etc. In Westshore Wildlife Reserve location, this development would require services that could have a detrimental effect on the environment. Why is there no interlinkage with the new Aquarium?

ROYAL FOREST & BIRD PROTECTION SOCIETY (NAPIER BRANCH)

This shouldn't be built within the Westshore Wildlife Reserve, and should be built on the Aratiki Drilling site. Carparking and access would become an issue in the proposed location. The Embankment Bridge provides great opportunities for bird observation viewpoints and interpretative panels.

LINDA JOHNSON

- Education is valuable and should be made available
- Proposed location at Westshore Wildlife Reserve not ideal – limited vehicle access, logistical challenge to manage more people and vehicles in and around the Kiwi Breeding Facility, increase in vehicle and foot traffic will be a major disturbance to wildlife
- More suitable location would be Humber St – well known hub for tracks, swimming, toilets, etc
- Interpretative sign boards dotted around Pandora and on the Embankment Bridge would also promote education
- Enforce dog control

TE TAIAO ENVIRONMENTAL FORUM HB

Great initiative but should be located at Humber Street which is closer to the Estuary and one existing starting point for the walkway.

MARGARET GWYNN

I am pleased to hear that the proposed Environment Education Centre has also been removed from the Estuary area.

6. Develop an estuary-wide signage and interpretation strategy

DEPARTMENT OF CONSERVATION

DoC supports the development of this strategy and would like to work together with NCC as they are currently reviewing their signs. This strategy would provide an opportunity to improve interpretation and consistency of signage between the organisations.

DUNCAN WATSON

A good idea. The public should help contribute to funding this.

TE TAIAO ENVIRONMENTAL FORUM HB

Supported.

7. Extend recreation pathway network north along edge of channel

TONY BILLING

This proposal would create a major disturbance factor to birdlife currently utilizing the upper estuary, where there is an extensive Bittern recovery project in place. Disturbance will not be limited to people, as large number of walkers/cyclists take their dogs with them.

AHURIRI ESTUARY PROTECTION SOCIETY

The Society opposes the walkway/cycleway proposed on the stopbank on the eastern side of the channel. The northern reaches are home to both migratory and residents birds, including the Bittern, an endangered species. We are all obliged to protect endangered species. Bittern are shy and can be easily disturbed by the intrusion of walkers and cyclists.

A LLOYD BEECH

The pathway must not be extended further up from where the Taipo Stream enters the main estuary. A north side pathway should also not be established – both sides are attractive feeding grounds for various bird species.

DEPARTMENT OF CONSERVATION

DOC generally supports improved public access to the coastal environment but this is conditional on managing any wildlife disturbance that could occur. Consideration should be given to the appropriate level of public (and particularly dog) access to the margins of the estuary with regard to its status as a wildlife refuge. Pathways should direct foot traffic away from sensitive areas, including recent ecological restoration and habitat creation works, such as the Watchman Road mitigation works. Any new pathways along the estuary margins should be designed to minimise wildlife disturbance and protect sensitive areas by diverting people away from them.

DUNCAN WATSON

A good idea. The public should help contribute to funding this.

ROYAL FOREST & BIRD PROTECTION SOCIETY (NAPIER BRANCH)

This would only create additional disturbance to bird species especially the Bittern. This pathway would encroach upon extremely valuable and sensitive sites of a variety of wildlife. Dogs in this area would create an unwanted threat.

LINDA JOHNSON

- When previously raised this idea was opposed by DOC and environmental groups and abandoned
- Upper Ahuriri Estuary is an extremely valuable and sensitive area for wildlife
- Walkway/cycleway will compromise bittern habitat and the restoration project as well as disturb other bird species and wildlife
- Bitterns numbers have recently begun to increase albeit slowly
- Uncontrolled and off-lead dogs, which may or may not accompany walkway/cycleway users, have a detrimental effect on wildlife
- Make this a "No Dog Zone"

PAT SHERIDAN

The possible detrimental effects on the bitterns by allowing public access close to their restrictive habitat on the upper part of the estuary. When the cycle way was proposed a compromise was reached between DOC, HBRC and NCC staff to provide cycle track access only in parts of the middle and lower estuary, and subject to screening, planting, and avoiding access on the tops of the stop banks. Bitterns have a low level of tolerance to disturbance.

TE TAIAO ENVIRONMENTAL FORUM HB

Opposed as it will increase human disturbance 12 months of year to the mid section and upper section of the Estuary. It will also encourage the former cycleway proposal to Bay View to be revisited. This was fully considered some years ago and dropped for the unacceptable increase in human disturbance to this sensitive area.

WAYNE KING

The estuary is both a recreational area for cyclists and walkers, who will sometimes be accompanied by dogs, (some not on a lead) and an area frequented by aquatic birds including the Australasian bittern. The website New Zealand Birds Online describes the bittern as "extremely sensitive to disturbance". I assume that they will be disturbed by cyclists, walkers and dogs in or near their nesting and feeding areas. It is important that any changes made to the estuary ensure that recreational activities and areas frequented by birds especially the endangered bittern be kept a suitable distance apart.

ENVIRONMENTAL GROUPS MEETING

Unsupported. Remove initiative due to effect this would have on disturbance of wildlife.

MARGARET GWYNN

I understand that extensions of the walk and cycle ways into the North Estuary have already been removed from the plan. It is very important that the nesting and feeding sites for birds there are left undisturbed.

MURRAY MILLS

The encouragement of walkers and cyclists on pathways needs to be offset with preserving the delicate but vital bird habitat.

8. Increase public awareness of water & sediment quality issues

CLARE PLUG

Hopes a major community enlightenment program will be planned – an active campaign, not just boards and displays. Recommends including an educator/facilitator as part of the overall Ahuriri project team.

DUNCAN WATSON

Agreed, but enforcement is equally effective.

TE TAI AO ENVIRONMENTAL FORUM HB

Supported. Include information at Education Centre and key interpretation sites around current walkway.

HB AIRPORT

Generally supportive.

9. Work with Mana Ahuriri on feasibility of Regional Park within the former lagoon

TONY BILLING

Details on the intended purpose and use of this new development are light. Questions on whether this is linked with initiative 2.

AHURIRI ESTUARY PROTECTION SOCIETY

This land should never be built on, either for commerce or housing, as that would seriously impact on the water quality of the estuary.

WESTSHORE RESIDENTS

This is a good idea but we need to think big for this area. What we do with it will be a legacy for the future. We own the land and have support from iwi so we need to ensure this area is never built on and becomes a regional park for everyone.

A LLOYD BEECH

Oppose any development as the recreational use of the estuary has already reached its limits. The western boulder bank should not be removed as it provides a resting area for birds.

DEPARTMENT OF CONSERVATION

A regional park would provide a useful buffer between the restored estuary margin and future subdivision, however the potential for increased disturbance would need to be carefully managed. (See comments on recommendations 2 and 7).

DUNCAN WATSON

Refer comments on Initiatives 1 and 2. It's time to be bold! Housing or expanded business use in this area is reckless and could open the city up to major civil liabilities. The area is subject to liquefaction and sea level rise. The land should be a buffer green zone. Most will welcome a rezoning to reserve but not for housing.

ROYAL FOREST & BIRD PROTECTION SOCIETY (NAPIER BRANCH)

Better communication is sought here prior to any proposals are planned or actioned. Further clarification is required. Should partner and communicate with DoC, HBRC, the Ahuriri Estuary Protection Society and Te Taiao HB Environmental Forum.

LINDA JOHNSON

- Purpose of a regional park needs to be clarified e.g. recreation, sporting events, ecotourism all of which would disturb the wildlife in the upper estuary
- See also the comments relating to the north and south edges of the channel

TE TAIAO ENVIRONMENTAL FORUM HB

It is important that Mana Ahuriri is involved at all stages of the Master Plan. Development of a Regional Park on both sides of the estuary is a major undertaking and should involve all stakeholders. For a major project the draft Master Plan is light on detail for this project.

WAYNE KING

The estuary is both a recreational area for cyclists and walkers, who will sometimes be accompanied by dogs, (some not on a lead) and an area frequented by aquatic birds including the Australasian bittern. The website New Zealand Birds Online describes the bittern as "extremely sensitive to disturbance". I assume that they will be disturbed by cyclists, walkers and dogs in or near their nesting and feeding areas. It is important that any changes made to the estuary ensure that recreational activities and areas frequented by birds especially the endangered bittern be kept a suitable distance apart.

ENVIRONMENTAL GROUPS MEETING

Need to know more information about what this means.

10. Prepare a Structure Plan for the long-term future land use south of the channel

AHURIRI ESTUARY PROTECTION SOCIETY

This land should never be built on, either for commerce or housing, as that would seriously impact on the water quality of the estuary.

WESTSHORE RESIDENTS

This is a good idea but we need to think big for this area. What we do with it will be a legacy for the future. We own the land and have support from iwi so we need to ensure this area is never built on and becomes a regional park for everyone.

DEPARTMENT OF CONSERVATION

Any Structure Plan for this area should discourage industry and manufacturing because of the associated risk of contaminated stormwater runoff. Overall residential density and pet ownership should be restricted near the estuary.

DUNCAN WATSON

Be bold and think long-term.

ROYAL FOREST & BIRD PROTECTION SOCIETY (NAPIER BRANCH)

Forest and Bird strongly suggests that there should be no development north of Prebensen Drive. Sea level rise could raise concerns and stop banks will require special planning and maintenance

JEANIE BRIGHAM

Proposes that this land be designated as conservation estate and/or regional park.

TE TAIAO ENVIRONMENTAL FORUM HB

Future development and use of this area has potential to impact on some of the sensitive biodiversity values associated with the Estuary. All stakeholders should be involved as in 9 above.

WAYNE KING

The estuary is both a recreational area for cyclists and walkers, who will sometimes be accompanied by dogs, (some not on a lead) and an area frequented by aquatic birds including the Australasian bittern. The website New Zealand Birds Online describes the bittern as "extremely sensitive to disturbance". I assume that they will be disturbed by cyclists, walkers and dogs in or near their nesting and feeding areas. It is important that any changes made to the estuary ensure that recreational activities and areas frequented by birds especially the endangered bittern be kept a suitable distance apart.

HB AIRPORT

Would like to be involved with a structure plan for lagoon farm and any future development of this site.

New ideas for this area

A LLOYD BEECH

Consideration should be given to an east west runway and extension of the existing runway.

BARRY PULFORD

My long term plan for the Ahuriri Estuary would be for it to be added to the 6 other Ramsar (wetlands of international importance) sites in New Zealand.

That would be a fitting tribute to the late Professor John Morton who spoke enthusiastically about the qualities and benefits of the Ahuriri Estuary way back in the mid-1970's at the Hawke's Bay Community College now known by all as the EIT. Thank you for the opportunity to comment on the Ahuriri Estuary and Coastal Edge masterplan.

Lower Estuary & Pandora – Introductory Information

AFFCO NZ LTD

p.35 first para, second sentence – change the words ‘ An industrial land use area, located...’ with ‘An area of land zoned for industrial use is located...’

p. 35, under Issues, 3rd bullet point – change ‘Heavy industrial land-uses located immediately adjacent to estuary’ with ‘Heavy industrial land-uses located in industrial zoned land immediately adjacent to estuary’.

TONY BILLING

p.35 Current Projects – Kiwi Breeding Facility and Humber St Reserve upgrades are light on detail. This section needs to add the scrape lake development.

AMELIA MCQUEEN

p.36 Opportunities map – the thin white lines appear to indicate walkways or boardwalks all around the estuary. Most of these are existing walkways though it appears some have been added (these are not true walkways but are short-cuts made by the public). The thin white line on the Thames St and container park has been moved closer to the estuary. There are inaccuracies here and if the intention is to not create new walkways then they should be drawn correctly. There are also extra white lines on DoC land near the Westshore Holiday Park and alongside Meeanee Quay. Additional walkways in these areas should be avoided to ensure minimal disturbance to wildlife.

The red dashed inundation line should be located at the boundary line and not on DoC land.

UNNAMED WRITTEN SUBMISSION

A comment that any kind of industrial business, whether low, medium or high activity, is not suitable adjacent to such a major estuary, in today's thinking. It was acceptable in the past, estuaries often are regarded as easy waste disposal areas for business. This is no longer acceptable.

11. Implement Pandora catchment (Thames-Tyne) stormwater quality system(s)

NAPIER PORT

Noted that Napier Port is leading the way with stormwater management at 90 Thames Street.

DUNCAN WATSON

This is not an 'opportunity' but a statutory obligation.

TE TAIAO ENVIRONMENTAL FORUM HB

Supported provided any new treatment in wetlands do not encroach on the sensitive estuary margin.

12. Address Pandora (and West Quay south) coastal inundation threat

NAPIER PORT

The illustration on page 36 shows a dashed inundation line – it is noted that the containers at 90 Thames St are moveable and therefore an appropriate use of this site.

DEPARTMENT OF CONSERVATION

The recommendation assumes that hard protection works are the best option for addressing the risk of inundation at Pandora. This pre-empts the work of the Coastal Hazards Working Group and is inappropriate as a proper assessment of the options is required by the New Zealand Coastal Policy Statement (policies 25 and 27). Delete this recommendation. Wait for the release of the Coastal Hazards Working Group findings before finalising the Master Plan for this area.

DUNCAN WATSON

Build a further defence bund along Prebensen Drive at the same time.

TE TAIAO ENVIRONMENTAL FORUM HB

Supported provided it doesn't impact on sensitive estuary margin.

13. Upgrade Humber Street Reserve (incl. Aratiki Drilling site) to premier recreation reserve

TONY BILLING

Concern expressed about any proposal to deep water dredge Pandora Pond.

AHURIRI ESTUARY PROTECTION SOCIETY

Have noted that the ban on motorized craft in Pandora Pond needs to remain in place, and that the sign on the eastern side of the Pandora Bridge needs renewing.

A children's playground is not necessary.

Address parking in Humber Street.

Any dredging needs to be done very carefully.

Need to make this park accessible for those with disabilities.

HUMBER STREET RESIDENTS

Happy for Aratiki Drilling Site to be used as an extension of the Humber Street Reserve and for carparking. Not so happy about any connection from here to Thames Street.

Need to focus on providing for families and not just large scale events such as Iron Maori.

Questions relating to the new and old toilet block.

Concern that the estuary walkway is being used by cyclists – can we have better signage at the entrance?

Could the reserve include facilities such as shade and bbqs?

Any new carparking will require security cameras and good lighting.

Some not happy with a new building being built to house the waka. Could the wharewaka be relocated to where the bakery is now?

Could the green area of the park be increased??

WESTSHORE RESIDENTS

The hub of activities eg kayak hire, information about the estuary etc needs to be on the corner site where the scruffy shops are.

A wooden boardwalk sounds good but need to be mindful of the requirements for the sporting events who need a lot of space along this edge and ease of entry and exit. Please don't put rocks in the corner. The tyre edge is actually really practical for people to access the water and is comfortable for sitting on.

ANDREW FULFORD

The shingle beach area on the south and eastern side of the Pandora Pond should be 'sanded'. This would make the beach for user friendly and attractive. It would be easy to maintain and would not erode away.

DEPARTMENT OF CONSERVATION

Part of this reserve falls within the Ahuriri Estuary Wildlife Refuge and the remainder borders it. Any upgrade the reserve should consider the impacts of its status on suitable activities. Any disturbance of wildlife will be an offence under the Wildlife Act. Design any upgrades to provide increased protection to Wildlife Refuge.

DUNCAN WATSON

The lower estuary should remain primarily a wildlife reserve with ecological matters taking priority of recreational pursuits. There is already disturbance of birds in the area. Increased recreational development will compromise any RAMSAR status application. Water quality improvement should be the primary focus here. The ideas are generally sound but need to reconsider the buildings on the corner and their use – should be an activities hub as previously described. A proposed fishing deck is a silly idea.

LYNNE ANDERSON

“design to facilitate annual sporting events, multiple forms of water-based recreation and day-to-day use’ - multiple forms of water-based recreation is too vague. Although there is need to compromise, some water based events can seriously disrupt wildlife habitat and activities such as nesting and feeding. Sporting events cannot be carried out during September/October when migratory birds return here and need to remain undisturbed.

ROYAL FOREST & BIRD PROTECTION SOCIETY (NAPIER BRANCH)

The Humber St reserve upgrade needs communication action with DoC and the Ahuriri Protection Society and should not include a children’s playground. The reserve provides parking and is the beginning of the estuary walkway. It should contain interpretative panel information, toilet facilities, and ultimately an information and education centre. Totally against extending Pandora Pond for more recreational activities.

GLENN ABEL

Removing the tyre wall and replacing with a boardwalk will stop people from being able to launch boards etc from the eastern end of the Pond. Removing carparks from this area also means people will have to carry their boards further. A lot of learners use this area to learn to paddle. The 6 man waka takes up a lot of room. A platform along the edge will increase the chance of kids falling in. The inflatables have caused issues.

HAWKE’S BAY OPTIMIST YACHT TRUST

OPTION 1 (HBOYT preferred option, and most cost-effective solution)

It was noted that the redesign of Humber St reserve has already “kicked off” and an opportunity immediately exists to incorporate relocated HBOYT storage with the toilet block currently under construction. This would enable the existing toilet block to be decommissioned and would site the replacement HBOYT shed adjacent to new showers, toilets and changing area. This would be the most practical solution, would create a smaller visual impact for the Humber St apartments.

OPTION 2

Locate a new Optimist Yacht Storage shed on the western end of the current grassed Humber St reserve. This may run north south to reduce the visual impact on Humber St apartments.

Key points to be incorporated in any HBOYT shed relocation:

- Children with yachts not needing to go on any roads (Child safety issue)
- Distance to the water to be no greater than from the current HBOYT shed
- Toilets, showers and changing area to be adjacent to the Yacht storage (safe supervision of children)
- Rigging area between store shed and launching area, large concrete pad with sump by store shed door

LINDA JOHNSON

- Previously proposed dredging of Pandora Pond was opposed by environmental groups and was deleted from the NCC Annual Plan
- This proposal suggests that dredging is again being considered. I oppose dredging in Pandora Pond.

- This reserve is already popular and congested so adding more activities increases the risk of unhappy patrons and injury as well as litter and other forms of pollution
- Remove proposal for rock pools (there are some on Hardinge Road) and the fishing dock
- Uncontrolled and off-lead dogs, which may or may not accompany walkway/cycleway users, have a detrimental effect on wildlife and children and adults who are not confident around dogs. Enforce dog control.

AHURIRI BUSINESS ASSOCIATION

Design any new buildings to consider existing view shafts from both Pandora Road and Humber Street.

RICHARD KARN

Please leave the tyre wall as is. It is easy and safe for all ages to access the water. It is robust. It is safe for launching water craft. It requires minimal maintenance. Please don't put in an elevated platform.

JENNI LE HUQUET

Jenni questioned why the Humber St residents were not advised of the construction of the toilets ahead of time. She also questioned the positioning of the Humber St reserve toilets, and whether the existing toilet block would remain. Jenni questioned the positioning of the carpark and where the playground equipment will be. She has asked for more seating at the reserve.

TE TAI AO ENVIRONMENTAL FORUM HB

Supported provided it doesn't include increasing the size of Pandora Pond by dredging. It is important all current recreation users of Pandora Pond are consulted as demands for use of the surface water at this site is close to exceeding capacity.

HUMBER STREET RESIDENTS

Do not wish to open up a pedestrian access from the south boundary of the Aratiki Drilling site to Thames St – it will bring unwanted noise and hoons/more vehicles. Pedestrian or cycling might be okay.

Need to focus on delivering facilities for families and not just headline events.

Questions relating to the toilet redevelopment.

Would like to see more shade and BBQ's, and better enforcement of estuary track not allowing cyclists. Carparking needs to have better lighting and security cameras. Could the waka building be relocated to the corner where the bakery is??

ENVIRONMENTAL GROUPS MEETING

Generally supportive but tyre wall shouldn't be replaced with rock pools and platform. Shouldn't allow inflatables.

HAETATA OCEAN SPORTS (WAKA AMA)

Support has been stated for Sailing and Fishing Clubs, but what about other water sports clubs that don't have existing facilities? How big will the shared sports space on Humber Street be? Can all the groups fit in one building?

MARGARET GWYNN

I am concerned about the proposed building for waka on the edge of the Estuary at Humber Street. I would prefer this area kept clear for an uninterrupted view across the Estuary. Can the waka be housed near the toilet block?

ALTON SANDS

AT PANDORA POND (Earlier rather than later): Please remove those rows of unsightly tyres in front of the kayak hire shop where the kids swim in the Pond and replace them with rows of gentle, low concrete steps down into the water (to cover both high & low tides) and spread some golden sand in that little bay for kids to walk on, rather than pebbles and sharp shells. Perhaps just concrete the steps over the tyres? A small jetty would be nice also.

CASEY FRYER

The bouncy thing for the children is a hit, though it's not appealing to me personally. I think waka, kayaks and boats could have a platform over on the other side of the bridge where all the other boats are so that there is no possibility of crashing into swimmers.

14. Develop a linear park along Pandora Road, connecting estuary to hill

NAPIER PORT

Wish to be involved in any decisions relating to transportation networks.

HUMBER STREET RESIDENTS

Generally welcomed. When designing parking provisions ensure you allow for larger spaces to cope with kids and recreational equipment.

WESTSHORE RESIDENTS

Very happy about the change of the state highway status for Pandora Road and Meeanee Quay to local road.

DEPARTMENT OF CONSERVATION

This area also falls partly within the Ahuriri Estuary Wildlife Refuge and the remainder borders it. Design any upgrades to provide increased protection to Wildlife Refuge.

DUNCAN WATSON

The idea is sound – but not a priority over water quality.

RICHARD KARN

Please don't change the layout of Pandora Road – it works well as it is.

HUMBER STREET RESIDENTS

Welcomed the idea of the Pandora Road Linear Park and Meeanee Quay upgrade. Make sure there is sufficient parking for pond users and for truckies who stay at motels.

15. Upgrade Pandora Bridge as key arrival node

DEPARTMENT OF CONSERVATION

The bridge forms the boundary of the Wildlife Refuge and is acknowledged by the Master Plan as a seal haul-out area. Any upgrade should be designed to preserve or enhance this important ecological function. Design any upgrades to enhance the seal haul out area and minimise disturbance.

DUNCAN WATSON

The bridge is functional and replacement isn't a priority. It's low clearance presents an effective barrier to motorized vehicles. The bridge cannot achieve arrival status with trucks rumbling along it. Change of status should be a priority. Two issues – wall of wood and second escape route for people living in Westshore during a natural disaster. Truckies use this route but there is an alternative and everyone will get used to using the slightly longer route for the benefits that can be realised through streetscape upgrades. Illumination of the bridge would be a distraction – losing the effects of the lights on the harbour, being a tad tacky, and reducing light spill into the night sky. Also lose the fishing platform shown. Consider replacing the garden of succulents on the corner of the bridge with an entrance statement.

LYNNE ANDERSON

It would be a disaster to raise the level of the bridge so all water craft had access to the upper estuary. Motorised vessels should remain banned. Paddle/sail craft numbers should be restricted. Please think carefully about any additional lighting at the bridge – it interferes with wildlife's bio-rhythms.

JEANIE BRIGHAM

Suggest that the idea of lighting the Pandora Bridge is dropped. Save the money for real issues.

AHURIRI BUSINESS ASSOCIATION

Any upgrading would be done in conjunction with Initiative 12 – addressing inundation threat.

RICHARD KARN

Please don't consider an opening bridge.

JOHN LANE

While an upgrade to the bridge could be an excellent idea it does need to be done in such a way that we don't lose the natural jewel of the view of the estuary as we and visitors drive over it.

16. Upgrade Meeanee Quay streetscape as a key Napier arrival route

TONY BILLING

The location of the Canoe Reserve is known and in the NCC Management Plan for Recreation Reserves. The idea presented has been considered previously but discounted due to the need to dredge the estuary.

HUMBER STREET RESIDENTS

Supported. Ensure provision is made for trucks who need to access motels.

WESTSHORE RESIDENTS

Could the lights be replaced with something less intrusive if no longer part of the state highway? Could have low level lighting on bollards etc. Need to provide for truck parking but current layout is an eyesore. Do this better please. Make sure we are not removing grass area in this development.

JEANIE BRIGHAM

With the change in road status for this road, suggests NCC takes the opportunity to:

- Ban all heavy trucks using it as a through-road to the Port. Trucks can still park up overnight in a designated parking lot, when drivers are staying in motels nearby
- Reduce the height and intensity of street lighting – vistas across the estuary at night reveal expansive night skies, but are marred by bright street lights.

AHURIRI BUSINESS ASSOCIATION

Consideration of roundabouts along Meeanee Quay to assist in traffic management and the deterrence to HCV's using this route.

17. Strengthen side street connections between estuary and coast

DUNCAN WATSON

Would improve the streets appeals but should be considered in conjunction with what is decided for the Westshore coast. Can we get rid of the unsightly powerlines?

RICHARD KARN

Please don't plant trees in Nott St until you have spoken with the residents. Please talk to Unison about undergrounding the power lines.

18. Relocate Westshore Holiday Park to strengthen gateway into Ahuriri and Napier

WESTSHORE RESIDENTS

Concern about including this in the masterplan. Questions about ownership and alternative site.

WESTSHORE HOLIDAY PARK

Have requested that we remove the initiative from the Masterplan.

DUNCAN WATSON

A sensible medium-term objectives – there is no longer a beach Westshore can be proud of. Any relocation to the edge of the estuary would be contrary to the need to protect wildlife.

AHURIRI BUSINESS ASSOCIATION

Good idea but questions around timing.

MARGARET GWYNN

I am pleased to hear that the new location for the Westshore Holiday Park has been removed from the Estuary area.

19. Facilitate a high quality, mixed-use interface to the estuary

NAPIER PORT

The Port must have a secure and safe operational site for the movement of empty containers by heavy machinery. Although vehicles currently transport containers to and from the Port using Severn Street, they wish to retain Thames Street as an alternative if needed as it is the most direct route. Having a mixed use interface along Thames Street will lead to reverse sensitivity effects from the heavy industry transport corridor of Thames Street. The Port is also concerned about the linkage between the estuary and Thames Street that passes through their container port at 90 Thames Street – they believe this to be unsafe and undesirable. Other linkages between the street and estuary are worth exploring. The Port have requested that Council develop a better understanding of the use of Thames Street and the movements of vehicles in and around this area.

TONY BILLING

Questions raised about what is meant by 'Mixed-Use interface' along with the 4 proposed linkages between Thames St and the estuary.

AHURIRI ESTUARY PROTECTION SOCIETY

Linkages between Thames St and the estuary need to be carefully considered, especially where they can disturb wildlife.

WESTSHORE RESIDENTS

Questions around whether the industrial uses on the north side of Thames Street will disappear, and the future of the container park.

DEPARTMENT OF CONSERVATION

This area borders important mudflat feeding areas within the Wildlife Refuge. This needs to be given due consideration during any redevelopments. The suggestion to include coastal inundation protection should not pre-determine the findings of the Coastal Hazards Working Group. Managed retreat and restoration of the estuaries margin may be a better option in this area. Planning for this area should take into account potential impacts on the neighbouring Wildlife Refuge and the appropriate response to the inundation risk should be determined by the Coastal Hazards Working Group.

DUNCAN WATSON

The time has come to provide a mixed use zoning along the Lower Estuary's southern edge. Residential and apartment dwellings however attract increased risks to birdlife from cats and dogs. Consideration could be given for all boundary properties should have predator proof fencing installed as a condition of the change in use. For similar reasons, pedestrian connections from Thames St need careful consideration.

ROYAL FOREST & BIRD PROTECTION SOCIETY (NAPIER BRANCH)

There is no justification for additional public access to the estuary from Thames Street, with the only access allowed to the end of Humber Street. Additional access points only create temptation for unwanted cyclists and dogs that bring disturbance to a sensitive area.

C & S POYNTER

Upset that the Plan shows a pedestrian connection through submitters property. Is this really necessary?

LINDA JOHNSON

- Links through to Thames St will increase cyclists onto a track that was originally set aside for walkers only. There is adequate access to the walkways from Humber Street
- Uncontrolled and off-lead dogs, which may or may not accompany walkway/cycleway users, have a detrimental effect on wildlife and would use any links provided from the streets to the estuary. Enforce dog control.

RICHARD KARN

Yes, this looks like a good thing to do, as long as the adjacent apartment residents concerns are taken into account.

TE TAI AO ENVIRONMENTAL FORUM HB

Opposed. Additional public access from this side is unwarranted as the current main Humber Street access is sufficient. Human, cyclist and dog activities are already creating problems (dogs v wildlife, cyclists v walkers) which are difficult for DOC/NCC to manage from the existing single access point at Humber Street. Some of these activities are contrary to the Wildlife Refuge provisions under the Wildlife Act 1953. Creation of additional access in this area will only worsen the current problem. The original Humber Street – Embankment Road

walkway was established for walkers only but it is now illegally used by cyclists and this issue needs addressing.

ENVIRONMENTAL GROUPS MEETING

Not supportive of opening up pedestrian connections between Thames St and estuary edge – these areas are sensitive and would create disturbance to wildlife.

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

NAPIER PORT

The Port would like to be involved in any discussions that impact on the road network that they use.

Concerns expressed about pedestrian connections and access to and from this street.

DEPARTMENT OF CONSERVATION

Along with the physical alteration of the estuary's margins, degraded water quality is the most significant threat to the health of the estuary, and is contrary to the New Zealand Coastal Policy Statement (policies 21 and 23). DOC supports the work of NCC addressing the sources of stormwater contaminants as a key element of improving water quality of the estuary.

DUNCAN WATSON

Priority should be to improved water quality.

ROYAL FOREST & BIRD PROTECTION SOCIETY (NAPIER BRANCH)

There appears to be large amounts of stormwater, industrial waste, and sediment appearing in the Thames-Tyne drain. At times the appearance of sewage has been identified in the drain. Council enforcement is required here.

TE TAIAO ENVIRONMENTAL FORUM HB

Support improvement to water quality with construction of water gardens but oppose improving amenity amenities in this area which will only lead to problems identified in 19 above.

21. Prepare Structure Plan to guide future development of Pandora

NAPIER PORT

Note that the structure plan area is outside the Masterplan scope area.

Support the statement 'the ongoing requirement for container storage sites to support the Port of Napier'.

Napier Port a key stakeholder to be consulted in the preparation of structure plan.

DEPARTMENT OF CONSERVATION

Any Structure Plan for this area should discourage industry and manufacturing because of the associated risk of contaminated stormwater runoff.

DUNCAN WATSON

Substantial rezoning is well overdue. The lessons of the past and the challenges of the future must be factored into the needs of the here and now.

TE TAIAO ENVIRONMENTAL FORUM HB

Supported.

ENVIRONMENTAL GROUPS MEETING

Supported. Should be set aside for habitat creation, coastal inundation and stormwater quality improvement.

New ideas for this area

LYNNE ANDERSON

There was no mention of a coordinated predator control programme for the estuary.

AHURIRI ESTUARY PROTECTION SOCIETY

Plant native plants in the DoC reserve.

Retain the ban on cyclists for the estuary walkway.

JULIE TANGAERE, TE RAU ORANGA O NGA, ATI KAHUNGUNU WAKA AMA CLUB

I am a frequent user of Pandora Pond as a waka ama paddler and Chairperson of one of the Clubs that are located there. On many occasions the Pandora based waka ama clubs have approached the Council to consider repurposing an alternative area to the pond to allow waka ama and other water sports activities to be safely undertaken. To date those approaches have largely ignored. We are rarely consulted about Council activities or plans yet we are an all year round user of the pond. Having regard to the environmental considerations and our need to take into account the aspirations of local environmentalists and rate payers we would very much welcome a discussion and an opportunity to explore possible options to achieve a dedicated space for water sports as part of the Council's proposals. We have the existing relationships to engage directly with local tangata whenua (Mana Ahuriri) directly and will look to do so. Our aim is not to oppose progress but to ensure that the proposals provides opportunities for our whanau and the waka ama community in a way that also is responsive to the wider needs of the Napier community.

Inner Harbour & Ahuriri – Introductory Information

DUNCAN WATSON

Issues – glaring omission is pollution. Priority must be given to sanitation and health before any 'tarting up' of the inner harbour. Possible actions include:

- Recreational fishermen to desist from cleaning fish while in port

- All boats used by 'liveaboards' be equipped with holding tanks to remain sealed while in port;
- Council's Meeanee Quay east Marina not to allow 'liveaboards' at least until ablution facilities are built nearby
- Moored fishing vessels should not have holding tanks for sewage, and stop discharging or cleaning-down while in port. There's regular non-compliance by some skippers.
- Bridge St and West Quay stormwater outfalls be upgraded to modern best practice.

22. Encourage marine industries/recreation precinct along Meeanee Quay east

DUNCAN WATSON

Marine industries are by their nature, dirty and polluting. The inner harbour is becoming increasingly congested. Greater attention needs to be given to rationalizing and better using existing facilities eg Fishing Club and Sailing Club using the same facilities. The whare waka could be accommodated near the bridge and slipway on the north side of the harbour. With an improved entrance near the bridge, the whare waka and Te Matau a Maui moored at this point, this could form a great waka tourism and activities hub, and an impressive statement from anyone coming in from the north.

The extended marina proposal should be considered in conjunction with the Sailing Clubs future plans. There are a number of vessels that are approaching 'hulk' status and could be removed. The area earmarked for marine industries is too small for any serious marine industry and could be better located in the industrial zone. Heavy haul outs could be accommodated at the Napier Port.

TE TAI AO ENVIRONMENTAL FORUM HB

Neutral although toxic chemicals associated with this industry should be controlled and not permitted to enter water.

UNNAMED WRITTEN SUBMISSION

Questions about whether locating such an activity in this spot is good – in terms of potential pollution it may cause. If we are to promote marine activities here, will it be accompanied by stricter controls on capturing discharge?

WESTSHORE SURF LIFE SAVING CLUB

The Club request that they enter into a lease with NCC for 808 Meeanee Quay to provide for water craft storage and launching. The Club has the financial means and is able to lease the property and construct and maintain a storage facility for water craft approximately 5m x 12m in size. The submission provides a number of reasons for this request.

TE MATAU-A-MAUI

It was noted that as part of the Trust's long term planning a slipway may be required and they are likely to purchase a second vessel. In terms of alternative berthing sites Meeanee Quay would be a welcomed option.

HAWKE'S BAY SPORTS FISHING CLUB

The berthing infrastructure here is being inundated more often – need to assess the integrity and fitness for purpose. A long term development plan for Meeanee Quay would be welcomed. This should include, as a minimum new facilities – parking, toilets, showers etc.

23. Extend pathway around Westshore point – creating a headland destination

DUNCAN WATSON

Good idea. This area would be safer for the salt water tidal pool concept, and require less work.

AHURIRI BUSINESS ASSOCIATION

Supported.

TE TAIAO ENVIRONMENTAL FORUM HB

Supported.

UNNAMED WRITTEN SUBMISSION

Why don't you remove the carparking area and relocate the car parking further back on the avenue? The space could be better used for seating under the shade of some trees.

24. Upgrade West Quay south streetscape and reserve

DUNCAN WATSON

The top priority is to upgrade the stormwater outfall. Don't pursue the water access steps – it's too close to the working port facilities and is congested with boating activity in the weekends. Swimming shouldn't be encouraged here.

AHURIRI BUSINESS ASSOCIATION

Supported.

TE TAIAO ENVIRONMENTAL FORUM HB

Supported.

25. West Quay north – pedestrian priority water edge interface

DUNCAN WATSON

It is heading nicely that way now.

AHURIRI BUSINESS ASSOCIATION

Supported. ABA would like to be consulted with this review.

TE TAIAO ENVIRONMENTAL FORUM HB

Supported.

26. Improve Iron Pot public realm to water edge interface

THE OLD CUSTOM HOUSE TRUST

The Trust proposes that the area from West Quay, Customs Quay, the Iron Pot, Bridge Street, Nelson Quay, Te Karaka Reserve to the Beacon point rocks become a cultural walk, telling the many stories of the area in a variety of artistic ways. Pieces can be added to over time. Materials used should be sympathetic to the local area, LED lighting could be used in a creative way. The design could provide for paddle boarders to launch from here.

The unstable wooden piles and concrete need to be demolished and a new area designed to enable public access down to the water. Wide steps would provide seating and shelter, and could be a multi-functional space, a tourist attraction, and a stopping point.

This initiative makes note of a potential new pavilion building on the Nelson quay side of the Iron Pot – to be used as a satellite tourist centre. The Trust recommends that existing buildings are used before any new building is built for this purpose. They also request that Council first meet with HB Tourism, the i-site, the Customhouse Trust, and the Ahuriri Business Association. The Trust have offered the use of the Customhouse.

The trust are not in favour of the Nelson Quay side of the Iron Pot becoming a market site as this would conflict with the cultural walk and compete with existing food retailers in the area. A permanent mooring for the Waka needs to be found at West Quay as the Iron Pot may not be suitable due to its narrow width.

DUNCAN WATSON

Cleaning up the stormwater outfall is a statutory obligation not an opportunity. It must be top priority. Locating the waka here would give it more profile but not as much as near Pandora Bridge. Iron Pot would be an incredibly congested area. There is also a lot of pollution that comes into this area, giving it the nickname Iron Potty.

AHURIRI BUSINESS ASSOCIATION

ABA would like to be consulted on this matter.

TE TAIAO ENVIRONMENTAL FORUM HB

Supported.

UNNAMED WRITTEN SUBMISSION

It is important to address the issue of heavy transport through the area. As a cyclist and pedestrian, it is an unpleasant experience being subjected to noise, exhaust and vibration of the trucks rumbling past. This will only get worse as the Port gets busier.

TE MATAU-A-MAUI

It was noted that as part of the Trust's long term planning a slipway may be required and they are likely to purchase a second vessel. In terms of alternative berthing sites Iron Pot would be a welcomed option.

HB SPORTS FISHING CLUB

The steps at SH50 seawall (iron pot) are inferred to be historically significant – this may be an issue when developing the iron pot area.

The stormwater outlets at SH50 roundabout discharge plastic into the iron pot, these should be fitted with screens/nets.

27. West Quay laneways precinct

AHURIRI BUSINESS ASSOCIATION

ABA would appreciate the opportunity to comment on final draft.

TE TAIAO ENVIRONMENTAL FORUM HB

Supported.

28. Bridge Street improvements

NAPIER PORT

Napier Port are key stakeholders in the design and development of any changes to this critical route and the peanut roundabout. Timing of construction to be outside of the December to May peak times.

AHURIRI BUSINESS PARK

The Ahuriri Business Park (directors of BSL No. 4 Ltd) request that they are consulted in regard to any plans for Bridge Street. They have stated that their desired improvements would be to:

- Increase safety for pedestrians and traffic (safe crossing places and slowing heavy traffic)
- Improve the aesthetic appearance of the area which is an entrance to Napier
- Increase parking available

The weigh station needs to be removed. The land adjacent to the Custom House needs to be tidied up to prevent dust issues.

AHURIRI BUSINESS ASSOCIATION

The weigh station needs to be moved and the road realigned through this areas as a gentle curve thus eliminating the extreme danger caused by the current faceted corners. This will involve NZTA and NZ Rail. The area for beautification would then move to the other side of the road by the NTB.

Include a roundabout at Lever Street to slow traffic for this precinct. Rail have indicated they wish to move their line closer to the adjacent buildings to eliminate the dangerous 'car waiting' space – creating the necessary room for a roundabout. The exit from the Ahuriri Village onto the SH is very dangerous due to the faceted nature of the corner just east of the intersection. The intersection needs to be brought out further to provide adequate sight lines which will have the added benefit of slowing traffic more at this busy intersection. The cycleway does not need to be here as the current one is sufficient following the water along West Quay (unless it is intended to connect the cycleway with others in Prebensen Drive).

TE TAI AO ENVIRONMENTAL FORUM HB

Supported.

29. Upgrade Te Karaka (Perfume Point) reserve to destination coastal park

THE OLD CUSTOM HOUSE TRUST

The cultural walk should extend into the coastal park area up to the Beacon rocks.

ALLAN WILBURN

Feels strongly that it is important to keep existing grassed areas at Perfume Point as open spaces. These areas are popular with the public and keeping them open leaves them flexible for events. This is the only reasonably large grassed area between the far end of the Marine Parade and Westshore. What remains of this foreshore reserve needs to be kept in public ownership and not privatized.

BONNIE SUMNER

Would like an abundance of trees planted along the top of the sand to provide natural shade. Also clear signage about not disturbing local animals including shellfish. And some decent seating for parents in the actual playgrounds would be great.

BRUCE MARTIN

Does not want any additional buildings on Perfume Point reserve. No need for these buildings and they would greatly impact on residents of Nelson Quay. Happy to have additional infrastructural services but not buildings.

TERRY & HEATHER CAIRNS

As a passionate Napier Citizen I wish to make a comment on the proposed updating of Ahuriri. We are members of the Motorhome assoc but we strongly object to freedom parking at Perfume Point. This is prime Napier green space to be enjoyed by all our residents and visitors and there is no need to allow freedom camping in any way at this site. Napier has been very generous with many other sites available to Motorhomers. I love your proposed upgrade and all the other sites you have done to date. Well done keep up the good work. We really live in a beautiful City.

AHURIRI BUSINESS ASSOCIATION

Like the concept and wish to be involved further. Included allowance for water sports. Open space to be retained to allow flexibility for all types of events. View shafts are important. There is also the option to allow for a possible site for surf club house and beach extension to the east adjacent to Ahuriri Beach.

RICHARD KARN

Please leave the carpark as it is – the public like to be able to park right at the point, especially those with limited mobility. Please don't plant trees all over the reserve – it's beauty is in the open uncluttered nature of the reserve.

SONIA & MARK STEWART

We do not agree with the following proposed buildings/structures

1. To the right of Harbour View Motel in the existing carpark
2. In the carpark area of East Pier
3. In the green space to the left of East Pier.

Reasons being:

1. Parking is already a premium in Ahuriri for visitors and taking out any existing car-parking would be counter-productive.
2. By placing buildings at the indicated placings as shown on the Draft Masterplan would block views from quite a few residences in both directions. It appears that no new buildings have been placed where they would block any views from existing commercial properties both accommodation & retail.

We do not object to more seating etc to the area, and do not have a problem with camper vans. We live on Nelson Quay, and enjoy the public who come to enjoy the Ahuriri area. Beautifying the area in a way that keeps the space open and user friendly is a great idea. Making the space more usable for public events is great, so long as it is done in a way that does not take the existing beauty and open feeling of the area as a whole. Dotting new buildings along the front will close the area in and take away important existing car parking also.

TE TAIAO ENVIRONMENTAL FORUM HB

Supported but ensure little blue penguin nesting sites are not damaged. Good opportunity for interpretation signs on coastal management issues.

HAWKE'S BAY SPORTS FISHING CLUB

There is a lot of interest in creating a marine reserve just off the coast off Hardinge Road.

QUAYSIDE APARTMENT RESIDENTS

Residents are concerned about any proposal to place structures or buildings on the Perfume Point Reserve. This space is used for a variety of activities that need large open areas. Permanent structures are not necessary and would for the most part, be unused eyesores, and would block views across open grass to the sea. Happy with any proposals to install additional services such as power and water that would help facilitate pop-up events in the reserve.

The residents understand the need for shade and shelter on the reserve but any planting of trees need to be very carefully considered and would prefer clusters of trees rather than one tree planted here and there.

They wouldn't want to see any change to the location and size of the existing carpark – the carpark allows people to park at the coastal edge and enjoy the vistas in the comfort and warmth of their vehicle.

The toilet needs to remain. More seating would be useful. Plantings should be low grasses appropriate to the location. The space shouldn't be used for commercial activities other than one-off pop-up events that bring benefits to the community.

The area close to the Fishing Club needs to remain open grass space so that it can be used for overflow parking during events. The Fees and Charges should be reviewed so that it is not cost prohibitive for the Club to book this space. This will reduce the amount of overspill parking on the narrow streets in Ahuriri.

PHIL GRAVESTOCK

Parking is becoming in short supply in the spriggs park perfume point areas. Any reduction will limit the effect of future developments. More angle parking on the now less used footpath may help. The current wide footpath and parallel parking is less efficient in an area that that attracts lots of people. Reducing parks in the Hot Chick area is not a fit with new facilities attracting more people and vehicles to this area.

BARBARA SUMNER

I think it's great. Future planning infrastructure is good. There is increased tree cover drawn into plans but (perhaps I missed it) no reference to tree planting.

Tree planting is essential to create the kind of urban environment we all desire. Hardscaping is not complete without massive tree cover. Plant trees.

30. Explore feasibility of salt water tidal pools at the Beacon

DUNCAN WATSON

This is in the wrong position – personal safety and potential navigation hazard. There is an existing sheltered rock pool that needs minimal improvement at Whakarire Avenue.

AHURIRI BUSINESS ASSOCIATION

The pools would be great especially if used as a groin to help retain sand on this beach. They may need to be moved to the eastern end of Ahuriri beach to achieve this. As a short-term measure, would like to have a pontoon anchored just off the beach with a lifeguard station. This beach is used more for swimming than any other beach in Napier and could be developed with very low cost input to be a major attraction for the city as well as an important marketing tool for our city.

PATRICIA NICK

Beach area at Perfume Point could benefit from concrete blocks along the shingle to serve as seats.

TE TAI AO ENVIRONMENTAL FORUM HB

Supported but there is a possible alternative site alongside Spriggs Park.

UNNAMED WRITTEN SUBMISSION

Like the idea of tidal pools somewhere on the Hardinge Road seafront interface, but suggest closer to Spriggs Park. A more manageable location given it's distance from the entrance to the inner harbour and less wave action. The water will also be cleaner here.

WESTSHORE SURF LIFE SAVING CLUB

This opportunity focuses on the water and foreshore use and the Club believe that their role on the water and on the foreshore as lifesavers enable them to constructively be part of the strategy and planning – focussing on improving and increasing public use of the foreshore and sea from estuary mouth, south to Port Beach.

REBECCA GREANEY

Instead of just a boring square tidal pool, look to Airlie Beach, Mackay and all along the QLD coast where it is unsafe to swim in the ocean they have built lagoons with fake sandy beaches that are emptied out and filled up again each day with seawater. Seeing as our Marine Parade is not safe to swim in and the beach is stony this would be ideal.

HOWARD REESE

My main thought is with the tidal pool idea, its wonderful and Ahuriri 's Hardinge road is the ideal position. Loads of locals and visitors this would be the next best thing to a sandy beach. Please put this idea at head of the 'to do' list for the very near future.

CHRIS DUNN

The tidal pools would be an excellent idea. In past times families would shift rocks along the Hardinge road water front to make splash pools for kids to play in.

SARAH MUNRO

The idea of salt water tidal pools is the most exciting thing I could imagine for Napier. Its such a wonderful beach seaside town but the safe swimming options are so limited- we often lament this. Salt water tidal pools would truly put Napier on the map as a world class destination- fantastic idea, our family supports this 100% (if done well in that they will blend and are sensitive/not harmful to the natural environment).

GLENN ABEL

I think you are also looking at the same idea in the Pond. Are these pools to be fenced and who will look after them? The pool at the Beacon would have to have sides high enough so that the wake from the boats going in and out do not swamp the users as the boats never go 5 Knots there.

31. Support Napier Sailing Club improved site planning

WESTSHORE RESIDENTS

Good that NCC want to work with the Sailing Club on their assets.

DUNCAN WATSON

The idea of super yachts has little chance of coming to fruition. The inner harbour is already congested and there's a shortage of berths. The cost would be in the millions and the potential liability to a handful of owners should be avoided. There would be requirements for extensive dredging. The idea of super-yachts sits uncomfortably with most Sailing Club members, nor ratepayers. The super-rich can park their yachts at Auckland or negotiate with the Port of Napier. Efforts should focus on:

- Merging with Fishing Club – freeing up Nelson Quay site
- Upgrade launching ramps
- Provide for fishing boat wash-down facilities away from launching ramps
- Repair mooring piles which may also include an additional pontoon berth but still provide for visiting vessels
- Consider taking over the management of the Council –owned Meeanee Quay facilities
- Move unused boats to offsite premises
- Come to mutually beneficial arrangement with waka ama groups to jointly use facilities
- Possibly buy-back boat sheds from current owners when they become available and re-let pending site development

TE TAIAO ENVIRONMENTAL FORUM HB

Supported.

WESTSHORE SURF LIFE SAVING CLUB

This opportunity focuses on the water and foreshore use and the Club believe that their role on the water and on the foreshore as lifesavers enable them to constructively be part of the strategy and planning – focussing on improving and increasing public use of the foreshore and sea from estuary mouth, south to Port Beach.

NAPIER SAILING CLUB

The Club believes they need more berths to accommodate a growing demand from visitors and from those wishing to berth on a permanent basis (both purchase and lease). Berths are also in demand from local boat builders and maintenance crew. Commercial operations would be better located on the Meeanee Quay side of the inner harbour. The Club would like to expand and have more berths constructed adjacent to the Club house at the south end of the inner harbour. There is a waiting list for berths from the Club.

The matter which requires the most urgent attention and is a safety hazard is the structural integrity of the breastwork that lines the western side of the inner harbour edge. A condition assessment and repairs will need to be put in place for this structure. This structure is open to public access as a waterfront walkway. Costs to repair this structure have been estimated at

\$500k. The Club believes that given this is an area open to the public, costs associated with its repair should be shared with NCC.

As part of this structural repair work on the breastwork, it would be good to improve the public walkway through the area, similar to that completed at the Auckland wharf. This could include information boards that explain the rich history of the area and the Club.

There is a need for open land area for trailer and vehicle parking, particularly during events. Boat stacking facilities are neither needed, nor practical in a place like Napier, and so are unlikely to be provided at the Club grounds. As such, it is requested that the possible buildings shown on the site for boat stacking be removed.

The Club works well with the Waka, often sharing facilities and helping to coordinate events. The Clubs preference that no new building for the Waka be built on the Club land (due to already insufficient space). One of the launching ramps was upgraded recently at significant cost. Another 3 need to be upgraded. The Club would like better coordination with NCC between the Clubs marinas and NCC's marinas to ensure efficient management and development of these facilities.

The Club are increasingly hosting large events and need more space for parking etc. It was suggested that Pandora Road be reduced in width and that the Club extend into some of this space that is created. Could the road (Pandora Road) be closed to allow for parking during sailing club events?

32. Support HB Sport Fishing Club asset improvements

DUNCAN WATSON

Some things have had their day and this is one that needs a nudge. The site could perhaps be a property swap for Lagoon Farm Regional Park?

AHURIRI BUSINESS ASSOCIATION

Will need input from Sports Fishing Club.

TE TAIAO ENVIRONMENTAL FORUM HB

Supported.

WESTSHORE SURF LIFE SAVING CLUB

This opportunity focuses on the water and foreshore use and the Club believe that their role on the water and on the foreshore as lifesavers enable them to constructively be part of the strategy and planning – focussing on improving and increasing public use of the foreshore and sea from estuary mouth, south to Port Beach.

HB SPORTS FISHING CLUB

Tide heights at the fishing club pontoons are increasing as well - these are often inundated.

There is a cycleway which goes from Spriggs Park (southbound) down a ramp behind a garage at the fishing club pier. This is a blind corner, often kids are fishing down there and people come racing down on their bikes. It is advised that this be used for pedestrians only and all bikes use the concrete footpath which bounds the car park.

There has been a broken bollard at the boat trailer car park for some time now, this should be fixed – if the bollards and chains are due for replacement it is advised that an alternative to chains be used as these are a trip hazard.

There is no footpath/cycleway outside the front of the Fishing Club. A shared footpath/cycleway should be continued around the front of the Fishing Club as this is a health and safety risk – mothers with pushchairs are forced to walk on the road and contend with vehicles trying to park outside the Fishing Club.

There is often overflow of car and boat trailers during fishing competitions (11 of these are planned for this year alone). These often block access to local shops in Ahuriri along Nelson Quay and Hardinge Road. Traffic Management Plans should be implemented for these events .

33. Strengthen Ahuriri village to coastal edge connection

ALLAN WILBURN

This initiatives shows more buildings taking up valuable parking space from the general public. The existing car park is well-used and full most weekdays, let alone weekends/public holidays. Strengthening the linkage between the village and the coast could be achieved in other ways, such as pedestrian and cycle linkages. It's important to protect vistas between urban areas and the coast.

DUNCAN WATSON

Don't redevelop these buildings, buy them and bowl them. Extend the park! Don't repeat the mistake.

AHURIRI BUSINESS ASSOCIATION

Car parking at a premium so any development would need to ensure parking is not reduced. An opportunity to develop the grass strip between the car park and the boardwalk. This is a sloping site which could be made much more attractive. The area west of the carpark between the motels and the boardwalk could be developed as a picnic area with BBQ's, shade and seating. The beach area in front could have a paved area with water jets for kids to run through. Of the greatest importance for this area is the sand area the Council developed. The sand used was not what was specified and is of very poor quality – not suitable for volleyballs or surf clubs as it causes nasty skin grazes. It also quickly degrades and causes dust issues. ABA have costed rectifying this issue but Council has not yet acted on it.

TE TAI AO ENVIRONMENTAL FORUM HB

Supported.

WESTSHORE SURF LIFE SAVING CLUB

This opportunity focuses on the water and foreshore use and the Club believe that their role on the water and on the foreshore as lifesavers enable them to constructively be part of the strategy and planning – focussing on improving and increasing public use of the foreshore and sea from estuary mouth, south to Port Beach.

CLAIRE WALLIS

I love the idea of strengthening connection to the coast with the Ahuriri village and continuing to improve the Spriggs park area. Creating space for markets, services and ceremonies is a fantastic way of improving community in the area. Love it!

34. Upgrade Spriggs Park to a destination picnic and playspace

BONNIE SUMNER

Would like an abundance of trees planted along the top of the sand to provide natural shade. Also clear signage about not disturbing local animals including shellfish. And some decent seating for parents in the actual playgrounds would be great.

AHURIRI BUSINESS ASSOCIATION

Supported.

TE TAIAO ENVIRONMENTAL FORUM HB

Supported. Also opportunities are available for interpretive signage about coastal management issues. Site should also be considered for salt water rock pools.

WESTSHORE SURF LIFE SAVING CLUB

This opportunity focuses on the water and foreshore use and the Club believe that their role on the water and on the foreshore as lifesavers enable them to constructively be part of the strategy and planning – focussing on improving and increasing public use of the foreshore and sea from estuary mouth, south to Port Beach.

35. Implement Port beach access and amenity improvements

NAPIER PORT

The two small beaches west of the Napier Port are owned by the Port. The Port provides amenities for these beaches, and would like to retain full control over the future of these beaches. The Port are looking to make some changes to the Western Gate entrance.

DUNCAN WATSON

The groyne to the east could be a fishing platform – also something along the breakwater, both on the north-west perimeter and the east perimeter adjacent to the town reef.

AHURIRI BUSINESS ASSOCIATION

Supported.

TE TAIAO ENVIRONMENTAL FORUM HB

Supported. Little blue penguin breeding site requires protection.

WESTSHORE SURF LIFE SAVING CLUB

This opportunity focuses on the water and foreshore use and the Club believe that their role on the water and on the foreshore as lifesavers enable them to constructively be part of the strategy and planning – focussing on improving and increasing public use of the foreshore and sea from estuary mouth, south to Port Beach.

ROBERT SIMPSON

The two sandy beaches at the port end of Hardinge Road are a popular asset, quite sheltered and with slowly shelving sand especially appealing to families. Better still if the rocks that are a hazard at lower times of tide were removed. And would it be possible to use groins, imported sand and design creativity to establish a couple more further along Hardinge Road?

MURRAY MILLS

The improvement of good sea swimming areas and pools to explore is ongoing. The little beach by the port is a real haven for old and young each summer and sandy frontages like this need preserving. It is a great pity, when it is so accessible and free, that so few Napierites enjoy swimming in the sea because of the way we have let our sandy areas erode, and built up the gravel nourishment to spoil the appearance of what should be a real attraction. We need to re-claim the foreshore for our recreation.

36. Prepare a Structure Plan to guide future development of Ahuriri

NAPIER PORT

Noted that the Structure Plan area is outside the Masterplan scope. Suggest the Structure Plan area may need to be extended to encompass the Western Gateway.

DEPARTMENT OF CONSERVATION

Any Structure Plan for this area should discourage industry and manufacturing because of the associated risk of contaminated stormwater runoff.

DUNCAN WATSON

Agree but fear the horse has bolted.

AHURIRI BUSINESS ASSOCIATION

ABA happy to be a sounding board for this.

TE TAIAO ENVIRONMENTAL FORUM HB

Supported.

New ideas for this area

UNNAMED WRITTEN SUBMISSION

It has long been a dream of ours that an elegant, arching pedestrian bridge span the inner harbour inlet, springing from the green space on the southern bank adjacent to the present carpark beside the fishing club, landing on the spare space in Whakarire Avenue.

Delivering the Masterplan

NAPIER PORT

Napier Port wish to be involved as key stakeholders in the delivery of this Masterplan, and have noted several matters including existing use rights, transport routes, stormwater quality, reverse sensitivity etc

TONY BILLING

The suggested working group to be established to see through the implementation of the masterplan does not include an ecological or environmental professional, and needs to.

Appendices

ENVIRONMENTAL GROUPS MEETING

Need to include DoC concessions as well as RMA implications.

NAPIER SAILING CLUB

Appendices title spelt incorrectly.

Appendix 1
Written Submissions



Draft Ahuriri Estuary and Coastal Edge Masterplan Submission by AFFCO New Zealand Limited Napier

1. AFFCO NZ Ltd owns and operates a tannery facility located at 26 Tyne Street Napier. Built in 1975 the facility converts raw hides, provided by AFFCO's six Meat Export Plants, into a wet blue tannage. The plant employs up to 36 personnel including process workers, trades and salaried staff. The plant discharges stormwater in accordance with a stormwater management system.
2. AFFCO supports Napier City Council (Council) in its initiatives in developing a Masterplan for the Ahuriri Estuary and Coastal Edge.
3. AFFCO appreciates this opportunity to comment on the Final Draft Masterplan, and will be participating in subsequent stages of the preparation process wherever possible.
4. The key point AFFCO would make at this stage is that the Masterplan must recognise the economic benefits to the city from industrial activities in the area as provided for in the District Plan, with a focus on making provision for those activities subject to them meeting their obligations under the RMA.
5. In particular at Page 10 of the draft Masterplan, under "The Pandora Catchment" reference is made to industries with a comment that "contaminants from these industries include metals, organics, nutrients, pathogens, sediment and refuse.". This statement portrays the industries including AFFCO in an unreasonably negative light – reference should be made to the fact that industries are required to comply with RMA obligations in respect of discharges and are actively addressing options to avoid and minimise discharges of the contaminants identified.
6. At Page 19 of the Masterplan, under "Quality" Reference should be given to a further "objective" which should be "*providing for environmentally sustainable industrial activities in appropriately zoned parts of the catchment*".
7. At Page 21 under "Built" the same objective should be included "*providing for environmentally sustainable industrial activities in appropriately zoned parts of the catchment*".
8. At Page 35 first paragraph; second sentence, the words "An industrial land use area, located..." should be replaced with the words "*An area of land zoned for industrial use is located....*".
9. At Page 35 under Issues – 3rd bullet point change "Heavy industrial land-uses located immediately adjacent to estuary" to "*Heavy industrial land-uses located in industrial zoned land immediately adjacent to estuary*"

10. AFFCO understands that the Masterplan is still in its early stages of preparation and is keen to see that it reflects the realities of activities provided for in the District Plan.

11. We look forward to involvement later in the process.

AFFCO NZ Limited Napier
Plant Manager
Ben Milner

Address for Service:

Argo Environmental Limited

[REDACTED]
[REDACTED]

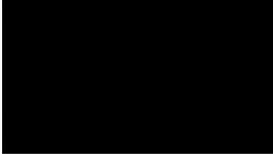
Attention: Garry Venus

Email: [REDACTED]

Phone: [REDACTED]



NAPIER BSL NO 1 LIMITED
NAPIER BSL NO 4 LIMITED



8 November 2017

Napier City Council
Ahuriri Estuary & Coastal Edge Masterplan
No 28 Bridge Street improvements

As Directors of the land owning companies in the Ahuriri Business Park, we would appreciate being consulted in regard to any plans for Bridge Street as this affects the Ossian and Lever Street properties.

The desired improvements would be to -

- 1 increase safety for pedestrians and traffic (by providing safe crossing places and slowing heavy traffic)
- 2 improve the aesthetic appearance of the area which is an entrance to Napier.
- 3 increase the parking available.

There are numerous existing plans for the above improvements.

The weigh station needs to be moved.

The dusty dirty land, now vested with Mana Ahuriri needs to be tidied up immediately. The dust is causing a nuisance to neighbours and with the large puddles, this land is an ugly eye sore. This is something that should be done immediately while other plans are being considered.

Future economic development in the area is now contingent on car parking being available. We need Council help to mitigate the constraints that State Highway Bridge Street imposes on the Ahuriri community.

RAY MCKIMM



ALISON MCKIMM



A handwritten signature in black ink, appearing to read "Alison McKimm".



THE OLD CUSTOMHOUSE

THE OLD CUSTOMHOUSE TRUST

[REDACTED]

Napier City Council

[REDACTED]

8 November 2017

Submission to The Ahuriri Estuary & Coastal Edge Masterplan

No 26 IRON POT Improvements

As the Chair of The Old Customhouse Trust, I am making this submission for improvements to the Iron Pot area.

The Old Customhouse has been in its location on Customs Quay since it was built in 1895. This wooden building has Heritage protection.

The Old Customhouse Trust Deed provides for the maintenance of the building and the collection of memorabilia inside and requires that this is made available to the public at a nominal cost. The Long Room is hired by community groups for \$25 a session. Bookings are made via email and Volunteers open the Customhouse every Sunday 11am – 4pm in summer and the first Sunday of the month in winter.

I propose that the area from West Quay, Customs Quay, The Iron Pot, Bridge Street, Nelson Quay, Te Karaka Reserve to the Beacon point rocks should become a **Cultural Walk *telling the many stories of the area in a variety of artistic ways.*** People walking and biking can stop and enjoy this evolving art work. If there is an overarching vision, then the art pieces and the story telling can be added to over time.

The Iron Pot at present is an ugly area contained by an orange plastic fence. The unstable wooden piles and concrete need to be demolished and a new area designed to enable public access going down to the water.

Wide steps would provide access, seating and shelter from the wind.

This amphitheatre space will be a multi functional space, a tourist attraction and a stopping point on the Boardwalk /bike trail.

History and local stories can be displayed and incorporated into the overall design. For example, see the benches long the Wellington waterfront. The materials used should be sympathetic to the local area (old wharf timber, steel). LED lighting can be used in a funky way. This will make the area safe to use at night. What recreational use can take advantage of the steps down to the water? Perhaps the design can allow paddleboarders to launch here?

The Masterplan No 26 mentions –

1 A new pavilion building;

a potential site for a satellite Tourist Information Centre.

There is no need for a new building. Use existing buildings.

There are tenancies to rent in the area.

Before spending money on a “Business Case” convene a meeting of HB Tourism, The I Site, The Customhouse Trust and Ahuriri Business Association. Would a Tourist Information Centre work in competition to the existing I Site? There are only tourists in Ahuriri in the summer months so what use is a building in the winter?

Use The Customhouse. There are two rooms that can be used immediately. Set up over the summer and see if it works.

I am available to help any group use The Old Customhouse.

There are less community groups hiring the rooms during the day, so the future use of the building lies with tourism. Will Van Asch, HB Express, showed over 3,000 tourists through the Customhouse last summer.

2 Potential Food market site

I am not in favour of The Iron Pot area becoming a market site as this would be in conflict with the cultural walk and stories that the area is more suited to. There are existing food retailers in Ahuriri who can provide refreshments for tourists. A market bringing in outside vendors does not contribute to economic development. These outsiders do not pay rates, membership fees to join Ahuriri Business Association and would compete with locals who pay high rates and employ staff in the area. Ahuriri also has professional experienced food industry operators eg Vetro, Café Ahuriri, Smiths Eatery.

3 Permanent mooring for the waka

Page 3

A permanent mooring for the waka needs to be found in the West Quay area. The Iron Pot may not be suitable given the narrow width of The Iron Pot. Does the waka need a wide area to manoeuvre the rudder? Perhaps the area near the Scarpa Flow is suitable?

4 The story of Pakake Pa

There are many stories to tell There were two islands of early Ahuriri; Bridge Street was named for the bridge that linked Gough Island to the Waghorne Street sand spit.

The story of the changing environment needs to be told:

For example, there were sea horses in the North Pond area, Maori trading and settlements, early settlers and Port history...

The story of wool explains the function and shape of the Wet Quay buildings.

The importance of wool is reflected in the Napier Coat of Arms.

Wool and meat exported from the Port gave rise to shipping, transport and stock and station companies.

Our cultural stories can be **told in a variety of ways.**

There are creative and artistic ways to involve people. You no longer need just story boards. However a quick start could be made with ACM boards on the block walls by the boats moored in the Iron Pot.

These could be replaced later when display art work has been designed.

The stone wall at West Quay, going towards the corner of West Quay & Customs Quay is marked by the concrete wall with a plaque for Clarrie Hill.

The story about this plaque needs to be told as it explains the dredging of the Iron Pot in the 1960's.

No 29 Upgrade Te Karaka Reserve

The Cultural Walk should extend into the Coastal Park area up to the Beacon rocks. There is already a designated site for The Doris art piece by David Truebridge.

Please contact me at any time

ALISON MCKIMM [REDACTED]
CHAIR, THE OLD CUSTOMHOUSE TRUST



IRON POT
low level display areas.



DISCHARGE WH
NO PERMANENT MOC
KEEP WHARF CLEAN
AFTER DISCHARGING

THERE IS A PENALTY
\$400 PLUS COST PER O
FOR OCCUPYING THE
DISCHARGE WHARF OUT
NORMAL DISCHARGING

Potential for Art / Display
← Cultural walk →



* ← * Display AREA * → *



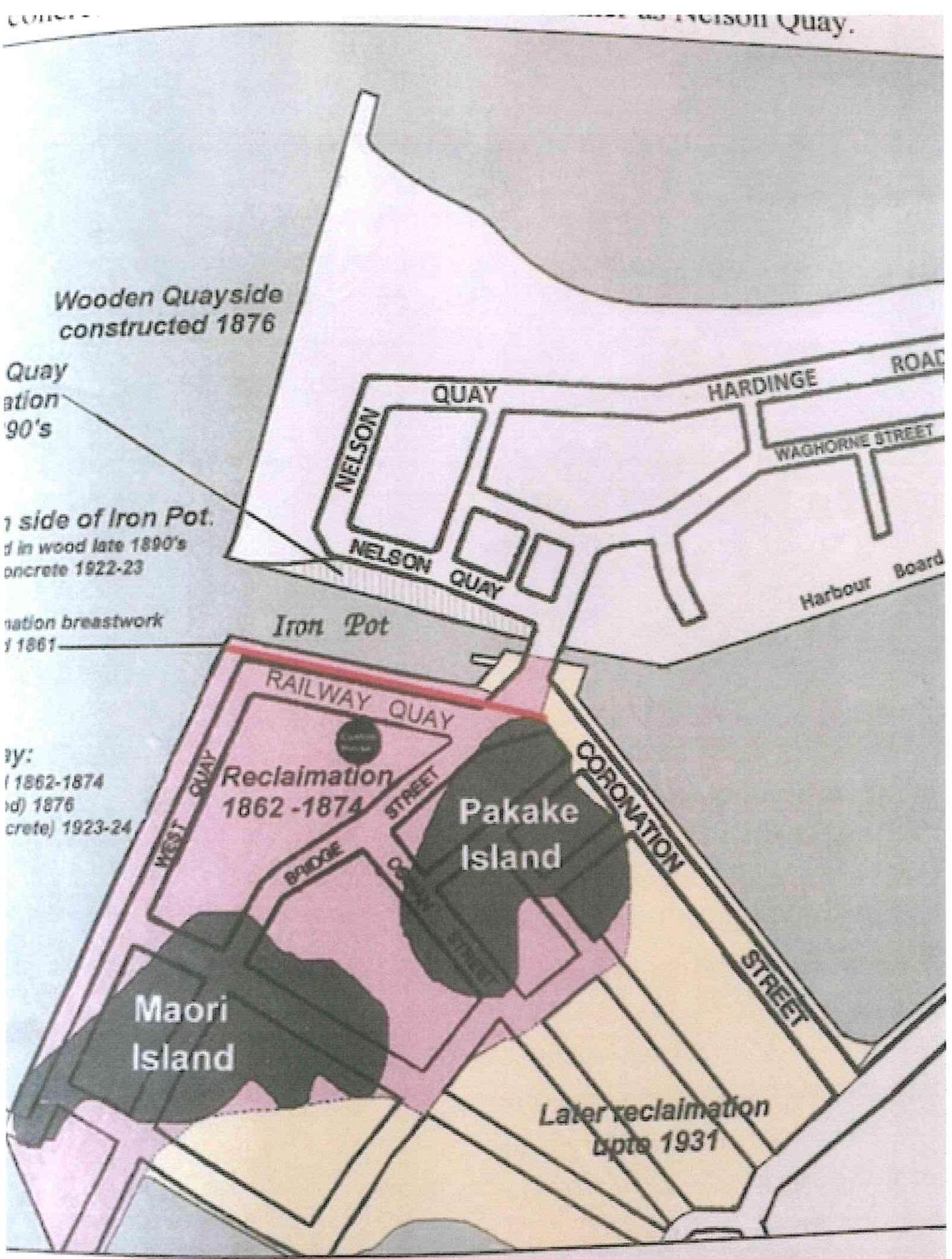


C. Hill Plage. ←

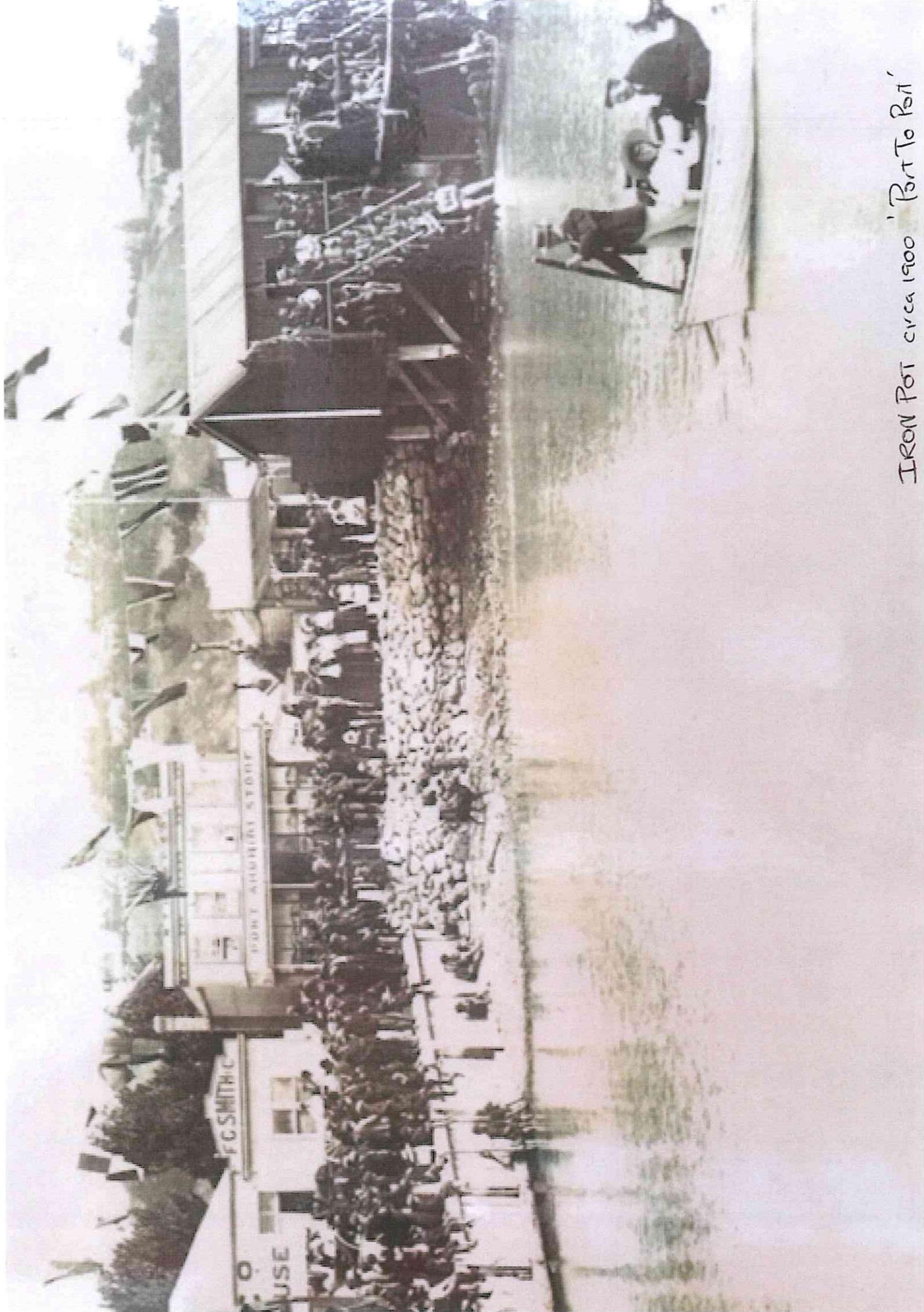


West Quay
Historical
Significance
Steps
of Steps

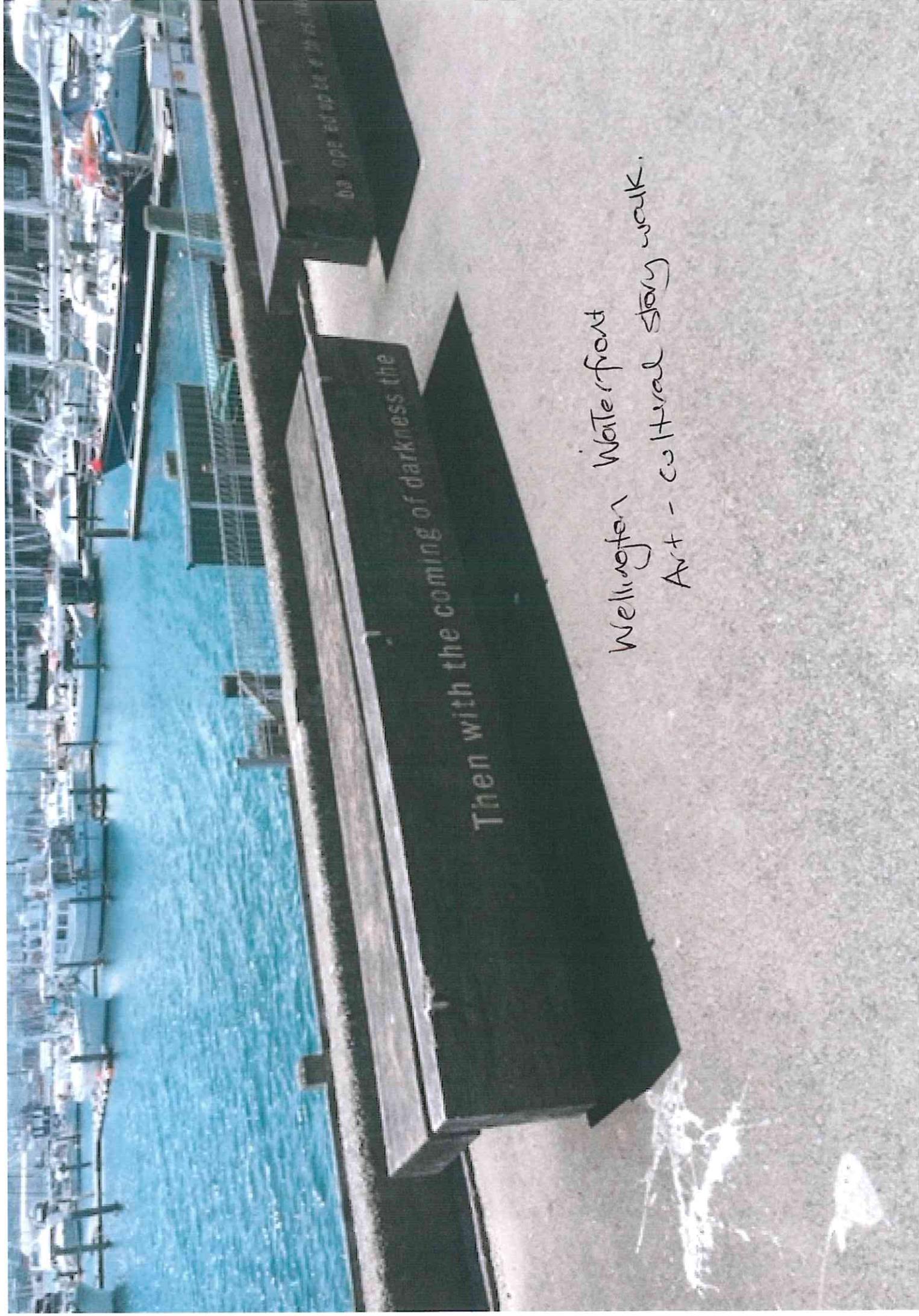




Development around Ahuriri up to 1931.



IRON POT circa 1900 'Port To Port'



Wellington Waterfront
Art - cultural story walk.

Then with the coming of darkness the

DO NOT OPERATE





SUBMISSION ON AHURIRI ESTUARY COASTAL EDGE MASTERPLAN 31st October, 2017

- The Society commends all involved in the production of this Plan, the research that has been undertaken, and the clarity with which suggestions and intentions and hopes are contained in it.
- While our Society recognises the value of the Ahuriri Estuary as a place for various water-based activities, we are opposed to the 'inflatables' in Pandora Pond. More are planned. Various waka ama groups, canoeists, Optimist yachting, are not permanent, as well as being benign in character, the 'toys' are highly visible for months, and not, we consider, at all in keeping with the status of the Ahuriri Estuary as a Wildlife Reserve/Refuge.
- Napier City Council must ensure that no pollutants or contaminants enter the estuarine area via the Tyne Street drain. We understand that the Storm Water Working Group has concluded that all storm water could be filtered through wetlands further west. We strongly urge Napier City Council to implement this as expeditiously as possible.
- We strongly urge Napier City Council to undertake any necessary work to the sewerage network to ensure that no raw sewage is discharged into the Ahuriri Estuary ever again. Quite some years ago Napier ratepayers began paying an extra charge on their rates in order to pay for a Biological Trickling Filter system at Awatoto. Does all the sewerage system connect to this? Raw sewage into the Ahuriri Estuary is a threat to human health, and a potential threat to the extremely important fish spawning beds. Many of these species are a vitally important source of replenishment of the commercial stock in our off-shore fishing grounds.
- Our Society opposes the walkway/ cycleway proposed on the stopbank on the eastern side of the outfall channel. In the northern reaches of the channel there is space and feeding grounds for both migratory and resident birds. One that is a permanent resident is the bittern. The Australasian bittern is endangered in both New Zealand and Australia. Under the bio-diversity legislation we are all obliged to protect our bio-diversity. Bittern are shy birds, and would be unnecessarily disturbed by the intrusion of walkers and cyclists, especially as these would be standing above them.
- We trust that the ban on motorised craft west of Pandora bridge will remain. The notice to this effect on the eastern side of the Pandora bridge may need to be renewed. (this ban does not include a small runabout for rescue purposes when the Optimist yachts are operating)
- A children's playground is not necessary, children can use their imagination for once.
- Though the DOC reserve presents an arid environment for planting, there are native plants that will grow in such a place. There is room to plant natives there. And they will imbibe CO₂.
- It is a pleasure to walk the reserve and not have speeding cyclists. The ban on cycling through the reserve needs to remain in place.
- Parking in Humber Street will become a problem. How do you intend to address this?

NB

- We are pleased to learn that entrances from Thames Street to the reserve will not be actioned.
- An Education Centre would be a valuable asset to the public, but environmental protection needs to be a priority.
- If dredging the main flow channel ever is deemed necessary, it must be done very sensitively. Why would Pandora Pond need dredging? Because of build-up of sediment, but again must be carried out very sensitively.
- We suggest that all parties involved consider how to make access to the reserve possible for disabled people.
- We ask that the land north of Prebensen Drive never be built on, either for commerce or housing, as that would seriously impact on the water quality of the Estuary.

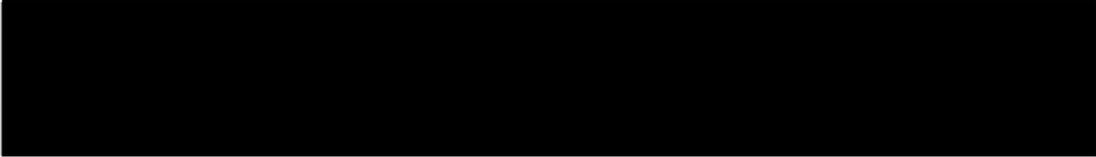
In conclusion:

We are aware that not all the points we have raised apply to the Plan, we feel that they are all important in the complete protection of the Ahuriri Estuary.

I am willing to speak to this submission, if I am free at the time for which hearings are scheduled.

K. I. Morgan

Mrs K.I. Morgan
Chairperson
Ahuriri Estuary Society.



NB Since preparing this submission
we learned that there is a new
sign on the eastern side of
Pandora bridge. Well done!

Comments on the Ahuriri draft plan are as follows;

I do not support extending salt marshes and sand bank on the south side of the channel.

It is considered the existing pathway is adequate for multi use minimising the impact on wildlife. This is a stable part of the estuary and any development can only compromise the value of the estuary for wild life protection. Dogs are a major hazard despite insisting they be controlled. Increasing width would improve access for dogs and higher speed for off road cyclists.

This pathway must not be extended in the Taipo stream area. A flock of Spoon bills are regularly in this area (approx 60] Based on experience other species can be attracted to an area which is stable and meets their requirements.

5 I support the objective of providing some means to convey the information importance of the estuary in providing support for wild life. I do not concur with the proposed location of the education centre but have difficulty recommending another. Possibly the area where the west shore camp ground is the most suitable.

7 The pathway must not be extended further up from where the Taipo stream enters the main estuary. Also a North side path must not be established. Both sides of the estuary are attractive feeding grounds for various bird species which feed on the rich marine life. The upper reaches of the estuary have a mud like sediment which is suitable for birds that are attracted to this environment.

9 I oppose any development of the Pandora pond area. At times demand for the pond approaches the pond's limits.

The western boulder bank on the western side should not be removed as it provides a resting area for birds from dusk till day break.

Further more at the turns of tide the volume and velocity of water can be dangerous

I recommend that consideration be given for an east west run way and extension of the existing runway.

Yours sincerely

A.Lloyd Beech MNZM

Napier City Council

Draft Ahuriri Estuary and Coastal Edge Masterplan

Thank you for arranging the Community Consultation at Spriggs Park last Saturday which allowed us to express our views to staff and councilors. It is good to feel that the council is interested in the views of the locals.

We are writing this submission to formally record our views.

Our submission particularly focuses on the proposed project items:

29: Perfume Point Reserve upgrade

33: Hardinge Road Car Park Upgrade.

We feel strongly that it is important to keep the existing grassed areas at Perfume Point as open spaces. These areas are very popular with the public and keeping them open leaves it flexible for public events. We have seen these open spaces used for Food Festivals, tented exhibitions, social gatherings, exercise classes, Car club shows, Fishing Club overflow parking during major tournaments, Music festivals and open field games. It is important not to fill these coastal front spaces up with additional buildings.

This open space is the only reasonably large grassed area between the far end of the Marine Parade and Westshore.

Initially, the Perfume Point Tank farm / Industrial Waterfront was purchased by the Napier City Council to form that all important open space for the public of Napier to enjoy. It sits in a unique micro-climate making it very suitable for both summer and winter events. Already a large proportion of this valuable coastal area, originally purchased, is now in private ownership. What remains should be kept as simple open grassed areas allowing for flexible use for Napier's ever increasing population to enjoy.

The proposed draft plan shows the existing grassed area extensively divided up and landscaped with additional new buildings. Facilities such as access to water etc could be added in a way that does not affect the open space

Draft project item 33 indicates even more buildings taking up valuable parking space from the general public. The present car park is well used and is full most weekdays let alone on weekends or public holidays. It does not need additional buildings to strengthen the link between the Ahuriri village and the coastal edge. This could be achieved in other ways for example with a pedestrian / cycle lane boardwalk roundabout with directions to the village. Car parking is important to allow everyone to access the coastal edge. Reducing it with additional coastal buildings does not make sense. In fact the Napier vision document on

Ahuriri Strategies states it wants to reinforce and protect views of the waterfront. There is plenty of scope within the existing village buildings and along West Quay for restaurants.

Please preserve the remaining Coastal Edge open spaces for our Napier citizens to enjoy.

Lynne and Allan Wilburn

[REDACTED]

[REDACTED]

Feedback on Draft Ahuriri Estuary and Coastal Edge Masterplan.

I am pleased to read such a comprehensive and ambitious plan for our Ahuriri Estuary and Coastal Edge. This is such an important environment, with its series of interlinked habitats, and of national and international significance right on our city's doorstep. In the past it has often been treated carelessly or neglected so this vision and this area's reinstatement is long overdue.

I wish to comment on aspects of the project specifically relating to the natural environment here:

To me most fundamental to achieving success with this vision for the area involves 2 main aspects.

Firstly **Water**, whether this is improving overall water quality, managing stormwater flows especially during future predicted heavy rainfall events and the impacts of the ongoing sea level rise.

These issues need to be solved urgently and effectively both by remedying the damages already wrought and also building resilience.

This involves "future proofing" the various existing drainage systems and "retrofitting" vulnerable areas linked to the shorelines to manage rainfall and stormwater flows off the hard residential and industrial surfaces.

*I would expect the Napier City Council to **pledge** to never again allow any sewage release into this environment. To ever do so again would make a complete mockery of this holistic vision for Ahuriri.*

(I am astounded the NCC has not even been charged with having done so earlier this year. This was the absolute worst possible place to have released any sewage as it gets retained in and potentially contaminating the mud for a long time.)

There is no point in commencing most of the other proposed projects if this foundation **water work** is not completed first and to accommodate the highest anticipated long term requirements.

My second point relates to our **Community**. Obviously such an ambitious project requires huge support, a complete buy-in from Napier residents and ratepayers. Based on how casually, and no doubt unwittingly carelessly, many people treat this area I don't believe they fully understand the significance, vulnerability and impact of any maltreatment of this environment.

Signage and passive display boards just don't seem to be enough. Witness the recent taking of contaminated shellfish even with publicity in the press and warning signs?

I personally get upset at the abuse I receive from dog owners who let their pets roam free when signage makes clear this is not permitted.

*I would recommend **no dogs at all** be allowed in the lower, let alone the upper, estuary areas.*

I hope a major community enlightenment program will be planned. Much of the early remedial infrastructure work for Ahuriri will probably be invisible to many, so the city fathers will need to work very hard to keep residents on board and for the long term. I anticipate this would need to be an active campaign - not just passive displays and noticeboards, involving local interest groups, schools, online interactive resources as well as NCC, HBRC and DOC staff.

*I would recommend including an **Educator/Facilitator** as part of the overall Ahuriri project team.*

Clare Plug

Maraenui



DOCDM-3199383

6 November 2017

Napier City Council
Private Bag 6010
Napier 4142

Attention: Paulina Wilhelm

Ahuriri Estuary and Coastal Edge Master Plan

Please find enclosed the submission by the Director-General of Conservation in respect of Ahuriri Estuary and Coastal Edge Master Plan. The submission identifies the Director-General's concerns.

Please contact Graeme Silver in the first instance if you wish to discuss any of the matters raised in this submission [REDACTED]

Yours sincerely

Connie Norgate
Operations Manager, Hawke's Bay

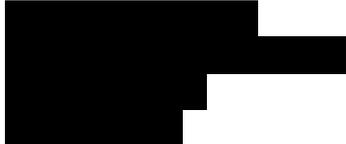
RESOURCE MANAGEMENT ACT 1991

SUBMISSION ON A VARIATION / CHANGE TO THE TASMAN RESOURCE MANAGEMENT PLAN

TO: Napier City Council

SUBMISSION ON: Ahuriri Estuary and Coastal Edge Master Plan

NAME: Lou Sanson
Director-General of Conservation

ADDRESS: 
Attn: Graeme Silver

STATEMENT OF SUBMISSION BY THE DIRECTOR-GENERAL OF THE DEPARTMENT OF CONSERVATION

The Department of Conservation (DOC) supports the development of the Master Plan for the Ahuriri Estuary and Coastal Edge. There are opportunities to address historic damage and current threats to the estuary while providing for future growth and improved amenity.

The estuary is a Conservation Area. From the Pandora Bridge to the Low Level Farm Bridge, including Westshore Lagoon, it is a Wildlife Refuge. Adverse effects on indigenous biodiversity in the Refuge must be avoided (policy 11 (a)(vi) of the New Zealand Coastal Policy Statement) and disturbance of wildlife is an offence under the Wildlife Act.

There are several plans being prepared for the area. The Master Plan provides an opportunity to coordinate these and integrate their implementation. DOC is supportive of the partnership approach promoted by the Plan.

The primary threats to the estuary are stormwater discharges, with its contaminants, and the disturbance of wildlife by people and their pets. The first of these is being addressed by several initiatives, including this Plan, but there is potential for this Plan to increase levels of wildlife disturbance. This will need to be carefully managed so that improving recreational opportunities is not at the cost of the significant ecological values of the Wildlife Refuge.

In addition to these threats, there is a large discharge from the Landcorp holding on the northern side of the estuary. This should be considered as part of the Master Plan.

My specific comments are set out in Attachment 1.



Connie Norgate
Operations Manager, Hawke's Bay

Pursuant to delegated authority
On behalf of
Lou Sanson
Director-General of Conservation

Date: 8 November 2017

Note: A copy of the Instrument of Delegation may be inspected at the Director-General's office at Conservation House Whare Kaupapa Atawhai, 18/32 Manners Street, Wellington 6011.

ATTACHMENT 1:

**DRAFT AHURIRI ESTUARY AND COASTAL EDGE PLAN CHANGE
SUBMISSION BY THE DIRECTOR-GENERAL OF CONSERVATION**

MASTER PLAN RECOMMENDATION	TOPIC	POSITION AND REASON	RELIEF SOUGHT
1	Implement stormwater treatment wetlands	Along with the physical alteration of the estuary’s margins, degraded water quality is the most significant threat to the health of the estuary, and is contrary to the New Zealand Coastal Policy Statement (policies 21 and 23). DOC supports the work of NCC addressing the sources of stormwater contaminants as a key element of improving water quality of the estuary, including the current investigations into diverting stormwater away from the estuary. Treatment wetlands can also have a significant benefit.	Prioritise the implementation of the Master Plan recommendations that will improve water quality in the estuary.
2	Restore salt marsh and wetlands along southern edge of channel	DOC supports the re-creation of salt marsh and wetland habitat in the estuary to restore ecological values and natural character. As noted in the draft Master Plan, this estuary and its associated wetlands is one of the largest on the east coast of the North Island and is nationally significant. Consideration should be given to the appropriate level of public (and particularly dog) access to this restored wetland habitat. Many of the ecological benefits of this would be lost if excessive disturbance of wildlife occurs.	Location and design of pathways and tracks should minimise disturbance of wildlife, particularly potential roosting and breeding areas.
3	Address stormwater quality at isolate direct outfalls	See comments on recommendation 1.	See comments on recommendation 1.
4	Review upper catchment to address stormwater quality out-falling to upper estuary	See comments on recommendation 1.	See comments on recommendation 1.
5	Estuary Education Centre	DOC supports the development of an estuary education centre as it has great potential for increasing community awareness of the values in the Estuary and hopefully improving their protection. It would need to be operated on a partnership approach between the relevant organisations including DOC. We would like to be involved in discussions and decisions on its location as we understand there are a number of sites being investigated.	Involve relevant organisations, including DOC, in any discussions on the proposed education centre.
6	Estuary Signage and Interpretation Strategy	We support the development of this strategy and would like to work together with NCC as we are currently reviewing our signs. This strategy would provide an opportunity to improve interpretation and consistency of signage between the organisations.	Develop the strategy in collaboration with DOC.

MASTER PLAN RECOMMENDATION	TOPIC	POSITION AND REASON	RELIEF SOUGHT
7	Extend the recreation pathway network along the north edge of channel	DOC generally supports improved public access to the coastal environment but this is conditional on managing any wildlife disturbance that could occur. Consideration should be given to the appropriate level of public (and particularly dog) access to the margins of the estuary with regard to its status as a wildlife refuge. Pathways should direct foot traffic away from sensitive areas, including recent ecological restoration and habitat creation works, such as the Watchman Road mitigation works.	Any new pathways along the estuary margins should be designed to minimise wildlife disturbance and protect sensitive areas by diverting people away from them.
9	Work with Mana Ahuriri on feasibility of a regional park within the further lagoon	A regional park would provide a useful buffer between the restored estuary margin and future subdivision, however the potential for increased disturbance would need to be carefully managed. (See comments on recommendations 2 and 7).	See comments on recommendation 2 and 7.
10	Prepare a Structure Plan for the long term future land use south of the channel	Any Structure Plan for this area should discourage industry and manufacturing because of the associated risk of contaminated stormwater runoff. Overall residential density and pet ownership should be restricted near the estuary.	Consider these matters when preparing a Structure Plan.
12	Address Pandora coastal inundation threat	The recommendation assumes that hard protection works are the best option for addressing the risk of inundation at Pandora. This pre-empts the work of the Coastal Hazards Working Group and is inappropriate as a proper assessment of the options is required by the New Zealand Coastal Policy Statement (policies 25 and 27).	Delete this recommendation. Wait for the release of the Coastal Hazards Working Group findings before finalising the Master Plan for this area.
13	Upgrade Humber Street reserve	Part of this reserve falls within the Ahuriri Estuary Wildlife Refuge and the remainder borders it. Any upgrade the reserve should consider the impacts of its status on suitable activities. Any disturbance of wildlife will be an offence under the Wildlife Act.	Design any upgrades to provide increased protection to Wildlife Refuge.
14	Develop a linear park along Pandora Road	This area also falls partly within the Ahuriri Estuary Wildlife Refuge and the remainder borders it. See comments on recommendation 13.	See comments on recommendation 13.
15	Upgrade Pandora bridge	The bridge forms the boundary of the Wildlife Refuge and is acknowledged by the Master Plan as a seal haul-out area. Any upgrade should be designed to preserve or enhance this important ecological function.	Design any upgrades to enhance the seal haul out area and minimise disturbance.

MASTER PLAN RECOMMENDATION	TOPIC	POSITION AND REASON	RELIEF SOUGHT
19	Facilitate a high quality mixed user interface	This area borders important mudflat feeding areas within the Wildlife Refuge. This needs to be given due consideration during any redevelopments. The suggestion to include coastal inundation protection should not pre-determine the findings of the Coastal Hazards Working Group. Managed retreat and restoration of the estuaries margin may be a better option in this area.	Planning for this area should take into account potential impacts on the neighbouring Wildlife Refuge and the appropriate response to the inundation risk should be determined by the Coastal Hazards Working Group.
20	Upgrade Thames and Severn Streets to deliver water quality improvements	See comments on recommendation 1.	See comments on recommendation 1.
21	Prepare a Structure Plan to guide the future development of Pandora	See comments on recommendation 10.	See comments on recommendation 10.
36	Prepare a Structure Plan to guide future development of Ahuriri	See comments on recommendation 10.	See comments on recommendation 10.

AHURIRI ESTUARY AND COASTAL EDGE MASTERPLAN

INTRODUCTION

Firstly, congratulations to the authors of the draft Master Plan. There's obviously been a lot of thought put into the Exercise. If there is any criticism, it's possibly that the plan is not bold enough. The brief is unduely limited to the Estuary and Coastal edge, whereas the problems arise externally.

The Council with this Plan, runs the risk of coming up short of meeting its core service obligations in terms of the Local Government Act 2002, in particular, the obligation to provide "good quality local infrastructure ", whether that be storm water and sewage networks, solid waste collection and disposal, or the avoidance or mitigation of natural disasters. These Statutory legal obligations should never be reclassified as an "opportunity" to be measured against the Council's 6 overarching principles and prioritized accordingly.

From time immemorial, a first and fundamental obligation of Councils around the world is to provide good quality public health and sanitation. The Estuary's problems are that for generations we have been pouring storm water, sewage, and industrial waste into it, until now it is a polluted waterway. We now find ourselves, not surprisingly, with a paratyphoid outbreak. The situation is likely to get worse before it gets better. There's little point in blaming any one person or industry. It is the Council though, who has the legal and moral obligation to take remedial action. Hopefully, the recent paratyphoid outbreak should spur us all into action. The Council needs to reassess their priorities and learn the difference between statutory legal obligations and nice to have opportunities.

The recent General Elections highlighted an issue that crossed all political parties; that our rivers (and estuaries) are increasingly polluted, and that we need to take prompt remedial action to improve water quality.

The following comments are intended to be constructive and follow in the order they appear in the Master Plan.

MASTERPLAN /INTRODUCTION P.18

Napier City Vision with its 6 overarching principles appears to sit uncomfortably alongside Te Aranga Design Principles. Te Aranga's principles have application to remedying the Estuary's problems, but Napier's listed 6 principles, have a dislocated appearance. Indeed, it could be argued Napier has historically over emphasised "putting people first" and being "open for business"- at the expense of the Estuary.

The 6 "principles" read as though they have been the result of a "Focus Group /Retreat" type discussion, but whoever facilitated the process, forgot to remind participants of the core service obligations required of Council, as set out in the Local Government Act 2002. Ignore the Statute at your peril. The parallels with the HBRC ignoring or misdirecting itself as to the correct interpretation of the Conservation Act as it applied to the Ruatanawhai Dam project has an uncanny familiar ring. Failure to refer the Act and its various statutory obligations, and to reclassify those obligations as "opportunities" against which the 6 overarching principles are applied is wrong.

That being said, if the Council is able to drive effective change with this project, and get the weighting and priorities right, I believe there are significant economic benefits in terms of increased eco- tourism opportunities that would undoubtedly complement Napier's Art Deco and the Region's cycleway and Food Hawkes Bay brands.

Partnership with Mana Ahuriri would be a key to success. Why isn't there reference to Wai 55 Settlement Deed?

3 MASTERPLAN/KEY OBJECTIVES P 20

Improved water quality must be the primary objective i.e. "Environmental Excellence". Until the Council can demonstrate measurably improved water standards and particularly in light of the recent paratyphoid outbreak, it would be irresponsible (indeed culpable), to approve further water based activities in either the former lagoon or lower estuary

OPPORTUNITY ONE- STORMWATER TREATMENT WETLANDS

The concept is fine, but from the Plan, the scale proposed is too modest to have any significant effect. A cynic might conclude the scale of the wetland proposed, is largely for the benefit of passing motorists, rather than an effective solution to a worsening problem. There needs to be appreciably more setoff/setback from that shown on the illustrative masterplan. Limiting the plan to the Estuary's existing "coastal edge" is too restrictive. The problems are sourced outside the edge.

A more ambitious vision would be to greenfield all land bordered by Prebenson Drive, Taipo Stream, the Upper Estuary and State Highway 2 for conservation, improved water quality and future Regional Park purposes. What is currently marked on the plan as Recreation Reserve could be better used for storm water treatment wetlands, to be flanked by a Regional Park extending up

to Prebenson Drive. It is time Napier gave something back to the Environment, which can be to mutual benefit, rather than continual encroachment.

Prebenson Drive would be a much more effective barrier to defend in the event of future rising sea levels. Rezoning any of the land North of Prebenson Drive for future urban use would be foolhardy given its high liquefaction risk and exposure to rising sea levels. I believe it could be challenged under a number of pieces of existing legislation. The bulk of this land I understand is zoned Rural Conservation. The Business Park portion seems to be a historical anomaly. A bolder more extensive series of wetlands and parks would increase the likelihood of improved storm water treatment, better meet the needs of future urban development and hold real possibilities for future eco-tourism.

A series of “ponds” could be part or fully funded by businesses and private benefactors, similar to other Civic Projects such as the Veronica Arches - \$50, 000 to \$100,000 apiece. That should buy a fair bit of bulldozer time!

OPPORTUNITY 2 -SALT MARSHES SAND AND SAND BANKS

As with 1 above, the idea is sound but lacks ambition. It could be significantly expanded.

To promote cycling and pedestrian access (eco-tourism) a foot/ cycle bridge mid - point up the Estuary could provide a useful “circuit”, thus extending existing cycleways.

A point that has not been addressed anywhere in the Plan is that of adequate predator control. Dogs, cats, rats, mustelids, wreak havoc in any wildlife area. A strict “No Dog” policy and other effective predator control policies should be imposed, so as to preserve safe habitat for migratory and native birds anywhere West of SH2B and North of Prebenson Drive.

A RAMSAR goal status is a good target to aim for. It would attract significant international Eco-Tourism attention and complement Art Deco and Cycle-way Hawkes Bay brands. New Zealand currently has a number of Ramsar status sites-Farewell Spit, Firth of Thames Manawatu river mouth etc-that can be drawn upon as useful comparison. The new Minister of Conservation should be very supportive of the idea. At this stage though, the clear developmental bias of the Plan, overshadows the Ramsar ambition.

OPPORTUNITY 3 -ADDRESS STORMWATER QUALITY

This should have been done decades ago, but that is no excuse for continuing to do nothing. Covering outfalls by building expensive viewing platforms over them (as recently seen on Marine Parade) is not a solution.

By failing to upgrade storm water and sewage infrastructure, the Council must accept prime responsibility. This is not a criticism of the current Council. They have inherited a worsening state of affairs at a time when higher standards are being imposed by legislation. The Pandora systems along with Humber Street and Bridge Street outlets, are by any measurement quite disgraceful, yet we encourage our children, and visitors to the Bay to swim there. Several doctors can confirm that

when children (generally in the lower decile bracket) start playing in Pandora Pond, skin and ear referrals start to rise. Participants in water events are going home with skin rashes, notwithstanding wearing wet suits. Then there is the paratyphoid event.

Havelock North's water quality problems could be fixed relatively quickly by a new bore or two. Upgrading Napier's storm water network will be considerably more challenging, more expensive, and probably take several years before measurable improvements to water quality standards are seen. Havelock North had several warning signals before their problems burst onto the national stage. Napier now appears to be also glossing over and ignoring clear public health warning signals. There is a Statutory obligation for the Council to provide good quality infrastructure, but regrettably, the Council appears stuck in a time- warp. The Plan fails to appropriately distinguish between core activities and other opportunities. An independent investigation following further paratyphoid outbreaks would zero in on this shortcoming.

OPPORTUNITY 4-REVIEW UPPER CATCHMENT

Again, just get on with it!

Certainly, a whole of estuary approach is necessary to address the various issues. It is a challenge, but well within the capability of local authorities to remedy. If London can tidy up the Thames, the Estuary should be a comparative breeze.

Hopefully the fresh approach recently seen from the Regional Council will see an improved and better coordinated approach between Councils. Changing land use, particularly more beef cattle on land adjacent to the Estuary seems to have added to the problem in the past year or so. Treatment wetlands can be one partial solution. Many adjacent landowners could be receptive to greater setback and filtering of run-off, perhaps in conjunction with QE 2 Trust covenants and contribution from Local Authorities towards fencing costs.

The new Government's forestry/conservation/regional development/water quality policies need to be carefully analysed and local Members of Parliament-Labour, Maori, National- all be brought into the Plan.

OPPORTUNITY 5-FACILITATE THE DEVELOPMENT OF AN ESTUARY EDUCATION CENTRE

The concept is laudable but the location for the Pavilion is wrong. I appreciate Mana Ahuriri are hopeful of upgrading the Westshore Wildlife facility, but they could achieve higher profile and recognition by it being located near Pandora Pond and the Inner Harbour which could become a "hub" facility for a range of activities -environmental education, local history, a departure-point for eco-tourism tours, waka tours etc. Redevelopment of the Westshore facility could require upgraded road access and parking, new ablution facilities and quite apart from the expense, the works would have a real adverse impact on habitat restoration.

Why is there no interlinkage with the proposed new National Aquarium? Do we spend \$40 million on a new National Aquarium that has no application to what's going on in our own backyard? What lessons are to be learnt? Shouldn't we be proud of what we are endeavouring to do, or is this a minimalist Public Relations spin exercise?

Lessons concerning biodiversity, interdependence, restoration of a formerly polluted waterway, cultural and historical displays are better coordinated from a central "Activities Hub" site than spread out all around the place.

The Humber Street/Pandora Road corner site is a superb site for multifunctional use, not just an upgraded pie shop! As an "Activities Hub" it could provide for a cluster of activities- the departure and return point for walkers and cyclists, environmental education, Maori culture as well as a further information site on what else there is to do or see in Napier and Hawkes Bay. It's far too valuable a site to be limited to fast food stalls.

OPPORTUNITY 6 -AN ESTUARY WIDE SIGNAGE AND INTERPRETATION STRATEGY

A good idea. The public should be able to fund many of the required seats and shelters.

OPPORTUNITY 7-EXTEND RECREATIONAL PATHWAY NETWORK

As per 6 above

OPPORTUNITY 8-INCREASE PUBLIC AWARENESS OF WATER & SEDIMENT QUALITY ISSUES

Agreed, but enforcement is equally effective in getting the message out to slow learners, and wilful defaulters.

OPPORTUNITY 9 -WORK WITH MANA AHURIRI ON FEASIBILITY OF REGIONAL PARK WITHIN THE FORMER LAGOON

See comment concerning 1 and 2 above.

It's time to be bold!

Housing or expanded business use in this area is reckless and could open the city up to major civil liabilities. Liquification risks spring immediately to mind. The land should be held as a buffer green zone in the event it be required in future to protect against rising sea levels i.e. inundation protection or for further water treatment wetlands. Recent GNS Science information concerning the Hikurangi subduction zone interface adds to the arguments against using this land for further urban development. Most ratepayers would I suspect welcome and support a rezoning from rural conservation to reserve but certainly not residential. If there is a need to "trade" the current unimproved value of the land can be readily assessed and traded off against other land e.g. H.B. Sports Fishing site or cash.

OPPORTUNITY 10-PREPARE A STRUCTURE PLAN FOR THE LONGTERM FUTURE LAND USE SOUTH OF THE CHANNEL

BE BOLD!! THINK OF YOUR CHILDREN'S CHILDREN!!

LOWER ESTUARY AND PANDORA

OPPORTUNITY 11-IMPLEMENT PANDORA CATCHMENT (THAMES- TYNE) STORMWATER QUALITY SYSTEMS.

This should not be a Masterplan “opportunity”, it is a statutory obligation! It should have been attended to decades ago.

It should also not be a relief valve for Napier’s overloaded sewage system.

OPPORTUNITY 12-ADRESS PANDORA (AND WEST QUAY SOUTH) COASTAL INUDATION THREAT

This makes good sense but why not build a further defence bund along Prebenson Drive at the same time, utilising material sourced from adjacent storm water treatment wetlands?

OPPORTUNITY 13- UPGRADE HUMBER RESERVE TO PREMIER RECREATION RESERVE

The Lower Estuary should remain primarily a wildlife reserve and the Councils’ “Environmental Excellence” principle should have precedence over recreational activities. Pedal and paddle may appear passive and harmless, but they still disturb migratory birds.

Increased recreational “development” will compromise any Ramsar status application. Water quality will improve only after Council attends to stormwater drainage and upper estuary run off issues. To be promoting water based activities so soon after a paratyphoid outbreak, and the Councils own release of 12 Olympic pool size discharge of raw sewage into this area is premature.

The idea of a general upgrade of the area is sound but failure to appreciate the value of the Humber Street Pandora Road corner as an overall activities hub and display centre for all aspects of Maori culture is a major oversight. This site could showcase all that we are proud of - past /present/ and future.

Other comments are slight. The proposed fishing deck is simply silly and drafted by someone who clearly knows nothing of the site or about fishing. Talk to someone like Gary Kemsley of Pania Surf Fishing Club for better sites.

OPPORTUNITY 14 DEVELOP A LINEAR PARK ALONG PANDORA ROAD CONNECTING TO THE HILL

Overall the concept is sound, but clearly secondary to storm water treatment and upper estuary issues.

OPPORTUNITY 15-UPGRADE PANDORA BRIDGE AS KEY ARRIVAL NODE

The bridge is currently quite functional and replacement is not a priority item. Its low clearance provides an effective barrier to motorized craft which should be limited to the Inner Harbour-no exceptions! In that context increased "water based connectivity" between these two zones is contrary to Environmental Excellence. Most kayakers can safely navigate under the bridge. There's ample scope for the kayak hire activity to be relocated within the Inner Harbour-as too Waka Rama. The Sailing Club area has ample scope for additional water based activities.

What could look quite stunning, is replacing the existing small triangular garden of succulents with an appropriate Maori Statement, perhaps a group of Pou or similar, with suitable native plants to set off the display, along with subtle night lighting. Done tastefully this could be a powerful first impression to visitors coming in from the North.

The bridge however cannot achieve the desired key arrival node status with heavy traffic rumbling along Meeanee Quay. Change of status should be a priority issue. Two issues that should be considered as part of this exercise. Increased truck carrying capacity, particularly having regard to the "wall of wood" coming into town from the North, must surely pose unforeseen risks to the structural integrity of the bridge, which raises the second issue, namely, the strategic importance to have a secondary escape route for the people living in Westshore during a natural disaster such as earthquake or tsunami. Most truckies using this route now are simply too lazy to take the alternative available. Moteliers may complain for a while, but as the eco- tourism benefits of upgrading Meeanee Quay and cross streets to Westshore Beach play out as envisaged, they should be nett beneficiaries.

Illumination of the bridge itself would be a distraction. One would lose the effect of the lights in the Inner Harbour and illumination would also be in conflict with the laudable objective of reducing the scale of street lighting along Meeanee Quay-Opp 16 refers. Bridge illumination is often used overseas to draw one's attention away from unsightly structures. Apart from needless expense, it is also counter to the trend in many centres to be able to see the night skies. Suffice to say, illumination is a tad tacky and represents out of date thinking. If that's not sufficient, it could also have a negative impact on intertidal and migratory fish movements between inner harbour and the estuary, and certainly be a distraction and possible interference to birdlife in the inner estuary. Save yourself, or more correctly the ratepayers, \$200,000 or more. Plant more trees!

The same goes with the suggested fishing platform. Good fishermen(women) rarely need platforms. A platform in the site indicated will quickly be commandeered by kids jumping off into a hazardous tidal current zone.

A clip- on pedestrian/cyclist lane might assist, but I don't see it as a priority item short term.

OPPORTUNITY 17 -STRENGTHEN SIDE STREET CONNECTIONS BETWEEN ESTUARY AND COAST

It would certainly lift the areas appeal, but should possibly be considered in conjunction with what ultimately will be decided in terms of Westshore beach erosion.

Presumably upgrading cross streets would include getting rid of the unsightly lines throughout Westshore.

OPPORTUNITY 18-RELOCATE WESTSHORE HOLIDAY PARK

This is sensible medium- term objective, possibly to be considered to coincide with any lease renewal options. The facility increasingly appears to play a social housing role, rather than one catering for family holidays. Its heyday was when Westshore had a beach to be proud of. For reasons previously stated, any relocation to a coastal edge south of the channel would be objectional on a number of grounds, particularly applying the Environmental Excellence principle. Te Awa Ave would be a much better site.

OPPORTUNITY 19-FACILITATE A HIGH QUALITY, MIXED USE INTERFACE TO THE ESTUARY.

The time has come to provide for mixed use zoning along the Lower Estuary's southern edge. Residential and apartment dwellings however attract increased risks to birdlife from cats and dogs. Consideration could be given for all boundary properties should having predator proof fencing installed as a condition of change of use. Cape Kidnappers and Wellington's Zealandia project are good examples to emulate.

For similar reasons, pedestrian connections from Thames Street need careful consideration.

OPPORTUNITY 20 -UPGRADE THAMES AND SEVERN STREETS TO DELIVER WATER QUALITY AND AMENITY IMPROVEMENTS

Priority should be accorded to improved water quality.

Improved amenity facilities should follow in the fullness of time.

OPPORTUNITY 21-PREPARE STRUCTURE PLAN TO GUIDE FUTURE DEVELOPMENT OF PANDORA

Substantial rezoning is overdue. As part of that exercise the lessons of the past and the challenges of the future must be factored into the needs of the here and now.

INNER HARBOUR AND AHURIRI

ISSUES

The one glaring omission to the issues listed on p.44 is POLLUTION and POOR WATER QUALITY.

Priority must be accorded to Council's core obligation in respect to health and sanitation, before "tarting up" walkways and the like. The recent para typhoid outbreak is believed to have come from faeces infected mussels collected from the Marina. It is easy to apportion blame on some recalcitrant live-aboard ancient mariner (and conveniently over- look the 12 Olympic Pool size

discharge of raw sewage by the Council a few months earlier), but the reality is there is several sources of ongoing pollution that need to stop.

Possible actions include:

- Recreational fishermen to desist from cleaning fish while in port
- All boats used by "liveaboards" be equipped with holding tanks to remain sealed while in port;
- Council's Meeanee Quay East marina, (which has no adjacent ablution facilities), not allow "live-aboards" at least not until ablution facilities are built nearby;
- Moored fishing vessels should also have holding tanks for sewage, and stop discharging or cleaning- down while in port. There's regular non- compliance by some skippers;
- Bridge Street and West Quay storm water outfalls be upgraded to modern best practise

OPPORTUNITY 22-ENCOURAGE MARINE INDUSTRIES/RECREATION PRECINCT ALONG MEEANEE QUAY EAST

Marine Industries by their very nature are dirty and potentially polluting. A point that seems to be overlooked or under-stated is that the Port is both commercially busy and increasingly recreational. It is rapidly becoming congested and there's limited scope to expand marinas or the like.

Greater attention needs to had to rationalizing and better utilize existing facilities e.g. Fishing club and Sailing club to operate from one site, which could in turn also accommodate the waka hourua Te Matau-a-Maui. The whare Waka site could also be easily accommodated on the other side of the channel beside the bridge, close to the slipway and complement the Maori themed bridge entrance effect as mentioned in opportunity 15 comment above. The overall effect of Maori themed garden at bridge entrance, whare waka behind it, the waka hourua moored on the other side of the channel, a waka tourism centre as part of a revamped Sailing Club and an educational/cultural element located across the road as part of the suggested "Activities Hub", should collectively be a pretty impressive statement for anyone coming in from the North.

The "extended marina" proposal should be considered in conjunction with the Sailing Club's future plans. In the mean- while, there's a dozen or more vessels there that are bordering on abandoned or 'hulk' status. Some haven't left their moorings for years, others might possibly sink if they tried. No prizes to those accurately guess where the occupants go to the toilet at 2 o'clock in the morning. It's Council's property. Council's responsibility. There needs to be an ablution block installed somewhere unobtrusively along the headland pathway.

The area earmarked as "marina industries" precinct is too small for any serious marine industry. Dickie Boats, Profile Boats, Firmans and various support businesses (steel, nuts and bolts, fabricators etc) all function better in the industrial zone. Recent attempts to run a chandlery failed, and was replaced by a cricket bat business!

The slipway has a useful continuing role, but apart from that, most marine industries are better placed away from water's edge. It may well be the time to consider "heavy haul-outs" to be conducted by Ports of Napier on their premises, rather than in the Inner Harbour. Then again it is still a busy working port.

OPPORTUNITY 23-EXTEND PATHWAY AROUND WESTSHORE POINT-CREATING A HEADLAND DESTINATION

Excellent!

This area would probably be a safer spot for a salt water tidal pool than the beacons-at least for kiddies! It already exists and would require minimal work.

OPPORTUNITY 24-UPGRADE WEST QUAY SOUTH STREETScape AND RESERVE

The top priority is to upgrade the storm water outfall.

I would skip the water access steps option for a number of reasons. It's too close to a working port facility and certainly in weekends there is congested boating activity in the vicinity and swimming shouldn't be encouraged-indeed there are warning signs to that effect already. There's plenty of other more suitable swimming spots.

OPPORTUNITY 25 WEST QUAY NORTH -PEDESTRIAN PRIORITY WATER EDGE INTERFACE

It is heading nicely that way now!

OPPORTUNITY 26 IMPROVE IRON POT PUBLIC REALM TO WATER EDGE INTERFACE

Cleaning up the storm water outfall is a statutory obligation, not an "opportunity ".It must be a top priority.

Certainly, locating the Waka in this area would give it a high profile but nowhere near the first impression WOW! factor of having it alongside Pandora bridge. Unless other craft are moved from the Iron Pot it would be an extremely congested area. The gross pollution that sometimes occur at this point following rain, transforms the area into what local wags call "the Iron Potty", hardly enhancing the mana of any craft moored in the vicinity.

Other proposals under this heading seem OK.

OPPORTUNITY 27AND 28- WEST QUAY LANEWAY PRECINCT BRIDGE STREET IMPROVEMENTS

No comment.

OPPORTUNITY 29-UPGRADE TE KARAKA (PERFUME POINT) RESERVE TO DESTINATION COASTAL PARK

No comment.

OPPORTUNITY 30-EXPLORE FEASIBILITY OF SALT WATER TIDAL POOLS AT THE BEACONS

This is in the wrong position , not just from a personal safety point of view, but it could create a potential navigation hazard. There's an existing sheltered rock pool that needs minimal improvement on the other side of the channel, facing towards a preferred North- West direction, rather than the proposed due East, which is much more exposed to the prevailing cool afternoon sea breeze and resultant chop.

OPPORTUNITY 31 -SUPPORT NAPIER SAILING CLUB IMPROVED SITE PLANNING

The idea of super yacht berths has little chance of coming to fruition. The Inner Harbour is already congested and there's a shortage of berths. The cost both initial and ongoing would be in the millions, and the potential liability to a handful of owners (who may contribute nothing to the region or even be a ratepayers) should be avoided. Super yachts would require extensive and ongoing dredging of both the Inner Harbour and Channel, and squeeze out local boaties as well as other water sports enthusiasts. The Sailing Club already has an elitist image they need to overcome, and the notion of super yachts just doesn't fit comfortably with most Club members, nor I suspect with most Napier ratepayers. If the super-rich want to park their yacht somewhere, then there's always Westhaven in Auckland, (where they've possibly come from in their private Lear jet), or they can negotiate with Port of Napier for a separate facility.

The Club is currently well managed and moving with the times, however in terms of the Management Plan, focus could be better directed towards:

- merging with the Hawkes Bay Game Fishing Club thus freeing up the Nelson Quay site;
- upgrade launching ramps;
- provide for fishing boat wash-down facilities away from launching ramps;
- repair mooring piles which may also include an additional pontoon berth but still provide for visiting vessels;
- consider taking over the management of the Council owned Meeanee Quay facilities;
- move unused boats to offsite premises;
- come to mutually beneficial arrangement with the waka rama people to jointly use facilities
- possibly buy- back boat sheds from current owners when they become available and re-let pending site redevelopment

OPPORTUNITY 32 -SUPPORT HB FISHING CLUB ASSET IMPROVEMENTS

Agree. Some things have had their day, and this is one that needs a nudge.

The site could lend itself to be part of a property swap for Lagoon Farm Regional Park!

OPPORTUNITY 33- STRENGTHEN AHURIRI VILLAGE TO COASTAL EDGE CONNECTION

Rather than redevelop Hot Chick/Boardwalk Café -buy them, bowl them and extend the park!
There's plenty of excellent eateries in the village. These facilities should never have been allowed in such an area in the first place. Don't repeat the mistake with the Pandora Road /Humber Street site.

OPPORTUNITY 34 & 35-UPGRADE SPRIGGS PARK TO A DESTINATION PICNIC AND PLAYSPACE AND IMPLEMENT PORT BEACH ACCESS AND AMENITY IMPROVEMENTS.

Agree.The groyne to the east could perhaps lend itself to be a fishing platform site-also something along the port breakwater, both on the north- west perimeter and the east perimeter adjacent to the town reef. Gary Kemsley would be a good contact to follow up with on this matter

OPPORTUNITY 35-PREPARE STRUCTURE PLAN TO GUIDE FUTURE DEVELOPMENT OF AHURIRI

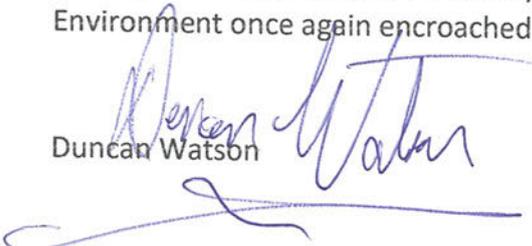
Agree, but I fear the horse has bolted!

CONCLUSION

Thank you for the opportunity to make the above comments. If in parts they sound blunt and to the point, the comments are not intended to cause any personal offence, but simply to assist in making this city a better place to live.

The Plan is long overdue, and has many fine points, especially as a historical document. As a Vision Statement though it is short sighted and lacks ambition. The Council need to reassess their priorities and there is nothing in this Plan to indicate it is likely to do so. Statutory core obligations requiring Councils to supply good quality basic infrastructure, particularly as they relate to public health and sanitation, should be clearly identified as having priority over many of the "nice to have" type recreational opportunities listed in the Plan. The glossy photos and fine art work help sell the package but mask the fact that in my respectful view, Maori have been short-changed and the Environment once again encroached upon for the benefit of urban expansion.

Duncan Watson



8 November 2017

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NAPIER PORT SUBMISSION ON AHURIRI ESTUARY & COASTAL EDGE MASTERPLAN

As a key stakeholder, Napier Port is in receipt of the Ahuriri Estuary & Coastal Edge Masterplan (Final Draft 6 July 2017) ('Masterplan'), and has been invited by Napier City Council to provide comment on the Masterplan.

Three meetings with Council staff were held over September and October 2017. This provided Napier City Council ('Council or NCC') the opportunity to present key Masterplan initiatives and seek comment. It provided Napier Port with an opportunity to discuss its significant and vital role in the community, its critical lifeline function and tourism benefits, its place in the regional economy and the long-term viability and infrastructure investment it has undertaken over many decades.

Napier Port would like to acknowledge and thank the Napier City Council staff who attended the three meetings and were open to the views and comments expressed by the Napier Port senior management team.

We understand that the non-statutory Masterplan is a 30 year visionary document and that 'not everything will happen' as signalled in the document.

Our written submission is in two phases:

- Phase 1: Initial views upon receipt of the Masterplan, and as discussed with Council Planners (19 September 2017).
- Phase 2: Follow up views following meetings and as discussed with Council Transportation Engineers (29 September 2017) and Council Planners (10 October 2017).

Phase 1: Initial views upon receipt of the Masterplan, and as discussed with Council Planners (19 September 2017)

- a) Napier Port is supportive of environmental initiatives set out in the Masterplan. It wants to be, and actually sees itself to be, a socially and environmentally responsible corporate citizen.
- b) Napier Port recognises the significance of Ahuriri Estuary in the wider context of the marine and ecological environment, and agrees in principal with the purpose of Masterplan: *'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 create a resilient estuary environment.'*
- c) Napier Port was somewhat concerned at the intent of the Masterplan. It was strongly voiced that Napier Port is a key stakeholder and now finds itself in the position of having to react to certain aspects i.e. 'opportunities', within the Masterplan that it was not aware of nor involved in its formulation. Examples include, but are not limited to:
 - The suggestion to potentially re-zone Port-owned industrial land to mixed use.
 - The provision (as illustrated) to provide pedestrian access directly through 90 Thames Street (an operational site for the storage of empty containers) to the coastal edge of Ahuriri Estuary.

- Transport corridor for the movement of trucks to and from the Port being potentially compromised by connectivity links (for pedestrians and cyclists) along and across Bridge Street and the Ahuriri Bypass (SH50).
- d) Napier Port considers the ‘opportunities’ were developed in complete isolation (apart from those listed parties in the Masterplan (i.e. Councillors, Council Officers, Mana Ahuriri and initial engagement with HBRC and DoC), with no meaningful consultation prior to the document being made public.
- e) It is noted by the Port that one of the City Vision Principals is ‘A Port and Coastal City’, hence the surprise that Napier Port was not invited to ‘the table’ at the onset of preparing the Masterplan.
- f) The Port is disappointed at being put into what it considers to be likely perceived as a negative and reactive response to the ‘opportunities’ portrayed in the Masterplan. This breakdown in consultation speaks to a possible lack of understanding across NCC of the importance of Napier Port’s role in the regional economy and wider value to the community. This extends to the operational needs of the port outside its boundaries at Breakwater Road and Thames Street, such as key access corridors.

Key Issues

A number of issues have the potential to significantly impact on Napier Port, they include but are not limited to the following:

Transport and Access to the Port

- Bridge Street and the Ahuriri Bypass are *the critical* transport link and access corridor to the Port, given the current ‘traffic calming project’ along Marine Parade.
- Port accessway along Bridge Street (SH50) and connectivity along and across Bridge Street.
- Access to / from Thames Street, currently via Prebensen Drive and Severn Street.

Land Ownership

- The current ownership of land by the Port at both 90 Thames Street and at the main port environment.

Land use and Zoning

- Rezoning land from its current Industrial zone to Mixed use (Thames Street).
- Rezoning land from its current Port Industrial zone to Reserve (Main port environment adjacent to the port beach).
- Napier Port are interested as to how NCC will manage the conflict between land owned by NCC and land owned by Napier Port and issues related to reverse sensitivity.

Stormwater

- The site owned and operated by Napier Port at 90 Thames Street has a low impact designed stormwater settlement pond consented, constructed and operation since December 2015.

In addition to the ‘snapshot’ above, the following table provides detailed comments on particular sections of the Masterplan that are considered relevant to Napier Port.

PLAN REFERENCE	MATTER RAISED	NAPIER PORT COMMENT
SECTION 1 CONTEXT		
Page 7 – Context – Landscape Context	Acknowledges the industrial interface at Pandora.	Napier Port acknowledges the current industrial activities it carries out at Pandora, and in particular at 90 and 73-75 Thames Street.
Page 9 – Waitangi Tribunal	Mana Ahuriri Treaty Settlement.	Napier Port acknowledges the Mana Ahuriri Treaty Settlement.

<p>Page 10 – Context – Water and Sediment Quality:</p>	<p>Para 6 Mentions shipping container yards as one of the industries.</p> <p>Para 7 States that contaminates from these industries include metals, organics, nutrients, pathogens, sediment and refuse.</p>	<p>Napier Port wish to note that generally shipping container yards do not generate contaminants consisting of metals, organics, nutrients, pathogens, sediment and refuse.</p> <p>It is unfair and misleading to bundle existing industrial activities and the resultant ‘contaminants of concern’ with the Napier Port empty container storage areas.</p> <p>Napier Port has undertaken considerable steps and management approaches, including the ‘low impact designed’ stormwater management at 90 Thames Street. This should be duly noted in the Masterplan.</p> <p>To further reduce any dust or other potential contaminants from empty containers being transported to the container storage areas they are washed at the main port environment prior to being transported.</p>
<p>The open drain network</p>	<p>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.</p>	<p>Napier Port obtained a discharge permit from HBRC to discharge treated stormwater to the Thames Street (NCC) open drain network (i.e. Thames Street Drain). The environmental outcomes sees stormwater discharges being treated via two low impact design stormwater settlement ponds at the Empty Container Storage Area at 90 Thames Street, developed at significant cost to Napier Port and requiring a large proportion of the land purchased to be dedicated for this purpose. Routine stormwater testing and reporting in accordance with the discharge permit, is also conducted.</p> <p>Napier Port has also invested significant funds to landscape the area. Details are shown on the attached plan showing stormwater settlement ponds at 90 Thames Street.</p>
<p>Page 13 – Current Plans</p>	<p>Aerial plan showing current projects.</p>	<p>Currently the [M] location potential shows the port expanding the breakwater and current log storage area. That is incorrect.</p> <p>Relocate the [M] to the Northern Terminal Container site to better reflect the actual location of the proposed 350m Wharf development.</p>
<p>Page 15 – Coastal Hazards – coastal inundation</p>	<p>The masterplan brief is to address predicted coastal inundation through protection rather than retreat.</p>	<p>It is noted that an area of concern for Napier Port is 90 Thames Street. The map shows some edge inundation in 2120. Inundation is being addressed as part of the Coastal Hazards Group, of which Napier Port is a member.</p> <p>The port beach area shows coastal inundation is occurring today. Protection measures are already in place i.e. groynes.</p>

SECTION 2 MASTERPLAN - INTRODUCTION		
Page 19 – Masterplan Vision	The vision is underpinned by three principles - <i>connectivity, quality</i> and <i>authenticity</i> - against which identified and future opportunities are measured.	<p>A key feature of ‘quality’ is economic outcomes and employment opportunities. Clearly the Port is a key employer in the region, and the newly developed empty container storage areas has employed 10 new staff at its onset in December 2015. The port is associated with 27,000 full and part-time jobs.</p> <p>A key feature of ‘authenticity’ is ‘gritty – not pretty’. Napier Port agree with the approach and consider that the industrial activities (i.e. transporting and storing empty containers etc.) reflects this very feature.</p>
Page 21 – Masterplan Network Objectives	<p>Objective – Built</p> <p>Facilitate a vibrant mix of uses with a focus on supporting existing and creating space for new. Encourage the clustering of supporting land uses. Extend a residential-led mixed use interface with the estuary – including live-work opportunities recognising the environmental sensitivity of the estuary.</p>	<p>Napier Port agree to the intent with a ‘focus on supporting existing uses’. Clustering of supporting land uses will also lead to better environmental outcomes particularly when ‘measured’ against potential reverse sensitivity effects.</p> <p>The residential-led mixed use interface needs careful consideration when being planned against existing industrial uses. Examples have been given of apartments being constructed on the estuary edge near 90 Thames Street. Napier Port opposes any such development due to the reverse sensitivity risks.</p>
	<p>Objective – Movement</p> <p>Includes an objective to facilitate port transport network through balancing the requirements of the dedicated port transport route with strengthened connections to the urban environment.</p>	<p>Napier Port agree with a balanced approach. However, this must not be to the detriment of an operational safety and functional container storage area.</p> <p>Careful consideration must be afforded to the ‘existing use rights’ of Napier Port, and the current and any future activities conducted on its land.</p>
Page 22 & 23 Masterplan – Illustrative Masterplan	Opportunities Key	<p>Napier Port wish to be involved in opportunities that may impact on the wider transport networks. Including:</p> <ul style="list-style-type: none"> Facilitating the safe, effective and efficient movement of traffic to and from the port.
Page 37 Masterplan Character Area Objectives – Lower Estuary and Pandora	<p>Opportunity 11</p> <p>Implement Pandora catchment (Thames-Tyne) stormwater quality system(s).</p>	<p>Napier Port are leading the way with the construction and operation of the two settlement ponds installed at 90 Thames Street (refer attached plan).</p> <p>Planting of the pond edges and berms has also been part of the overall integrated stormwater solution.</p>
Page 37 Masterplan	Opportunity 12	The illustration on page 36 indicates a red dashed ‘inundation protection’ line. The empty containers

<p>Character Area Objectives – Lower Estuary and Pandora</p>	<p>Address Pandora (and West Quay south) coastal inundation threat.</p>	<p>(20ft and 40ft TEU's) are mobile structures so they will be able to be easily relocated to avoid any coastal inundation. As before, inundation is being addressed as part of coastal hazards study.</p>
<p>Page 39 Masterplan Character Area Objectives – Lower Estuary and Pandora</p>	<p>Opportunity 14 Single lane two-way traffic and parking would be accommodated within existing south bound lane width. Heavy vehicle (container trucks etc) 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.</p>	<p>Napier Port wish to be involved in opportunities that may impact on the wider transport networks, to ensure facilitating the safe, effective and efficient movement of traffic to and from the port. Working alongside KiwiRail, NZTA, HBRC, NCC and other transport users will be critical.</p>
<p>Page 41 – Masterplan Character Area Objectives – Lower Estuary and Pandora</p>	<p>Opportunity 19 Facilitate a high quality, mixed use interface to the estuary, through facilitating the redevelopment of sites to the north of the street, including the container storage site.</p>	<p>Napier Port must have a secure and safe operational site for the movement of empty containers by heavy machinery (i.e. trucks and forklifts).</p> <p>Though <i>'facilitating a high quality, mixed use interface to the estuary'</i> is admirable, the Port consider the 'linkage' directly from the accessway into 90 Thames Street, and across their site (as shown on the illustrated figure on page 41) is undesirable and unsafe.</p> <p>Other accessways are worth exploring that do not compromise the existing container storage area while aiming to incorporate pedestrian connections in relation to 90 Thames Street.</p> <p>There is a need to understand traffic to and from Thames Street. This information will 'inform' Council amongst others, of the critical road corridor not just to the depots at Thames Street but also on the wider road network.</p>
<p>Page 41 – Masterplan Character Area Objectives – Lower Estuary and Pandora</p>	<p>Opportunity 20 Upgrade Thames Street streetscape to high amenity street to support change of land use to mixed use on the north side, AND</p>	<p>See comment above under Opportunity 14.</p> <p>The illustrated figure (on page 41) shows 90 Thames Street as a mixed use site with direct pedestrian connections to the estuary. As previously noted, access / pedestrian connections must not be to the detriment of an operational safe and functional container storage area. Careful consideration must be afforded to the existing use rights of Napier Port and the activities it conducts on its land.</p>

	<p>Encourage container truck movement along Severn Street and Prebensen Drive rather than Thames Street and Pandora Road.</p>	<p>Facilitating heavy vehicle movement is supported.</p> <p>Reviewing existing zone from Industrial zone to Mixed-Use zone will need to take into account the 'existing use rights' of Napier Port at 90 Thames Street (and 73-75 Thames Street).</p>
<p>Page 42 – Masterplan Character Area Objectives – Lower Estuary and Pandora</p>	<p>Opportunity 21</p> <p>Prepare Structure Plan to guide future development of Pandora</p> <p>Para 5 – They recognise the need for the ongoing requirement for container storage sites to support the Port of Napier.</p>	<p>We note that the potential Structure Plan area differs from the Masterplan area (as shown on page 3).</p>  <p>Napier Port supports the statement regarding <i>'the ongoing requirement for container storage sites to support the Port of Napier.'</i></p> <p>Napier Port is a key stakeholder and wishes to be involved in the preparation of this Structure Plan. Considerations to include (but not be limited to):</p> <ul style="list-style-type: none"> • Impacts on wider transport networks; including connectivity, pedestrian and vehicle access and circulation, anchor building sites and container truck circulations. • Any potential land use changes (from Industrial to Mixed-Uses/Commercial). • Any design guidelines relevant to the Port.
<p>Page 53 – Masterplan Character Area Objectives - Inner Harbour & Ahuriri</p>	<p>Opportunity 28</p> <p>Bridge Street improvements</p>	<p>Napier Port, as a key stakeholder, wishes to ensure the port transport route is taken into account when developing any concept plan for the 'peanut' and the provision for better amenity for pedestrian and cyclists.</p> <p>Timing of any improvements should be outside of December to May due to seasonal peak movement of heavy vehicles.</p>
<p>Page 53 – Masterplan Character Area Objectives - Inner Harbour & Ahuriri</p>	<p>Opportunity 35</p> <p>Implement Port Beach Access and Amenity</p>	<p>Ownership of the land namely the 'two small port beaches' is with the Port of Napier Limited (Certificate of Title M2/727 Part Lot 1 DP 20975).</p> <p>The zone is currently Port Industrial (as noted on page 14), though currently Napier Port provide amenity</p>

	<p>Provide for easier beach access to two small port beaches at east end of Hardinge Road. Incorporate street tree planting into street car parking area buildouts.</p>	<p>services, such as seating, an outside shower, pedestrian access to the beach closest to the Port Administration building.</p> <p>Note: Based on follow-up meeting with Council this Opportunity is to be removed in the next edition of the Masterplan.</p> <p>Napier Port are also addressing the future layout of the Western Gate accessway. This matter is currently being examined in consultation with NCC, NZTA, HBRC and KiwiRail.</p> <p>We note that the potential Structure Plan area differs from the Masterplan area (as shown on page 3).</p>  <p>Napier Port suggest that the Structure Plan may need to be extended to encompass the Napier Port Western Gateway (as shown on page 3).</p>
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SECTION 3 DELIVERING THE MASTERPLAN

<p>A planning assessment was carried to provide information on the resource management planning implications of the various 'opportunity' proposals identified in the <i>Masterplan</i> document.</p> <p>In particular, the report identifies whether each opportunity</p>		<p>Planning and stakeholder involvement and engagement for Napier Port.</p>
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<p>identified triggers any resource consent requirements in terms of either the <i>City of Napier District Plan</i> or the Hawke’s Bay Regional Council <i>‘Regional Resource Management Plan’</i> or <i>‘Regional Coastal Environment Plan’</i>.</p>		
	<p>Opportunity 11 Implement Pandora catchment (Thames – Tyne) stormwater quality system(s)</p>	<p>No planning implications. Napier Port to be involved in via wider involvement as set out under ‘Section 3 Delivering the Masterplan’ (page 56);</p> <ul style="list-style-type: none"> • A living masterplan • Delivery mechanism (leadership, collaboration and partnership) • Shared Ownership
	<p>Opportunity 12 Address Pandora coastal inundation threat</p>	<p>No planning implications. Napier Port to be involved in via wider involvement as set out under ‘Section 3 Delivering the Masterplan’ (page 56);</p> <ul style="list-style-type: none"> • A living masterplan • Delivery mechanism (leadership, collaboration and partnership) • Shared Ownership
	<p>Opportunity 14 Develop a Linear Park along Pandora Road, connecting estuary and hill</p>	<p>Nothing relevant. Napier Port to be involved in any District Plan changes.</p>
	<p>Opportunity 19 Facilitate a high quality, mixed use urban interface to estuary</p>	<p>Current provisions seek to facilitate industrial development (hence the ‘Main Industrial Zone’). Napier Port to be actively involved in the development of the Structure Plans (as noted on pages 42 and 53), as a structure plan is generally implemented by a plan change. Napier Port to be actively involved in any District Plan change process to change from “<i>an Industrial to a Mixed-use estuary interface, including the container storage site at the west end, to create a precinct that combines light industrial, commercial and residential land uses</i>”.</p>

		<p>Issues for the Port to consider include, but not limited to:</p> <ul style="list-style-type: none"> - Existing use rights ('business as usual') - Reverse sensitivity - Transport routes - Stormwater quality - Access to estuary coastal edge
	<p>Opportunity 20</p> <p>Upgrade Thames and Severn Streets to deliver water quality and amenity improvements</p>	<p>Street amenity works, including undergrounding of utilities services (i.e. powerlines) are permitted activities under the current rules of the District Plan (Chapter 53 Network Utilities).</p>
	<p>Opportunity 21</p> <p>Prepare a Structure Plan to guide future development of Pandora</p>	<p>See comments above under 'Opportunity 19'.</p>
	<p>Opportunity 28</p> <p>Deliver improvements to Bridge Street for pedestrians</p>	<p>Napier Port to be involved in via wider involvement as set out under 'Section 3 Delivering the Masterplan' (page 56);</p> <ul style="list-style-type: none"> • A living masterplan • Delivery mechanism (leadership, collaboration and partnership) • Shared Ownership
	<p>Opportunity 35</p> <p>Implement Port Beach access and amenity improvements</p>	<p>This Opportunity to be removed – see notes below.</p>

Following Phase 1 meeting and discussion with the Council Planners on 19 September 2017, Napier Port offered to provide additional information in the way of a presentation to the Council. The presentation provided an overview on the Ports significant and vital role, its critical lifeline function and tourism benefits, its place in the regional economy and the long-term viability and infrastructure investment it has undertaken over many decades.

As a result, Phase 2 as noted below took place, and additional comments provided and responded to.

Phase 2: Follow up views following meetings and as discussed with Council Planners (29 September 2017) and Council Transportation Engineers (10 October 2017)

Following the matters raised above and discussed in the initial meeting with Council staff (on 19 September 2017), two further meetings with Council staff were arranged and held. These took place with Council Planners (29 September 2017) and Council Transportation Engineers (10 October 2017). A response from Richard Munneke (Director City Strategy), provided helpful meeting notes and comments. For completeness purposes these are noted below with additional responses noted by Napier Port.

Summary of Matter raised by Napier Port and noted by Council

*PONL view **Bridge Street** as a critical transport route for the Port. PONL support Marine Parade realignment and slowing this road down for the benefit of the community and CBD, however this requires the alternate route to remain unencumbered (i.e. limited pedestrianisation) and clear.*

NCC response

NCC completely agree. NCC have consistently positioned the importance of maintaining and enhancing Bridge Street for access to the port against suggestions of pedestrianisation etc. However NCC recognises the need for pedestrians to cross Bridge St at lever St and Ossian St as safely as possible *without compromising* the function of the road for port access. Plans (which we left with you) have been developed for pedestrian refuges at key locations and herding pedestrians to use these key points rather than cross both lanes at once. There is no formal pedestrian crossing suggested as we recognise the importance of allowing the traffic to flow.

NCC are also making good progress to relocate the weighbridge to a more appropriate location. This should also enhance traffic flow.

At the PONL suggestion, NCC has also taken the opportunity to consider reducing parking options along Bridge Street since our meeting to look for opportunities to enhance traffic flow and reduce side friction. We have identified some locations for further yellow lines in this regard, and will take this up with NZTA accordingly.

The carpark adjacent to the existing weigh bridge has recently come under the management of Wilson's car parking. This has nothing to do with NCC and we have no influence over this site. We understand that Wilson's have started charging trucks for using this carpark to wait for their 'time slot' to enter the port. NCC will give this matter (the need for an appropriate "waiting room" for trucks arriving before their timeslot) further thought.

Ahuriri Mixed Use Zone

In terms of the overall Mix Use zone in Ahuriri, NCC acknowledge that there is no turning the clock back now on the residential and commercial influx into Ahuriri, but we take on board PONL suggestions that there is opportunity to strengthen rules in the District Plan review (2020) to ensure new developments are doing everything *they* can to mitigate against noise and other traffic effects from Bridge St.

Napier Port additional comment

While Napier Port supports the Marine Parade traffic calming project (and realignment), with one of the outcomes of the traffic calming project is to slow traffic and thus benefit the community and CBD, Napier Port consider it is not the only means of achieving a benefit to the community and CBD. Other means include a bylaw restricting the movement of heavy vehicles along the Marine Parade, encouraging heavy traffic destined to the Port to move along Georges Drive, Hyderabad Road, Bridge Street and the Ahuriri Bypass, and thereby ensuring a Napier Port Corridor is established, providing for inland Port facilities and examining alternative transport modes such as rail, to name a few.

Napier Port note the Masterplan Network Objectives (page 21) that states:

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

Napier Port wish to re-iterate its position on the absolute critical access corridor requirement and connectivity along Bridge Street and Ahuriri Bypass to and from Napier Port. Coupled with the Marine Parade traffic calming project, the western accessway gate entrance to the main port environment and the review of the Regional Land Transport Strategy, Napier Port must ensure its critical access corridor is maintained and that the wider road network is safe, effective and efficient.

The current plans showing the indicative pedestrian refuges at key locations and navigating and directing pedestrians to use these key points rather than cross both lanes at once, and as shown on page 45 of the Masterplan, will need careful consideration and design. Napier Port wish, along with other key stakeholders, such as KiwiRail, NZTA, HBRC and NCC, to be actively involved in any corridor discussions to ensure the function of the road for port access is not compromised. Whilst facilitating safe pedestrian crossing, as the Port acknowledge that pedestrians will cross Bridge Street, examining options such as a pedestrian / cyclist over-bridge is worth consideration, among other solutions.

Napier Port support the Council in the relocation of the weighbridge to a new location, and wish to be kept informed and involved, where appropriate.

Napier Port is pleased to see NCC take the opportunity to consider reducing parking options along Bridge Street with an objective to enhance traffic flow and reduce side friction. You noted above that Council have identified some locations for further yellow lines in this regard, and that Council has 'taken this up' with NZTA accordingly.

Napier Port wish to see the district rules strengthened in the District Plan during its planned review in 2020 to ensure new, and possibly brown-field or renovated developments, are doing everything they can to mitigate against noise and other traffic effects from Bridge Street.

Summary of Matter raised by Napier Port and noted by Council

Thames Street Mixed-Use is suggested in the Ahuriri estuary and foreshore Master Plan. PONL feel aggrieved that they have been lumped in with other industries in the Ahuriri Industrial Zone as contributors to contaminating the adjacent waterways / estuary. PONL have implemented on-site storm water treatment solutions within their container park, and wish to be recognised for this. They are a corporate citizen who takes these matters seriously, and consider this should be better portrayed in the Master Plan document.

NCC response

There is no suggestion in the Masterplan that any of the industries in that location are not good corporate citizens and the overwhelming message is that we need to value the edge of the estuary appropriately. That includes a conversation about how we start to turn our view toward looking after the edge of the estuary and how this could happen. It should also be noted that the area is projected to be inundated as a consequence of climate change and sea level rise. This means that the status quo is not an option and we will need to plan for this eventuality.

NCC explained that along with the proposal for 'on site' storm water treatment, a significant proportion of the contaminants that pollute the estuary comes off our roads from heavy vehicles, container trucks, cars etc. as well as in aerial form (i.e. dust) from land uses in the area. NCC propose to help address this by implementing 'at source' treatment within the road catchment through the integration of rain gardens along Thames, Severn and Mersey Streets.

Napier Port additional comment

Napier Port understands the importance of the coastal edge to the Ahuriri Estuary. To that end, the Port has invested significantly in landscape planting fronting the estuary on its port-owned empty container storage area at 90 Thames Street. Significant areas on the site (as shown in the attachments) were also designated for two low impact design stormwater settlement ponds.

The port wish to remain in conversation with the Council on maximising the view towards the edge of the estuary. Furthermore the Port is interested in the Council's view on enhancing the Thames Street Drain, as this is the receiving environment that the treated stormwater from 90 Thames Street discharges to.

Summary of Matter raised by Napier Port and noted by Council

PONL expressed concern that land they had recently purchased (Container Park) is portrayed in the document as a future mixed-use housing opportunity without their knowledge or consultation with them. They were concerned at only being consulted at the same time as the draft Master Plan was being disseminated around the community, and not before.

NCC response

In response, the draft Master Plan is a living document and that all of the proposed initiatives put forward have been done so as a means of starting the conversation – both with adjacent landowners and the wider community. The Ahuriri Estuary Masterplan is an aspirational 30 year plan and the initiatives proposed are simply ideas - none of these concepts have been adopted by Council as projects or have found their way into the District Plan or other statutory documents. It is worth noting that the document did go to Thames Tyne storm water working party sometime prior and that PONL are represented there along with other Pandora industry. Lastly this part of the PONL business is seen as different from the PONL core business (i.e. the Port itself) as there are also other container providers in Napier and therefore the consultation through the Thames Tyne storm water

working party is appropriate. Regardless NCC are very interested in learning PONL's views and we recognise the relationship between creating space at the Port and having viable alternatives for container storage.

Napier Port additional comment

The off-site empty storage container options available to Napier Port have been developed on land owned by Napier Port at both 90 and 73-75 Thames Street, Pandora. The port also owns industrial land at Whakatu and should this site be economical and commercially viable it may be utilised in the future for as an inland Port where full containers are marshalled and moved both ways to and from the Port. A limited number of empty containers could also be stored on this site at some stage in the future.

Summary of Matter raised by Napier Port and noted by Council

*Land adjacent to the **Small Beach** is owned by PONL, and is currently zoned Port Industrial. PONL do not wish to see this piece of land rezoned as a reserve as they need this to ensure safe entry into and egress from the Port.*

It is recognised by NCC that this is critical, and as such Initiative 35 will be removed from the document.

Napier Port additional comment

From an operational and health and safety perspective, Napier Port is pleased to see this initiative removed. However, as owners of this land Napier Port will seek to maintain safe access to the 'Port Beach'.

Looking Forward

Napier Port would like to thank you for the opportunity to provide comments both at the meetings and in this written submission. We welcome further discussions on the range of issues presented in the Masterplan and look forward to seeing the next version of the Masterplan.

Yours sincerely,



Garth Cowie
Chief Executive Officer



Napier Port Empty Container Storage Area (90 Thames Street, Pandora)

Showing the extensive area dedicated to the low impact design stormwater settlement ponds



Aerial of Napier Port empty container storage area (90 Thames Street, Pandora)

David S. Belcher



26th October, 2017.

To : Napier City Council
Private Bag 6010
Napier. 4142.

Please find attached a submission for the Ahuriri Estuary & Coastal Edge Masterplan on behalf of the Napier Branch of the Royal Forest & Bird Protection Society.

Yours faithfully,
David S. Belcher.

[Chairman of the Napier Branch of the Royal Forest & Bird Protection Society.]

The Napier Branch of the Forest & Bird Protection Society wish to complement the Napier City Council for producing a Masterplan Document for the Ahuriri Estuary and Coastal Edge.

Please accept our submission as follows :

Important and Historical Points

Adjacent to Napier City this 3840Ha important estuarine area supports a large varied population of bird life that includes a number of migratory species, especially the Bar-tailed Godwit.

In 1958, the lower and mid sections of the Ahuriri Estuary were formally gazetted a Wildlife Refuge under the Wildlife Act of 1953 in recognition of the areas presenting very significant wildlife values, especially birdlife. This was done to minimise disturbance by people and totally exclude dogs from entering the area. The wildlife values are no less today and require control with Council enforcement.

Its proximity to Napier city makes the estuary an ideal place to study bird, plant and marine life along with pedestrian recreation.

A critical function of the estuary is that of the fish habitat. The area is both a feeding and nursery area for fish to feed, breed and for juvenile fish to mature in food-rich waters.

The importance of both Maori and early European history within the Ahuriri Estuary deserves better recognition and preservation that should not be underestimated.

Because the Ahuriri Estuary has areas under both DOC and HBRC administration, NCC needs to recognise and behold to closer working relationship communications, prior to planning and works.

Protection and preservation of the Estuary began in 1975 with the Napier Branch of the Royal Forest & Bird Protection Society. In 1981 the Ahuriri Protection Society was formed to better serve the ecology of the area and how it needs to be sensitively managed.

The total catchment area, some 14000Ha, requires ongoing erosion and conservation management to further reduce mud levels encroaching upon the upper areas of the Estuary. It is a known fact that mud levels are increasing to the point where fish cannot live and feed let alone the birds. Therefore, Freshwater Management is of prime importance and requires an Action Plan.

1. Development Proposal 2.

Issues and Concerns regarding proposed developments.

To extend the salt marshes, sand and shell banks along the south of the channel would be most advantageous to improve the wetland habitat. Because of the disturbance factor, this sensitive area should be served by pedestrian walkway access ONLY with the total exclusion of bicycles and dogs AT ALL TIMES by Council enforcement. Allowing cyclists and dogs is inconsistent with the objective of improving wetland habitat. Cyclists have the option of using the Cycle Pathway adjacent to Pandora Road and Meeanee Quay. The dog area should be restricted to the Council Grass Area adjoining Meeanee Quay at Westshore.

All kayaks and waka should be totally restricted to the Pandora Pond and below.

The Humber Street Reserve upgrade needs communication action with DOC and the Ahuriri Protection Society and should NOT include a children's playground. Playground areas are at Westshore and Hardinge Road seafronts.

The Humber Street Reserve provides carparking and is the beginning of the Estuary Walkway. It should contain interpretive panel information, toilet facilities, and ultimately an information and education centre to further promote this special sensitive area.

There appears to be large amounts of storm water, industrial waste, and sediment appearing from the Thames-Tyne drain. At times the appearance of sewerage has been

identified in this drain. Council enforcement law is required here as Freshwater Management is important for this area.

There is no justification for additional public access, [walking, cyclists and or dogs] to the Estuary off Thames Street and this part of the proposal should be opposed as the main entry will be from the end of Humber Street.

Any extension to the walkway/cycleway link between Pandora and the Poraiti Hills would only create additional disturbance to bird species especially the Bittern. Any such proposal deserves special DOC consultation and should be specified as a WALKWAY ACCESS ONLY and NO DOGS.

Development of additional wetlands within this estuarine environment deserves special consultation, design and undertaking outside of NCC.

2. Development Proposal 5

Development of an Education Centre.

This should not be built within the Westshore Wildlife Reserve Area. As discussed at the Public Meeting on October 4th it should be built on the section purchased by NCC in Humber Street.

Vehicle access and parking will ultimately become an issue at the Westshore Wildlife Reserve as Watchman Road becomes the main Airport vehicle access.

Careful consultation and planning cycleway/walkway access within this area deserves consultation and recognition as they will be adjacent to sensitive wetland areas.

Settling ponds adjacent to SH2 for stormwater, as shown, may take time to plan and eventuate but there are concerns over sea level rise which could threaten Napier.

The Embankment Bridge provides great opportunities for bird observation viewpoints and interpretive panel sites.

3. Development Proposal 7

To extend the Recreation Pathway network north along the edge of the channel should NOT BE pursued as it would encroach upon extremely valuable and sensitive sites of a variety of wildlife. It would encroach upon an important feeding, roosting and breeding ground for many bird species, some nationally threatened, eg. the Bittern.

The Bittern habitat and restoration project within the upper reaches deserves better recognition and support. Dogs within this territory would create an unwanted threat. Forest and Bird strongly suggests that there should be no developments north of Prebensen Drive.

Sea level rise could raise concerns and stop banks will require special planning and maintenance especially as underground seepage could invade over time creating a flooding liability to Napier City.

4. Development Proposal 9

Development of a Regional Park within the former lagoon.

Better communication is sought here prior to any proposals are planned or actioned as this is a special area being the beginning of the walkway. Further clarification is required.

Communication and plans should be discussed with DOC, HBRC, the Ahuriri Estuary Protection Society and Te Taiao Hawke's Bay Environment Forum for prior approval.

These groups working together would bring different perspectives and expertise to the table offering betterment for the Council Plan.

5. Development Proposal 13.

Upgrade Humber Street Reserve to a premier Recreation Reserve.

Forest and Bird is totally opposed to dredging and extending the Pandora Pond for additional recreation purposes. Interference with NATURE poses other unwanted problems.

6. Development Proposal 19

To facilitate high quality mixed use interface with the estuary.

There is no reason why a number of access points from Thames Street are necessary as shown in your plan. Additional access points only create temptation for unwanted cyclists and dogs that bring disturbance to a sensitive area.

In fact, there is NO need or justification for pedestrian, cyclist, or dog access points off Thames Street as per the original purpose agreement. Again, the current Humber Street access is quite sufficient and should be further enhanced for promotion.

Dogs should also be totally forbidden in this area as in other Public Scenic Reserves of NZ. This law requires council enforcement.

In conclusion, this master plan document contains points of merit but typically designed by consultants and council officers who have had little background knowledge or experience of the Ahuriri Estuary.

It is therefore thought that Napier City Council should seriously consider engaging qualified people with local and experienced knowledge in addressing a number of issues and concerns within this masterplan document along with this submission.

David S. Belcher.

Chairman of the Napier Branch of the Royal Forest & Bird Protection Society of NZ.

HAWKES BAY OPTIMIST YACHT TRUST

Submission re Upgrade of Humber Street Reserve

October 2017

Key Personnel:

Fleur Lincoln of Strategic Planning Lead Napier City Council

Debra Stewart Reserves Manager Napier City Council

HBOYT Trustees: Rod Newson, Lyn Shannon, Glenn France, Rex Wilson, Dennis Coxon.

Background information:

Five HBOYT Trustees met Fleur Lincoln of Strategic Planning Lead Napier City Council on the Humber St Reserve at 10am on Tuesday 10 October 2017. This meeting was initiated by HBOYT. Debra Stewart was expected to attend, but was not present.

The purpose of the meeting was to align Napier City Council intentions with HBOYT expectations.

HBOYT was concerned the draft Ahuriri Estuary and Coastal Edge Masterplan made no reference at all to the Optimist Yacht Trust facilities and use of Pandora Pond. HBOYT points out that it has provided a sailing experience for approximately 2000 children per year every year since 1989. HBOYT has a formal consented agreement with Napier City Council regarding their building, sailing programmes and use of Pandora Pond.

In an email of 25 Sept 2017 Napier City Council Reserves Manager Debra Stewart advised:

1. HBOYT storage shed will not be demolished as part of the new toilet work
2. Debra understands HBOYT needs re siting, launching yachts, boat storage, sail drying, toilets.
3. HBOYT will be a key stakeholder when redesign of Humber St Reserve "kicks off" (Napier City Council term)

OPTION 1 (HBOYT preferred option, and most cost-effective solution)

It was noted that the redesign of Humber St reserve has already "kicked off" and an opportunity immediately exists to incorporate relocated HBOYT storage with the toilet block currently under construction. This would enable the existing toilet block to be decommissioned and would site the replacement HBOYT shed adjacent to new showers, toilets and changing area.

This would be the most practical solution, would create a smaller visual impact for the Humber St apartments.

While it is unfortunate that the HBOYT were not given the opportunity to discuss this option with Napier City Council before the new toilet block was commenced, it is not too late to implement this proposal.

OPTION 2

Locate a new Optimist Yacht Storage shed on the western end of the current grassed Humber St reserve. This may run north south to reduce the visual impact on Humber St apartments.

Key points to be incorporated in any HBOYT shed relocation:

- Children with yachts not needing to go on any roads (Child safety issue)
- Distance to the water to be no greater than from the current HBOYT shed
- Toilets, showers and changing area to be adjacent to the Yacht storage (safe supervision of children)
- Rigging area between store shed and launching area, large concrete pad with sump by store shed door

Dominion Post Sunday, 27th Oct. 2017

Water infrastructure in jeopardy

GED CANN

Much of the country's wastewater and stormwater infrastructure is unprepared for the strain of climate change, which could lead to more floods like the one that devastated Edgumbe - unless hundreds of billions are spent.

This is the finding of a report from the Deep South National Science Challenge, released today, which warned that, if action was not taken, communities could expect more water outages, contamination and sewage overflows.

Environmental planner Iain White, who co-authored the Climate Change and Stormwater and Wastewater Systems report, said ageing infrastructure was expected to face more extreme rainfall events, storm surges, sea-level rise and drought as the cli-

mate warms.

The Edgumbe floods in April were a wake-up call for how unprepared some systems were, White said.

After heavy rain brought about by Cyclone Debbie, the stopbank protecting Edgumbe from the Rangitāiki River burst, flooding the town and leaving raw sewage floating in the streets.

Six months on, 500 houses were still unliveable and flood-proofing remained a distant goal, White said.

Existing infrastructure had been designed with last century in mind, and without upgrades Kiwis should expect failures more frequently, he said.

"We are going to have to invest in bigger pipes, which are more expensive ... we are going to have to change how we fund our infrastructure," White said.

"We are going to have to invest in bigger pipes, which are more expensive ... we are going to have to change how we fund our infrastructure."

Iain White, environmental planner

"If we want things to stay the same, we will have to change."

Most of the country's stormwater infrastructure was built to handle a one-in-10-year flood. But White said by 2050, it was expected



As this year's Edgumbe flooding showed, much of New Zealand's wastewater and stormwater infrastructure is unprepared for the strain of climate change, and the cost of bringing it up to scratch is not known. PHOTO: CHRIS MCKEEN/STUFF

some coastal areas could expect one-in-100-year events on an almost annual basis.

Systems most at risk were those with combined wastewater and stormwater pipes because sudden

deluges could cause overflow, putting public health at risk.

Auckland has about 200 kilometres of such piping. In May, the super-city was hit by storms that flooded hundreds of proper-

ties and caused hundreds of thousands of dollars in damage.

Pipes in some areas, such as parts of South Dunedin, were only designed for a one-in-two-year floods, leaving it highly vulnerable to flooding as the runoff from the surrounding hills funnels in.

In July, heavy rain infiltrated the southern city's wastewater system and contaminated water overflowed onto urban roads.

Drawing on contributions from academics, scientists, government policy analysts and service providers, the report identified many areas where research was lacking.

Local Government New Zealand (LGNZ) chief executive Malcolm Alexander said replacing aging 1960s piping and sewers alone could cost up to \$100 billion.

Coastal areas were expected to bear the brunt of that because

their pipes fed directly into the sea, leaving them vulnerable to corrosion from salt water and the possibility of back-flows as sea levels rose.

In some locations this was already happening, spilling sewage and wastewater onto parks and roads during king tides, according to the report.

LGNZ president Dave Cull said improving waste and stormwater systems was one of the greatest challenges facing councils nationwide.

Doing so would require more support from central government, given it would come at a significant cost, he said.

This year is already the most expensive year on record for insurance claims related to significant weather events, which have hit \$230 million, according to the Insurance Council.

Weather TODAY Max: 16C Min: 10C

An ideal, mostly fine day to enjoy a courtyard lunch - but you'll have to wait until January to try the new Press Hall eateries. A12

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Submission re Ahuriri Estuary and Coastal Edge Masterplan

Thank you for the opportunity to make a submission on this important document.

I have divided my submission into 3 parts:

- (1) Meeanee Quay
- (2) Overarching Principles
- (3) Urban Growth

(1) Meeanee Quay

It is excellent news to hear that Meeanee Quay will at last be designated as a local road. I suggest that the Napier City Council take this opportunity to:

- Ban all heavy trucks using it as a through road to the port. Trucks could still park up overnight, in a designated parking-lot, when drivers are staying at the nearby motels.
- Reduce the height and intensity of the street lighting. The Council lighting in residential streets, such as Charles Street, is excellent, directing the light downwards to street level, where it is needed, and minimising light pollution.

Other areas in New Zealand, for example, the South Wairarapa, are realising the value of “dark sky”. We are so fortunate in Napier to have a wonderful vista of the south-western sky across the Estuary, but at present it is marred by light pollution. I believe that both residents and visitors (particularly those from big overseas cities) would love the chance to see the circumpolar stars and setting planets. It would surely be better for wildlife too, not to be blasted with intense light all night.

I also suggest that you drop the idea of lighting up Westshore bridge like a Christmas tree. It’s just a bridge, not an architectural wonder. The money saved could be better directed towards solving real problems. In this regard, I have attached a recent report from the *Dominion Post* which summarises some of the future risks to sewage and storm-water infrastructure likely to be caused by climate change, especially in coastal areas.

(2) Overarching Principles

These sound great, but they actually raise a number of questions:

- *Putting People First.* Ahead of what? The environment? Water quality? Wildlife?

- *Open for Business*. What kind of business? Will it be at the expense of, for example, “people first” or “ecological excellence”?
- *A Port and Coastal City*. This is surely a statement of fact, rather than a principle?
- *Our People, our Stories*. This is great, the area has such an interesting history, but surely as a principle it could be incorporated with “People First”?
- *Ecological Excellence*. I would have thought that this would be at the top of the list, considering these are the defining principles for the Estuary, which includes a wildlife sanctuary, migratory birds, and the fact that there are such serious issues with water quality.

This may not quite be ecological excellence, but how about celebrating the arrival of the godwits, as they used to do in Christchurch (I am not sure if they still do since the earthquakes destroyed so many bell-towers) and currently do at Foxton Beach? It would be a good opportunity to explain to people the importance of letting the birds rest and feed undisturbed after the longest migratory flight in the world.

- *Pedal Power*. Really? Cycling is popular and fun, and can be a good way to get around, but as an “overarching principle”? What about pedestrian power? I both walk and cycle, and I can tell you that, as a walker, it’s not much fun having a bevy of bikers barging up behind you, demanding the right-of-way, when you are on a walking-only track around the estuary. I suggest more prominent signs at all points where cyclists can join the walkways, and a designated “walkers only” strip along the shared pathways. And please, *please* keep the charming little track around Westshore Point as a walking track, rather than turning it into a huge concrete cycleway! Cyclists have plenty of other places to go.

(3) Urban Growth

It is reassuring to read (p. 21) that the objectives for the built environment include “use of existing urban space before Greenfield expansion”. How disheartening it is to see real green fields disappearing under a mass of grey roofs at Park Island!

It is also encouraging to see that “buildings occupying coastal edge require more rigour in their design”. What a shame this principle was not used when consent was given to the apartment block in Humber Street. It reminds me of a town in southern Sicily, where a lovely coastal vista was ruined by ugly apartment blocks built by the Mafia.

But how does the first principle align with the third, “Extend a residential- led mixed use interface with the estuary”? There are, of course, obvious questions related to risks to intensive residential development along the edge of the estuary, including rising sea levels, liquefaction and tsunamis, which your experts will have analysed

and assessed. My question is, why more urban growth, especially in such a significant and fragile area?

We have been brain-washed into thinking that "growth equals good". *Ergo*, more growth equals even more good! More people, more houses, more cars, more roads, more car-parks! More rubbish, more sewage!

No doubt some will be aghast at such economic heresy. But consider how language affects perception. For example, we associate the word "growth" with trees bursting into leaf, flowers unfurling. . . although urban growth is often quite the opposite.

As another example, towns whose population remains about the same are regarded as being "stagnant" – cue dank, mosquito-infested swamps. But change the language, as in, for example, "Napier has a stable population" and the perception changes.

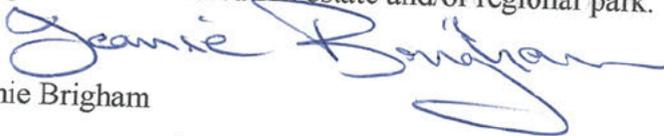
"Growth" could be replaced by the word "improvement", for example, improvement in social and cultural well-being, community resilience, or environmental standards. In other words, "better" rather than just "more".

I note that the land to the south of the channel has been zoned as "business park" and another area, close to the south side of estuary, as "future urban development". I urge you to heed the words of the Joni Mitchell song:

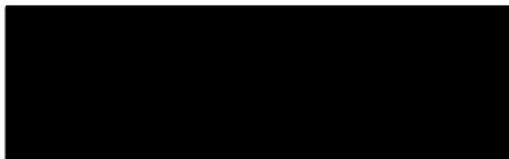
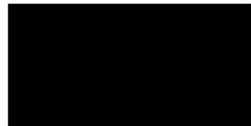
"Don't it always seem to go
That you don't know what you've got
Till it's gone
They paved Paradise
Put up a parking-lot!"

The Estuary is a haven for birds and our slice of paradise. It is already under so much pressure from pollution and heavy traffic. Please do not add further to that burden, but instead seek to reduce it wherever possible.

I propose, therefore, that all the remaining unbuilt-up land around the Estuary be designated as conservation estate and/or regional park.



Jeanie Brigham



N.B. I am willing to answer any questions or address my comments at a Council meeting, if required.

Samcliffs Trust
C & S Poynter


28.9.17

Manager City Development
Napier City Council

Re: Draft Ahuriri Estuary

Dear Paulina Wilhelm

Have just received the Draft Ahuriri Estuary and Coastal Edge Masterplan, and are really excited to see the great concept that you have put up.

Then I discovered that it did in fact really affect my family, as my business, and lovely home where we laugh and play is turned into a walk way to a bridge?

As you can imagined my wife and I are very up-set, and we need to hear more info regarding this matter.

Can we have some one come and talk to us regarding this matter please, or else supply us with more imformation.

Regards Cliff Poynter

C. A. Poynter

To Napier City Council,

It's great that you have developed a plan for Ahuriri Estuary and environs. This estuary is the most significant one on the North Island's east coast so it is vital it is looked after well.

This estuary is also very important for migratory birds that travel from the Arctic to prepare for their next breeding season. It is also home to the Australasian bittern that is in serious trouble and would benefit from keeping the whole ecosystem intact. Fish and eels also need the estuary in good condition for their survival so it will be important to prevent erosion in the surrounding catchment that provides freshwater (and therefore sedimentation) to the estuary.

Please consider the following points that are of concern to me.

Development proposal 2 – Extend salt marshes, sand and shell banks along the south of channel

- Increasing wildlife values and potential habitat is excellent
- Walkway/cycleway through this area will disturb wildlife (especially birds such as the Australasian bittern which has the highest threat level in NZ and has been extending its range into the Taipo Stream area) thus the walkway is not complimentary to the proposal
- Uncontrolled and off-lead dogs, which may or may not accompany walkway/cycleway users, have a detrimental effect on wildlife
- Dog control must be enforced
- Other recreational users (kayak, waka) will also disturb wildlife
- This area of the estuary is already designated as a wildlife refuge therefore should be respected as such

Development proposal 5 – Facilitate the development of an Estuary Education Centre

- Education is valuable and should be made available
- Proposed location at Westshore Wildlife Reserve not ideal – limited vehicle access, logistical challenge to manage more people and vehicles in and around the Kiwi Breeding Facility, increase in vehicle and foot traffic will be a major disturbance to wildlife
- More suitable location would be Humber St – well known hub for tracks, swimming, toilets, etc
- Interpretative sign boards dotted around Pandora and on the Embankment Bridge would also promote education
- Enforce dog control

Development proposal 7 – Extend recreation pathway network along the north edge of channel

- When previously raised this idea was opposed by DOC and environmental groups and abandoned
- Upper Ahuriri Estuary is an extremely valuable and sensitive area for wildlife
- Walkway/cycleway will compromise bittern habitat and the restoration project as well as disturb other bird species and wildlife
- Bitterns numbers have recently begun to increase albeit slowly
- Uncontrolled and off-lead dogs, which may or may not accompany walkway/cycleway users, have a detrimental effect on wildlife
- Make this a "No Dog Zone"

Development proposal 9 – Development of a Regional Park within the former lagoon

- Purpose of a regional park needs to be clarified e.g. recreation, sporting events, ecotourism all of which would disturb the wildlife in the upper estuary
- See also the comments relating to the north and south edges of the channel

Development proposal 13 – Upgrade Humber St Reserve to premier recreation reserve

- Previously proposed dredging of Pandora Pond was opposed by environmental groups and was deleted from the NCC Annual Plan
- This proposal suggests that dredging is again being considered. I oppose dredging in Pandora Pond.

- This reserve is already popular and congested so adding more activities increases the risk of unhappy patrons and injury as well as litter and other forms of pollution
- Remove proposal for rock pools (there are some on Hardinge Road) and the fishing dock
- Uncontrolled and off-lead dogs, which may or may not accompany walkway/cycleway users, have a detrimental effect on wildlife and children and adults who are not confident around dogs
- Enforce dog control

Development proposal 19 – Facilitate a high quality, mixed use interface with the estuary

- Links through to Thames St will increase cyclists onto a track that was originally set aside for walkers only
- There is adequate access to the walkways from Humber Street
- Uncontrolled and off-lead dogs, which may or may not accompany walkway/cycleway users, have a detrimental effect on wildlife and would use any links provided from the streets to the estuary
- Enforce dog control

Linda Johnson
2 November 2017



NCC - Ahuriri Estuary & Coastal Edge Masterplan Ahuriri Business Associations Comments

**Prepared by – Graeme Dickey & Craig Daly
8th November 2017**

The Ahuriri Business Association (ABA) commends the work done in creating this Masterplan and agrees in principle with the concepts.

The ABA represents many businesses in the area. Many members are also residents of Ahuriri so we believe our opinions represent a very balanced, considered and representative view.

We have primarily considered Headings 22 to 36 of the Masterplan Opportunities Section as those most relevant to the ABA and have commented where we have strong opinions.

We would however like to be involved in helping finalise the detail for all the Masterplan headings at the appropriate time.

MASTERPLAN NETWORK OBJECTIVES:-

We feel a very important objective is missing from the 5 stated networks – that of retaining, providing or enhancing aesthetic values. An example of this is the retention of view shafts to the ocean for all Ahuriri users and residents.

HIGH QUALITY BUILT FORM – Agree very desirable, but Council were not able to influence the design and appearance of the new East Pier Hotel whose roadside frontage is anything but high quality.

FACILITATE PORT TRANSPORT NETWORK – This is an essential issue in reaching the masterplans objectives and will require convincing NZTA that there is safety and environmental issues with the current State Highway configuration and its facilities.

COMMENTS ON MASTERPLAN ITEMS:-

2. Planners should be aware of the timber plant waste disposal site which is triangular shaped south of the outfall canals southern stopbank and immediately west of Farm Road. This has been contained by “stopbanking” and overlaying. It would not be possible to create salt marshes etc without a major removal of ALL the deposited material which extends well below normal water level. Also the so-called “Southern Marsh” which exists south of the outfall canals southern stopbank and between Farm Road the Purimu Drain Outlet western stopbank was in fact created accidentally by mans action. This western stopbank was constructed in the late 1960’s and is what created the “Southern Marsh” and its unique ecology. Any modification to the “Southern Marsh” structure will alter its delicate ecological balance.

7. Surely “KEY” stakeholders are more than DOC & Mana Ahuriri.
13. Design of any new buildings to consider existing view shafts from both Pandora Road and Humber Street.
15. Upgrading Pandora Bridge would be in conjunction with 12 – addressing the inundation threat.
16. Consideration of roundabouts along Meeanee Quay to assist in Traffic Management and the deterrence to HCV’s using this route.
18. Great idea – but why wasn’t the purchase of the 2 “Andersons” houses undertaken when they were recently up for sale and now sold. These are the 2 houses between the HB Expressway and “Old Main Road”.
22. No further comment at this time
23. Support this - No further comment at this time
24. Support this - No further comment at this time
25. Support this - We would like to be consulted with this review as it dovetails with proposed changes to the Iron Pot and Bridge Street.
26. Support this - We would like to be consulted with this project development. Alison McKimm is also submitting to this item
27. We would appreciate the opportunity to comment on final draft - it does look interesting.
28. There has been a lot of research done for this area. The weigh station needs to be moved and the road realigned through this area as a gentle curve thus eliminating the extreme danger caused by the current faceted corners. This will need to involve the NZTA and possibly NZ Rail. The area for beautification would then move to the other side of the road by the National Tobacco buildings.

Include a roundabout at Lever Street to slow traffic for this precinct. Rail have indicated they wish to move their line closer to the adjacent buildings to eliminate the dangerous ‘car waiting’ space. This should help create the necessary room for a roundabout.

The exit from the Ahuriri Village onto the State Highway is very dangerous due again to the faceted nature of the corner just east of the intersection. The intersection needs to be brought out further to provide adequate sight lines which will have the added benefit of slowing traffic more at this very busy intersection.

The cycle way does not need to be here as the current one is sufficient following the water along West Quay (unless it is intended to have this cycle way carry through to Prebensen Drive to join with existing cycle paths).

29. We like this concept and wish to be involved in developing the plan further. Allowance for water sports be included – eg launching kayaks and kite surfers. This area is the only true “open space” in Ahuriri and as such its open nature should be retained to allow flexibility for all types of events. Once again view shafts are important in this area and should be considered from Nelson Quay and Perfume Point Road. There is also the option to allow for a possible site for surf club house and beach extension to the east adjacent to Ahuriri beach.

30. The pools would be great especially if used as a groin to help retain sand on this beach. They may need to be moved to the eastern end of the Ahuriri beach to achieve this.

As a short term measure we would dearly love to have a pontoon anchored just off the beach with a lifeguard station (we have observed the lifeguards at the Marine Parade with only the occasional swimmer all summer). This beach is used more for swimming than any other beach in Napier and could be developed with very low cost input to be a major attraction for the city as well as an important marketing tool for our city.

31. Looks very interesting but the ABA is not very involved.

32. Once again this area will need input from the Hawke’s Sport Fishing Club (slight error in your next step where you have ‘consult with the sailing club’).

33. Car parking is at a premium so any development needs to ensure parking is not reduced. There is also an opportunity to develop the grass strip between the car park and the boardwalk. This is a sloping site which could be made much more attractive.

The area west of the car park between the motels and the boardwalk could be developed as a picnic area with BBQs shade and seating etc. The beach area in front could have a paved area with water jets for kids to run through.

Of greatest importance for this area is the sand area the council developed. Unfortunately the sand used was not what we had specified. The crushed sand is of very poor quality and neither volleyball nor the surf clubs are able to use it due to the sharp sand causing skin grazes. It also quickly degrades to dust so any person walking over the sand produces clouds of dust. The council has our costed proposal for rectifying this but progress seems to have stalled. It would be great to see this area used for volleyball and surf competitions as intended. It would be a compressed version of the hugely popular Mount Manganui.

34. This would be a great improvement

35. Agree

36. We would be pleased to be a sounding board for this process.

14 September 2017

James Imlach



Dear James

Draft Ahuriri Estuary and Coastal Edge Masterplan

Napier City Council has developed a draft masterplan for the Ahuriri Estuary and Coastal Edge, which we are now seeking feedback on from stakeholders and the public.

The masterplan was developed in partnership with Mana Ahuriri, Hawke's Bay Regional Council and the Department of Conservation. The masterplan is an exciting long-term, big picture vision for a thriving, healthy and resilient Ahuriri estuary and coastal edge. The plan highlights opportunities for improving water quality, encouraging appropriate uses, and creating a resilient estuary environment.

The masterplan has a timeframe of 30+ years and it presents a number of potential projects and initiatives. We have enclosed a summary brochure about the masterplan, which gives an indication of the proposed projects. We are seeking feedback to help further refine and prioritise these projects. It is possible that this process may result in some initiatives being removed from the masterplan, and other new ones added.

We are writing to encourage you to give feedback. The full masterplan is available for viewing online and you are welcome to visit one of our 'pop ups'. Full details are in the enclosed brochure.

Please let us know if you would like more copies of the brochure or if you have any questions - contact Fleur Lincoln, Strategic Planning Lead, City Strategy fleurl@napier.govt.nz or phone 06 8365603.

Yours sincerely



Paulina Wilhelm

MANAGER CITY DEVELOPMENT

Future of Ahuriri

a treasure for Napier

When the breakwater was extended large rocks from Seafield 'Isd' were used. They have withstood rough seas for years. Surely at Westshore large rocks instead of shingle would save erosion and the tops could be sealed & grassed to make a promenade.

No. 33 Beach area at Perfume Point could benefit from concrete blocks along the shingle to serve as seats.

Regards

Patricia Nick



**SUBMISSION BY POWERCO LIMITED ON DRAFT AHURIRI ESTUARY &
COASTAL EDGE MASTER PLAN**

To: Napier City Council
Private Bag 6010
Napier 4142

From: Powerco Limited ("Powerco")

██████████
██████████

(Note that this is not the address for service.)

Feedback on Master Plan closes Wednesday 8th November 2017.

1. This is a submission by Powerco Limited on the Draft Ahuriri Estuary & Coastal Edge Master Plan.
2. The reasons for Powerco's submission are set out in the attached schedule (Schedule 1). In summary, this submission seeks to ensure recognition, protection and continued access to existing assets within the master plan area and that an adequate and secure supply of gas can be supplied to any new development.
3. Powerco **does not wish to be heard** in support of this submission.
4. If others make a similar submission, Powerco would consider presenting a joint case at any hearing.

Dated at New Plymouth this 7th day of November 2017

Signature of person authorised to sign on behalf of Powerco Limited:



_____ Simon Roche

ADDRESS FOR SERVICE:

██
██
██
██
██
██

Ref: SUB/2017/42

Schedule 1 – Submission by Powerco

SCHEDULE 1

REASON FOR POWERCO'S SUBMISSION

1. INTRODUCTION

- 1.1 This submission has been prepared on behalf of Powerco Limited (*Powerco*). Powerco is New Zealand's largest electricity and second largest gas distributor in terms of network length, and has been involved in energy distribution in New Zealand for more than a century. The Powerco network spreads across the upper and lower central North Island servicing over 400,000 consumers. This represents 46% of the gas connections and 16% of the electricity connections in New Zealand.
- 1.2 Powerco's electricity networks are located in five regions – Taranaki, Manawatu-Whanganui, and Greater Wellington (Wairarapa only), as well as parts of the Bay of Plenty and Waikato. Powerco distributes gas to residential and commercial customers to the Napier area.
- 1.3 Within the master plan area Powerco has a gas distribution network including underground pipes, valves meters and above ground auxiliary equipment. The location of these assets is illustrated on the map in **Appendix A**.

2. POWERCO'S SUBMISSION

- 2.1 Napier City Council has released a master plan for the Ahuriri Estuary & Coastal Edge to outline opportunities for improving water quality, encouraging appropriate uses, and creating a resilient estuary environment.
- 2.2 Powerco is neutral to the proposed master plan but seeks to ensure that it does not result in unreasonable constraints being placed on its established gas assets, including its below ground distribution networks. It is important that any new buildings, ground cover or excavations recognise the presence of existing Powerco assets and provides for the development, operation, maintenance and upgrading of such assets. As such, Powerco seeks to ensure that the Council takes the following matters into account when considering this master plan:

Recognition of Powerco Gas Assets/ Future Development

- 2.3 As noted above, Powerco's has existing live gas pipes in the master plan area as shown in. In particular, it has a live 700-1200kPa gas line along Pandora Bridge, which is proposed to be upgraded. Powerco wishes to ensure that it has the ability to continue to operate and maintain our gas pipes and ensure continuity of supply. To enable this to happen, damage to the pipe or inappropriate development within close proximity, to the pipeline, that restricts Powerco's access should be avoided. As such, Powerco seeks to be involved in early consultation in relation to future development proposals or bridge upgrades for the area. This will enable the early identification and resolution of any potential effects on Powerco infrastructure.
- 2.4 Should any work be proposed near our pipes then the 'Dial Before You Dig' service, should be used. This can be found online at www.beforeudig.co.nz and provides information on the location of underground services, so that such services can be identified before works commence.
- 2.5 Any new buildings, structures or concrete surfaces must be set back a minimum of two metres from existing underground gas pipes.

Ensuring adequate supply of gas to new developments

The New Zealand Energy Strategy (NZES) (2011-2021)

- 2.6 The NZES provides a vision of New Zealand's energy future and has a core focus of moving towards a low emission energy system. The vision is for a reliable and resilient system delivering New Zealand sustainable, low emissions energy services, through:
- Providing clear direction on the future of New Zealand's energy system
 - Utilising markets and focused regulation to securely deliver energy services at competitive prices
 - Reducing greenhouse gas emissions, including through an emissions trading scheme
 - Maximising the contribution of cost-effective energy efficiency and conservation of energy
 - Maximising the contribution of cost-effective renewable energy resources while safeguarding our environment

- Promoting early addition of environmentally sustainable energy technologies
- Supporting consumers through the transition.

The New Zealand Energy Strategy 2011-2021 sets out four priority areas:

- Diverse resource development
- Environmental responsibility
- Efficient use of energy; and
- Secure and affordable energy.

Powerco supports the overall vision of the NZES, while recognising that the transition to a more sustainable energy system will involve trade-offs and compromises. The NZES recognises that gas has a significant role to play in this transition as it produces fewer emissions than other fossil fuels and will provide increased diversity and flexibility of supply. Powerco seeks to ensure that any future District Plan provisions that follow on from this master plan give effect to this National Policy Statement.

National Policy Statement on Urban Development Capacity

2.7 I would also refer you to the objectives and policies of the National Policy Statement on Urban Development Capacity, relating to “other infrastructure”, which includes gas:

OD1. Urban environments where land use, development, development infrastructure and other infrastructure are integrated with each other.

PA2: Local authorities shall satisfy themselves that other infrastructure required to support urban development are likely to be available.

PA3: When making planning decisions that affect the way and the rate at which development capacity is provided, decision-makers shall provide for the social, economic, cultural and environmental wellbeing of people and communities and future generations, whilst having particular regard to:

b) Promoting the efficient use of urban land and development infrastructure and other infrastructure;

Powerco seeks to ensure that any future District Plan objectives, policies or rules, associated with this master plan change, gives effect to this National Policy Statement.

- 2.8 For the potential new sites or increased density that may be created, it is necessary for Powerco to have some forewarning to plan for the laying of new pipes and establishment of locations for utility street furniture/above-ground assets. It is therefore best if any new infrastructure provision can occur simultaneously with the new development to minimise disruption to other infrastructure (e.g. particularly having to dig up roads) and also reduce costs to end consumers. Furthermore, the earlier this is addressed the more readily such facilities can be accommodated within the overall design of an area.

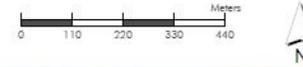
3. CONCLUDING COMMENT

- 3.1 Powerco appreciates the opportunity to input to this master plan. As detailed above, Powerco has existing assets in the area and seeks to ensure that they are able to continue to operate, maintain, upgrade and access these assets. The identification of future residential and industrial growth areas shows potential future service provision. To enable a more orderly and timely provision of gas supply, Powerco should be contacted to facilitate the provision of services in concert with development.
- 3.2 Should you wish to discuss any proposals for works in close proximity to Powerco's gas pipelines, please contact Powerco's customer service team on ph: 0508 427 428 or by email: info@thegashub.co.nz.
- 3.3 Powerco would be pleased to discuss any of the matters raised above, and comment on any documents produced as a result of this consultation. If you have any queries or require additional information please do not hesitate to contact Simon Roche (06) 9681779.

Appendix A: Map of Gas Assets in the Master Plan Area

Powerco Gas Assets in Draft Ahuriri Estuary and Coastal Edge Masterplan Area
Napier

Disclaimer: No warranty is provided regarding the accuracy or completeness of any information shown. Information is to be used for indicative purposes only.



Legend	
Gas Pipes	
(Operating Pressure, Status)	
Blue line	HP 700-1200kPa, Live
Orange line	MP 210-420kPa, Live
Red line	LMP 25-210kPa, Live
Green line	LP 0-7kPa, Live
Grey line	No Pressure

Subject: Pandora Meeting

From: [REDACTED]

Date: 25/09/2017 6:42 PM

To: [REDACTED]

Hi Jocelyn, thanks for taking this for me.

Unfortunately I am unable to attend this meeting tonight due to work commitments and I thank Jocelyn MacKinnon for bringing my perspective to this meeting.

After looking at the current plans I would like to raise a few points:

The development as it stands takes completely away from a family friendly "improvement" to the pond and current facilities.

- 1) Why were the residents of Humber Street not advised of the works before the ground started to be dug. I have sent 2 emails to the council on this and have only received 1 reply – the last email I sent was the 9th August, very slow to receive a reply.
- 2) The positioning of the new toilets is ridiculous – on the plans on the Napier Council website the new toilets are to be installed in the middle of the existing car park and will be surrounded by grass – this splits the open grassland in two – there is a long existing wall on the far right of the existing car park (looking from the Humber street road side) that the toilets could have been built against this leaving an open space of grassland for families to utilise for all sorts of activities from cricket games, throwing a rugby ball, picnics etc, I not sure about you but sitting on grass behind a toilet block is not the ideal place to have a family picnic.
- 3) The existing toilet block is to remain – Why?? It is an extremely ugly building that was promised it was going to be demolished years ago – why have the new and old toilet blocks next to each other? I understand the reason for keeping both is the little yachts the school use are housed in the toilet building. These could be moved to the building on the corner of Humber street and the ugly toilet block demolished. Why build the new ones at all if the old one is to stay – we don't need 3 blocks, waste of money. The plans and wording say 2 small toilet blocks – looking today at the timber profiles this evening this is not the case.
- 4) The car park is moving to where the existing playground is, again this is so stupid, that playground is **constantly** in use – ALL year around so now you take a family activity away for a car park?? Not clearly thought through at all. So now people playing the games as previously mentioned have less space to throw and kick a ball as there is a car park in the way.
- 5) Where are children supposed to play now? On your plans there is NO playground equipment at all, someone from council needs to come and sit here on a weekend to see how much this is used.
- 6) If the bouncy castle goes back in the water, this brings a lot of families with younger children that will now have nowhere to sit or to play as that is not on your plans at all.
- 7) These new toilet blocks will block some of the apartment views – we needed to be part of this plan.
- 8) Reading an article Tri HB and happy with the plans – yes they use it quite a bit over summer but for short bursts in the morning – rest of the day is for family recreation but you have taken that away????

This is not an improvement to facilitate family activity at all. I am very disappointed as I love watching the children playing in the playground and the laughter and family fun is music on the breeze, the constant coming and goings of people to have fun is great so what now??

Regards

Jenni Le Huquet

To: Napier City Council

From: Te Taiao Hawkes Bay Environment Forum

Submission on Draft Ahuriri Estuary & Coastal Edge Master Plan

7 November 2017

We thank you for the opportunity to comment on the draft Master Plan which covers some very significant sites (biodiversity, cultural, recreation). Our members have a longstanding interest in the Ahuriri Estuary and many of us have had close association with the area for over 30 years.

Points in detail were discussed at a meeting on 4 October 2017 of Te Taiao Hawkes Bay Environment Forum members with Fleur Lincoln and other Napier City Council staff and detailed information was given to them. There is an expectation that the information provided and the discussions following on at this meeting will be integrated into the Master Plan.

Te Taiao Hawkes Bay Environment Forum (Te Taiao), formed in 2011, is an umbrella group for a number of conservation/environmental groups in Hawke's Bay active in protecting the region's natural assets. The members seek to achieve better environmental outcomes by improved coordination and sharing of information. The principles that guide the group include:

- Strong sustainability
- Interconnectedness of our key environmental issues
- Dependence of social, cultural and economic well-being on environment well-being.

A brief back ground to our interest in the Ahuriri Estuary is as follows.

Te Taiao has previously made submissions on the Ahuriri Estuary to the Napier City Council long term plan (LTP) and the Department of Conservation CMS (Conservation Management Strategy). We are also represented on the TANK collaborative group assisting with future planning for land and water use in the Ahuriri Estuary catchment.

The main area of interest to our members is the Ahuriri Estuary, Westshore Ponds and associated wetlands and margins. This includes Pandora Pond and the lower, middle and upper Estuary extending up to Bay View. We acknowledge that the Master Plan only extends up to Poraiti but outcomes of this Master Plan could affect values upstream of this point. The key issues are human disturbance to wildlife, habitat loss, and poor water quality from urban and rural runoff.

The Ahuriri Estuary is a nationally significant site for birds and fish being the largest estuary between the Bay of Plenty and Wellington. Through the 1931 Napier earthquake, and associated stop banking and drainage, the estuary was significantly reduced in size but what remains today is still ecologically significant. In 1958, in recognition of the high wildlife values, the lower and mid section of the estuary and part of the Westshore lagoons were formally gazetted a Wildlife Refuge under the Wildlife Act 1953. This was done to minimise disturbance by people and exclude dogs from entering the area. The wildlife values are no less today and the need to control these activities remains the same.

The value of the estuary for different groups and species of birds varies as one move up the estuary. This is influenced by water depth, tidal v non tidal, saline v fresh water, wetland vegetation type and food availability. It is this diversity and richness in habitat type which allows the estuary to support a wild range of bird species (migratory godwit and golden plover, waterfowl, endangered bittern, dabchick). The same quality of habitat also supports a diverse range of important fish species.

A Master Plan does have the potential to ensure the wildlife and fisheries values are protected and even enhanced. The challenge is ensuring that human activities (walking, cycling, dogs, kayaking) are not introduced or increased in areas which are sensitive to these activities.

Comments on specific opportunities identified in the Master Plan are as follows. We have followed the numbering system used on page 22 of the draft plan.

1. Stormwater treatment wetlands to support at-source treatment.
This is supported as it has potential to improve the quality of storm water entering the estuary. These treatment wetlands should be sited where they don't destroy existing wetlands. The design of treatment wetlands can also include provision for wildlife habitat.

2. Extend salt marshes along south side of channel.
This initiative is supported in principle but requires expert input into the design of the salt marshes, sand and shell banks. There are local professional people who have very successfully designed a range of different types of wetlands and their expertise should be used.

Human activity should be minimised as this is already having a significant adverse impact at other sensitive bird sites around the estuary.

3. Address storm water quality at isolated outfalls (catchment wide).
Supported

4. Review upper catchment to address storm water quality.
Supported

5. Facilitate the development of an Estuary Education Centre
Great initiative but should be located at Humber Street which is closer to the Estuary and one existing starting point for the walkway.

6. Develop and implement Estuary signage and interpretation strategy
Supported

7. Extend recreation pathway network along northern edge of channel
Opposed as it will increase human disturbance 12 months of year to the mid section and upper section of the Estuary. It will also encourage the former cycleway proposal to Bay View to be revisited. This was fully considered some years ago and dropped for the unacceptable increase in human disturbance to this sensitive area.

8. Increase public awareness of water & sediment quality issues.
Supported. Include information at Education Centre and key interpretation sites around current walkway.

9. Work with Mana Ahuriri on feasibility of regional park.
It is important that Mana Ahuriri is involved at all stages of the Master Plan. Development of a Regional Park on both sides of the estuary is a major undertaking and should involve all stakeholders. For a major project the draft Master Plan is light on detail for this project.

10. Prepare a structure plan for the long term future land use south of the channel
Future development and use of this area has potential to impact on some of the sensitive biodiversity values associated with the Estuary. All stakeholders should be involved as in 9 above.
11. Implement Pandora catchment (Thames-Tyne) stormwater quality system(s)
Supported provided any new treatment wetlands do not encroach on the sensitive estuary margin
12. Address Pandora (and West Quay south) coastal inundation threat
Supported provided it doesn't impact on sensitive estuary margin
13. Upgrade Humber Street Reserve
Supported provided it doesn't include increasing the size of Pandora Pond by dredging. It is important all current recreation users of Pandora Pond are consulted as demands for use of the surface water at this site is close to exceeding capacity.
14. Develop a Linear Park along Pandora Road
Neutral
15. Upgrade Pandora Bridge as key arrival node
Neutral
16. Upgrade Meeanee Quay as key arrival node
Neutral
17. Strengthen side street connections
Neutral
18. Relocate Westshore Holiday Park
Neutral
19. Facilitate a high quality , mixed use interface to the estuary
Opposed. Additional public access from this side is unwarranted as the current main Humber Street access is sufficient. Human, cyclist and dog activities are already creating problems (dogs v wildlife, cyclists v walkers) which are difficult for DOC/NCC to manage from the existing single access point at Humber Street. Some of these activities are contrary to the Wildlife Refuge provisions under the Wildlife Act 1953. Creation of additional access in this area will only worsen the current problem. The original Humber Street – Embankment Road walkway was established for walkers only but it is now illegally used by cyclists and this issue needs addressing.
20. Upgrade Thames & Severn streets to deliver water quality and amenity improvements
Support improvement to water quality with construction of water gardens but oppose improving amenity amenities in this area which will only lead to problems identified in 19 above.
21. Prepare structure plan to guide future development of Pandora
Supported

22. Encourage marine industries/recreation precinct at Meeanee Quay east
Neutral although toxic chemicals associated with this industry should be controlled and not permitted to enter water
23. Extend pathway around Westshore Point-creating headland destination
Supported
24. Upgrade West Quay south streetscape and reserve
Supported
25. Deliver a pedestrian priority street at West Quay north
Supported
26. Improve Iron Pot water edge interface for pedestrians
Supported
27. Develop an Ahuriri Laneways precinct
Supported
28. Facilitate improvements to Bridge Street for pedestrians and cyclists
Supported
29. Upgrade Perfume Point as a destination coastal park
Supported but ensure little blue penguin nesting sites are not damaged. Good opportunity for interpretation signs on coastal management issues.
30. Explore feasibility of salt water tidal pools at Beacon.
Supported but there is a possible alternative site alongside Spriggs Park.
31. Support Napier Sailing Club site planning
Supported
32. Support HB Sport Fishing Club asset improvements
Supported
33. Strengthen Ahuriri Village to coastal edge connection
Supported
34. Upgrade Spriggs Park to destination picnic and playspace
Supported. Also opportunities are available for interpretive signage about coastal management issues. Site should also be considered for salt water rock pools.
35. Implement port beach access and amenity improvements
Supported. Little blue penguin breeding site requires protection.
36. Prepare structure plan to guide future development of Ahuriri.
Supported.

Conclusion

The draft Master Plan has significant merit and many of the proposed developments would be beneficial. However, some of the proposals would have significant adverse impacts on the wildlife values that the Ahuriri Estuary is widely recognised for.

The size and complexity of the draft Master Plan is such that we recommend that Napier City Council establish a stakeholders group which Te Taiao would like to be represented on.

There are also some Hawkes Bay residents with considerable professional experience in wildlife management and wetland enhancement that could assist Napier City Council and other statutory agencies (Mana Ahuriri, DOC, HBRC, HDC) in implementing this draft plan and achieving positive outcomes.

Thank you again for the opportunity to comment on the draft Master Plan and we look forward to assisting Napier City Council with the implementation of it.

John Cheyne & Amelia McQueen

Te Taiao Hawkes Bay Environment Forum

Contact details: 

Ahuriri Estuary & Coastal Edge Masterplan

Comments from Tony Billing on final draft document (5 July 2017)

Page	Item	Comment
2	a) - Consultation section – <i>‘initial engagement with HBRC and DoC’</i>	Large sections of the Masterplan document refer to portions of the Ahuriri Estuary under DoC control, yet only initial engagement has been sought.
	b) - Te Muriwai o te Whanga Plan section - NCC’s vision for the estuary and urban waterfront is for inclusion into the Ahuriri Estuary management Plan.	The production of a Management Plan for the Ahuriri Estuary is the sole responsibility of DoC.
	c) - Masterplan brief includes the statement – <i>‘To maximise and enhance the range of recreation opportunities’</i> .	Suggests that passive and active recreational activities are being promoted which may be in conflict with the Wildlife Refuge status over much of the Estuary and also the wildlife inhabiting said area.
3	Masterplan area does not include the Watchman Road Reserve.	This area is an important wetland area and should be included into the Masterplan document. Is designated as a Conservation Reserve and under the management of NCC.
7	3 rd paragraph states – <i>‘Along with Lake Tutira, Pandora Pond provides opportunity for sheltered swimming and boating...’</i>	Lake Tutira is a long way outside the the Napier district, is certainly not a safe or suitable swimming area due to dangerous algae growth and is not an area utilised for boating purposes. Lake Tutira is also designated as a Wildlife Refuge.
9	Map key identifies both Watchman Road Reserve and Petane Domain as DoC land.	While Watchman Road Reserve may be Crown Land it is under the jurisdiction and management of NCC. Petane Domain is NCC owned and controlled land. Westshore Wildlife Reserve is the same as Watchman Road Reserve yet is not identified in the key as Crown Land
13	a) - Kiwi Breeding Facility (P) is shown in the wrong locality on the aerial photograph.	Kiwi Breeding Facility is located on the Westshore Wildlife Reserve but the aerial photograph shows it being on Airport land.
	b) - List of Current Projects does not identify the construction of the new scrape lake development located at the southern end of the Westshore Wildlife Reserve.	Considering that this is a major environmental development project it’s surprising that it has been excluded from this list.
18	Masterplan document identifies <i>‘Upper Estuary and Former Lagoon’</i> as being within the scope of the report.	The Upper Ahuriri Estuary is under the control and management of DoC and contains a number of environmentally sensitive areas and species.
19	Connectivity section states – <i>‘Facilitating a variety of water and</i>	Facilitating a wide variety of water and land based recreational activities in the upper estuary may be in direct conflict with the

	<i>land based recreation opportunities while protecting habitat values'</i>	underlying designation and purpose of the area and may also jeopardies some sensitive species (such as Bittern).
21	a) - Recreation section states – <i>'Extend eco-tourism opportunities within the Estuary environment – kayak/waka, walking, cycling tours and trails'</i> .	All these activities pose a potential disturbance threat to sensitive bird species such as Migratory birds and Bittern. Difficult to place controls on such active recreational activities in the upper estuary area.
	b) - This section also states – <i>'Create a recreation linkage between Scinde Island and western hills via the estuary landscape'</i> .	Again huge potential for disturbance of the environment and occupying wildlife species.
	c) - Also goes on to state – <i>'Provide for new recreation uses...in particular active sport recreation uses within the sensitive estuary environment'</i> .	Extremely difficult to see how this can be achieved without compromising current wildlife values and uses.
22 & 23	Identification of opportunities.	Perceive potential major problems with items 2, 5, 7, 9, 13 and 19.
24	4 th paragraph – <i>'The estuary is a DoC Wildlife Refuge...'</i>	The Westshore Wildlife Reserve and Watchman Road reserve are also designated as a Wildlife Refuge.
25	a) - Issues section – <i>'Tension between a sensitive ecological environment and high recreation demands'</i> .	Any tension that may exist is due to the fact that high recreational activities are in conflict with the current purpose and use of this sensitive environment. Active recreational activities are not complimentary to this area.
	b) - Current Projects section – No mention of the new scrape lake construction project.	Considering that this is a major environmental development project it's surprising that it has been excluded from this list.
	c) - Current Projects section – No mention of the new extension to the Kiwi Breeding Facility.	Detail on scope and purpose of this is light but should be included in the current projects list.
26	Opportunities section – 2 nd paragraph – <i>'A new estuary edge with designed and managed land and water based recreation access...an eco-tourism opportunity'</i> .	This statement intimates that active recreational activities (possibly on a tourist scale) will be developed and permitted to operate in this highly sensitive environment.
29	a) - Proposed development 2 – Extend salt marshes and shell banks along south of channel.	While this may be a laudable project the following concerns and questions need to be raised; a) - Who will be designing and constructing this? b) - Will it involve any experienced environmental personnel? c) - The proposed walkway/cycleway link through this new wetland development linking the Causeway Bridge is in conflict with the environment. d) - What exactly are the eco-tourism opportunities planned in bullet point 4?

		<p>e) - Has consideration been given to the Wildlife Refuge status existing over this area?</p> <p>f) - Has consideration been given to health and safety aspects in this area (water quality and sink holes)?</p> <p>g) - What are the development sites requiring fill and what quantities are being sought?</p>
	b) - Next steps section – <i>‘Engage with key stakeholders...’</i>	Who are identified as key stakeholders? Will they include personnel with skills, knowledge and experience to design and construct this proposed new environment?
31	a) - Proposed development 5 – Facilitate the development of an Estuary Education Centre.	This new development is proposed to be built on the Westshore Wildlife Reserve. This could cause major conflict with the existing Kiwi Breeding Facility through disturbance, potential import of disease and security aspects. In addition it is unclear whether this is linked to a proposed new walkway/cycleway (as it states further in the document on page 68 that this will be the <i>‘departure point for estuary walks’</i>). If this is the case then is the proposed departure point planned to exit the Westshore Wildlife Reserve via the newly constructed scrape lakes?
	b) - Proposed development 7 – Extend recreation pathway network north along edge of channel.	This proposal will create a major disturbance factor to birdlife currently utilising the upper Ahuriri Estuary environment, especially in the upper reaches where there is an extensive existing Bittern recovery project in place. Disturbance will not be limited to just people as large numbers of walkway/cycleway users also take their dogs with them.
32	Proposed development 9 – Proposed development of a Regional Park within the former lagoon.	Details on the intended purpose and use of this new development are light and sketchy. Is this proposed Regional Park to be linked with development 2?
35	Current projects section – Kiwi Breeding Facility and Humber Street Reserve upgrades.	Light on detail. Once again, no mention of the construction of the new scrape lakes.
38	Proposed development 13 – Upgrade Humber Street Reserve to premier recreation reserve. The final paragraph states - <i>‘Give further consideration to the deep water spit proposal through an Assessment of Environmental Effects process’</i> .	This statement suggests that the earlier proposal to dredge and extend the water area of the Pandora Pond may still be on the table.
40	Proposed development 16 – Upgrade Meeanee Quay streetscape as key Napier arrival route. The last line in the next steps section states –	The location of the Ahuriri Canoe Reserve is known and detailed in the NCC Management Plan for Recreation Reserves. This idea has been considered but was not pursued as it

	<i>'Confirm location of Ahuriri Canoe reserve as potential location for Wharewaka (an alternative to Humber Street reserve site)'</i> .	would require considerable dredging of the lower Ahuriri Estuary to make access to and from the site operable.
41	Proposed development 19 – Facilitate a high quality, mixed use interface with the estuary.	What exactly is meant by 'mixed use interface' along the 4 proposed linkages between Thames Street and the estuary?
56	A living masterplan – This section suggests the establishment of a Council led working group to <i>'champion the masterplan and to direct the way forward'</i>	The suggested working group comprises of representatives from NCC, Mana Ahuriri, a recognised urban design professional, a planning specialist and a water quality engineer. However given some of the extremely sensitive environmental issues, and some of the proposed development projects, there is no reference to an ecological or environmental professional.

Ahuriri Estuary & Coastal Edge Masterplan (Final Draft 5 July 2017)

Issues and concerns regarding proposed developments

(Compiled by Tony Billing, Wildlife Consultant, November 2017)

The production of the Napier City Council's Ahuriri Estuary and Coastal Edge Masterplan is a vision for these areas and identifies 36 proposed development opportunities and projects. However while many of these proposed development projects are laudable and possess great merit six of them are of considerable concern regarding long term viability, environmental sustainability and protection of wildlife species inhabiting these areas.

It is recommended that the following six development proposal be re-visited, considered in more depth and re-assessed to determine whether they should be included in this visionary masterplan or pursued further.

These six proposed development opportunities are as follows;

1) Development proposal 2 – Extend salt marshes, sand and shell banks along south of channel.

Any initiative aimed at increasing wildlife values and potential habitat in the Ahuriri Estuary can be considered highly advantageous. However while the underlying proposal is to create additional wildlife habitat there may be an alternative reason behind this motive, such as the acquisition of excavated fill for alternative development proposals, (which may be in the neighbouring Lagoon Farm for land reclamation and development purposes).

In addition there are a number of other statements and concerns regarding this particular proposal. The map on page 26 of the Masterplan shows a walkway/cycleway linkage running through the proposed site linking to the Causeway Bridge over the Ahuriri Estuary. Such a link would certainly be in conflict with both the existing estuary area and the proposed new development area.

In addition there is an intention to further develop the walkway/cycleway link between Pandora and the Poraiti Hills. Such a link has the potential to create additional disturbance to bird species, especially Bittern which are now starting to expand their territorial stronghold in the upper estuary and dispersing into the Taipo Stream environs. If it is intended that the salt marsh extension is aimed at providing additional habitat for estuarine bird species then a public walkway/cycleway through the area is not complimentary to this purpose.

It has been noted on a number of occasions that current walkway/cycleway users are sometimes accompanied by their dogs, often unleashed and allowed to run free. Such uncontrolled behaviour will have further detrimental effects on wildlife.

The development of wetlands in an estuarine environment is a specialised undertaking and requires different knowledge, skills and experience than it does to create a similar wetland habitat in freshwater environments.

Throughout the Masterplan document there are numerous references to expending active recreational activities and also promoting ecotourism opportunities, both of which are being promoted in this particular area. Proposed ecotourism activities mentioned in the Masterplan document for this area (kayak/waka) will be yet another avenue for disturbance to wildlife.

In addition, there are health and safety issues to consider from such activities. The upper estuary is extremely dangerous in places with numerous sink holes hidden throughout the mudflats.

The underlying designation of this portion of the Ahuriri Estuary is Wildlife Refuge. Has consideration been given to pursuing these proposed activities in light of the status of the area?

2) Development proposal 5 – Facilitate the development of an Estuary Education Centre

This new development is proposed to be built on the Westshore Wildlife Reserve. This reserve is the base for the Kiwi Breeding Facility, which serves a vital role in the recovery of North Island Brown Kiwi both nationally and regionally, and also plays a key role in the nationally coordinated captive Kiwi population. To construct a public education centre in this same locality will cause huge problems to the operational viability of the Kiwi Breeding Facility, primarily through disturbance to the adult and juvenile birds held there and security of the facility and its nationally valuable birds.

The exact location of the proposed Estuary Education Centre on the Wildlife Reserve has not been identified but it is assumed that it is to be located in the open space area adjoining the Kiwi Breeding Facility, which may be problematic from a logistical point of view. This open space area also houses a large Parks and Reserves maintenance depot and storage area, plus a staff house. Currently vehicle access into the interior of the Westshore Wildlife Reserve is limited to authorised vehicles only and is an unsealed track off Watchman Road. With the new redevelopment of this area the volume of road traffic utilising Watchman Road will increase dramatically, making safe entry and exiting of the Wildlife Reserve an issue.

In addition, the existing access track into the Wildlife Reserve terminates at the open area by the Kiwi Breeding Facility. Existing vehicle movements into the site are limited and controlled with no vehicles being permitted near the sensitive Wildlife Lagoon. Visitors to the Wildlife Reserve (primarily ornithologists) currently utilise a small car park area near the entrance to the reserve and walk the Wildlife Reserve interior. Increased and uncontrolled vehicle movements within the interior of this reserve will definitely add to the already increased disturbance factor on this valuable wetland reserve.

The Masterplan document also contains a statement that this will be the '*departure point for estuary walks*'. If that is the intention then it is unclear how and where the linkage to the existing walkway/cycleway network will be made. Currently a highly valuable and extensive development project is underway at the southern end of the Westshore Wildlife Reserve. This is an expansion of the existing scrape lake areas which is being undertaken as an environmental mitigation requirement associated with the Watchman Road development. Once completed this area will provide a safe and secure feeding, breeding and roosting area for a wide variety of bird species, including rare and threatened native species and a large number of migratory species. If the proposed departure point and link to the existing walkway network is planned to go through this area then this will result in a major disturbance factor and compromise the reason this project was approved as part of the Resource Consent process for Watchman Road redevelopment.

One final comment on the scrape lakes. Throughout the Masterplan document (pages 13, 25 and 35) there appear lists of 'Current Projects', yet not once is the current development project of the large scrape lake construction mentioned. Considering this is a major environmental development project it's surprising that it has been excluded from any of these lists.

The Masterplan identifies 3 other 'interpretation shelters' in various locations along the estuary. Given the high usage of the lower estuary area it may make more sense to utilise an alternative site

in this region rather than the landlocked site at the Westshore Wildlife Reserve. Other suitable sites may be Humber Street Reserve (where much of the walkway activity commences) or the old Embankment Bridge, which lends itself ideally to bird observations and views over much of the estuary. The small alcoves along the length of the bridge could potentially serve as observation points or interpretive sites.

3) Proposed development 7 – Extend recreation pathway network north along edge of channel.

This suggestion has been raised before when the original walkway/cycleway network was first proposed and in its design phase. At that time there was major resistance from DoC and environmental groups and the idea was not pursued further.

The upper Ahuriri Estuary is an extremely valuable and sensitive site for a wide variety of wildlife species and its value is encased in the fact that there is minimum human disturbance to this area. It is an important feeding, roosting and breeding ground for many different bird species, some of which are classified as nationally threatened, such as Bittern. To construct a walkway/cycleway track along the perimeter of the upper Ahuriri Estuary will severely compromise its current use, especially the Bittern habitat and restoration project in the upper reaches.

The Bittern recovery project has been in existence for a number of years now and is beginning to deliver spectacular results. Habitat restoration is continuing to expand and Bittern numbers are slowly beginning to increase and disperse to other locations lower down and on the periphery of the estuary.

Another issue which is of major concern is that many pathway users often have their dogs accompany them on these routes. In many instances these dogs are off-leash and are allowed to run uncontrollably through the estuary and mudflat environments. This added threat will pose yet more of a disturbance factor to a bird species which is shy and reclusive.

4) Proposed development 9 – Development of a Regional Park within the former lagoon.

This proposal is light on detail and purpose and more information should be sought to identify its true purpose. While the idea may be quite laudable questions need to be raised regarding the exact location, size, links to other projects (walkway/cycleway network) and proposed usage require further clarification.

For instance, is it proposed that the new Regional Park will be used for active recreation, ecotourism or major sporting event purposes (such as Ironmaori) and will these activities or events be linked to or be utilising the proposed pathway network (especially the link proposed in the upper estuary).

It is noted that the proposed site is located on both the southern and northern side of the Ahuriri Estuary, both of which are in close proximity to the Ahuriri Estuary. Depending on the size, use and purpose traffic flows into and out of these areas could add to disturbance factors.

5) Proposed development 13 – Upgrade Humber Street Reserve to premier recreation reserve.

While the idea of upgrading this reserve is viewed as beneficial one statement in the Masterplan is of great concern.

As part of the NCC Annual Plan process a couple of years ago a proposal to dredge and extend the Pandora Pond for additional recreation purposes was met with stiff resistance from environmental

groups. As a result of public submissions received this plan was deleted from the Annual Plan and not pursued further.

However the final section relating to this proposed development in the Masterplan document contains the following statement; ***'Give further consideration to the deep water spit proposal through an Assessment of Environmental Effects process'***.

This statement intimates, in a veiled and underhand way, that the proposal to dredge and expand the Pandora Pond is once again being considered and promoted.

6) Proposed development 19 – Facilitate a high quality, mixed use interface with the estuary.

The description of this proposed project is unclear, especially *'mixed use interface'*. The Masterplan shows 4 linkages from Thames Street through to the Ahuriri Estuary and identifies them as *'pedestrian connections'*. It is assumed that these linkages will provide additional connection points to those wanting to gain access to the existing pathway in the lower estuary. However given that there is usually little in the way of pedestrian traffic off Thames Street it can be perceived that these linkages will primarily cater to cyclists.

When the walkway link was first established in the lower estuary between Pandora Road and the Embankment Bridge, assurances were given that this would be for pedestrian use only and that cyclists would not be permitted to utilise this section of the network. This proved not to be the case and today large numbers of cyclists regularly use this pathway. To construct and promote additional cyclist use in the lower estuary track system is contrary to what the original purpose and agreement was.

Another additional concern is that this lower estuary pathway is now used by many to walk their dogs. In many instances these dogs are unleashed and allowed to run uncontrolled over the estuary and mudflats, causing major disturbance to bird species utilising this area for feeding and roosting purposes. The problem is compounded through the fact that the existing pathway network has encroached into the Ahuriri Estuary from both the north and the south, giving dogs more access to the central mudflat areas.

The Masterplan map for this project also appears to identify a new realigned pathway encroaching further into the estuary environment.

Conclusion.

As stated earlier the draft Masterplan document has great merit and many of the proposed developments can be viewed as beneficial.

However while the document may have been prepared by Design Consultants and Council Officers it appears to have had little involvement from persons with actual background knowledge, skills and experience of the area.

In addition to the six issues alluded to above there are several other areas of the document which require revisiting and clarification. It is recommended that NCC give consideration to bringing on board a suitably qualified person to aid and assist them in addressing a number of issues and concerns contained within the Masterplan document.

Appendix 2
Other Feedback Received
Public Open Day Feedback
Social Media Report
Meeting Notes

Fleur Lincoln

From: Amelia McQueen [REDACTED]
Sent: Friday, 6 October 2017 08:44
To: Fleur Lincoln
Cc: John Cheyne; [REDACTED]
Subject: RE: Draft Ahuriri Plan
Attachments: image003.jpg; image004.jpg; image005.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Fleur,

Thanks for coming and meeting with the interested parties on Wednesday. It was very constructive and informative.

The map that you have included in your email below is not the map that I am concerned with. The map on page 36 of the master plan document is the one that I have been looking at.

If you have a look at the map the thin white lines indicate walkways and boardwalks all around the estuary. Most of these are existing walkways for example those shown near Meeanee Quay (though some here have been added... they are not true walkways - rather short-cuts made by public).

My concern is that the thin white line (not the red dashed line indicating inundation protection) on the Thames Street and Container park areas has been move in towards the estuary from its original position. To see this clearly compare this map with google satellite maps and or ask for the green layer to be removed from the consultants maps. Furthermore the buildings that are drawn into the map where the existing container park is, have encroached into the Doc land parcel. Again this is difficult to see this and that is why I suggested that land parcel boundaries, at least for Doc land are drawn into the consultant's maps. NZ walkways website is a great one to quickly show this.

My feeling is that the red dashed inundation line/stop bank should sit on the boundary of the Doc land, not in Doc land.

I also have other concerns about the Doc land near the Westshore holiday park and the extra walkways being added there and within the estuary (further along at Meeanee Quay). It is important to consider the sensitive bird feeding sites and the impact of adding 'extra public and dogs' to these areas in the lower estuary.

Happy to meet again to discuss this in person if needed.

Kind regards,
Amelia

Dr Amelia McQueen

Senior Lecturer, Facilitator of the Environmental Education Forum

School of Applied Science

Eastern Institute of Technology

From: Fleur Lincoln [fleurl@napier.govt.nz]
Sent: Thursday, October 05, 2017 2:23 PM
To: Amelia McQueen
Subject: Draft Ahuriri Plan

Hi there

Thanks for your input at last night's meeting. I have gone back to the Plan to try and figure out what that line on our plans are showing that you thought might be a new walkway. It looks like this is an indicative stopbank to prevent coastal inundation. Obviously, this is only an indicative location as we would need to do a lot of modelling work and design, but if we need to adjust its location now if there are habitat/wildlife reasons why this indicated location is a no-go.

[cid:image003.jpg@01D33DE5.8A44DBD0]

Thanks again

Fleur Lincoln

STRATEGIC PLANNING LEAD

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[Napier City Council - Te Kaunihera o Ahuriri]<<http://www.napier.govt.nz/>>

[Spring Racing Carnival]<<https://tickets.hawkesbayracing.co.nz/event/view/ywbnph9zv>>

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Fleur Lincoln

From: Andrew Fulford [REDACTED]
Sent: Wednesday, 20 September 2017 08:36
To: Fleur Lincoln
Subject: Lower Estuary and Pandora Management Plan Submission.

Follow Up Flag: Follow up
Flag Status: Flagged

With reference to the Ahuriri Estuary Draft Masterplan I wish to make a submission as the following:

The shingle beach area on the south and eastern side of the Pandora pond should be “sanded” so as to create a sand beach area. This would make the very highly utilised current shingle beach area far more user friendly and attractive. A Sanded beach would not erode away in such sheltered waters and would be easy to and cheap to maintain. There would be no negative environmental impacts in such an already modified area.

Such an example of Sanding a prominent urban beach area would be that of what the Wellington City Council has done on the Oriental Parade Beach. This sanded beach is now a premier recreational area in the heart of Wellington providing enjoyable and relatively safe recreation/enjoyment for all in the community.

Kind regards,

Andrew.

Andrew Fulford



Fleur Lincoln

From: Bonnie [REDACTED]
Sent: Monday, 30 October 2017 11:43
To: Fleur Lincoln
Subject: Feedback

Hi there,

I would love to see an abundance of trees planted along the top of the sand to provide natural shade for beach goers in summer.

Also clear signage about not disturbing the local animals including shellfish - I often see people picking cats eyes and throwing and playing with them.

And lastly some decent seating for parents in the actual playgrounds would be great!

Would also be great to have some seating in the small kids playground over in marine parade too!

Thanks so much for hosting this consultation.

Bonnie

Sent from my iPhone

Fleur Lincoln

From: Kate Moriarty [REDACTED]
Sent: Sunday, 22 October 2017 17:04
To: Fleur Lincoln
Subject: Ahuriri Plan

Since comments are invited, I would like to remind NCC that areas of the estuary already designated as wildlife refuges should be allowed to remain as such - otherwise they are no longer 'refuges'. I

Sometimes doing nothing and allowing nature to show the way is what works best for the environment.

Kind regards
Glennis Moriarty

Sent from my iPad

Fleur Lincoln

From: Greg Donnison [REDACTED]
Sent: Wednesday, 25 October 2017 21:38
To: Fleur Lincoln
Subject: Future Development

Hi,

Firstly may I say that it is great that NCC is taken a holistic approach to usage of this unique area and trying to meet objectives relating to public use and environmental protection.

I think it is extremely important that the public are made aware of the tension between the 'human' footprint and natural flora and fauna, particularly with certain areas designated as wildlife reserves. This is, however, also an opportunity to educate the public, and I think it is critical that highly visible informational boards are put in place at key entry points or high usage areas, and have No Entry zones signage particularly during breeding periods.

In my view it is also important that NCC maintain an ongoing oversight role particularly given the likely future greater usage arising from population growth.

Thanks for your consideration.

Regards,



Greg Donnison
[REDACTED]
[REDACTED]



Please consider the environment before printing this e-mail

Fleur Lincoln

From: Terry & Heather Cairns [REDACTED]
Sent: Thursday, 2 November 2017 17:18
To: Fleur Lincoln
Subject: re Upgrades

Dear Sir / Madam, as a passionate Napier Citizen I wish to make a comment on the proposed updating of Ahuriri. We are members of the Motorhome assoc but we strongly object to freedom parking at Perfume Point. This is prime Napier green space to be enjoyed by all our residents and visitors and there is no need to allow freedom camping in any way at this site. Napier has been very generous with many other sites available to Motorhomers. I love your proposed upgrade and all the other sites you have done to date. Well done keep up the good work.
We really live in a beautiful City.
Regards Heather Cairns

Feedback on:

The Ahuriri Estuary Coastal Edge Masterplan

I Commend:

- Improving water quality
- Acknowledgment of ecological sensitivity
- Enhancing ecological values
- Planting
- Developing wetlands
- Restricting access to certain ecologically sensitive areas
- Development of an education centre
- Increase public awareness of water quality issues etc
- Embracing historical aspects
- Wide consultation

I Have Concerns:

1. Refer page 38, key 13, bullet no 1 – “Design to facilitate annual sporting events, multiple forms of water-based recreation and day to day use”

“Multiple forms of water based recreation” is far too vague and needs to be specifically stated as to exactly what forms of water based events will be permitted and where. Although I see a need for compromise – some water based events can seriously disrupt wildlife habitat and wildlife activities such as feeding and nesting and not respect the fragile ecological systems of the estuary.

I would like to see “annual sporting events” (again these need to be specified) restricted so they don’t occur in September / October when the migratory birds return here and especially need to be undisturbed.

2. Refer page 39, Key 15, preamble

- a) Regarding upgrading Pandora Bridge – “the bridge can make navigation beneath by boat challenging”. It would be a disaster to raise the bridge so all water craft had easy access to the upper estuary – this would invite jet boats, jet skis, joyriders etc going up the entire length of the estuary at any time of day or night - uninhibited. Paddle/sail craft also need to be restricted by number.
- b) “decorative lighting installation” (and any other artificial lighting planned). Please think carefully about any additional artificial lighting. The estuary already has ample artificial lighting from roads etc. This interferes with all wildlife’s natural bio-rhythms:

Quote: For billions of years, all life has relied on Earth’s predictable rhythm of day and night. It’s encoded in the DNA of all plants and animals. Humans have radically disrupted this cycle by lighting up the night.

Plants and animals depend on Earth’s daily cycle of light and dark rhythm to govern life-sustaining behaviours such as reproduction, nourishment, sleep and protection from predators.

Scientific evidence suggests that artificial light at night has negative and deadly effects on many creatures including amphibians, birds, mammals, insects and plants.

Ref: <http://www.darksky.org/light-pollution/wildlife/>

3. I did not see mention of a coordinated predator control programme for the estuary

I Make Comment and Request:

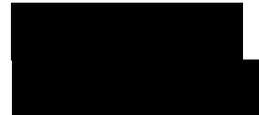
1. Please preserve our habitat for our Godwits (Kuaka) (and other migratory birds – and all estuary wildlife including the very endangered Australasian Bittern).
2. Godwits fly 11,000kms non- stop from the Alaskan Tundra to be at our estuary and stay for the summer.
3. They arrive in September / October exhausted, having lost half their body weight during the flight, and need to feed undisturbed
4. We are the only city in the world where you can go downtown and see godwits (and other migratory birds such as pacific golden plover, red knot, red-necked stint, our very special NZ endemic wrybill etc)
5. We have a responsibility to preserve their summer feeding ground, we have a responsibility to preserve this natural heritage for future generations
6. These birds are seriously threatened and have already been drastically reduced in numbers by losing so much of their ‘fuel stop’ habitat around the Yellow Sea (before their final journey to Alaska to breed)– don’t let them also lose summer habitats.
7. Through awareness and educational opportunities Napier could make the bar-tailed godwit “our” bird. We could celebrate its arrival and bid it farewell when it leaves. Some may see this as a spiritual event.
8. Many tourists (and locals) may be interested in ‘nature walks’ around the estuary and learn about the treasure we have here – the estuary could attract revenue and help create awareness.

In Summary:

- 1.** “Water Sports” and “Sporting Events” need to be specified and restricted to Pandora pond.
- 2.** Some forms of water sports should be absolutely forbidden within the estuary
- 3.** “Sporting events” not to be held during September or October when the migratory birds arrive
- 4.** Minimal artificial lighting
- 5.** No motor craft on estuary side of Pandora bridge
- 6.** Restrict paddle and sail craft at Pandora pond
- 7.** Support a coordinated predator control programme around the estuary
- 8.** Hero the Kuaka – make it Napier City’s bird
- 9.** Introduce nature walks for visitors

Submitted By:

Lynne Anderson



Date submitted: 11th October, 2017

Fleur Lincoln

From: Tania McCauley
Sent: Tuesday, 24 October 2017 10:08
To: Fleur Lincoln
Subject: FW: Talk - Ahuriri Estuary Draft Masterplan [#15] FYI

Hi.
Pat used to (or maybe still does??) work for DOC & may be unaware of the work being done with Mana Ahuriri & others.

Tania McCauley
COMMUNICATIONS SPECIALIST

Napier City Council, Private Bag 6010, Napier 4142
t +64 6 833 9713 m +64 27 599 9610 www.napier.govt.nz



This communication, including any attachments, is confidential. If you are not the intended recipient, please delete it. Thank you. Refer to the Electronic Transactions Act 2002.

From: NCC Website Request - Talk to Us Ahuriri Estuary Draft Masterplan [mailto:no-reply@wufoo.com]
Sent: Sunday, 22 October 2017 6:36 PM
To: Kirsten Simcox <kirstens@napier.govt.nz>; Tania McCauley <taniem@napier.govt.nz>
Subject: Talk - Ahuriri Estuary Draft Masterplan [#15]

Name * Pat Sheridan

Email * [REDACTED]

Generally, do you agree with the Draft Ahuriri Estuary & Coastal Edge Masterplan? * Yes

What is your feedback or comment? *

I have two concerns.

The possible detrimental affects on the bitterns by allowing public access close to their restrictive habitat on the upper part of the estuary. When the cycle way was proposed a compromise was reached between DOC, HBRC and NCC staff to provide cycle track access only in parts of the middle and lower estuary, and subject to screening, planting, and avoiding access on the tops of the stop banks.

Bitterns have a low level of tolerance to disturbance.

My second concern is the need to improve the quality of water entering the estuary. What is the sense at providing improved visitor facilities and resources if the water quality is not going to be improved? A catchment management approach will be best, which identifies priority

areas for stock fencing and planting and suggests suitable and non suitable forms of land use. A long term aim could be that Ahuriri will return to being a suitable place for kai moana.

This may be a time to set up a group to help achieve long term protection goals for the Ahuriri catchment.

I am happy to speak on this submission. Thank you for this opportunity

Fleur Lincoln

From: Pete Hug [REDACTED]
Sent: Wednesday, 8 November 2017 14:49
To: Fleur Lincoln
Subject: Ahuriri Estuary Draft Masterplan

There are a lot of nice ideas in this plan, but I question if we're spending money in the right places.

When I look at the "Costal Inundation Extent" map, I wonder how much of this grand plan makes any sense? The map shows that within the next 100 years we're going to lose almost all of Pandora to the sea. That map most likely ignores storm surges from the coasts predictable exposure to increasingly ferocious storms. I would have thought in light of this the primary goal would be sea fortifications.

Pete, Napier



Virus-free. www.avast.com

Fleur Lincoln

From: RikanAero [REDACTED]
Sent: Wednesday, 8 November 2017 08:21
To: Fleur Lincoln
Subject: Ahuriri Master Plan Feedback - corrected copy

Dear Feedback Collater,
I sent this in last night, but I've just noticed the sentence in blue text below was incomplete.
So please use this amended copy.
Thanks, Richard

----- Original Message -----

From: [RikanAero](#)
To: ahuririestuary@napier.govt.nz
Sent: Tuesday, November 07, 2017 9:11 PM
Subject: Ahuriri Master Plan Feedback

This is a great "stage-setting" document, that hopefully develops in a logical and progressive way.

I'll give my negative comments first, followed by my positive ones.

1) Pandora pond

1a) Please leave the tyre wall on the Meeanee Quay side of the pond.

It has been there for decades, because it works so well.

It is easy for young and old to step up and down.

It is robust.

It is safe when water craft bump into it at high tide.

It is safe when the Optimist yachts get into trouble.

It handles the waves kicked up when the howling westerlies are blowing.

It requires minimal maintenance to keep it in good shape.

1b) Please don't put an elevated walking platform in place of the tyre wall.

I recall your mantra ... "gritty not pretty".

The walking platform doesn't fit with this mantra.

1c) Please don't change the dual carriageway road between the bridge and the roundabout.

It works well just the way it is.

1d) Please don't put rocks in the southeast corner of the pond.

This corner is just fine the way it is.

Think about the water-based users of this space, not the land-based users.

1e) Please don't consider an opening bridge, when the Pandora bridge needs replacing.

2) Perfume Point

2a) Please leave the carpark the way it is.

The public like being able to park right at the point.

Especially people with limited mobility.

If you move the parking area closer to the residential area, you will need to remove the 4 freedom camping parking spaces, because the acceptance criteria for their current location will no longer be applicable.

2b) Please don't plant trees all over the Perfume Point reserve.
It's beauty is it's open, uncluttered vista.

3) Linking Street of Nott St

Please don't plant trees in Nott St, until you have talked to the affected land owners.

4) Underground services

Yes, please talk to Unison about undergrounding the powerlines in Westshore.

5) Humber St/Thames St recreational connection

Yes, this looks like a good thing to do, as long as the adjacent apartment residents concerns are taken into account.

Thanks for the opportunity to comment on this 30 year plan.

Richard Karn



This email has been checked for viruses by Avast antivirus software.

www.avast.com

Fleur Lincoln

From: SONIA Stewart [REDACTED]
Sent: Monday, 30 October 2017 12:46
To: Fleur Lincoln
Subject: Feedback for Ahuriri Estuary & Coastal Edge

Good afternoon,

My husband and I attended the feedback meeting held at Spriggs Park, Harding Road, Ahuriri on Saturday 28th October 2017.

We would like to voice our feedback on the proposed new buildings on the two ahuriri carpark locations.

We do not agree with the following proposed buildings/structures

1. To the right of Harbour View Motel in the existing carpark
2. In the carpark area of East Pier
3. In the green space to the left of East Pier.

Reasons being:

1. Parking is already a premium in Ahuriri for visitors and taking out any existing car-parking would be counter-productive.
2. By placing buildings at the indicated placings as shown on the Draft Masterplan would block views from quite a few residences in both directions. It appears that no new buildings have been placed where they would block any views from existing commercial properties both accommodation & retail.

We do not object to more seating etc to the area, and do not have a problem with camper vans.

We live on Nelson Quay, and enjoy the public who come to enjoy the Ahuriri area. Beautifying the area in a way that keeps the space open and user friendly is a great idea. Making the space more usable for public events is great, so long as it is done in a way that does not take the existing beauty and open feeling of the area as a whole. Dotting new buildings along the front will close the area in and take away important existing car parking also.

Your faithfully,

Sonia & Mark Stewart

[REDACTED]

[REDACTED]

[REDACTED]

Fleur Lincoln

From: Wayne King [REDACTED]
Sent: Monday, 23 October 2017 14:44
To: Fleur Lincoln
Subject: Ahuriri Estuary Masterplan

A brief submission on the Ahuriri Estuary Draft Masterplan

The estuary is both a recreational area for cyclists and walkers, who will sometimes be accompanied by dogs, (some not on a lead) and an area frequented by aquatic birds including the Australasian bittern. The website New Zealand Birds Online describes the bittern as “..extremely sensitive to disturbance”. I assume that they will be disturbed by cyclists, walkers and dogs in or near their nesting and feeding areas. It is important that any changes made to the estuary ensure that recreational activities and areas frequented by birds especially the endangered bittern be kept a suitable distance apart.

I do not wish to speak to this submission.

Thanks and regards

Wayne King

Social Media Summary

A more detailed social media reported is provided in Appendix 2. This does not capture all comments as the very nature of social media makes this difficult.

- The Ahuriri Masterplan engagement was promoted heavily on NCC Facebook – two single photo posts and seven ‘story’ posts (albums with multiple captioned photos) spread over seven weeks.
- The collective reach – the number of people who had these posts show up on their newsfeed – was impressive. All up, the nine posts ‘reached’ 128,350 people.
- Engagement (likes, loathes, comments, shares) was also high – 4,296 across the nine posts.
- Of particular note was the number and also calibre of the comments. It’s clear many people feel strongly about Ahuriri – that this is their tūrangawaewae, their home. Some feel they belong to Ahuriri, not the other way around. This is a deeper sense of ownership than merely asserting that ‘This is our patch’.
- The desire to preserve the estuary – re-plant, repair, restore – came through strongly. People were angered that untreated sewerage had been discharged into the estuary and many thought it was something Council did regularly.
- From a traffic perspective, the salt water tidal pool was a standout. But here, as elsewhere, many of the positive comments came with the proviso that any grand undertakings must not negatively affect the estuary.
- Overall, the Facebook campaign was successful. We spaced the posts out so we didn’t overwhelm our audience. We sustained interest and built momentum. We put lots of detail alongside individual images so people could scroll through an album and read every word if they wished, or simply whizz through and look at the pics.

Ahuriri Estuary and Coastal Edge Masterplan

(NCC Facebook Engagement

18 September 2017 – 8 November 2017



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Te Kaunihera o Ahuriri

Ahuriri Estuary and Coastal Edge Masterplan

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Post 1 – 18 Sep



Napier City Council

Published by Peter Malcouronne [?] · 18 September · 🌐

We've just released our draft Ahuriri Estuary and Coastal Edge Masterplan and we'd love to know what you think.

Developed in partnership with Mana Ahuriri, Hawke's Bay Regional Council and the Department of Conservation, the plan provides a 30-year vision for the natural and built environment of Ahuriri. It includes 36 possible projects and initiatives - find out more about each of these in this very cool interactive story map: goo.gl/thH2x3.

For an overview of the plan, see goo.gl/wVAKtG. And to give feedback, please go to our Talk to Us consultation page: <https://www.napier.govt.nz/.../draft-ahuriri-estuary-and-coa.../>.



8,197 People Reached

81 Likes, Comments & Shares 🗨️

59 Likes	46 On Post	13 On Shares
14 Comments	7 On Post	7 On Shares
8 Shares	3 On Post	5 On Shares

1,209 Post Clicks

82 Photo views	291 Link clicks	836 Other Clicks
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NEGATIVE FEEDBACK

- 9 Hide Post
- 1 Hide All Posts
- 0 Report as Spam
- 0 Unlike Page

Reported stats may be delayed from what appears on posts

URL: goo.gl/6X3Sij

Reach:	8,197
Post Clicks:	1,209
Engagement:	81*
Comments:	14

*Likes, Comments & Shares



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Te Kaunihera o Ahuriri

Post 1: Comments

Ian Matehe Thanks for the heads up [Apiata Tapine](#). Some of us made Regional Council hui last week and very happy with the way things went. Good to know when public are allowed to attend these hui even if short notice. Unfortunately missed Sundays AGM with Ahuriri Protection Society. Will ask [Pat Magill](#) for his view on this Kaupapa. Would love to see our mokopuna catching flounder that was once bountiful in the 70s

Like · Reply · Message ·   7 · 19 September at 04:21 · Edited

Karen Taotahi Definitely need to manage the storm water and sewerage that gets pumped into the estuary. Also don't need any more residential areas popping up around the estuary.

Like · Reply · Message ·  4 · 18 September at 17:26 · Edited



Julie Tangaere I agree. I was recently contacted by the Napier City Council to undertake a risk assessment survey as a user of the pond and harbour. I highlighted the sewerage release and the negative impact. Noticeably, they never responded to that point though they came back with feedback about everything else I raised.

Like · Reply · Message ·  3 · 18 September at 22:17 · Edited

Ian Matehe Regional Council have started the ball rolling looking at finding ways to stop the weed from strangling the upper estuary. Can't wait to hear what NCC have in store for the lower estuary regarding sewerage. I would say Mana Ahuriri and DOC will be monitoring everything

Like · Reply · Message ·  1 · 19 September at 03:39 · Edited



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Te Kaunihera o Ahuriri

Post 2 – 6 Oct

Album
Draft Ahuriri Masterplan - Upper Estuary and Former Lagoon
...

Napier City Council added 6 new photos.
Published by Peter Malcouronne [?] · 6 October ·

Napier City Council, in partnership with Mana Ahuriri, [Hawke's Bay Regional Council](#) and the [Department of Conservation](#), has developed a draft masterplan for the Ahuriri Estuary. This is a long-term, big picture vision for this area, a starting point for a conversation about how you see the future of this special place. We'd like to hear what you think.

You'll find more information on our plan here - <https://www.napier.govt.nz/our-co.../latest-news/article/773> - including an interactive map featuring more than 30 proposed projects. To view the complete draft masterplan - and give us feedback - go to goo.gl/AEdrp3.

Today we're going to look at several possible initiatives to improve the water quality around the estuary. Please click through the photos for more detail.



4,332 People Reached

23 Likes, Comments & Shares

18 <small>Likes</small>	18 <small>On Post</small>	0 <small>On Sha</small>
4 <small>Comments</small>	3 <small>On Post</small>	1 <small>On Sha</small>
1 <small>Shares</small>	0 <small>On Post</small>	1 <small>On Sha</small>

451 Post Clicks

196 <small>Photo views</small>	19 <small>Link clicks</small>	236 <small>Other C</small>
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NEGATIVE FEEDBACK

1 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on

URL: goo.gl/DKLPe6

Reach:	4,332
Post Clicks:	451
Engagement:	33*
Comments:	7

*Likes, Comments & Shares



Post 2: Comments

Wayne Magee Why? the council will only dump sewage into the estuary again

[Like](#) · [Reply](#) · [Message](#) · 6 October at 20:23



Napier City Council Wayne, the controlled release into the estuary in April was in the midst of a large rain event. We had several months of rainfall over three days, and in order to stop overflow into the street, which is very dangerous, Council elected to discharge a sm... [See more](#)

[Like](#) · [Reply](#) · Commented on by Fiona Fraser (?) · 7 October at 19:29

Linda Axford just stop businesses from discharging harmful contaminants into the estuary, no need for discussion? Surely this is happening now?

[Like](#) · [Reply](#) · [Message](#) · 6 October at 20:18

Karen Taotahi That definitely needs to be sorted.

[Like](#) · [Reply](#) · [Message](#) · 6 October at 18:44

Linda Axford Is the estuary polluted? Did NCC cop a fine for the discharging of sewage during the heavy rainfall a few months ago? Why are the shellfish not consumable? This has been going on for years, why not just get on with it?

[Like](#) · [Reply](#) · [Message](#) · 6 October at 20:20

Karen Taotahi This is a good start, but still needs to be implemented

[Like](#) · [Reply](#) · [Message](#) · 6 October at 18:46



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Te Kaunihera o Ahuriri

Post 3 – 11 Oct

Album Draft Ahuriri Masterplan – Meanee Quay and Pandora Road

Napier City Council added 4 new photos — in Ahuriri, New Zealand

Published by Peter Malcouronne [?] · 11 October ·

Napier City Council, in partnership with Mana Ahuriri, Hawke's Bay Regional Council and the Department of Conservation, has developed a draft masterplan for the Ahuriri Estuary. This is a long-term, big picture vision for this area, a starting point for a conversation about how you see the future of this special place. We'd like to hear what you think.

You'll find more detail in this very cool interactive map featuring more than 30 proposed projects: goo.gl/wYvdEc. To view the complete draft masterplan - and give us feedback - go to goo.gl/AEdrp3.

Today we're going to look at several possible initiatives around Pandora Road and Meanee Quay. Please click through the photos for more detail.

"Nga karoro tangitararau mai i runga o Tapu Te Rangi"

"The many screaming seagulls above Tapu Te Rangi, 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



2,055 People Reached

41 Likes, Comments & Shares

27 Likes	27 On Post	0 On Shares
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11 Comments	5 On Post	6 On Shares
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3 Shares	3 On Post	0 On Shares
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368 Post Clicks

182 Photo views	21 Link clicks	165 Other Clicks
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NEGATIVE FEEDBACK

2 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts

URL: goo.gl/C4G5MZ

Reach:	2055
Post Clicks:	368
Engagement:	60*
Comments:	18

*Likes, Comments & Shares



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Post 3: Comments



Jodi Ferris What ever is done, u should still be able to see the beautiful natural view over the top.... so many bridges nowadays are so high that u cant see anything when u drive over it.

[Like](#) · [Reply](#) · 2 · October 12 at 9:36am



John Lane While an upgrade to the bridge could be an excellent idea i agree with Jodi. It does need to be done in such a way that we don't lose the natural jewel of the view of the estuary as we and visitors drive over it.

Especially if it is envisaged to try and return the estuary return to a healthy state for Kai Moana, natural flora and fauna.

It is my feelings that any plan should try and return the estuary to as near to natural as possible the same as is attempting to be done to Westshore beach should have a very high priority.

[Like](#) · [Reply](#) · October 13 at 6:49pm



Ben Lee Not keen on making a narrow road as the entrance to a city keep Pandora Rd with its median strip it has great vision and safe driving as it is. A narrow road would detract from the statement that a wide medium stripped road creates.

[Like](#) · [Reply](#) · October 12 at 10:37pm



Ben Lee Narrow roads cause accidents a lot of trucks use this route to stop at motels we need to encourage traffic flow not conjested slow roads. What is the projected traffic growth in 20 yrs. Just because it's not listed as a highway doesn't mean people will stop using it

[Like](#) · [Reply](#) · 2 · October 12 at 10:45pm



Chris Sutton When you narrow a carriageway isn't that called a bottle neck? Don't bottlenecks create ques? Aren't hidden ques the cause of many accidents and frustrated drivers moaning about poor roading infrastructure? Brexit!

[Like](#) · [Reply](#) · 1 · October 13 at 6:12am



Ben Lee You are right Chris. What's worse is that there is currently 20 to 30 vehicle movements per minute. And less than 1 pedestrian or bike per minute. Let's make Napier like Auckland with loads of congested roads. slowing the traffic down or diverting local traffic to the expressway means a busier road somewhere it's simple math.

[Like](#) · [Reply](#) · October 14 at 7:21pm



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Te Kaunihera o Ahuriri

Post 4 – 13 Oct

Album Draft Ahuriri Masterplan – West Quay, Ahuriri

Napier City Council added 7 new photos from 13 October.
Published by Peter Malcouronne [?] · 13 October · @ ·

Napier City Council, in partnership with Mana Ahuriri, Hawke's Bay Regional Council and the Department of Conservation, has developed a draft masterplan for the Ahuriri Estuary. This is a long-term, big picture vision for this area: a starting point for a conversation about how you see the future of this special place. So we'd like to hear what you think.

You'll find more detail in this very cool interactive map featuring more than 30 proposed projects: goo.gl/wYvdEc. To view the complete draft masterplan - and give us feedback - go to goo.gl/AEdrp3.

Today we're looking at several possible initiatives around West Quay, Ahuriri. Please click through the photos for more detail.



41 People Reached

4 Likes, Comments & Shares

3 Likes	3 On Post	0 On Shares
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1 Comments	1 On Post	0 On Shares
------------	-----------	-------------

0 Shares	0 On Post	0 On Shares
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88 Post Clicks

87 Photo views	0 Link clicks	1 Other Clicks
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NEGATIVE FEEDBACK

0 Hide Post	0 Hide All Posts
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Reported stats may be delayed from what appears on posts

URL: goo.gl/J46aYY

Reach:	9338
Post Clicks:	??+
Engagement:	203*
Comments:	33

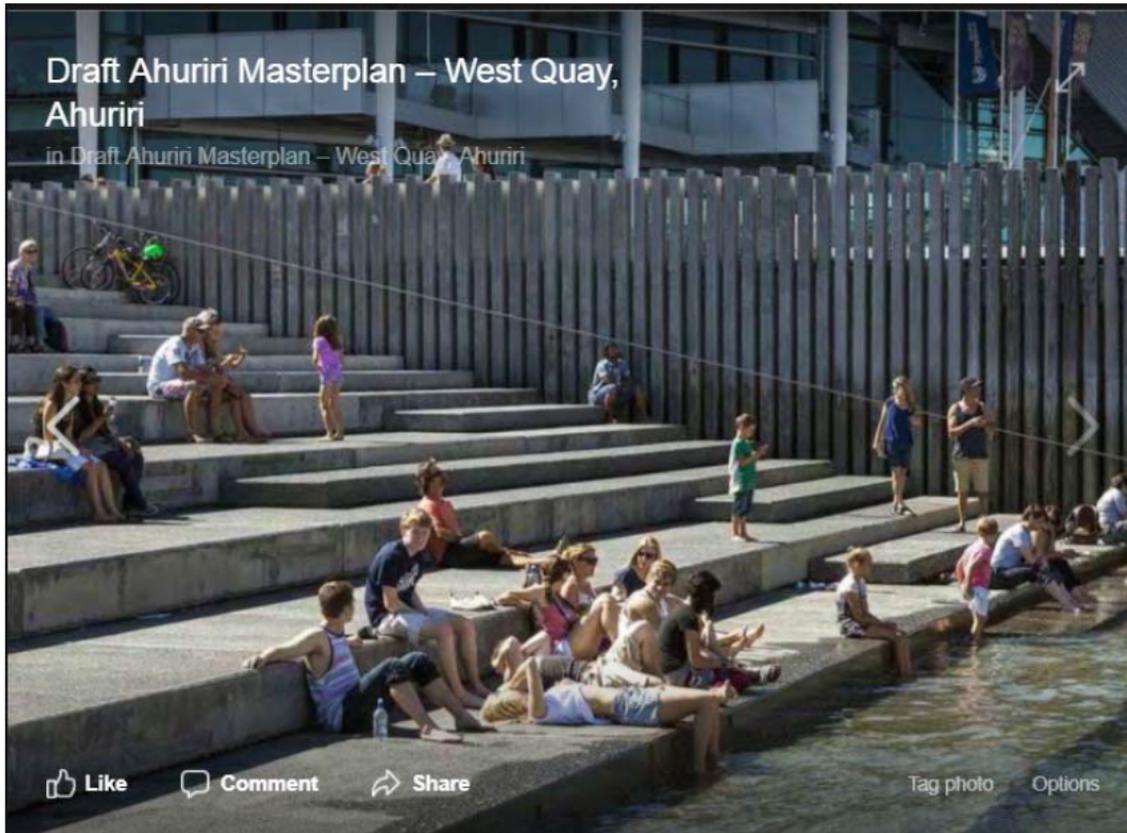
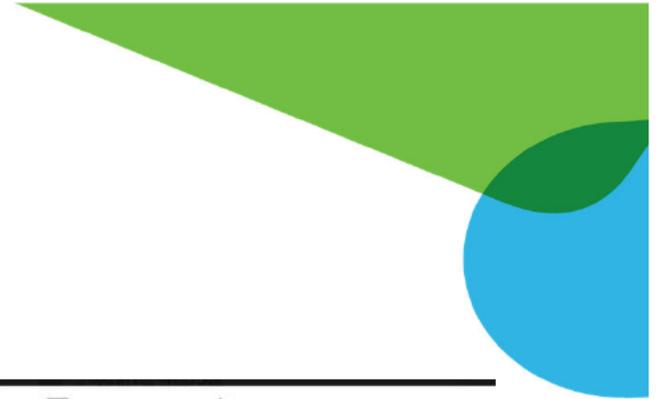
+ FB messed up this post. Shared the 1st pic in isolation (hence its great traffic stats)

*Likes, Comments & Shares



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Te Kaunihera o Ahuriri

Post 4 – 13 Oct – contd.



Like Comment Share

164 Top comments

Annette Barnard If you download the draft masterplan it has some great information on some potential ideas already, looks like they're already going to explore the feasibility of saltwater tidal pools off Perfume Point - see page 24, item 30. And more info on page 53. Some very cool ideas that could be happening..... See more

Ahuriri Estuary Draft Masterplan | Napier...
NAPIER.GOV.TZ

Love · Reply · Message · Remove Preview · 4 · 14 October at 14:00 · Edited

View 1 more reply

Napier City Council Thanks for that, Annette - great stuff!

Here are a couple more links. To give

Write a comment...

Post 4: Comments



Chantelle Roper Steps to a salt water pool!!

Like · Reply · October 13 at 9:03pm



Tāmanuhiri Russell Salt water pool on marine parade similiar to Bondi would be great

Like · Reply · 1 · October 14 at 2:37am



Rhondda Sweatman gosh isn't NCC going to be busy?! super glad to see consultation of the public on THIS particular item..... lets see if it continues.....lots of water ideas, hope the shade follows in the hawkes bay sunshine.

Like · Reply · October 18 at 7:02am

↩ 1 Reply



Robyn Dorday i feel this would be a great place to have famiy barbecues with covered tables in some of this area but seating and shade is paramount . li am sure what the council willl do will make this aplace tovisit i am impressed with other developmnetrs on the Mareine Parade this place is looking so smart

Like · Reply · October 15 at 6:09pm



Mark S. Simpson One could also make it into a sea organ like the one in Zadar, Croatia 😊
<https://www.youtube.com/watch?v=AHZYnnLTy2g>



Tasha Duncan Having someything like south bank in brisbane would be amazing!!!! Parks markets safe swimming for kids resturants cafes would be awesome!!

Like · Reply · 16 · October 13 at 9:04pm



Mike Hawthorne Tasha Duncan haveing the land back would be better

Like · Reply · October 16 at 1:05pm



Write a reply...



Jessica Hume We desperately need a cafe/restaurant on the ocean side of Marine Parade. Somewhere to site and soak up the massive ocean expanse, without having to look through cars and a car park!

Like · Reply · 6 · October 15 at 9:25am



Stacey Lory Please think the wheelchair users of Napier before decisions are made!! Im sick of saying no to my son because theres steps

Like · Reply · 2 · October 16 at 11:57am



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Te Kaunihera o Ahuriri

Post 5 – 17 Oct

Napier City Council added 2 new photos. Published by Peter Malcouronne [?] · 17 October ·

Napier City Council, in partnership with Mana Ahuriri, [Hawke's Bay Regional Council](#) and the [Department of Conservation](#), has developed a draft masterplan for the Ahuriri Estuary and Coastal Edge. This is a long-term, big picture vision for this area: a starting point for a conversation about how you see the future of this special place. We'd like to know what you think.

You'll find more detail in this very cool interactive map featuring more than 30 proposed projects: goo.gl/wYvdEc. To view the complete draft masterplan - and give us feedback - go to goo.gl/AEdrp3.

Today we're looking at an idea we think Napierites might be keen on – a salt water tidal pool. Click through the photos for more info and a possible location at Perfume Point.



77,056 People Reached

3,377 Reactions, comments & shares

2,163 Like	1,279 On post	884 On shares
256 Love	167 On post	89 On shares
5 Haha	1 On post	4 On shares
136 Wow	81 On post	55 On shares
1 Angry	0 On post	1 On shares
670 Comments	450 On Post	220 On Shares
151 Shares	145 On Post	6 On Shares
21,313 Post Clicks		
3,904 Photo views	1,192 Link clicks	16,217 Other Clicks

URL: goo.gl/4PeXza

Reach: 77,056
 Post Clicks: 21,313
 Engagement: 3,563
 Comments: 697

*Likes, Comments & Shares



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 Te Kaunihera o Ahuriri

Post 5: Comments



Alyse Hedley Why wouldn't you put it around before the port where the magnet cafe sits and the waves would actually flush the pool out more often not sitting stagnant water, if the port wasn't there Napier would be a pumping surf spot with similar breaks as Snapper Rocks in QLD. Great to see Napier looking to the future - there could also be summer outdoor "pop up" cafe/bars if laws weren't so tight and fun draining, coz who doesn't want to sit watching the sunset with a drink and good music. Take some leafs out of Bali's beach clubs too I say!!



Claire Roberts I love this idea. I lived in Wollongong in NSW Australia and they had these man made rock pools along the coastal walkways and they were absolutely amazing! They were free and always had so many people using them. Awesome idea for Napier

Like · Reply · 1 · October 19 at 8:51pm

↳ 1 Reply



Mark Caves Awesome idea, the beach in front of east pier is the ideal spot for the pool. Sure there will be days when it's polluted after heavy rain, but in the long term even that will help raise the issue of caring for the environment. And fun when there is some swell. Just make it big enough for lap swimmers and for playing with kids etc...

Like · Reply · 1 · October 20 at 10:41am

↳ 1 Reply



Jason Grant A 3 story hotel with bars, restraints, night clubs and swimming pools etc would be better. There's too many kids stuff on the parade now. It's time for the rate payers to enjoy 🤔

Like · Reply · 1 · October 18 at 8:17pm



John Lane It would be absolutely great if it could be made to work somewhere either along the Parade and perfume point but not right on Perfume point at the estuary entry where there is a possibility that it could change the conditions needed to improve and/or r... [See More](#)

Like · Reply · October 20 at 10:21pm · Edited



Fiona Bryant awesome move!!!

Like · Reply · 1 · October 17 at 8:01pm



Gina Funnell Cool!

Like · Reply · 1 · October 17 at 7:47pm



Della Treadwell Looks great

Like · Reply · 1 · October 18 at 12:24am



Helen Gray Bring it on!

Like · Reply · 1 · October 17 at 8:15pm



Gayle Taylor Lyne - Lookie here!

Like · Reply · 1 · October 17 at 8:57pm

↳ 1 Reply



Lace Daley EPIC! YESS!

Like · Reply · 1 · October 17 at 5:50pm



Handre Zaaïman Great idea!

Like · Reply · 1 · October 17 at 4:40pm



Sam Nichol Love it.

Like · Reply · 1 · October 18 at 7:27am



Lisa Mary Yes please ❤️

Like · Reply · 1 · October 17 at 6:05pm



Natalie Ann What an amazing idea!!!

Like · Reply · October 17 at 8:44pm



Peter Houghton Great idea

Like · Reply · 1 · October 17 at 4:08pm



Kimberley Lane Cool!!

Like · Reply · 1 · October 17 at 4:10pm



Emma Hargreaves Wow fabulous!

Like · Reply · 1 · October 17 at 3:40pm



Glenn Abel Dennis Nisbet Incorrect, but I have swam in the rock pools at Cronulla, there I think by memory are 3 of them, and they could not be copied here in Napier as the water Temp is a lot colder and the next reason because of the Port the swell does not reach the area they are talking about putting them so you would not get the water interchange that Sydney's get. The Council had a meeting a couple of months back and it was explained that the erosion along Westshore is caused by both the Port and its extensions and the man made Rock wall that the Council had put in and is now thinking of putting a rock pool onto, which will probably help towards making the erosion worse.



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Te Kaunihera o Ahuriri

Post 6 – 20 Oct

Album Draft Ahuriri Masterplan - Te Karaka (Perfume Point)

Napier City Council added 3 new photos.
Published by Peter Malcouronne [?] · 20 October · 🌐

Napier City Council, in partnership with Mana Ahuriri, [Hawke's Bay Regional Council](#) and the [Department of Conservation](#), has developed a draft masterplan for the Ahuriri Estuary and Coastal Edge. This is a long-term, big picture vision for this area: a starting point for a conversation about how you see the future of this special place. Let us know what you think.

You'll find more detail in this interactive map that includes more than 30 proposed projects: goo.gl/wYvdEc. To view the complete draft masterplan - and give us feedback - go to goo.gl/AEdrp3.

Today we're looking at an initiative to upgrade Te Karaka (Perfume Point) reserve.





7,259 People Reached

79 Reactions, comments & shares

38 Like | 38 On post | 0 On shares

1 Sad | 0 On post | 1 On shares

1 Angry | 0 On post | 1 On shares

39 Comments | 7 On Post | 32 On Shares

2 Shares | 0 On Post | 2 On Shares

1,100 Post Clicks

424 Photo views | 21 Link clicks | 655 Other Clicks

NEGATIVE FEEDBACK

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URL: goo.gl/sPSevx

Reach: 7,259
Post Clicks: 1,100
Engagement: 99
Comments: 72

*Likes, Comments & Shares



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Post 6: Comments



Jules Cunningham Please don't move the car park back from the waters edge. I see so many elderly folks who can't move far if at all under their own steam sitting as passengers on outings enjoying the view. Often with a Themos and a cup of tea. It's one of very few places you can park that close to a beautiful ocean and harbour view. Other than I quite like the proposal

Like · Reply · 9 · October 20 at 7:45pm



Margaret Ann Hanlon I agree with you.

Like · Reply · 1 · October 21 at 10:32am



Jane Sutton Me too - have taken my parents there to enjoy sun and sea air - don't move car park but keep out freedom campers

Like · Reply · October 22 at 12:15pm



Richard Bennett Surly there are enough parks with playground areas. Leave the natural unworked vision that people enjoy without the fuss

Like · Reply · October 22 at 11:11am



Oriana Denise Nepata It's lovely how it is now....walkways and all...

Like · Reply · October 22 at 9:09am



Pat Hastings Does everywhere have to be manicured council style? This is perfume point; quite an iconic area for so many napier people; Can't it just be left with a natural look? ***

Like · Reply · 2 · October 21 at 5:38pm · Edited



Jo Fox Carparking is where?

Like · Reply · 2 · October 20 at 7:25pm

Napier City Council Leave this question with us Jo and we'll get back to you about proposed car parking. Many thanks!

Like · Reply · October 20 at 9:31pm

Napier City Council Jo. We're back! If you click through to the third photo in this album - the artist's impression of a possible Te Karaka/Perfume Point improvement - you'll see car parking has moved slightly inland.

This photo - attached - will give you an idea.



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Te Kaunihera o Ahuriri

Post 7 – 26 Oct



Napier City Council added 3 new photos.

Published by Peter Malcouronne [?] · 26 October ·

► **Draft Ahuriri Estuary and Coastal Edge Masterplan – Weekend Pop Ups**

Napier City Council, in partnership with Mana Ahuriri, Hawke's Bay Regional Council and the Department of Conservation, has developed a draft masterplan for the Ahuriri Estuary and Coastal Edge. This is a long-term, big picture vision for this area: a starting point for a conversation about how you see the future of this special place.

We're running two pop-ups this weekend where we'll answer any questions ... [See more](#)



8,279 People Reached

97 Reactions, comments & shares

80 Like	62 On post	18 On shares
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5 Love	4 On post	1 On shares
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10 Comments	7 On Post	3 On Shares
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2 Shares	2 On Post	0 On Shares
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1,268 Post Clicks

610 Photo views	21 Link clicks	637 Other Clicks
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NEGATIVE FEEDBACK

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Reported stats may be delayed from what appears on posts

URL: goo.gl/UDhfN7

Reach:	8,279
Post Clicks:	1,268
Engagement:	112
Comments:	13

*Likes, Comments & Shares



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CITY COUNCIL
Te Kaunihera o Ahuriri

Post 7: Comments



Jessica Hume There's enough stuff for kids along Napier and Ahuriri's beaches. How about improving the beaches so people can swim safely.

Like · Reply · 2 · October 27 at 11:11am



Tori Mason Thats cool but have you thought about bringing back the big forts like anderson park use to have kids had more fun and used there imagination more and it was fun for all ages

Like · Reply · 1 · October 26 at 9:17pm



Brenda Anderson-Coley My feelings regarding "big forts" homeless and mischief makers could have access to these areas, leaving behind some nasty tell-tale signs of unacceptable behaviour and the "things" that may be left behind, Therefore, any "big forts" might become a "gathering place" for undesirables in my opinion. Such a shame to have to mention this.

Like · Reply · October 27 at 10:10am



Cherie Loveridge Boring. Like Jessica Hume said there is already plenty of playgrounds and picnic spots for young families. We need to try and cater for everyone

Like · Reply · October 27 at 4:15pm



Laura Hartley Love the idea .. would they maybe considered fencing it off like the one up marine parade .. as a parent of 6 young ones i find im on edge being so close to the water

Like · Reply · October 26 at 10:40pm



Ricky James Champion Make some more skateparks like one near that area so its nice

Like · Reply · 1 · October 27 at 12:15am



Ian Matehe Denis Winterburn Mika Tawhara what you saw last weekend be a topic of conversation

Like · Reply · October 27 at 3:08am



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Te Kaunihera o Ahuriri

Post 8 – 29 Oct



Napier City Council

Published by Peter Malcouronne [?] · 29 October ·

► Draft Ahuriri Estuary and Coastal Edge Masterplan: Humber Street Reserve Pop-up. Sun 29 Oct, 11.00am-2.00pm.

Today the team's at Humber Street Reserve in Pandora, prepped to answer any questions you might have on the Ahuriri draft masterplan (see: goo.gl/wYvdEc). But we also want to hear your ideas. The draft masterplan is just that - a draft, a conversational starting point and several of its 30-plus proposals are evolving because of the thoughtful feedback you've given us. So come down to see us and keep us off the slides!

If you can't make it today, then we'd love your written feedback. Submissions close on Wed 8 Nov. More information here: goo.gl/drVbkM.



5,366 People Reached

17 Likes, Comments & Shares

13 Likes	11 On Post	2 On Shares
2 Comments	2 On Post	0 On Shares
2 Shares	2 On Post	0 On Shares

201 Post Clicks

38 Photo views	7 Link clicks	156 Other Clicks
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NEGATIVE FEEDBACK

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Reported stats may be delayed from what appears on posts

URL: goo.gl/qXd2YR

Reach:	5,366
Post Clicks:	201
Engagement:	17
Comments:	2

*Likes, Comments & Shares



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Te Kaunihera o Ahuriri

Post 8: Comments



Christine Single Natural Playscapes by Rusty Keeler - some great work, insight to children's play. I can loan you copy of the book if you would like.

[Like](#) · [Reply](#) · October 29 at 10:36am



Karen Taotahi It would be great to have a decent play area with more activities in it. Lots of children play and swim there over the summer especially.

[Like](#) · [Reply](#) · October 29 at 12:50pm



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Post 9 – 8 Nov

Napier City Council added 10 new photos. Published by Peter Malcouronne [?] · 8 November at 12:40 ·

► Draft Ahuriri Estuary and Coastal Edge Masterplan – Feedback closes TONIGHT.

Over the past seven weeks we've received some terrific feedback on our draft Ahuriri Estuary and Coastal Edge Masterplan. Thank you Napierites! And there's still time to have your say.

Developed in partnership with Mana Ahuriri, [Hawke's Bay Regional Council](#) and the Department of Conservation, the plan provides a 30-year vision for the natural and built environment of Ahuriri. It includes more than ... [See more](#)




6,498 People Reached

72 Reactions, comments & shares

55 Like | 53 On post | 2 On shares

3 Love | 2 On post | 1 On shares

6 Comments | 4 On Post | 2 On Shares

8 Shares | 4 On Post | 4 On Shares

784 Post Clicks

485 Photo views | 44 Link clicks | 255 Other Clicks

NEGATIVE FEEDBACK

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URL: goo.gl/DvTkGJ

Reach: 6,498
Post Clicks: 784
Engagement: 128
Comments: 6

*Likes, Comments & Shares



Post 9: Comments



Devine Mandula Pandora needs to be more family friendly....shaded areas..bbq ...it's a beautiful area not utilised to it's potential...a cafe in a container... that huge inflatable thing...and a few more. . It could be an amazing area

Like · Reply · 1 · November 8 at 5:25pm



Liz Curry Some wonderful ideas. Hopefully some of these plans will come to fruition without years and years of bickering and objections. You can see with the recent work done on the Marine Parade how the area is now being used and enjoyed by more and more people. Lets Do It!!!!

Like · Reply · November 9 at 5:24am



Charlotte Fisher All these ideas r great i wish we had more to do indoors over the winter

Like · Reply · 2 · November 8 at 6:03pm



Peter Malcouronne Barbara Sumner. Bonnie Sumner.

Like · Reply · November 8 at 2:37pm · Edited



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Ahuriri Masterplan - 26/09/17 Humber Street

Tuesday, 26 September 2017

3:55 PM

Fleur/Paulina/RM

31 attendees

Paulina introduced the intent of the masterplan in planning terms and the draft discussion status, City Vision, Scope etc
Fleur into Masterplan vision and principles and individual projects.

Qs:

Humber St

Arataki Drilling link - More noise, more speed, more cars.

Maybe pedestrian link or cycle link

Don't wish to increase attractiveness to hoons.

Shortcut for heavy vehicles

UNPOPULAR - okay to be used as a car park/landscaped area

Need to focus on families, not just headline events such as Iron Maori

Is existing toilet block going to stay once new are built?

DOC track being used by bikes - supposed to be a pedestrian only link.

Any facilities like BBQs such as on Marine Parade? Shade?

If car park goes ahead, will need security cameras and good lighting.

Is Waka area showing a new building? Needs quite a bit of vehicle access. Not in favour of a building (1 person).

Any consideration to making reserve (grassed) larger? Often crammed. Could use some of parking to increase green.

Any thought to relocating the waka to the corner building (bakery)?

Linear Park

Welcomed

For parking, consider the size of spaces (lots of kids, and stuff) and the additional generation.

Meeanee Quay

Good, just need to consider trucks and access, especially with the new environment on Pandora

Marine Industry on Inner Harbour north

None

Westshore Point Headland path

None

Perfume Point Reserve Upgrade

None

GENERAL

Any thought to caravans and motorhomes? Paulina responded by explaining about Bylaw changes, reducing numbers at Te Awa.

PW: now going through prioritisation and want feedback on projects.

Q: Water quality is paramount. Concerned about increasing use of Humber Reserve when water quality is so poor. How long will these things take? Need to be confident that things will be done in the right order.

Resident wrote to NCC to ask if the water was tested prior to inflatables going in.

What about sewerage spills? Typhoid cases from Mussels. Tiny signs not adequate. Residents warning users who hadn't seen signs.

Inflatable is there 24/7, lifeguard there for 8 hrs. Where's the liability? Needs to be fenced off after hours.

Question about discharges and consents. Who monitors? Does HBRC enforce? Are the limits appropriate for swimming?

There were proposals to dredge the pond and increase its usability. Is that still on the cards?

Do you have a time line for these projects? How long consultation? How long for design? How long for implementation?

Can you guarantee no through road and no inflatables?

What's next once toilet block is completed? Will the building have a guarantee?

Thanks for presentation - definitely heading in the right direction.

Ahuriri Masterplan - 20/09/17 Westshore

Wednesday, 20 September 2017

10:58 AM

Westshore Residents Association Meeting
Ahuriri Estuary and Coastal Edge Master Plan
20/9/2017

Summary notes and questions

33 residents

Attending from NCC: Fleur, Robin, Richard (Michele - notes)

Q: Haven't got the Port in the structure/rod diagram

Yes, they are important stakeholders but not directly involved with the Estuary. The diagram is a basic representation of all the parties involved and where we as NCC fit in.

Q: where is the stormwater going into the estuary?

Thames Tyne, Taipo Stream, along the highway, several entry points. It's a big effort (to fix) but you have to start somewhere to give the estuary a chance to not receive all those metals in particular. Quite an art form to get it right.

Q: is this connected to an idea from a few years ago to put saltwater through the drains?

Q: is the area referred to above the causeway? Would the stopbank there need to be removed?

There's an archipelago of islands up there; idea is to soften the edge to help with the inundation issues as well. There's a number of things to do up there.

Q: in principle its an excellent idea but still it seems largely remedial. For a 30 year plan, should go for having a regional park, with no development on that farm area. Now is the time to go for it with the treaty settlement and iwi support etc.

Q: would you look to pipe the run off from the industrial areas under the highway and into there as well?

Another initiative in the plan #1 which is on the other side of the expressway which is the Thames Tyne, potential for another wetland for that catchment

Q: Map on screen shows 'future urban development' area. The airport extension will have an impact on that - not a great place to have residential development.

This will be address in the District Plan review 2020, to address the zone that's shown there at present.

Q: what about forcing onsite treatment of stormwater before it gets into the waterways?

Any new developments, yes aim is to require this. Currently looking at this for new Parklands development. Difficult to do with existing properties. Want to use education for existing properties. A lot you can do in this space to be more environmentally sensitive. And drainage system we need to do work on that too - the open drain system, developing the edges to treat there. A long journey. Not an easy fix, and this is an issue across NZ.

Q: Industrial run off... what will they need to do? The business park at the airport. Applies to everywhere.

They will have to prove what they are doing with their stormwater and wastewater.

Q: The businesses on the northern side of Thames street? Will they disappear?

Ahuriri is a mixed zone. Maybe you could do that for the northern bit of Thames Street too - it's a prime spot with all day sun. Could change the zoning to allow a shared use down the bottom, with residential possibilities on the top floor, facing the estuary. Don't know how it will all work, but a great opportunity. Then people start looking after that edge of the estuary.

Q: what about the enormous container park over there?

This is how the city has developed and this is an industrial area. That's why we are floating these ideas. Port not keen on the idea. But we need to put these ideas forward. About balancing these things.

Q: The overall thrust appears to be more recreational facilities? Would fix the water first.

Want to realise the area as an asset. But with better water quality. With icing on the cake in a recreational sense - win:win.

q: have the hub of activities, introducing people to Ahuriri, where the scruffy bakery and shops are.

Have all the educ facilities in that zone there - have kayak hire etc on other side of the road where sailing club is

Q: wooden boardwalk sounds great. Would be good to be mindful of Tremains tri who need a lot of space along there to get in and out, and they might go somewhere else. Would be good to have easy access for swimmers, people who gather there.

Q: what does it say in corner of map? Don't go chucking rocks in there!

This is very indicative, conceptual only.

Q: will a more defined final plan come out down the track for people to comment on?

36 initiatives that we want to prioritise. The first ones off the rank will have detailed plans done at the stage.

Q: the tyres are practical for people to get down to go swimming. Don't just want a boardwalk along there. Need to get down to the water easily. It works quite well at the moment. Don't just want a walkway there - crossing path all the time

The idea is not to make it inaccessible and difficult.

Q: Plan on northeastern side shows new building in sailing club parking area?? IN 30 years that is realistic.

Work with Sailing Club to better utilize their space - indicative building to show something might happen there. That space can be better utilized.

Q: lots of cheerful responses to the road swap with Meeanee Quay and Prebenson Drive so its back to a local road.

Will also look to move weigh station to Prebenson Drive.

Other roading projects will slow down traffic along there, hopefully deterring trucks from using this route.

Q: what do you mean by improved lighting? Is there any chance that those high orange lights could be replaced by something less intrusive if no longer part of the state highway?
Rudimentary at the moment, could do a lot with low level lighting and other options. It will still be an arterial road so lighting will still need to be at a certain level. Will eventually change all lights to LED. Could have mid height pedestrian lights or bollard lights as other options.

Q: Motels. Is one of the motels along there one of the ones the Govt bought by MSD?
NO it's not.

Q: Truck parking opposite the motels. Great they use parking there but could we make a nice park along there behind the bollards instead of jammed up alongside the road? Give them somewhere to park. Currently an eye sore.
Yes, important to plan for that and design it carefully. But need to put them somewhere.

Q: New business park by the airport - any thought to put vegetation in to hide it from the road? Could put something along the roadway there? Arent we a shareholder?
That's an airport issue to deal with. They are driving that. The best we can do is respond to what they put in front of us and we are not in control of that.

Q: Meeanee Quay - little picture looks like you're going to chop up a lot of the grass...
No it's about narrowing the carriage way so there is more green space.

Q: looking to relocate the holiday park? Suggestion is Te Awa Ave. They won't be able to walk across to the beach over there. Dangerous.
We are speaking to the ground owners. We are going to meet them and will prob withdraw that initiative from the plan. Plenty of other priorities. Whatever we did would be with full consensus of the owner. Yes, the land is leased from the Council.

Q: vista driving down to watchman road is really nice. But coming in the other way is the ugly building by the pub. Rubbish building. Can council negotiate to flatten it and do something nice on that corner?
Quite difficult to do. Send it to us in writing to look at.

Q: Perfume Point difficult car park to turn around in when they have four campervans in there.

Q: last year's annual plan included a lot of recreational info in it for the Pond. I like the things you're doing there.
Showed the extension of the spit and more recreation space. That would have been quite difficult to do, so this plan is highlighting other possibilities to do. That's gone.

Q: Are you going to put two splash pads in the Pond in summer? Good to keep kids out of trouble. Its marvelous.
I think so. Mana Ahuriri love it.

Q: Will you still have windsurf and kayak hire down there?
Yes, in the short term.

Q: Bakery there makes the best pies in Napier. Not going to boot him out are you?

Not going to promise what goes there. The issue there is the structures of the buildings aren't the best.

Q: Why can't the stormwater go somewhere else?

The city has been engineered to go there, gravity, pipes etc. Don't know why it was designed that way. Retrofitting that is hugely complex.

Q: the wetlands would be cost effective and attractive?

It would cost a bit to create. Might also have an ongoing cost. To make sure they are effective is quite complicated.

Q: do we have the experts here to do this engineering?

Don't need them in the area. You bring them in, depending on the sophistication. Some we do locally.

**Notes from Environmental Groups Meeting – Draft Ahuriri Estuary & Coastal Edge
Masterplan
4 October 2017**

- Need to make sure we are treating stormwater or discharges at-source rather than relying on an end-point treatment system. (we are doing this)
- We need to look at ways to increase permeability within urban areas so that it isn't pumped to the estuary
- Would be interested in ways to reduce discharge to estuary by diverting some of urban stormwater to the sea
- Generally supportive of stormwater treatment wetlands concept but these would need to be very carefully designed to ensure they don't impact of natural habitat. The created wetlands are unlikely to provide habitat for threatened bird species as these require very specialised habitats. The design of the wetlands would need to be done in coordination with any standard set by the TANK group in their plan change.
- It would be useful to provide legal boundaries and land ownership information on the maps so people could see what was NCC, DoC, and HBRC land.
- In the planning implications section in the appendices, we need to include what DoC permissions are required for the initiatives. Not just RMA consents.
- Some were critical of the process undertaken to date. We should have consulted them before putting pen to paper, rather than only consulting on a draft.
- Could involve the Biodiversity Guardians of HB – amcqueen@eit.ac.nz
- Do not bring people into the created wetland area at the south of the channel. This will disturb any wildlife within the area.
- Remove initiative 7 – to create a new pathway along the north and east of the channel. The estuary edge is a habitat and nesting ground for Royal Spoonbill and Bittern. Bittern are on the critically endangered list (like Kakapo) and need to be protected. They are extremely sensitive to disturbance from humans and dogs. Even being looked down on is traumatic to them. Disturbance during spring and summer are absolute no-no's. This cannot be over-stated.
- Dogs (even on a lead) shouldn't be allowed in the area.
- A bit dubious about initiative 9 – Regional Park. What does this mean? What benefit does it have?
- Some comments about the inflatables in the pond area – not in relation to their impact on wildlife, but in terms of the fact that they occupy a lot of space in an area that is already over-allocated. It should not be allowed to expand. The inflatables are against the natural character of this estuary and an insult to it's mana. We need to consider other areas where aquatic recreational pursuits can take place.
- Happy with the replacement of the tyre wall in Pandora Pond, but shouldn't be replaced with rock pools. There are natural rock pools off Hardinge Road, and the presence of rock pools would push swimmers further west. Also concerns about a platform along the edge and it would be used for fishing, and fish hooks and other recreational users don't mix.
- A structure Plan for the area between the channel and Prebensen Drive is a must. The zoning needs to be reviewed and the future of this land clearly identified for

stormwater quality improvement, habitat creation, and coastal inundation management.

- Not too sure about the pedestrian/cyclist connection between the end of Humber Street and Thames Street. There are a lot of cyclists using Thames St and not many pedestrians. The link would encourage cyclists to enter the Humber Street area and then use the estuary walking track – which is not a shared path.
- P.20 – map shows the Humber St to bridge connection as being a walkway and cycleway when it's only a walkway

Meeting Notes – Napier Sailing Club
Draft Ahuriri Estuary & Coastal Edge Masterplan
Held – Napier Sailing Club
Meeting commenced – 6pm

Present:

Andrew Kearney – Vice Commodore

Shelly Te Uki – Manager

David Wood

John Burns

Graeme Robinson – Hon. Secretary

Notes:

- Fleur began the meeting by briefly explaining the background of why NCC has set out to prepare this draft Masterplan which has a scope from the upper estuary through to Pandora, the Inner Harbour, Iron Pot, and Hardinge Road Beach, and the land adjacent. The draft is a starting point for a conversation about what our priorities are for this area, and how we can all capitalise on the opportunities presented by the special qualities of this area. The Draft Masterplan ties to the City Vision in a number of ways – initiatives presented tie in to the principles put forward in the City Vision. The principle of Ecological Excellence is a priority for this Masterplan, particularly in the upper areas of the estuary. It was explained that the Masterplan is being used to prioritise projects and fund them in the next 10 years in the Long Term Plan.
- The Club believes they need more berths to accommodate a growing demand from visitors and from those wishing to berth on a permanent basis (both purchase and lease). Berths are also in demand from local boat builders and maintenance crew. When asked whether it would be more appropriate for commercial operations to be located on the Meeanee Quay side of the inner harbour, this was generally agreed. The Club would like to expand and have more berths constructed adjacent to the Club house at the south end of the inner harbour. There is a waiting list for berths from the Club.
- The matter which requires the most urgent attention and is a safety hazard is the structural integrity of the breastwork that lines the western side of the inner harbour edge. A condition assessment and repairs will need to be put in place for this structure. This structure is open to public access as a waterfront walkway. Costs to repair this structure have been estimated at \$500k. The Club believes that given this is an area open to the public, costs associated with its repair should be shared with NCC.
- As part of this structural repair work on the breastwork, it would be good to improve the public walkway through the area, similar to that completed at the Auckland wharf. This could include information boards that explain the rich history of the area and the Club. Fleur noted that this would be consistent with the City Vision principle 'Our People, Our Stories', and that although an upgrade to the structure and walkway

experience may be some way off, implementing a historical walkway would be more affordable and possibly more achievable, provided there are no immediate safety concerns to the public from using this walkway. This initiative will be added to Initiative 31 of the Draft Masterplan.

- There was general discussion about the need for open land area for trailer and vehicle parking, particularly during events. Boat stacking facilities are neither needed, nor practical in a place like Napier, and so are unlikely to be provided at the Club grounds. As such, it was requested that the possible buildings shown on the site for boat stacking be removed.
- There were discussions about the relationship between the Club and Te Matau a Maui. Shelly noted that the Club works well with the Waka, often sharing facilities and helping to coordinate events. Although discussions with Wayne MacGillivray are still to occur, the Club would prefer that no new building for the Waka be built on the Club land.
- There was discussion about how the Sailing Club provides membership and facilities for all water sports and water craft activities, not just yachts.
- One of the launching ramps was upgraded recently at significant cost. Another 3 need to be upgraded. The Club would like better coordination with NCC between the Clubs marinas and NCC's marinas to ensure efficient management and development of these facilities.
- The Club are increasingly hosting large events and need more space for parking etc. It was suggested that Pandora Road be reduced in width and that the Club extend into some of this space that is created. There was discussion about instead closing the road during events to allow for parking.
- There was discussion about the proposal to construct a rowing course in the Lagoon Farm area south of the estuary channel. Why is this proposal not included in the Masterplan.

It was agreed:

1. Fleur would find out where the rowing course proposal was at, and why it hadn't progressed any further.
2. Initiative 31 would be amended to remove the second paragraph (new buildings and facilities), the third sentence (Waka Tourism Centre), and the fourth paragraph (boat wash down areas). Additions to this Initiative may include mention of a historical walkway, and co-ordination with NCC on marina upgrades and construction. The plan showing potential changes to the Sailing Club site would also be amended in accordance with the aspirations of the Club.
3. Advise Bryan Faulknor that the Club believes the public good aspect of their lease is greater than 40%.

4. That Shelly will provide NCC with the preliminary plan showing the preferred development plans for the Club.

Meeting with Alex Smith, Napier Sports Fishing Club President

16th October

Meeting Notes

- There is a lot of interest in creating a marine reserve off Hardinge Road. Discussions to date with Rob Yarrow and Manu Ahuriri
- Meeanee Quay is becoming inundated with water more frequently. Assessment of its integrity and fitness for purpose
- Tide heights at the fishing club pontoons are increasing as well, these are often inundated
- The stormwater outlets at SH50 roundabout discharge plastic into the iron pot, these should be fitted with screens/nets
- A long term development plan for Meeanee Quay would be welcomed. This should include, as a minimum new facilities – parking, toilets, showers etc.
- There is often overflow of car and boat trailers during fishing competitions (11 of these are planned for this year alone). These often block access to local shops in Ahuriri along Nelson Quay and Hardinge Road. Traffic Management Plans should be implemented for these events
- No footpath/cycleway outside the front of the Fishing Club. A shared footpath/cycleway should be continued around the front of the Fishing Club as this is a health and safety risk – mothers with pushchairs are forced to walk on the road and contend with vehicles trying to park outside the Fishing Club
- There has been a broken bollard at the boat trailer car park for some time now, this should be fixed – if the bollards and chains are due for replacement it is advised that an alternative to chains be used as these are a trip hazard
- There is a cycleway which goes from Spriggs Park (southbound) down a ramp behind a garage at the fishing club pier. This is a blind corner, often kids are fishing down there and people come racing down on their bikes. It is advised that this be used for pedestrians only and all bikes use the concrete footpath which bounds the car park
- The steps at SH50 seawall (iron pot) are inferred to be historically significant – this may be an issue when developing the iron pot area

**Draft Ahuriri Estuary & Coastal Edge Masterplan
Consultation Pop-up – Spriggs Park, Saturday 28th October 2017 & Humber Street
Reserve Reserve, Sunday 29th October 2017
Reserve, Sunday 29th October 2017**

What we want

Environmental

- Better management of wastewater discharge into the estuary from ships/boats x3
 - More education on the importance of the estuary area. No motorised vessels in waterways x3
 - More monitoring of cyclists in no cycling areas at the estuary x2
 - Improved water quality and treating stormwater before it reaches the estuary x10
 - More monitoring of dogs off-lead x2
 - A dedicated estuary team to monitor the health of the estuary and activities affecting it
 - The Ahuriri Estuary walking track is an urban paradise – needs to not industrial waste in stream, rubbish bins all around the track, and heighten wildlife preservation
 - Yes to education centre, located at former Aratiki Drilling site
-
- Surf lifesaving patrol at beach in front of Hot Chick x2
 - Carparking – leave large carpark adjacent to Hot Chick as is. Possibly provide angled carparking on Hardinge Road x3
 - More parking at Perfume Point reserve x3
 - Salt water tidal pools x4 (x2 would like them relocated east)
 - Contouring of beach stones occasionally
 - Finer sand for volleyball courts
 - Bigger playground at Humber Street
 - Changes to the Picnic area by the Kayak shop – bollards to stop cars from parking there; more picnic tables; planting to create ambience x7
 - Shade in children's playground areas x5
 - Protected views on Perfume Point reserve
 - More BBQs and shade sails x18
 - More trees x9
 - More activities for the kids aged 0-12
 - A review of council's fees and charges and booking policies for reserves.
 - More opportunities to share the history of the Ahuriri area, including Maori history and events
 - Increased accessibility over kerbs for wheelchairs & mobility scooters (includes all roads and footpaths as well)
 - Safe crossing for children at Port Ahuriri School x3
 - Fenced in dog park with agility course in Ahuriri x2
 - Increased shade and trees at Spriggs Park x4
 - More seating around playground at Spriggs Park and along Hardinge Road/West Quay pathway x3

- Add a security light to Spriggs Park pathway
- Preserve the ferry steps and celebrate the history of this area at Iron Pot
- More historic photos positioned at key places such as the Airport, bus terminal, and picnic spaces at Ahuriri x2
- Better marketing of the official Ahuriri historic walking tour
- More recreational space and free activities for families
- Frisbee goals course @ Spriggs Park/Perfume Point
- Services such as power and water at Perfume Point for events
- If West Quay is one direction, then it must be from north to south
- Cater for waka ama at Humber Street reserve (larger facilities – there are 3 clubs) x2
- More parking at Humber Street Reserve x3
- Traffic calming near playgrounds to slow traffic x2
- More drinking fountains x5
- Raised stage for events at Perfume Point
- Remove tyre edge of Pandora Pond
- Dedicated clean water taps for washing down of waka and gear at Pandora Pond x2
- Walkway extension to other parts of the estuary. Tidy up gun emplacement with an information board.
- Extra rubbish bins on the reserve adjacent to Pandora Road/West Quay/ other reserve areas x2
- Bi-lingual signage (eg directional signage)
- Relocate optimist yachts and remove their storage shed
- Make West Quay car-free with parking behind the pubs
- Council and iwi to work in partnership to develop a water sports area at the main outfall channel x3
- Love the inflatables x2
- Design side streets to Westshore so there is no truck parking
- New playground at Humber Street reserve
- Angle parking along Pandora Road
- Pandora Bridge to have an archway over it – Welcome to Napier, the Med of the South
- More seating along waterfront walkways – for the older generation to stop and rest
- Move the camping ground to the truck parking area
- Maintain open green space at Perfume Point and the carpark in its current location x2
- Build a groyne that could create a beach at Perfume Point
- Bring back rainwater collection in homes so that it relieves the street on stormwater systems, plus people have emergency water
- Restore the original Tutaekuri River course so that the silt brings sand to Westshore
- West Quay one way system needs to move traffic from south to north
- Address issues with gutters on Rotary shelter in Humber Street reserve
- Like Initiative 23 (improve Meeanee Quay marina area)
- Use Custom House as a mini info centre
- Keep Humber Street reserve natural, not built-up x2
- More dog control at Humber Street and around the estuary walkway (maybe no dogs allowed at all?) x2

- Like initiative 5 – better signage for education on estuary and wildlife
- Alternative cycleway routes where it is banned from walkway x2 extend walkway areas around the estuary
- Sculptures – some for climbing and some for reflection x2
- Support one-way or car-free West Quay – make sure to include provision for cyclists x2
- Cycle/walkway access link from end of Humber Street to Thames Street only
- Fill in the end of Iron Pot and create a sand beach here
- Keep the tyre wall around Pandora Pond
- Bike lock areas in reserves
- Keep in mind other water sports such as kitesurfers and windsurfers for Pandora Pond
- Sandy beach at Pandora Pond
- Provision of affordable apartments on the waterfront
- Prioritise Humber Street reserve upgrade x3
- Airport wetlands needs signage and may info centre
- Shade and shower at Port Beach
- Develop waka reserve so the edge can be accessed
- Provision for coach parking for schools using optimist yachts

What we don't want

- Grass verges on Westshore side streets x2
- Pandora Pond inflatables x2
- To replace the tyre wall around Pandora Pond
- A wharewaka at the waters edge at Pandora Pond – it should be moved back a bit
- Don't join the end of Humber Street with Thames Street x3
- No rockpools in Pandora Pond x2
- No housing in Lagoon Farm area x2
- No buildings on public space (keep it open) x2
- Do not want to include any activities that would disturb wildlife

Kids Responses – What would you like in Ahuriri?

- Somewhere safe to swim
- Horses
- BBQ's
- Sun shades
- Clean Pandora
- Inflatables
- More parks for schools
- Street crossings for kids
- Tutles
- Pools

- Go kart rides
- Boats to ride on
- Bouncy castles
- Water fountains
- Sandy beach
- Rugby field
- Underwater town
- Games to play (giant board games)
- Gift shop
- T ball
- Photo booth
- Ping pong table
- McDonalds
- Underwater tunnel
- Running track
- Zoo
- Monkey bars
- Shark zoo
- Volleyball
- Scooter track and roller skate
- Dairy
- A water slide
- Picnic tables

Quayside Apartment Residents
Draft Ahuriri Estuary & Coastal Edge Masterplan
Monday 6th November 2017, 5.15pm

- Residents are concerned about any proposal to place structures or buildings on the Perfume Point Reserve. This space is used for a variety of activities that need large open areas. Permanent structures are not necessary and would for the most part, be unused eyesores, and would block views across open grass to the sea.
- Happy with any proposals to install additional services such as power and water that would help facilitate pop-up events in the reserve.
- Understand the need for shade and shelter on the reserve but any planting of trees need to be very carefully considered and would prefer clusters of trees rather than one tree planted here and there.
- Wouldn't want to see any change to the location and size of the existing carpark – the carpark allows people to park at the coastal edge and enjoy the vistas in the comfort and warmth of their vehicle.
- The toilet needs to remain.
- More seating would be useful.
- Plantings should be low grasses appropriate to the location.
- The space shouldn't be used for commercial activities other than one-off pop-up events that bring benefits to the community.
- The area close to the Fishing Club needs to remain open grass space so that it can be used for overflow parking during events. The Fees and Charges should be reviewed so that it is not cost prohibitive for the Club to book this space. This will reduce the amount of overspill parking on the narrow streets in Ahuriri.

Activities noted as taking place on this reserve include:

- Families picnicking in the summer time
- Families flying kites – there are not many places that kites can be flown without fear of touching power lines etc
- Dog obedience classes
- Groups taking part in group exercise
- Families playing cricket or just kicking a ball around together on the green space without disturbing people in more confined parks.
- Members of the public walking their dogs and exercising on the Boardwalk
- Weddings
- Christmas parties and children's birthday parties
- Helicopter landings for emergencies and also for the speed boat racing.

Meeting with Wayne MacGillivray, General Manager – Te Matau a Maui Voyaging Trust
30 October, 10am
Meeting notes

- The Trust are planning on developing a Wharewaka centre to allow for education and facilitate community engagement. There is not too much detail on when, where or how big this facility will be – NCC have requested further details
- The current berthing arrangement for the Waka at West Quay is not fit for purpose, risk of damage to the vessel due to the existing berthing arrangements is considered to be very high and an alternative, more suitable area should be identified as soon as practicably possible.
- It was noted that as part of the Trust's long term planning a slipway may be required and they are likely to purchase a second vessel. There is not too much detail at this stage – NCC have requested further details
- In terms of alternative berthing sites, the Iron Pot would be a welcomed option as too would Meeanee Quay
- The preferred berthing arrangement would be between two floating pontoons – NCC have requested further details on the dimensions of such berthing arrangements
- It was noted that an alternative berthing arrangement would be greatly appreciated as a matter of urgency, even if on a temporary basis until a longer term solution is confirmed.