

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

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 the summary version. A full report is available for viewing on the Hub. The Summary Report provides a simplistic summary of the feedback received on the Masterplan as a whole and on each of the 36 initiatives presented. The Full Report provides the Summary as Part 1, as well as the individual comments on each section of the Draft Masterplan presented in submissions, the full submissions, meeting notes, and a summary of the feedback received via social media and the project webpage in Part 2.

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

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.

[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 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.

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.

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> <p>a. upgrade the existing bridge including clip-on fishing platforms, new feature railings, feature lighting and wider pathway.</p> <p>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>		
<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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<p>30. Explore feasibility of saltwater tidal pools at the Beacon</p> <p>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.</p> <p>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.</p> <p>Provide associated amenity - changing rooms, shelter structures.</p> 		<p>A great idea but shift them to the rockpool area at Spriggs Park.</p> <p>This initiative received the most amount of public interest.</p>

<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>