



NAPIER
CITY COUNCIL
Te Kaunihera o Ahuriri

Napier Civic Building
231 Hastings Street
t +64 6 835 7579
e info@napier.govt.nz
www.napier.govt.nz

FUTURE NAPIER COMMITTEE

Open Agenda

Meeting Date: Thursday 16 June 2022

Time: Following the Sustainable Napier Committee

Venue: Lare Exhibition Hall
War Memorial Centre
Marine Parade
Napier

Livestreamed via Council's Facebook site

Committee Members **Chair:** Deputy Mayor Brosnan
Members: Mayor Wise, Councillors Boag, Browne, Chrystal, Crown, Mawson, McGrath, Price, Simpson, Tapine, Taylor and Wright

Officer Responsible Executive Director City Strategy

Administration Governance Team

Next Future Napier Committee Meeting
Thursday 28 July 2022

ORDER OF BUSINESS

Karakia

Apologies

Mayor Wise and Councillor Boag

Conflicts of interest

Public forum

Nil

Announcements by the Mayor

Announcements by the Chairperson including notification of minor matters not on the agenda

Note: re minor matters only - refer LGOIMA s46A(7A) and Standing Orders s9.13

A meeting may discuss an item that is not on the agenda only if it is a minor matter relating to the general business of the meeting and the Chairperson explains at the beginning of the public part of the meeting that the item will be discussed. However, the meeting may not make a resolution, decision or recommendation about the item, except to refer it to a subsequent meeting for further discussion.

Announcements by the management

Confirmation of minutes

That the Minutes of the Future Napier Committee meeting held on Thursday, 5 May 2022 be taken as a true and accurate record of the meeting.189

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Minor matters not on the agenda – discussion (if any)

Public Excluded

Nil

AGENDA ITEMS

1. AHURIRI REGIONAL PARK - JOINT COMMITTEE TERMS OF REFERENCE

<i>Type of Report:</i>	Procedural
<i>Legal Reference:</i>	Local Government Act 2002
<i>Document ID:</i>	1469734
<i>Reporting Officer/s & Unit:</i>	Fleur Lincoln, Strategic Planning Lead

1.1 Purpose of Report

To approve the establishment of a Joint Committee with Hawke's Bay Regional Council and Mana Ahuriri Trust that will provide governance to the Ahuriri Regional Park project; to endorse the Terms of Reference for the Ahuriri Regional Park Joint Committee; and to appoint the Napier City Council Ahuriri Regional Park Joint Committee members.

Officer's Recommendation

The Future Napier Committee:

- a. **Approve** the establishment of a Joint Committee with Hawke's Bay Regional Council and Mana Ahuriri Trust under clause 30(1)(b) of the Local Government Act 2002.
- b. **Approve** in principle the Terms of Reference for the Ahuriri Regional Park Joint Committee, allowing for minor inconsequential changes being made by each partner as required.
- c. **Approve** the nomination of Napier City Council's two Ahuriri Regional Park Joint Committee members as Deputy Mayor Annette Brosnan and Councillor Keith Price, and the one alternate as Councillor Hayley Browne
- d. **Note** that Hawke's Bay Regional Council will take a similar paper to their Environment and Integrated Catchment Committee on the 6th July 2022, and to their Full Council on the 27th July 2022. Mana Ahuriri Trust will also be taking a similar paper to adopt the Terms of Reference to their Board on the 30th June 2022.

1.2 Background Summary

The Ahuriri Regional Park Working Group was formed in June 2020 to take a concept that was identified in the Ahuriri Estuary and Coastal Edge Masterplan (2018) to a project suitable to being funded in the Long Term Plan (LTP). This Working Group consisted of members from Napier City Council (NCC) and the Hawke's Bay Regional Council (HBRC), and worked closely with the yet to be formalised Te Komiti Muriwai o te Whanga to ensure the project was consistent with the vision set by Te Komiti in delivering enhancements to biodiversity, ecosystems, water quality, and cultural values.

At the Future Napier Committee meeting on 11 November 2021, the Committee made the following resolutions in relation to the Ahuriri Regional Park:

- a) *Endorse that the future park to be located at Lagoon Farm be a platform for climate resilience and city sustainability, delivering flood mitigation, stormwater quality, biodiversity and estuarine restoration.*
- b) *Endorse that the boundary of the park currently known as the Ahuriri Regional Park be confined to the legal boundaries of Lagoon Farm (Lot 1 DP 388211).*
- c) *Endorse the preparation of a Masterplan for the park currently known as the Ahuriri Regional Park and the appointment of an independent project manager.*
- d) *Endorse Officer's exploring options for project governance structures for the purpose of endorsing a draft masterplan (including a multi-party Regional Committee), for consultation to be brought back for Council consideration next year.*

With funding being allocated in both NCC and HBRC's LTP's for this project, it is now desirable to establish an appropriate governance structure that will support the next phase in this project.

Early this year, HBRC and NCC met with Mana Ahuriri Trust with the intention of entering into a three-way partnership to progress this project. Options for a governance structure were considered, and included:

- Joint Committee
- Working Group
- 50/50 ownership

Although there are pros and cons for each option, the Working Group considered a Joint Committee (JC) structure offered the following benefits:

- a. Provide a vehicle for true co-governance of the project
- b. JC make recommendations to each partner for decision-making
- c. Provide greater formality of decision-making. Decision-making processes of each partner already established
- d. Use of JC structure already a proven success with the HB Coastal Hazards Strategy

The purpose of the Terms of Reference (ToR) is to define the responsibilities of the JC as delegated by the partner Councils (NCC and HBRC) under the Local Government Act, and to provide for the administrative arrangements of the JC. The ToR establishes the number of JC members from each partner; the delegated purpose of the JC; how the JC will work alongside Te Komiti Muriwai o te Whanga; matters relating to meetings, voting, remuneration, leadership, administrative support, reporting, and other administrative matters.

It is proposed that the JC will be made up of two members from NCC, two members from HBRC, and four members from Mana Ahuriri Trust, plus one alternate each. This represents a true and equal partnership between Council and Mana Whenua. Each partner is required to nominate their JC members. Mana Ahuriri have already nominated their members, who are:

- Tania Eden
- Allana Hiha
- Chad Tareha
- Maree Brown
- Alternate yet to be decided

The two members recommended to be nominated from NCC are Deputy Mayor Annette Brosnan and Councillor Keith Price. The NCC alternate is recommended to be Councillor Hayley Browne.

1.3 Issues

Currently Lagoon Farm is in freehold title and solely owned and managed by NCC. It has been earmarked for future stormwater detention for the City. Entering into a partnership of this nature will mean the future development of this site will be significantly influenced by our partners, HBRC and MAT through the Ahuriri Regional Park JC recommendations. The purpose of the JC is to make recommendations, with decisions still lying with each Partner where these have the delegated power to do so.

HBRC and MAT may seek to make changes to the ToR as they move through the process of approving the ToR. The recommendation is that Council approve this ToR in principle, and that minor, inconsequential changes can be made following Council approving the ToR. More substantial changes would need to be made at a future Council meeting.

Legal advice sought on the ToR concluded that on balance, the Local Government Act 2002 provides for the ability to form a JC with both Council partners and mana whenua entities, and that there is precedent in doing so. Clarity on the powers delegated to the JC (and those that aren't) is essential for ensuring clear expectations from all parties, and appropriate powers have been drafted into the ToR accordingly.

1.4 Significance and Engagement

All Partners acknowledge that there are a significant number of stakeholders in relation to the establishment of an Ahuriri Regional Park, and that the project team, once established, will work closely with these stakeholders throughout the course of the project and beyond. As noted in the Joint Committee Terms of Reference, the Project Manager, once appointed, will report to Napier City Council and its Partners on a regular basis in relation to the project itself.

The Significance and Engagement Policy provides clarity on how and when the community can expect to be engaged, depending on the degree of significance of the issue, proposal and decision. The formation of a Joint Committee and its accompanying ToR do not meet the criteria under this Policy for consultation, however as the project progresses and decisions are made on the future use of this asset, these decisions will likely meet the significance criteria.

The Policy states that whilst Lagoon Farm is not listed as a Strategic Asset, decisions made in relation to the future use and development of the property may have a high level of community interest. In addition, should part of the property be used as an integral part of the city's stormwater network (eg retention areas) in the future, then this would be classed as a strategic asset.

However, it should be noted that the concept of the Regional Park has already been through an LTP public consultation process.

1.5 Implications

Financial

The Terms of Reference specifies a 50/50 NCC HBRC split of costs associated with remunerating the Mana Whenua partners to the Joint Committee. The HBRC Council Meetings Remuneration Policy is applicable to the remuneration of non-elected Council officials. NCC does not have an applicable policy, and so the ToR adopts the HBRC Policy. A copy of the HBRC Policy for Reimbursement for Project Meetings and Travel is attached.

Funding to cover the administration costs, and subsequently the costs associated with engaging a Project Manager and specialists in their field are also shared with HBRC. Funding has been allocated in both Councils LTP's for various projects that align with the Regional Park project.

Social & Policy

The Ahuriri Estuary and Coastal Edge Masterplan identified the exploration of the regional park concept for Lagoon Farm, including stormwater management and enhancement of biodiversity and cultural values, as an initiative of priority. The concept gained significant support from stakeholders and the wider public. It was clear early on that partnership with Te Komiti Muriwai o te Whanga was essential as the project would be a significant contributor to delivering on the purpose of Te Komiti, and the masterplan would operate alongside Te Muriwai o te Whanga Plan for the wider estuary catchment. Co-governance with HBRC and Mana Ahuriri Trust is a commitment to working collaboratively from the very outset and at all levels.

Risks

As noted above, the primary risk is in relation to entering into an equal partnership with both HBRC and MAT in a manner that the JC can make recommendations on the future use and development of a Napier City Council owned asset. It is noted however, that the ToR affords the power for the JC to make recommendations, and that the decision-making power still lies with each Council and MAT Board in terms of their respective interests.

Opportunities

The risks of establishing a Joint Committee for the Ahuriri Regional Park project cannot be considered without also highlighting the opportunities. This project, and the governance structure established to guide and support it, is an opportunity to tangibly work in close collaboration toward common goals on a project that will benefit all. There will no doubt be challenges along the way that will test the resolve of the partnership, but each Partner has committed to working through these, in good faith, and as a result there is a significant opportunity to strengthen our ties, and reach out to all corners of the community, in the delivery of what will be a legacy project for Napier.

1.6 Options

The options available to Council are as follows:

- a. Approve Ahuriri Regional Park Joint Committee Terms of Reference (as provided, but allowing for minor inconsequential changes), and:
 - i. Appoint Deputy Mayor Annette Brosnan and Councillor Keith Price as the two nominated Joint Committee members, and Councillor Hayley Browne as the alternate
 - ii. Appoint alternative Joint Committee members
- b. Approve Ahuriri Regional Park Joint Committee Terms of Reference, subject to changes
 - i. Appoint Deputy Mayor Annette Brosnan and Councillor Keith Price as the two nominated Joint Committee members, and Councillor Hayley Browne as the alternate
 - ii. Appoint alternative Joint Committee members
- c. Do not approve the formation of a Joint Committee for the Ahuriri Regional Park project

1.7 Development of Preferred Option

The Ahuriri Regional Park Working Group was established to progress the project to the point of receiving funding in the LTP. Now that this milestone has been reached, options for the governance of the project in its next phase have been considered, with a Joint Committee being determined as the most appropriate, with an invitation extended to Mana Ahuriri Trust to be equal partners.. The Terms of Reference establish the 'rules of engagement' and expectations for each party. The ToR is based on a known, being the HB Coastal Hazards Joint Committee, and has been through a number of iterations with the Working Group and Mana Ahuriri Trust nominees. The final ToR has also received legal review, with the conclusion that the establishment of this Joint Committee is provided for in the Local Government Act 2002, and there is precedent for it.

Deputy Mayor Annette Brosnan has co-Chaired the Ahuriri Regional Park Working Group alongside Hinewai Ormsby. Councillors Keith Price and Hayley Browne have also been involved as members of the Working Group. Nominating these members to form part of the Joint Committee will ensure continuation of the project from its inception phase through to its planning phase. Councillors Price and Browne are also Ahuriri Ward Councillors.

1.8 Attachments

- 1 Regional Park Terms of Reference (final) (Doc Id 1471630) [↓](#)
- 2 Policy for Reimbursement for Project Meetings and Travel (Doc Id 1471631) [↓](#)

Ngā whakataunga mō ngā whakapuakitanga Terms of Reference

Ahuriri Regional Park Joint Committee

As at 8 June 2022

As adopted by resolution by:

Tā mātau manawanui Our Commitment

The Napier City Council (NCC), Hawke's Bay Regional Council (HBRC), and Mana Ahuriri Trust (MAT) wish to partner on the Ahuriri Regional Park (ARP) project in a manner that works towards restoring the health and wellbeing of the Ahuriri Estuary through co-governance.

Both Partner Councils recognise kaitiakitanga of Ngā Hapū o Ahuriri, duly mandated through Te Komiti and at all times, will fully engage with Te Komiti both through its representative and as a group to seek guidance and to coordinate with the ARP Joint Committee on matters relating to Te Komiti's wider catchment plan (SO486367) as we work through the development of the ARP.

1.0 Kōrero Tuku Iho Historical Account

- 1.1 In the decade after the 1851 Ahuriri purchase, Ahuriri Hapū continued to occupy and use Te Whanganui-ā-Orotu in accordance with their tikanga. At this time Pākehā settlement had little impact on Te Whanganui-ā-Orotu.
- 1.2 In 1860 the Crown vested in the Hawke's Bay provincial government for the purposes of harbour development. The vesting empowered the Provincial Superintendent to develop harbour facilities to facilitate trade and commerce.
- 1.3 In 1874 Parliament passed legislation that set aside all of Te Whanganui-ā-Orotu as an endowment for a harbour board. Parliament established the Napier Harbour Board the following year. The Board's 12 members were prominent Hawke's Bay sheep farmers and businessmen, and none was a member of Ahuriri Hapū. Further legislation made Te Whanganui-ā-Orotu increasingly available for developments led by the Board.
- 1.4 Harbour development works had a negative effect on the ecology of Te Whanganui-ā-Orotu. In 1920 Māori witnesses told the Native Land Claims Commission that dredging had made Te Whanganui-ā-Orotu salty, and that freshwater fish species had been replaced by saltwater species. According to one witness Māori had been unable to catch eels and other freshwater fish from the early twentieth century, and pipi beds had been smothered by reclamation. In

addition, Te Whanganui-ā-Orotu and the Ahuriri estuary were polluted by sewage and factory effluent.

- 1.5 On 3 February 1931 a major earthquake hit Napier. The earthquake raised parts of the bed of Te Whanganui-ā-Orotu. Much of its waters emptied into the sea, leaving about two-thirds of the bed exposed.
- 1.6 According to legal advice obtained by the Crown after the earthquake, title to the newly- raised portions of Te Whanganui-ā-Orotu belonged to the Napier Harbour Board under the endowment provided for in the Napier Harbour Board Act 1874.
- 1.7 On 3 May 1934 the Napier Harbour Board agreed to lease 7,595 acres of Te Whanganui-ā-Orotu to the Crown for a 21-year period and the Crown commenced drainage and reclamation work in June 1934. The Crown also commenced farming operations on reclaimed areas of Te Whanganui-ā-Orotu.
- 1.8 By June 1937 the Public Works Department reported that 2,000 acres of Te Whanganui-ā-Orotu had been completely drained and drainage of a further 2,000 acres was well advanced.
- 1.9 In 1945 Parliament passed legislation that provided for certain areas of Napier Harbour Board land to be sold and leased to the Napier Borough Council for the expansion of urban Napier.
- 1.10 Throughout the third quarter of the twentieth century reclamation and subsequent alienations by the Harbour Board provided land for residential, industrial and recreational developments in Napier. The Napier Borough Council developed the Hawke's Bay Airport on reclaimed land that included islands taken under public works legislation in 1939. The Crown also developed the Ahuriri Farm Settlement on reclaimed land.
- 1.11 Nine islands were explicitly excluded from the endowment of Te Whanganui-ā-Orotu set aside for harbour development in 1874. After the earthquake the islands became surrounded by dry land. The Napier Harbour Board Empowering Act 1932-33 empowered the Native Land Court to vest in trustees six islands that were still Māori customary land.
- 1.12 In 1936, on the application of the Napier Harbour Board, the Native Land Court ordered the appointment of six trustees for the islands (approximately 20 acres in total). On 23 May 1939 the Board published a notice of intention to take the islands under the Public Works Act 1928.
- 1.13 Hori Tupaea lodged an objection but, for reasons that are unclear, it appears that no hearing occurred. On 6 October 1939 the Governor-General proclaimed the islands as taken and vested in the Napier Harbour Board. When the deadline for compensation claims expired on 16 November 1944 the Māori trustees had not filed a claim and so no compensation was paid.

- 1.14 In 1916 Hiha Ngarangione (of Ngāti Hinepare) and Oriwia Porou applied to the Native Land Court for an investigation of title to Te Whanganui-ā-Orotu, and based their claim on descent from the tipuna Tāwhao. The Court dismissed the case on the basis that Te Whanganui-ā-Orotu was not Māori customary land and therefore not within its jurisdiction.
- 1.15 In 1916 the Department of Lands and Survey asked the Solicitor-General for his advice on whether the Crown held title to Te Whanganui-ā-Orotu. The Solicitor-General concluded that the wording of the 1851 Ahuriri deed did not include Te Whanganui-ā-Orotu within the boundaries of the purchase and that the boundary shown on the plan attached to the deed had been drawn in error. However, the Solicitor-General found that this was of no material importance because Te Whanganui-ā-Orotu was tidal and the Court of Appeal had determined that Māori customary title did not apply below the high water mark.
- 1.16 In 1920 the Crown established a Native Land Claims Commission to inquire into a number of petitions relating to Māori land, including a 1919 petition regarding Te Whanganui-ā-Orotu. The Commission found that the boundaries described in the 1851 Ahuriri deed “skirt along the interior line of the harbour, but do not include it.” However the Commission found that the Crown had made it clear to Māori that it was purchasing Te Whanganui-ā-Orotu in 1851 through references to “moana” in the deed, though it expressed doubt that Māori appreciated the full effect of the dealing when they signed.
- 1.17 In 1924 Te Wahapango of Ngāti Te Ruruku and eighteen others petitioned Parliament again. The petitioners reiterated their argument that Te Whanganui-ā-Orotu was not included within the boundaries of the Ahuriri purchase, and appealed to the Treaty of Waitangi as a guarantee of their fishing rights in Te Whanganui-ā-Orotu. The Native Affairs Committee reported that the petition should be referred to the Government for consideration but no Crown action resulted.
- 1.18 In 1932 Hori Tupaea of Ngāti Paarau and Ngāti Hinepare and four others petitioned Parliament seeking a share in the benefits accruing from the land upraised from the bed of Te Whanganui-ā-Orotu by the 1931 earthquake. The petition stated that Ahuriri Māori never intended to include Te Whanganui-ā-Orotu in the 1851 transaction. The petition went on to say that as a result of the earthquake Ahuriri Māori had “lost all that remained to them, and have nothing to represent the rights which they formerly had and which they were always so anxious to preserve.”
- 1.19 The Native Land Court inquired into the petition in 1934. Counsel for the petitioners argued that Te Whanganui-ā-Orotu belonged to Māori when the Treaty of Waitangi was signed. Accordingly, article 2 of the Treaty applied to it. Counsel for the petitioners also reiterated the argument that Ahuriri Hapū had not sold Te Whanganui-ā-Orotu to the Crown in 1851.

1.20 The Crown argued that Te Whanganui-ā-Orotu had been included in the Ahuriri purchase, as it was included within the boundary apparently illustrated on the plan exhibited when the Ahuriri deed was signed. The Crown also argued that even if Te Whanganui-ā-Orotu had not been included in the purchase, ownership had transferred to the Crown automatically by virtue of the common law because Te Whanganui-ā-Orotu was an arm of the sea. Hapū argued that this was a fresh water lagoon and was never an arm of the sea.

1.21 The Māori Land Court did not issue its report until 1948, after further petitions from Ahuriri Māori. The report focused on two questions: whether Te Whanganui-ā-Orotu was included in the 1851 Ahuriri purchase, and whether Te Whanganui-ā-Orotu was an arm of the sea as at 1840. The Judge who wrote the report found that the Crown had only purchased the small, tidal harbour adjacent to the Ahuriri opening. He concluded that the Court had insufficient evidence to decide the arm of the sea question, though there was "some fairly strong evidence" that Te Whanganui-ā-Orotu was originally a fresh or brackish water lagoon.

1.22 In 1949 the Prime Minister visited Napier. Ahuriri Hapū later testified that they declined his offer to return 4,500 acres in the northern half of Te Whanganui-ā-Orotu because they wanted the entire area returned to them. According to Ahuriri Hapū, one kaumātua said to the Government at the time, "If you're ready to give us the northern end, then surely we must also own the southern end." In 1951 Ahuriri Māori made further inquiries about the Crown's response to the Māori Land Court's report. The Crown responded that it would not take action until the claimants proved that Te Whanganui-ā-Orotu had not been an arm of the sea.

1.23 In 1955 counsel for Ahuriri Māori asked the Māori Land Court whether it was still willing to receive evidence in support of the 1932 petitioners' argument that Te Whanganui-ā-Orotu was not an arm of the sea as at 1840. The Chief Judge declined, stating that the case must be regarded as closed due to the amount of time that had elapsed since the hearings in 1934 and the release of the Court's report in 1948. A further petition in 1965 and a letter to the Crown in 1972 produced no action by the Crown. The Crown considered the 1948 Māori Land Court report an insufficient basis for Crown action.

1.24 In 1988 the Crown disestablished the Hawke's Bay Harbour Board (previously Napier Harbour Board) and the remaining endowment lands began to be redistributed to other local authorities. That year the seven Ahuriri Hapū lodged the Te Whanganui-ā-Orotu (Wai 55) claim with the Waitangi Tribunal. Following this claim the Ahuriri Hapū Settlement claim commenced. The Mana Ahuriri deed of settlement first began in 2013 and recognises all historical claims of the seven hapū prior to 1992. It settled on March 3rd 2022 and includes the legislation for Te Komiti Muriwai o Te Whanga.

2.0 Whakatakinga Introduction

- 2.1 Te Whanganui-a-Orotū is a place of great significance to Ngā Hapū o Ahuriri and is central to the existence and identity of Ahuriri Hapū. It is named after the ancestor Te Orotu who was a descendent of the great explorer ancestor Mahutapoanui who is the very beginning of the Ahuriri Hapū people.
- 2.2 Since the arrival of European settlers, Ngā Hapū o Ahuriri have been alienated from Te Whanganui-ā-Orotu. This was the result of successive governments' actions including the vesting of land and waters, legislation, and the governance and management of these lands without representation from mana whenua. Throughout this time, Māori leaders have shown great conviction in their efforts to see their kaitiaki status recognised in relation to Te Whanganui-ā-Orotu, though with limited success. It is only comparatively recently that this status has been acknowledged, and we now transition towards co-governance supported through legislative reform.
- 2.3 The Ahuriri Hapū Claims Settlement Act 2021 establishes Te Komiti Muriwai O Te Whanga (Te Komiti) for the purpose of promoting the protection and enhancement of the environmental, economic, social, spiritual, historical and cultural values of Te Muriwai o Te Whanga. Its role is to provide guidance and coordination in the management of Te Muriwai o Te Whanga (Ahuriri Estuary), to local authorities and Crown agencies. Its functions include preparing and approving the Te Muriwai o Te Whanga Plan and identifying the values, vision, objectives, and desired outcomes relevant to Te Muriwai o Te Whanga.
- 2.4 Te Komiti wants to collaborate with all groups that are focused on the health and wellbeing of Te Muriwai o Te Whanga to achieve its objectives and its management plan for the Ahuriri Estuary including the surrounding catchment area.
- 2.5 NCC, HBRC and MAT seek to collaborate with Te Komiti to work towards restoring the mauri of the Ahuriri Estuary that has been critically affected by activities over many decades, within the constraints of the project. The respective Partner Councils and MAT wish to establish a Joint Committee to coordinate the respective projects, initiatives and plans of all Partners to restore the life force of the estuary.
- 2.6 This ARP Joint Committee is not intended to look at all issues within the broader Estuary catchment. Its focus is on projects and initiatives that NCC and HBRC can directly influence through their own land holdings on and adjacent to 'Lagoon Farm' and service delivery operations. That is, primarily through HBRC and NCC's Infrastructure Directorate and Asset Management Group, and Integrated Catchment Management. The HBRC and NCC regulatory functions provide context for this Joint Committee. Additionally, MAT have influence through the Ahuriri Hapū Claims Settlement Act 2021, the Deed of Settlement, and Te Komiti Muriwai o te Whanga.

2.7 NCC and HBRC are committed to strengthening collaboration of each council's planning and delivery processes, alongside the priorities and projects of MAT and Te Komiti, in order to bring about a step change in the protection, mauri, and enhancement of the estuary. In that context the purpose of the ARP Joint Committee is to make recommendations in relation to the establishment of an ARP serving both that objective and providing significant water quality and biodiversity enhancement and cultural benefits for the community, as well as recreational benefits, while providing for climate resilience and stormwater management.

2.8 NCC and HBRC are both well placed to do this as both provide drainage and stormwater services to Napier through an extensive joint network of open waterways, along with regulatory, reserve and recreation assets and functions. Through MAT the Crown recognises the role of Ahuriri hapū as Kaitiaki of the Ahuriri Estuary and catchment areas. The settlement legislation establishes a permanent statutory committee to promote the protection and enhancement of the estuary and catchment areas for future generations.

2.9 The location of the ARP is currently known as Lagoon Farm, and has a legal description of Lot 1 DP 388211.

3.0 Ngā whakamāramatanga Definitions

For the purpose of these Terms of Reference:

- “**Act**” means the Local Government Act 2002.
- “**Administering Authority**” means Napier City Council
- “**Council member**” means an elected representative appointed by a Partner Council
- “**Member**” in relation to the ARP Joint Committee means each Council Member and each Mana Whenua Member
- “**Partner Council**” means one of the following local authorities: Napier City Council and Hawke's Bay Regional Council.
- “**Technical Advisory Group or (TAG)**” means the non-elected technical advisors to the project, who may move in or out of TAG as required.
- “**Te Komiti Muriwai o te Whanga**” means the entity established by section 83 of the Ahuriri Hapū Claims Settlement Act 2021
- “**Te Muriwai o te Whanga**” means the Ahuriri Estuary and catchment areas shown on SO 486367

4.0 Te ingoa me te mana o te Komiti Hono Name and status of Joint Committee

4.1 The Joint Committee shall be known as the Ahuriri Regional Park (ARP) Joint Committee.

4.2 The ARP Joint Committee is a Joint Committee under clause 30(1)(b) of Schedule 7 of the Act.

5.0 Ngā Mema Kaunihera Hoa Haere Kōtui Partner Council Members

5.1 The two Councils represented within this Joint Committee are NCC and HBRC.

5.2 Each Partner Council shall appoint two Council members and one alternate each to sit on the ARP Joint Committee.

5.3 Each Partner Council shall notify the other Partner Council and the Mana Whenua members in writing of the appointments made.

5.4 Under clause 30A(6) Schedule 7 of the Act, the power to discharge any Council Member on the ARP Joint Committee and appoint his or her replacement shall be exercisable only by the Partner Council that appointed the Member.

5.5 The ARP Joint Committee shall invite lead officers to the meeting of the ARP Joint Committee from each Council in advisory roles as required.

6.0 Ngā Mema Mana Whenua Partner Mana Whenua Members

6.1 The representative partner from mana whenua in this ARP Joint Committee is MAT.

6.2 MAT may appoint four members and one alternate to sit on the ARP Joint Committee.

6.3 MAT must notify all Partner Councils in writing of the appointments made.

6.4 Under clause 30A(6) Schedule 7 of the Act, the power to discharge any mana whenua Member on the ARP Joint Committee and appoint his or her replacement shall be exercisable only by MAT.

7.0 Te Kaupapa o ngā whakataunga mō ngā whakapuakitanga Purpose of Terms of Reference

7.1 The purpose of the Terms of Reference is to:

7.1.2 Define the responsibilities of the ARP Joint Committee as delegated by the Partner Councils under the Act.

7.1.3 Provide for the administrative arrangements of the ARP Joint Committee as detailed in Clause 14.0.

8.0 Te Mana kua tukuna me te Kaupapa Delegated Authority and Purpose/Fields of Activity

8.1 The ARP Joint Committee has responsibilities delegated by the Partner Councils to fulfil its purpose being:

- 8.1.1 To make recommendations to the respective council's on decisions pertaining to the development of the ARP that are within the jurisdiction of each Partner Council, as it relates to the site legally described as Lot 1 DP 388211. The ARP Joint Committee shall have discretion to determine the matters presented to the MAT Board for decision.
- 8.1.2 To commission reports and advice; and oversee the design and delivery of projects associated with the ARP:
 - a. Provide advice on and approve project briefs
 - b. Commission a project manager and consultant team for the preparation of a masterplan
 - c. Provide recommendations on Annual Plan budgeting and inclusion of funding in the Long Term Plan (LTP) by each Council to achieve agreed water storage and quality, ecology, cultural and recreation outcomes for the estuary, its streams drains and tributaries, and on adjacent land.
 - d. Provide recommendations on the completion of a proposal to be submitted by each Council in the LTP reflecting the current situation for the ARP
 - e. Make recommendations on regulatory changes and other planning documents that support the delivery of the ARP
 - f. Seek advice on the best models for future governance and/or management of the site
 - g. Collaborate in the preparation of applications for necessary consents to ensure timing is coordinated and activities applied for are consistent with the ARP Masterplan
 - h. Establish and agree outcomes, deliverables and ensure milestone alignment and updates on a proposal towards the LTP for each Council.
- 8.1.3 The delivery of an ARP that promotes climate resilience, ecological and water quality improvements, biodiversity improvements, promotes a more natural estuary margin, and provides storm water management, low impact compatible recreational opportunities, cultural storytelling and educational opportunities.
- 8.1.4 To strengthen collaborative relationships at all levels between NCC, HBRC and MAT, and in particular the co-governance, planning, operations, and monitoring functions, as they work through a co-governance relationship to develop the ARP. Council Partners that are consenting authorities reserve the right to be independent for any element that requires consent.

- 8.1.5 To promote alignment of all Partners projects with the ARP projects, initiatives and planning documents, so that resources committed to protecting and enhancing the estuary through the development of the ARP are adequate; that they prudent and efficient; and are likely to produce the outcomes expected by the whole community. Partners will seek to identify and tap into external sources of funding as required.
- 8.1.6 To facilitate collaboration in planning and design for all waterways, drainage and stormwater networks where they discharge into the ARP.
- 8.1.7 To work with Te Komiti to establish processes and collaborate together on actions to restore the mauri of the Ahuriri Estuary through the development of the ARP on Lagoon Farm.
- 8.1.8 To keep each Partner Council, MAT and Te Komiti regularly updated on the ARP Joint Committees progress.

9.0 Ngā mana kāore e tukuna Powers not delegated

The following powers are not delegated to the ARP Joint Committee:

- 9.1 Any power that cannot be delegated in accordance with clause 32 Schedule 7 of the Local Government Act 2002.
- 9.2 Decisions relating to the allocation of funding, the use and development of land and watercourses, and matters relating to consenting lies with each Partner Council that has jurisdiction over these decisions. Recommendations only are made by the ARP Joint Committee.
- 9.3 Unless expressly specified in 8.1 of this ToR, the ARP Joint Committee only has the power to make recommendations to Partner Councils and to MAT.

10.0 Te utunga Remuneration

- 10.1 Each Partner Council shall be responsible for remunerating its representatives on the ARP Joint Committee and for the cost of those persons' participation in the ARP Joint Committee. Participation in the ARP Joint Committee from Partner Councils is considered inclusive of the many activities Councillors are expected to fulfil within their role.
- 10.2 The costs associated with remunerating the Mana Whenua members shall be shared equally (50/50) between each Partner Council, and in accordance with the Hawke's Bay Regional Council Policy for Reimbursement for Project Meetings and Travel (Attachment 1), at the rate specified for Working Groups.

11.0 Ngā hui Meetings

11.1 The NCC standing orders will be used to conduct ARP Joint Committee meetings as if the ARP Joint Committee were a local authority.

11.2 The ARP Joint Committee shall hold all meetings at such frequency, times and place(s) as agreed for the performance of the functions, duties and powers delegated under this Terms of Reference.

11.3 The quorum shall be one member per organisation and a minimum of 4 members in total.

12.0 Te pōti Voting

12.1 The ARP Joint Committee has no decision making authority outside of operational spending. It is tasked with bringing recommendations to each Council Partner and Mana Whenua Partner for consideration.

12.2 Where voting is required, all Members of the ARP Joint Committee have full speaking rights.

12.3 Each Member has one vote.

12.4 When making recommendations, Members of the ARP Joint Committee must strive to achieve consensus, but if, in the opinion of the Chair/co-Chair, consensus is not practicable after a reasonable discussion, a recommendation of the ARP Joint Committee may be made by a minimum of 75% of those members present and voting at the meeting or voting.

12.5 The Chair/co-Chairperson may vote on any matter but does not have a casting vote.

13.0 Te hautūtanga o te Komiti Hono Leadership of the Joint Committee

13.1 The Chair/Co-Chairs are appointed by the ARP Joint Committee.

13.2 The Deputy Chair, if required, is appointed by the ARP Joint Committee.

14.0 Te Tautoko ā-Whakahaere Administrative Support

14.1 Administrative support for the ARP Joint Committee (convening meetings, keeping minutes etc) will be provided by the staff of the Napier City Council's Governance team, unless otherwise agreed.

15.0 Te Whakahaere Motuhake Independent Facilitation

15.1 Any matter or matters being considered by the ARP Joint Committee may be referred by the Co-Chairs for independent facilitation.

15.2 Where a matter is referred for independent facilitation:

- a. A sub-committee of the ARP Joint Committee may be established as required, with at least one Mana Whenua Member and at least one member from each Partner Council
- b. The subcommittee shall identify and assess candidates to undertake the facilitation, and develop recommendations to the Joint Committee to appoint a preferred candidate.
- c. The ARP Joint Committee shall receive and consider the subcommittee's recommendation and confirm an appointment.
- d. The appointment may be made for a set duration (e.g. for 12 months) or on a task specific basis.

15.3 The role of independent facilitator is to assist the ARP Joint Committee to consider, debate and reach resolution on specified matters.

15.4 The independent facilitator shall act in every respect as an independent and neutral third party and shall have no voting or decision-making functions.

16.0 Te whakatakoto pūrongo Reporting

16.1 All reports to the ARP Joint Committee shall be presented via the nominated Technical Advisory Group representative or from the ARP Joint Committee Co-Chairs.

16.2 Following each meeting of the ARP Joint Committee, the project manager shall prepare a brief summary report of the business of the meeting and circulate that report, for information to each Member. Such reports will be in addition to any formal minutes prepared by the Administering Authority which will be circulated to ARP Joint Committee representatives. It is the role of the Joint Committee Members to champion these reports within their respective Partner organisations.

16.3 The Technical Advisory Group shall ensure that the summary report required by 16.2 is also provided to each Partner Council for inclusion in the agenda for the next available Council meeting, and to Mana Whenua representatives for inclusion for the next available MAT Board meeting. A Technical Advisory Group Member shall attend the relevant Council meeting to speak to the summary report if requested and respond to any questions, and will also be available to attend the MAT Board meeting at their request.

16.4 The Technical Advisory Group must include a cultural advisor appointed by Mana Ahuriri Trust, and must be an integral member of the Technical Advisory Group.

17.0 Ngākau Pono Good Faith

17.1 In the event of any circumstances arising that were unforeseen by the Partner Councils, MAT, or their respective representatives at the time of adopting this Terms of Reference, the Partner Councils and MAT and their respective representatives hereby record their intention that they will negotiate in good faith to add to or vary this Terms of Reference so to resolve the impact of those circumstances in the best interests of the Partner Councils and MAT collectively.

18.0 Ngā panonitanga o ngā whakataunga mō ngā whakapuakitanga Variations to these Terms of Reference

18.1 Any Member may propose a variation, deletion or addition to the Terms of Reference by putting the wording of the proposed variation, deletion or addition to a meeting of the ARP Joint Committee.

18.2 Amendments to the Terms of Reference may only be made with the approval of all Council and Mana Whenua Partners at the recommendation of the ARP Joint Committee. Changes recommended by the ARP Joint Committee would be determined through the voting procedure outlined in Clause 12 of this ToR.

19.0 Whakapānga ā-Pāpāho Media Contact

19.1 To be agreed by ARP Joint Committee, generally to be the Chair/Co-Chairs and Deputy Chair.

19.2 The first point of contact from media in relation to this project is Napier City Council. Napier City Council will consult with its Partner members as appropriate.



Policy for Reimbursement for Project Meetings and Travel

HBRC will reimburse eligible people for their participation in working groups (including similar project-based meetings) and/or associated travel costs, as specified following.

Eligibility

To be eligible for reimbursement at half-day or full-day workshops/meetings, the following circumstances must apply, as relevant:

1. The person is providing necessary input to, and feedback on, proposals to address the issue at hand (which may include development or implementation of solutions), including knowledge about the local opportunities and impacts of any proposal
2. The person (or their representative organisation) must have been pre-approved for reimbursement for their participation in the project by the HBRC Chief Executive or relevant Group Manager
3. The person is presenting information at a public meeting or workshop, at the invitation of HBRC
4. The person is not otherwise receiving remuneration from HBRC with respect to the project (for example, as an HBRC regional councillor (whose remuneration is set through the Remuneration Authority) or as a contracted consultant to HBRC for the project)
5. Attendance time (including virtual attendance) at the workshop/meeting is reimbursed at either a half day or full day rate
6. The person must attend for the full duration of the workshop/meeting, unless an agreement is reached in advance with the relevant HBRC project manager
7. An IRD-compliant travel logbook must be maintained to validate any travel [use of vehicle] expense claim
8. Travel time for an eligible person to attend the workshop/meeting is reimbursed for any return trip that takes longer than one hour duration.

Not eligible

The following circumstances are not eligible for reimbursement:

1. The person is receiving remuneration from a participating organisation
2. It is a public meeting or workshop and the person is participating as any other member of the public
3. For travel time, where the return trip for the person to attend the workshop/meeting takes less than one hour
4. For the travel/use of vehicle allowance, the person is a passenger using shared transport to attend the workshop/meeting and the person providing that transport is already being reimbursed for travel costs.

Reimbursement

1. *RPC PSGE Representative or Māori Committee Representative*

For attendance, preparation time and travel, reimbursement is in accordance with the respective rate as resolved by the HB Regional Council on 26 February 2020 (RPC) or 29 July 2020 (Māori Committee).

2. *Working Group Fee*

For attendance and preparation time, a gross fee (i.e pre-tax fee), is available for each eligible person as:

- \$175 per half day (no more than 4 hours working group time)
- \$300 per day (between 4 and 7 hours working group time)

For travel time, an eligible person making a return trip (for the purpose of participating in the working group) that takes more than one hour:

- A payment of \$37.50 per hour (after the first hour of eligible travel) to be paid upon submission of an approved Travel Claim Form.

Claims for the Working Group Fee for meetings attended may be made monthly using the Meeting and Travel Claim Form. Claims will be processed once a month and must be received by the second Monday of the month for payment on the Friday of that week.

HBRC staff will assess withholding tax on a case by case basis, taking advice from the Chief Financial Officer as necessary.

Situations where withholding tax could apply are:

- If the advisor was part of the committee i.e attended regular meetings, similar to board members or elected representatives
- If the advisor gives a 'speech, lecture or talk of any purpose'. Generally, we would expect a 'speech, lecture or talk' to be accompanied with a presentation.

Where either of the above situations apply, withholding tax would:

- **Not be deducted** if the payment is made to a company as companies are generally exempt from withholding tax
- **Be deducted** for an individual acting in their personal capacity.

3. *Travel Allowance*

Eligible persons will be reimbursed for their travel expenses based on the current kilometre rate for business use set by the Inland Revenue Department.

Claims for the Travel Allowance for meetings attended may be made monthly using the Meeting and Travel Claim Form. Claims will be processed once a month and must be received on by the second Monday of the month for payment on the Friday of the same week.

Implementation

1. Eligibility is authorised by the relevant group manager or Chief Executive
2. Eligibility for reimbursement must be pre-agreed between HBRC and the person concerned
3. The Māori Partnerships Team will facilitate the establishment of agreements with iwi/tangata whenua on behalf of the relevant project manager
4. The eligible person will provide HBRC with the required information to process any working group claim

[add link to required information to set up payment](#)

5. The eligible person will sign an attendance sheet at the relevant working group meeting which will be countersigned by the relevant project manager

[*add link to template for record of meeting attendance*](#)

6. Claims using the Meeting and Travel Claim Form may be made monthly using the Meeting and Travel Claim Form, and must be received by HBRC by the second Monday of the month for payment on the Friday of that week

[*add link to Meeting and Travel Claim Form template*](#)

7. The staff person assigned to administer project claims will
 - 7.1 Verify attendance at the meeting
 - 7.2 Verify any Travel Allowance claim
 - 7.3 Recommend approval to the project manager/budget manager, as appropriate
8. The project manager/budget manager will review and approve claims, as appropriate
9. The Finance Team will process for payment as follows:
 - 9.1 When withholding tax is deducted, in the middle of the month alongside payments to contractors
 - 9.2 On the Friday of the second full week of the month otherwise.
10. Reimbursement will be funded from within the relevant project budget.

Review of Reimbursement for Project Meetings & Travel Policy

Annual review – Allowance rate, setting reimbursement for forthcoming financial year.

Three-yearly – Review of policy implementation and effectiveness.

Table 1: Assessment for Eligibility re Reimbursement Policy and Funding Source

Type of person	Type of Meeting			
	HBRC Committee	HB representative at a regional or national level meeting	HB Working Group	Reimbursement Rate
HBRC Councillor	Governance covers costs	Governance covers costs	? Governance covers costs	As set by the Remuneration Authority
RPC PSGE Representative	Māori Partnerships covers costs	Seek reimbursement from meeting owner, otherwise Māori Partnerships	Reimbursement Policy applies from project budget	As set for RPC PSGE representative
Māori Committee Representative	Māori Partnerships covers costs	Seek reimbursement from meeting owner, otherwise Māori Partnerships	Reimbursement Policy applies from project budget	As set for Māori Committee representative
Representative nominated by MC or RPC PSGE	NA	No Seek reimbursement from meeting owner	Reimbursement Policy applies from project budget	As set for Working Group member
Representative nominated by another entity	NA	No Seek reimbursement from meeting owner	Reimbursement Policy applies from project budget	As set for Working Group member
Representative nominated by Chief Executive or Group Manager	NA	No Seek reimbursement from meeting owner	Reimbursement Policy applies from project budget	As set for Working Group member
Contract/consultant/Expert	By CE/Group Manager invitation, through contract	By CE/Group Manager invitation, through contract	As set in contract	As set in contract
Self-nominated	NA	No	No - The person must be endorsed by a relevant group, the CE or relevant Group Manager	No
Public	NA	No	No	No

Table 2: Application of Reimbursement Policy on the scale of public participation

Inform	Consult	Involve	Collaborate	Empower
HBRC informs people of the solution Opportunity to answer questions Eg letter, website, public meeting	HBRC informs people of the proposed solution and there is opportunity to provide feedback Eg submission	HBRC works with people to ensure their concerns and aspirations are directly reflected in the alternative solutions that are developed, feedback is sought Eg public workshop	HBRC and others work together on each aspect of the proposed solution, incorporating advice & recommendations of collaborators as far as possible Eg Working group	HBRC resources others to provide the solution
Not applicable	Not applicable	Not applicable	Reimbursement Policy may apply	Contract formalises the nature of empowerment

Meeting and Travel Claim Form

Project: <Name>

Name: _____ **Month:** _____

Meeting	Date	Round Trip Distance (in Kms)	Travel Time
<Project> meeting			
<i>Others – please list:</i>			
Total			

Residential Address: _____

Signature: _____ **Date:** _____

Project Cost Code: _____

Approved by:

<PROJECT> Leader Name _____

Signature: _____ **Date:** _____

Meeting and Travel Budget Calculation Form

Project: <Name>

Estimate	HBRC	RPC PSGE	Maori Committee	Working Group
Number of people				
Number of Half Day Meetings				
Number of Full Day Meetings				
Travel time				
Travel distance				
Allocation to Governance \$				
Allocation to Maori Partnerships \$				
Allocation to Project \$				
Total Allocation \$				

2. DESIGN BRIEF AND BUSINESS CASE FOR STATION STREET COMMUNITY FACILITY

<i>Type of Report:</i>	Operational and Procedural
<i>Legal Reference:</i>	Enter Legal Reference
<i>Document ID:</i>	1460735
<i>Reporting Officer/s & Unit:</i>	Darran Gillies, Acting Executive Director Community Services

2.1 Purpose of Report

The purpose of this report is to seek Council endorsement of the Design Brief and Business Case for the Station Street Community Facility (Library), as part of delivering stage one of the Library and Civic Area Plan, and to seek approval of the next steps in procuring a team to lead the project through to the completion of the Concept Design stage.

Officer's Recommendation

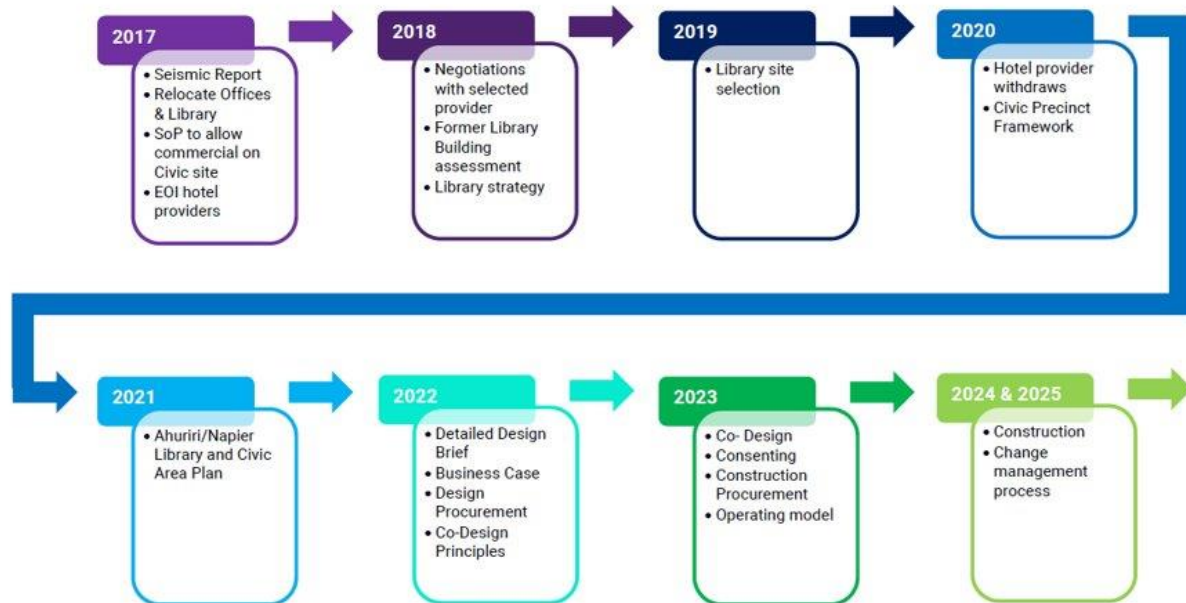
The Future Napier Committee:

- a. **Endorse** the Design Brief and Business Case
- b. **Approve** the procurement of a design team to execute Concept Design

2.2 Background Summary

In June 2017, Strata Group, conducted an assessment of the earthquake strength of the Council's main Civic Administration building (civic building) and the adjacent Library tower block building (library building). The report indicated both buildings were earthquake prone as parts of each were only 10% and 15% respectively of the legal requirements for earthquake strength (NBS).

The below diagram outlines the process to date, from the 2017 seismic report to today's report, and through to a proposed construction date.



The Council officially adopted the Library & Civic Area Plan on the 9th of December. This followed community consultation in October in which submitters strongly supported the library (86%) being included in stage one development of the site. Inclusion of Council customer services and the cultural/community hub also received good support with 43% and 45% respectively.

The Library & Civic Area Plan is the foundation stone from which the Design Brief and Business Case are built which in turn bring together the essential elements for a successful implementation.

Design Brief

The design brief expands on and gives detail to the approach developed in the master plan. It describes the size and configuration of the ingredients that go into the facility, and the flow adjacencies of the activities to achieve a high level of functionality and to enable the delivery of current and future Napier Library and Community Services and public-facing Democratic Services. It delivers a level of detail and assurance to enable a design team to commence and move through the concept design stage of the development.

The Design Brief outlines the ingredients for a facility which will provide activities and services that respond in a more holistic manner to meeting community needs, are convenient to access and are more effectively delivered.

Business Case

The business case aims to validate that we are putting the right things in the right place while demonstrating value for money. It also explores the ownership, governance and operating model of the proposed facility.

The Business Case follows the Better Business Case methodology. This methodology presents the strategic, economic, commercial, financial, and management case for the proposed development. Its development works in both response to the design brief and to ensure affordability with clear options for decision making.

Mana Whenua

The Library & Civic Area Plan development built a strong engagement with Mana Whenua, with a desire to work in partnership expressed by both Council and Mana Whenua. The development of the Business Case and Design Brief has continued with the same intent.

Throughout the process of developing the Design Brief and Business Case, wananga have been held that have included representatives of Mana Whenua. The kōrero has been both broad, reiterating the Te Ao Māori world view, consideration for Taiao, Mauri Tu, Tohu, Whakapapa/Whakamana, AhiKaa and Mahi Toi, and specific, observing how particular parts of the brief and in turn design can address te Ao Māori. These have influenced and are included within the Project Vision, Design Values and Architectural Vision, and the Spatial Components and Adjacencies sections of the Design Brief.

Key aspects include:

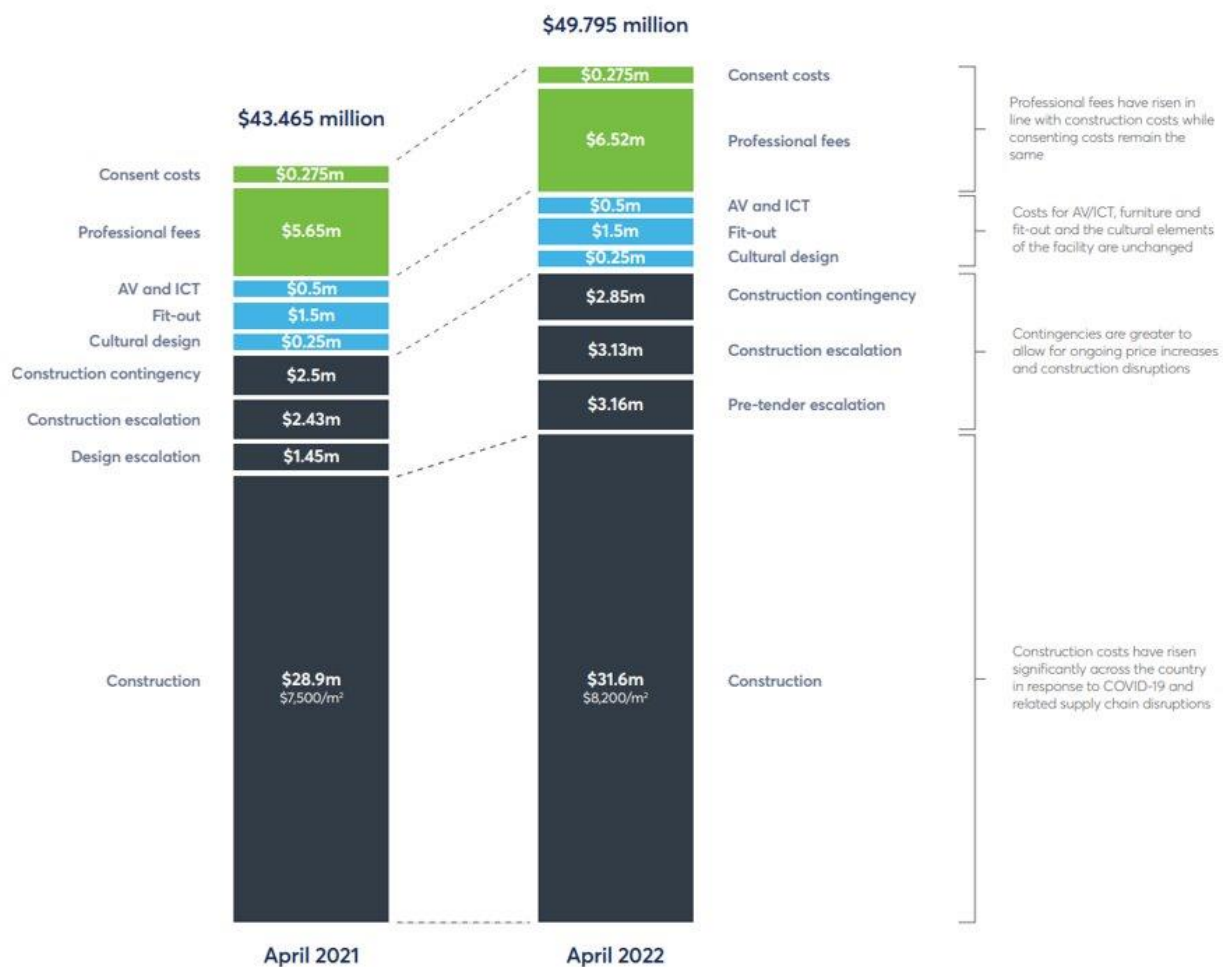
- The Station Street Facility will speak to the place (whenua) and its history, re-revealing the significance of the site.
- Manaakitanga (Hosting) is key.
- The facility will be visually and physically/spatially supportive of expressing Mana Whenua cultural identity and sense of place.
- The facility will support the protocols and tikanga of Mana Whenua use and events – both informal and formal.
- The collection will include the foundational documents of New Zealand, including Te Tiriti o Waitangi, and be appropriately presented and displayed to demonstrate the partnership of NCC and Mana Whenua.
- Much of Mana Whenua's history and stories are oral, and there is a community need and opportunity to record and share these stories.

We will develop a co-design approach with Mana Whenua throughout the project. We will work with our Mana Whenua partners in developing the design principles, in the selection and procurement of our Concept Design team, and in terms of input into the design process.

2.3 Issues

With uncertainty around local government, three waters and resource management still remaining, the focus of the Design Brief and Business Case is on delivering public-facing elements of the council as outlined within stage one of the Library and Civic Area Plan.

Managing cost escalation remains a challenge for any major capital project and one of this magnitude is no different. The diagram below outlines the cost challenges the project may face, with the cost estimate prepared by independent Quantity Surveyors Rider Levett Bucknall increasing \$6.4m between April 2021 and April 2022.



The Commercial case has highlighted challenging market conditions within the building industry, with market indices signalling substantial volumes of commercial and residential building projects forecast over the next 2-3 years. The construction demand, coupled with material and skilled labour shortages, is driving project cost estimates up. Escalations are predicted to peak at 10% per annum in 2022.

Escalation is expected to ease somewhat from 2023 onwards but remains higher than long-term averages throughout this project.

2.4 Significance and Engagement

The Advisory Group, which was initially established to develop the Civic Precinct Framework and carried through the development of the Library and Civic Area Plan, has continued through the Design Brief and Business Case development. The group is chaired by Deputy Mayor Annette Brosnan and its membership has been fairly fluid, including two further NCC representatives, Mana Whenua, representatives from Hawke's Bay Regional Council, the NCC Māori Committee, and Friends of the Library, Ministry of Justice and internal facilities management staff

2.5 Implications

Financial

The two elements of Design Brief and Business Case provide Council with a clear picture of what to expect in the way of costs from both the building, its functions, and the next

steps in how this work would occur. The Long Term Plan is where the commitment of funding to this project sits, with \$55m being allocated to the delivery of this project.

Social & Policy

The outcomes of the Design Brief and Business Case and what they seek to achieve align with a number of existing Council strategies and plans, including the Library and Civic Area Plan, the City Vision Framework, the Library Strategy, our Community Outcomes, Disability Strategy, Positive Ageing Strategy, and the Youth Strategy.

In the next phases of this project, Council officers will develop a partnership approach in the spirit of Te Tiriti o Waitangi, whereby we will explore with Mana Whenua the opportunities for a greater presence in this space and to work within a co-design methodology.

Risk

The risks associated with this plan have been detailed elsewhere in this report. They include:

- a. No concept or detailed design has been undertaken to date, so the full cost of the project have not been fully quantified, and what Council wants delivered has not been adequately framed to enable detailed design.
- b. The ongoing challenges of managing project escalation costs in a volatile construction market, which is being impacted by supply chain issues and labour shortages.
- c. Funding required for a two-stage approach, including the financial impact of delay on construction cost.

Moving at pace to the concept design stage of the project will lead to greater detail and a higher certainty around project cost.

2.6 Options

The options available to Council are as follows:

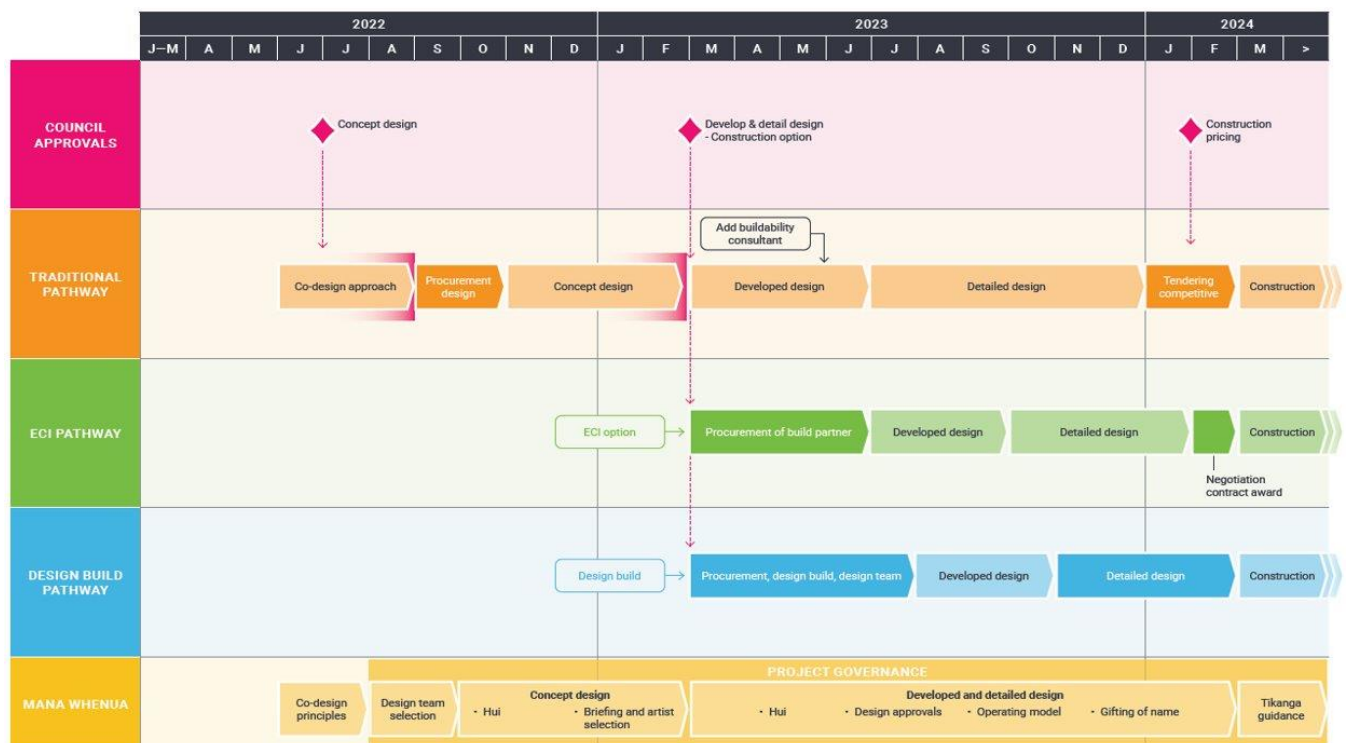
- a. Endorse the Design Brief and Business Case, and
- b. Approve moving to procure a team to deliver the Concept Design Stage of the project
- c. Recommend changes to the Design Brief & Business Case before moving to the Concept Design Stages, or
- d. Not endorse the Design Brief and Business Case

2.7 Development of Preferred Option

The development of the Design Brief and Business Case has followed a robust process, with a significant level of input from our key Mana Whenua partners. We have looked at the many ingredients that go into making sure we are developing a community facility that will be fit for purpose on the day it opens and for many years into the future.

The diagram below outlines three different pathways available to the council from now until construction. It outlines the key approval points in that process in which the council will have the opportunity to make key project decisions.

The key next steps through the preferred option are, the development of a procurement plan in July and August, which enables us to go to market in September, and have a team in place that can deliver a concept design to council in March 2023.



All of those pathways require that we progress to sign the Business Case and the Design Brief.

Concept Design

The development of the Concept Design stage involves the exploration of sufficient design concepts to be able to test the brief, the development potential of the site, and have a Concept Estimate prepared to establish financial feasibility through a more accurate rough order of costs.

The Concept Design Team would include major consultants, whose inputs are required to develop the design to Resource Consent. An architectural team would lead this work towards delivering a preliminary project programme, Building Information Modelling (BIM) Execution Plan (BEP), and outline of legislative constraints.

This work would also include coordinated concept designs for Architectural and Sub consultant and Engineering disciplines. This is anticipated to include: Structural and Civil Engineering, Building Services (Mechanical, Electrical, IT and AV) and Environmental Sustainable Design, Fire Engineering and Protection, Acoustic Engineering, CPTED (Crime Prevention Through Environmental Design), and Traffic Engineering and Landscape Architecture.

Our Mana Whenua partners will be both involved in the procurement of the concept development team and continue inputting into the process in an agreed co-design methodology.

Concept Design Procurement

Architectural and engineering services are recommended to be appointed through an open market, single-stage RFP procurement process. The nature and scale of this project will likely generate national interest.

It is estimated that the procurement process of a Concept Design team including the development of design principles with Mana Whenua would take around three months. Once on board, it is our aim to be able to come back to council with a Concept Design in March 2023.

Detailed Design Procurement

A Construction Procurement Strategy will be completed during the concept design period to determine the most appropriate methodology for the Council to complete the Developed and Detailed design and Construction delivery. This will require market engagement, assessment of economic conditions, and project risks associated with each delivery model.

The procurement recommendation along with the concept design will be presented to Council in March for approval.

It is anticipated that the current Advisory Group would remain in place and that council will be kept informed through regular updates.

2.8 Attachments

- 1 Napier Library Business Case (Doc Id 147114) (Under separate cover 1) [⇒](#)
- 2 NCC Station Street Facility Stage 1 Design Brief JUne 2022 (Doc Id 1471117) (Under separate cover 1) [⇒](#)

3. CLIMATE CHANGE POSITION STATEMENT

Type of Report:	Operational
Legal Reference:	N/A
Document ID:	1467299
Reporting Officer/s & Unit:	Heather Bosselmann, Senior Policy Analyst - Climate Resilience

3.1 Purpose of Report

To have a position statement on climate change endorsed (copy **attached**).

Officer's Recommendation

The Future Napier Committee:

- a. **Endorse** Climate Change Position Statement

3.2 Background Summary

In 2017 Napier Mayor Bill Dalton signed the Local Government Leaders' Climate Change Declaration which supported an urgent need for responsive leadership and a holistic approach to climate change. This aligns with central government's direction and is reflected by work that the Napier City Council ("NCC") is already doing internally to build Napier's resilience to climate change. The 2021 Long Term Plan stated that NCC is moving towards a coordinated, whole-of-Council, and whole of region approach to the adaptation and mitigation of climate change effects in Napier. A climate change specialist was then hired to implement this coordinated action and the recommendation is that Council's first step should be a public commitment to climate action.

3.3 Issues

Please refer to the **attached** summary of the 12 May 2022 workshop on Climate Change for more detailed information on the issues Napier is facing. Briefly:

- Unless global emissions peak by 2025 and emissions reduce significantly by 2030, the planet is expected to warm by more than 1.5°C.
- As an organisation with influence NCC has the opportunity to lead Napier in the emissions reductions space to ensure that the city is doing its part.
- Changes to our physical environment are expected as a result of the warming that is now inevitable. NCC and the region is responding already through the Coastal Hazard Management Strategy and Regional Park initiatives. There is also the District Plan which has an outcome to promote development in the hills. However this is an ongoing challenge to continually consider these risks and take appropriate action to ensure that Napier is prepared for a changing climate.
- NCC needs to ensure that the steps Council takes create equitable solutions for Napier's diverse community and this requires working together with community and key stakeholders, and in partnership with Māori to ensure we are bringing the community with us.

- Central government is also driving change and it is expected that some key actions around mitigation and adaptation will be compulsory in the near future. Preparing now will allow NCC to play a part in shaping those key actions alongside central government.

3.4 Significance and Engagement

Community engagement is not required to progress the position statement as it aligns with the path laid out in the LTP, and the next step in this work will involve significant community engagement based around how NCC should structure its future climate action. There is no legal requirement to consult.

3.5 Implications

Financial

There is no additional cost associated with the position statement. There will be operational cost to create the strategy/action plan. There will be costs associated with reducing NCC's emissions (mitigation) and significant cost involved with making Napier resilient to the impacts of climate change (adaptation).

Social & Policy

Central government are currently working on a number of pieces of work that will increase NCC's obligations in the area of climate change. The reform of the RMA, the National Adaptation Plan, the Emissions Reduction Plan, and the local government reforms, including 3-Waters, are the major ones.

The draft position statement aligns NCC with the direction being taken nationally and with the community feeling in the 2021 Social Monitor Survey where 57% of people were concerned or very concerned about the impacts of climate change for Napier. Committing to action in this space makes sense within the current political and social climate.

The position statement makes working in partnership with Māori a priority and there will be extensive engagement with mana whenua as part of the development of the strategy.

Risk

There are significant risks associated with not taking action on climate change:

- Emissions reduction targets are likely to become mandatory and the sooner NCC acts the more Council can spread the cost
- While NCC is not already adapting its urban form to the changing climate, there will be significant economic and social consequences from increased natural disasters and changing weather patterns overtime meaning continuous adaptation and awareness of the effects of climate change on the city are paramount.

3.6 Options

The options available to NCC are as follows:

- Declare a Climate Change Emergency
- Sign up to the Global Covenant of Mayors for Climate & Energy
- Create a strategy/action plan
- Start with a position statement

3.7 Development of Preferred Option

There is a balance between publically committing to a position and taking action. The intention of this position statement was to commit to some simple but clear objectives immediately, and then to create a Strategy and Action Plan to turn those objectives into

action. The position statement acknowledges the urgency of climate action however the time for declaring a climate emergency has passed. NCC should still consider signing up to the Global Covenant of Mayors. However, it requires some specific commitments and NCC needs to understand Council's current position more fully before it makes that commitment. It may be appropriate to sign up to it as part of NCC's strategy.

3.8 Attachments

- 1 Draft Climate Change Position Statement (Doc Id 1469302) [↓](#)
- 2 Summary of Workshop on 12 May 2022 (Doc Id 1469303) [↓](#)

DRAFT POSITION STATEMENT ON CLIMATE CHANGE:

Napier City Council recognises the significant implications that climate change will have for Napier and the need for mitigation and adaptation actions within Council and the wider community.

Napier City Council signed the Local Government Leaders Climate Change Declaration in 2017 declaring an urgent need for responsive leadership and a holistic response to climate change.

The reports from the Intergovernmental Panel of Climate Change make it clear that we must act now to reduce and prepare for the impacts of Change Change. We have taken that on board and this is our commitment to Climate Action.

This statement outlines Napier City Council's view on what needs to occur in our city and the transformational changes needed to respond to climate change. The statement will inform and guide how we can work in partnership with Māori and support conversations about the regional climate change challenges.

Objectives:

1. Napier City Council will lead Napier into a resilient future where we work with key stakeholders to take action and adapt to the impacts of climate change.
2. Napier City Council will create a climate change strategy to ensure that Napier is able to focus on the key challenges from climate change that will affect our city and enable the community to prioritise its efforts in these areas.
3. Napier City Council will collaborate with the community, and work in partnership with Māori, to ensure just and equitable solutions.
4. Napier City Council will commit to an emissions reduction target in its next Long Term Plan and will support the community to reduce emissions across the city.

Napier City Council will:

- Lead urgent action to address local climate change risk
- Ensure climate solutions are equitable
- Support an evidential science-based approach
- Value mātauranga and te ao Māori in our approach
- Align with national direction and commitments
- Factor carbon footprints into our decision making

Summary of Presentation at Workshop on 12 May 2022:

In February 2022 the Intergovernmental Panel on Climate Change released its report on Impacts, Adaptation and Vulnerability. That report stated: “The cumulative scientific evidence is unequivocal: Climate Change is a threat to human well-being and planetary health. Any further delay in concerted anticipatory global action on adaptation and mitigation will miss a brief and rapidly closing window of opportunity to secure a liveable and sustainable future for all”.

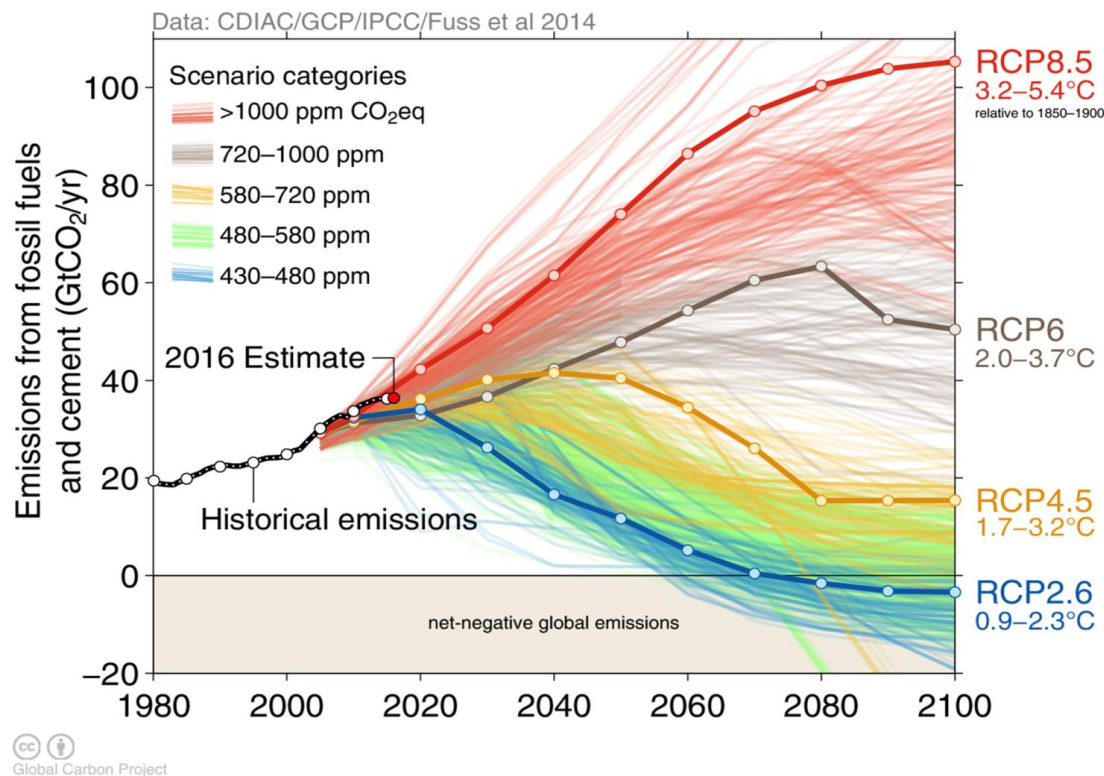
They have since released a further report in April 2022 on global emissions which stated they would need to peak within three years to stave off the worst impacts of Climate Change. Emissions would need to reduce significantly by the end of the decade to create any possibility of warming being limited to 1.5 degrees.

These conclusions are hard to fathom and they lend more weight to the feeling of being overwhelmed that seems to be prevalent currently within society. This is reflected in the November 2021 Social Monitor Survey of Napier where only 57% were somewhat or very concerned about the impacts of Climate Change for Napier. In my opinion this should be seen as an opportunity for leadership in this space, to show our residents and stakeholders that swift and equitable change is possible if we collaborate, both on emissions reduction and climate adaptation.

As a Council we can lead by taking several steps:

1. We need to benchmark our internal carbon emissions. We have engaged an agency to begin this process across Council. We can then use this data to make decisions about where we can and should cut our emissions, including where we can have the most impact. We have now separately benchmarked our carbon emissions in 3-Waters and we will shortly be receiving a finalised report on where we can make cuts to those emissions. We will use any work in 3-Waters as a template for the rest of Council.
2. We need to consider how we adapt to a changing climate. We don't know what the future holds so our strategy needs to prepare us for dealing with unexpected change. The most important part of this is ensuring we are bringing our whole community along with us. To do this we need to know how the community wants to engage and make decisions on these issues.
3. We can frame a positive narrative around climate change that both acknowledge the significant problems we face but also highlights are wins and recognises that we have the power to take action to start tackling these issues and we will find success if we work together.
4. We have already and should continue to collaborate with stakeholders, community, Māori, businesses, and other Council on projects that will have a positive impact on our emissions reduction and adaptation efforts.
5. Our work on the Coastal Hazards Management Strategy is a great example of collaboration with other Councils to create a plan for how we protect our coast line that works for the communities that are actually effected.

Emissions Projections:



The above graph shows possible emissions pathways out to 2100. The four most likely pathways are highlighted. When we are considering our path forward we must aim for the lowest emissions pathway (RCP 2.6) which will see warming peak between 0.9 and 2.3°C. However, when we are considering adaptive climate action we must prepare for the highest emissions pathway (RCP 8.5) which would see emissions peak between 3.2 and 5.4°C to ensure that our planning is as resilient as possible.

The latest IPCC report on emissions states that our emissions are at their highest point ever in the last decade. Even if all the policies to cut carbon that governments had put in place by the end of 2020 were implemented, the world would still warm by 3.2°C this century.

We are already seeing the adverse consequences of climate change across the globe – rises in weather and climate extremes beyond natural climate variability. Some of these extremes have already resulted in irreversible impacts which will remain even if we manage to limit warming to 1.5°C. We have to keep in mind the interdependence of humans and ecosystems. For example, a changing climate will result in pest migrating into new spaces i.e. the risk of the Queensland Fruit Fly establishing itself in NZ and destroying our fruit crops.

We can also expect to face multiple climate hazards at once going forward i.e. summer drought alongside extreme rain events causing flooding. We can also expect multiple climatic and non-climatic risks to be interacting i.e. poverty/lack of insurance in low socioeconomic

suburbs combined with a natural disaster – the 2020 flood in Napier and the difficulties faced by low income households in Maraenui and Marewa who lacked insurance/a financial buffer is a good example.

It is important that when we consider what action to take we are aware of and considering all the implications. Otherwise we risk exacerbating the long term risk or transferring the risk to more vulnerable communities – called maladaptation.

What does climate change look like for Napier?

The main physical risk from climate change for Hawke's Bay (based on what we know now):

- More hot days and fewer cold days: this will lead to issues with heat stress which are exacerbated in cities by the use of concrete and lack of green. Our communities that lack access to air conditioning will struggle to cope and there will be significant costs to our health system. We can reduce the impact for Napier by using urban greening strategies.
- Further sea-level rise: this will exacerbate erosion along our coastlines and lead to inundation in some areas. It will also impact on shallow ground water – given how low lying Napier is this is likely to be a significant issue. Regionally, this is the area where we have done the most work. We already have the Coastal Hazard Management Strategy and work will be getting underway to monitor shallow ground water in the near future.
- Ocean warming and acidification: this will result in changes to the ocean life we see in our waters and what kaimoana is available
- Less winter and spring rain, more summer rain: this will have an impact on what crops we can successfully grow in Hawke's Bay
- More intense rain and more severe cyclones: we can expect to experience floods like the 2020 flood in Napier with more frequency.
- More droughts: this has the biggest impact on water management and how we share that resource. As we share our aquifer with Hastings a regional solution will be required.
- More extreme fire weather: we can expect to see more wildfires across Hawke's Bay.

These changes will have big impacts on the Napier City Council, particularly within infrastructure and city development. We can expect there to be increased costs associated with the construction and maintenance of our core city infrastructure and for climate change to become a core focus of our planning (this has already started in some areas).

Key Advice from the IPCC Report:

1. There are important interactions between mitigation and adaptation strategies – we need to create integrated policies to account for this. For example, with heightened risk of drought will come more extreme fire weather and those fires may destroy forests which currently act as carbon sinks.
2. Current adaptation measures tend to be incremental and reactive – we have a disaster and we patch the problem at that point without considering long term consequences

3. Future adaptation needs to be transformative and proactive to ensure climate resilient development – the actions we take need to prepare us for a future that is, and will remain, unclear
4. We can expect to face cascading consequences as climate risks and impacts become more complex and climatic and non-climatic risks interact more frequently. For example, people living in poverty do not have the financial or emotional resilience to cope with the impacts of natural disasters – this is a key non-climatic risk.
5. We need to act in a coordinated manner with stakeholders, Māori, and central government to ensure that our community is resilient on all levels.
6. The biggest risk of adaptation is locking in risk by discounting ongoing and changing climate risk – this can undermine our ability to adapt to future impacts. This is also known as maladaptation. An example might be that measures are taken to protect one part of the community without the consequences for another part of the community being considered. We can avoid this working across communities to ensure inclusive solutions.

Partnership and Equity:

- Impoverished and vulnerable people have the least resources to adapt or recover leading to increasingly poor outcomes for those communities without adequate support being provided. Māori communities will be particularly impacted.
- We will have opportunities to work with diverse populations who bring a range of different skills and ways of thinking that will help us to challenge what future adaptation looks like. Our ability to adapt can be increased by greater engagement with a range of groups of communities to build trust and social legitimacy.
- Building resilience is about both physical adaptation and also building social resilience within our communities. There is crossover between adaptation and mitigation in this space. Social resilience is important to ensure that communities and individuals can weather the changing climate and natural disasters we can expect going forward. This can be increased by creating more connected communities. To reduce our carbon emissions we need to encourage ways of living that need less travel i.e. children attending the closest school. Keeping activities closer to home will result in more connected communities adding to social resilience.
- Māori land is more likely to be impacted by coastal hazards and Māori are more likely to live in vulnerable and isolated communities. Working in partnership with Māori will allow Māori to choose solutions that work for them.
- Climate Justice is a term that is used increasingly in this space – it generally includes three principles:
 1. Distributive Justice – the allocation of burdens and benefits among individuals, nations, and generations
 2. Procedural justice – who decides and participates in decision-making
 3. Recognition – entails basic respect and robust engagement with and fair consideration of diverse cultures and perspectives

Current work under way at NCC:

- Carbon roadmap for 3-Waters: this is a report outlining what our emissions are from 3-Waters, where the gaps in the data are, and suggestions of how we can reduce our emissions. I will be working with 3-Waters as a test case for emissions reductions,

with the intention that some measures be rolled out across Council once we have baselined those emissions.

- We have contracted Carbon EMS to report on our carbon emissions across Council. This work is in the very early stages.
- Climate Change Risk Assessment: report on the main risks to Napier based on workshops across Council and some limited external engagement – I am currently reviewing the draft report.
- Climate Maturity Assessment: report on how mature we are as a council at dealing with climate change based on workshops across council – I am expecting the draft report before the end of May.
- Regional Carbon Footprint: HBRC are leading this work – we have contributed about 1/10th of the project cost and this will allow us to get data for Napier specifically which will help us to work with the wider community to reduce emissions. That report is due to be complete by September.
- Future Fit: [Discover your Impact on the Climate Change | FutureFit](#)
This is a tool created by Auckland Council which allows individuals and businesses to benchmark their emissions and input reductions they have made. We are working with HBRC and HDC to role this out in the next few months and have offered to lead the comms side of the project. This is a great opportunity to start engagement on emissions reduction across our region.
- Regional Park: this is a great example of a climate positive project which will reduce emissions through sequestration in wetland and native bush, protect and promote biodiversity, and create a more resilient storm water network for Napier. It is also an opportunity for public engagement on climate change issues.
- Civic Building: our intention to gain Green Star rating for this project will put us in a position of leadership on sustainable development for Napier

Government Direction:

- Central government are undertaking a number of pieces of work related to climate change currently. There is significant crossover for local government in these projects which makes this an uncertain time for us. We can expect to be required to reduce our emissions and to implement adaptation work but we do not have all the details at this time.
- National Adaptation Plan: central government outline of the first stage of adaptation work across government – I have drafted a submission on this piece of work which has been circulated. The biggest take away is that at this time central government are unwilling to declare their intentions with regard to funding this work.
- Emissions Reduction Plan: this has recently been released and sets out the plan for how central government intends to lead emissions reduction to meet our goals.
- RMA replacement legislation: Natural and Built Environments Act (main replacement for RMA), Strategic Planning Act (long-term regional spatial planning), and Climate Adaptation Act (managed retreat).

What's next for NCC?

Based on the outcome at our workshop the intention is to start by releasing a position statement on climate change. This is intended to be a public commitment to climate action. It is important we show commitment to action, however, we don't yet have the data to make

specific commitments. The position statement is intended as an interim step while we collect that data and draft a strategy and action plan.

4. NAPIER INNER HARBOUR DEVELOPMENT PLAN

<i>Type of Report:</i>	Procedural
<i>Legal Reference:</i>	Local Government Act 2002
<i>Document ID:</i>	1467305
<i>Reporting Officer/s & Unit:</i>	Fleur Lincoln, Strategic Planning Lead

4.1 Purpose of Report

The purpose of this report is to seek a resolution of Council to adopt the Napier Inner Harbour Development Plan, and to note the priorities identified for the delivery phase of this Plan.

Officer's Recommendation

The Future Napier Committee:

- a. **Adopt** the Napier Inner Harbour Development Plan
- b. **Note** the work programme and funding priorities as set out
- c. **Note** the memo dated 8 June 2022 which sets out the options and recommendations for both the priority projects and Te Matau-a-Maui security concerns

4.2 Background Summary

The Napier Inner Harbour Development Plan (the Plan) recommends the prioritisation of Inner Harbour asset renewal, while identifying opportunities for improvement that will deliver transformative changes for Ahuriri's waterfront. A 2019 Inner Harbour Asset Condition Assessment identified a broad spectrum of asset condition ranging from very poor condition, with recommendations to repair or replace given a high priority, through to good/reasonable condition. The Inner Harbour currently operates as a purely functional asset; yet there is huge potential to deliver environmental improvements, and to capitalise on the areas cultural significance, historical values, natural beauty, and proximity to retail, hospitality and high-density housing.

The Plan is one of the initiatives recommended by the Ahuriri Estuary and Coastal Edge Masterplan (AECM). The AECM identified high-level opportunities across Ahuriri, while the Napier Inner Harbour Development Plan aligns these with asset renewal. It seeks to deliver a series of transformational changes that align with the delivery of the asset renewal programme, with an aim to achieving greatest efficiency and value for money. The priorities presented in this paper are those that will be taken through to the LTP for funding and implementation.

Priorities

Following a Council workshop which traversed all the opportunities in the plan, the following project initiatives were discussed as priorities for the Council and identified for immediate consideration and inclusion in the next Long Term Plan.

Priority 1

- the replacement of the SH50 revetment with new seawall and terraces. Without the revetment the Iron Pot area cannot be activated as planned.
- the removal of Jull Wharf and finger pier

This would enable the transformation of the Iron Pot, and includes a new floating pontoon for waka. Funding has been set aside for this work in the LTP (from the Harbour Endowment Fund), however additional funds would enable a wider scope of work to be completed, either at the same time, or in a staged approach. Additional funding would also enable this area to be better integrated with the new development on the corner of Customs and West Quay. It is recommended that Officer's carry out design and consenting of the project in its entirety, before refining costs and determining how the project will be delivered (staged or all-at-once).

Priority 2

- rebuild of Jetty's 1 and 2 of the Meeanee Quay marina, with potential to expand this marina either at the same time, or in a future stage. Some rate funded loans for this project have been allocated in the LTP, however these funds would not be available until 2029-2031 (with some funding allocated in 2028/29 for design). The use of rate funded loans is necessary as the Harbour Endowment Fund has been exhausted.

Priority 3

- installation of stormwater quality improvement devices across the area, where stormwater is discharged into the Inner Harbour. This is a relatively small cost for the positive environmental outcomes it will deliver.

Should Council endorse these priorities Council Officers will seek to advance the projects in future work programmes in the short-medium term.

4.3 Issues

The 2019 Inner Harbour Asset Condition Assessment confirmed which harbour assets required replacement or repair, and provided the basis for prioritising an asset renewal programme for the Inner Harbour. The Plan presents numerous opportunities to address a number of issues including the integrity of infrastructure, climate resilience, water quality, and a secure and purpose-built home for waka hourua Te Matau-a-Maui.

4.4 Significance and Engagement

The preparation of this Plan has involved numerous one-on-one discussions with our key stakeholders – those with the greatest level of influence on, and those most impacted from the initiatives put forward. The initiatives recommended in the Plan are consistent with those identified in the AECM, which underwent a significant level of community engagement. Additionally, the funding of the majority of these initiatives would require inclusion in the LTP, with further opportunities to engage with stakeholders and the community through this process. This will be particularly important in regard to Mana Ahuriri who have significant interests in the Iron Pot area. Project design and construction presents additional opportunities for engagement. It is therefore recommended that notification and consultation with the wider public is not required for the Plan.

4.5 Implications

Financial

The Plan itself does not commit Council to financial expenditure. It provides guidance as to what initiatives should be prioritised within the LTP. It is through this process that the

financial implications will be explored and determined. The Plan is a strategic document that provides access to external funding opportunities, and is a catalyst for private investment. However the initiatives that were discussed by Council at its workshop as priorities have also been traversed in this paper and have financial considerations accordingly. These resource needs will be brought through the relevant annual planning and Long term planning processes to ensure that these priorities can be implemented in a timely way.

Social & Policy

As noted above, the Plan is one of the initiatives identified in the AECM, and its recommended projects align with those considered at a high level within this Masterplan. In addition, the scope of the Plan included three identified project areas (Project Area 8, 9 and 11) in the City Vision Framework 2015, with consistencies across these two strategic documents. The Plan content also signals appropriate land uses and activities for the land adjoining the Harbour, which may result in changes to the District Plan (through the District Plan Review) and other policies and procedures. The initiatives proposed in the Plan will not only deliver operational improvements to wharf users, but will also bring significant benefits to the use and design of public space that will meet our social, cultural, environmental, economic and climate resilience needs.

Risk

As a strategic, non-statutory document, the Plan presents Council with few risks. Council only commits to the projects put forward through the LTP and through regulatory documents. On the flipside, the risks of not having a strategic plan for this space include ad hoc decisions on asset renewal, lost opportunities for improvements, potential loss of private investment, and the inability to meet criteria for external funding opportunities.

4.6 Options

The options available to Council are as follows:

- a. Adopt the Napier Inner Harbour Development Plan
- b. Do not adopt the Napier Inner Harbour Development Plan

4.7 Development of Preferred Option

The Plan delivers a series of transformational changes that align with the delivery of the asset renewal programme, with an aim to achieving greatest efficiency and value for money. The initiatives proposed in the Plan will not only deliver operational improvements to wharf users, but will also bring significant benefits to the use and design of public space that will meet our social, cultural, environmental, economic and climate resilience needs. It ensures decisions on projects are not ad hoc, and provides guidance to Council on which initiatives need to be prioritised considered as opportunities for external funding.

4.8 Attachments

- 1 Inner Harbour Plan Final (Doc Id 1470439) [↓](#)

Napier Inner Harbour. Development Plan. **Final Draft_30 May 2022.**

30 May 2022

Isthmus.



Land.
People.
Culture.
Isthmus.

Napier Inner Harbour,
The Iron Pot.
—

Isthmus.

Document record

Issue	Revision	Author	QA	Date
Draft	A	SB/SF	-	26.05.2019
Draft	B	SB/SF	-	09.08.2019
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Draft	F	SB	-	08.03.2022
Final Draft	G	SB/SF	DI	12.04.2022
Final Draft	H	SB	DI	06.05.2022
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Above.
Port Ahuriri c1860.

View of Inner
Harbour area from
above Goldsmith
Terrace.

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



Final Draft

Napier Inner Harbour. Development Plan.



A public harbour edge.



A working wharf environment.



Authentic character and identity.



A rich Māori cultural landscape.



A water based recreation destination.



A resilient inner harbour.



A healthy marine environment.



An efficient high amenity port route.

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

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

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

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

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

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

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

Final Draft

Isthmus.

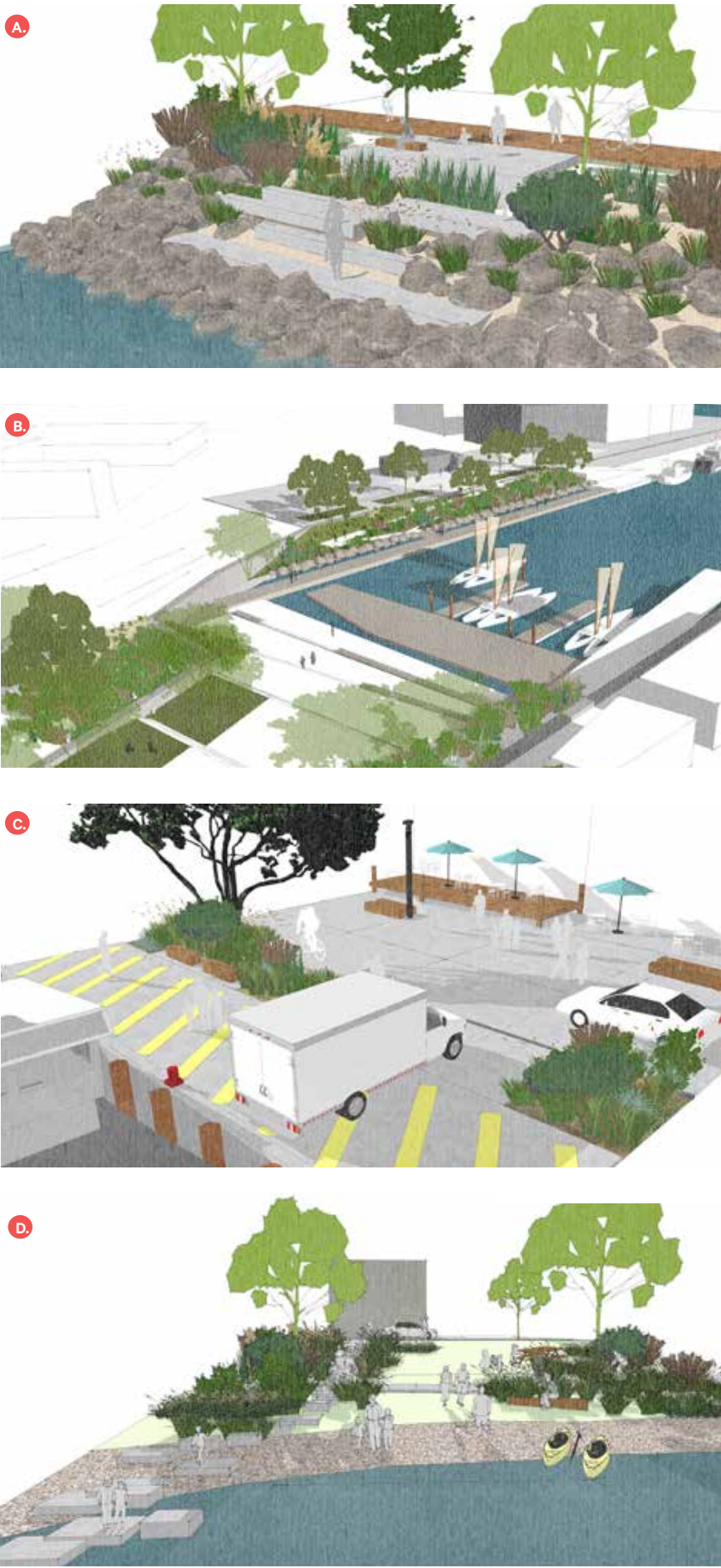
Illustrative Inner Harbour Development Plan.

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



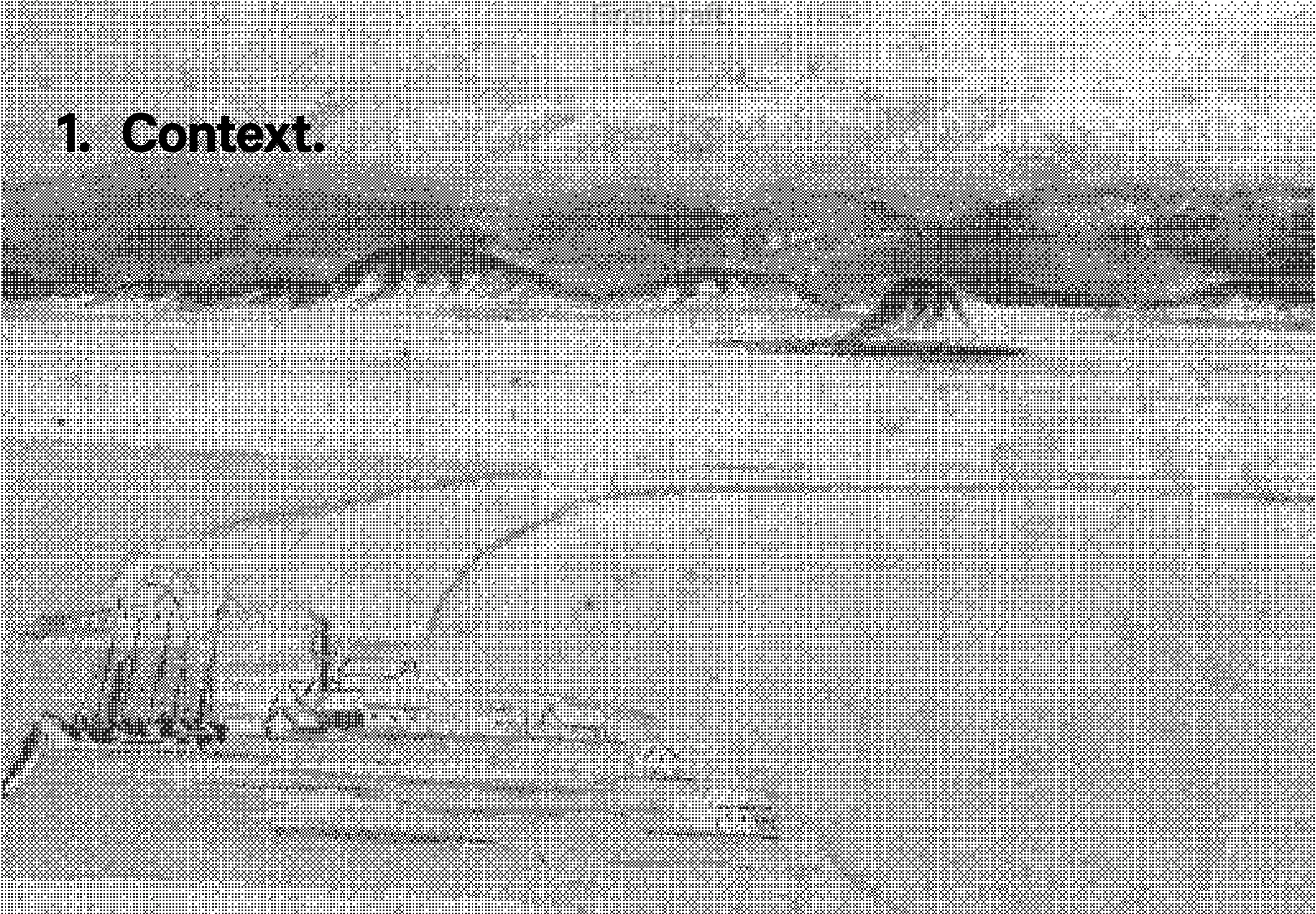
1:4000 @ A3

- A. Te Karaka Reserve Edge.** Concrete & hardwood seating units inserted into limestone revetment.
- B. Iron Pot Waka Hub.** Purpose-built pontoon moorings, with land-side facilities incl. pavilion & seating terraces.
- C. West Quay Working Wharf.** One-way vehicle movement with shared path adjacent. Pōhutukawa & Rata trees retained with movable seating to enable service access.
- D. Meeanee Quay Reserve.** Extended shared path, picnic areas, fishing platforms & coastal edge plantings.



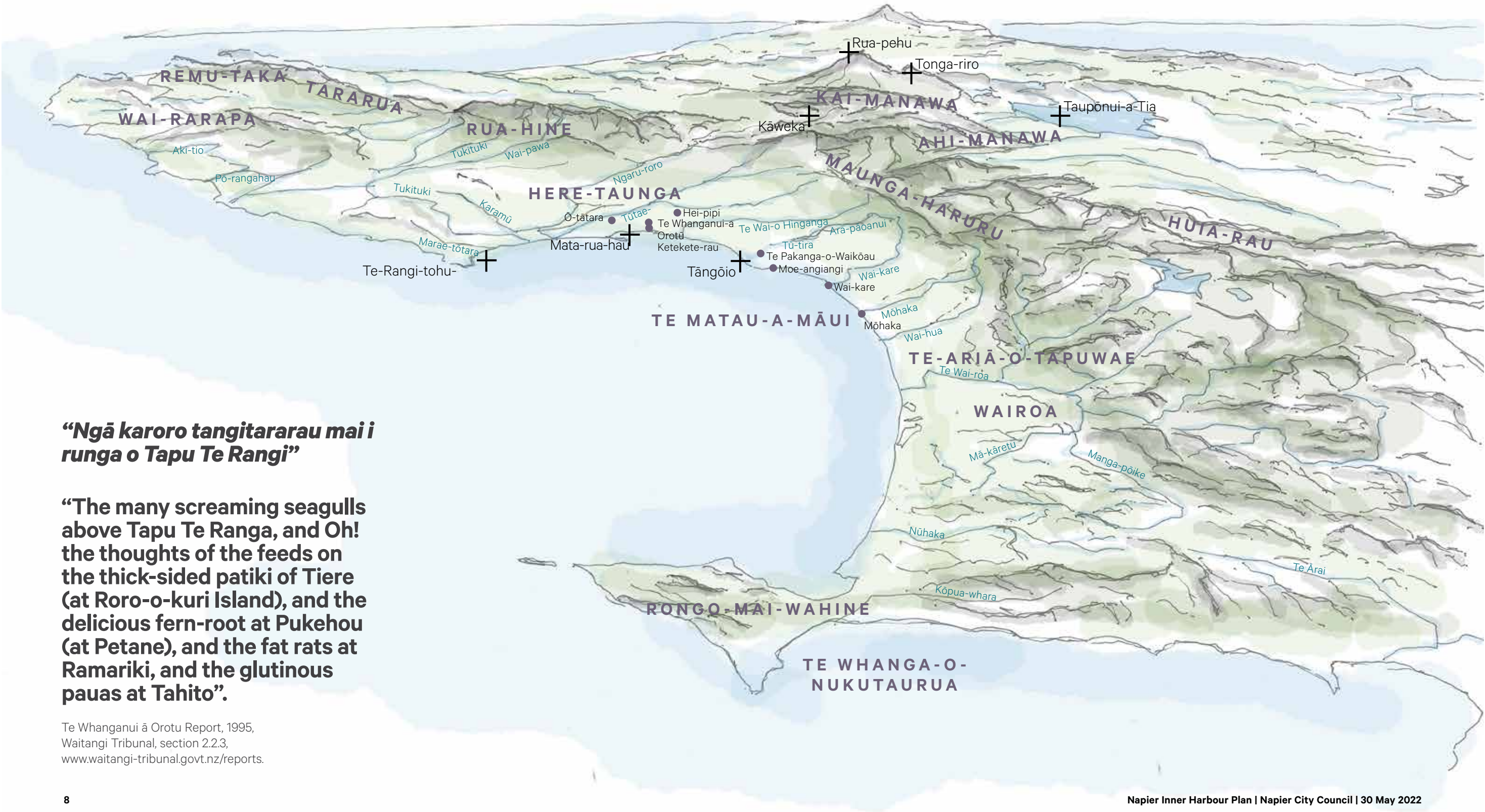


1. Context.



Final Draft

Cultural Landscape. Broad Scale.



Cultural Landscape. Local Scale.

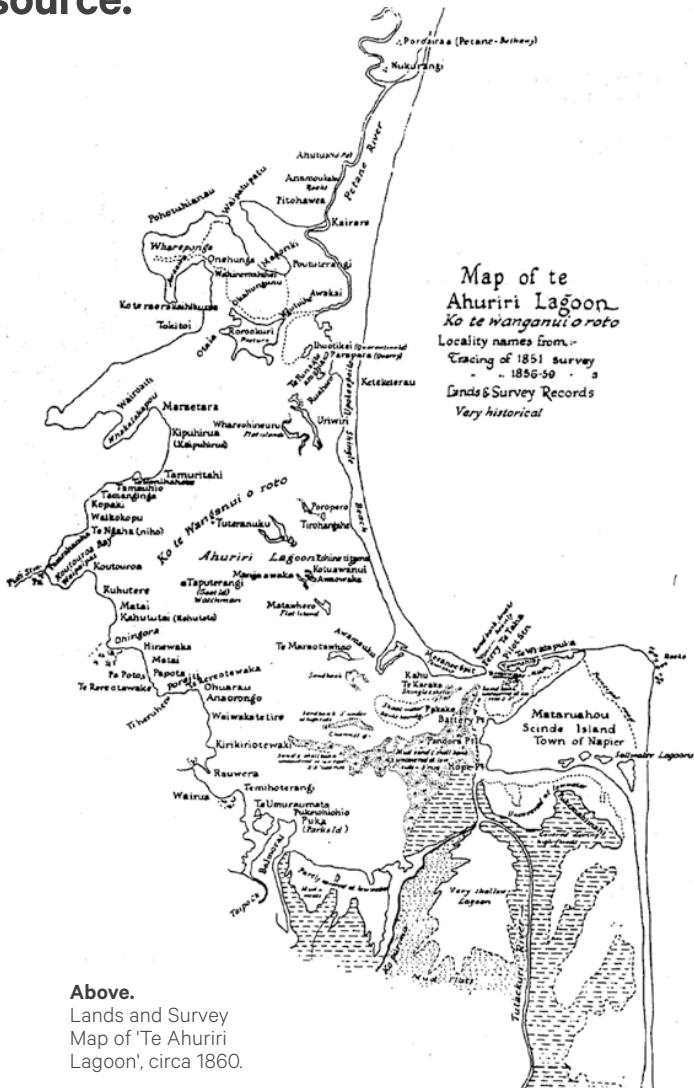
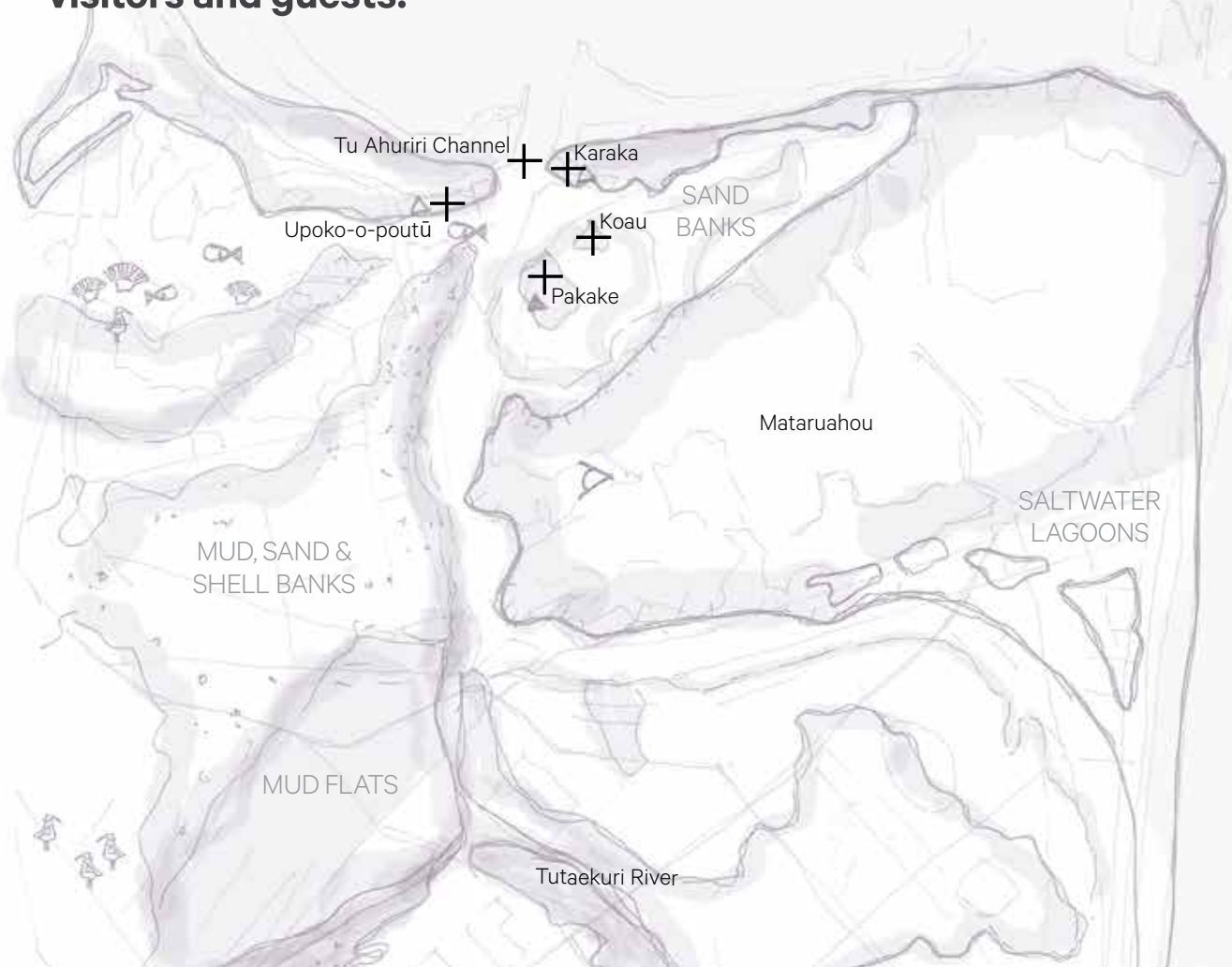
Ahuriri estuary, Pania reef and limestone outcrop of Mataruahou, the shingle spits extending north and south, and the western hills that form Te Whanganui-a-Orotū are rich in cultural associations.

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

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

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

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



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

Project Area. Te Whanganui-a-Orotū.



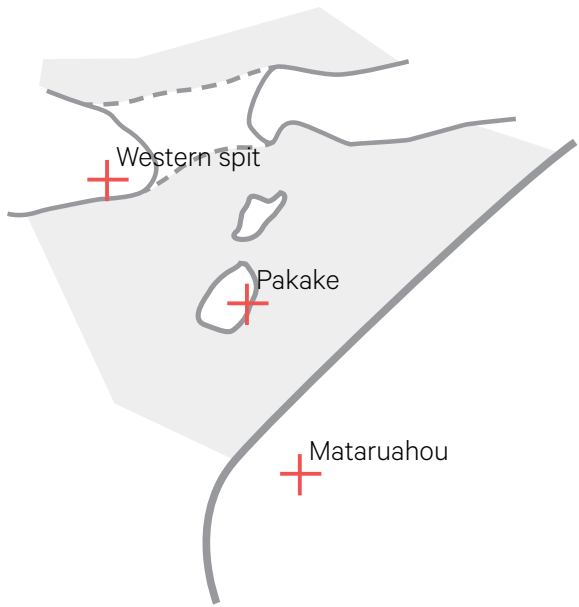
Left.
Contemporary aerial photo with project area indicated.

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

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

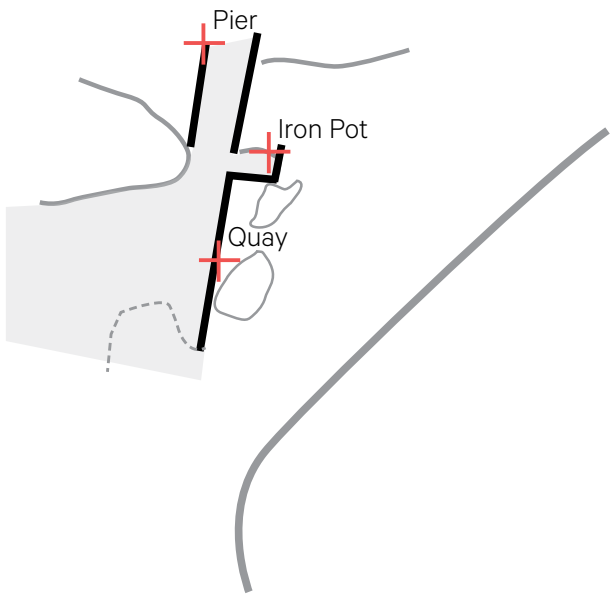


Inner Harbour Development Pattern.



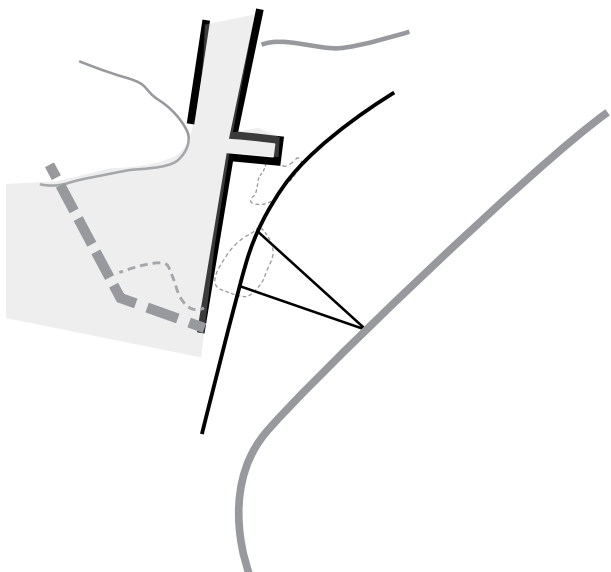
Early Landform

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



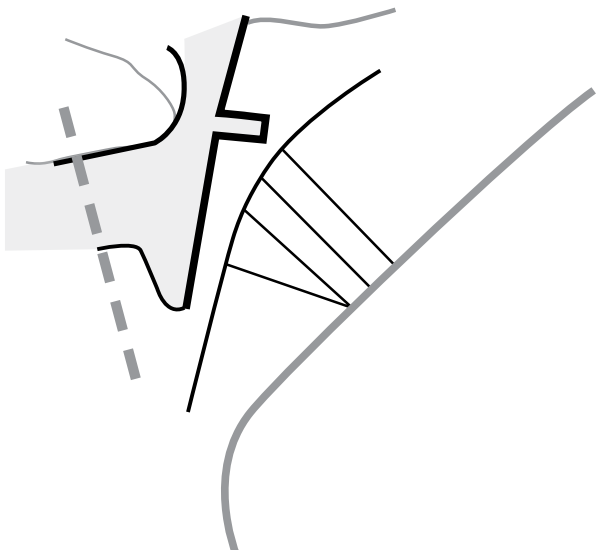
Late 1800s

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



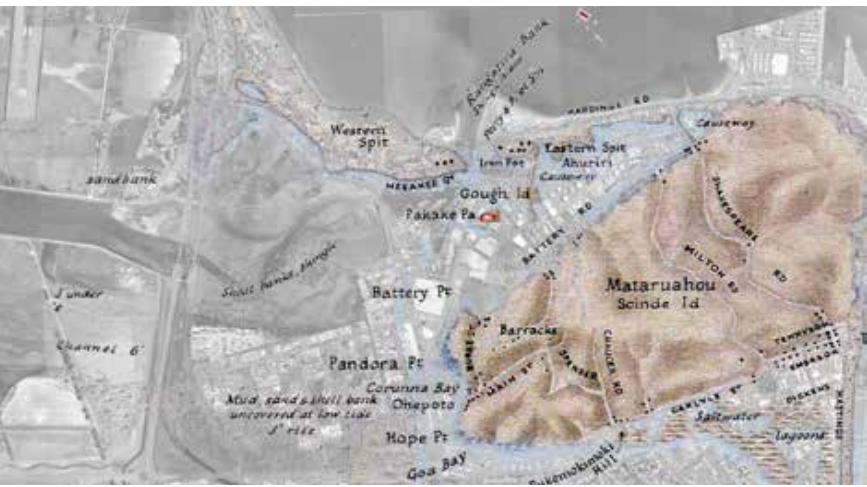
Early 1900s

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



Mid 1900s

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



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

Overlays of c.1860 maps and existing aerial photography.

Infrastructure Condition Summary.

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

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

- 1

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

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

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

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

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

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

SH50 Revetment
Concrete blocks displaced and gaps between boulders
- 8

SH50 Seawall Wharf
Extremely deteriorated condition
- 9

SH50 Jetty
Significantly deteriorated, earmarked for demolition.
- 10

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

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

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

West Quay Wharf / Seawall
Poor condition.
- 14

West Quay Jetty 3
Poor condition.
- 15

West Quay - Revetment
Poor condition.
- 16

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

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

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

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

Whakarire Revetment
insufficient rock armour& erosion.



Inner Harbour. Stormwater.

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

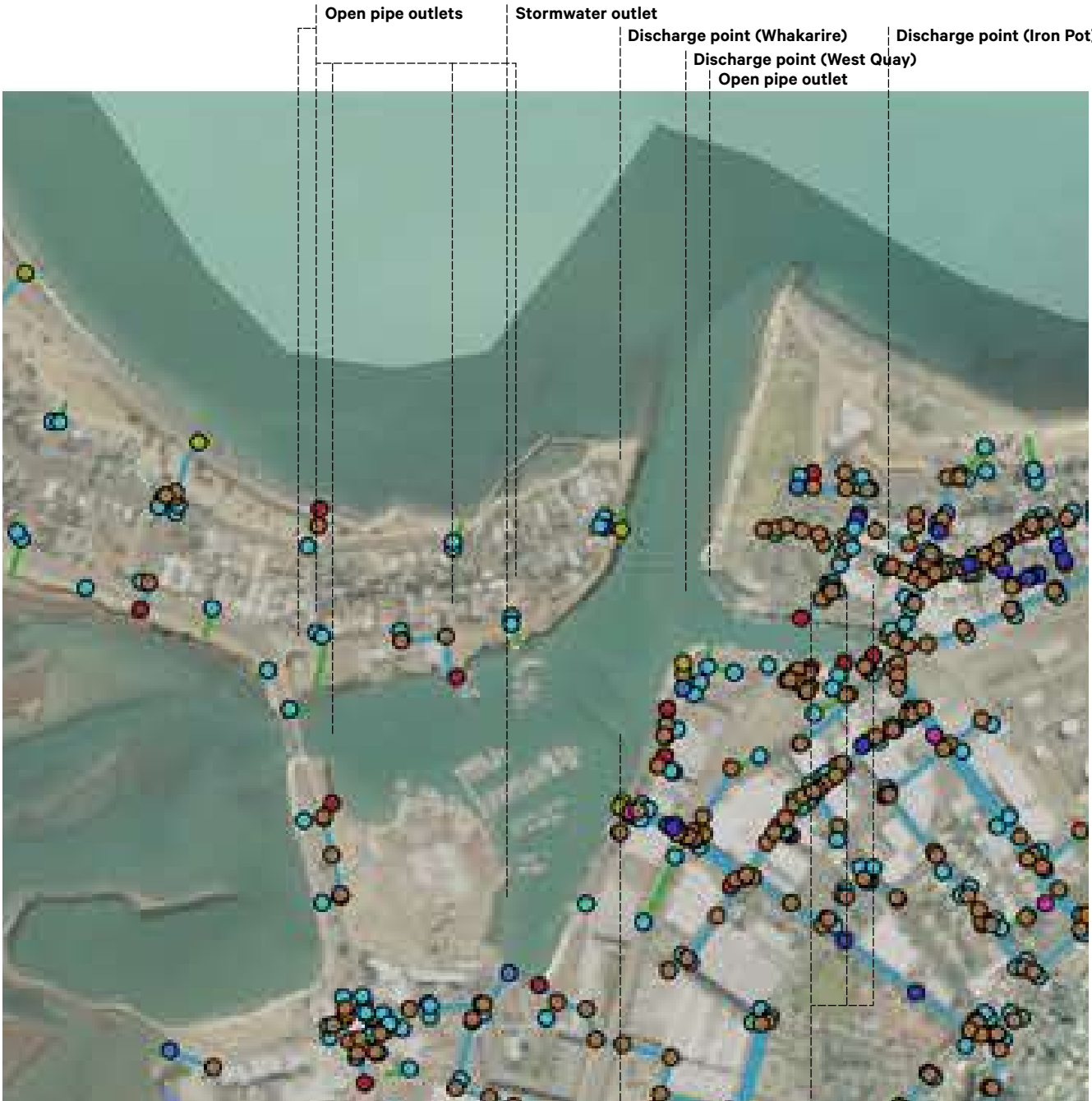
Opportunity exists to capture, slow and treat the stormwater at source, to improve the water quality entering the harbour. Utilising low impact stormwater systems - raingardens and mechanical devices within the road reserve.



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

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

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



Stormwater network & outfalls.

Drainage node function:

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

Drainage pipe function:

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

Inner Harbour. Flora & Fauna.

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

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



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Inner Harbour. Land & Water-based Uses.



Note: We have inherited a number of land uses adjoining the harbour that, due to their potentially polluting practices, would not be established today.

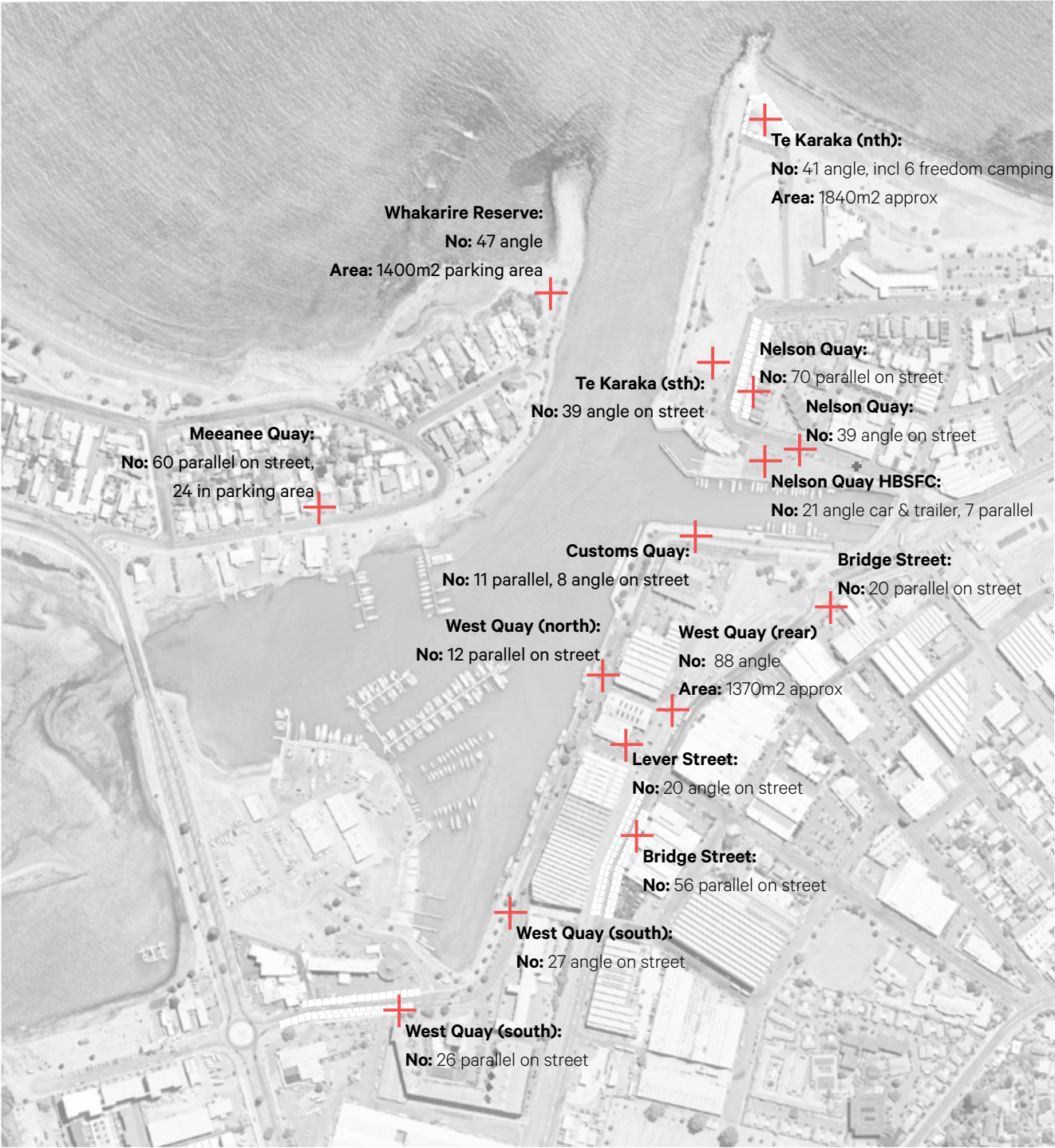
Car Parking Provision.

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

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

Existing Parking Provision.

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



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Napier City Council Project Requirements.

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

Recreational and Commercial Fishing Berths:

Existing NCC controlled berths:

Meeanee Quay Pier 1: 23 Berths
14 Occupied (11 Recreational, 3 Commercial Fishing)
9 Vacant

Meeanee Quay Pier 2: 23 Berths
15 Occupied (15 Recreational, 0 Commercial Fishing)
8 Vacant

Jull Wharf: 11 Berths
9 Occupied (3 Recreational, 6 Commercial Fishing)
1 Vacant, 1 disused requiring repair

Nelson Quay: 24 Berths
20 Occupied (18 Recreational, 2 Commercial Fishing)
2 Vacant, 2 disused requiring repair

West Quay (north): 1 berth
1 Occupied (large recreational vessel berth)

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

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

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

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

Existing boat ramp water access:
Boat ramp owned and operated by the Napier Sailing Club. Pay to use.

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

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

Other Activities:

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

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

Berths: 87

Pile Moorings: 40

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

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

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

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

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

The wharf is not completely suitable.

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

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

West Quay:

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

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

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

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

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

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

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

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

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

Issues:

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

Other parking and roading options should be considered.

Additional facilities provided:

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

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

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

Other Requirements:

Requirement for sewerage discharge facility for boats.

Future developments need to cater for as separate areas:

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



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2. Inner Harbour Development Plan.

Design Principles.

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

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

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



A public harbour edge.

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



A working wharf environment.

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



Authentic character and identity.

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



A rich Māori cultural landscape.

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



A water based recreation destination.

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



A resilient inner harbour.

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



A healthy marine environment.

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



An efficient high amenity port route.

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

Opportunities.



- 1. Strengthen public space edge of Inner Harbour**
 - Creating continuous and generous pathway to inner harbour perimeter
 - Close gaps gaps at Nelson Quay, and increase provision at end of Iron Pot
 - Encourage improved public access through Sailing Club reserve area
- 2. Improve water quality**
 - Stormwater treatment of roading catchment at source, prior to discharge
 - Provision of sullage facilities
- 3. Improve habitat and biodiversity**
 - Habitat protection and creation - fauna: penguins, other manu, shellfish etc
 - Reintroduce endemic and other native plant species for habitat and biodiversity
- 4. Upgrade recreational vessel mooring facilities**
 - Replacement of end-of-life moorings at Meeanee Quay & Iron Pot
- 5. Upgrade Nelson Quay to enable other uses**
 - Re-plan car and trailer parking area to enable use for other activities at certain times.
 - Upgrade both street and wharf area to provide for safe pedestrian and cycle movement.
- 6. Create waka hub incl. purpose-built mooring(s) for waka hourua**
 - Pontoon mooring for Te Matau-a-Māui and visiting waka hourua
 - Accompanying landside facilities, public space and shelter / building(s)
- 7. Provide extended better managed commercial vessel mooring**
 - Improved management of commercial fishing vessel mooring. Booking system etc.
- 8. Create space for pedestrians & cyclists within working wharf**
 - Upgrade streetscape to improve amenity and address health and safety issues
 - Reduce private vehicle movement to one-way
 - Create generous pedestrian and cycle route to West and Customs Quay
- 9. Create West Quay laneway precinct**
 - Public laneway to east elevation of woolstores
 - Integrated with Mana Ahuriri development site and Customhouse
 - Supporting the activation of the rear of the existing woolstores
- 10. Improve Customhouse setting**
 - Extend one-way vehicle movement from West Quay to western end of Customs Quay
 - Public car parking to rear as part of laneways precinct
- 11. Improve the Bridge Street and 'peanut' arrangement**
 - Simplify / reduce / rationalise the 'peanut' roundabout arrangement
 - Create a more legible pedestrian environment, generous footpaths and tree planting
- 12. Strengthen connections between West Quay & Business Park area**
 - Create a new pedestrian linkage from Ossian Street to West Quay
- 13. Upgrade Te Karaka reserve**
 - Premier waterfront reserve, new pathways, seating, native tree planting, play & recreation
 - Recognise the cultural narrative of Tu Ahuriri, the channel and wider connections
- 14. Upgrade West Quay reserve**
 - Recognising its location as the former outfall of the Tutaekuri
 - Incorporate raingardens for stormwater treatment
 - Increasing ability to access / get close to / experience the water
- 15. Improve vessel launch and marina facilities at Meeanee Quay**
 - Retain and improve the informal (free) vessel launching facilities at Meeanee Quay
 - Construct new marina, car park and toilet block adjacent to Meeanee Quay reserve
 - Increase storage facility capacity
- 16. Upgrade public reserve at Meeanee Quay & Whakarire**
 - Celebrate the shingle spit landscape, drawing the character of wider estuary through
 - Provide for hobby fishing and small boat (kayak, canoe) launching
 - Provide space for picnic and informal recreation use, and xtend pathway around point
- 17. Recognise Pakake and Koau islands**
 - Pakake 'memorial' site near to location of current waka mooring (edge of Pakake)

Character & Experience.

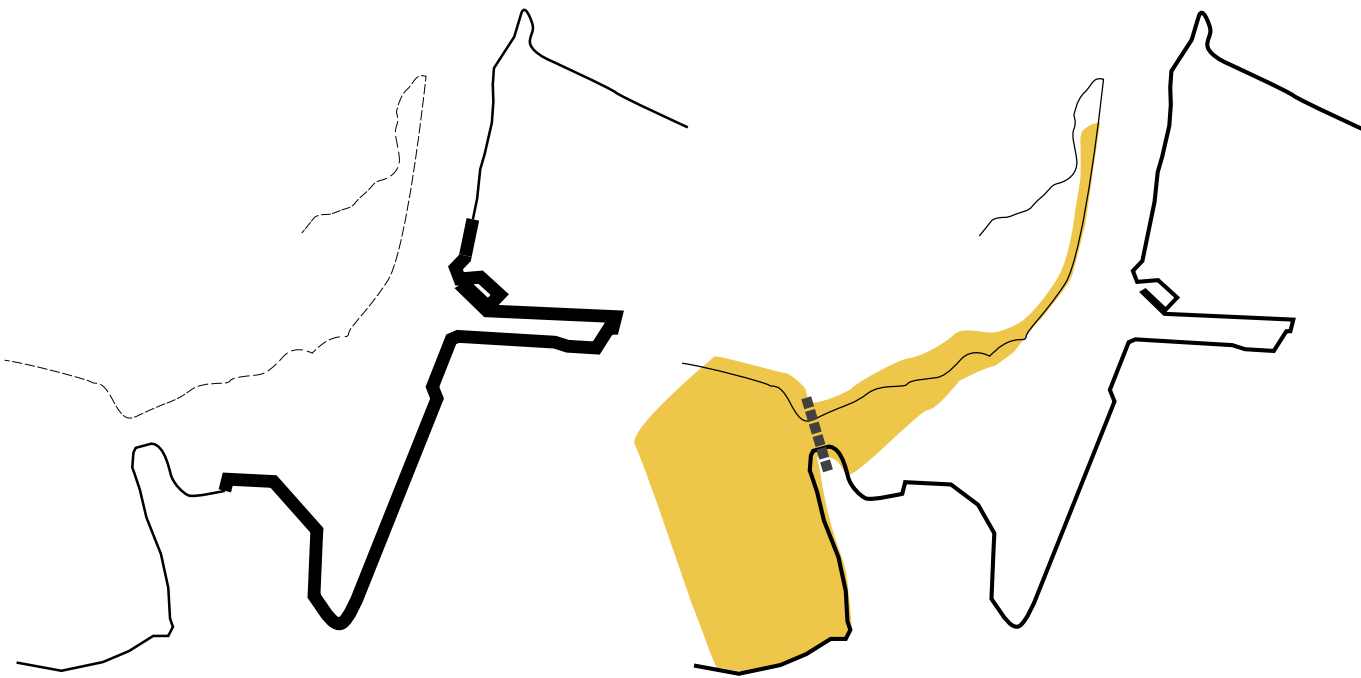
The inner harbour is an enclosed water-space, experienced as a linear movement route along the edge of land and sea. Creating a sequence of spaces of varying aspect, open-ness and enclosure.

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

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

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

Opportunity exists to strengthen and express this character and experience.



Edges.

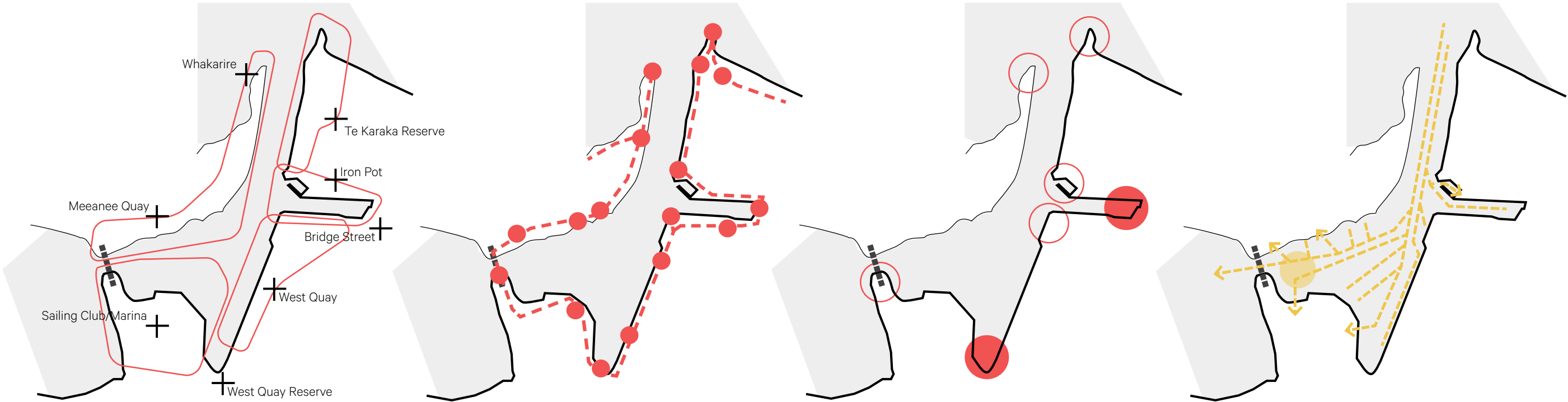
Reinforce the distinctive edge conditions of the inner harbour - the strong line of the built edge of the quays and wharf edges to the east and south, and the softer lines of the shingle spit and estuary to the north and west.

Estuary - Inner Harbour.

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

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Character Areas.

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

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

Water Edge Experience.

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

Aspect.

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

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

Water Access.

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

Movement throughout the inner harbour and channel is spatially constrained.

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

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

Approach.

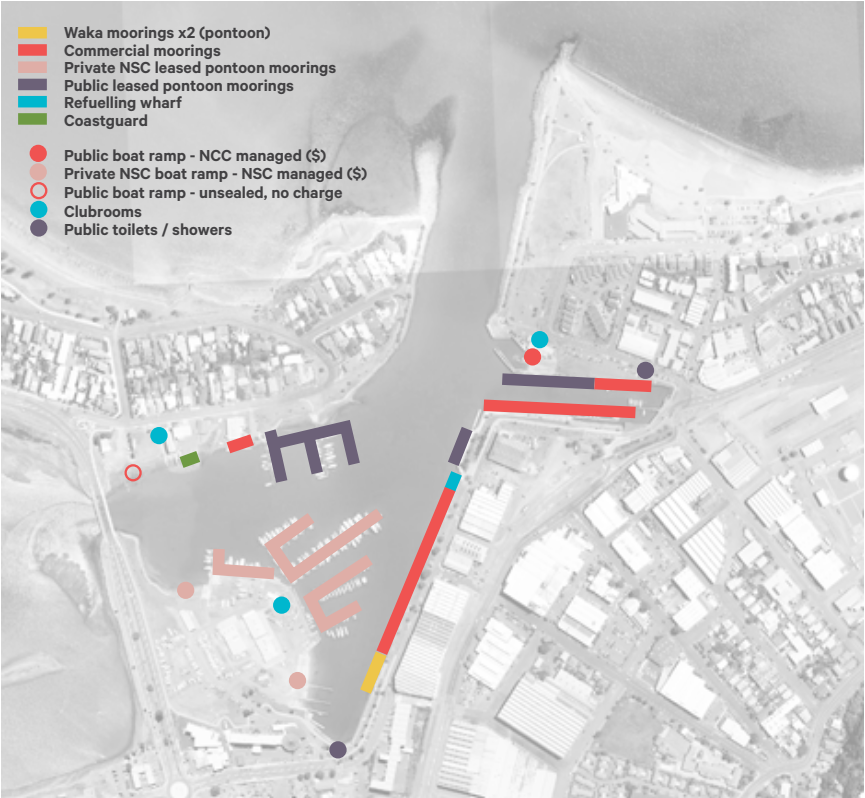


Existing.

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

Issues:

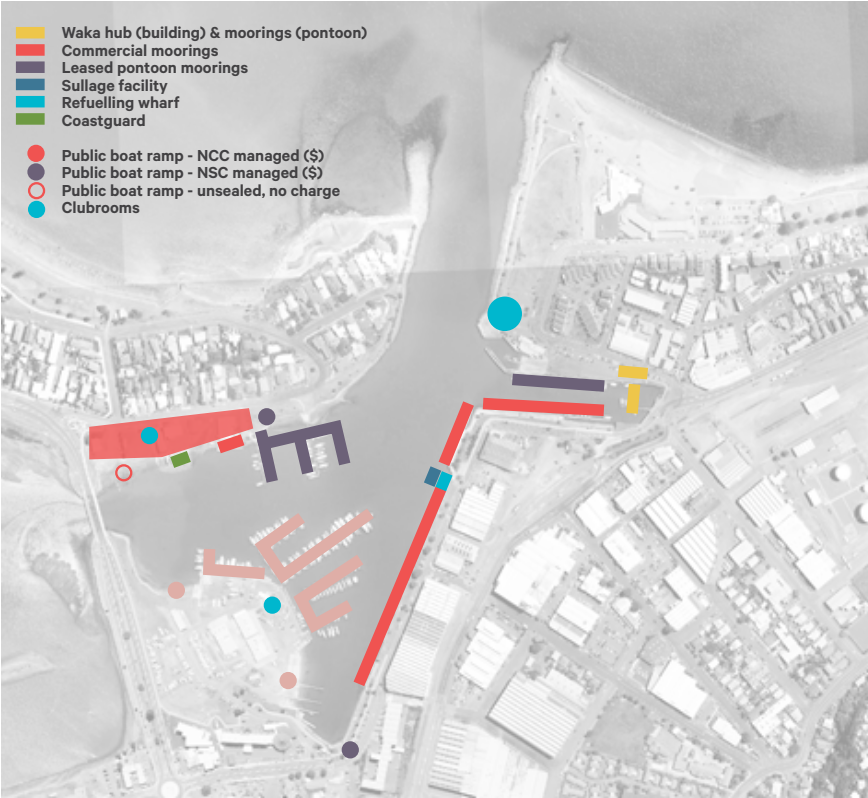
- Condition of infrastructure.
- Dispersed facilities, contributing to increased costs to maintain.
- Health & safety issues of working wharf & public edge.
- Lack of sullage facilities.
- Need for purpose-designed waka hourua pontoon mooring.
- Lack of pontoons to assist launching at Nelson Quay ramp.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



Option A.
Upgrade facilities in current locations.

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

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



Option B.
Consolidate facilities to new locations.

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

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

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Napier Inner Harbour Development Plan. Draft.

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Left.
Top to bottom.

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



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



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



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



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

1:4000 @ A3 / 1:2000 @ A1

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Development Plan Summary. Draft.



- High priority
- Medium priority
- Low priority

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

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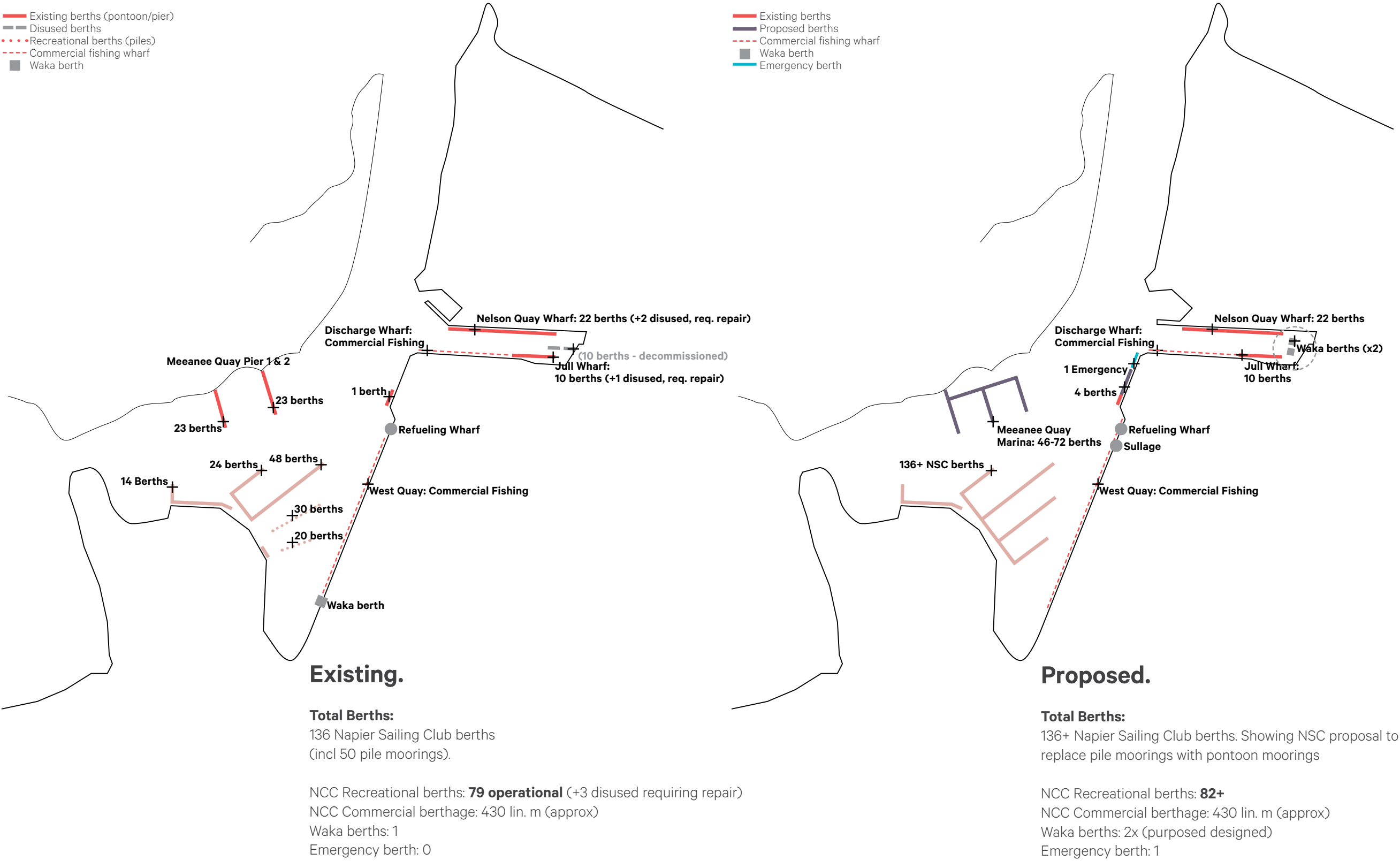
Development Plan Summary. Draft.

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

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

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

Indicative Berth Numbers & Locations.



Water Quality Initiatives & Event Opportunities.

Events.

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



Water Quality.

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

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

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

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

Sullage facilities are recommended adjacent to the refuelling station.

Te Karaka Reserve.

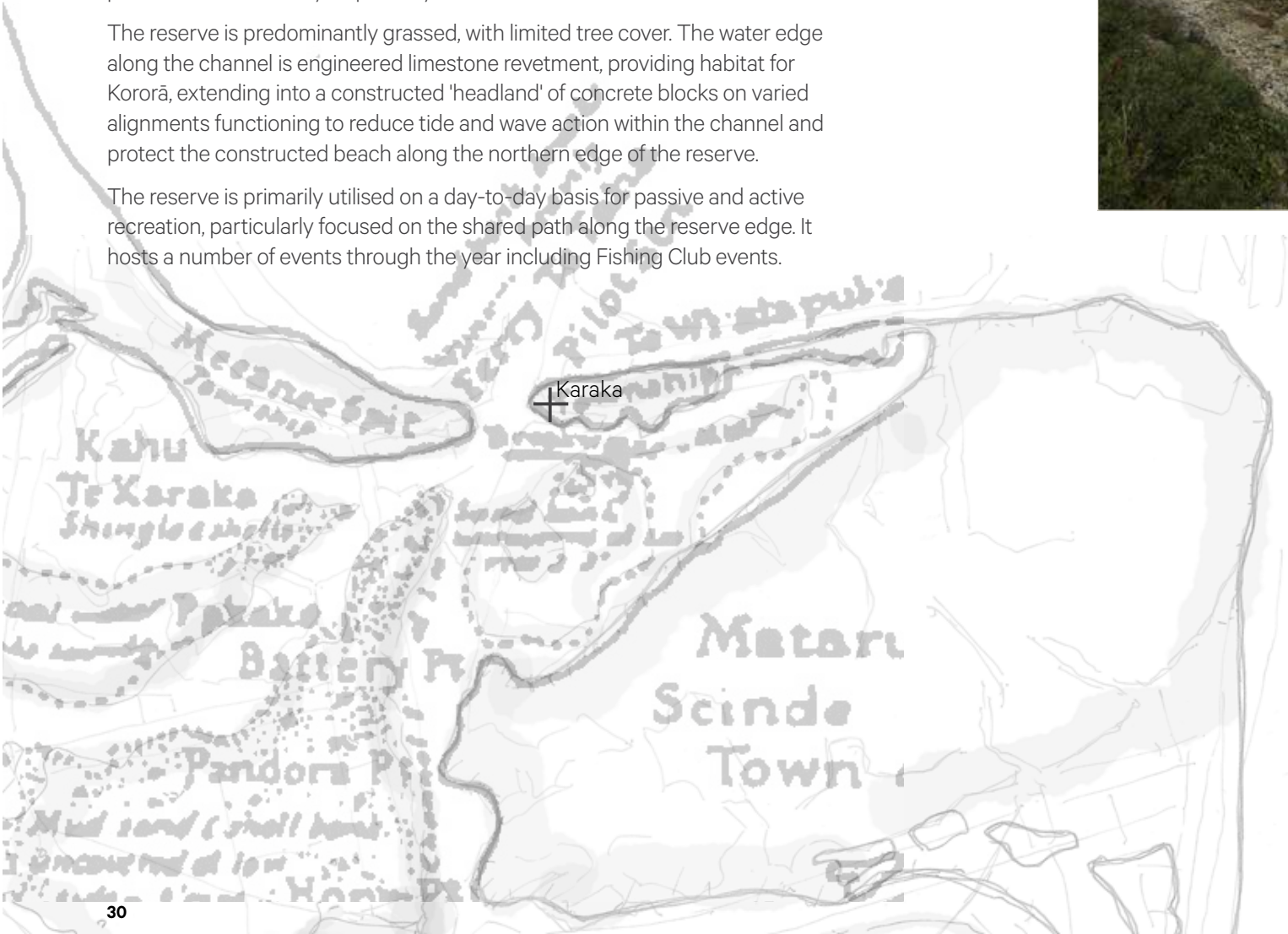
Creation of a premier waterfront destination that recognises the rich Māori and European history of the site and surroundings. Suitable for a variety of recreation activities and events.

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

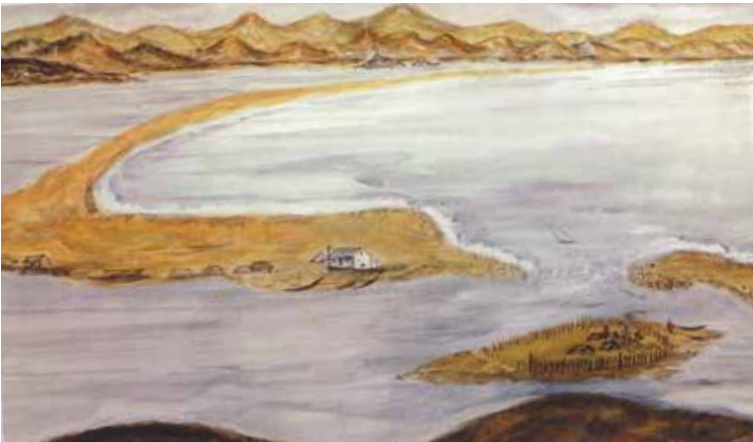
The current alignment of the channel follows the line of the east pier constructed in the late 1800's. The site was designated public foreshore reserve following the decommissioning of the petroleum storage tank depot and sewage outfall, and purchase of the land by Napier City Council in 1994.

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

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



Right and below.
Existing site materials, texture & colour palettes study.



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

Opportunities.

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

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

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

Scope.

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



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


Left.
Existing reserve area aerial photo. Former alignment of shingle bank and channel evident in current Nelson Quay street layout. Expansive grass areas, minimal tree planting, car parking occupying prime water edge locations with long access drive.


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





Final Draft


Te Karaka Reserve. Water edge path & headland.


- 


A public harbour edge.
- 


Authentic character and identity.
- 

A water based recreation destination.
- 

A healthy marine environment.
- 

A working wharf environment.
- 

A rich Māori cultural landscape.
- 

A resilient inner harbour.
- 

An efficient high amenity port route.



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



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

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



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



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



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

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



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

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



Final Draft

Iron Pot.

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

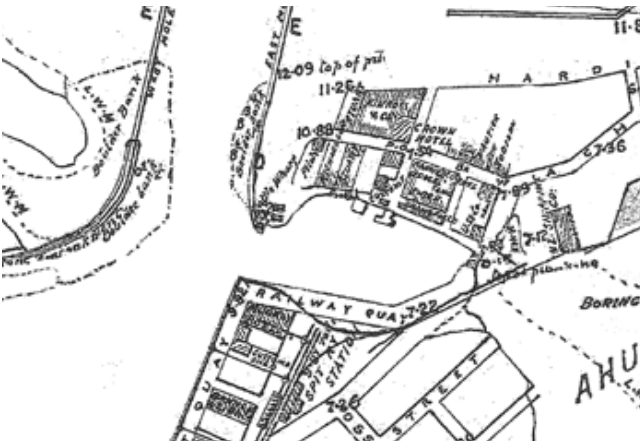
Creation of a waka 'hub' at the eastern end with associated seating terraces, public space areas, pavilions, access paths and pontoon offers a vibrant new use.

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

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

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



Right.
Existing site materials, texture & colour palette.



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

Left.
Seawall enclosing boat ramp

Final Draft

Iron Pot. Waka Hub.

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

Creation of purpose built pontoon mooring for waka hourua at the end of the Iron Pot is proposed. Supporting this waterside facility are landside facilities including seating terraces stepping down toward the water, widened footpaths and space for gathering and karanga, pavilion structures containing exhibition (digital story-telling platform, interpretation) space, gathering space and toilet facilities. Creating space to host events including Te Herenga Waka Festival, and other tourism and economic opportunities.

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

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



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

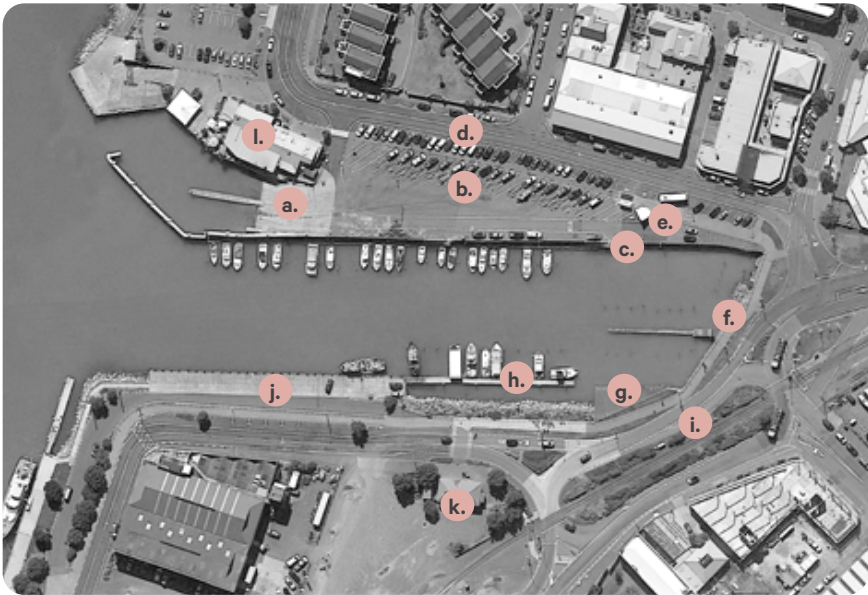
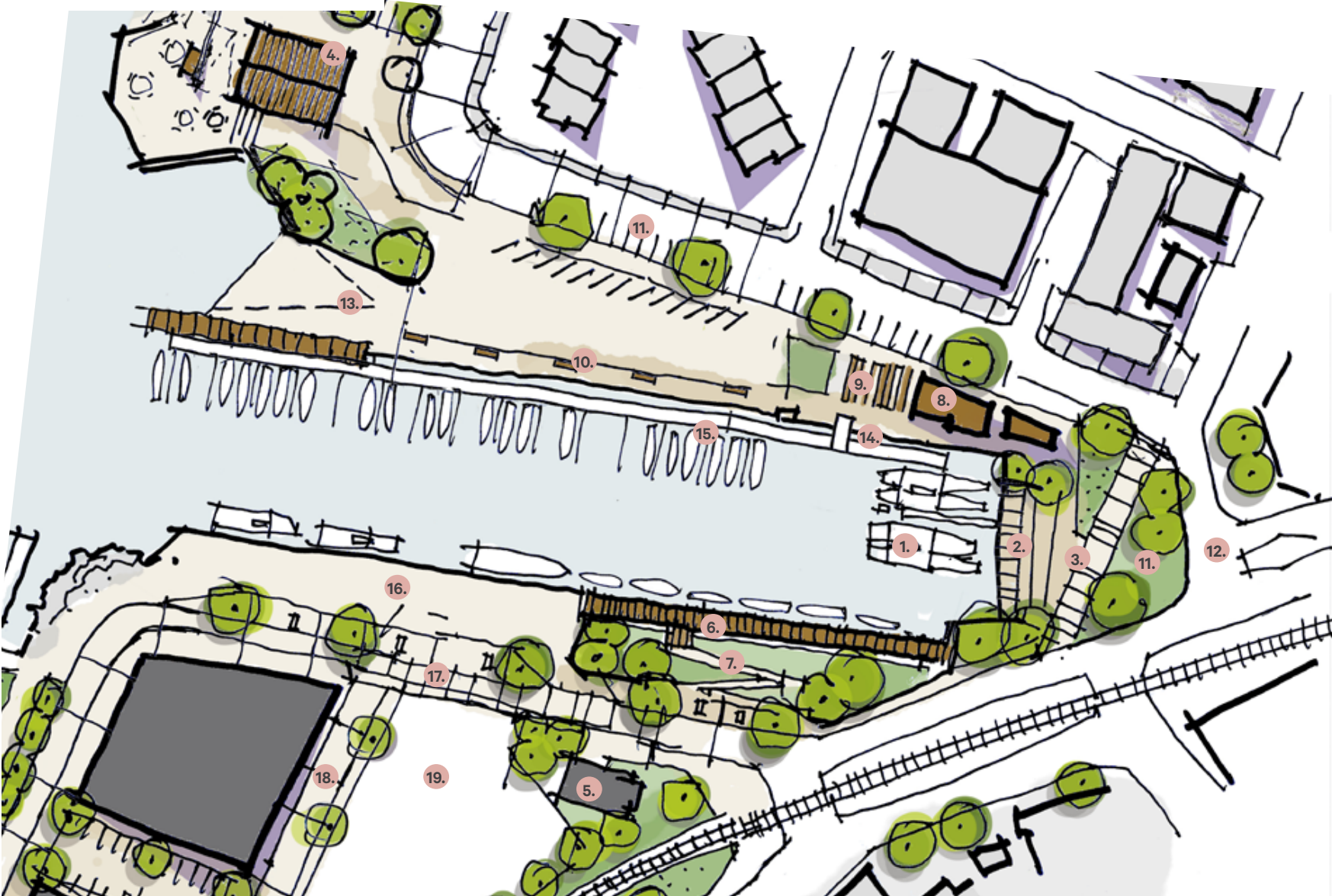


Right. Iron Pot existing, looking north from Customs Quay. Pontoon mooring of recreational vessels against seawall. Commercial fishing vessels berthed at Discharge Wharf.

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

Scope.

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



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



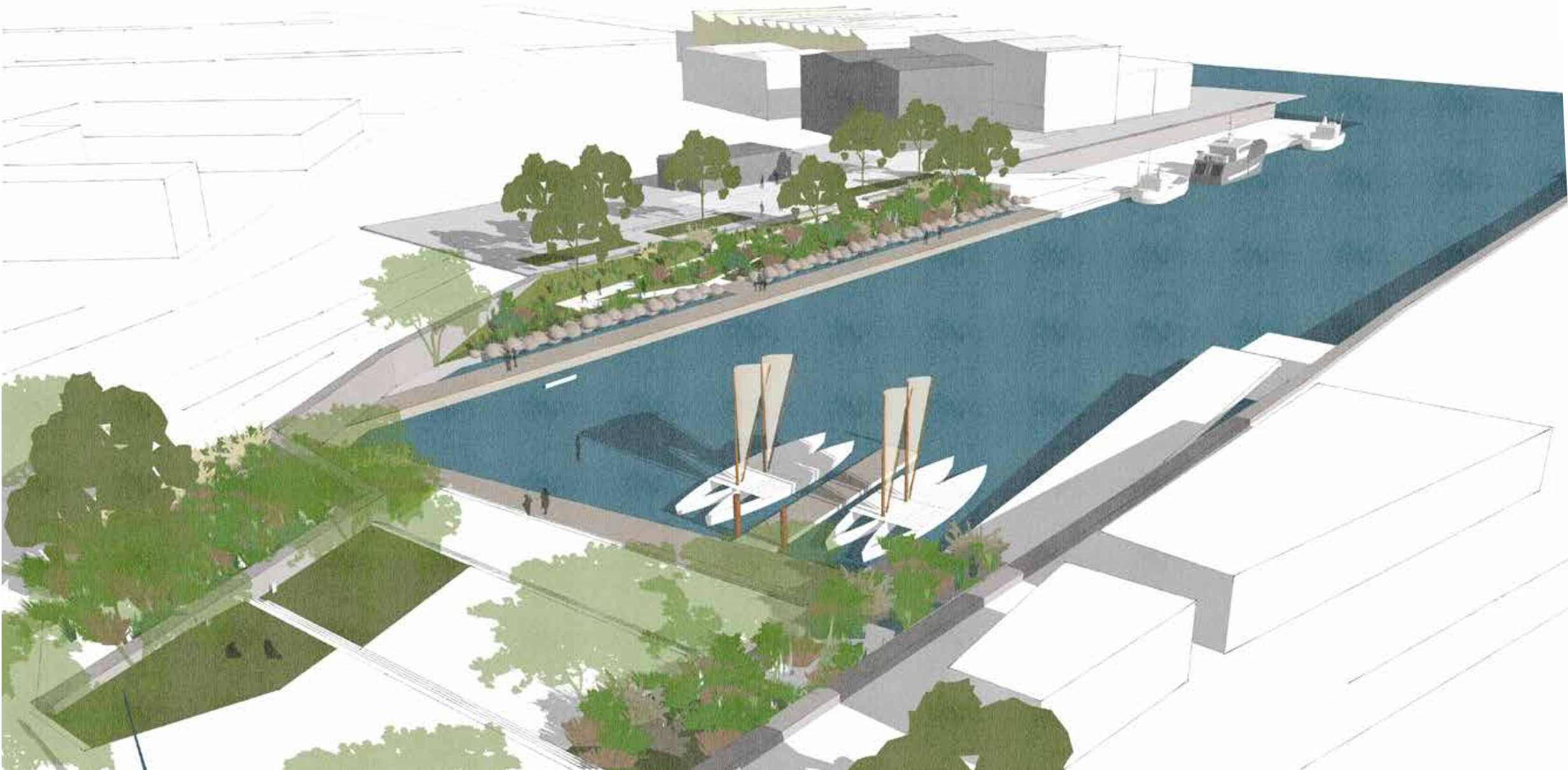
Right.
Low impact
stormwater
treatment options -
planted raingardens,
mechanical filters.

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



Final Draft

Iron Pot. Waka Hub.



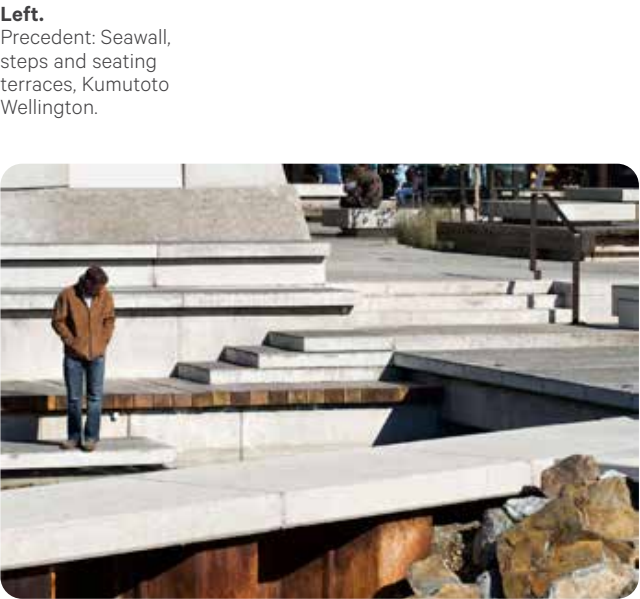
Left. Purpose built waka hourua mooring pontoons, seating terraces and plaza space to end of Iron Pot. Boardwalk connection to Discharge Wharf, with ramped connection up to Customs Quay. Pavilion(s) on Nelson Quay housing exhibition space, toilets and other facilities. Potential to integrate additional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

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



Final Draft

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

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

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

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

- 
A public harbour edge.
- 
Authentic character and identity.
- 
A water based recreation destination.
- 
A healthy marine environment.
- 
A working wharf environment.
- 
A rich Māori cultural landscape.
- 
A resilient inner harbour.
- 
An efficient high amenity port route.

Bridge Street.

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

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

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

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

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

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



Above.
Looking southwest from end of the Iron Pot.



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



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

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Scope.

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

A public harbour edge.

Authentic character and identity.

A water based recreation destination.

A healthy marine environment.

A working wharf environment.

A rich Māori cultural landscape.

A resilient inner harbour.

An efficient high amenity port route.

West Quay.

Retain and celebrate the distinctive working wharf activity and character of West Quay. Enhance the streetscape environment to deliver improved walking, cycling and servicing facilities. Potential to extend the food and beverage-led mixed use offering to include a new laneways precinct.



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

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

To the rear of the warehouses is land currently utilised for informal car parking, this combined with the deep warehouse building footprints, offers significant potential for the creation of a laneways precinct, with a continuous public lane adjacent to the warehouses, connecting between Customs Quay and Lever Street, to enable their activation and redevelopment of the adjacent sites.



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

Final Draft

Isthmus.



Final Draft

West Quay. Working Wharf & Laneways.



Proposed.

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

Scope.

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

West & Customs Quay streetscape upgrade to include:

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

Laneway Development Opportunity (private land)

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

Pakake Memorial space

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









West Quay Reserve

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



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



- 
A public harbour edge.
- 
Authentic character and identity.
- 
A water based recreation destination.
- 
A healthy marine environment.
- 
A working wharf environment.
- 
A rich Māori cultural landscape.
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A resilient inner harbour.
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An efficient high amenity port route.

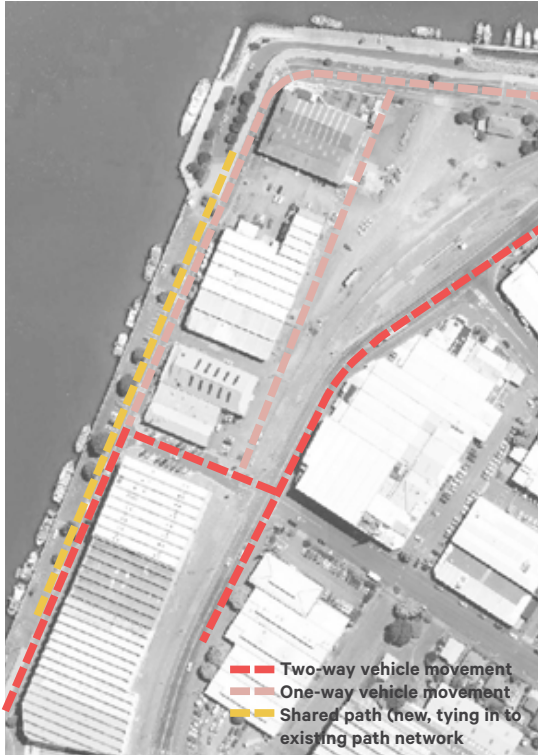
Final Draft

Isthmus.

Existing.
Two-way street & working wharf.



Proposed.
One-way street, shared path & working wharf.



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

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



Below.
Laneway behind West Quay sheds.



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



Final Draft

West Quay. Pakake Reserve.

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

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

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



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



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

West Quay. Napier Sailing Club Reserve.

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

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

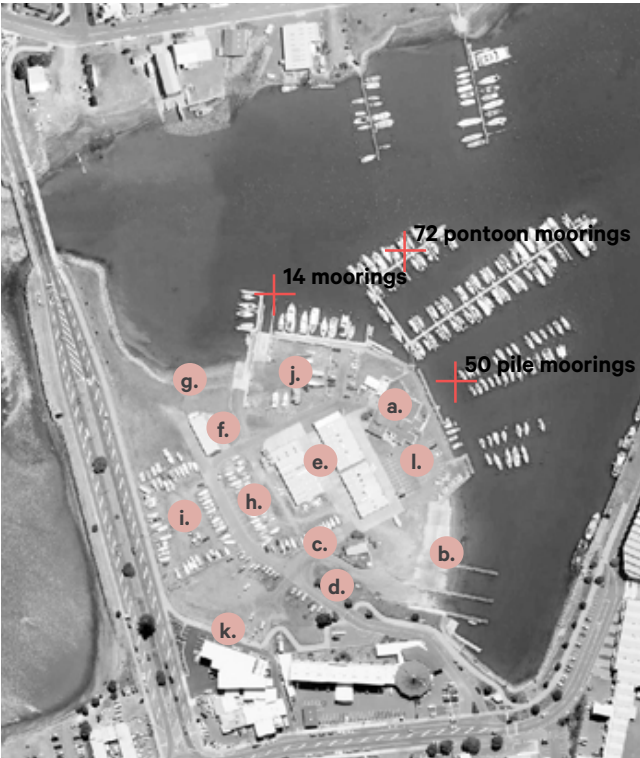
The reserve offers opportunities for redevelopment to meet club needs, balanced with increased public access to the water edge, water quality and habitat initiatives, while addressing sea level rise impacts.



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

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

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



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



LIBRE Coastal Inundation Map 2065.



LIBRE Coastal Inundation Map 2120.

Meeanee Quay & Whakarire.

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

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

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

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



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

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



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Proposed.

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



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

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

Scope.

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

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



A public harbour edge.



Authentic character and identity.



A water based recreation destination.



A healthy marine environment.



A working wharf environment.



A rich Māori cultural landscape.



A resilient inner harbour.



An efficient high amenity port route.



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3. Appendix.



Partner & Key Stakeholder Feedback.

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

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

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

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

Final Draft

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Site Photographs.
Te Karaka & Iron Pot.



Final Draft

Site Photographs.
West Quay & Sailing Club.



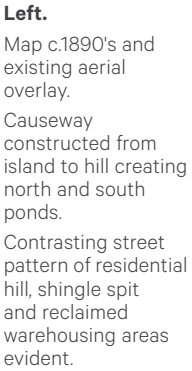
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Site Photographs.
Meeanee Quay & Whakarire.



Historic Map Overlays.



Final Draft

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1948.



Left. Map c.1882 and existing aerial overlay.

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

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

Causeways planned connecting between hill and islands.

Boulder Bank and pier to Westshore edge.

Historic Photographs.

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



Top left.
Port Ahuriri, 1873.

Top right.
Westshore Bridge, 1910.

Bottom left.
Railway Quay, 1907.

Bottom right.
Napier Port.

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



Top left.
Iron Pot, 1928.

Top right.
Inner harbour area & causeways.

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

Bottom Right.
Iron Pot - post 1931 earthquake.

Ahuriri Estuary Masterplan.

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

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

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

City Vision.



CITY VISION | Part A
FRAMEWORK | The Framework



PUTTING PEOPLE FIRST

OPEN FOR BUSINESS

A PORT AND COASTAL CITY

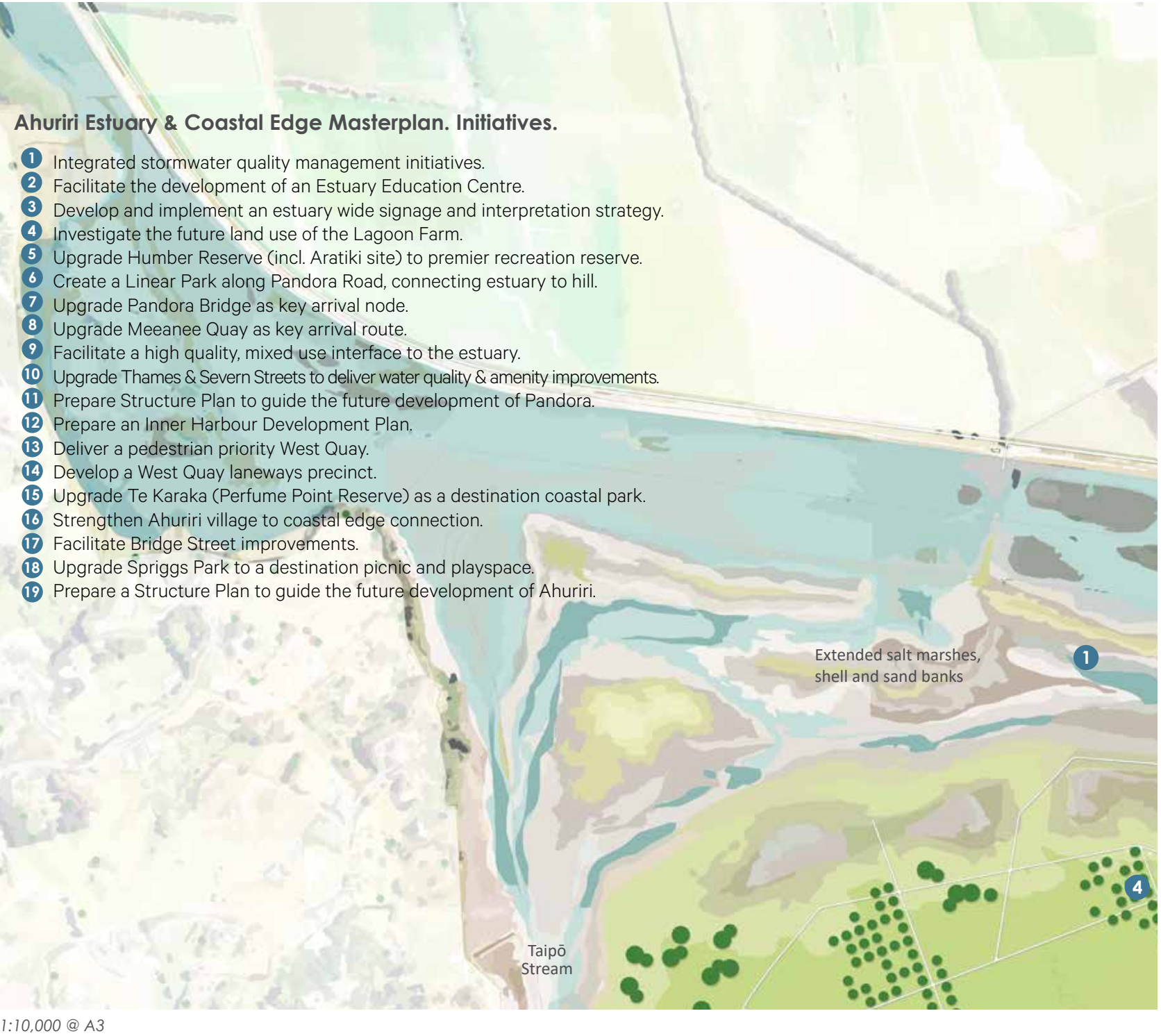
OUR PEOPLE, OUR STORIES

ECOLOGICAL EXCELLENCE

PEDAL POWER

Ahuriri Estuary and Coastal Edge Masterplan.

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



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Final Draft

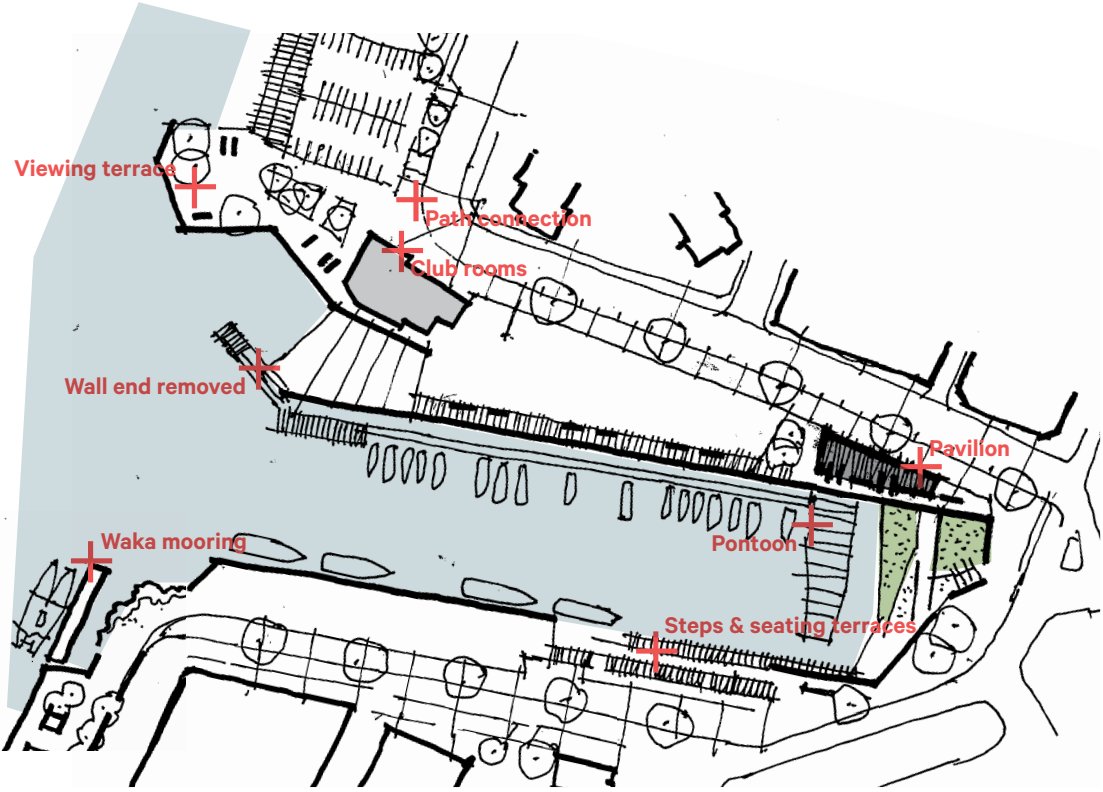
Iron Pot Options Study.

Option A. Minimum.

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

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

Waka moored at south west corner of iron pot.



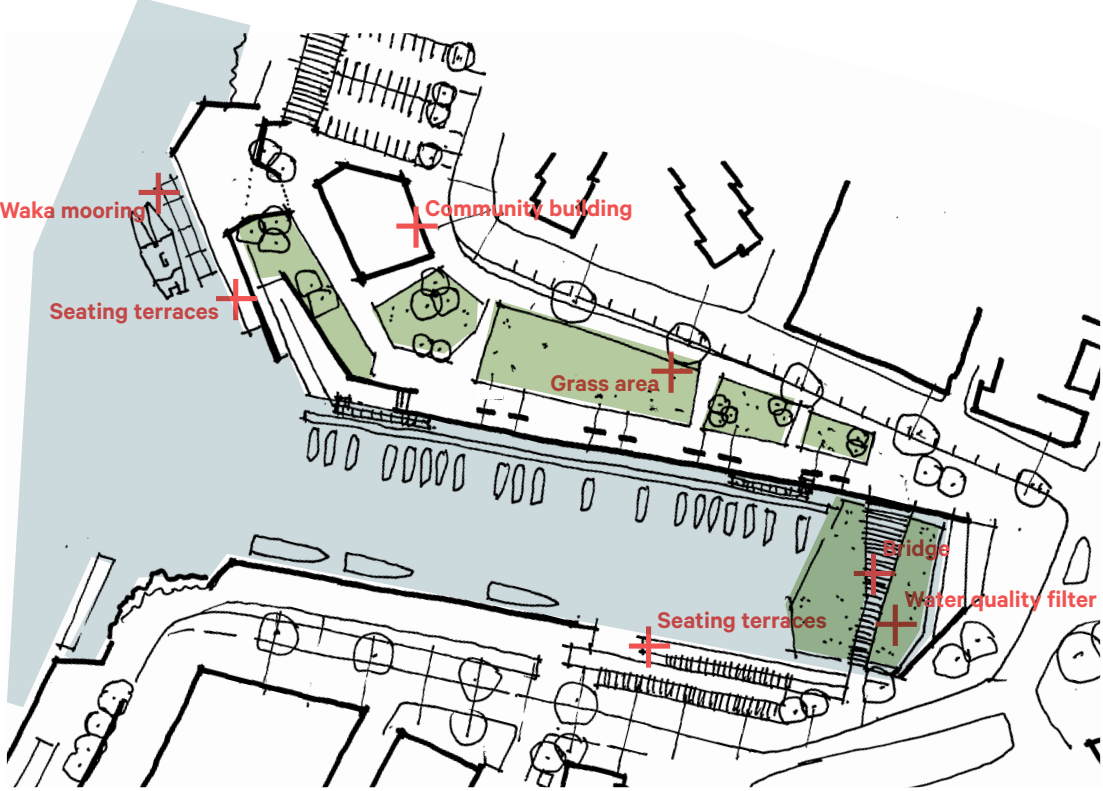
Option C. Medium.

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

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

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

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

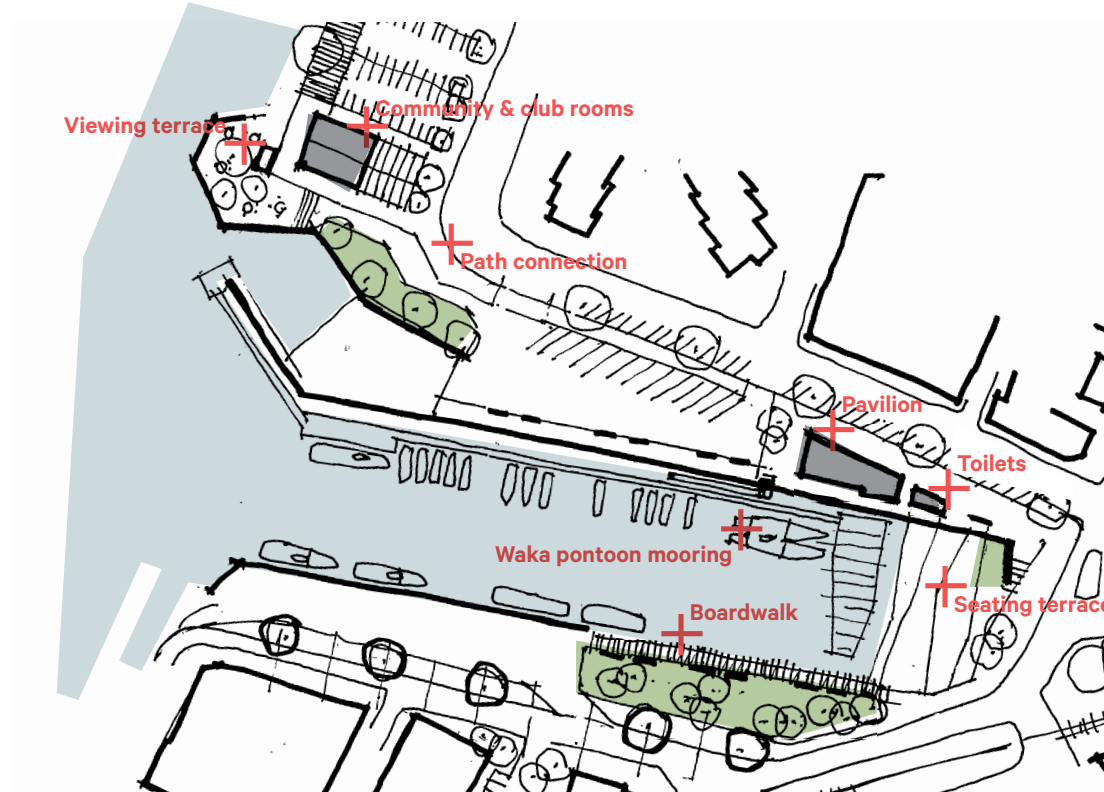


Option B. Medium.

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

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

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



Option D. Maximum.

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

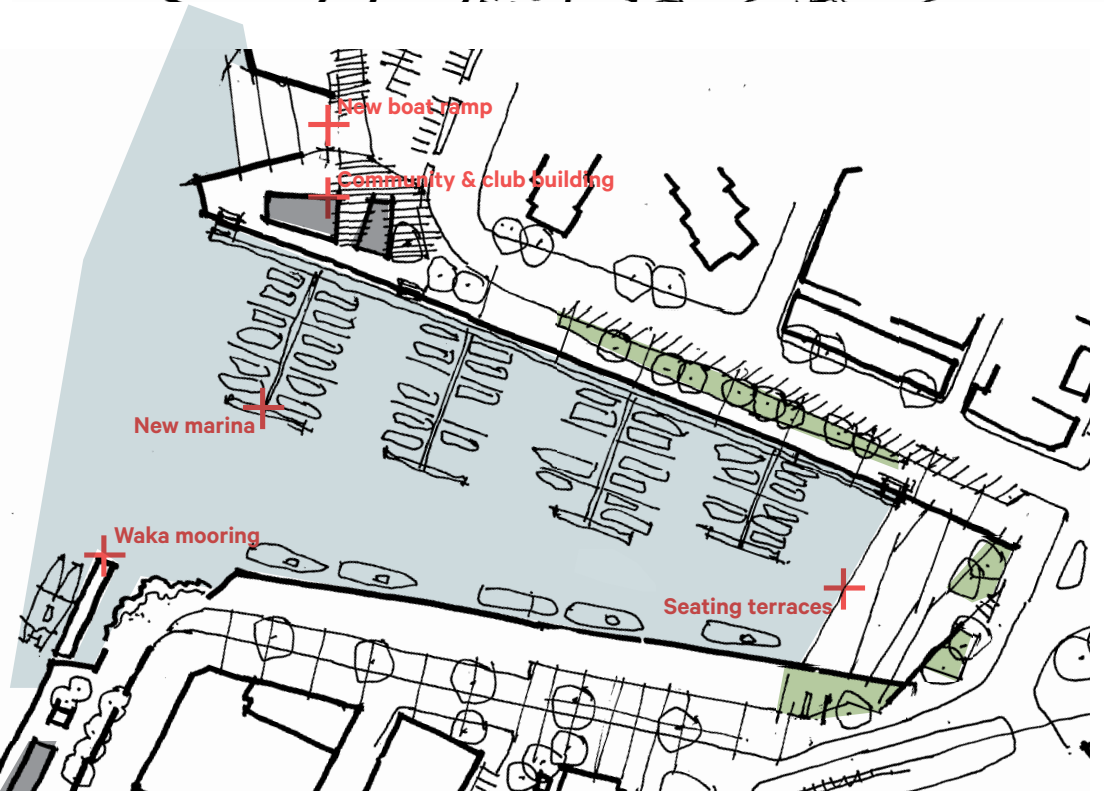
New seawall (sheet piled) along Nelson Quay alignment.

Extended marina and commercial fishing vessel moorings.

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

Seating terraces at end of iron pot.

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



1:2000 @ A3



Option E.

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



Option F.

Waka Hub and additional commercial fishing vessel moorings within Iron Pot. Pontoon waka mooring. Boat ramp retained as part of new Nelson Quay public open space. Water access terrace created to south of ramp.

West Quay Options Study.



Existing.

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

One-way shared quay north of Lever Street.

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

Extended one-way shared quay and entertainment precinct.

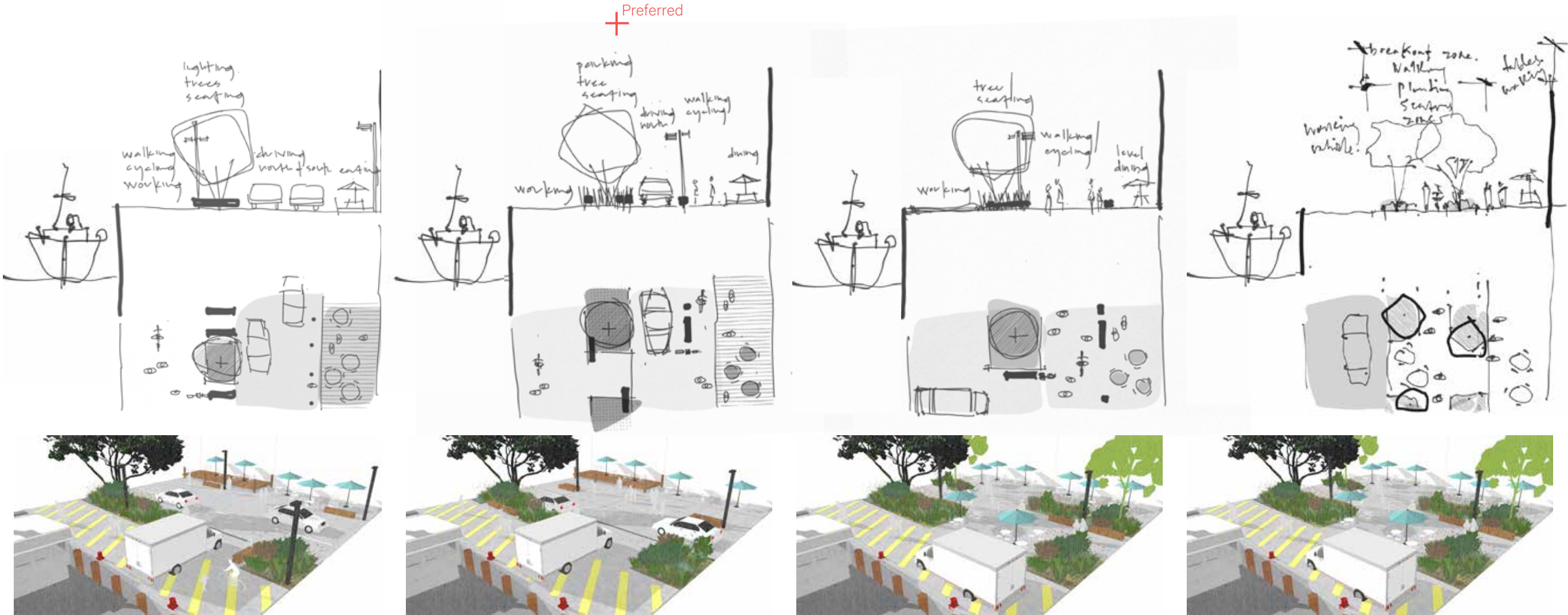
Shared one-way street north of Riddell Street
Working wharf and Pöhutukawa tree line maintained.
Raingardens incorporated for stormwater treatment.
Extended mixed-use entertainment precinct to full length of remaining warehouses.
Riddell Street extended through to West Quay, requiring additional rail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

Pedestrianised quay north of Lever Street.

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

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A. Two-way, no car parking.

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

B. One-way north.

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

C. Pedestrianised, with service access only.

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

D. Extended public space.

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

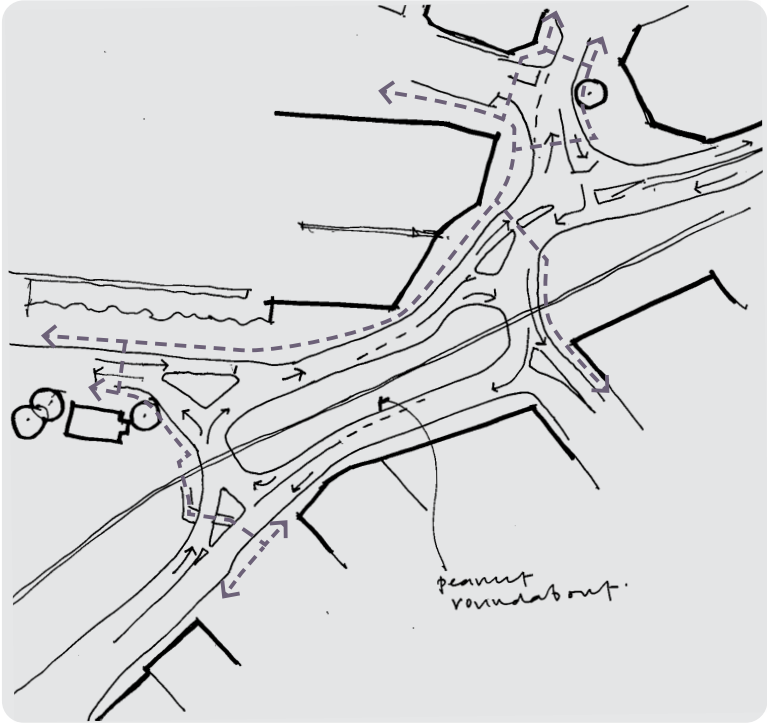
Bridge Street Options Study.

Existing Condition

Peanut and multiple splitter islands.

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

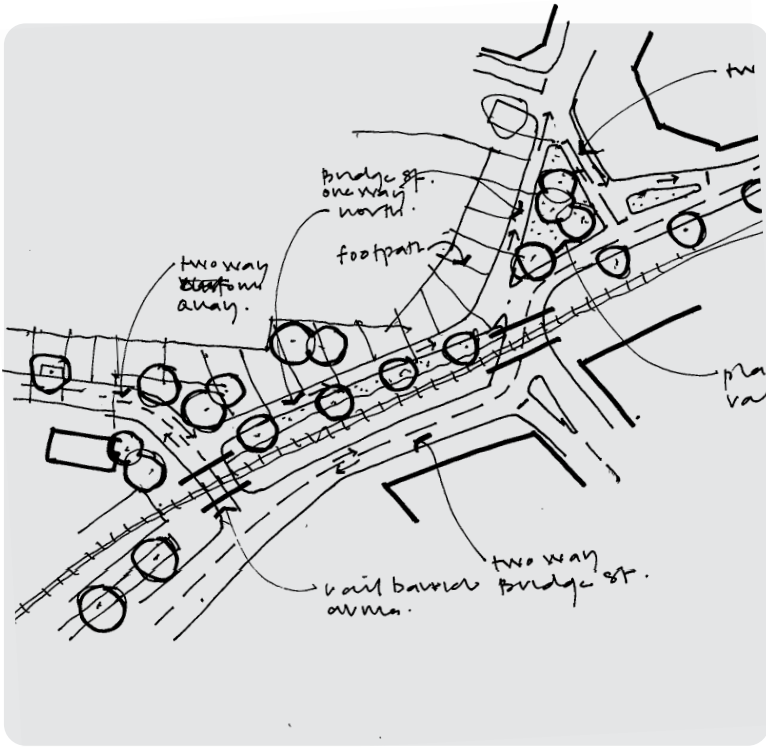
Pedestrian routes <----->



Option A.

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

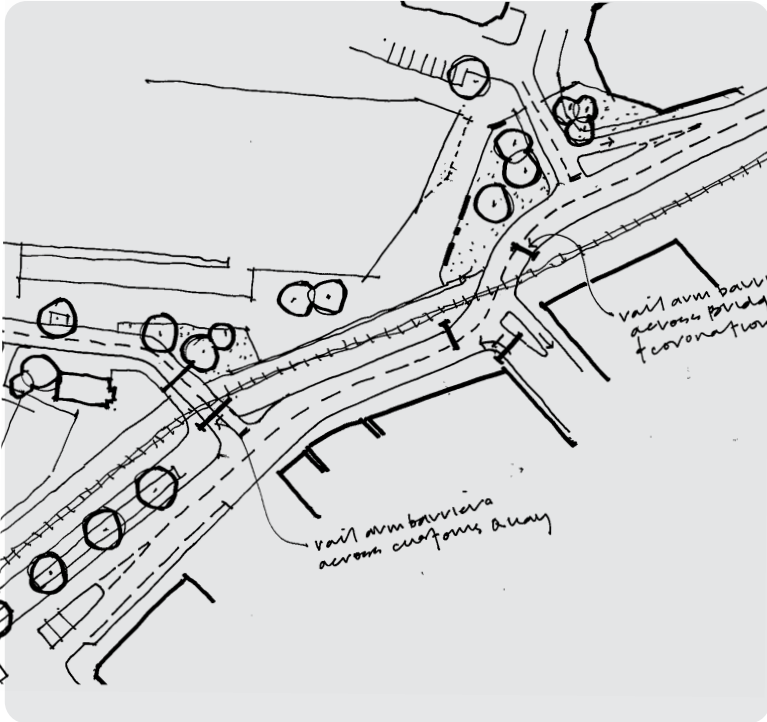
- Two-way Customs Quay, with entry off Bridge Street, exit onto Bridge Street heading east and west.
- One-way private vehicle exit from Customs Quay onto Bridge Street heading north to village adjacent to Iron Pot end - detail as a slow street integral to the upgrade of the footpaths around Iron Pot.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



Option B.

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

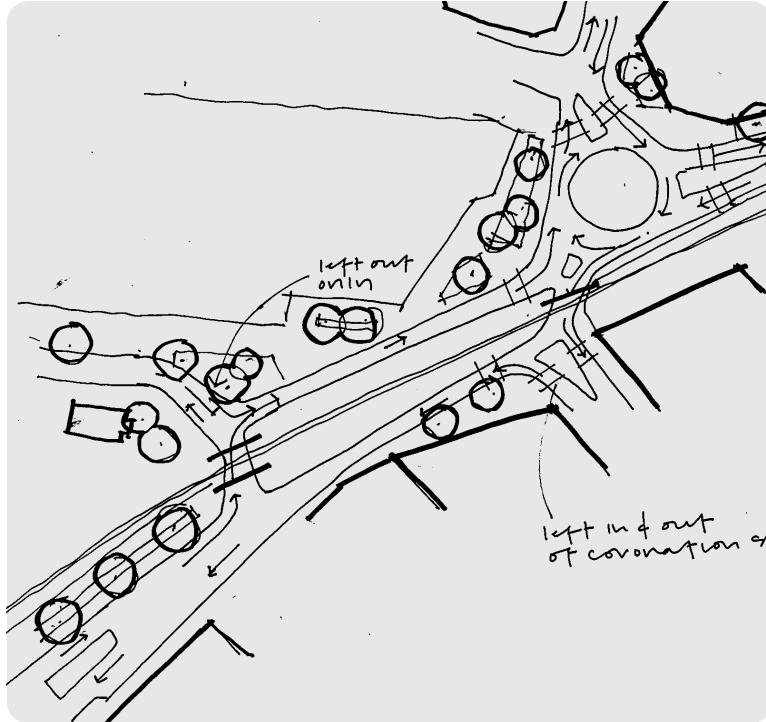
- Two-way Customs Quay, with entry off Bridge Street, exit onto Bridge Street heading east and west.
- Larger planted' at end of Iron Pot, improves amenity and contains Iron Pot space.
- Port route (truck and trailer) follows southern alignment, in both north-east and south-west direction.
- Two sets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



Option C.

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

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





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

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



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

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

Land.
People.
Culture.
Isthmus.

**Tāmaki Makaurau
Auckland**
43 Sale Street
Freemans Bay
PO Box 90 366
Victoria Street West

+64 9 309 9442

**Pōneke
Wellington**
Level 5
56 Victoria Street
PO Box 24116
Wellington

+64 4 499 9832

**Ōtautahi
Christchurch**
227a High Street
Central City
PO Box 1153
Chistchurch 8140

+64 27 55 33 495

5. RESOURCE CONSENT ACTIVITY UPDATE

Type of Report:	Enter Significance of Report
Legal Reference:	Enter Legal Reference
Document ID:	1467576
Reporting Officer/s & Unit:	Luke Johnson, Team Leader Planning and Compliance

5.1 Purpose of Report

This report provides an update on recent resource consenting activity. The report is provided for information purposes only, so that there is visibility of major projects and an opportunity for Elected Members to understand the process.

Applications are assessed by delegation through the Resource Management Act (RMA); it is not intended to have application outcome discussions as part of this paper.

This report only contains information which is lodged with Council and is publicly available.

Officer's Recommendation

The Future Napier Committee:

- a. **Note** the resource consent activity update for period 6 May 2022 to 24 May 2022.

5.2 Background Summary

The following is an outline of recent activity regarding applications received by Council for consenting pursuant to the RMA.

Since the May update, the submission of resource consent applications were slightly lower in comparison to the same period last year. However it is noted that a significant increase in the submission of subdivision certificate applications (the last step in the subdivision process being the creation of the lots) has been experienced, being an increase of 150% (equating to 16 compared to 8 received in the previous period of 2021).

The table below outlines the current resource consenting activities in Napier and the status of these for information purposes. Whilst this is not an entire list of all applications currently being assessed or having been determined, they are significant or noteworthy applications of which details are being provided in this report.

Summary Table

42 Marine Parade, Napier	Redevelopment of the Napier War Memorial	Under Assessment	Previously reported to Future Napier Committee. No further update
156 Gloucester Street, Taradale	Extension of a non-residential activity	Under Assessment	Previously reported to Future Napier Committee. No further update

115 Carlyle Street, Napier	Expansion of the Existing Car Sales Operation	Section 95 Report issued. Applicant has requested notification.	Previously reported to Future Napier Committee.
113 Fryer Road, Napier	One Lot into Two Lot Subdivision	S357 Objection to Decision	Previously reported to Future Napier Committee. No further update
16 and 38 Willowbank Avenue, Meeanee	Proposed lifestyle village	Consent Order issued	Consent Order issued

5.3 Attachments

Nil

6. PROPOSED DISTRICT PLAN NOTIFICATION

<i>Type of Report:</i>	Operational and Procedural
<i>Legal Reference:</i>	Resource Management Act 1991
<i>Document ID:</i>	1467624
<i>Reporting Officer/s & Unit:</i>	Paulina Wilhelm, Manager City Development

6.1 Purpose of Report

For Council to confirm the new notification date of the Proposed District Plan.

To endorse the proposed notification date of May 2023, noting some delays in the work programme necessary to support the notification.

To inform Council on how NCC is meeting the legal requirements of the National Policy Statement Urban Development (NPSUD) for intensification (Policy 5).

Officer's Recommendation

The Future Napier Committee:

- a. Endorse the public notification date of May 2023 of the Proposed District Plan under Schedule 1, Part 1 section 5 of the Resource Management Act 1991.
- b. Note the update on how Napier is giving effect to the NPSUD, specifically Policy 5.

6.2 Background Summary

Resource Management Act Reform

At the 11 November 2021 Future Napier Committee Meeting, Council endorsed the public notification of the Proposed District Plan by June 2022 noting the work programme necessary to support the notification, specifically in relation to the development of structure plans and the imminent RMA reforms.

The release of the Natural and Built Environments Act (NBA) was due in mid-2022 and the Spatial Planning Act (SPA) was scheduled for release promptly after the NBA. This created the urgency to notify the Proposed Plan by June 2022 so that the new policy framework in the Draft Plan and Spatial Picture, rather than the Operative Plan, were considered when determining the future land use pattern for Napier.

The delays experienced in the RMA reform work programme by Central Government has eased the urgency to notify the Proposed Plan in June 2022.

Spatial Picture Work Programme

At the same meeting of the 11 November 2021, Council also endorsed the recommended next steps that needed to be undertaken after the Spatial Picture. These included structure planning, multi criteria analysis on growth areas and potential rezoning in the Proposed District Plan.

In order to commit to a long term growth strategy, Council needs to understand and comparatively assess all growth options based on opportunities, constraints, ability to meet outcomes, provide services, mitigate adverse effects and ensure financial feasibility for all

relevant stakeholders. The structure plans for the intensification and greenfield areas will allow Council to determine the feasibility and appropriateness of the form, density and type of development in each of the indicative growth areas within the spatial picture.

Structure planning provides an opportunity to look in further detail at issues that require mitigation and infrastructure upgrades needed to facilitate quality development in each area. Structure planning also identifies the key infrastructure to service growth and its indicative costs, allowing Council to consider how and when the infrastructure will be funded. For these reasons, it is essential to complete the structure plan work programme before notifying the Proposed Plan.

6.3 Issues

NPSUD legislative requirement for tier 2 local authorities

Under the NPSUD, tier 2 authorities need to demonstrate they meet intensification requirements by providing accessible and well-functioning urban environments (Policy 5). This legal requirement is due by August 2022. NCC developed the Spatial Picture to meet these requirements, and once structure plans are completed, they will inform the intensification zonings in the Proposed District Plan.

Interruptions experienced in the appointment and delivery of the 3 water structure plans, and recent changes to staffing levels within the policy team, resulted in delays with the planned notification of the Proposed Plan by June. The structure plans are due for completion by November 2022, consequently pushing the proposed plan notification date to May 2023. Officers therefore have looked into the current Operative Plan to make sure NCC is still able to meet the NPSUD requirements for tier 2 authorities by August.

NCC can confirm that the operative plan together with the Housing Assessment Capacity report meets the requirements of Policy 5 of the NPSUD. The reasons being:

- The Operative Plan does not have density requirements, effectively enabling multi-unit developments in all residential areas.
- The Marine Parade Character area is considered a “medium density zone” enabling one dwelling per 150m² and heights of up to 12 meters (3 storey buildings).
- The operative plan enables different housing typologies, which improves affordability (enables multi-unit developments).
- The Mixed Use Zone enables residential development with no density requirements and heights of up to 12 meters.
- The Inner City Commercial Zone permits residential activities, with no car parking requirements.
- The Housing Assessment Capacity report, recently completed, states Napier has sufficient development capacity over the short, medium and long term to meet expected demand.
- NCC Financial Contribution Policy provide incentives for multi-unit residential developments within the inner city and surrounding commercial areas.

Mana Ahuriri engagement

Mana Ahuriri has recently settled, and appointed a new board and CEO. Additional time is required to enable engagement between NCC and Mana Ahuriri to inform growth planning. Officers are currently seeking Mana Ahuriri further feedback into the proposed growth areas and structure plans.

6.4 Significance and Engagement

The Proposed Draft Plan is a statutory document, which provides the opportunity for the public to lodge a formal submission. The district plan affects, directly or indirectly, every person, business and property owner in Napier. The current District Plan is dated, as it has not been reviewed in more than 15-years. The proposed plan incorporates current strategic thinking, future growth areas and aims to contribute to the implementation of Council's outcomes. It allows the public to reflect on these outcomes and participate in shaping the future of Napier in terms of growth, connectivity, amenity, transport and the cultural and natural environment.

Through the Spatial Picture consultation and Draft District Plan consultation the community has been taken along the journey from the beginning. Mana whenua engagement has occurred since the start of the plan review.

6.5 Implications

Financial

There is currently sufficient budget set aside for the notification of the proposed district plan and the work program associated with the development of structure plans.

Social & Policy

N/A

Risk

There are no risks associated with the notification of the Proposed Plan in May 2023. The urgency to notify the plan this year is not there anymore due to delays in the RMA reform work programme. Napier is no longer in a vulnerable situation as the wave of legislative changes has eased.

The interruptions to the delivery of the structure plans posed risks to the notification of the plan by June 2022 as these are an essential part of integrated land use and infrastructure planning. The next year notification date mitigates these risks, and enable the necessary work to be completed and to support the intensification zones in the Proposed Plan.

Officers are currently progressing the sites of significance to maori and designations chapters, which were not included in the Draft Plan. These are complex issues which require more time to be resolved. The June 2022 notification date was not going to give enough time to be able to include these in the plan. The proposed May 2023 notification date increases the chance of including these topics in the plan.

The risk with the Spatial Picture lies in not following through on the next steps. The spatial picture is a key component of developing a future urban growth strategy, which is a mandatory requirement under the NPSUD.

6.6 Options

The options available to Council are:

- a. Release the Proposed District Plan in May 2023 for the purpose of engaging with the community and receiving submissions.
- b. Not to endorse the release of the Proposed District Plan and place the review of the District Plan on hold until the new legislation replacing the RMA is in force.
- c. Continue without a proposed District Plan notification date target.

6.7 Development of Preferred Option

The preferred option is for Council to confirm the notification of the Proposed District Plan for May 2023 for the purposes of undertaking public engagement with the Napier

community and continue progressing engagement with mana whenua including Mana Ahuriri new governance team.

To put Napier in a strong position to be able to influence the development of a Regional Spatial Plan when the new Spatial Planning Act is released.

6.8 Attachments

Nil

FUTURE NAPIER COMMITTEE

Open Minutes

Meeting Date: Thursday 5 May 2022

Time: 11.55am-12.12pm

Venue Large Exhibition Hall
War Memorial Centre
Marine Parade
Napier

Livestreamed via Council's Facebook site

Present **Chair:** Councillor Tapine
Members: Mayor Wise, Councillors Browne, Chrystal, Crown, Mawson, McGrath, Price, Simpson, Taylor and Wright

In Attendance Chief Executive (Steph Rotarangi)
Director City Services (Lance Titter)
Director City Strategy (Richard Munneke)
Acting Director Community Services (Darran Gillies)
Director Corporate Services (Adele Henderson)
Director Programme Delivery (Jon Kingsford)
Director Infrastructure Services (Debra Stewart)
Manager Communications and Marketing (Julia Atkinson)
Māori Partnership Manager - Te Kaiwhakahaere Hononga Māori (Hilary Prentice)
Team Leader Planning and Compliance (Luke Johnson)
Team Leader Parks Reserves and Sportgrounds (Jason Tickner)
Manager Property (Bryan Faulknor)

Administration Governance Advisors (Carolyn Hunt and Anna Eady)

Karakia

Apologies

Councillors Crown / Mawson

That apologies from Deputy Mayor Brosnan and Councillor Boag be accepted.

Carried

Conflicts of interest

Nil

Public forum

Nil

Announcements by the Mayor

Nil

Announcements by the Chairperson

Nil

Announcements by the management

Nil

Confirmation of minutes

Councillors Mawson / Chrystal

That the Minutes of the meeting held on 24 March 2022 were taken as a true and accurate record of the meeting.

Carried

AGENDA ITEMS

1. RESOURCE CONSENT ACTIVITY UPDATE

<i>Type of Report:</i>	Enter Significance of Report
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<i>Legal Reference:</i>	Enter Legal Reference
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<i>Document ID:</i>	1454220
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<i>Reporting Officer/s & Unit:</i>	Luke Johnson, Team Leader Planning and Compliance
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1.1 Purpose of Report

This report provides an update on recent resource consenting activity. The report is provided for information purposes only, so that there is visibility of major projects and an opportunity for Elected Members to understand the process.

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At the meeting

The Team Leader Planning and Compliance, Mr Johnson spoke to the report noting that there had been a steady increase in resource consent applications of 32 during the last six week period which was consistent with the same time last year.

Mr Johnson provided an update on the following two applications since writing the report.

42 Marine Parade, Napier – Redevelopment of the Napier War Memorial – A Section 92 information request had been issued to the applicant addressing matters in relation to the activity status, title, structure, infrastructure and design aspects. Once a response has been received from the applicant a determination on the application will be made in due course. The Section 95 report could not be issued until the Section 92 information request was received.

156 Gloucester Street, Taradale – Extension of a non-residential activity – A Section 92 information request had been issued to the applicant with respect to landscaping, transport noise and lighting matters. A response to the information request has not yet been received from the applicant.

COMMITTEE Councillors Crown / Chrystal

RESOLUTION The Future Napier Committee:

- a. Note the resource consent activity update for period 21 October 2021 to 18 January 2022

Carried

2. PROPOSAL FROM ART DECO TRUST – WOMEN’S REST ROOMS MEMORIAL SQUARE

<i>Type of Report:</i>	Legal and Operational
<i>Legal Reference:</i>	Reserves Act 1977, Napier Borough Endowments Act 1876, Napier District Plan.
<i>Document ID:</i>	1455858
<i>Reporting Officer/s & Unit:</i>	Bryan Faulknor, Manager Property

2.1 Purpose of Report

To consider the Art Deco Trust’s proposal to partner with Council to strengthen, restore and lease the Memorial Square Community Rooms (Women’s Rest).

At the meeting

It was noted that Councillor Wright was the appointed Council representative on the Art Deco Trust.

The Property Manager, Mr Faulknor advised that the Art Deco Trust wished to enter into a Memorandum of Understanding with Council to work collaboratively together in the restoration and upgrade of the Women's Restrooms, Memorial Square. The proposal for the Women's Restrooms is dependent on all regulatory consents and District Plan provisions and any legal issues being met.

The Trust would be involved in the preparation of the Memorandum of Understanding in conjunction with Council solicitors and would be expedited as soon as possible. The draft Memorandum of Understanding would then be brought to Council for final approval.

Mr Faulknor advised that the Art Deco Trust would be responsible for the preparation of the feasibility study.

COMMITTEE Mayor Wise / Councillor Wright
RESOLUTION

The Future Napier Committee:

- a. **Resolve** to agree in principle to partner with the Art Deco Trust to restore, strengthen, refurbish and lease to the Trust the Memorial Square Community Rooms (Women's Rest).
- b. **Resolve** to enter into a Memorandum of Understanding, which will set out the terms and requirements of how the parties will work collaboratively and in good faith towards the above initiative and negotiate lease terms acceptable to both parties.
- c. **Resolve** that a draft Memorandum of Understanding be brought back to Council for final approval on 2 June 2022.

Carried

The meeting closed at 12.12pm

Approved and adopted as a true and accurate record of the meeting.

Chairperson

Date of approval