



Pandora Environment Zone Review for Napier City Council

Analysis and Recommendation Report

19089REC
26 February 2020

Draft for Client Discussion



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EXECUTIVE SUMMARY

Napier City Council is in the early stages of a full District Plan review, which provides the opportunity to implement Council strategies. This project sits alongside this full review but is a separate project that may or may not be integrated within it.

As part of its Objective for ecological excellence, Napier City Council is seeking to improve the health and attractiveness of the Ahuriri estuary. It has been identified that one method to achieve this may be to change the nature of land-use within the Pandora Industrial Zone.

However, there are mixed messages regarding the appropriate strategic focus for the locale, and the Council would still like to retain the focus of Pandora as an industrial zone for large footprint industries with locational needs associated with the Port.

The purpose of this exercise is to provide a recommendation to Napier City Council of the appropriate zone, combination of zones, and/or other District Plan mechanisms for the long-term management of land-uses in Pandora to achieve the following objectives (as set by Napier City Council):

- Improve the health and attractiveness of the Ahuriri estuary¹ and
- Retain the strategic focus of Pandora as an industrial zone for large footprint industries with locational needs associated with the Port.

To do this, an initial review has been undertaken to make sense of competing variables and has involved:

- 1) An analysis of the statutory and non-statutory documents to understand the direction sought by these, and,
- 2) Consultation with owners, occupiers and interested parties to gain an understanding and appreciation of their values and issues, and how, if at all, those parties would like to see the area managed/progressed.

In terms of (1), the following statutory and non-statutory documents were considered to be the most relevant:

- New Zealand Coastal Policy Statement
- National Policy Statement for Urban Development Capacity
- National Policy Statement for Freshwater Management
- Heretaunga Plains Urban Development Strategy
- Regional Policy Statement
- Regional Land Transportation Plan
- Napier City Vision
- Ahuriri Estuary and Coastal Edge Master Plan
- Sub Regional Industrial Land Strategy (Draft)

In terms of (2), a workshop was held with interested parties and another with landowners/occupies. While attendance was limited, valuable contributions were made.

¹ As set out in the Ahuriri Estuary and Coastal Edge Masterplan.



A number of key messages were identified/interpreted from these exercises, allowing a number of options to be developed. Noting the need to maintain the availability of the area for some degree of industrial land-use, it was difficult to envisage wholesale change to a commercial, residential, rural or open space based environment, and for this reason, options across an industrial based spectrum taking cues from the analysis already undertaken were identified. These included:

Option 1:	No Change
Option 2:	Introduction of Stormwater Quality Overlay
Option 3:	Stormwater Quality Overlay and Mixed Use Zone along Estuary Frontage
Option 3A:	Mixed Use Zone along Estuary Frontage
Option 4:	Stormwater Quality Overlay and Relaxation of the Mixed Use Zone
Option 4A:	Relaxation of the Mixed Use Zone
Option 5:	Rezone to Mixed Use with a Stormwater Quality Overlay
Option 5A:	Rezone to Mixed Use

To assess the options, the messages identified were consolidated to develop core 'themes' for each option to be considered against. There were certainly conflicting messages, and a spectrum of themes resulted, which included:

- 1) Improve water quality, which in this context is reduce contaminants and improve stormwater management
- 2) Avoid inappropriate development within the coastal environment and land environment adjacent to this
- 3) Avoid increasing the risk of coastal hazards
- 4) Retain urban development within existing and planned zones
- 5) Recognize the value of infrastructure and ensure the efficient use of existing infrastructure (which involves establishing business activities in close proximity to major transport hubs, multi-modal transport networks and labour supplies)
- 6) Avoid reverse sensitivity issues
- 7) Embrace Napier's seaside town character
- 8) Support and consider the Port
- 9) Avoid the loss of industrial zoned land and preserve the area for future industrial/distribution/freight opportunities
- 10) Provide time for existing initiatives to improve stormwater management before introducing change/risk

Taking these into account, and while they were not weighted, Option 4 involving a Stormwater Quality Overlay in the District Plan to better manage the effects of land-uses in relation to on-site stormwater management and relaxation of the Mixed Use Zone along Pandora Road between Humber Street and Thames Street scored the highest, with Options (2) and (4A) following.

The following recommendations were made to progress the project towards a formal Plan Change process:

- 1) Engagement be undertaken with tangata whenua and affected landowners/occupiers.
- 2) Implications of potential coastal inundation be assessed over the Mixed-Use Zone to be relaxed.
- 3) That servicing capacity be confirmed.



- 4) That consideration be given to the extent to which the Mixed-Use Zone is to be relaxed (land-use and bulk and location considerations) – with a view to providing for greater residential uptake than what is currently provided for within the Mixed Use Zone and less barriers to residential development - including the risk of reverse sensitivity.
- 5) Potential effects on industrial land capacity be assessed and quantified.
- 6) That a Structure Plan be developed to guide the pattern of development and connectivity to roads and areas of public open space.
- 7) That rules and/or conditions to improve stormwater management on sites within the area, in line with the Stormwater Bylaw 2020, be developed to be included in the District Plan.

It is noted however, that with greater certainty around demands on the area from an economic/market perspective and the success or otherwise of Option 4 in relation to relaxing the Mixed Use Zone, the potential for a change in land-use along the Estuary interface as per Option 3 could be reconsidered at a later date.

Further, and regardless of whether the above or an alternative is progressed, it is recommended that:

- 1) Existing initiatives for the improvement of stormwater management in the area continue to be supported and committed too.
- 2) The Council work with landowners to remove private infrastructure within NCC drainage reserves.
- 3) That Thames Street be upgraded to introduce stormwater quality improvement methods,
- 4) A decision be made as to whether or not to reinstate/provide trade waste services in the area.



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1. INTRODUCTION

1.1 Purpose and Scope

Napier City Council is in the early stages of a full District Plan review, which provides the opportunity to implement Council strategies. This project sits alongside this full review but is a separate project that may or may not be integrated with it.

As part of its Objective for ecological excellence, Napier City Council (Council) is seeking to improve the health and attractiveness of the Ahuriri estuary. It is acknowledged that the Pandora area has an established strategic focus as an industrial zone for large footprint industries with locational needs associated with the Port, however various strategies and matters have combined to initiate a review of the planning framework pertaining to this area.

The purpose of this review is to provide a recommendation to Napier City Council of the appropriate zone, combination of zones, and/or other District Plan mechanisms for the long-term management of land uses in Pandora to achieve the following objectives (as set by Napier City Council):

- Improve the health and attractiveness of the Ahuriri estuary (as set out in the Ahuriri Estuary and Coastal Edge Masterplan),
- Retain the strategic focus of Pandora as an industrial zone for large footprint industries with locational needs associated with the Port.

The recommended approach is to work aside non-RMA measures (including the stormwater bylaw and infrastructure improvements).

There are competing interests in the area, as well as conflicting messages in the various planning documents pertaining to the area, and this is evidenced in the tension between the above objectives.

A key component of this review is to understand the basis of the various messages leading to the perceived conflict, and to make sense or rationalise the realistic options for the area to arrive upon a well-considered recommendation.

To do this, the review has involved two main aspects:

- 1) An analysis of the statutory and non-statutory documents to understand the direction sought by these, and,
- 2) Consultation with owners, occupiers and interested parties to gain an understanding and appreciation of their values and issues, and how, if at all, those parties would like to see the area managed/progressed.

The purpose of the above exercises is to identify/interpret key messages, from which options and subsequent themes for these options to be considered against can be developed. Finally, a preferred option is recommended together with additional recommendations to



progress the project towards a Plan Change process. More general recommendations are also made for the Council to consider regardless of the whether or not the project proceeds.

1.2 Context and Limitations

This exercise is not a formal Plan Change and the analysis of statutory provisions has been purposely limited to high-level observations, as opposed to a critical review of specific provisions and terminology. This was so that general messages could be identified in order to make sense of conflicting directions or visions so that a preferred option can then be tested in a more technical or academic manner moving forward.

The timeframe and budget for the project was limited. In this regard, technical input around matters such as transportation, servicing, hazards and potential trade distribution effects (or similar) has not been sought at this stage.

Similarly, and primarily owing to the Christmas/New Year break, workshops with stakeholders could not be undertaken until February, meaning critical input was not able to be sourced until late in the project timeframe. There was also insufficient time prior to delivery to undertake further engagement. Owing to similar reasons, specific input from tangata whenua has not yet been obtained. Attendance at the workshops was also limited.

However, despite these constraints, broad inputs have been identified and valuable contributions from stakeholders have been made.

In response to some of these limitations, and should the project proceed beyond this initial exercise; it is recommended that further engagement be undertaken with interested parties, owners/occupiers and tangata whenua. In addition, technical inputs would need to be obtained where required, to test views and advance support or otherwise for the recommended approach.

2. REVIEW AREA

The area subject to this review is shown in **Figure 1** below and essentially includes the Pandora Industrial Zone and small area of the Mixed Use Zone on this side of Pandora Road as shown in **Figure 2**.

The study area adjoins but is not located within the coastal environment as defined in the Regional Coastal Environment Plan (and illustrated in **Figure 3** below). Therefore, it falls within the Regional Plan component of the Regional Resource Management Plan rather than the Regional Coastal Environment Plan. Similarly, it is not subject to any rules pertaining to coastal hazards in the Regional Plans. It does however adjoin a Significant Conservation Area and Class CR (HB) water. Although not with the Coastal Marine Area, it does adjoin it.

Figure 1: Review Area



Figure 2: District Plan





Figure 3: Regional Coastal Environment Plan



The following outlines:

- 1) Current District Plan considerations,
- 2) Existing land ownership and use,
- 3) Cultural Values and Statutory Acknowledgements,
- 4) Stormwater quality challenges.



2.1 District Plan Considerations

The current District Plan describes the Pandora Industrial Zone as supporting a wide range of industrial and commercial activities and identifies the following four resource management issues as significant within Napier's industrial environments:

- 1) Maintenance of a predictable industrial operating environment,
- 2) Impacts of sensitive land uses within or adjacent to existing industrial areas,
- 3) Management of any adverse effects on the environment generated by land uses within industrial areas,
- 4) Increasing competition for the Industrial Land Resource.

It is these issues that the ensuring Objectives, Policies and rule frameworks within this zone seek to address.

The rule framework provides for a limited degree of non-industrial landuses, but these in general still need to have a relationship with an industrial activity undertaken on the site. Overall, the intention of the Zone is to provide primarily for industrial activities and to avoid the generation of reverse sensitivity effects that may otherwise affect new and existing industrial activities.

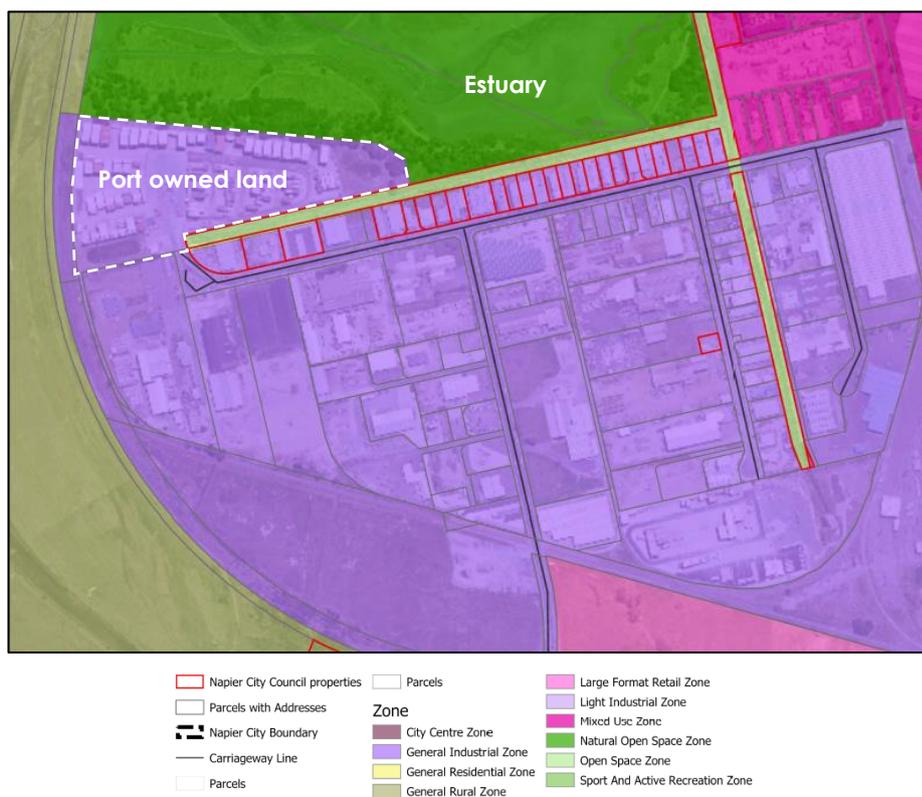
The Mixed Use Zone is slightly different and is characterised by a mix of industrial, commercial and residential land uses. The provisions of the zone seek to retain this mix of uses, but still seeks to provide an environment in which industry can continue to operate (subject to the management of adverse environmental effects). Although the limits around office and retail activities are more stringent than the Main Industrial Zone, residential activities together with other 'residential based' activities such as day care centres, travellers accommodation and residential care facilities are provided for as a Permitted Activity subject to limits and compliance with specific performance standards.

2.2 Land Ownership and Use

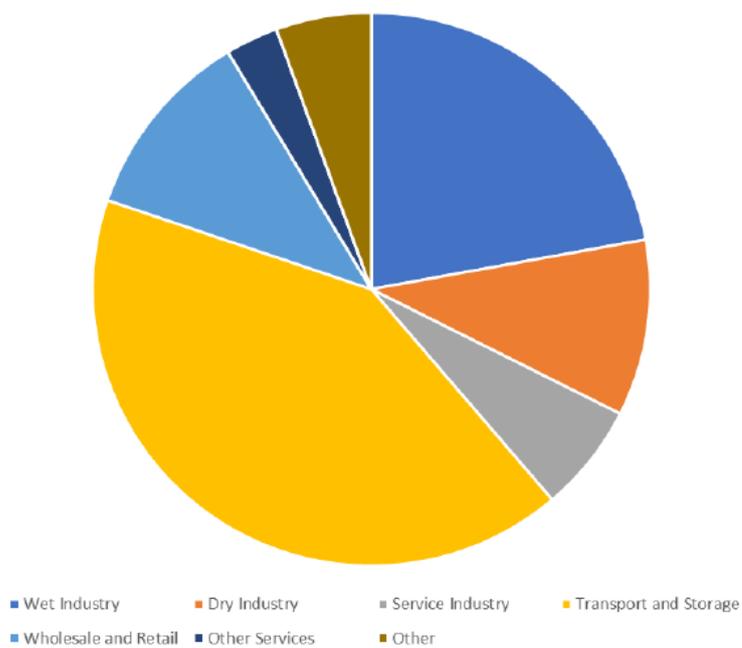
There are a number of individual landowners in the area including the Napier Port (Port) and Council, which as shown in **Figure 4** below, are the predominant owners of land between Thames Street and the Estuary.

The Port-owned land currently accommodates container storage, while the Council-owned land is leased to individual parties who either operate industrial activities or sub-lease to other parties who operate industrial activities.

Figure 4: Landownership



Existing use in the area is well summarised in the Regional Industrial Land Strategy (RILS), which is introduced and discussed in more detail in Section 5.9 below. Here, the following activity category mix is presented as follows:





2.3 Cultural Values and Statutory Acknowledgments

As part of process to inform Plan Change 9 to the Regional Plan (relating to the Tūtaekurī, Ahuriri, Ngaruroro and Karamū (TANK) catchments) a cultural values assessment for the Ahuriri Estuary was prepared by the Mana Ahuriri Trust.

While there are multiple groups with interests in the Estuary which may express different views, this document is a useful guide for developing a high-level awareness of the cultural values pertaining to the area for the purposes of this exercise. Further assessment and engagement would be anticipated should the project progress.

The document describes the area pre and post the 1931 earthquake and provides commentary around habitat values and threats. In terms cultural values:

- As Te Whanganui o Orotu, the great lagoon at the mouth of the Tutaekuri River, it identifies that Ahuriri has long been an area of huge cultural, spiritual and practical value to Ngati Kahungunu, represented locally by seven hapu.
- At least three major pa (Otetara, Heipipi, and Te Pakake) and several lesser pa sites overlook the area.
- It states that the lagoon was a source of eels, shellfish, coastal fish, birds, flax, and raupo, as well as providing a safe-haven for launching waka for fishing and longer voyages.
- In 1824, Te Pakake pa (situated close to the location of the Inner Harbour today) was the site of a massacre inflicted upon the inhabitants (Ngati Kahungunu and representatives of allied iwi) by a much larger war party from the Waikato; an alliance of Ngati Tuwharetoa, Ngati Maniopoto, Ngati Raukawa, and possibly Nga Puhī.

Our understanding is that the area is not located within a Statutory Acknowledgment Area.

2.4 Stormwater Quality Challenges

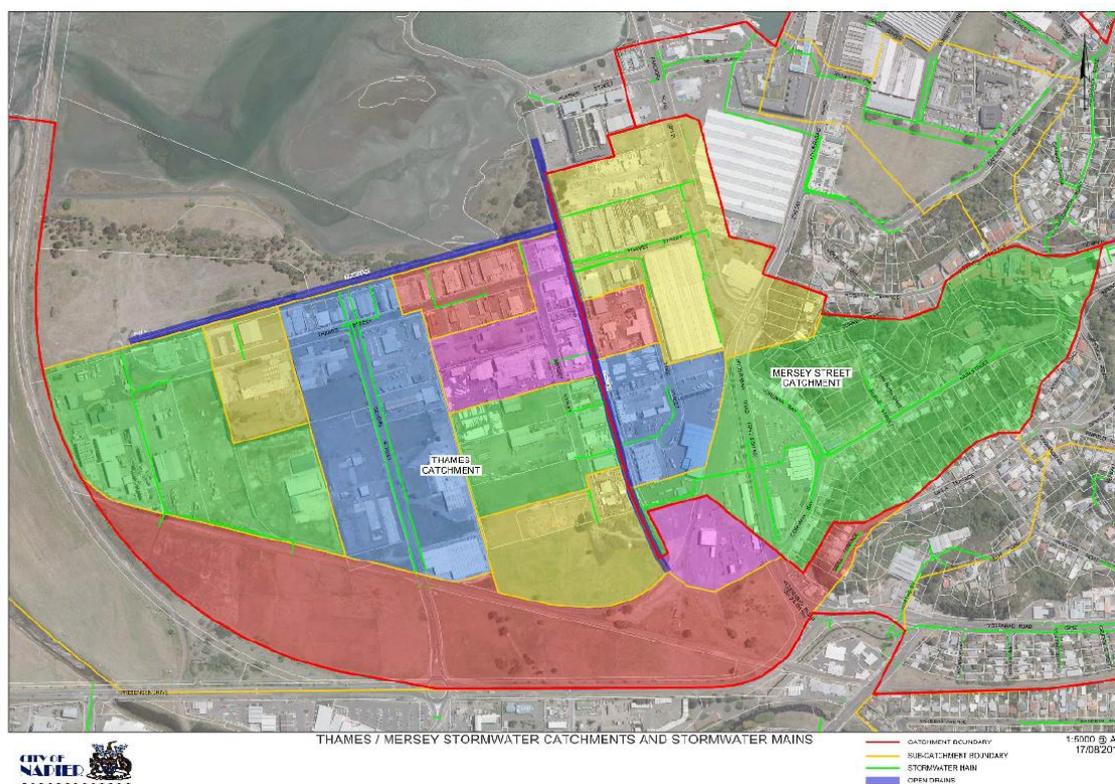
Stormwater from the area is drained to the Ahuriri Estuary under Resource Consent DP110266W, with the Consent holder being Napier City Council. Specifically, the consent is to:

“ divert and discharge stormwater, excluding runoff that is not a consequence of rain, from any open drain system or piped stormwater drainage system to water, including discharges to land in a manner that subsequently results in the stormwater entering water (Thames and Tyne Waterways), within the following catchments as shown in Attachment A.”

Attachment A of the Consent is illustrated in **Figure 5** below.



Figure 5: Attachment A of DP110266W



In summary, DP110266W required/requires:

- Pollution Prevention Plans to be prepared by high risk facilities.
- Education material addressing both sediment control and other contaminants to be prepared for developers and builders.
- At a broader level, a Stormwater Education Programme (SEP) designed to increase the public's understanding and awareness of stormwater management and environmental effects to be prepared.
- Street, catchpit and sump cleaning to be undertaken to minimise contaminants entering the stormwater system.
- Spill response and enforcement procedures to be developed for accidental or illegal discharge incidents.
- A Catchment Management Plan to be prepared to better understand the network and effects of stormwater discharges and to determine options for managing existing and future stormwater flooding and environmental effects.
- Stormwater infrastructure in new development areas to be constructed in accordance with the approved Catchment Management Plan (CMP), or the Hawke's Bay Regional Council Waterway Guidelines (Stormwater Management (May 2009) and Low Impact Design (April 2009)) or equivalent until the CMP is approved.
- The formation and facilitation of a Stormwater Working Group.
- Discharge and receiving environment sampling.
- Commitment to and facilitation of cultural monitoring.



Stormwater challenges still exist in the area however, and according to the report prepared by Coast to Catchment Limited²:

- Key contaminants of concern appear to be zinc and microbial contaminants.
- Inputs of zinc are significant and appear to be stormwater related, and along with other sources, potentially have a reasonably broad-scale impact on the biota of Ahuriri Estuary.
- Microbial contaminant concentrations in the Thames-Tyne inlet were substantially higher than those at other sites in Ahuriri Estuary, suggesting the catchment is a source of microbial contaminants rather than a sink. The data also indicated that microbial contaminants were entering the Thames-Tyne waterways during dry weather, and there appeared to be a regular spatial and daily pattern to microbial inputs. Nutrient levels were also moderately elevated in the inlet, with total nitrogen and total phosphorus concentrations being similar to those in the upper, estuarine section of the Ahuriri.

In response, and in addition to the requirements of DP110266W, Napier City Council has undertaken/commenced the following initiatives:

- Strategic retreat of private infrastructure within NCC drainage reserve i.e. encroachment of adjoining activities onto the Drainage Reserve,
- Working with all landowners to prepare environmental management plans rather than just those identified as being high risk sites,
- Dry weather assessments of discharge points,
- Wider special discharge and receiving environment sampling,
- Increased monitoring of trade waste discharges,
- Full tidal sampling at the consented point of discharge,
- Preparation of a new stormwater bylaw,
- Core sediment sampling analysis to better understand legacy issues,
- Monitoring of private direct outfalls into the stormwater network.

The strategic retreat exercise involved identifying activities that had, over time, encroached onto the Drainage Reserve with the view to resolve this so as to enable access to the drainage reserve. This access would have provided the requisite space for maintenance, monitoring and the establishment of instream water quality improvement solutions. This exercise encountered considerable opposition from those parties encroaching onto the Drainage Reserve and was abandoned.

The Stormwater Bylaw 2020 came into force on 1 February 2020, with the purposes being to:

- a) protect the public stormwater system, and the land, structures, and infrastructure associated with that network from damage, misuse or loss.
- b) manage the development, maintenance and use of the public stormwater network, and the land, structures, and infrastructure associated with that network, and provide for the conditions on which connections to the public stormwater network may be made or maintained.

² Thames-Tyne monitoring, 2017–18, Napier City Council, May 2019



- c) ensure that discharges into the public stormwater network are appropriately managed at source, and do not damage the network or compromise the Council's ability to comply with any applicable network discharge consent and Council's water quality targets for receiving environments.

Key components of the Bylaw include:

- Requirements/provision for all connections to the NCC stormwater network to require approval from Council,
- An ability for the Council to require a Site Management Plan to accompany an application for connection,
- The ability to monitor and undertake enforcement action related to bylaw breaches, including implementation of Site Management Plans.

The anticipated outcomes of the Bylaw for the area include:

- Individuals will responsibility for their discharges,
- The elimination of dry weather and process water discharges,
- Treatment at source (where required),
- Improved stormwater quality within the drainage network,
- Contribution to improved water quality in receiving surface water bodies.

One limitation of the Bylaw is that it only applies to new activities at the time of applying for a connection. There may be some benefit to considering how its requirements (or similar) could be signaled and considered earlier in the land development process. The District Plan may have a role to play here.

Broader projects relating to stormwater management in the City include:

- Private outfall inventory and investigation,
- Establishment of monitoring points on urban streams,
- Source tracking of contaminants,
- A City-wide urban water way study to identify areas of concern and solutions to be implemented through capital projects,
- Review of the District Plan and Code of Practice for Subdivision and Land Development.

Internal processes have also been established to give greater attention to the assessment of Resource Consent and Engineering Approval applications with regard to sediment control and erosion.



3. REVIEW METHODOLOGY

The review has involved two main aspects:

- 3) An analysis of the statutory and non-statutory documents to understand the direction sought by these, and,
- 4) Consultation with owners, occupiers and interested parties to gain an understanding and appreciation of their values and issues, and how, if at all, those parties would like to see the area managed/progressed.

4. REPORT STRUCTURE

- Section 5 reports on the analysis of the relevant planning documents to identify key 'messages',
- Section 6 reports on the consultation undertaken with owners, occupiers and interested parties to identify key 'messages',
- Using the above 'messages, Section 7 identifies options i.e. for improving the health and attractiveness of the Ahuriri estuary while retaining the strategic focus of Pandora as an industrial zone for large footprint industries,
- Section 8 analyses the options against 'themes' derived from the identified 'messages',
- Section 9 provides recommendations for improving the health and attractiveness of the Ahuriri estuary while retaining the strategic focus of Pandora as an industrial zone for large footprint industries.

5. ANALYSIS OF RELEVANT PLANNING DOCUMENTS

There are a number of statutory and non-statutory planning documents pertaining to the area that may or may not apply dependant on the planning process concerned.

For the purposes of this exercise however, the following are considered to be the most relevant for identifying key messages from which options for the area can be developed and themes for them to considered against derived:

1. New Zealand Coastal Policy Statement
2. National Policy Statement for Urban Development Capacity
3. National Policy Statement for Freshwater Management
4. Heretaunga Plains Urban Development Strategy
5. Regional Policy Statement
6. Regional Land Transportation Plan
7. Napier City Vision
8. Ahuriri Estuary and Coastal Edge Master Plan
9. Sub Regional Industrial Land Strategy



Each is considered below. Further detail and assessment of these together with additional documents is likely to be required should the project progress to a formal Plan Change process. Indeed, the purpose of this initial analysis is to identify key messages to help guide this review exercise rather than being a substantive evaluation against them.

5.1 New Zealand Coastal Policy Statement

The purpose of the NZCPS is to state policies to achieve the purpose of the Act in relation to the coastal environment of New Zealand.

District Plans must give effect to the NZCPS, and while the study area may not be within the Coastal Marine Area, nor the Coastal Margin or wider Coastal Environment of the Regional Coastal Environment Plan³, Policy 4 of the NZCPS provides for the integrated and co-ordinated management of activities between the coastal marine area and land. When considering the effects of land-use activities on the coastal environment, it is a matter of weight to be afforded to the provisions NZCPS.

When considering either a new, or change in land-use, aspects of different provisions are certainly worthy of mention, particularly in the case of this exercise. Here we note:

Objective 1 - To safeguard the integrity, form, functioning and resilience of the coastal environment and sustain its ecosystems, including marine and intertidal areas, estuaries, dunes and land, by:

- maintaining or enhancing natural biological and physical processes in the coastal environment and recognising their dynamic, complex and interdependent nature;
- protecting representative or significant natural ecosystems and sites of biological importance and maintaining the diversity of New Zealand's indigenous coastal flora and fauna; and
- maintaining coastal water quality, and enhancing it where it has deteriorated from what would otherwise be its natural condition, with significant adverse effects on ecology and habitat, because of discharges associated with human activity.

Objective 2 - To preserve the natural character of the coastal environment and protect natural features and landscape values through:

- recognising the characteristics and qualities that contribute to natural character, natural features and landscape values and their location and distribution;
- identifying those areas where various forms of subdivision, use, and development would be inappropriate and protecting them from such activities; and
- encouraging restoration of the coastal environment.

Objective 3 - To take account of the principles of the Treaty of Waitangi, recognise the role of tangata whenua as kaitiaki and provide for tangata whenua involvement in management of the coastal environment by:

³ The Regional Coastal Environment Plan applies over what is defined in the Plan as the entire 'coastal environment' in order to provide integrated management of the coastal marine area and any related part of the coastal environment. It is this Plan that the HBRC use to deliver the policies of the NZCPS.



- recognising the ongoing and enduring relationship of tangata whenua over their lands, rohe and resources;
- promoting meaningful relationships and interactions between tangata whenua and persons exercising functions and powers under the Act;
- incorporating mātauranga Māori into sustainable management practices; and
- recognising and protecting characteristics of the coastal environment that are of special value to tangata whenua.

Objective 4 - To maintain and enhance the public open space qualities and recreation opportunities of the coastal environment by:

- recognising that the coastal marine area is an extensive area of public space for the public to use and enjoy;
- maintaining and enhancing public walking access to and along the coastal marine area without charge, and where there are exceptional reasons that mean this is not practicable providing alternative linking access close to the coastal marine area; and
- recognising the potential for coastal processes, including those likely to be affected by climate change, to restrict access to the coastal environment and the need to ensure that public access is maintained even when the coastal marine area advances inland.

Objective 5 - To ensure that coastal hazard risks taking account of climate change, are managed by:

- locating new development away from areas prone to such risks;
- considering responses, including managed retreat, for existing development in this situation; and
- protecting or restoring natural defences to coastal hazards.

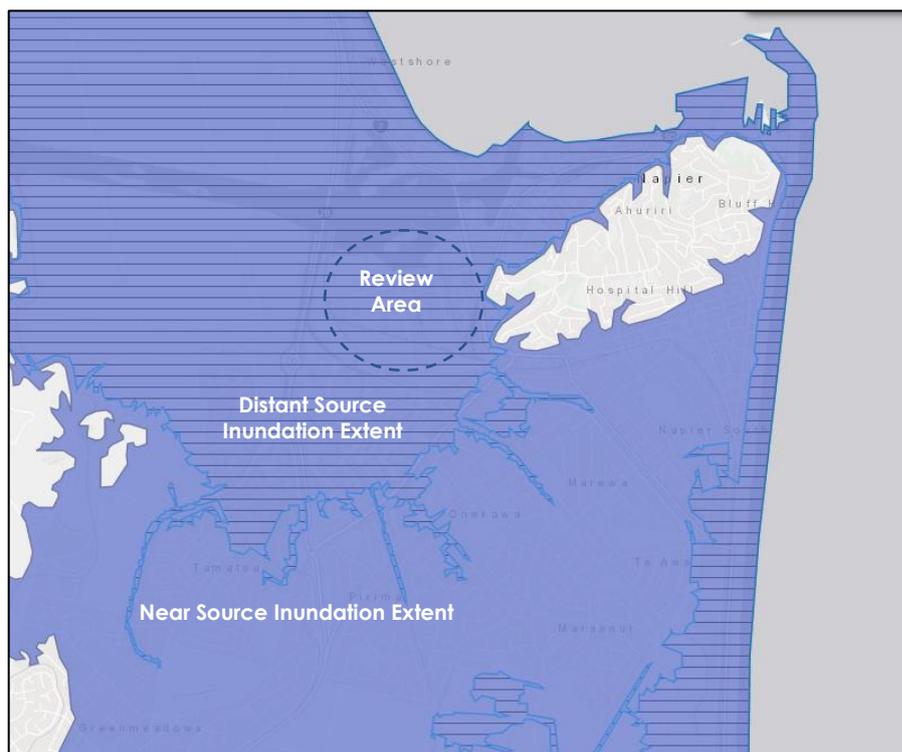
Objective 6 - To enable people and communities to provide for their social, economic, and cultural wellbeing and their health and safety, through subdivision, use, and development, recognising that:

- the protection of the values of the coastal environment does not preclude use and development in appropriate places and forms, and within appropriate limits;
- some uses and developments which depend upon the use of natural and physical resources in the coastal environment are important to the social, economic and cultural wellbeing of people and communities;
- functionally some uses and developments can only be located on the coast or in the coastal marine area;
- the coastal environment contains renewable energy resources of significant value;
- the protection of habitats of living marine resources contributes to the social, economic and cultural wellbeing of people and communities;
- the potential to protect, use, and develop natural and physical resources in the coastal marine area should not be compromised by activities on land;
- the proportion of the coastal marine area under any formal protection is small and therefore management under the Act is an important means by which the natural resources of the coastal marine area can be protected; and
- historic heritage in the coastal environment is extensive but not fully known, and vulnerable to loss or damage from inappropriate subdivision, use, and development.



In terms of Objective 5, the area is outside the coastal erosion and inundation zones identified in the Regional Coastal Environment Plan, is located within the 'Tsunami Near Source Inundation Extent' and 'Tsunami Distant Source Inundation Extent' as shown in **Figure 6**. Although this is characteristic of much of Napier's urban environment, Tsunami is a relevant hazard to consider.

Figure 6: Tsunami Inundation Extents



Similarly, although outside the current 'regulatory' coastal erosion and inundation zones, **Figure 7** indicate the coastal inundation extent for a 1% AEP event for the present day, 2065 and 2120 based on what is referred to on the Hawkes Bay Hazard Portal as 'new information 2016' under 'Coastal Hazards (Supplementary)'.

This indicates that the impact of the risk of coastal inundation in the area is likely to increase over time.



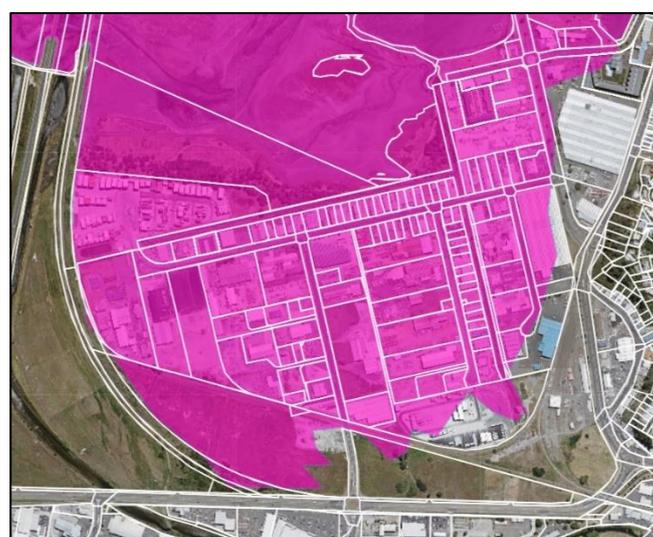
Figure 7: Supplementary Coastal Inundation Extents



Present Day



2065



2120



Without going into further detail around the Policies, key 'messages' from the NZCPS include:

- Restore the coastal environment and protect significant natural ecosystems.
- Maintain or enhance coastal water quality.
- Allow development but avoid inappropriate development.
- Recognise and protect characteristics of the coastal environment that are of special value to tangata whenua.
- The coastal marine area is an extensive area of public space for the public to use and enjoy.
- Carefully consider the risks of coastal hazards.
- The potential to protect, use, and develop natural and physical resources in the coastal marine area should not be compromised by activities on land.
- The coastal marine area is a limited resource.

5.2 National Policy Statement on Urban Development Capacity

District Plans must give effect to any National Policy Statement. The National Policy Statement for Urban Development Capacity provides direction to decision-makers under the RMA on planning for urban environments and covers development capacity for both housing and business.

While it is stated that it is up to local authorities to make decisions about what sort of urban form to pursue, the NPS aims to ensure that planning decisions enable supply to meet projected demand, and essentially requires Councils to provide enough development capacity (including a buffer) in their Plans to ensure that demand can be met.

The overarching theme running through this national policy statement is that planning decisions must actively enable development in urban environments and do so in a way that maximises wellbeing now and in the future. This does not anticipate development occurring with disregard to its effect however, and local authorities still need to consider a range of matters in deciding where and how development is to occur.

This national policy statement requires councils to provide in their plans enough development capacity to ensure that demand can be met. This includes both the total aggregate demand for housing and business land, and also the demand for different types, sizes and locations.

Importantly, the provision of development capacity must also be supported by infrastructure. The national policy statement requires development capacity to be serviced with development infrastructure, with different expectations from this infrastructure in the short, medium and long-term. It encourages integration and coordination of land-use and infrastructure planning.

Another key theme running through the NPS is for planning to occur with a better understanding of land and development markets, and in particular the impact that planning has on these.



Planning can impact on the competitiveness of the market by reducing overall opportunities for development and restricting development rights to only a few landowners. This NPS requires local authorities to prepare a housing and business development capacity assessment; and to regularly monitor market indicators, including price signals, to ensure there is sufficient development capacity to meet demand. Local authorities must respond to this information. If it shows that more development capacity needs to be provided to meet demand, local authorities must then do so. Providing a greater number of opportunities for development that are commercially feasible will lead to more competition among developers and landowners to meet demand.

It also places a strong emphasis on planning coherently across urban housing and labour markets, which may cross local authority administrative boundaries. It is noted in the policy statement that this will require coordinated planning between local authorities and includes collaboration between regional councils and territorial authorities who have differing functions under the RMA.

The overarching Objectives of the NPS-UDC include (relevant aspects highlighted):

Objective Group A – Outcomes for planning decisions

- OA1: Effective and efficient urban environments that enable people and communities and future generations to provide for their social, economic, cultural and environmental wellbeing.
- OA2: Urban environments that have sufficient opportunities for the development of housing and business land to meet demand, and which provide choices that will meet the needs of people and communities and future generations for a range of dwelling types and locations, working environments and places to locate businesses.
- OA3: Urban environments that, over time, develop and change in response to the changing needs of people and communities and future generations.

Objective Group B – Evidence and monitoring to support planning decisions

- OB1: A robustly developed, comprehensive and frequently updated evidence base to inform planning decisions in urban environments.

Objective Group C – Responsive planning

- OC1: Planning decisions, practices and methods that enable urban development which provides for the social, economic, cultural and environmental wellbeing of people and communities and future generations in the short, medium and long-term.
- OC2: Local authorities adapt and respond to evidence about urban development, market activity and the social, economic, cultural and environmental wellbeing of people and communities and future generations, in a timely way.

Objective Group D – Coordinated planning evidence and decision-making

- OD1: Urban environments where land use, development, development infrastructure and other infrastructure are integrated with each other.



OD2: Coordinated and aligned planning decisions within and across local authority boundaries.

Without going into further detail around the Policies, key 'messages' from the NPS-UDC include:

- Provide options for different types of business.
- Ensure a good understanding of market trends, influences and developments before making changes that may affect business.
- Opportunity is needed to stimulate growth.
- Plan across local authority boundaries and consider opportunities enabled by other regions.
- Ensure land use and infrastructure are integrated.

5.3 National Policy Statement for Freshwater Management

The National Policy Statement for Freshwater Management (NPSFM) took effect on 1 August 2014 (Amended 2017). It generally relates to freshwater quantity and quality matters, but also contains a suite of further provisions relating to integrated management, setting national objectives, monitoring plans, information recording, tangata whenua roles and interests and a progressive implementation programme.

Relevant to the matter of improving water quality are Objectives A1 - A4 as follows:

- Objective A1** To safeguard:
- a) the life-supporting capacity, ecosystem processes and indigenous species including their associated ecosystems, of fresh water; and
 - b) the health of people and communities, as affected by contact with fresh water; in sustainably managing the use and development of land, and of discharges of contaminants.
- Objective A2** The overall quality of fresh water within a freshwater management unit is maintained or improved while:
- a) protecting the significant values of outstanding freshwater bodies;
 - b) protecting the significant values of wetlands; and
 - c) improving the quality of fresh water in water bodies that have been degraded by human activities to the point of being over-allocated.
- Objective A3** The quality of fresh water within a freshwater management unit is improved so it is suitable for primary contact more often, unless:
- a) regional targets established under Policy A6(b) have been achieved; or
 - b) naturally occurring processes mean further improvement is not possible
- Objective A4** To enable communities to provide for their economic well-being, including productive economic opportunities, in sustainably managing freshwater quality, within limits.



Objectives C1 and D1 are also relevant.

Objective C1 seeks to improve integrated management of fresh water and the use and development of land in whole catchments, including the interactions between fresh water, land, associated ecosystems and the coastal environment.

Objective D1 seeks to provide for the involvement of iwi and hapū, and to ensure that tangata whenua values and interests are identified and reflected in the management of fresh water including associated ecosystems, and decision-making regarding freshwater planning, including on how all other objectives of this national policy statement are given effect to.

The NPS-FM has been given effect through Plan Change 5 to the RPS and in the introduction of Chapter 3.1A pertaining to the Integrated land Use and Freshwater Management. The RPS has a whole is considered in Section 5.5 below where key messages pertaining to freshwater quality and the integrated management of freshwater and landuse are identified.

5.4 Heretaunga Plains Urban Development Strategy

The Heretaunga Plains Urban Development Strategy (HPUDS) is a collaborative approach by the Hastings District Council, Napier City Council and Hawke's Bay Regional Council to plan for urban growth on the Plains for the period 2015-2045. HPUDS takes a long-term view of land-use and infrastructure and is regularly reviewed to ensure it is kept up-to-date and relevant. The Strategy went through its first review cycle during 2016 and was adopted by the three partner councils in early 2017.

The Strategy is based on a preferred settlement pattern of 'compact design' for the Heretaunga Plains. In particular, this recognises the community's preference to maintain the versatile land of the Heretaunga Plains for production purposes.

The direction for growth through to 2045 relies on Napier and Hastings having defined growth areas and urban limits, with a need to balance increased intensification and higher densities close to the commercial nodes and higher amenity areas in the districts, against the provision of lifestyle choice.

Defined growth areas are a key element of the settlement pattern. They are more efficient and cost effective from an infrastructure and servicing point of view, and ensure land use and infrastructure can be co-ordinated, development well planned, and growth on the versatile land of the Heretaunga Plains avoided as much as possible.

Changes to zones that may affect how and where different land-uses are accommodated require careful consideration in regard to (1), how existing zones are relied on to accommodate growth, (2), the release of planned greenfield areas to accommodate growth, and (3), infrastructure planning.



HPUDS is embedded within the Regional Policy Statement and is implemented through Chapter 3.1B pertaining to 'Managing the Built Environment'.

Relevant provisions and key 'messages' of the RPS (for the purpose of this exercise) are expanded upon in Section 5.5 below.

In terms of HPUDS itself, key 'messages' include:

- The Pandora Industrial Zone is an existing area contributing to the supply of industrial zoned land,
- The extent of the Industrial Growth Areas to accommodate future demand has been developed assuming the Pandora Industrial Zone will remain,
- Demand for industrial land arising from any changes to the Pandora Industrial Zone has not been accounted for and may lead to increased demand on the identified Industrial Growth Areas, and possibly demand for additional areas, which may affect the preservation of versatile land resource.

5.5 Regional Policy Statement

District Plans must give effect to any Regional Policy Statement. In this regard, the Regional Policy Statement (RPS) is contained in Chapter 3 of the Regional Resource Management Plan document.

The RPS identifies 16 topics for which policy frameworks have been developed to manage/address them. Those that are most relevant to this exercise are highlighted:

- Integrated land use and freshwater management
- Managing the Built Environment
- Coastal Resources
- Loss and Degradation of Soil
- Scarcity of Indigenous Vegetation and Wetlands
- Effects of Conflicting Land Use Activities
- Agrichemical Use
- Management of Organic Material
- Groundwater Quality
- Groundwater Quantity
- Surface Water Quantity
- Surface Water Quality
- River Bed Gravel Extraction
- Natural Hazards
- Physical Resources
- Matters of Significance to Iwi/Hapu

A summary of the provisions pertaining to 'Managing the Built Environment' is provided below, with a summary of the remaining relevant provisions provided in **Appendix 1**. Both summaries are undertaken for the purpose of identifying key messages relating to this area/review.



Chapter 3.1B – Managing the Built Environment

These provisions set a vision for compact and well-designed urban developments within defined urban limits so as to limit encroachment onto the Heretaunga Plains soil resource. They seek a staged approach to releasing different areas of land for development in order to ensure optimal integration with public infrastructure, as well as a balanced supply across different areas of Napier, Hastings and Havelock North to provide opportunities for all levels of the market. In summary:

- Objective UD1 seeks to establish a compact and strongly connected urban form that;
 - Avoids, remedies or mitigates reverse sensitivity effects,
 - Avoids unnecessary encroachment on versatile land,
 - Avoid or mitigates increasing the frequency or severity of risk to people and property from natural hazards,
- Objective UD3 states that land requirements for the growth of business activities should be provided in a manner consistent with Objective UD1,
- Objectives UD4 and UD5 seek to manage urban development through a planned and staged manner that is integrated with the provision of strategic and other infrastructure,
- Objective UD6 seeks to ensure that the planning for, and provision of, transport infrastructure is integrated with development and settlement patterns while limiting network congestion, reducing dependency on private motor vehicles, reducing emission of contaminants to air and energy and promoting the use of active transport nodes.

Policy UD1 goes on to state:

In providing for urban activities in the Heretaunga Plains sub-region, territorial authorities must place priority on:

- a) the retention of the versatile land of the Heretaunga Plains for existing and foreseeable future primary production, and
- b) ensuring efficient utilisation of existing infrastructure, or
- c) ensuring efficient utilisation of planned infrastructure already committed to by a local authority, but not yet constructed.

In terms of the provision for business activities, Policy UD2(b) promotes the utilisation, redevelopment and intensification of existing commercial land and (d) the utilisation of existing infrastructure availability, capacity and quality as far as reasonably practicable. Consistent with the overarching principle of HPUDS, (e) seeks to avoid unnecessary encroachment onto the versatile land of the Heretaunga Plains. Sub policies (g) and (h) seek to ensure close proximity to major transport hubs ,multi-modal transport networks and to promote close proximity to labour supply respectively.

Finally, Policy UD11 states that any rezoning for the development of urban activities should be accompanied by a structure plan for inclusion in the district plan. The matters to be considered are outlined in Policies UD10.3, UD10.4 and UD12. Relevantly, and given this exercise is all about considering the merits of change, sub policy (m) requires (to the extent



reasonably possible) the avoidance of reverse sensitivity effects on existing strategic and other physical infrastructure.

Key 'messages' from the Regional Policy Statement include:

- land uses can impact the coastal environment.
- Integrated land use and freshwater management involves working collaboratively with the catchment communities.
- Protect the coastal environment from inappropriate use and development.
- Avoid, remedy or mitigate reverse sensitivity effects, particularly on existing strategic and other physical infrastructure, acknowledging that it may be possible for solutions to be found in safeguards applied to each activity concerned.
- Avoid unnecessary encroachment on versatile land.
- Avoid or mitigate increasing the frequency or severity of risk to people and property from natural hazards.
- Consider transport infrastructure.
- Ensure the efficient utilisation of existing infrastructure, and the efficient utilisation of planned infrastructure that may be committed to, but not yet constructed.
- Promote the utilisation, redevelopment and intensification of existing commercial land
- Establish business activities in close proximity to major transport hubs, multi-modal transport networks and labour supply.
- Manage coastal water quality.
- Protect the coastal environment from inappropriate use and development.
- Carefully consider coastal hazard risks.
- An appropriate level of development and industry within the coastal environment can be supported.
- The Ahuriri Estuary is identified as a Significant Conservation Area, meaning it has significant conservation values, particularly cultural, ecological, historic, or wildlife values.
- water quality should be suitable for sustaining or improving aquatic ecosystems.
- Owing to its location to the transport network and the Port, the Pandora Industrial Zone is regionally significant asset.
- Recognise tikanga Maori values, provide for cultural values and involve tangata whenua in decision making.

5.6 Regional Land Transportation Plan

Prepared by the Regional Transport Committee (with members from all councils in the region and NZTA, and a number of specialist advisers), the Regional Land Transport Plan (RLTP) describes Hawke's Bay's strategic transport objectives to 2025. It was reviewed in 2018, with the next review to be undertaken in 2020-21.

The Plan's main objectives are to achieve a resilient and efficient transport system that supports economic development and social and environmental well-being, while reducing the risk of death or serious injury on Hawke's Bay roads.



The Regional Land Transport Plan must be consistent with the Government Policy Statement (GPS) on Land Transport, which is reviewed three yearly and sets the Government's direction for land transport. At a regional level, Matariki, Hawke's Bay's economic development strategy, which was adopted in 2016, sets out a number of work areas which the RLTP contributes to, one of which is ensuring safe and efficient access to Napier Port.

According to the RLTP, the Port of Napier is the fourth largest port in New Zealand by overseas export volumes. It accounts for 10% of New Zealand's export tonnages and is therefore a nationally significant asset. In dollar terms, Napier Port is reported to support more than \$3.4 billion of Hawke's Bay's Gross Regional Product.

Prebensen Drive provides a critical link to the port and among other projects, safety and efficiency improvements on the Hawke's Bay Expressway between Pakipaki and Watchman Road involving slip lane extensions at roundabouts, targeted seal widening median/side barriers and improvements to the Prebensen Drive/Hyderabad Road roundabouts have already been recommended by the Napier Port Access Study and adopted in Matariki.

The RLTP goes on to state that there have been significant increases in the freight flow through the Port, with overall tonnages growing by 70% between 2006 and 2016, from 2.3 million tonnes to 3.9 million tonnes, and that Napier Port predicts that growth in key freight types through the Port will increase truck movements by 187% (being 171,000 truck movements) along the critical Ahuriri access corridor in the nine years to 2027.

In response, and among others, working with neighbouring regions to maximise the efficiency and resilience of transport routes throughout Napier Port's catchment area is identified a priority. As part of this, a further key priority is to ensure High Productivity Motor Vehicle⁴ capability on the region's strategic routes and local road connections. This involves improvement to remove impediments to the use of HPMV's between the Hawke's Bay Region and the Horizons Region, in particular the freight hubs of Palmerston North. The Saddle Road across the Tararua Ranges is already suitable for HPMV use, and once bridge structures in the Hawke's Bay Region are strengthened, HPMV use will be possible on what would be a nationally strategic link.

With access to the Port being via urban Napier however, there is the potential for conflict between the need to maintain amenity values and the need for efficient access to the Port. In this regard, Ahuriri in particular has experienced a recent resurgence in retail, light commercial, tourism and residential activity, so growth in traffic to the Port via State Highway 50 has the potential to cause conflict with these activities. In response the RLTP suggests that any further development in the Ahuriri area needs to be managed carefully in light of the predicted traffic growth.

⁴ High Productivity Motor Vehicle. A longer or heavier (greater than 44 tonnes) truck that must travel on a specified route permitted by all relevant road controlling authorities



Key 'messages' from the Regional Land Transportation Plan include:

- Roading decisions in the area will be greatly influenced by the needs of the Port.
- Increased traffic through the area can be expected.
- Planning decisions should take account of potential reverse sensitivity matters arising.

5.7 Napier City Vision

The City Vision document was finalised over 2015/16 and sets out a general vision and strategic framework to guide Napier. The Vision reinforces the three key areas of the city, these being the City Centre, Ahuriri and the Waterfront, as the showcase for shopping, professional services, creative talent and visitor attractions.

A key component of the City Vision is the 6 City Vision principles, these being putting people first, open for business, a port and coastal city, our people our stories, ecological excellence and pedal power. These principles are intended to underpin any future decisions made on projects and guide Council in 'how' it will operate – it's priorities, its relationship with the community and stakeholders, and its internal working environment.

The Area Framework strategies and initiatives have been informed by a comprehensive urban analysis of those opportunities presented by the natural and built context and are intended to provide direction on future projects for Council. In this case, both the Ahuriri and Waterfront and Port Area Frameworks are relevant. The strategies for these areas are summarised (reproduced from the City Vision document) below.

AHURIRI	WATERFRONT & PORT
 <p>STRATEGY 1 - INTEGRATE THE WATERFRONT AND CHARACTER PRECINCTS The varied quality of the public spaces in Ahuriri's distinct character precincts and attractions will be made coherent through careful design and consideration of materials, and through undertaking catalyst projects.</p> <p>STRATEGY 2 - INVEST IN THE AHURIRI BUSINESS PARK - THE MIXED-USE WAREHOUSE PRECINCT Ahuriri Business Park in the mixed-use warehouse precinct will become a centre for Napier's entrepreneurial culture and leverage the Business Hub and the unique setting with design qualities that reflect its emerging identity.</p> <p>STRATEGY 3 - INTELLIGENTLY MANAGE THE PORT ROUTE The safe and efficient flow of people across Bridge Street (state Highway 2) needs to be balanced with the need to transport goods and people to the Port with minimum delay and maximum ease. Intelligent design will ensure both these objectives are met.</p> <p>STRATEGY 4 - COMMUNICATE AHURIRI'S UNIQUE HERITAGE AND IDENTITY The large scale size and materials of Ahuriri's saw-tooth warehouses and marine industry features provide the ideal canvas for communicating Ahuriri's unique heritage and identity.</p>	 <p>STRATEGY 1 - ONE WATERFRONT, MULTIPLE DESTINATIONS, 100+ THINGS TO DO The waterfront will be developed as a coherent entity from the Pandora Estuary to Georges Drive with a place-led approach to create destinations with distinct identities and multiple attractions.</p> <p>STRATEGY 2 - WATERFRONT STRUCTURE AND DESIGN The scope of waterfront projects will extend into the City Centre and Ahuriri to maximise project benefits, and build in resilience by incorporating hazard mitigation into the landscape. Design will be improved with a place-specific palette of materials and public space features to support use.</p> <p>STRATEGY 3 - A CONTEMPORARY AND MULTI-FUNCTIONAL WATERFRONT The waterfront will become a multi-functional and multi-layered experience with ecological and aesthetic values, unified lighting, and memorable creative and cultural expression.</p> <p>STRATEGY 4 - PORT AND CRUISE SHIP STRATEGY The Cruise ship tourism experience will be expanded into Ahuriri and strengthened with a creative and adaptable pop-up approach, and the Port's development will be supported with on-going improvement of safety, access, site planning, and operations.</p>



Key 'messages' from the City Vision document include:

- Continual spotlight on the functional needs of the Port.
- Embrace the seaside town character and identity.
- Build resilience to coastal hazards and climate change.
- Identify, capitalise and enhance our ecological assets (Ahuriri Estuary).
- Encourage design renewal.

5.8 Ahuriri Estuary Coastal Edge Master Plan

The Ahuriri Estuary and Coastal Edge Masterplan was finalised in July 2018. It is centred on Napier's unique estuary environment and presents Napier City Council's long-term vision for the estuary and surrounding coastal edge spaces. Essentially, this plan gives effect to the principles and strategies of the City Vision document (where applicable).

The purpose of the masterplan is to highlight the opportunities in the city's interface with the estuary and coastal edge to help create a resilient estuary environment. In particular, addressing water quality issues and encouraging and facilitating appropriate uses; whilst managing the challenges of competing uses. Relevant to this exercise are initiatives 9 -10, being:

- 9 Facilitate a high quality, mixed use interface to the estuary.
- 10 Upgrade Thames & Severn Streets to deliver water quality & amenity improvements.
- 11 Prepare Structure Plan to guide the future development of Pandora.

Overviews of these initiatives are re-produced from the Ahuriri Estuary and Coastal Edge Masterplan below. In summary, in response to the push for industry adjoining the estuary to significantly reduce the contaminants discharging, or the risk of contaminants discharging to the estuary, Initiative (9) responds to the possibility that some industrial businesses may choose to locate elsewhere. It suggests that this re-location of activity, together with the location of sites facing the estuary to the north and Thames Street to rear, may present opportunities to use the land for alternative purposes such as 'live-work' land uses under a mixed-use character framework. This type of mixed use framework is suggested to be more sensitive to the vulnerable nature of the estuary.

Initiative (10) seeks to upgrade the Thames Street streetscape with a primary focus on improving the quality of stormwater runoff, while maintaining safe access for vehicles and improving amenity, and seeks to encourage truck movements along Severn Street and Prebensen Drive rather than Thames Street and Pandora Road.

Initiative (11) acknowledges the potential for industrial land use to present a challenge in regard to water quality within the estuary, and again, with the north facing aspect across the estuary, the areas location in relation to the mixed-use areas of Ahuriri, and relative proximity to the CBD, identifies opportunity for this area of land. To this end, the initiative recommends that a Structure Plan be prepared to plan for the long term land use of the Pandora area – while addressing coastal inundation, land use zoning, connectivity, street design, vehicle access and circulation, the estuary interface, and land uses.



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

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

Next steps

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

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

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



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

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

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



Thames Street existing



Thames Street existing

Next steps

Prepare options study for stormwater quality improvements within Pandora catchment.

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

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

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

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

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

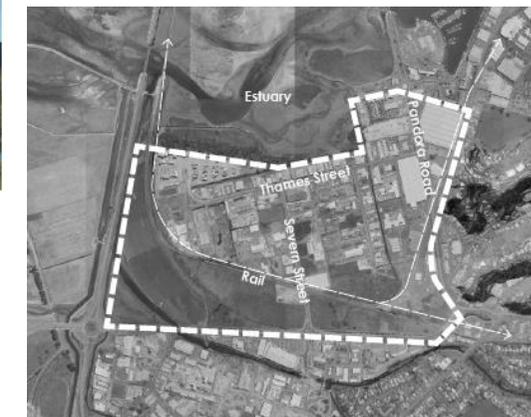
It is recommended that a structure plan be prepared to plan for the long term land use of the Pandora area. Addressing coastal inundation, land use zoning, connectivity, street design, vehicle access and circulation, the estuary interface, and land uses.

Next steps

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

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

11	Estimated Timeframe tbc	Estimated Cost tbc
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Key 'messages' from the Ahuriri Estuary and Coastal Edge Masterplan include:

- The strip between the Estuary and Thames Street presents an opportunity for alternative land uses involving 'live/work' activities within a mixed-use character framework.
- Upgrade Thames Street to introduce stormwater quality improvement methods.
- Encourage truck movements along Severn Street and Prebensen Drive rather than Thames Street and Pandora Road.
- A Structure Plan should be prepared to plan for the long-term land use of the Pandora area.
- Coastal inundation requires consideration/addressing.

5.9 Sub-Regional Industrial Land Strategy

The Regional Industrial Land Strategy (RILS) is the first joint industrial strategy initiative of the Napier City Council (NCC) and Hastings District Council (HDC). Prepared in 2019, it considers the 30-year horizon and seeks to recommend specific actions over the next 10 years to enable effective and efficient industrial development across both Napier City and Hastings District.

This strategy considers appropriate industry types for each industrial location and identifies constraints and opportunities over the medium to long term. This involved analysing existing industry and identifying the predicted growth in terms of industry type, business employment growth and the optimal zone location for new industry across the two territorial authority areas. The Strategy identifies the land areas and infrastructure required to facilitate sustainable industrial development across Napier and Hastings and provides recommendations on key actions for each Council to utilize opportunities.

The area covered by the Strategy is consistent with the subject area of HPUDS; with two of its principal functions being to assist with informing the next review of HPUDS with regard to providing future industrial land requirements across the Heretaunga Plains, and to consider the likely industrial land supply needs out to 2030.

Emerging issues relating to industrial development that the Strategy seeks to address are all considered to effectively apply to the area subject to this exercise, and include the following:

- General concerns for the environment and the potential effects of industrial development, including consideration of:
 - Stormwater quality and quantity and contaminant run off to the Ahuriri estuary and other waterbodies (with stormwater runoff from Pandora being a particular concern),
 - Protection of drinking water supplies,
 - Provision of sustainable supplies of process water for industry, and
 - General environmental cleanliness;
- Considering the potential effects of Climate Change;
- Uptake of industrial land supply for non-industrial uses, including:
 - Higher value commercial and residential activities, and



- RSE worker accommodation (particularly in the Hastings District);
- Lack of available greenfields industrial land within Napier City;
- Whether the available greenfields industrial land in the sub-region provides for the various industrial activity types including wet industry (with a need for process water and trade waste discharge).

In terms of the Pandora area of the Main Industrial Zone, the Strategy identifies the following with regard to 3-waters servicing and transport:

- Water ➤ Sufficient service available
- Wastewater ➤ Sufficient service available but resilience could be improved with a new line.
 ➤ Stormwater needs to be separated from wastewater.
- Stormwater ➤ Major stormwater quality issues in this area. Runoff runs directly via open drain to the Ahuriri Estuary.
 ➤ NCC currently working with industry to improve site management and minimise contamination of stormwater.
 ➤ Potential for stormwater treatment via wetlands to the south west.
- Trade Waste ➤ The trade waste network within the area is currently not functioning. NCC seek to either reinstate this or convert to a domestic wastewater line.
 ➤ There are 6 – 10 trade waste customers in Pandora. For environmental reasons, there is a preference of no further trade waste connections, however this conflicts with the opportunity to make the existing trade waste line operational as additional connections would make it economically efficient.
- Transport Constraints:
 ➤ There is potential for further commercial / industrial growth north of Prebensen Drive (Large Format Retail and Lagoon Farm), which would cause significant issues and shift driver patterns/routes.
 ➤ A weighbridge has recently established on Severn Street which is generating queuing of trucks onto Prebensen Drive.
 Planned and Potential Solutions:
 ➤ Prebensen Drive has been shifted from local road to State Highway (SH50) between the Expressway and Hyderabad Road.
 ➤ NZTA has sought Notice of Requirement for upgrades to the Prebensen Drive / Hyderabad Road intersection. However, this is now on hold due to lack of funding.
 ➤ The old KiwiRail yard (now vacant) with access from Sh50/Hyderabad Road could be redeveloped for high traffic generating activity such as a truck weighbridge but is dependent on KiwiRail's plans.
 ➤ Potential for a walkway connection around the west of this area back over Prebensen Drive.



It references Initiatives 9, 10 and 11 of the Ahuriri and Coastal Edge Masterplan identified above and goes on to touch on constraints and opportunities. The primary constraint is identified as its proximity to the Estuary and Salt Water Creek in terms of effects on water quality, and the opportunities identified as being redevelopment to cleaner industries with locational advantages to the port, airport, railway and state highway road network. Based on these locational advantages it was considered important to retain the Pandora area as part of the industrial land resource.

In the preparation of the Strategy, interviews were undertaken with various stakeholders including local councils, transportation providers, business organisations and representatives of significant industries. Feedback of relevance to Pandora was summarised as follows:

Discussion Point	Feedback Summary
Important Industrial Activities	Shipping container storage, abattoir, Pacific Leathers, Lowe tannery, engineering. Could accommodate logging truck weighing and scaling station.
Important Industrial Locations	Pandora mentioned by multiple stakeholders. Council desire to relocate heavy wet industry out of the area was noted. Container storage close to Port is an important activity.
Significantly Growing Industrial Activities	Logistics and distribution.
Anticipated Growth Industries Over Long Term	Importer logistics and distribution.
Key Issues in Accommodating Industrial Activity in Napier	Concerns over environmental issues relating to heavy industry and stormwater runoff and visual issues with port container storage identified. Others identify port container storage as an essential activity to be accommodated.

In summary, the Strategy recommends caution in regard to implementing the initiatives of the Ahuriri and Coastal Edge Masterplan. For example, there is the potential for introduction of new reverse sensitivity issues as a result of introducing a Mixed Use zoning

The extent of this caution is explained however, in that any such rezoning should be limited to an additional area of Mixed Use Zone on the northern side of Thames Street and to the east of the Severn Street intersection. To ensure no net loss of Main Industrial Zone land, it is further recommended that an equivalent area of Mixed Use Zone between Humber and Thames Street, without Estuary frontage, revert to a Main Industrial Zoning as is reflective of existing activities. This area is shown in **Figure 8** below (although we note the presence of the residential apartments already along Humber Street to the north and the potential conflict within or adjacent to a more Industrial Zone).

This is consistent with the theme of the Strategy seeking to maintain this area of the City for industrial purposes, as evidenced in the following recommendations:

- 1) Restriction on further subdivision through the introduction of a minimum lot size to maintain the large-scale nature of the properties for industrial activities.

- 2) Maintain Trade waste capacity in the interim for the established industries to keep operating with reduced environmental impact as per their existing use rights, while encouraging a shift of these industries to other industrial areas with trade waste capacity in less sensitive environments over the medium term.
- 3) Potential location for rail freight hub and or truck weigh station and scaling in rail yards area if accessibility issues can be overcome.

Figure 8: Area suggested to revert to the Main Industrial Zone



Finally, the Strategy recommends developing a Structure Plan for the area with consideration of the above recommendations, in addition to the Ahuriri and Coastal Edge Masterplan recommendations relating to Pandora.

The strategy also considers the Port, and of relevance to this exercise, identifies a lack of available land as a key constraint. Feedback from interviews with various stakeholders identified the link to, and availability for, container storage at Pandora as important to the Port. These findings align with the recommendations made above.

Key 'messages' from the Regional Industrial Land Strategy for the area include:

- There is sufficient water and wastewater services in the area.
- Stormwater servicing improvements in relation to infrastructure as well as onsite management and treatment need to be made.
- Reinstated/provide trade waste services or not?
- Potential for significant transport network issues.
- No net loss of industrial zoned land.
- Reverse sensitivity issues should be avoided.



- Container storage and accommodating the Port is important.
- A secure linkage to the Port is important.

6. STAKEHOLDER ENGAGEMENT

Targeted engagement was undertaken with primary stakeholders and landowner/ occupiers according to the Stakeholder Engagement Plan prepared in December 2019 provided in **Appendix 2**. Section 6.1 outlines the engagement undertaken with interested parties and owners/occupiers, and Section 6.2 the engagement undertaken with Tangata Wheuna.

6.1 Interested Parties and Owners/Occupiers

Both letters and emails were sent to all addresses within the study area and identified stakeholder organisations, to invite parties to attend workshops – one for stakeholders and one for owners/occupiers.

The purpose of the workshops was not to achieve agreement on any one option, rather provide an opportunity to explain the project and hear from people with a particular interest in the area in terms of the issues they perceive, their values over the area and any visions they may have for it. Key messages were to be identified and used to inform this review, alongside the messages obtained from the analysis of the relevant planning documents.

The workshops were held consecutively on 12 February 2020 at the Napier Conference Centre. Opportunity for face-to-face meetings or phone calls were also offered to the targeted engagement group.

Although attendance at each workshop was relatively limited, discussion was free-flowing with a high level of participation from all those who attended.

A summary of the discussions from the two workshops is provided in **Appendix 3**.

Key messages from stakeholders and owners/occupiers include:

- Is the driver for change the effects of land-use activities on water quality – if so, the challenge is wider than just Pandora, and time should be given for existing initiatives before changing/introducing risk.
- Landowners have embraced new initiatives around improving stormwater management.
- The Port plays a critical role in strengthening the Napier economy and facilitating successful businesses within the city, region and New Zealand, and in this regard The Pandora Industrial Zone is in a key strategic location.
- Thames Street is likely to be able to accommodate heavy traffic from both directions in the future.
- Reverse sensitivity is a considerable risk to existing businesses.



- The activities that operate in the Pandora Industrial Zone are influenced by the local and global market.
- The future of the zone is likely to be storage and distribution in support of the rural and food production sector

6.2 Consultation with Tangata Whenua

Guided by Napier City Te Taiwhenua o te Whanganui ā Orotu was contacted as the appropriate tangata whenua.

Initial correspondence introduced the project, explained its infancy and sought guidance as to how Te Taiwhenua o te Whanganui ā Orotu would like to be involved.

Te Taiwhenua o te Whanganui ā Orotu responded to clarify whether Napier City Council intended to engage the Taiwhenua for cultural advice and input into the investigation. Further correspondence explained that the project was at a very early stage and not at the point of engaging specific expert assessments, rather initial engagement was to socialise some of the issues and directions in the different planning documents. At this early stage, engagement is seen together ideas and feedback on what some of the directions may be – for further work to be undertaken should any of those directions carry enough interest.

As well as being invited to the workshops, a separate meeting was also suggested. Within the timeframe of this project however a meeting was not able to be convened, and key representatives from the Taiwhenua were unable to attend the workshop due to other commitments.

Although direct engagement with Tangata Whenua has not been possible as part of this initial exercise, **'messages' from the cultural values statement⁵ include:**

- Domestication introduces threats to flora and fauna,
- Land modification and landuse activities can have effects on water quality,
- The community must be encouraged to take ownership of the lagoon as a wildlife habitat through continuing wetland restoration and public education programmes.

Further engagement with tangata whenua is recommended should the project progress.

7. OPTIONS

In considering the messages from the above sources, the need to maintain the availability of the area for some degree of industrial land-use is clear, and as such, it is difficult to envisage wholesale change to a commercial, residential, rural or open space based environment. This is consistent with retaining the strategic focus of Pandora as an industrial zone for large footprint industries.

⁵ Referred to in Section 2.3 and prepared by the Mana Ahuriri Trust for the Ahuriri Estuary



For this reason, the following options have been developed across an 'industrial based spectrum' taking cues from the messages identified. The general basis for each is summarised below.

Of particular note, although the Regional Land Strategy suggested that an equivalent area of Mixed Use Zone between Humber and Thames Street revert to a Main Industrial Zone in the event an additional area of Mixed Use Zone is established on the northern side of Thames Street, this has not been included in Option 3 pertaining to such an approach.

This is because a considerable area of the Humber/Thames Street block is already characterised by non-industrial and residential uses which could give rise to reverse sensitivity issues under such a change and the block is situated within area of high public use where a focus on industrial activities may not be the best urban outcome. Furthermore, and if required, the existing Mixed Use Zone would still allow industrial activities and activities in support of the Port to establish.

Table 1: Options

<p>Option 1:</p>	<p>No Change</p> <p>Gives full effect to retaining the strategic focus of Pandora as an industrial zone for large footprint industries.</p>	
<p>Option 2:</p>	<p>Introduction of Stormwater Quality Overlay</p> <p>Gives full effect to retaining the strategic focus of Pandora as an industrial zone for large footprint industries but introduces an overlay to impose specific rules on land-use to improve the quality of stormwater being discharged from sites within the area so as to continue to improving the water quality of receiving water bodies.</p>	

<p>Option 3:</p>	<p>Stormwater Quality Overlay and Mixed Use Zone along Estuary Frontage</p> <p>Achieves Option 2 and generally achieves Option 1 by retaining most of the area under the existing Main Industrial Zone but provides opportunity for non-industrial land-uses to establish along the Estuary interface that may carry less risk of discharging contaminants into the receiving environment.</p>	
<p>Option 4:</p>	<p>Stormwater Quality Overlay and Relaxation of the Mixed-Use Zone</p> <p>Derived from Option 3, this option achieves Options 1 and 2 and provides for non-industrial land-uses within an area where there is likely to be less reverse sensitivity risks.</p>	
<p>Option 5:</p>	<p>Rezone to Mixed Use with a Stormwater Quality Overlay</p> <p>Achieves Option 2 while also introducing opportunities for non-industrial land-uses that may carry less risk of discharging contaminants into the receiving environment.</p>	

A further 3 options derived from options 3-5 without the Stormwater Quality Overlay component are worthy of consideration. These options take cues from the message that landowners/occupiers have embraced new initiatives around improving stormwater management and time is needed to allow them to come to fruition before introducing further change.



Section 8 therefore goes on to consider the following 8 options:

- Option 1:** No Change
- Option 2:** Introduction of Stormwater Quality Overlay
- Option 3:** Stormwater Quality Overlay and Mixed-Use Zone along Estuary Frontage
- Option 3A:** Mixed-Use Zone along Estuary Frontage
- Option 4:** Stormwater Quality Overlay and Relaxation of the Mixed-Use Zone
- Option 4A:** Relaxation of the Mixed-Use Zone
- Option 5:** Rezone to Mixed-Use with a Stormwater Quality Overlay
- Option 5A:** Rezone to Mixed-Use

8. OPTIONS ANALYSIS AND DISCUSSION

Section 8.1 summarises the messages sourced from both the analysis of the relevant planning documents and the consultation undertaken and consolidates them to develop core 'themes' for each option to be considered against. Section 8.2 lists a number of observations relevant to the analysis and preferred option.

8.1 Analysis of Messages and Options

Table 2 provides a summary of the messages sourced from the analysis of the relevant planning documents in Section 5 and the consultation undertaken as reported on in Section 6. These messages are consolidated to develop core 'themes' for each option to be considered against. It is not uncommon for there to be conflicting messages and themes.



Table 2: Summary of Messages and Consolidated Themes

Source	Messages	Themes
New Zealand Coastal Policy Statement	Restore the coastal environment and protect significant natural ecosystems Maintain or enhance coastal water quality Allow development but avoid inappropriate development Recognise and protect characteristics of the coastal environment that are of special value to tangata whenua The coastal marine area is an extensive area of public space for the public to use and enjoy Carefully consider the risks of coastal hazards The potential to protect, use, and develop natural and physical resources in the coastal marine area should not be compromised by activities on land The coastal marine area is a limited resource	1) Improve water quality, which in this context is reduce contaminants and improve stormwater management 2) Avoid inappropriate development within the coastal environment and land environment adjacent to this 3) Avoid increasing the risk of coastal hazards 4) Retain urban development within existing and planned zones 5) Recognize the value of infrastructure and ensure the efficient use of existing infrastructure (which involves establishing business activities in close proximity to major transport hubs, multi-modal transport networks and labour supplies) 6) Avoid reverse sensitivity issues 7) Embrace Napier's seaside town character 8) Support and consider the Port 9) Avoid the loss of industrial zoned land and preserve the area for future industrial/distribution/freight opportunities 10) Provide time for existing initiatives to improve stormwater management before introducing change/risk
National Policy Statement for Urban Development	Provide options for different types of business Ensure a good understanding of market trends, influences and developments before making changes that may affect business Opportunity is needed to stimulate growth Plan across local authority boundaries and consider opportunities enabled by other regions Ensure land use and infrastructure are integrated.	
Heretaunga Plains Urban Development Strategy	The Pandora Industrial Zone is an existing area continuing to the supply of industrial zoned land The extent of the Industrial Growth Areas to accommodate future demand has been developed assuming the Pandora Industrial Zone will remain Demand for industrial land arising from any changes to the Pandora Industrial Zone has not been accounted for and may lead to increased demand on the identified Industrial Growth Areas, and possibly demand for additional areas, which may affect the preservation of versatile land resource.	
Regional Policy Statement	land uses can impact the coastal environment Integrated land Use and freshwater management involves working collaboratively with the catchment communities Protect the coastal environment from inappropriate use and development Avoid, remedy or mitigate reverse sensitivity effects, particularly on existing strategic and other physical infrastructure, acknowledging that it may be possible for solutions to be found in safeguards applied to each activity concerned Avoid unnecessary encroachment on versatile land Avoid or mitigate increasing the frequency or severity of risk to people and property from natural hazards Consider transport infrastructure Ensure the efficient utilisation of existing infrastructure, and the efficient utilisation of planned infrastructure that may be committed but not yet constructed Promote the utilisation, redevelopment and intensification of existing commercial land Establish business activities in close proximity to major transport hubs, multi-modal transport networks and labour supplies Manage coastal water quality Protect the coastal environment from inappropriate use and development Carefully consider coastal hazard risks An appropriate level of development and industry within the coastal environment can be supported The Ahuriri Estuary is identified as a Significant Conservation Area, meaning it has significant conservation values, particularly cultural, ecological, historic, or wildlife values water quality should be suitable for sustaining or improving aquatic ecosystems Owing to its location to the transport network and the Port, the Pandora Industrial Zone is regionally significant asset Recognise tikanga Maori values, provide for cultural values and involve tangata whenua in decision making.	
Regional Land Transportation Plan	Roading decisions in the area will be greatly influenced by the needs of the Port Increased traffic through the area can be expected Planning decisions should take account of potential reverse sensitivity matters arising.	
Napier City Vision	Continual spotlight on the functional needs of the Port Embrace the seaside town character and identity Build resilience to coastal hazards and climate change Identify, capitalise and enhance our ecological assets (Ahuriri Estuary) Encourage design renewal.	
Ahuriri Estuary and Coastal Edge Master Plan	The strip between the Estuary and Thames Street presents an opportunity for alternative land uses involving 'live/work' activities within a mixed-use character framework Upgrade Thames Street to introduce stormwater quality improvement methods Encourage truck movements along Severn Street and Prebensen Drive rather than Thames Street and Pandora Road A Structure Plan should be prepared to plan for the long-term land use of the Pandora area Coastal inundation requires consideration/address.	
Sub Regional Industrial Land Strategy	There is sufficient water and wastewater services in the area Stormwater servicing improvements in relation to infrastructure as well as onsite management and treatment need to be made Reinstated/provide trade waste services or not? Potential for significant transport network issues No net loss of industrial zoned land Reverse sensitivity issues should be avoided Container storage and accommodating the Port is important A secure linkage to the Port is important.	
Stakeholders and landowners/occupiers	Is the driver for change the effects of landuse activities on water quality – if so, the challenge is wider than just Pandora, and time should be given for existing initiatives before changing/introducing risk Landowners have embraced new initiatives around improving stormwater management The Port plays a critical role in strengthening the Napier economy and facilitating successful businesses within the city, region and New Zealand, and in this regard The Pandora Industrial Zone is in a key strategic location Thames Street is likely to be accommodate heavy traffic from both directions in the future Reverse sensitivity is a considerable risk to existing businesses The activities that operate in the Pandora Industrial Zone are influenced by the local and global market The future of the zone is likely to be storage and distribution in support of the rural and food production sector.	
Cultural values	Domestication introduces threats to flora and fauna Land modification and landuse activities can have effects on water quality The community must be encouraged to take ownership of the lagoon as a wildlife habitat through continuing wetland restoration and public education programmes.	



Table 3 below provides an analysis of how each option can be considered against the identified themes. Given the preliminary nature of this piece of work and unlike a Goals Achievement Matrix approach, the themes have not been weighted, rather a sliding scale as outlined below has been adopted to score each option.

1 = unlikely to achieve

2 = may achieve with further consideration

3 = likely to achieve with further consideration

4 = likely to achieve

'Further consideration' as referred to in scores (2) and (3) refers to the development of specific District Plan rules or conditions.



Table 3: Analysis of options

Themes	1 Reduce contaminants and improve stormwater management	2 Avoid inappropriate development within the coastal environment and land environment adjacent to this	3 Avoid increasing the risk of coastal hazards	4 Retain urban development within existing and planned zones	5 Recognize the value of infrastructure and ensure the efficient use of existing infrastructure	6 Avoid reverse sensitivity issues	7 Embrace Napier's seaside town character	8 Support and consider the Port	9 Avoid the loss of industrial zoned land and preserve the area for future industrial/distribution/freight opportunities	10 Provide time for existing initiatives to improve stormwater management before introducing change/risk	Total
Options 1 = unlikely to achieve 2 = may achieve with further consideration 3 = likely to achieve with further consideration 4 = likely to achieve											
Option 1 No Change	1	2	3	4	4	4	1	4	4	4	31
Option 1 is unlikely to achieve any improvements in water quality beyond those anticipated by existing initiatives. It does however preserve the zone for future industrial use and introduces the lowest level of change. There are benefits in this regard to existing and future potential use of the area for industrial activities, however there would be no benefit in terms establishing activities on the margin of the coastal environment that may have less environmental impact and embracing Napier's seaside town character.											
Option 2 Introduction of Stormwater Quality Overlay	4	2	3	4	4	4	1	4	4	2	32
Option 2 is anticipated to produce the same outcomes as Option 1, but with greater potential for improved stormwater management. This option does however introduce additional regulation around stormwater management beyond existing initiatives.											
Option 3 Stormwater Quality Overlay and Mixed Use Zone along Estuary Frontage	4	3	3	4	4	2	2	4	3	2	31
Option 3 introduces additional regulation around stormwater management and introduces the opportunity to establish landuses along the margin with the Estuary that may have a lower risk profile in terms of effects on water quality, and which may provide opportunities to better engage with the coastal environment. Providing such an opportunity does however risk a minor loss of industrial land, although limited, and also increases the risk of reverse sensitivity given the potential for residential activities to establish, albeit on a limited scale. Overall however, with strip of land between Thames Street and the Estuary being relatively narrow, there would on balance be little change in how the broader zone operates in terms of industrial activities and its relationship with the Port.											
Option 3A Mixed Use Zone along Estuary Frontage	1	3	3	4	4	2	2	4	3	4	30
Option 3A is anticipated to produce the same outcomes as Option 3, but with less potential for improved stormwater management. This option does however provide time for existing initiatives to come to fruition before introducing additional regulation.											
Option 4 Stormwater Quality Overlay and Relaxation of the Mixed Use Zone	4	3	3	4	4	3	4	4	3	3	35
Option 4 introduces additional regulation around stormwater management and introduces the opportunity to establish land-uses that may have a lower risk profile in terms of effects on water quality along a margin of the Estuary and in an area with greater connectivity to existing residential and recreational land-uses. It provides opportunities to better engage with the coastal environment with arguably less risk around the loss of industrial land, on the basis that existing land uses along within this area already of a mixed-use nature e.g. commercial offices, industrial activities, car sales and residential. Situated further from Thames Street and the core industrial zone and close to mixed use environments, the risk of reverse sensitivity is likely to be less. Similarly, there would be little change in how the broader zone operates in terms of industrial activities and its relationship with the Port.											
Option 4A Relaxation of the Mixed Use Zone	1	3	3	4	4	3	4	4	3	3	32
Option 4A is anticipated to produce the same outcomes as Option 4, but with less potential for improved stormwater management. This option does however provide time for existing initiatives to come to fruition before introducing additional regulation.											
Option 5 Rezone to Mixed Use with a Stormwater Quality Overlay	4	2	3	3	3	2	2	3	3	2	27
Option 4 introduces additional regulation around stormwater management and introduces the opportunity to establish landuses throughout the zone that may have a lower risk profile in terms of effects on water quality. It provides opportunities to better engage with the coastal environment but does increase the risk of reverse sensitivity issues arising and risks the loss of industrial land that may affect the supply and existing approaches around managing demand. It may also compromise opportunities in the future for larger storage/distribution facilities, particularly given the location of the rea in relation to the Port and railway.											
Option 5A Rezone to Mixed Use	2	2	3	3	3	2	2	3	3	4	27
Option 5A is anticipated to produce the same outcomes as Option 5, but with less potential for improved stormwater management. This option does however provide time for existing initiatives to come to fruition before introducing additional regulation. On balance however, it achieves the less in terms of improving stormwater management and providing for industrial landuses/opportunities.											



8.2 Discussion

The following builds on the discussion undertaken within Table --- above and makes key points and observations with regard to the consideration of scores and outcomes:

- Theme 1 '*reduce contaminants and improve stormwater management*' is scored in the context of potential improvements beyond existing initiatives.
- In scoring each option against theme 2 '*Avoid inappropriate development within the coastal environment and land environment adjacent to this*', although industrial development is not considered to be outright inappropriate, it does bring potential for greater effects on natural character and water quality compared some other land-uses. To this effect, options involving land-uses with lower risk around these matters have been scored higher.
- With the entire study area essentially being characterised by the same coastal hazard risk (being inundation), each option can be scored in the same manner in terms of theme 3 '*Avoid increasing the risk of coastal hazards*' – not discounting that consideration of natural hazards is still a key item.
- Theme 4 '*Retain urban development within existing and planned zones*' stems from avoiding encroachment onto the versatile soil resource and is born out of different messages to those forming theme 9 '*Avoid the loss of industrial zoned land and preserve the area for future industrial/ distribution/ freight opportunities*', which acknowledges the locational values of this particular industrial zone.
- In scoring Theme 8 '*Support the Port*', it was considered that a complete rezoning with the opportunity for non-industrial activities to establish was a step back from supporting the needs of the Port. This was taken into account in scoring Options 5 and 5A when compared to the remaining options which involved much smaller areas of land being provided with the opportunity to accommodate non-industrial activities.
- Option 1 '*No Change*' scores relatively high on the basis that it effectively meets all the themes with the exception of making any additional progress towards reducing contaminants in stormwater beyond what existing initiatives may achieve.
- Option 2 scores high for the same reasons but does makes some progress towards reducing contaminants in stormwater. This does however cut across the theme of providing time for existing initiatives to come to fruition.
- Of a similar score is Option 3, which builds on Option 2 and introduces a Mixed-Use Zone between the Estuary and Thames Street. Although this may present an opportunity to establish alternative land-uses along the margin with the Estuary that may have a lower risk profile in terms of effects on water quality, this option is still characterised by a considerable industrial environment across the remainder of the area. This means the introduction of the stormwater overlay is likely to be more influential in reducing contaminants in stormwater from the study area as a whole, than simply providing for different land-uses within a narrow strip of the zone alongside the Estuary interface.
- This proposition would also apply to Option 4, but with the Stormwater Overlay in place, and the ability to establish residential land-uses (more likely than not of medium-high density scale) in close proximity to existing residential and recreation facilities, Option 4 scores higher.



- Although improvements in stormwater management are likely to be same as option 3, option 4 scores higher on the basis that such change would have less impacts on the individual land resources and the Port, and a lower risk of reverse sensitivity effects arising from nearby landuses as well as transport corridors.
- Although locating residential development in an area where it can embrace the seaside, there is potential for broader benefits in relation to housing options and vibrancy to be achieved from Option 4 that have not been factored into this analysis.
- In terms of Option 3, if an equivalent area of Mixed Use Zone between Humber and Thames Street was to revert to a Main Industrial Zone to offset the change along Thames Street as suggested in the Regional Industrial Land Strategy, theme 9 'Avoid the loss of industrial zoned land and preserve the area for future industrial/ distribution/ freight opportunities' could be scored higher, however this would only increase Option 3's score to 32, still less than Option 4 at 35.
- Likewise, if the extent of the new Mixed Use Zone along Thames Street under Option 3 was to be bought back to the eastern side of the Severn Street intersection, there is unlikely to be any significant change in score.
- Interestingly, rezoning the entire area to Mixed Use scores the lowest. This is because it effectively cuts across the majority of themes and essentially carries with it more risk/uncertainty across all themes.
- With greater certainty around demands on the area from an economic/market perspective and the success or otherwise of Option 4 in relation to relaxing the Mixed Use Zone, the potential for a change in land-use along the Estuary interface as per Option 3 could be reconsidered at a later date.

9. RECOMMENDATION

It is recommended that Option 4 be pursued, that being:

<p>Option 4: Stormwater Quality Overlay and Relaxation of the Mixed-Use Zone Derived from Option 3, this option achieves Options 1 and 2 and provides for non-industrial land-uses within an area where there is likely to be less reverse sensitivity risks.</p>	
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Alternative options are Options 4A and 2, these being:

- Option 2:** Introduction of Stormwater Quality Overlay
- Option 4A:** Relaxation of the Mixed-Use Zone

In relation to progressing with Option 4, it is recommended that:

- 1) Engagement be undertaken with relevant Tangata Whenua and affected landowners/occupiers.
- 2) Implications of potential coastal inundation be assessed over the Mixed-Use Zone to be relaxed.
- 3) Servicing capacity be confirmed.
- 4) Consideration be given to the extent to which the Mixed Use Zone is to be relaxed (land-use and bulk and location considerations) – with a view of providing for greater residential uptake than what is currently provided for within the Mixed Use Zone and in particular less barriers to residential development, including the risk of reverse sensitivity.
- 5) Potential effects on industrial land capacity be assessed and quantified.
- 6) That a Structure Plan be developed to guide the pattern of development and connectivity to roads and areas of public open space.
- 7) That rules and/or conditions to improve stormwater management on sites within the area, in line with the Stormwater Bylaw 2020, be developed to be included in the District Plan.

A project plan to progress the recommendation to a formal Plan Change status can then be determined.

As outlined above, with greater certainty around demands on the area from an economic/market perspective and the success or otherwise of Option 4 in relation to relaxing the Mixed Use Zone, the potential for a change in land-use along the Estuary interface as per Option 3 could be reconsidered at a later date.

Further, and regardless of whether the above or an alternative is progressed, it is recommended that:

- 5) Existing initiatives for the improvement of stormwater management in the area continue to be supported and committed to.
- 6) The Council work with landowners to remove private infrastructure within NCC drainage reserves.
- 7) That Thames Street be upgraded to introduce stormwater quality improvement methods.
- 8) A decision be made as to whether or not to reinstate/provide trade waste services in the area.

Appendix 1

Summary of RPS Provisions



Summary of Regional Policy Statement Provisions

Chapter 3.1A – Integrated land Use and Freshwater Management

It is identified in Chapter 3.1A that integrated management of land use and water quality increases the ability to promote sustainable management of the region's natural and physical resources.

In response, Objective LW1 seeks the integrated and sustainable management of land and freshwater resources. It includes a number of further objectives, with those relevant to this exercise being:

- protecting wetlands, including their significant values.
- recognising that land uses, freshwater quality and surface water flows can impact on aquifer recharge and the coastal environment.
- recognising the benefits of industry good practice to land and water management, including audited self management programmes.
- recognising and providing for the recreational and conservation values of fresh water bodies.
- promoting the preservation of the natural character of the coastal environment, and rivers, lakes and wetlands, and their protection from inappropriate subdivision, use and development.

Objective LW2 seeks the management of land use and freshwater use that recognises and balances the multiple and competing values and uses of those resources within catchments.

Policy LWA1 sets out further work to be undertaken by the Regional Council for future changes to the RPS and in preparing a Regional Biodiversity Strategy, while Policy LW2 sets out priorities for maintaining and enhancing the primary values for specified catchments. It is stated that this framework is only to be applied when preparing Regional Plans and considering applications for resource consents. The primary and secondary values and uses identified for the Greater Heretaunga / Ahuriri Catchment Area are nevertheless outlined in **Figure 1** below.

Of greater relevance is Policy LW1, which sets out to adopt an integrated management approach to fresh water and the effects of land use and development within each catchment area, that among other outcomes:

- provides for mātauranga a hapū and local tikanga values and uses of the catchment.
- provides for the inter-connected nature of natural resources within the catchment area, including the coastal environment; takes a strategic long term planning outlook of at least 50 years to consider the future state, values and uses of water resources for future generations;
- aims to meet the differing demand and pressures on, and values and uses of, freshwater resources to the extent possible.
- involves working collaboratively with the catchment communities and their nominated representatives.
- ensures the timely use and adaptation of statutory and non-statutory measures to respond to any significant changes in resource use activities or

- the state of the environment.
- recognises and provides for existing use and investment.

Figure 1

Catchment Area	Primary Value(s) and Uses – in no priority order	Secondary Value(s) and Uses – in no priority order
Greater Heretaunga / Ahuriri Catchment Area	<ul style="list-style-type: none"> any regionally significant native water bird populations and their habitats Cultural values and uses for: <ul style="list-style-type: none"> mahinga kai nohoanga taonga raranga taonga rongoa Fish passage Individual domestic needs and stock drinking needs⁸ Industrial & commercial water supply Native fish habitat in the Ngaruroro River and Tutaekuri River catchments Recreational trout angling and trout habitat in: <ul style="list-style-type: none"> the Mangaone River the Mangatutu Stream the Ngaruroro River and tributaries upstream of Whanawhana cableway the Ngaruroro River mainstem between the Whanawhana cableway and confluence with the Maraekakaho River the Tutaekuri River mainstem above the Mangaone River confluence The high natural character values of the Ngaruroro River and its margins upstream of Whanawhana cableway, including Taruarau River The high natural character values of the Tutaekuri River and its margins above the confluence of, and including, the Mangatutu Stream Trout spawning habitat Urban water supply for cities, townships and settlements and water supply for key social infrastructure facilities freshwater use for beverages, food and fibre production and processing and other land-based primary production 	<ul style="list-style-type: none"> Aggregate supply and extraction in Ngaruroro River downstream of the confluence with the Mangatahi Stream Amenity for contact recreation (including swimming) in lower Ngaruroro River, Tutaekuri River and Ahuriri Estuary any locally significant native water bird populations and their habitats Native fish habitat, notwithstanding native fish habitat as a primary value and use in the Tutaekuri River and Ngaruroro River catchments Recreational trout angling, where not identified as a primary value and use Trout habitat, where not identified as a primary value and use

Chapter 3.2 – The Sustainable Management of Coastal Resources

Chapter 3.2 sets out the following 7 Objectives pertaining to the sustainable management of coastal resources (relevant aspects highlighted).

- OBJ 4** Promotion of the preservation of the natural character of the coastal environment and its protection from inappropriate subdivision, use and development.
- OBJ 5** The maintenance and where practicable and in the public interest, the enhancement of public access to and along the coast.
- OBJ 6** The management of coastal water quality to achieve appropriate standards, taking into account spatial variations in existing water quality, actual and potential public uses, and the sensitivity of the receiving environment.
- OBJ 7** The promotion of the protection of coastal characteristics of special significance to iwi, including waahi tapu, tauranga waka, taonga raranga, mahinga kai and mahinga mataitai.
- OBJ 8** The avoidance of further permanent development in areas prone to coastal erosion or inundation, taking into account the risk associated with global sea level rise and any protection afforded by natural coastal features.
- OBJ 9** Appropriate provision for economic development within the coastal

environment, including the maintenance and enhancement of infrastructure, network utilities, industry and commerce, and aquaculture.

OBJ 10 Enabling safe and efficient navigation.

There are no specific policies relating to the coastal environment part of the RPS.

Chapter 3.4 – Scarcity of Indigenous Vegetation and Wetlands

The scarcity of indigenous vegetation, wetlands, and habitats of indigenous fauna as a result of vegetation modification or clearance and land drainage is identified as a significant resource management issue for the region. In response Objective 15 is the preservation and enhancement of remaining areas of significant indigenous vegetation, significant habitats of indigenous fauna and ecologically significant wetlands.

Interestingly, the Ahuriri Estuary is not identified as a priority wetland in the context of Chapter 3.4 of the RPS. It is however identified as a Significant Conservation Area in the Regional Coastal Environment Plan, which means an area identified as having significant conservation values, particularly cultural, ecological, historic, or wildlife values.

Chapter 3.5 – Effects of Conflicting Land Use Activities

Chapter 3.5 seeks to address the issue of offsite impacts or nuisance effects, especially odour, smoke, dust, noise, vibrations, agrichemical spray drift and increased traffic caused by the location of conflicting land use activities.

The RPS identifies that complaints about existing activities made by new neighbours are of particular concern to industries. The viability of existing business activities may be threatened as a result of effects which were not perceived as a problem when the activities were first established. Commonly this occurs when rural lifestyle subdivisions are allowed in traditional farming areas. Odours, noise, agrichemical and fertiliser applications, and dust may be considered to be incompatible with the new adjacent activity. Similar situations arise when residential areas encroach onto industrial areas. 3

Such effects need to be planned and managed in an effective manner to ensure established infrastructure is not compromised by the location of sensitive activities nearby, and that existing land uses are not adversely affected by the use and development of new infrastructure.

The crux of the 'reverse sensitivity' principle is that where an existing activity produces a situation that a new activity would likely regard as noxious, dangerous, offensive or objectionable, then the new activity should not be sited next to the existing one. Alternatively, safeguards should be put in place to ensure that the new activity does not curtail the existing one.

The approach of the RPS is not to simply disallow mixed use environments, rather the Policy 6 seeks to recognise that the future establishment of potentially conflicting land use activities adjacent to, or within the vicinity of each other is appropriate -

provided no existing land use activity (which adopts the best practicable option or is otherwise environmentally sound) is restricted or compromised – indicating it is possible for solutions to reverse sensitivity can be found in safeguards applied to each activity concerned.

Chapter 3.10 – Surface Water Resources

Chapter 3.10 seeks to address the potential degradation of the values and uses of rivers, lakes and wetlands in Hawke's Bay as a result of (a), the taking, use, damming and diversion of water that may adversely affect aquatic ecosystems and existing lawfully established resource users, especially during droughts, (b), non-point source discharges and stock access that cause contamination of rivers, lakes and wetlands, and degrade their margins, and (c), point source discharges that cause contamination of rivers, lakes and wetlands.

There are a number of Objectives and Policies that follow pertaining to water allocation, transfers, minimum flows, allocatable volumes, effects of new takes, monitoring, environmental guidelines and animal buffer zones.

Although not applying to the Ahuriri Estuary itself, and while the urban streams running through the area are defined as being part of the stormwater network upstream of the point of discharge, the RPS, at a high level, would still seek that water quality is suitable for sustaining or improving aquatic ecosystems, and for other freshwater objectives identified in accordance with a catchment-based process set out in Policy LW1 and Policy LW2 as applicable.

Chapter 3.12 – Natural Hazards

Chapter 3.12 relates to the susceptibility of the region to flooding, droughts, earthquakes, volcanic ash falls, and tsunamis, and the potential impact of these on people's safety, property, and economic livelihood. Objective 31 is the avoidance or mitigation of the adverse effects of natural hazards on people's safety, property, and economic livelihood, while Policy 55 relates to the use of non-regulatory methods as the principal means of addressing hazard avoidance and mitigation.

Chapter 3.13 – Maintenance and Enhancement of Physical Infrastructure

Chapter 3.13 relates to the sustainable management of the physical infrastructure of the region that underpins the economic, cultural, and social wellbeing of the region's people and communities.

In the context of the RPS, the industrial Zone itself may not be defined as 'physical infrastructure' in the way a road or a pump station maybe. The Airport and Port are however referred to as 'transport infrastructure', and at a high level, the following ques can be taken from Objectives 32-33B:

- That the Pandora Industrial Zone should be maintained (Objective 32 is the ongoing operation, maintenance and development of physical infrastructure that supports the economic, social and/or cultural wellbeing of the region's people and communities and provides for their health and safety).
- Owing to its location to the transport network and the Port, the Pandora Industrial Zone is regionally significant asset (Objective 33 is recognition that

some infrastructure which is regionally significant has specific locational requirements).

Objective 33A states that adverse effects on existing physical infrastructure arising from the location and proximity of sensitive land use activities are avoided or mitigated. This raises the risks of reverse sensitivity once again.

Chapter 3.14 – Recognition of Matters of Significance to Iwi/Hapu

Chapter 3.14 relates to matters of significance to iwi. Here Objectives 34 to 37 and Policies 57 to 66 are relevant. Objective 34 is to recognise tikanga Maori values and the contribution they make to sustainable development and the fulfilment of HBRC's role as guardians, as established under the RMA, and tangata whenua roles as kaitiaki, in keeping with Maori culture and traditions. Policy 57 relates to policy development, while Policy 58 seeks to share information on matters of resource management significance to Maori and on processes to address them.

Objective 35 seeks to consult with Maori in a manner that creates effective resource management outcomes. This is supported by Policies 59-60. Key points include:

- Consultation with tangata whenua should be undertaken in a manner that acknowledges Maori values, with the fundamental approach in consultation being "kanohi ki te kanohi" (face to face) or personal contact,
- To encourage hapu to develop resource management plans, and to use the plan, when recognised by an iwi authority, to assess the incorporation of Maori values in the planning process,
- Resource management decisions made subsequent to consultation shall show regard for that consultation,
- Where the issue is at a macro, region-wide level consultation be with iwi,
- Where the issue is localised, yet non site-specific, consultation be with hapu,
- Where the issue is site-specific consultation be with whanau,
- Consultation involving iwi or hapu is expected generally to be undertaken on a marae.

Finally, Objective 36 sets out to protect and where necessary aid the preservation of wahi tapu (sacred places) and tauranga waka (landings for waka), while Objective 37 sets out to protect and where necessary aid the preservation of mahinga kai (food cultivation areas), mahinga mataitai (sea-food gathering places), taonga raranga (plants used for weaving and resources used for traditional crafts) and taonga rongoa (medicinal plants, herbs and resource). Policies 64-66 state:

- Activities should not have any significant adverse effects on wahi tapu, or tauranga waka.
- Activities should not have any significant adverse effects on taonga raranga, mahinga kai or mahinga mataitai.
- The importance of coastal, lake, wetlands and river environments and their associated resources to Maori should be recognised in the management of those resources.

Appendix 2

Stakeholder Engagement Plan





Pandora Environment Zone Review for Napier City Council

Stakeholder Engagement Plan

19089ENGAGPL
7 December 2019



Pandora Environment Zone Review for Napier City Council

Stakeholder Engagement Plan

19089ENGAGPL
7 December 2019

Prepared by:

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Consultant Planner

**Reviewed and
Approved for
Release by:**

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Principal Planner | Director

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1. Owners and Occupiers within Engagement Area
2. Interest Groups



1. INTRODUCTION

As part of its Objective for ecological excellence, Napier City Council (Council) is seeking to improve the health and attractiveness of the Ahuriri estuary, and while the strategic focus of Pandora as an industrial zone for large footprint industries with locational needs associated with the Port is very much acknowledged, various matters have recently combined to suggest that a review of the planning framework and ensuing landuse opportunities may be necessary.

There are competing interests in the area, with some matters and planning documents suggesting a change in landuse is appropriate and some seeking to maintain existing landuses.

In considering the matter, Council is undertaking a strategic review of issues associated with landuse type within the Main Industrial and Mixed Use Zones adjoining the Ahuriri Estuary in Pandora. The aim is to determine whether or not there are other zoning options and/or other District Plan mechanisms for the long term management of landuses in Pandora, with particular consideration given to the interface of industry with the Ahuriri Estuary and effects on water quality matters and ecological habitat values.

The review of existing planning documents and strategies pertaining to the area and associated matters is a key component of the work, but so too is early and meaningful engagement with owners and occupiers of land within the area and key stakeholders.

To help inform the review and the development of options, initial engagement with owners and occupiers (refer Figure 1), tangata whenua, and key stakeholders will be undertaken via a series of workshops. The stakeholder engagement process is also an essential part of understanding broadly, the views and opinions of those who have a vested interest in the area.

Owing to time constraints, and acknowledging the infancy of the project, there will be no further public consultation as part of the scope of this work, however, discussion with special interest groups may be considered.

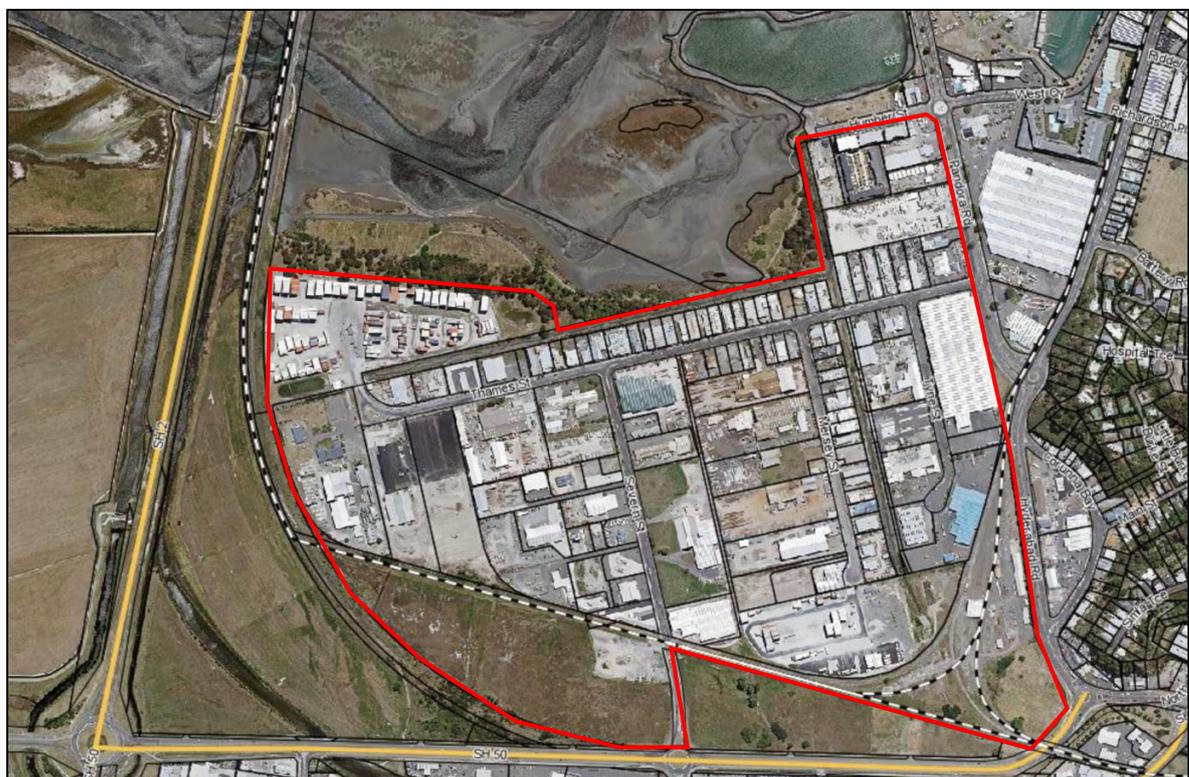
It is anticipated that further consultation will be undertaken with owners and occupiers, stakeholders and the wider public should the project progress further. This would be facilitated via a further Engagement Plan prepared for that purpose.



Figure 1: Stakeholder Engagement Area (Planning Maps)



Figure 2: Stakeholder Engagement Area (Aerial Photo)





2. PROJECT CONTEXT

Napier City Council is in the early stages of a full District Plan review, which provides the opportunity to implement Council strategies.

This project sits alongside this full review but is a separate project that may or may not be (eventually) integrated with it.

Essentially, the purpose of the project is to provide a recommendation to Napier City Council of the appropriate zone, combination of zones, and/or other District Plan mechanisms for the long term management of land uses in Pandora. The recommended approach is to work aside non-RMA measures (including the stormwater bylaw and infrastructure improvements) to achieve the following objectives:

- Improve the health and attractiveness of the Ahuriri estuary (as set out in the Ahuriri Estuary and Coastal Edge Masterplan),
- Retain the strategic focus of Pandora as an industrial zone for large footprint industries with locational needs associated with the Port.

It is acknowledged there may be tension between these two key objectives. It is therefore necessary to consider the costs and benefits of various options (in a manner consistent with a RMA Section 32 framework) in achieving these objectives, before coming to a preferred recommendation.

3. STAKEHOLDER ENGAGEMENT

The purpose of this initial engagement is not to achieve agreement on any one option, rather provide an opportunity to hear from people on any issues and potential solutions that they might have on the overall objective to improve the Ahuriri estuary while retaining industrial opportunities, which will then be taken into account in developing and reporting on recommended options for Council to potentially pursue, which as outlined above, would involve further engagement, review and development.

Stakeholder engagement will be facilitated by holding 2 workshops, one with owners/occupiers and one with key interest groups including tangata whenua (noting that a further opportunity will be provided to tangata whenua if desired).

The workshops will generally involve:

- Identifying and explaining matters of concern to Council,
- Highlighting the outcomes sought for the area under the different planning documents and strategies – noting there may be some competing directions,
- Welcoming feedback and discussion around matters of concern and opportunities from the perspective of owners/occupiers and stakeholders,



- Introduction of conceptual options for discussion and more focused contributions/feedback.

The feedback and information received from these workshops will inform the Options Report that will be presented to Council.

3.1 Resources

The following resources will be available to assist discussion:

- Summary of issues
- Summary of directions/competing outcomes
- Conceptual options

4. THE APPROACH

The Engagement Plan is outlined in **Table 1** below, with key actions and anticipated timeframes outlined **Table 2** following. In summary:

- The engagement period will be over January – February 2020.
- Targeted engagement will be undertaken with primary stakeholders through the delivery of workshops.
- Options for individual meetings on request will be provided following the workshops.
- Consultation will be undertaken with Te Taiwhenua o Te Whanganui ā Orotū to determine appropriate engagement methods and processes. This exercise may identify additional groups to be involved.
- Letter invites to the primary stakeholder workshops will be sent over the period late December 2019 - mid January 2020.
- Stakeholder workshops will be held mid February 2020.
- A summary of matters discussed/general themes of the workshops will be provided to attendees and made available to other stakeholders over March.



Table 1: Engagement Plan

Engagement Organisation	Contact Details	Level of Engagement	Purpose of Engagement	Method	Objective of Method	What does success look like?	Timing/ Project Member
Engagement Partners							
Napier City Council	Dean Moriarity: Team Leader, Senior Policy Planner Catherine Reaburn: Workstream Lead, Senior Policy Planner Emma Morgan: Senior Advisor Policy	Inform and Consult	To ensure Council is kept informed about how engagement is being undertaken	Meetings Update emails/ phone calls when necessary	Outline and confirm consultation approach including any Council processes to be followed Approval for letter/ postcard wording Liaise on venue, time/ dates of workshops Provide any further contacts to be consulted on project	Well informed client that supports approach and content being communicated Council feel all stakeholders have been well informed and given opportunity to have their say No surprises	Cam/ Pip to provide ongoing communications with Council
Iwi	Te Taiwhenua o Te Whanganui ā Orotū (The need to engage with other groups may be identified through this process)	Inform and Consult	To understand the view of Tangata Whenua in relation to the project	Attendance at workshops / one on one meeting(s) (guided by initial contact)	Inform project details and seek feedback on concerns/ views	Participation in workshops (or one-on-one meetings), clear understanding of issues and interests, the identification of matters that should be considered in the options	Cam/pip to make initial contact mid December to introduce project and organize preferred engagement method



Engagement Organisation	Contact Details	Level of Engagement	Purpose of Engagement	Method	Objective of Method	What does success look like?	Timing/ Project Member
Key Industry Groups – owners and occupiers of the land							
Owners and occupiers of the land	See Appendix 1	Inform and Consult	Understand key issues and potential opportunities for the area from perspective of the owners and occupiers to inform development of options for assessment	Letter, email, workshop, opportunity for meeting	<p>Engaging early with key stakeholders will help to set the 'right' tone for future discussion of proposed options</p> <p>Encourage opportunity for key stakeholders to influence and provide key information that could help with development of key options</p> <p>Understand the level of resistance or receptiveness to proposed options</p> <p>Seek to frame in a way that provides stakeholders a chance to be a part of the solution rather than a feeling of being 'pushed out', with no other option</p>	<p>Options proposed for the area that have buy-in from the industrial community and have been developed in collaboration with those who work and have an interest in the area</p> <p>Robust and practical options for the future land use adjacent to Pandora Pond</p> <p>Stakeholders have enough info about the project</p> <p>Stakeholders are aware of opportunities to have their say</p> <p>Proactive action from industry towards assisting with the outcomes and objectives sought by the proposed plan change</p>	Cam/Pip - Workshops held mid February with a short period following for further one-one-on meetings if requested



Engagement Organisation	Contact Details	Level of Engagement	Purpose of Engagement	Method	Objective of Method	What does success look like?	Timing/ Project Member
Key interest groups							
Groups that do not own or occupy specific land parcels but do have an interest in the wider health and attractiveness of the Ahuriri Estuary	See Appendix 2	Inform and Consult	To understand the view of wider stakeholder groups in relation to the plan change options	Letter, email, workshop, opportunity for meeting	Engaging early with key stakeholders will help to set the 'right' tone for future discussion of proposed options Encourage opportunity for key stakeholders to influence and provide key information that could help with development of key options	Participation in workshops, clear understanding of issues and interests, the identification of matters that should be considered in the options Stakeholders have enough info about the project Stakeholders are aware of opportunities to have their say	Cam/Pip - Workshops held mid February with a short period following for further one-one-on meetings if requested



Table 2: Key Actions and Timeframes

Action	Due Date	Who
Initial contact with Te Taiwhenua o Te Whanganui ā Orotū	Dec	Cam/Dean
Book venues for workshops	Dec	Catherine/ Emma
Send invite letters/emails to workshops (number of letters TBC)	Dec Mid Jan (at the latest)	Pip – draft letter and clean database. Catherine/ Emma – organise letter to be printed and sent
Review docs to summarise for workshops; - Summary of issues - Summary of directions/competing outcomes	Dec/Jan	Cam
Develop concept ideas to assist workshop discussion	Jan	Cam
Organise resources	Early Feb	Pip
Venue set up/organise refreshments	Mid Feb	Catherine/ Emma (TBC)
Undertake 2X workshops - Owners/occupiers - Key stakeholders	Mid Feb	Cam/Pip
Opportunity for one-on-one meetings following workshops	Late Feb	Cam
Prepare summary notes from workshops to inform Options report	Late Feb	Pip
Report back to attendees/stakeholders	March	Pip

Appendix 1

Owners and Occupiers within Engagement Area



Address1	Address2	Address3	Postcode	Contactname	Businessname	RSVP
6 Mersey Street	Pandora	Napier		4110 The Manager	Eastbridge Premises Limited	
9 Mersey Street	Pandora	Napier		4110 Bruce	Fresh Meats	
17 Mersey Street	Pandora	Napier		4110 Blair Cooper	Fresh Meats	
19 Mersey Street	Pandora	Napier		4110 Robin Holthusen	Kakapo Joinery	
19 Mersey Street	Pandora	Napier		4110 Dan Hewitt	Woodcuts Ltd	
24 Mersey Street	Pandora	Napier		4110 Grant Macinnes	Napier Sandblasting	
25 Mersey Street	Pandora	Napier		4110 Ben Goodridge	Devine Plumbing	
26 Mersey Street	Pandora	Napier		4110 Bob Hawley	Red Steel	
27 Mersey Street	Pandora	Napier		4110 Kerry Tong	K.R Tong Engineering	
28 Mersey Street	Pandora	Napier		4110 Jason Dickey	Dickey Boats	
31 Mersey Street	Pandora	Napier		4110 Bruce Wills	SPCA	
33 Mersey Street	Pandora	Napier		4110 Barry	HB Mobile Crushing	
35 Mersey Street	Pandora	Napier		4110 Frank Burgiss	Burgiss Contracting	
1 Pandora Road	Pandora	Napier		4110 Alan Bevin	All Secure Storage	
21 Pandora Rd	Pandora	Napier		4110 Stephen Hill & Anthony Mar	Stephen Hill Motors	
31 Pandora Rd	Pandora	Napier		4110 Lester Wagner	Firth Industries	
11 Severn Street	Pandora	Napier		4110 Brian	Nikau Processors Ltd	
14 Severn Street	Pandora	Napier		4110 Alex Hayes	Alex Hayes Log Transport	
16 Severn Street	Pandora	Napier		4110 Kelvin Read & Murray Cam	CDC Pharmaceuticals Ltd	
19 Severn Street	Pandora	Napier		4110 Richard Buxton	Ravensdown	
22 Severn Street	Pandora	Napier		4110 David Barton	C3	
24 Severn Street	Pandora	Napier		4110 Steven Smith	Gough Cat	
24 Severn Street	Pandora	Napier		4110 Quinton van Aarde	Gough Cat	
24 Severn Street	Pandora	Napier		4110 Mathew Johnston	Gough Cat	
28 Severn Street	Pandora	Napier		4110 Simon	Hawkes Bay Ice Company	
30 Severn Street	Pandora	Napier		4110 Andrew Harvey	Fulton Hogan	
36 Severn Street	Pandora	Napier		4110 Renata Neilson	Bridgestone	
43 Severn Street	Pandora	Napier		4110 Richard Kells	Kells Wool	
10 Thames Street	Pandora	Napier		4110 Paul Brown	Napier Auto Supplies	
11 Thames Street	Pandora	Napier		4110 Vaughan Walsh	Walsh & Associates	
12 Thames Street	Pandora	Napier		4110 Tim McDougal	A & M Panel Repair	
14 Thames Street	Pandora	Napier		4110 Jordan Lewis	Accurate Automotive	
15 Thames Street	Pandora	Napier		4110 Eddie Crawshaw	Polymer Systems	
16 Thames Street	Pandora	Napier		4110 Barry Swayn	Sprayrite Car Painters	
2- 20 Thames Street	Pandora	Napier		4110 Bobby-jo Wilkie	Napier Auto Upholstery	
1- 20 Thames Street	Pandora	Napier		4110 The Manager	Tuckerbox Lunchbar	
22 Thames Street	Pandora	Napier		4110 Gavin Foulsham	Classic Sheepskins	Yes
27 Thames Street	Pandora	Napier		4110 Brad Ellison & Kevin O'Neill	Tech Mechanical Services	
30 Thames Street	Pandora	Napier		4110 Gavin Bell	Efficient	
31 Thames Street	Pandora	Napier		4110 Andrew Crompton	Eastbridge	
41 Thames Street	Pandora	Napier		4110 Richard Millea & Sandra Air	Galvanising HB	
54 Thames Street	Pandora	Napier		4110 Bill Lepper	Energy and Marine Service Centre	
55 Thames Street	Pandora	Napier		4110 Jamie Webster	Tumu ITM	
56 Thames Street	Pandora	Napier		4110 Wayne zaloum	Napier Collision Repair Centre	
59 Thames Street	Pandora	Napier		4110 Paul Botha	Weldwell	
60 Thames Street	Pandora	Napier		4110 Victor Bourke	Napier Provedoring Co Ltd	
65 Thames Street	Pandora	Napier		4110 Karen Blair & Terrence Tayl	The Pallet Company	
66 Thames Street	Pandora	Napier		4110 The Manager	The Hidden Fence Co	
68 Thames Street	Pandora	Napier		4110 VJ Rieper	AKK Management Services	
68 Thames Street	Pandora	Napier		4110 The Manager	F1 Wholesale Ltd	
84 Thames Street	Pandora	Napier		4110 Murray Gillies	Crawford's Radiator Centre	
84 Thames Street	Pandora	Napier		4110 Justin Power	Comac Industrial Services Ltd	
88 Thames Street	Pandora	Napier		4110 Shane Brooker	Farmquip	
91 Thames Street	Pandora	Napier		4110 Pieter Koopman & Guy Tayl	Hawkes Bay Wine Company	
10 Tyne Street	Pandora	Napier		4110 Harry Polewidhi	Napier Pine	
26 Tyne Street	Pandora	Napier		4110 Paul SullivanBen Milner	Affco New Zealand Ltd	
27 Tyne Street	Pandora	Napier		4110 John MacKay	Mainfreight	

Ratepayer1	Address1	Address2	Address3	Address4	Postcode
KiwiRail	PO Box 593	Wellington			6140
Liqueo Bulk Storage Limited	PO Box 996	New Plymouth			4340
Fresh Meats NZ Limited	PO Box 5	Napier			4140
Lowe Corporation Pacific Limited	PO Box 444	Hastings			4156
The ABFC Limited	920 Aorangi Road	RD 1	Hastings		4171
Findlay Robert Edgar Athling	Charles Trust	315 Hill Road	RD 2	Napier	4182
Napier City Council	Private Bag 6010	Hawkes Bay Mail Centre	Napier		4142
Jimmy Winstone Holdings Limited	PO Box 12115	Ahuriri	Napier		4144
Satchwell Michael	PO Box 37	Tutira			4162
R J Gunson & Co Limited	PO Box 30	Ongaonga			4244
Dickey Jason Alan	Dickson Trust	PO Box 12211	Ahuriri	Napier	4144
Dynamic Fluid Systems Limited	PO Box 12402	Penrose	Auckland		1642
Eastbridge Premises Limited	PO Box 577	Napier			4140
The RNZSPCA Inc	PO Box 15349	New Lynn	Auckland		640
HB Mobile Screening Services Limited	PO Box 4288	Marewa	Napier		4143
Deakin Russell Brett	PO Box 2040	Stortford Lodge	Hastings		4153
Land Information New Zealand	Attention Naomi Bray	C/- Colliers International	PO Box 1748	Wellington	6140
Kohekohe Investments Limited	PO Box 107117	Auckland Airport	Auckland		2150
Severnaside Holdings Limited	PO Box 20	Napier			4140
Unison Networks Limited	PO Box 555	Hastings			4156
Flavourroom Limited	PO Box 676	Napier			4140
Ormsby Trustee Company Limited	Ormsby Waitomo Trust	PO Box 5125	Frankton	Hamilton	3242
Hayes Alex	14 Severn Street	Pandora	Napier		4110
Williams James Leonard Heathcote	C/- Pharmacy Wholesalers	PO Box 12112	Ahuriri	Napier	4144
Greenwood Mark Joseph	Kepa Investments Partnership	PO Box 4106	Mount Maunganui South	Mount Maunganui	3150
Ravensdown Fertiliser Co-op Limited	Private Bag 6012	Hawkes Bay Mail Centre	Napier		4142
Rogers Paul Welby	PWSL Trust	202 The Square	Whangamata		3620
Caisson Group Limited	PO Box 41039	Ferrymead	Christchurch		8247
Price Neville Laurence	PO Box 4071	Marewa	Napier		4143
Fourways Limited	PO Box 916	Masterton			5840
Smith David Frank	Smith Family Investment Trust	PO Box 8561	Havelock North		4157
Thompson Shaun Murray	PO Box 169	Bay View	Napier		4112
Penn Trevor Edwin	C/- Z Energy 2015 Limited	PO Box 116	Whangaparaoa		943
Anderson George Russell	17 Hamilton Crescent	Whitianga			3510
Forty Three Limited	43 Severn Street	Pandora	Napier		4110
Pucktail Properties Limited (Fivestar Storage)	PO Box 8553	Havelock North			4157
Mews Properties Limited	Murray Waite	PO Box 522	Napier		4140
Thames Street Properties Limited	C/- Peter & Marian Fraser	53 Abergeldie Way	RD 1	Cambridge	3493
Crawshaw Stephen Henry	Polymer Systems International Ltd	15 Thames Street	Pandora	Napier	4110
Richards Richard Henry	Trustech Trust	PO Box 3016	Hawkes Bay Mail Centre	Napier	4142
PLL Properties Limited	PO Box 33	Whakatu			4161
Efficient Carrying Co Limited	PO Box 562	Napier			4140
Ryan Philip Gerard	16 Milton Terrace	Hospital Hill	Napier		4110
Pandora Land Limited	Mr D P Dippie	125 Black Barn Road	RD 12	Havelock North	4294
Zaloum Wayne Frederick	PO Box 12092	Ahuriri	Napier		4144
Whitehead John Richard	34 Lincoln Terrace	Hokowhitu	Palmerston North		4410
Bean Andrew John Seddon	PO Box 12231	Ahuriri	Napier		4144
Weldwell New Zealand	Private Bag 6025	Hawkes Bay Mail Centre	Napier		4142
Consolidated Investments Thames Street Limited	16 Bancroft Crescent	Glendene	Auckland		602
Poynter Clifford Harry	Samcliffs Trust	66 Thames Street	Pandora	Napier	4110
Rieper Vivian James	68 Thames Street	Pandora	Napier		4110
Sullivan Christopher Shayne	Sammy Family Trust	PO Box 1135	Napier		4140
Lawn Road Limited	205 Lawn Road	RD 10	Hastings		4180
Thames Street Holdings Limited	PO Box 4054	Marewa	Napier		4143
Brooker Investments Limited	PO Box 7336	Taradale	Napier		4141
Port of Napier Limited	PO Box 947	Napier			4140
BLK Vintners Limited	PO Box 19033	Marewa	Napier		4143
Thode Lynette Margaret	6A James Street	Westshore	Napier		4110
Ardie Store Limited	113 Ferry Road	Clive			4102
Bristow Desmond Walter	PO Box 1163	Hastings			4156
Willis Lawrence William	Private Bag 6018	Hawkes Bay Mail Centre	Napier		4142
Napier Kiln Limited	PO Box 4077	Marewa	Napier		4143
Affco New Zealand Limited	PO Box 353	Napier			4140
Mainfreight Limited	PO Box 12119	Ahuriri	Napier		4144

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info@kakapojoinery.com	Kakapo Joinery	Robin Holthusen	19 Mersey St
admin@woodcut-tools.com	Woodcuts Ltd	Dan Hewitt	19 Mersey St
grant@nsb.net.nz	Napier Sandblasting	Grant Macinnes	24 Mersey St
ben@devineplumbing.co.nz	Devine Plumbing	Ben Goodridge	25 Mersey St
bob@redsteel.co.nz	Red Steel	Bob Hawley	26 Mersey St
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jason@dickeyboats.com	Dickey Boats	Jason Dickey	28 Mersey St
dfsnapier@xtra.co.nz	Dynamic Fluid Systems		29 Mersey St
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mcs@hbcreens.co.nz	HB Mobile Crushing	Barry	33 Mersey St
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steve@palling.nz	Stephen Hill Motors	Stephen Hill	21 Pandora Rd
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info@containyacoffee.com	Containya Coffee		9 Severn St
henry@qcengineering.co.nz	QC Engineering (Hawkes Bay) Ltd	Henry Melville	9 Severn St
David@ZornSurveying.co.nz	Zorn Surveying	David Zorn	9 Severn St
brian@nikauprocessors.co.nz	Nikau Processors Ltd	Brian	11 Severn St
alex@hayestransport.nz	Alex Hayes Log Transport	Alex Hayes	14 Severn St
kelvin@cdc.co.nz	CDC Pharmaceuticals Ltd	Kelvin Read	16 Severn St
murray@cdc.co.nz		Murray Campbell	
richard.buxton@ravensdown.co.nz	Ravensdown	Richard Buxton	19 Severn St
david.barton@c3.co.nz	C3	David Barton	22 Severn St
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ameliab@crosscountryrentals.co.nz	Cross Country Rentals	Amelia Badger	26 Severn St
hbicecompany@gmail.com	Hawkes Bay Ice Company	Simon	28 Severn St
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renata.neilson@bridgestone.co.nz	Bridgestone	Renata Neilson	36 Severn St
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Appendix 2

Interest Groups



Stakeholder	Contact	Role	Phone Number	Email	Address 1	Address 2	Address 3	RSVP?	Engagement Date	Notes
HB Airport	Stephanie Murphy	Airport Planner		stephanie@hawkesbay-airport.co.nz	PO Box 721	Napier 4140		yes		
Napier Port	Michel de Vos	Infrastructure Services Manager	833 4458	michelv@napierport.co.nz	PO Box 947	Napier 4140		yes - Michel de Vos		
Te Taiao Hawke's Bay Environment Forum	John Cheyne	Chair		johncheyne@xtra.co.nz	PO Box 305	Waipukurau		Erin Harfrod-Wright		
Heritage NZ	Claire Craig	General Manager		ccraig@heritage.org.nz	PO Box 2629		Wellington 6140	Grant Russel		
Historic Places HB Inc	Phillip Irwin	Secretary	027 498 4604	philipirwin@xtra.co.nz	2 Arthur Close		Clive 4102	(Stantec, Ports planning advisor)		
Westshore Holiday Park	The Manager		835 9456	westshoreholidays@xtra.co.nz	88 Meeanee Quay	Westshore	Napier			
Kiwi Rail	Pam Butler			pambutler@kiwirail.co.nz	PO Box 593		Wellington			
		Manager- System Management- Hawkes Bay/ Gisborne	+64 21 221 3483	oliver.postings@nzta.govt.nz	PO Box 740		Napier			
NZTA	Oliver Postings									
Landcorp Farming Limited	Steve Carden	CEO			Ahuriri Farm	PO Box 5349	Wellington 6140			
Iron Maori	Lee Grace				PO Box 2289	Stortford Lodge	Hastings			
Triathlon Hawkes Bay	Mike Bond	CEO		haeta.oceansports@gmail.com	PO Box 8740	Havelock North	Hastings			
Haeata Ocean Sports Inc	Roni Nuku	Secretary		nukuroni@gmail.com	49 Humber Street	Pandora	Napier			
Te Rau Oranga O Ngati Kahungunu	Julie Tangaere	Chairperson	Vanessa - 022 6028651, Julie - 027 4885448		PO Box 463		Hastings, 4120			
Waka Ama Club					89B Auckland Road	Greenmeadows	Napier 4110			
Optimist Yachting	Rod Newson	Chairperson								
Pandora Kayaks	The Manager		027 6666066		53 Pandora Road		Napier 4110			
Sea Scouts (Westshore)	Mike Bishop			westshoreseascouts@gmail.com	808 Meeanee Quay		Napier 4112			
Road Transport Association NZ	Sandy Walker			swalker@rtanz.co.nz	16 Symonds Street	Parkvale	Hastings 4122			
Napier Sailing Club	Paul Redman	Commodore			PO Box 12048	Ahuriri	Napier 4144			
Hawke's Bay Sports Fishing Club	Neil Price	Club Captain			30 Nelson Quay	Ahuriri	Napier, 4110			
Westshore Beach Inn	Jeremy Bayliss	Director	06 8359879		84 Meeanee Quay	Westshore	Napier 4144			
Art Deco Trust	Shane Gorst	General Manager			PO Box 133		Napier			
Westshore Surf Lifesaving Club	John O'Shaughnessy	Club Captain			PO Box 595		Napier 4140			
Westshore Primary School	Principal	Principal			Ferguson Avenue	Westshore	Napier			
Port Ahuriri School	Principal	Principal			15 Lever Street	Ahuriri	Napier 4140			
Takitimu Seafoods	The Manager	Director	0508663254		PO Box 12137	Ahuriri	Napier 4144			
Star Fish Supply Limited	The Manager	Quota and Vessel Contracting	06 8435115		PO Box 12028	Ahuriri	Napier 4110			
Tangaroa Seafoods Limited	The Manager		06 8350461		7 Tangaroa Street	Ahuriri	Napier 4110			

Appendix 3

Stakeholder Workshop Notes



Record of Community Engagement

Engagement Summary

The following is a summary of engagement undertaken to inform a review into options for appropriate zoning within the Pandora Industrial Zone. Two workshops were completed. One with stakeholders and the other with landowners and occupiers of the Industrial Zone.

Process

Targeted engagement was undertaken with primary stakeholders and landowner/ occupiers according to the Stakeholder Engagement Plan prepared in December 2019. Both letters and emails were sent to all addresses within the study area and identified stakeholder organisations to invite parties to attend workshops – one for stakeholders and one for owners/occupier. The workshops were held consecutively on 12 February 2020 at the Napier Conference Centre. Opportunity for face-to-face meetings or phone calls were also offered to the targeted engagement group. Points taken from the engagement process have helped inform the options and recommendations of this review.

Feedback and Summary Points

The themes identified through this process helped develop the key messages taken from the consultation as follows:

- Everyone recognised the issue around the contamination and the quality of the Ahuriri Estuary.
- People agreed that the Ahuriri Estuary was a very important area and a highly valued part of Napier's identity.
- There was a genuine question around what the driver of a proposed review (Plan Change) was fundamentally aiming to solve.
- Clarity around the drivers for change could help determine what Council's next best steps are in managing the issue and considering a plan change.
- Taking a wider lens on the issue of water quality would help clarify the significance and urgency required to consider a plan change of the Pandora Industrial Zone.
- The Port plays a critical role in strengthening the Napier economy and facilitating successful businesses within the city, region and New Zealand.
- The Pandora Industrial Zone is in a key strategic location.
- The port cannot be moved and there is limited other space for industrial activities to go.
- Council should consider securing the use of land in Pandora and beyond for industrial land use activities that support the Port.
- An efficient transportation route between the Pandora Industrial Zone and the Port is seen as critical to many businesses (whether they are located within the industrial zone or not).
- Reverse sensitivity was largely agreed as a high risk to existing businesses.
- The activities that operate in the Pandora Industrial Zone are influenced by the local and global market as well as the strategic ambitions of each company in the area.
- Corporate responsibility and environmentally conscious practices are an increasingly important influences on businesses operations.

- Regulatory mechanisms such as resource consent conditions and the new stormwater bylaw also help ensure activities have the appropriate measures in place.
- There is no one solution to improving the water quality of the Ahuriri Estuary and a decision to review the Pandora Industrial Zone would need to coincide with a series of other inquiries that seek changes to improve the estuary.

Table 1: Analysis and discussion of stakeholder workshops

Theme		Evidence from stakeholder workshops	Analysis and discussion
1.	Contamination issue recognised	<ul style="list-style-type: none"> - Contamination goes through the water and needs sorting out. - Water quality is Council's main focus. - If there is a water quality issue, then can't get in the water (Scouts). - Can impact up to 60 people (Scouts – kids and adults) in terms 1 & 4 users are there for that purpose (water). - We provide opportunity for gear to be used and different schools and age groups accept different risk levels. 	Everyone recognised the issue around the contamination and the quality of the Ahuriri Estuary. Groups who used the water expressed concern of the impact this can have on clubs and school education programmes that use the water. For example, if people cannot get in the water, then it stops events/ experiences from happening. Individuals discussed similar restrictions from personal experiences of participating in recreation activities on/at the Estuary.
2.	Estuary jewel of Napier	<ul style="list-style-type: none"> - Would like to see it as the jewel of Napier. - Also live in area and want to see it [Ahuriri Estuary] become the 'Jewel' of the area. - We all love seeing the water. 	People agreed that the Ahuriri Estuary was a very important area and a highly valued part of Napier's identity. Steps to improve the water quality would only be beneficial for everyone.
3.	What is the issue, and has it worsened? Historical or existing activities?	<ul style="list-style-type: none"> - Legacy issue from commercial activities. - Traditional legacy of industry in Pandora. - Even if man wasn't here, what would the estuary look like? What does the science say following the earthquake? A lot is coming up from the stream – not from industry waste. - State of estuary is a result of 60 years of historical activities. - Always been the same (30 years of issues), just greater awareness now. - Has contamination changed? Don't know. - Much more public awareness. - What is Council trying to do to deal with existing contaminants? - As long as existing industries are managing as they should be, then it's historical, not an increase in industrial issues. - What are the reference points to assess options against source of the problem? 	<p>There was a genuine question around what the driver of a proposed review (Plan Change) was fundamentally aiming to solve. Traditionally, the Pandora area has a legacy of industrial activity issues. With that, the extent to which current industrial practises are impacting the estuary were questioned.</p> <p>The issue of water quality would need to look closely at the root cause(s) of the problem and to what degree current industrial land use activities from the Pandora Industrial Zone are affecting the estuary's water quality. For example, people highlighted that the current state of the estuary is a result of 60 years' worth of activities across the entire catchment. Furthermore, the historical nature of the environment, being the 1931 Napier Earthquake,</p>

		<ul style="list-style-type: none"> - What is the problem we are trying to solve? - Need to demonstrate what the actual problem is and where it is coming from. Are we talking about stormwater? - Napier Municipal System – bugged, not invested in. - They haven't changed their land use practices upstream. 	<p>significantly changed the landform of the area and dynamics of the estuary ecosystem. Understanding the consequences of both these factors was seen as an important step to confirming the problem.</p> <p>The groups also had an interest in understanding the Council's motivation for addressing this issue. For example, was it a case that the estuary's water quality has worsened over time? Was this a product of greater public awareness? Or simply a stand from the Council to make a commitment to improve water quality. Furthermore, if the rezoning proposal was also about improving the water's edge interface, capitalising on the location of the north facing land adjacent to the estuary, providing the linkage from Inner harbour to lagoon farm and expanding the success we have in Ahuriri then the rezoning is still a viable option. Clarity around this could help determine what Councils next best steps are in managing the issue and considering a plan change.</p>
<p>4.</p>	<p>Wider catchment issue</p>	<ul style="list-style-type: none"> - Heavy rainfall sees contaminants coming from up the Estuary and Park Island. - Managing State Highways are difficult as they cannot control what people dump on roads. - Knowing if it comes from roads or further afield, or whether it has been in drains for a long time? - Easy area (Pandora) to target but there is a wider issue of its source. - There are a lot of contaminated sites around the area and water finds its way through various channels out to the estuary. 	<p>Taking a wider lens on the issue of water quality would help clarify the significance and urgency required to consider a plan change of the Pandora Industrial Zone. Sediment runoff, nutrients runoff, polluted stormwater and contaminants from trucks for example, all contribute to the problems of water quality in the estuary.</p> <p>Therefore, a better understanding of the wider catchment contributions to the problem including origin and potential other controls in those areas would be prudent before jumping straight to a review of whether changes to the Industrial Zone is necessary.</p>

5.	Port critical for the city, region and country	<ul style="list-style-type: none"> - Facilitate important function of port/ region and location keeps cost down. - What is going to happen? Port is here to stay, and this area supports its function. - From a business point of view, what's happening at the Port is critical. - Port is the number one influence for whole town – need somewhere to hold services. - Some industries very reliant on Port, others not so much. 	<p>The Port plays a critical role in strengthening the Napier economy and facilitating successful businesses within the city, region and New Zealand. The reliance of other businesses on the Port, including its location and transport needs, need to be weighed up in relation to decisions made around proposed future activities (and the impact of those) in Pandora's Industrial Zone.</p>
6.	Strategic location of Industrial Zone is important for business (particularly in relation to the Port)	<ul style="list-style-type: none"> - Vested interest in tourism; cruise ships use the Port. In that way, concerned with the interests of Port efficiencies. - Anything that hinders development of business an issue. - Airport has an interest in how they develop our land in the future. - These areas (Industrial Zone) are critical for now and any inland port would accompany, not replace. - This area will always be important for strategic efficiency, having land close to the Port. - This is a strategic point for Port over last 50-100 years. - Volume of containers that move through the Port will increase, and movement of trucks per day will too, as well as depot operations. - Both facilities are chocker and awaiting start of the apple season. - This is an important industrial area for the region and country - Because of urban development, it's already restricted. - Rail export is just too hard for horticulture industries. - Mix of business and urban is all over the province but doesn't matter what you do, you can't move the Port! - Clear difference in proximity to Port can impact business. - Direct rail link is a strategic holding for the Port. 	<p>The Pandora Industrial Zone is in a key strategic location. This is directly related to its close proximity to the Napier Port. The ability for the Port activity to grow to cater for future demand is also a key factor to be considered. Projections believe that three times the current capacity of the Port is required to accommodate expected growth. For example, horticulture relies heavily on this as do other container freight industries. It is important to state that any decisions by the Port to invest in land outside of the Pandora Industrial Zone would only be to complement existing activities.</p> <p>In addition, anything that will negatively impact the efficient operation of the Port will have direct and indirect consequences for other businesses. This was raised by a variety of key stakeholders from the Art Deco Trust (cruise ships ability to easy use the port), the Ahuriri Business Association, horticulture companies (that have tight timeframes and high demand periods during peak season), right through to wet and dry industrial industries that need to move products quickly and often.</p>

			<p>The port cannot be moved and there is limited other space for industrial activities to go within Napier City. As such, Council should consider securing the use of land in Pandora and beyond for industrial land use activities supporting the Port.</p>
7.	<p>Transport efficiencies/ existing route conflicts</p>	<ul style="list-style-type: none"> - Transport routes facilitate the Port and as Ahuriri gentrifies, it causes greater issues. - Problem getting around the roundabout of Thames St turning right. - Develop Severn St as main route is going to create conflict with main retail area on Prebensen Drive. - If new roundabout went in, they would use it. No brainer – would go down Thames St. Every dollar counts. Also had a few accidents along Prebensen. - Transport routes facilitate the Port and as Ahuriri gentrifies, it causes greater issues. - Developers have built large retirement homes, etc around the Ahuriri area. This is right next to the biggest outlet in the province. - Even if there was other industrial land, it would be very costly on transport costs. - Changes we propose and make will have implications for that, ie transport very important as an efficient roading network to get goods to the port. 	<p>An efficient transportation route between the Pandora Industrial Zone and the Port is seen as critical to many businesses (whether they are located within the industrial zone or not). The longer it takes to get somewhere, the more money it costs the company and is less efficient and cost effective for the Port to move stock.</p> <p>In addition, road safety is important for both Council and companies to consider and mitigate potential risk. For example, existing infill development such as residential and commercial activities have implications for the truck drivers accessing the Port.</p>
8.	<p>Reverse sensitivity risk</p>	<ul style="list-style-type: none"> - Reverse sensitivity huge concern, as hours increase and more trucks on road – don't want added reverse sensitivity risk increased. - Certainly, wouldn't want to put residential here (Industrial Zone) - With mixed use you're going to get noise, odour, light complaints. - Traditionally what was acceptable is no longer so a lot of risk to industry. 	<p>Reverse sensitivity was largely agreed as a high risk to existing businesses including the current operation and future potential of the area, should other types of activities be allowed in the Industrial Zone.</p> <p>With limited land already an issue for Napier City, further displacement of industrial activities whether intended or not will likely escalate problems further. For example, some industries work together and are successful because of</p>

		<ul style="list-style-type: none"> - Lots of objection to noise and dust [Watchman Development] and it will be magnified if mixed-use is allowed [in this area]. - Don't have power of big business and might get squeezed. - Would hate to see industry pushed out because of residential complaints. - Reverse sensitivity rears its head. - Where else is there industry land? Napier doesn't have a lot of free land for large scale activities. If we further erode industrial areas, where are we moving? - Some businesses would have to relocate as a team because their main customers sit right beside each other. - Acknowledges that one business will impact or make another business better i.e. transport cost reduced is a big one. - There will be consequences and flow-on effects for moving one business. - Some sections of the industrial zone have their own niche – micro commercial area. 	<p>their niche business sector's physical environment (symbiotic relationship). If one were to move, that would impact another. Furthermore, some smaller companies may not have the resources to challenge new activity's complaints.</p> <p>There was a general consensus that the more sensitive activities such as residential and some other mixed uses would be detrimental to the overall function of the Industrial Zone.</p>
9.	Global market influences	<ul style="list-style-type: none"> - Is there a finite point when your business would need to move? - That is a driver for the business to get to a point that it's not big enough. - Other business would come into the area. - Drivers of that will be regulated change from external markets. - Global change will be drivers for our business. - Area is going to change on its own from its own market forces. - The industrial activities within the zone will slide into different spaces – it just happens and if you try to force change, it backfires. 	<p>The activities that operate in the Pandora Industrial Zone are influenced by the local and global market as well as their own strategic ambitions for the company. In this way, decisions by industry to move in and out of the zone as well as the types of activities that work best on sites are seen as dynamic and constantly changing, responding or anticipating their target markets. For example, the tannery would look to move processing out of the Pandora Industrial Zone (to a different area) and develop the existing site into a distribution hub when their business grows and demands that level of production. With that said, there is potential that the activities that would have less environmental risk on the Ahuriri Estuary (such as dry instead of wet industry activities) may occur organically.</p>

<p>10.</p>	<p>Individual responsibility of water quality recognised by businesses in Pandora</p>	<ul style="list-style-type: none"> - Have invested a lot of money into environmental ethos. Not many other places have done that. - It is a challenge to understand what NZTA can do to help. - Industry doesn't have to mean bad water quality. - Makes you aware of what you are doing on your own site. - Initiative for private industry practices provided through consent process. Business has a Tradewaste Manage Plan and Environmental Management Plan. If you have a business – shit happens and have had to implement changes for if/when spills happen to stop anything getting to the drain. - Industry can work in an environmental way. This is a responsible group – there are those out there that aren't a responsible group. - Industry can mitigate activities on site/ self-containment factors, and we look after our own patch. So, look catchment wide. - We see that industry can work alongside the estuary. - We are doing what we can on site, it's not a case of 'we aren't doing anything until others clean their part'. 	<p>Corporate responsibility and environmentally conscious practise are an increasingly important influence for businesses to act. For example, the Port has 20 percent of its land next to the Estuary in landscape and retention ponds to provide a buffer and reduce the potential effects from land use on water quality.</p> <p>Regulatory mechanisms such as resource consent conditions and the new stormwater bylaw also help ensure activities have the appropriate measures in place. For example, Spill Management Plans and Environmental Management Plans. In addition, many industries have taken responsibility for their own practises and are doing what they can to manage their activity on site to protect the water quality in the estuary. They believe they can work alongside the natural environment. It is important to note that not all industries would have this favourable approach. Guidance around industry initiatives and best practise for this area may help businesses take action themselves.</p>
<p>11.</p>	<p>Seek multiple alternatives/ mixed-use zone not preferable by industry</p>	<ul style="list-style-type: none"> - Masterplan suggestion for Mixed-use in the front section. To take more pride in that areas - Thames St drain – terrible condition. Can't plan your way out of it. A lot of work is needed to make it better. What are the alternatives? - Issue to do mixed-use development on contaminated land - If it is driven by water problem, then need to know what the problem is... is a plan change the way to solve a larger problem? - When you look at all the things that could be done to clean the water – add together to provide better water quality. 	<p>There is no one solution to improving the water quality of the Ahuriri Estuary and a decision to review the Pandora Industrial Zone would need to coincide with a series of other inquiries that seek changes to improve water quality. At the core, is assessing this proposed plan change review against other alternatives that may provide better outcomes. In the meantime, there is considerable risk to industry business – particularly the efficient operation of the Port – should a review of the Pandora Industrial Zone go ahead.</p>

		<ul style="list-style-type: none">- There are lots of interesting theories to be investigated i.e. Land Corp pumps – if the pumps stop the land will be under water in two days.- Not necessarily a case of simply changing the Industrial Zone.	
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