



Napier City High Level Structure Plans

Napier City Council

B&A

Urban & Environmental



NAPIER

CITY COUNCIL

Te Kaunihera o Ahuriri

Contents

INTRODUCTION

Statment of Cultural Significance	03
Executive Summary	04

1.0 GROWTH IN NAPIER

1.1 Purpose and Scope	06
1.2 How it Fits	07
1.3 Cyclone Gabrielle	08
1.4 How it's been developed	09
1.5 Intensification in Napier	10
1.6 Built Form and Landuse Outcomes of Intensification	11

2.0 INTENSIFICATION STRUCTURE PLANS

2.1 Overview	13
2.2 Ahuriri	14
2.3 City Centre Fringe	17
2.4 Marewa	20
2.5 Maraenui	23
2.6 Onekawa / Pirimai	26
2.7 Tamatea	29
2.8 Greenmeadows	32
2.9 Taradale	35
2.10 Wharerangi Road	38

3.0 BRINGING GROWTH TOGETHER IN NAPIER

3.1 Infrastructure Upgrades	42
3.2 Social Infrastructure	44
3.3 Public Transport	45
3.4 Priority Areas for Investment	46
3.5 Initiatives to support intensification and growth in Napier	47

Appendix 01 - High Level Greenfield Site and Context Analysis	55
---	----

Appendix 02 - Spatial Picture Extracts Accessibility Analysis	63
---	----

Statement of Cultural Significance

Te Whanganui a Orotu Traditional History

Kia horo te haere

Ngā taumata ki Te Poraiti

Ko te kainga tēnā I pepehātia e o tīpuna

Ko rua te paia ko Te Whanga

He kainga tō te ata

He kainga ka awatea

He kainga ka ahiahi e tama e!

Go quickly to the heights of Poraiti

That is that land a proverb of your ancestors

The storehouse that never closed is Te Whanga

A meal in the morning

A meal at noon

A meal in the evening

This statement was generously provided to the project by Beverley Kemp-Harmer, Kaiwhakahaere Hononga Māori (Māori Partnerships Manager), of Napier City Council's Te Waka Rangapū.

The whakatauki from our tūpuna, Whatumamoa, demonstrates the significance that Te Whanga had for our people. It was a resource, a taonga, of immense importance.

Te Whanganui a Orotu is a place of great significance to Mana Ahuriri and is central to their existence and identity. It is named after the ancestor Te Orotu, who was a descendant of the great explorer ancestor Mahu Tapoanui. The former lagoon contains islands where people lived and settled permanently, or camped while on fishing expeditions, as well as many wāhi tapu (sacred sites) and urupa (cemeteries). The whole former harbour itself is fringed with numerous archaeological sites and place-names (kainga, pā and urupa) which are tangible proof of the rich history of settlement and lengthy connection with the area related in the stories. The estuary (Te Whanga) was a vitally important fishing and resource-gathering area for the Ahuriri Hapū and they made efforts to protect their position regarding the lagoon at the time of the Ahuriri purchase (Tuku) and on many later occasions.

Species of food that were gathered by ancestors even after the 1931 earthquake are:

- Cockles – west of Westshore embankment bridge
- Pipi's – near northereys boat buildings and around the Iron Pot
- Patiki or flounders – both sides of the embankment bridge
- Whetiko – along the length of the estuary,
- Herrings – near the pumping station
- Koko or horse mussels – near pumping station
- Flappers or pre-flight ducks and swans were around Pirimai, Onekawa area

All land and waters within Ahuriri (Napier district) contain cultural values associated with the occupation, use, and enjoyment by Māori. Land was occupied and travelled over; kai was grown and gathered; rongoa was grown, gathered and prepared on this land. Battles were fought and alliances forged, people were born, lived and died. Māori gathered kai, building materials, and other materials needed for living from our waters. Even the land that has since been drained or uplifted in the earthquake retains these values.

Our land and waters are inherently imbued with cultural values through its connection to Papatūanuku and other ātua.

The values held by Māori go hand-in-hand with the use and protection of te taio, and with the revered ancestors who went before us. Cultural values include:

- Mauri
- Tikanga
- Mana
- Rangatira, Rangatiratanga, Tino Rangatiratanga
- Manaakitanga
- Kaitiakitanga
- Ahi kaa/Ahi kaa roa
- Mahinga kai
- Whakapapa
- Whanaungatanga

It is important that those wishing to undertake developments [in Ahuriri (Napier)] acknowledge these values and the connections that exist.

Executive Summary

Napier needs to provide for approximately 6,700 more homes over the next 30 years to meet anticipated demand. As growth happens, it will be important for Napier to retain the key qualities that make it a great place to live – these qualities include its unique culture, heritage and natural beauty. It will be important for people to have good access to housing, jobs, parks and amenities and to be able to get around easily. Napier also has environmental conditions that will inform where growth occurs.

Napier City Council prepared the Napier Spatial Picture in 2020. This has informed the development of the high-level structure plans for eight of the city's identified neighbourhoods. The structure plans present a development scenario for how the location could accommodate residential intensification as the city grows over time. The structure plans also provide guidance on where the upcoming Proposed Napier District Plan will enable greater residential density within the urban area.

The analysis undertaken on the greenfield locations is intended to test their suitability for urban development, which will be analysed further through the Napier Hastings Future Development Strategy.

The Napier Spatial Picture provided the starting point for the high level structure plan project presented here in this report. The structure plan project adopted the Spatial Picture's mapping of density and applied it specifically to the streets and residential blocks within the nine neighbourhoods: Ahuriri, the city centre fringe, Greenmeadows, Maraenui, Marewa, Onekawa, Pirimai, Tamatea and Taradale.

The majority of the potential residential intensification across Napier will likely be in the form of smaller-scale, medium density residential developments such as terraced housing and low-rise walk-up apartments. This will help provide much needed housing choice and opportunities for more affordable housing products. Opportunities for more intensive housing options such as mid-rise apartment buildings have also been identified in the City Centre, Taradale Centre and Ahuriri, especially those areas with high natural amenity in close proximity to the coast.

A key component of Napier's growth moving forward should be to leverage off key public and active transport connections. The highly accessible nature of the Gloucester Street / Kennedy Road

corridor provides a frequent, radial public transport connection between the City Centre and several local centres and established residential neighbourhoods.

Additional connections have been identified as Blue/Green pedestrian and cycle links. These pick up on key "proposed" cycle links shown in the Napier City Cycle Strategy. Local gaps in the cycle network are also identified to better connect key amenities, services, schools, reserves and employment opportunities.

To support and enable robust decision making of the potential intensification areas across Napier, Napier City Council commissioned GHD Limited to build on previously undertaken three waters Masterplans / Long List Programme of Works and produce a Three Waters Servicing Structure Plan.

The Three Waters Servicing Structure Plan utilised Napier City Council's latest population growth understanding as identified in the Napier Spatial Picture and identified additional upgrades and the growth areas(s).

A final component of the structure plan project was to undertake a high level assessment to identify priority areas for investment. The priority areas have been identified based on the existing development capacity as well as accessibility. This assessment indicated which areas will be expected to grow the quickest, and therefore will benefit most from council investment in response to urban growth.

The high level assessment is to help guide future investment and will be subject to further investigation. The assessment considered five key aspects: The eight intensification areas were prioritised against the following:

- Accessibility to key multi-modal corridor of Kennedy Road.
- Hierarchy of centres.
- Accessibility to supermarkets and local convenience type retail.
- Development capacity and market demand.
- Strategic land holdings and ability for comprehensive redevelopment.

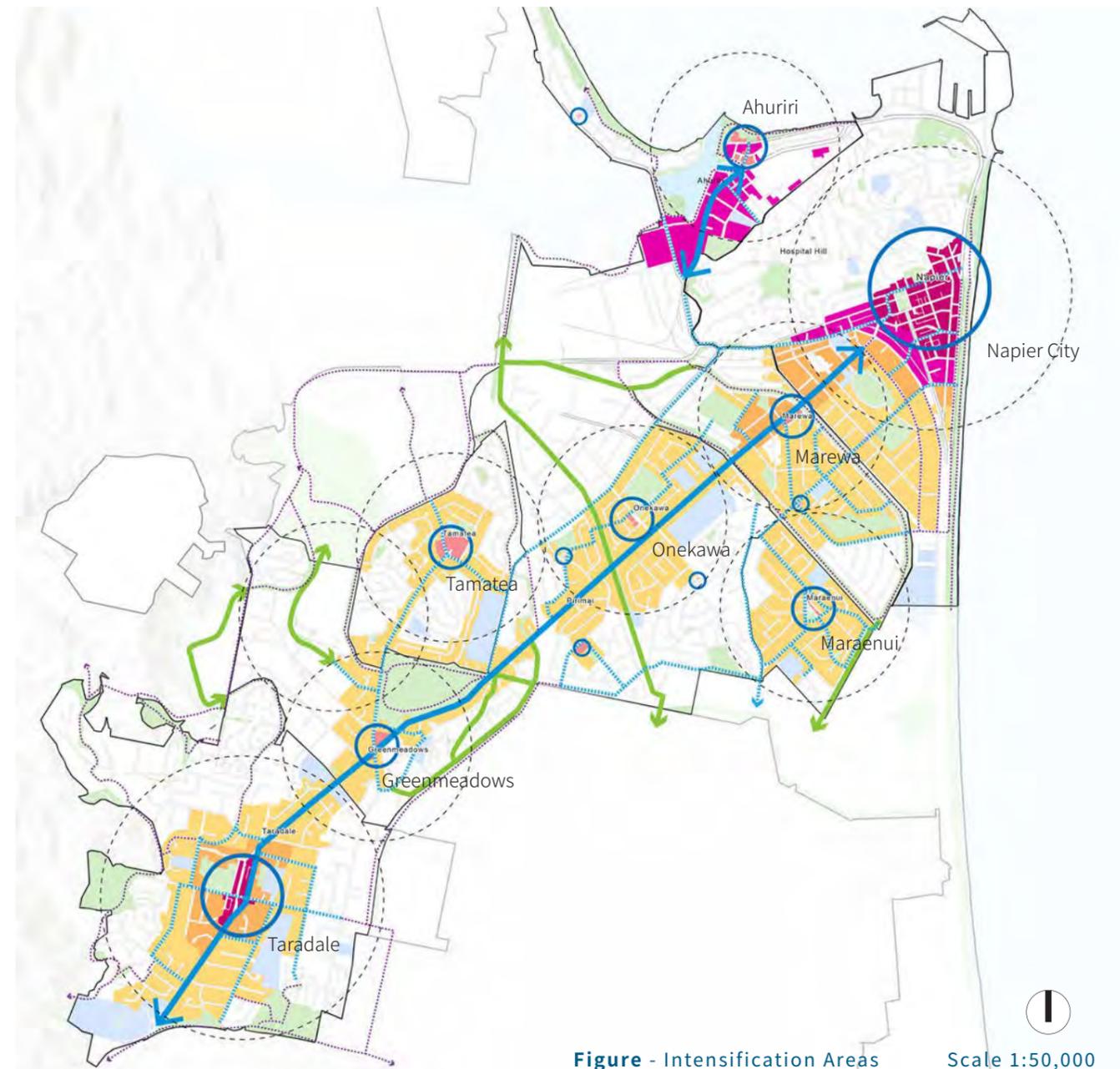


Figure - Intensification Areas Scale 1:50,000

Legend

INTENSIFICATION OPPORTUNITIES		CENTRES NETWORK	
	Medium Density Residential		City Centre / Town Centre
	High Density Residential		Local Centre
	Mixed Use		Neighbourhood Centre
	City Centre / Taradale Town Centre	CONNECTIVITY OPPORTUNITIES	
	Local Centre		Existing walking and cycling connections
			Safe cycleways connecting homes, open spaces, schools and centres
			A multi modal corridor providing for safer pedestrian use, cycle use, and access to well located bus stops which serve a frequent and reliable service
			Blue/Green Network - Off road pedestrian and cycling connections alongside Napier's existing river network to connect residents to amenities and link the existing cycle network.

An aerial photograph of a residential neighborhood on a hillside, overlaid with a semi-transparent blue filter. The houses are scattered across the slope, with some larger, more prominent buildings. The foreground is dominated by dense, dark green foliage. In the background, a body of water is visible under a clear sky.

1.0 GROWTH IN NAPIER

- 1.1 Purpose and Scope
- 1.2 How it Fits
- 1.3 Cyclone Gabrielle
- 1.4 How it's been developed
- 1.5 Intensification in Napier
- 1.6 Built Form and Landuse Outcomes of Intensification

1.1 Purpose and Scope

Napier needs to provide for approximately 6,700 additional homes over the next 30 years (2022-2052) to meet anticipated demand. As growth happens, it will also be important for Napier to retain the key qualities that make it a great place to live – these qualities include its unique culture, heritage and natural beauty. It will also be important for people to have good access to housing, jobs, parks and amenities and to be able to get around easily. Building community resilience and enabling greater housing choice in high amenity and accessible areas is a key focus of Napier’s future planning and in line with Central Government direction.

The purpose of this project is to prepare high-level structure plans for eight of the city’s neighbourhoods. The structure plans present a development scenario for how the location could accommodate residential intensification as the city grows over time. The structure plans provide guidance on where the upcoming Proposed Napier District Plan will enable greater residential density within the urban area.

The analysis undertaken for the greenfield locations are intended to test their suitability for urban development, which will be analysed further through the Napier Hastings Future Development Strategy (FDS).

The focus of this structure plan is on residential growth. However, it is important to acknowledge the importance industrial, commercial and business land has on the growth and prosperity of Napier. This will also be explored through the FDS process.

What is a High-Level Structure Plan?

A structure plan is a framework to guide the development or redevelopment of an area by defining the future development and land use patterns, areas of open space, the layout and nature of infrastructure (including transportation links), and other key features and constraints that influence how the effects of development are to be managed. Structure plans comprise one or more maps, plans or diagrammatic representations of the proposed layout, features, character and links for areas being developed or redeveloped.

The structure plans explore which parts of Napier could successfully accommodate residential growth (i.e., more houses) at a greater density than exists today. The structure plans identify specific locations that are appropriate for medium and high residential density.



Figure - Napier Structure Plan Process

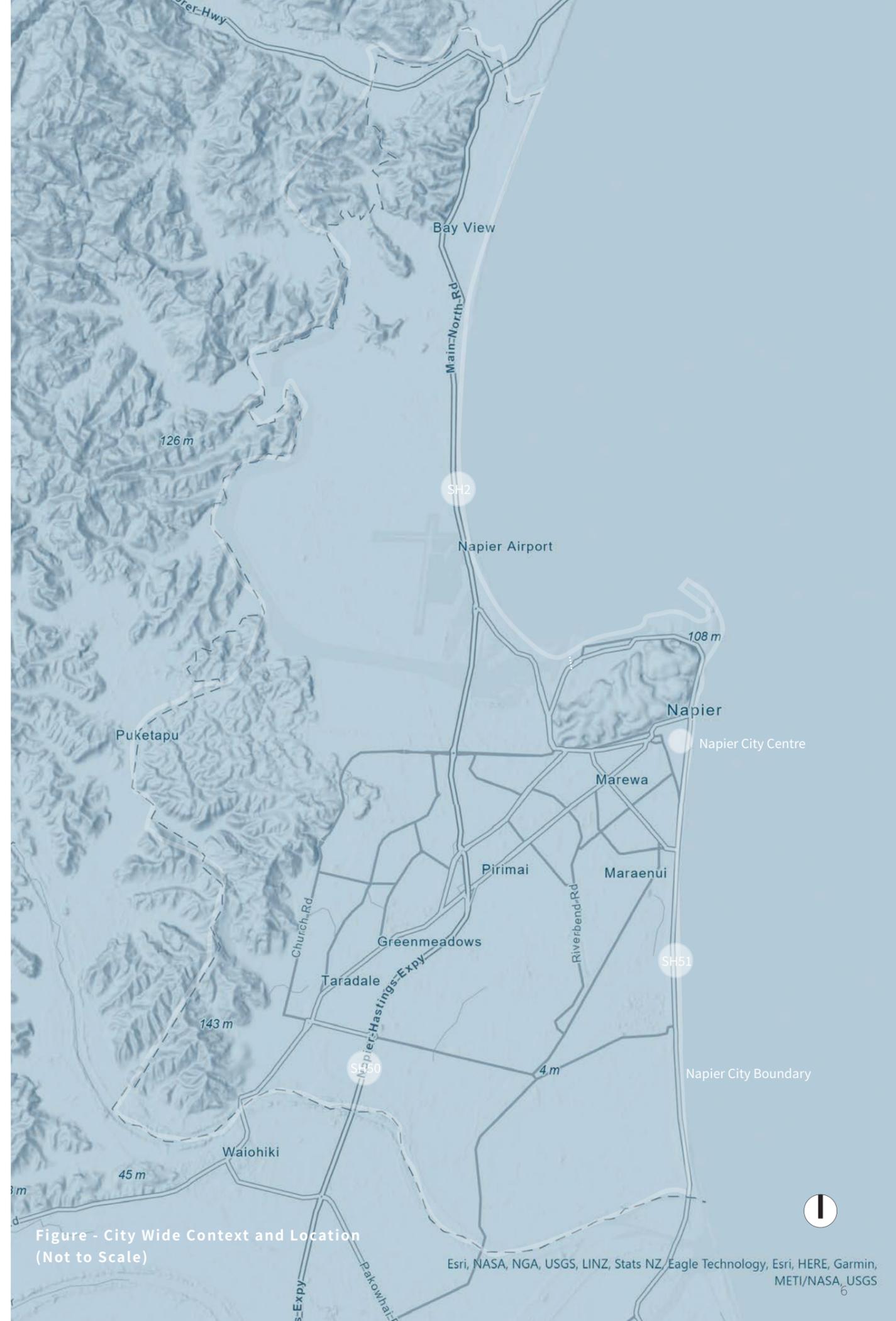


Figure - City Wide Context and Location (Not to Scale)

1.2 How it fits

National Policy Statement on Urban Development (NPS-UD)

The National Policy Statement on Urban Development "...is about ensuring New Zealand's towns and cities are well-functioning urban environments that meet the changing needs of our diverse communities. It removes overly restrictive barriers to development to allow growth 'up' and 'out' in locations that have good access to existing services, public transport networks and infrastructure." (Ministry for the Environment).

Of particular relevance to the Napier City High Level Structure Plans is Policy 1. This policy ensures planning decisions contribute to well-functioning environments, which are urban environments that, as a minimum:

- Provide a variety of homes that meet demand and enable Māori to express their cultural traditions and norms.
- Provide a variety of sites suitable for different business sectors.
- Ensure good accessibility for people between housing, jobs, community services, open spaces, including by public and active transport.
- Support the competitive operation of land and development markets.
- Support reductions in greenhouse gas emissions.
- Are resilient to the likely current and future effects of climate change.

The NPS-UD directs local governments to provide "sufficient capacity" for residential development within their urban and greenfield areas. The development capacity must enable both detached and attached housing types, with recognition that the intensity of future development may change the character and amenity of the existing environment in order to provide housing opportunities, in the right location, for more people.

Napier City Council has chosen to identify areas where residential intensification will be increased, so to provide for the growth direction of the NPS-UD.

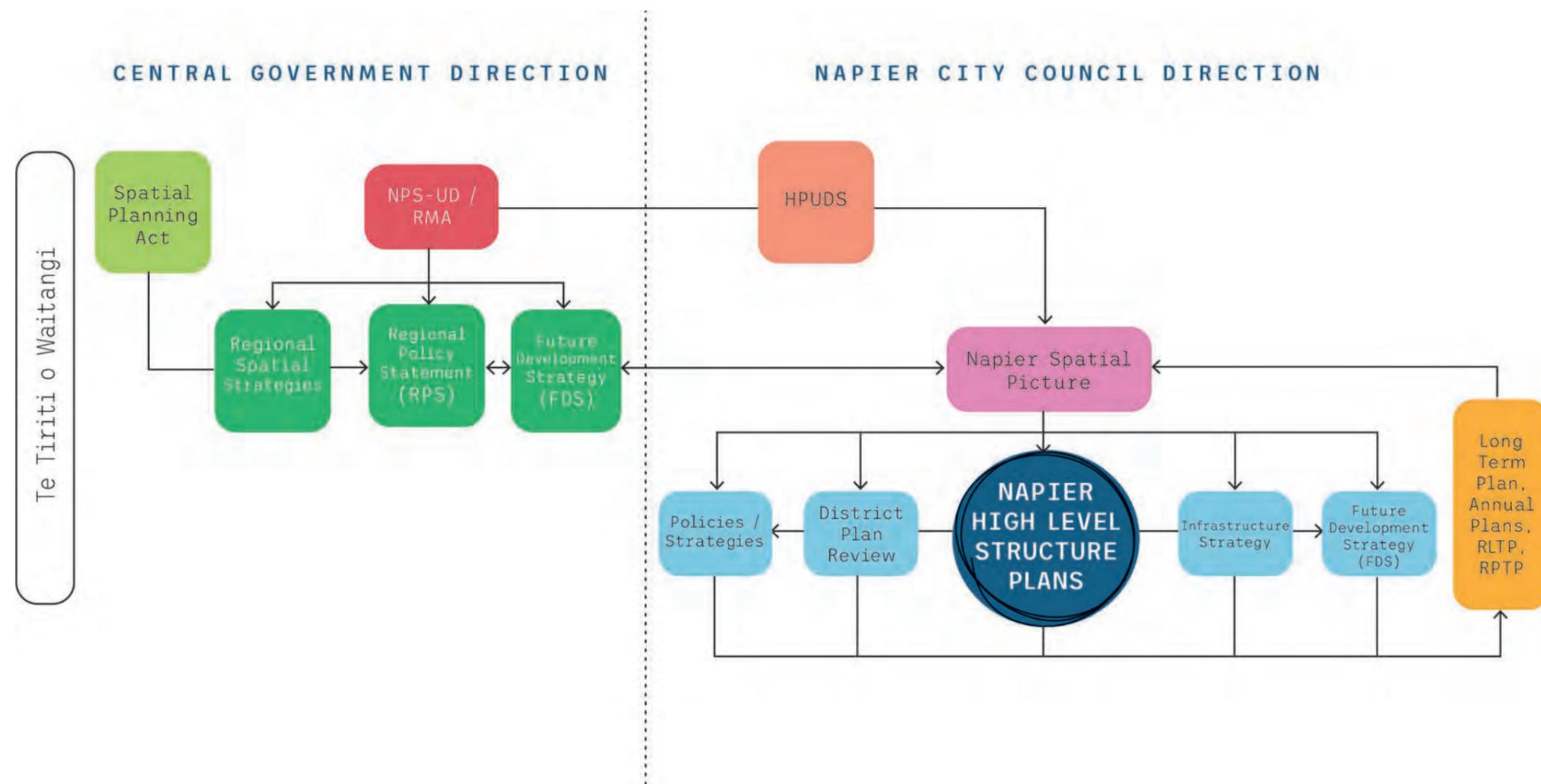


Figure - Napier Structure Plans Strategic Framework

1.3 Cyclone Gabrielle

Cyclone Gabrielle took place in February 2023. It was considered a Category 3 severe tropical cyclone event and heavily effected the Napier and wider Hawke's Bay Area. The event occurred in the later drafting stages of the Napier City High Level Structure Plans, and therefore has been considered as part of the growth constraints and opportunities analysis for each area.

This map shows the extent of the flooding and silt which affected parts of Napier to the north and south. It also gives an indication of the rapid building assessments undertaken and how each building was categorised. This gives an idea of the extent of the damage.

Key parts of the urban area affected were Taradale and the south eastern portion of Pirimai and the HPUDS greenfield area. The Bayview area and Esk Valley were also heavily affected. The eight neighbourhoods addressed in these structure plans were largely unaffected.

The map shows preliminary flood extents and will be subject to further change as more information becomes available. It also shows buildings with prohibited or restricted access in affected areas. But this will be also be subject to change over time.



Flooding in Napier, as seen from the air.

Photo: NZDF / supplied - <https://www.nz.co.nz/news/national/484397/cyclone-gabrielle-friday-s-response-in-pictures>

Legend

Extent of Flooding

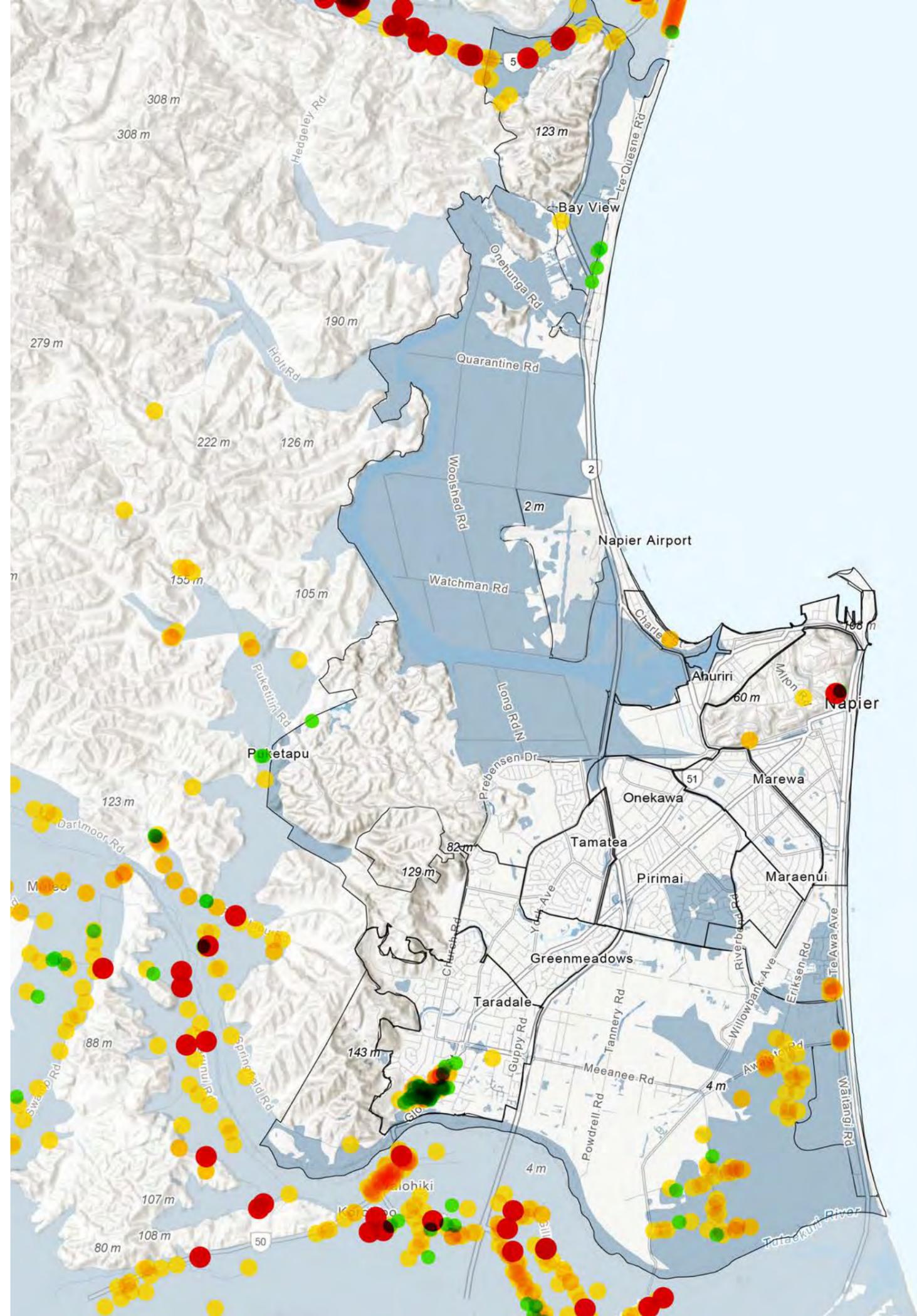
RAPID BUILDING ASSESSMENT

Entry Prohibited

Restricted Access

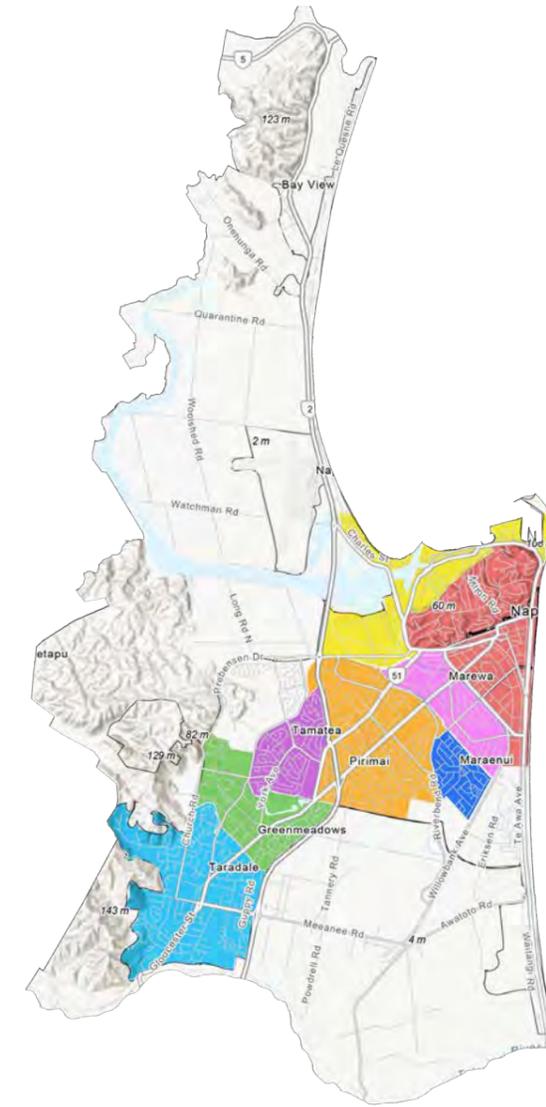
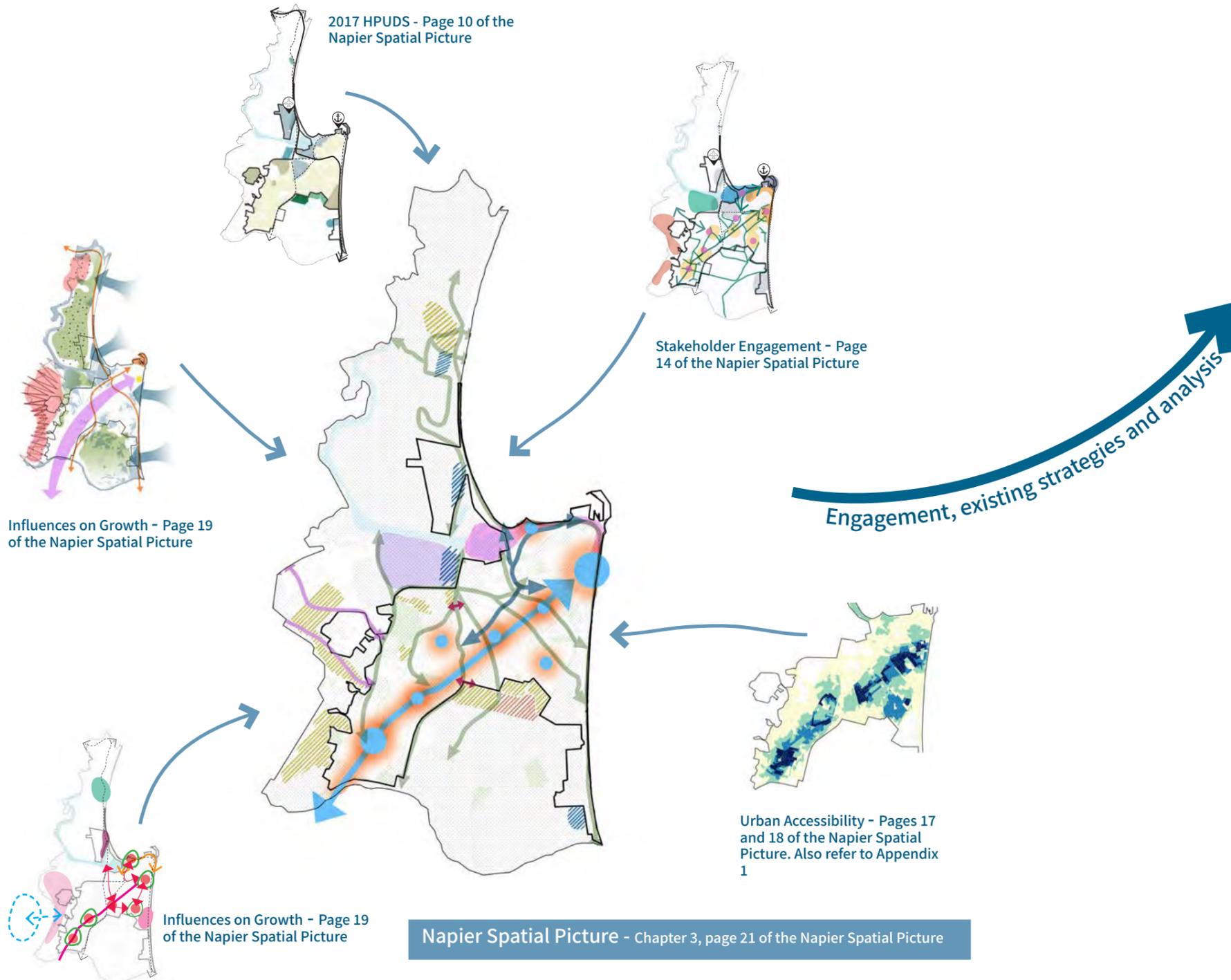
Can be used

Figure
Extent of flooding and rapid building assessment (information as of March 2023)
Scale 1:70,000



1.4 How it's been developed

The Spatial Picture provided the starting point for the high-level structure plan project presented here in this report. The structure plan project adopted the Spatial Picture's mapping of density and applied it specifically to the streets and residential blocks within the nine neighbourhoods: Ahuriri, the city centre fringe, Greenmeadows, Maraenui, Marewa, Onekawa, Pirimai, Tamatea and Taradale.



Napier High Level Structure Plans

Methodology

1. The Napier Spatial Picture extents were broken down into neighbourhoods using NZ Census Area Units 2.
2. The areas identified for intensification (medium density residential, high density residential and mixed-use) within the Napier Spatial Picture were aligned to specific streets and blocks. This process included:
 - Stakeholder engagement;
 - Council workshops;
 - Extending or trimming the extent of intensification based upon where a road or particular land use interface might end or begin; and,
 - Updating the possible extent of intensification based upon relevant planning overlays.
3. Opportunities that related to movement, safety, place-making and supporting infrastructure were proposed to meet the future needs of the intensified communities. The process for deriving these opportunities included:
 - Stakeholder engagement;
 - Council workshops;
 - Previous written council strategies and frameworks; and,
 - Best practice urban design.

1.5 Intensification in Napier

What does 'Intensification' mean?

Intensification means enabling more homes to be built in an area than previously. A greater number of homes over the same area of land increases building density, it typically increases the number of people who live there and it ideally changes the predominant building typology used. Instead of living in detached houses, people might also live in terrace houses or apartments.

Intensification does not necessarily mean squeezing more houses into the same area of land; it means carefully crafting how to accommodate more homes by using different types of buildings and different arrangements of space - accommodating buildings, private outdoor space, vehicle parking, public parks, streets etc. Intensification also creates opportunities for more affordable housing a greater housing choice in high-amenity and highly accessible locations, meeting the demands of the changing demographics.

What makes a location appropriate for intensification?

The location of where intensification happens is fundamental to doing it well. It is imperative that locations where intensification is enabled are locations that offer a high level of amenity and services to the people who live there.

Density should come hand-in-hand with access to high quality public space, to regular and efficient

public transport, to great cycle and pedestrian links connecting one centre to another. Greater intensification should have access to more local shops and businesses for people to access their daily needs and services. They should also be close to education, employment and community facilities.

Some locations have particular characteristics that may make them unsuitable for intensification. This includes areas with heritage or cultural values or areas affected by significant natural hazards or areas likely to be subject to future effects relating to climate change.

Benefits to intensification

When well designed and well located, more intensive residential development has many benefits, such as:

- It provides choice and a practical and affordable alternative for those who do not want or need large family homes.
- Uses land more efficiently, reducing sprawl
- Can enhance public safety and perceptions of safety as well as opportunities for recreation, social interactions and a sense of community
- Can reduce maintenance and management costs.
- Promotes active transport use, and reduces vehicle emissions



Figure (Left to right) - Medium Density Residential (e.g. Terraces, Duplexes, Triplex, Fourplex) High Density Residential (e.g. 3 – 6 storey apartment) Mixed-Use development (e.g. Mid-rise apartments with ground floor commercial)

Mixed-use development is the combination of two or more land uses within a building, block or site. The most common type is a building which has commercial businesses at ground floor and residential above.

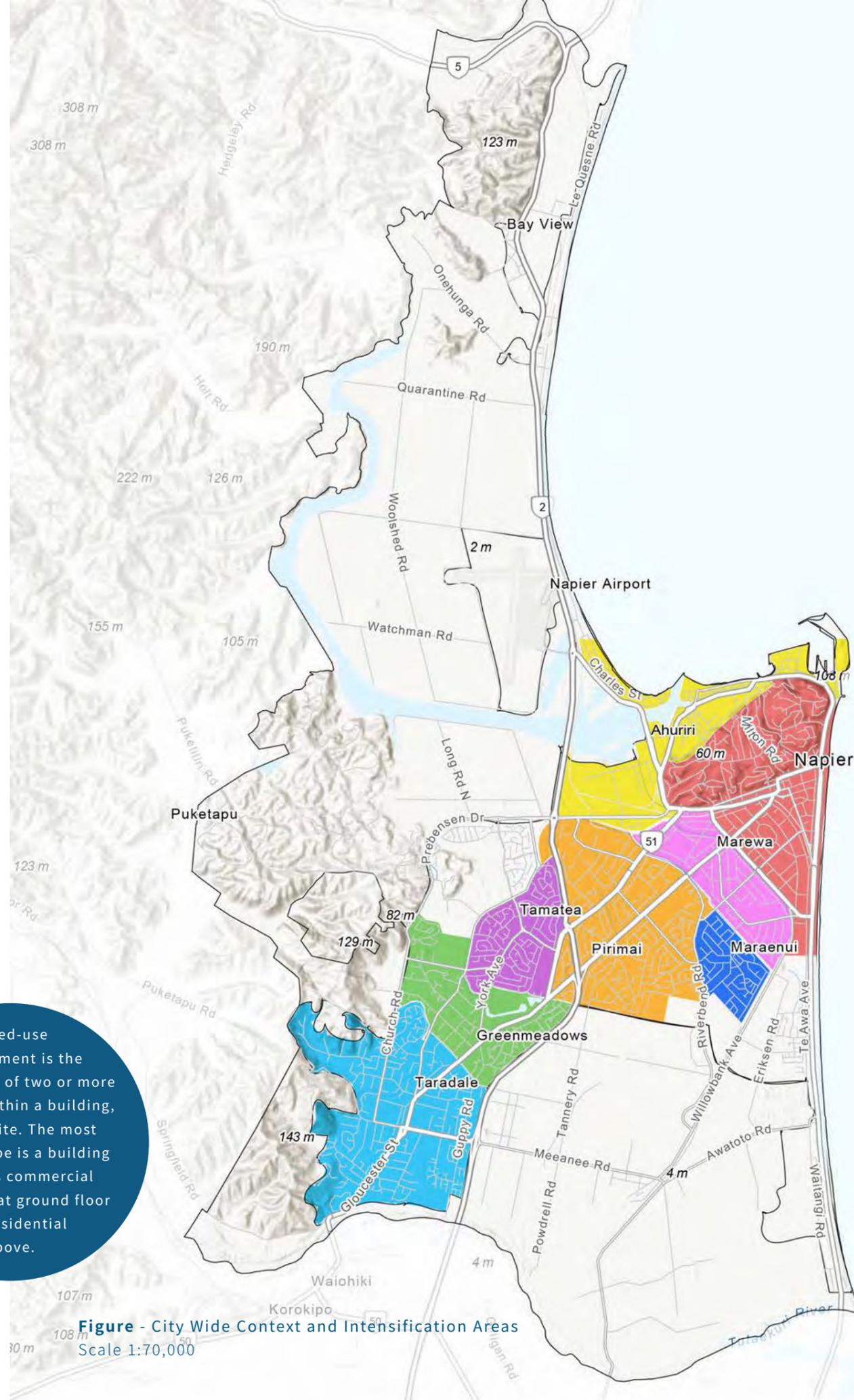


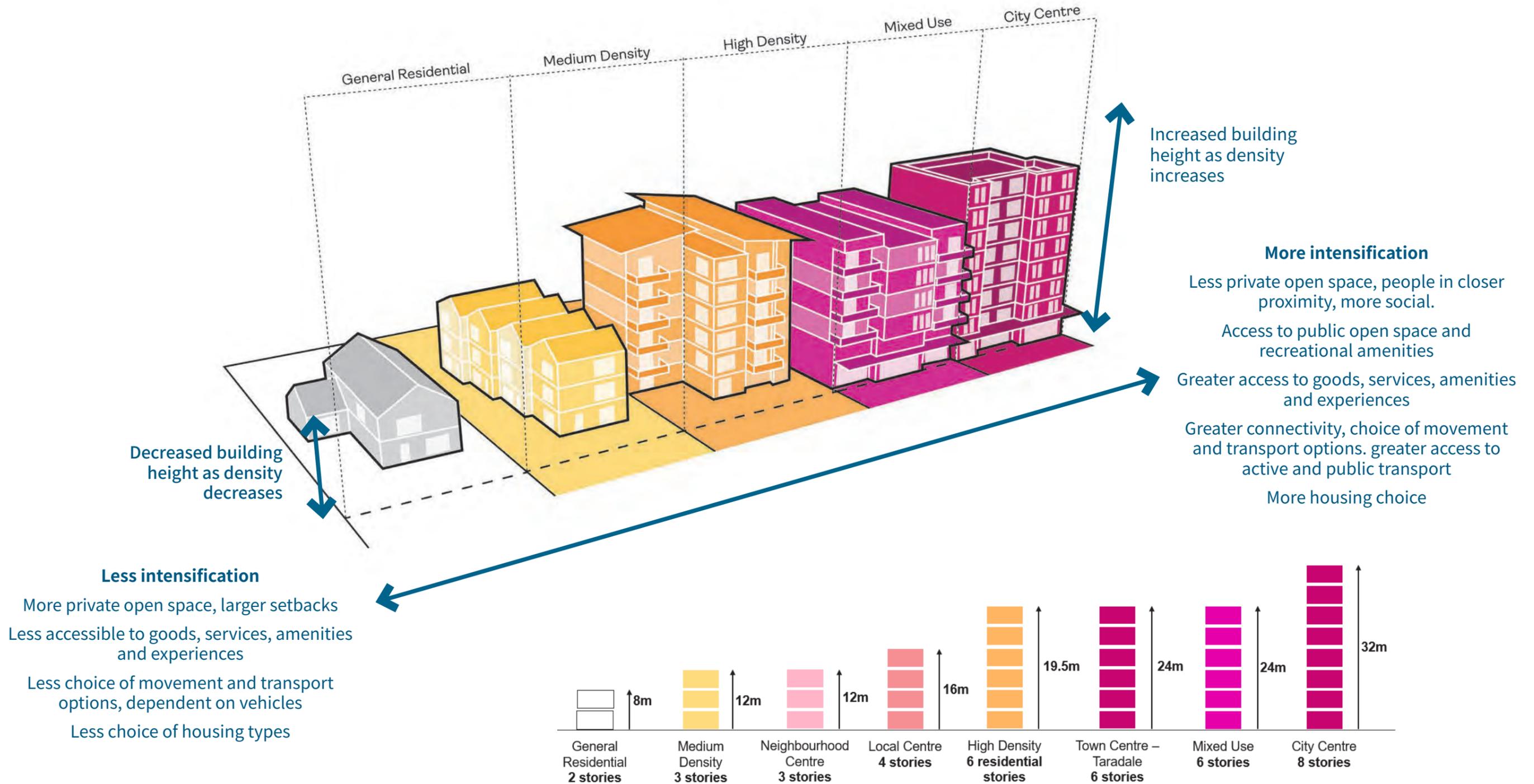
Figure - City Wide Context and Intensification Areas Scale 1:70,000



1.6 Built Form and Landuse Outcomes of Intensification

As demonstrated in the below diagram, as intensification happens so does the use of space and the integration of public and private amenity. In more intensive environments there is greater choice in terms of housing, movement, amenities and services. Higher density development is therefore, better located around Napier's key centres. Nine intensification areas were identified within the Napier Spatial Picture, and the various types of intensification were identified based on the urban accessibility study.

The following Intensification Structure Plans demonstrate where intensification is proposed within each of the key centres.



2.0

Intensification Structure Plans

- 2.1 Overview
- 2.2 Ahuriri
- 2.3 City Centre Fringe
- 2.4 Marewa
- 2.5 Maraenui
- 2.6 Onekawa / Pirimai
- 2.7 Tamatea
- 2.8 Greenmeadows
- 2.9 Taradale
- 2.10 Wharerangi Road

2.1 Overview

The Napier City High Level Structure Plans have identified strategic residential growth opportunities around key urban centres in Napier. These centres include Ahuriri, City Fringe South, Taradale, Maraenui, Marewa, Taradale, Greenmeadows and Onekawa/ Pirimai.

The majority of the potential residential intensification across Napier will likely be in the form of smaller-scale, medium density residential developments such as terraced housing and low-rise walk-up apartments. This will help provide much needed housing choice and opportunities for more affordable housing products. Opportunities for more intensive housing options such as mid-rise apartment buildings have also been identified in the City Centre and Ahuriri, especially those areas with high natural amenity in close proximity to the coast.

A key component of Napier's growth moving forward should be to leverage off key public and active transport connections. The highly accessible nature of the Gloucester Street / Kennedy Road corridor provides a frequent, radial public transport connection between the City Centre and several local centres and established residential neighbourhoods.

Additional connections have been identified as Blue/Green pedestrian and cycle links. These pick up on key "proposed" cycle links under the cycle strategy but ultimately refers to completing the Napier City Cycle Strategy. Local gaps in the cycle network are also identified to better connect key amenities, services, schools, reserves and employment opportunities.

Legend

INTENSIFICATION OPPORTUNITIES

- Medium Density Residential
- High Density Residential
- Mixed Use
- City Centre / Taradale Town Centre
- Local Centre

CENTRES NETWORK

- City Centre / Town Centre
- Local Centre
- Neighbourhood Centre
- Recommended Local Centre

CONNECTIVITY OPPORTUNITIES

- Existing walking and cycling connections
- Safe cycleways connecting homes, open spaces, schools and centres
- A multi modal corridor providing for safer pedestrian use, cycle use, and access to well located bus stops which serve a frequent and reliable service
- Blue/Green Network - Off road pedestrian and cycling connections alongside Napier's existing river network to connect residents to amenities and link the existing cycle network.

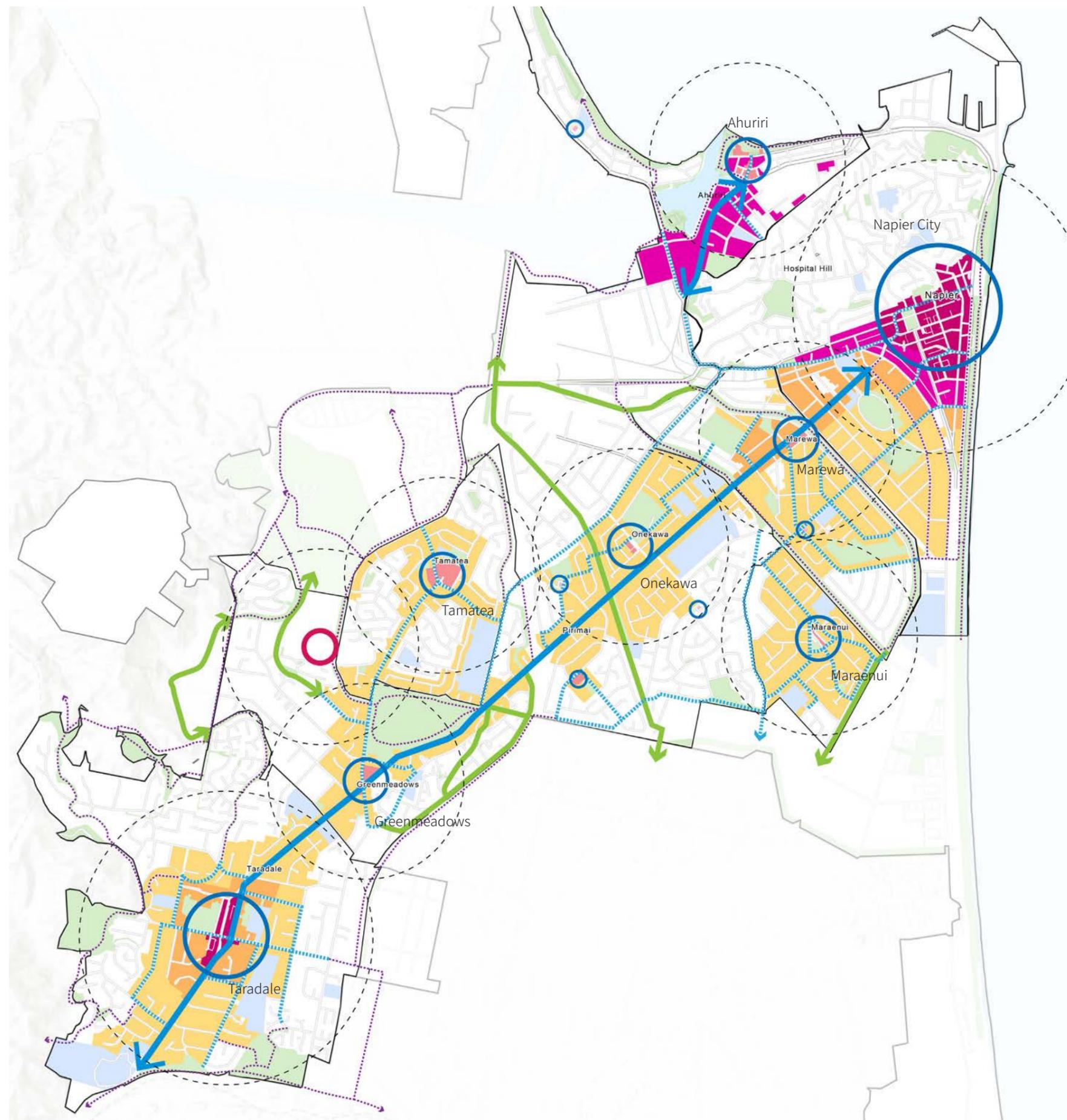


Figure - Intensification Areas
Scale 1:35,000

2.2 Ahuriri

Context

Ahuriri is located in a conflicted location between movement patterns related to the port and other industrial activities, and providing for waterfront amenity including views out to the ocean, the estuary and the marine harbour environment.

Existing patterns of mixed-used activities are present including some medium density residential housing typologies, refurbished and re-purposed warehouses used for office spaces, retail, food and beverage and light industry activities. The existing buildings provide character and a unique identity.

A local centre is also present and located close to the waterfront, and marine harbour environments. It is located away from the thoroughfare that supports movement to and from the port and other industrial activities.

Ahuriri was discussed widely during stakeholder engagement sessions during the Spatial Picture and was identified as being a desirable place to be for work, socialising, recreational opportunities and for both the high level of and range of amenities it provides for people. Providing for additional commercial/mixed use

land will allow opportunities for more services and amenities to be provided as the area develops and the number of residents increase.

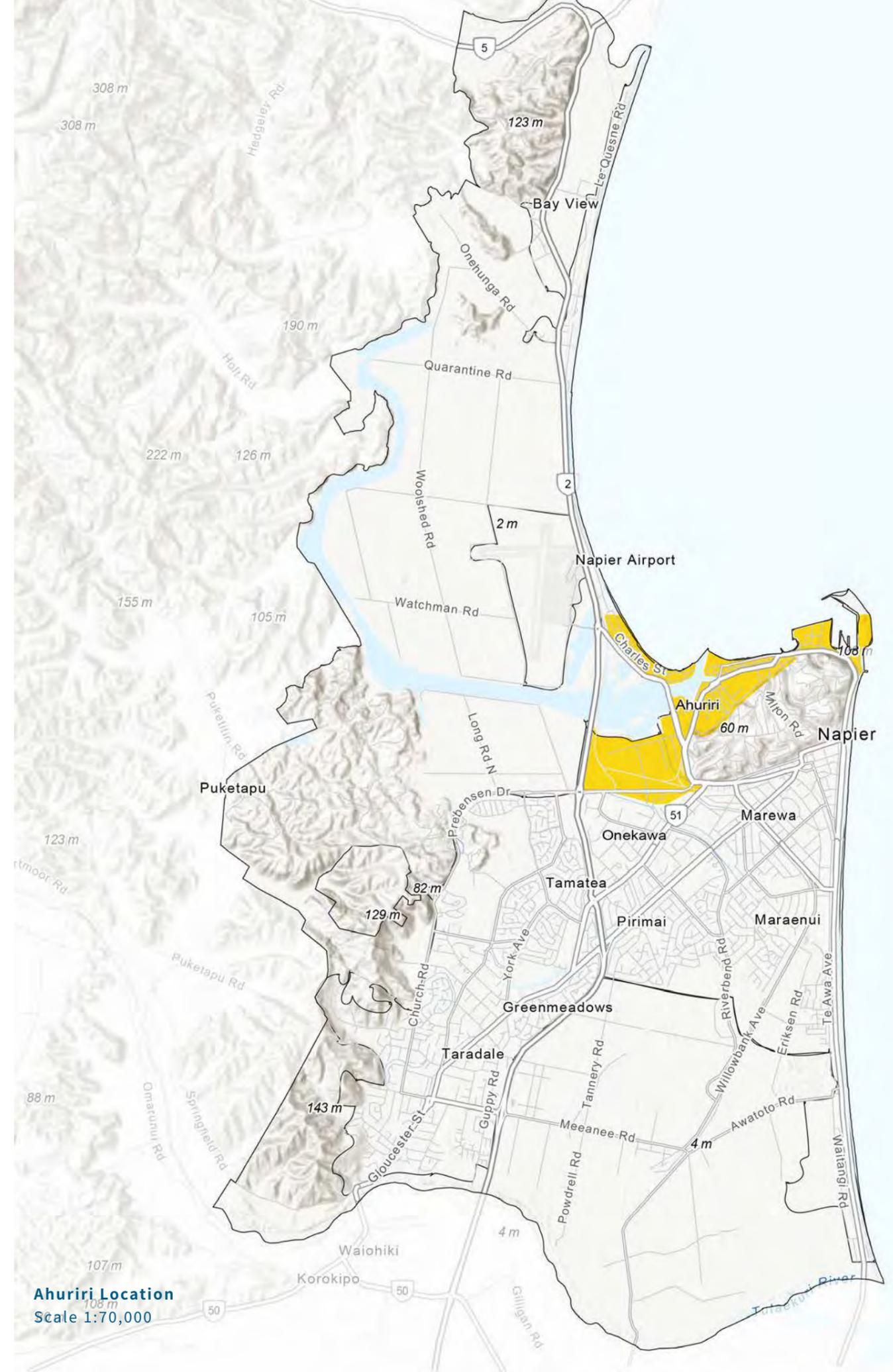
This feedback through engagement is also supported by a number of existing Napier City Council strategies and frameworks including the Ahuriri Masterplan 2018, the Draft Napier Retail Strategy 2020 and the City Vision 2016. All of which support or make reference to the future residential intensification of the neighbourhood through mixed-use developments and the provision of medium density residential living opportunities.



Ahuriri Estuary Walkway



Ahuriri Village Shopping Centre



Growth Constraints

- Truck and rail movements to and from the port and other industrial areas create severance through Ahuriri and creates a harsh public interface to some mixed-use environments. The high traffic corridors along Hyderabad Road, Bridge Street and the Ahuriri Bypass (SH 50) also create conflict between port traffic and pedestrians and cyclists. This issue has been acknowledged by Waka Kotahi and is being considered through the Regional Land Transport Plan (RLTP). A Business Case process will likely be required to identify the most appropriate intervention.
- Existing protected heritage areas along the waterfront and West Quay.
- Some coastal inundation and flooding present throughout Ahuriri but primarily along Waghorne Street, and within the industrial area.
- Existing blast zone around industrial land as shown under significant Hazardous Facility Risk Management Overlay.



Pedestrian conflict with traffic along SH 50



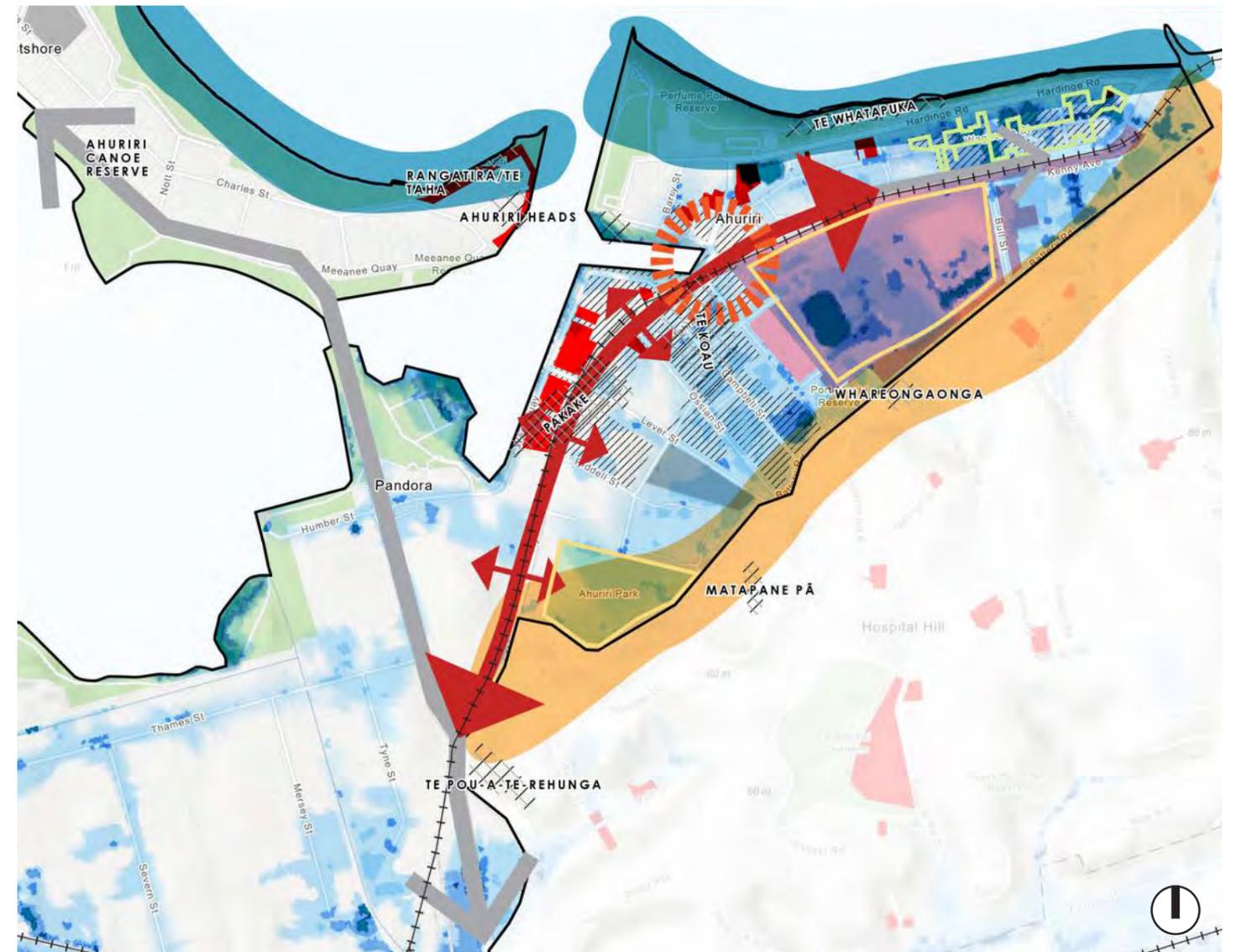
Heavy traffic along SH 50 creating severance



Coastal inundation



Existing protected heritage areas



Ahuriri Growth Constraints
Scale 1:12,000

Legend

EXISTING

- General Residential
- Education Providers
- Parks and Natural Open Space

CONSTRAINTS

- ↔ High volume vehicular traffic corridors
- Heritage
- ⊙ SH 50 / Customs Quay / Coronation Street / Bridge Street intersection safety and access concerns
- ▨ Areas of Significance to Māori
- ↔ Reverse sensitivity effects due to road noise from State Highway
- ⬊ Area at risk of coastal inundation, options for future growth to be explored following analysis
- ⬊ Area at risk of rock fall hazard
- ▨ PDP Historic Heritage Area
- Significant Hazardous Facility Risk Management Overlay
- 2050 HBRC Model 100ARI:
 - >0.5m
 - 0.3-0.5m
 - <0.3m
- Fill Sites
- Railway Line

Opportunities and Initiatives

- While not scoring high in the Napier Spatial Picture accessibility analysis, Ahuriri was identified as a desirable place to live, work and socialise. Therefore, provision of medium density residential close to the existing centre and waterfront has been proposed.
- Enable development while managing the risk to people from flooding. Future development should consider flood risk and coastal inundation, and respond through building and site design.
- Medium density residential is proposed to be a maximum of 6-storeys which is appropriate to integrate new built form in with the existing character.
- Provision for mixed-use has been provided along Humber Street.
- Multi-modal upgrades and provision to Hyderabad Road including safe cycle lanes, footpaths, crossing opportunities.
- Improve the route and frequency of public transport through Ahuriri to connect Napier city centre to the airport.
- Enhancements to the waterfront environment including parks, CPTED improvements, access and connectivity along the waterfront.



Playful and activated waterfront offers community focal and recreational uses



Multi-modal transport corridors with safe cycle lanes and pedestrian paths



Quality mixed-use developments such as the Ahuriri Customs Quay development



Compact and high quality medium density developments



Ahuriri Opportunities and Initiatives
Scale 1:12,000

Legend

EXISTING

- General Residential
- Education Providers
- Parks and Natural Open Space
- Neighbourhood Centre
- Local Centre
- General Industrial
- Light Industrial
- PDP Historic Heritage Area
- Heritage
- Mixed Use
- Existing cycle network (shared path)

OPPORTUNITIES

- Medium Density Residential
- Opportunity for future mixed-use
- Safe cycleways connecting homes, open spaces, schools and centres
- Proposed shared path connection
- ↔ Proposed public transport route between Napier City Centre and Napier the Airport via Ahuriri.
- New Park
- 1 - Destination Park on the waters edge as per the Ahuriri Masterplan recommendation
- 2 - Destination Park could include high quality play facilities and other upgrades as per the Ahuriri Masterplan recommendation
- 3 - Opportunity for improvements to Ahuriri Park.
- 1 - Proposed Waka Hub at the Iron Pot

- 2 - Possible stormwater management site could also provide ecological and recreational functions.
- 3 - Provide a safe and high-quality pedestrian environment along West Quay while facilitating necessary access for the working wharf as per the Ahuriri Masterplan recommendation
- A multi modal corridor providing for port traffic, safer pedestrian use and cycle use.
- Safety and access improvements
- Centre improvements including CPTED assessments, pedestrian and cycle safety assessments, public realm improvement plans
- Parks improvements including CPTED assessments, park accessibility enhancements, play value opportunities, multi-functional stormwater opportunities
- Street improvements, including street plantings for biodiversity and amenity enhancements, legible and safe cycle and pedestrian connections, water treatment opportunities

2.3 City Centre and Fringe

Context

The City Centre and Fringe area includes the City Centre, the City Centre Fringe South McLeans Park and Hospital Hill.

The area provides for a wide range of employment, retail and entertainment opportunities. In addition, the area's proximity to the coast provides a high-level of natural amenity that is distinct from much of urban Napier. These factors mean that this area is well placed to support some higher density typologies such as mid-rise apartments along with wider intensification via medium density residential typologies such as terraced housing.

Any intensification within this area would also need to respond to existing heritage values in the area and further consideration of stormwater constraints would need to be investigated.

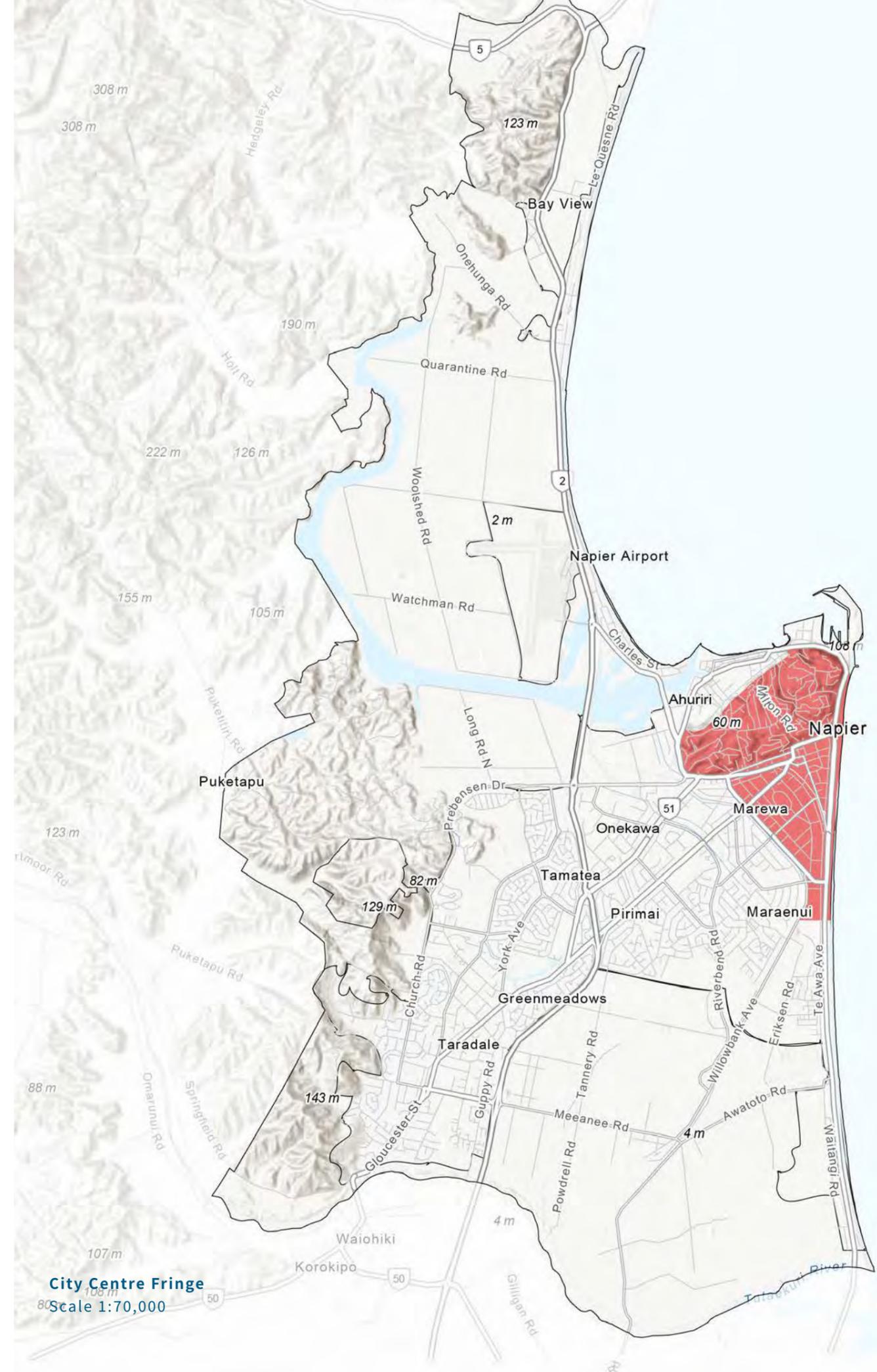
The area would also benefit from greater opportunities to establish small scale retail/hospitality establishments to support the immediate population.



Existing business and commercial uses within the City Centre



Marine Parade is popular for its recreational uses



Growth Constraints

- Existing protected heritage areas primarily within the Art Deco Quarter and McDonald Street in Napier South.
- High volume traffic routes along Kennedy Road, Thackeray Street, Tennyson Street, Wellesley Street and Munroe Street create conflict between city centre traffic and the accessibility to key amenities for pedestrians and cyclists.
- Consideration of safety improvements to the Tennyson / Thackeray / Station Street intersection allow for better pedestrian and cyclist movement and support future growth.
- Flooding risk within Napier City Centre and areas to the south.
- Steep topography to the north on Hospital Hill, narrow windy roads and land stability risks create challenges for intensification.



Flooding within central city



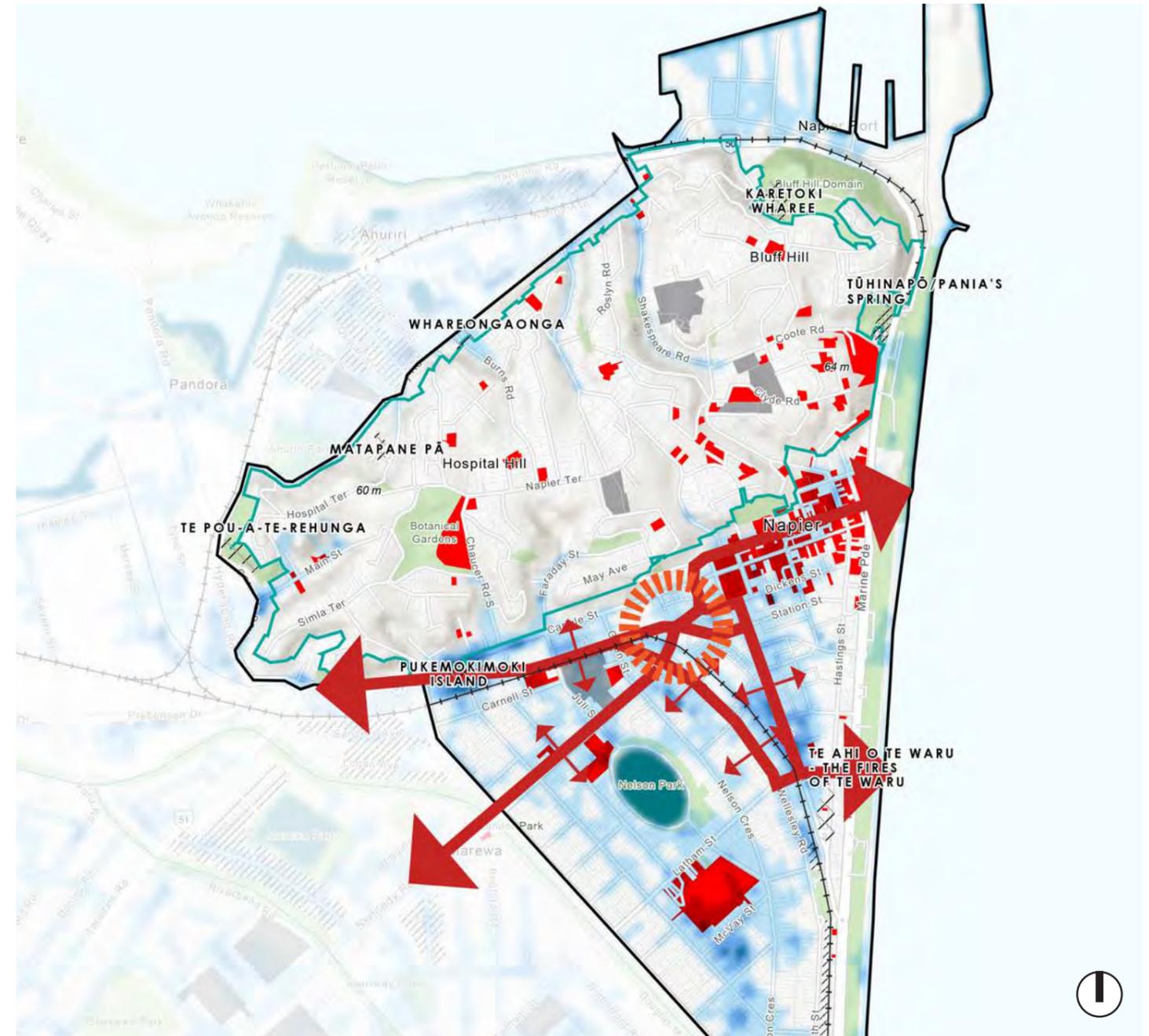
Steep topography on Hospital Hill



High volume traffic corridors such as Kennedy Road



Existing Art Deco protected area



City Centre Fringe Growth Constraints

Scale 1:20,000

Legend

EXISTING

- General Residential
- Education Providers
- Parks and Natural Open Space

CONSTRAINTS

- ↔ High volume vehicular traffic corridors
- Heritage
- ⊙ Safety challenges at key intersections
- /// PDP Historic Heritage Area
- ▨ Areas of significant to Māori

- ⤿ Steep Contour
- 2050 HBRC Model 100ARI:
 - >0.5m
 - 0.3-0.5m
 - <0.3m
- Railway Line
- ▭ Napier Hill / Mataruahou Amenity Precinct

Opportunities and Initiatives

- Continue to create a focal point for retail activity within the primary commercial centre for Napier through the provision of City Centre and Mixed-use zoning.
- The city centre and fringe have high accessibility. Access to amenities and services supports intensification outcomes over the long term.
- Continue investment in key projects and infrastructure, such as the completion of key gaps in the cycle network, public transport enhancements and street amenity upgrades on the fringe of the city. This will support intensification outcomes and inner-city living.
- Identify and enhance the neighbourhood centre on Chambers Street to the south of the City Centre.
- Enable development while managing the risk to people from flooding. Future development and infrastructure should consider flood risk and coastal inundation, and respond through building and site design.



Quality mixed-use developments with medium to high density residential developments



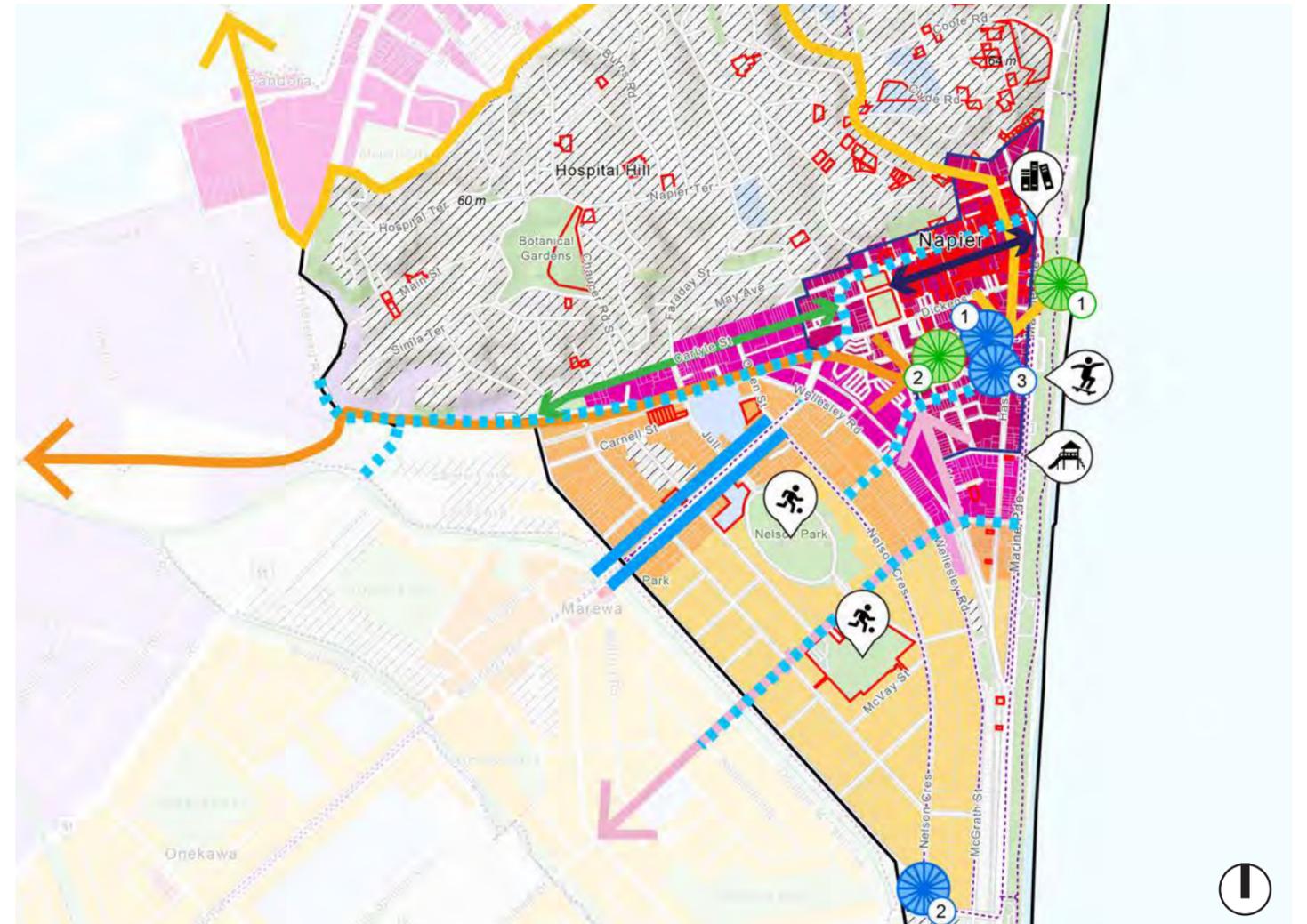
Quality and vibrant neighbourhood centres



Reliable and efficient public transport



Mixed-use and high density residential development with recreational public spaces



City Centre Fringe Opportunities and Initiatives
Scale 1:20,000



2.4 Marewa

Context

Marewa is located to the South West of Napier's City Centre and City Centre Fringe. It is connected to the city centre via Kennedy Road which runs north east to south west through the northern portion of Marewa. This is a key arterial route which provides ease of access to public transport for Marewa.

Marewa is framed on all sides by Napier's cross country drains. While this provides opportunity to create recreational opportunities and strong walking and cycling connections between Marewa and the surrounding neighbourhoods, the current treatment creates a disconnect, as well as amenity issues as residents are turned away from these existing reserves.

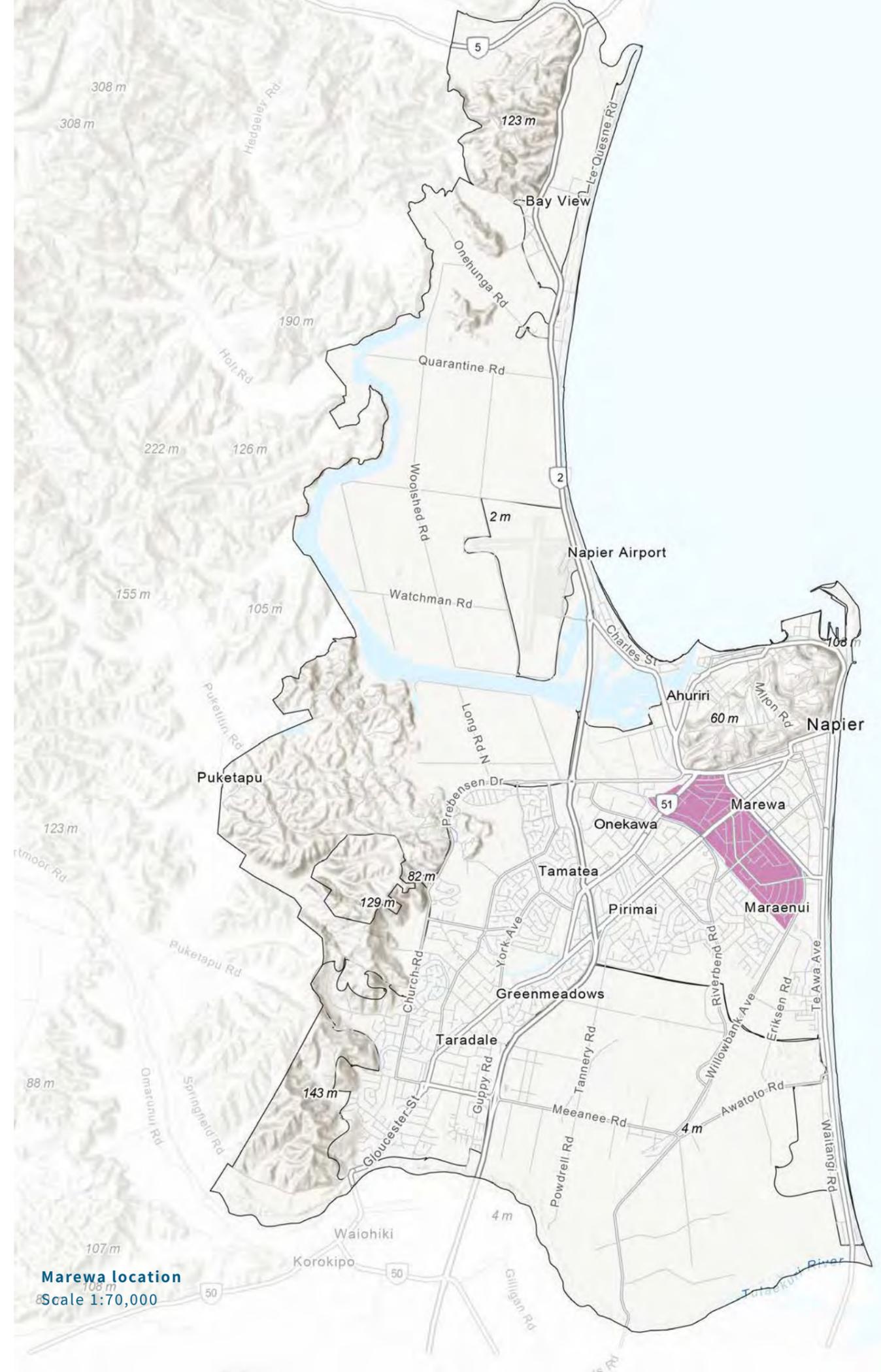
Marewa's local centre is located on Kennedy Road and contains convenience type retail in the form a Four Square, a medical centre and pharmacy. It also contains two large recreational reserves (Marewa Park and Whitmore Park) and a Primary School on Latham Street.



Existing Marewa shopping centre



Marewa Park

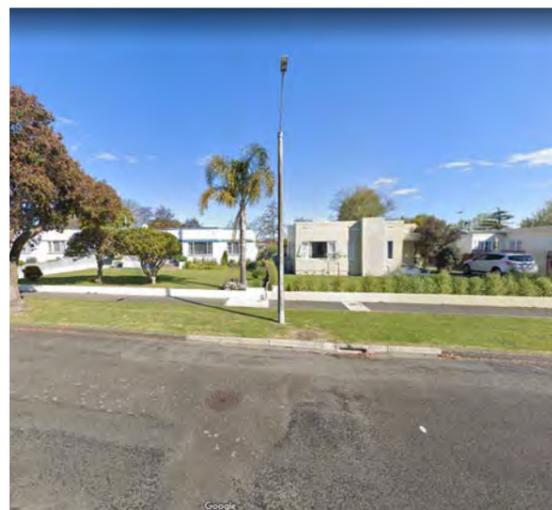


Growth Constraints

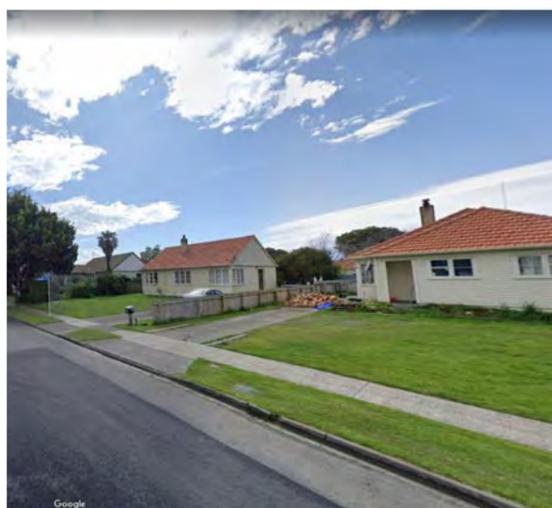
- Areas zoned as historic heritage in the northern portion of Marewa primarily along Sanders Ave, Logan Ave and Russell Road.
- High Traffic corridors along Kennedy Road and Georges Drive which divide the community into sections and act as a barrier between Marewa and the amenities to the North.
- Large reserves at the centre of Marewa as well as around the outer edge of the neighbourhood (drain reserves) have limited visual amenity due to limited road frontage and houses which face away from these open spaces.
- Limited stormwater infrastructure which means that areas in Marewa are prone to flooding.



Flooding in Whitmore Park



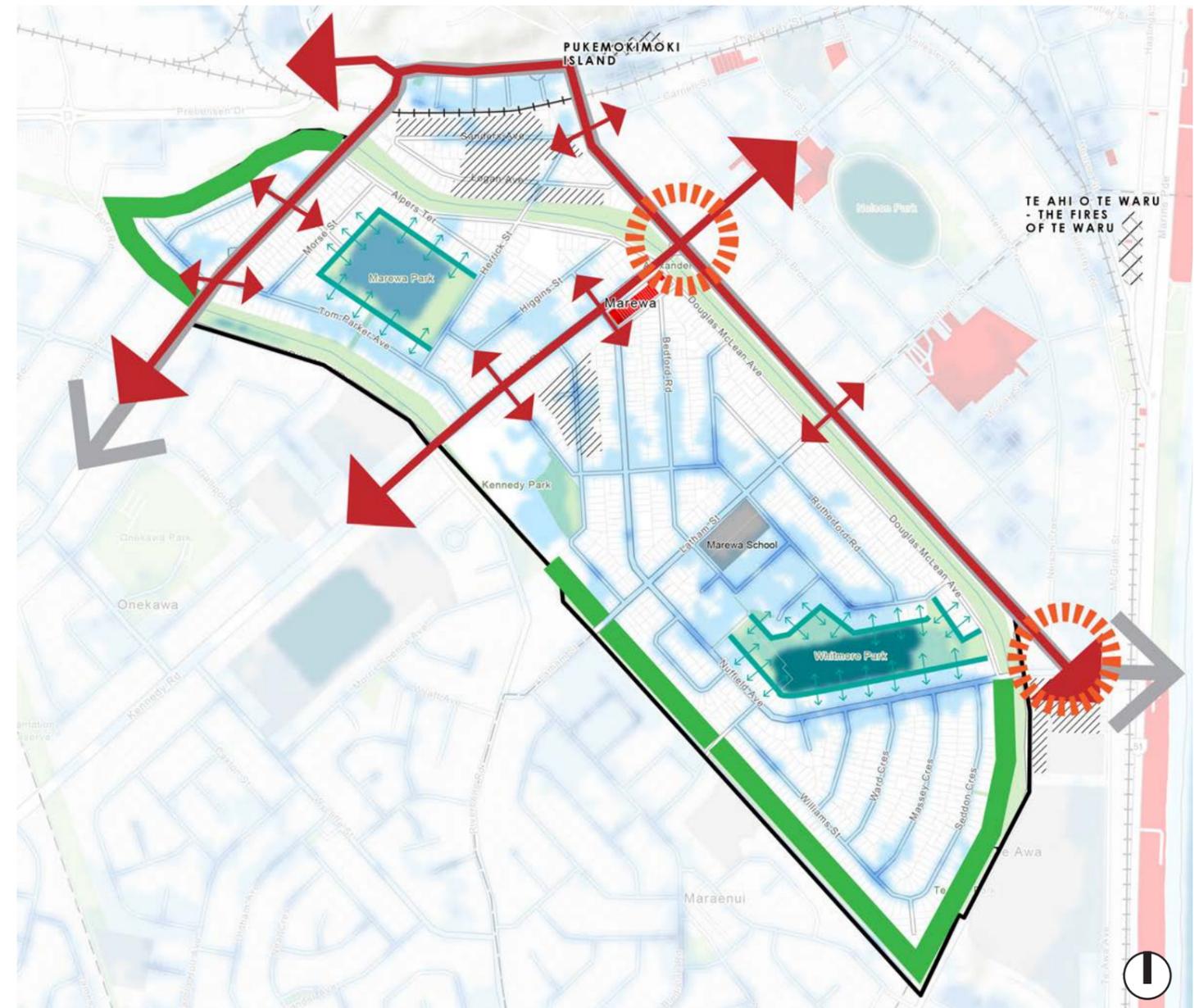
Art Deco historic heritage on Logan Avenue



State housing character area on Russell Road



Improve existing intersection



Marewa Growth Constraints

Scale 1:15,000

Legend

EXISTING

- General Residential
- Education Providers
- Parks and Natural Open Space

CONSTRAINTS

- ↔ High volume vehicular traffic corridors
- 2050 HBRC Model 100ARI:
 - >0.5m
 - 0.3-0.5m
 - <0.3m
- ▨ Areas of Significance to Māori
- ▨ PDP Historic Heritage Area
- Heritage
- ↑↑ Parks have limited street frontage therefore houses face away and do not visually interact with the open space edge.
- ⊙ Safety challenges at key intersections
- ▨ Houses face away from open space / cross country drain
- ↔ Reverse sensitivity effects due to road noise from State Highway

Opportunities and Initiatives

- The northern portion of Marewa was identified as being highly accessible. This area has been identified as appropriate for more intensive residential development due to the key connection along Kennedy Road and Marewa's local centre.
- Enhancements to Kennedy Road as a strong multi-modal corridor will provide safer access and connectivity to pedestrians, cyclists, as well as help serve a frequent and reliable bus service.
- There is an opportunity to introduce safe cycleways to connect residents in the southern portion of Marewa to the amenities along Kennedy Road.
- Opportunity to improve recreational access, safety and amenity through interface and amenity improvements to the drain reserves around the outer edges of Marewa and the parks in the centre.
- Introduce an inner city loop along Latham Street to connect Marewa, Maraenui, Pirimai and Onekawa back to the Kennedy Road corridor and Napier City Centre.



Quality medium density residential developments



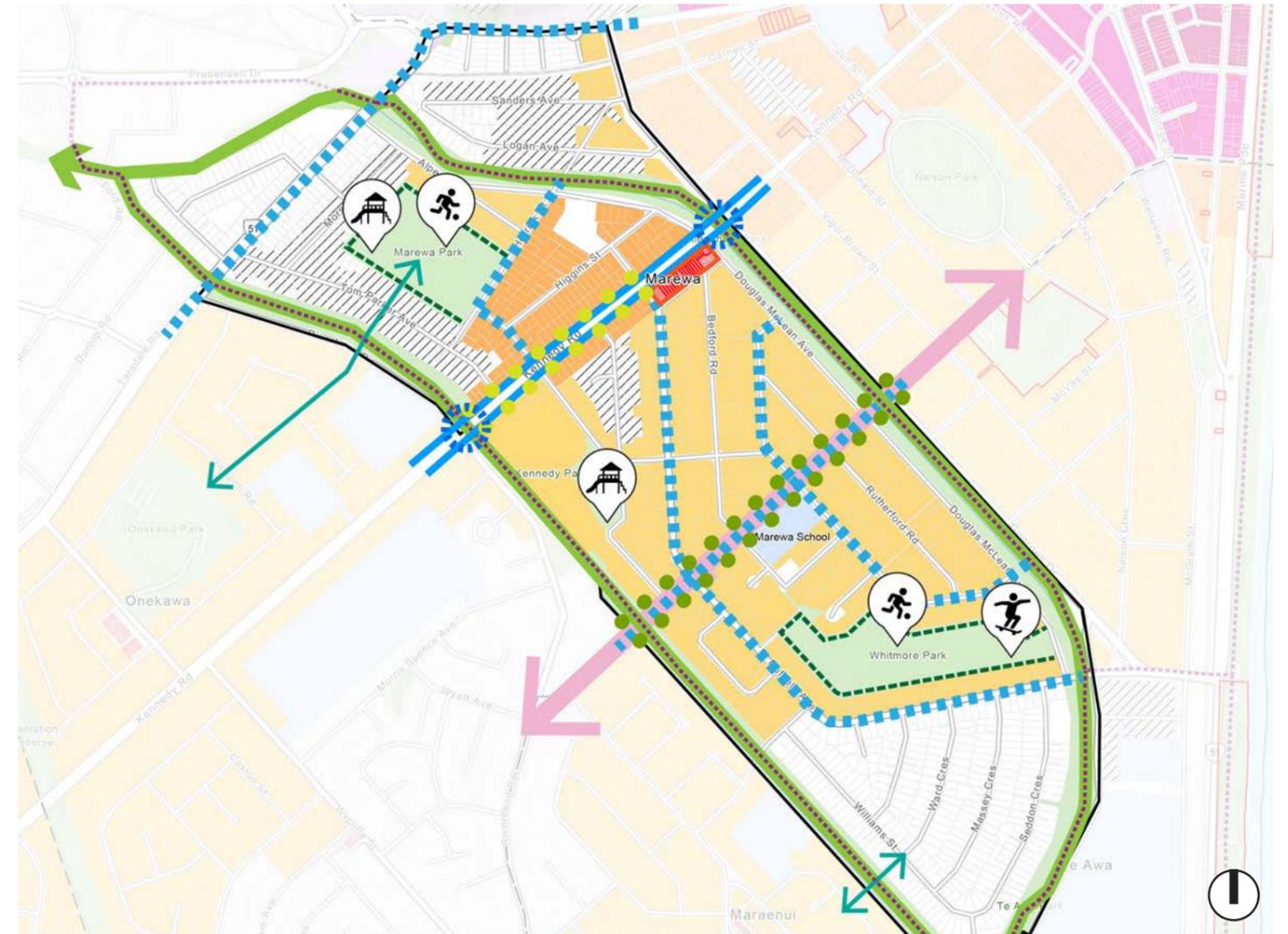
Compact and high quality medium density residential developments



Utilise and reconnect interface with existing reserve areas



Multi-modal transport corridors with safe cycle lanes and pedestrian paths



Marewa Opportunities and Initiatives

Scale 1:15,000

Legend

EXISTING

- General Residential
- Education Providers
- Parks and Natural Open Space
- Neighbourhood Centre
- Local Centre
- General Industrial
- Light Industrial
- ▨ PDP Historic Heritage Area
- Heritage
- - - Existing cycle network (shared path)
- Existing heritage / protected trees

OPPORTUNITIES

- Medium Density Residential
- High Density Residential
- Safe cycleways connecting homes, open spaces, schools and centres
- ↔ Frequent and reliable public transport as part of an inner city loop
- A multi modal corridor providing for safer pedestrian use, cycle use, and access to well located bus stops which serve a frequent and reliable service
- Improve edge treatment of parks improving relationship to adjacent houses for safety and amenity
- Opportunity to create a strong green link between drain reserves through street trees.
- ⊙ Safety and access improvements
- Centre improvements including CPTED assessments, pedestrian and cycle safety assessments, public realm improvement plans
- Parks improvements including CPTED assessments, park accessibility enhancements, play value opportunities, multi-functional stormwater opportunities
- ↔ Blue/Green network links to connect residents to amenities and link the existing cycle network.
- ↔ Strengthen existing green links (pedestrian paths and green space connections).
- ≡ Street improvements, including street plantings for biodiversity and amenity enhancements, legible and safe cycle and pedestrian connections, water treatment opportunities

2.5 Maraenui

Context

Maraenui is located approximately 4 kilometres south of Napier’s city centre. The neighbourhood is centred immediately around a reserve (Bledisloe Road Reserve) and the Maraenui local centre. The local centre contains convenience-type retail including a Four Square, a medical centre, and a playground within the reserve. A second recreational reserve is also located on Percy Spiller Ave and contains a playground and basketball courts.

Currently, Maraenui is lacking frequent and reliable public transport connections between residents and the key employment nodes in Onekawa and the City Centre.

Maraenui has significant potential to support residential intensification due to the consolidated land holdings of Kāinga Ora, many of which are

empty lots near Maraenui’s main centre. This enables the opportunity to comprehensively redevelop the area in an integrated manner. Through consultation with Kāinga Ora, it was expressed that they seek to deliver well-planned and comprehensive residential intensification, particularly around the Maraenui town centre. Planning and construction is underway for a number of Kāinga Ora’s sites that are currently vacant.

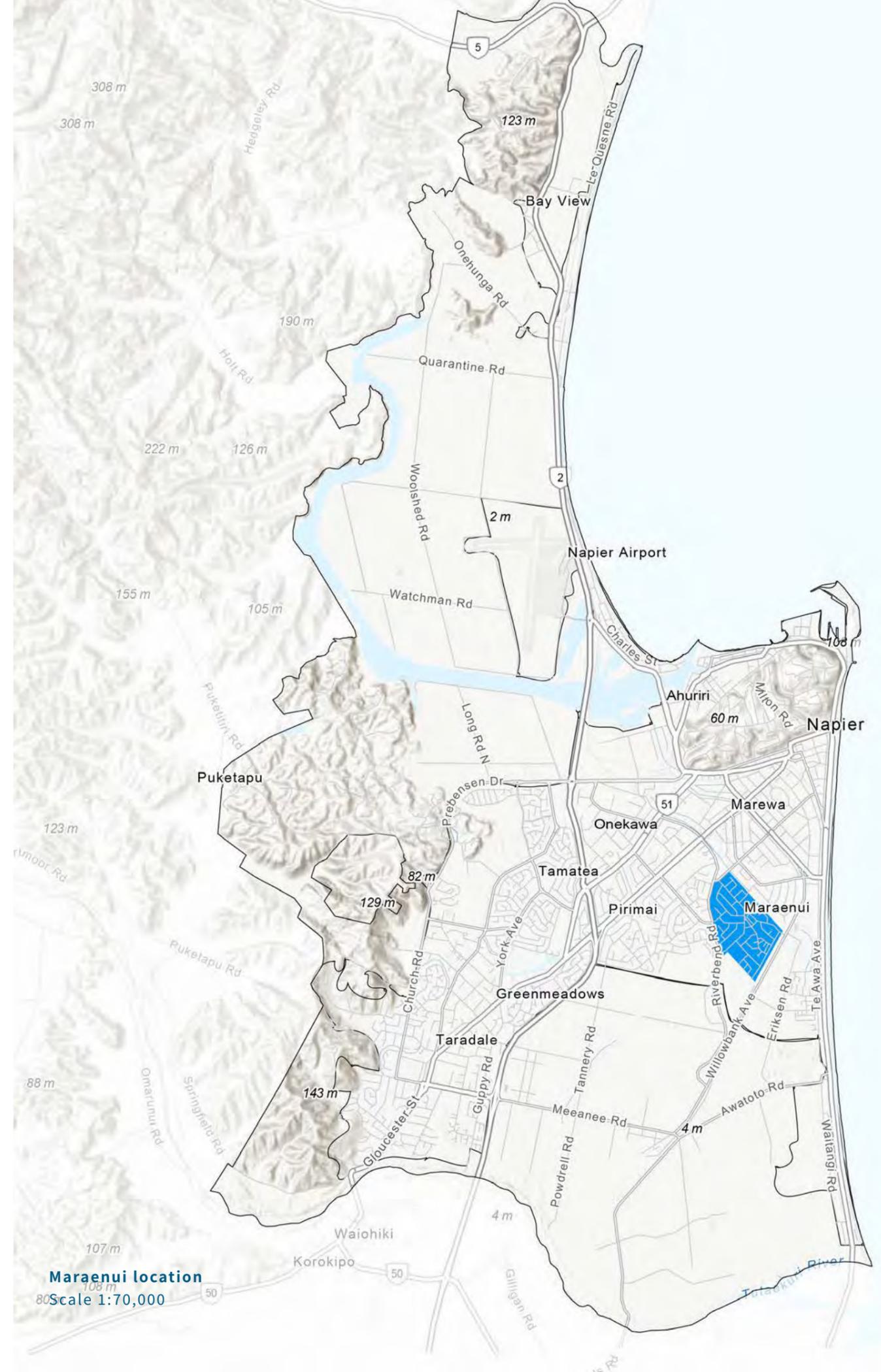
Maraenui is also located in close proximity to identified greenfield growth areas to the South (Riverbend, South Pirimai and the Loop within HPUDS South greenfield growth area). The local centre will potentially service these future areas.



Maraenui shopping centre



Pukemokimoki Marae



Growth Constraints

- Maraenui is disconnected from its surrounding neighbourhoods due to the Cross Country Drain to the north which creates a divide between Marewa and Maraenui with vehicle connections along Nash Street and Latham Street, and a single pedestrian connection between Lister Crescent and Williams Street.
- It is also disconnected from surrounding transport routes, and residential areas to east.
- Much like Marewa, Maraenui is framed to the North by Napier's Drain reserves but connectivity and amenity to this space is limited due to a lack of street frontage and houses facing away from the reserves. There is limited access to open space as a result of this layout.
- Cul-de-sac streets do not aid connectivity between residents and the amenities and services within Maraenui. Where there are established pedestrian connections, these often lack passive surveillance creating CPTED issues.
- Flooding risk within Maraenui primarily to the north as well as to the south of Maraenui Park.



Typical cul-de-sac in Maraenui



Limited amenity gain as houses facing away from existing reserves



Flooding in Maraenui Park



Maraenui turned away from key transport routes such as Willowbank Avenue



Maraenui Growth Constraints

Scale 1:10,000

Legend

EXISTING

- General Residential
- Education Providers
- Parks and Natural Open Space
- Local Centre

CONSTRAINTS

- ↔ Disconnect from surrounding transport routes and neighbouring areas including existing development area of Te Awa
 - ↔ Cul-de sac streets do not support opportunities for greater connectivity for pedestrians, cyclists and vehicles
 - Limited access to open space within Maraenui. Large open space and recreational areas outside of Maraenui.
 - Improve access to community amenities and social infrastructure in Maraenui centre
 - Houses face away from open space / drain reserves
- 2050 HBRC Model 100ARI:
- >0.5m
 - 0.3-0.5m
 - <0.3m
- ▨ Areas of Significance to Māori
 - Heritage

Opportunities and Initiatives

- There is an opportunity to improve accessibility and address environmental challenges to support and increase in density around Maraenui's local centre.
- Significant public landholdings provide the opportunity for comprehensive residential development in and around the centre of Maraenui.
- Opportunity to strengthen connectivity by completing gaps in the walking and cycling network and improving amenity of the drain reserves to the north.
- Introduce an inner city loop along Latham Street, Bledisloe Road and Riverbend Road to connect Marewa, Maraenui, Pirimai and Onekawa back to the Kennedy Road corridor and Napier City Centre.
- Better integration of the Maraenui local centre with the adjacent public open space, Bledisloe Road Reserve.



Quality medium density development



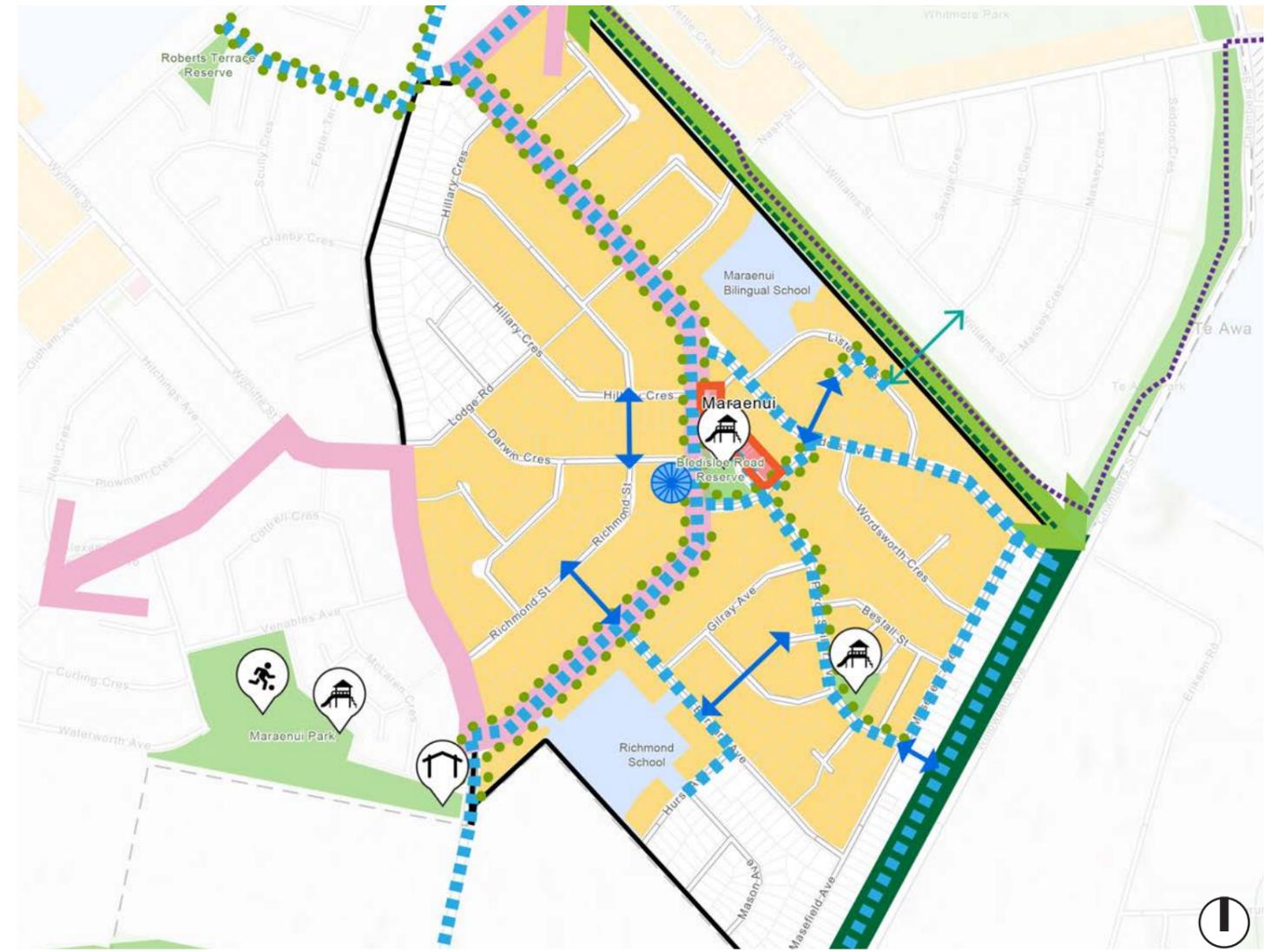
Small neighbourhood centre with good interaction with public realm



Quality public open space with cultural value



Reliable and efficient public transport



Maraenui Opportunities and Initiatives

Scale 1:10,000

Legend

EXISTING

- General Residential
- Education Providers
- Parks and Natural Open Space
- Neighbourhood Centre
- Local Centre
- Existing cycle network (shared path)

OPPORTUNITIES

- Medium Density Residential
- Safe cycleways connecting homes, open spaces, schools and centres
- ↔ Frequent and reliable public transport as part of an inner city loop
- Centre improvements including CPTED assessments, pedestrian and cycle safety assessments, public realm improvement plans
- Opportunity to create a strong green link between existing open spaces.
- Opportunity for Te Pihinga (community facility) in Maraenui centre.
- Improve edge treatment and access to the drain reserves to improve CPTED, activity and connections between Maraenui and Marewa.
- ↔ As development occurs explore opportunities to create midblock connections to better facilitate movement between key amenities (indicative locations). These midblock connections could be walking and cycling.
- ↔ Blue/Green network links to connect residents to amenities and link the existing cycle network. Green link between Onekawa, Pirimai and Marewa Park's
- Potential new drain reserve location to connect Cross Country Drain to Marewa and Napier South
- ↔ Strengthen existing green links (pedestrian paths and green space connections).
- Parks improvements including CPTED assessments, park accessibility enhancements, play value opportunities, multi-functional stormwater opportunities
- Street improvements, including street plantings for biodiversity and amenity enhancements, legible and safe cycle and pedestrian connections, water treatment opportunities

2.6 Onekawa and Pirimai

Context

This area of Onekawa & Pirimai includes Onekawa industrial area to the north west, Onekawa residential area at the centre and East and West Pirimai to the South. It is located at the centre of Napier's three major employment nodes of the City Centre, Onekawa and Ahuriri. Along with the general proximity to key amenities and access to jobs due to the industrial area, Onekawa and Pirimai is well suited to support increased residential densities and mixed-use development.

Taradale Road has been previously identified as a strategic movement corridor for freight and passenger vehicles. Within the context of any residential intensification, the future function of this corridor should be to balance movement with place outcomes that support goods, services and people.

East / West Pirimai has been identified as an area of low accessibility, despite its close proximity to Kennedy Road. This low accessibility, in part, can be attributed to the level of severance caused by State Highway 50. A significant improvement to the access of this area to help unlock potential residential intensification, would be cycle and pedestrian connections through to the west, towards Tamatea, Greenmeadows and Taradale.

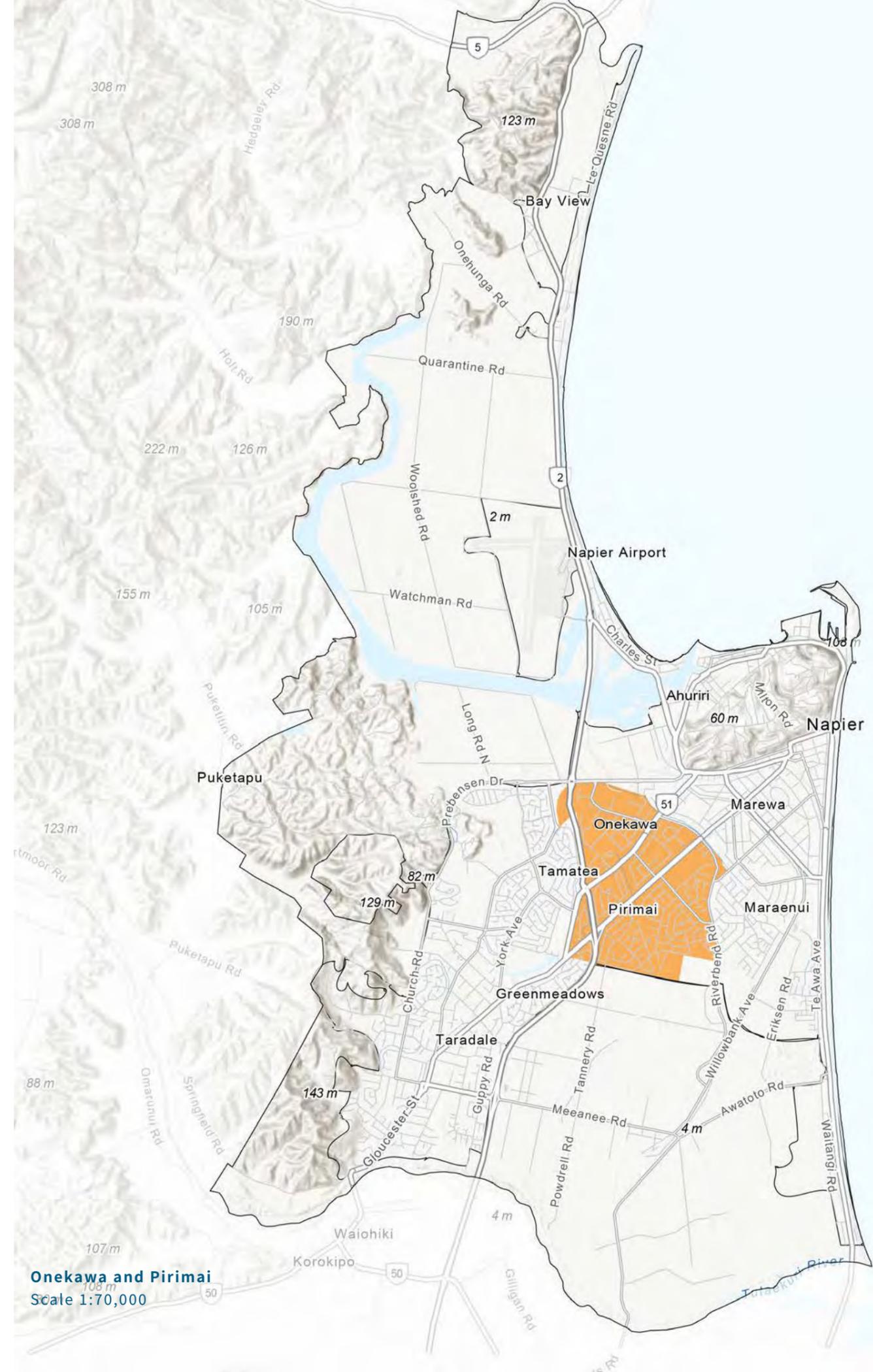
Similarly, development of the greenfield site at South Pirimai would benefit from improved connections through this area to Kennedy Road. If the greenfield site to the south of Pirimai was developed, potential upgrades through East/ West Pirimai should be considered.



Onekawa Park



Pirimai Park



Growth Constraints

- Kennedy Road and Taradale Road are high volume traffic corridors and can create a disconnect between Onekawa industrial area and Pirimai. There is also limited vehicle, cyclist and pedestrian connections between Kennedy Road and Pirimai which isolates residents from the amenities and connectivity of Kennedy Road.
- The Bill Hercock Street and Kennedy Road intersection is a significant intersection to improving safety and accessibility of Pirimai to the wider residential areas.
- State Highway 50 and the adjacent Purimu Stream runs from north to south along the western boundary of the Onekawa & Pirimai area. This creates a disconnect between Onekawa & Pirimai and the residential neighbourhoods of Tamatea and Greenmeadows to the west and disrupts urban accessibility. Consider severance issues alongside the One Network Framework (ONF).
- Onekawa south and Pirimai contain cul-de-sac streets which do not support connectivity and accessibility for pedestrians, cyclists and vehicles.
- Some flooding present throughout Onekawa and Pirimai.



Limited pedestrian connections along Kennedy Road



Existing roundabout with lack of pedestrian crossings



Limited connectivity to reserves caused by typical cul-de-sacs



Flooding in Pirimai



Onekawa and Pirimai Growth Constraints
Scale 1:18,000

Legend

EXISTING

- General Residential
- Education Providers
- Parks and Natural Open Space

CONSTRAINTS

- ↔ High volume vehicular traffic corridors
 - Heritage
 - ⊙ Intersection safety and access concerns
 - ↔ Parts of the Pirimai community disconnected across State Highway disrupting urban accessibility
 - ↔ Reverse sensitivity effects due to road noise from State Highway
 - ↔ Cul-de sac streets do not support opportunities for greater connectivity for pedestrians, cyclists and vehicles
- 2050 HBRC Model 100ARI:
- >0.5m
 - 0.3-0.5m
 - <0.3m
- ▨ Areas of significance to Māori

Opportunities and Initiatives

- Onekawa was identified to be accessible around the local centre and along Taradale Road due to access to employment (industrial area). Therefore, appropriate for mixed-use to the north. Opportunities for medium density residential development has been identified around the local centre of Onekawa and along Kennedy Road.
- Pirimai was identified as having low accessibility, however there is opportunity for residential intensification to the north of Pirimai and around the neighbourhood centre.
- Opportunity to strengthen connectivity by completing gaps in the cycle network and improving amenity of the streams (Tannery Stream and Purimu Stream) running north to south of Onekawa and Pirimai.
- Introduce an inner city loop along Wycliffe Street, Alexander Ave, Harold Holt Ave, Bill Hercock Street and Taradale Road to connect Marewa, Maraenui, Pirimai and Onekawa back to the Kennedy Road corridor and Napier City Centre.



Explore opportunities to prioritise cyclists and pedestrians along key routes.



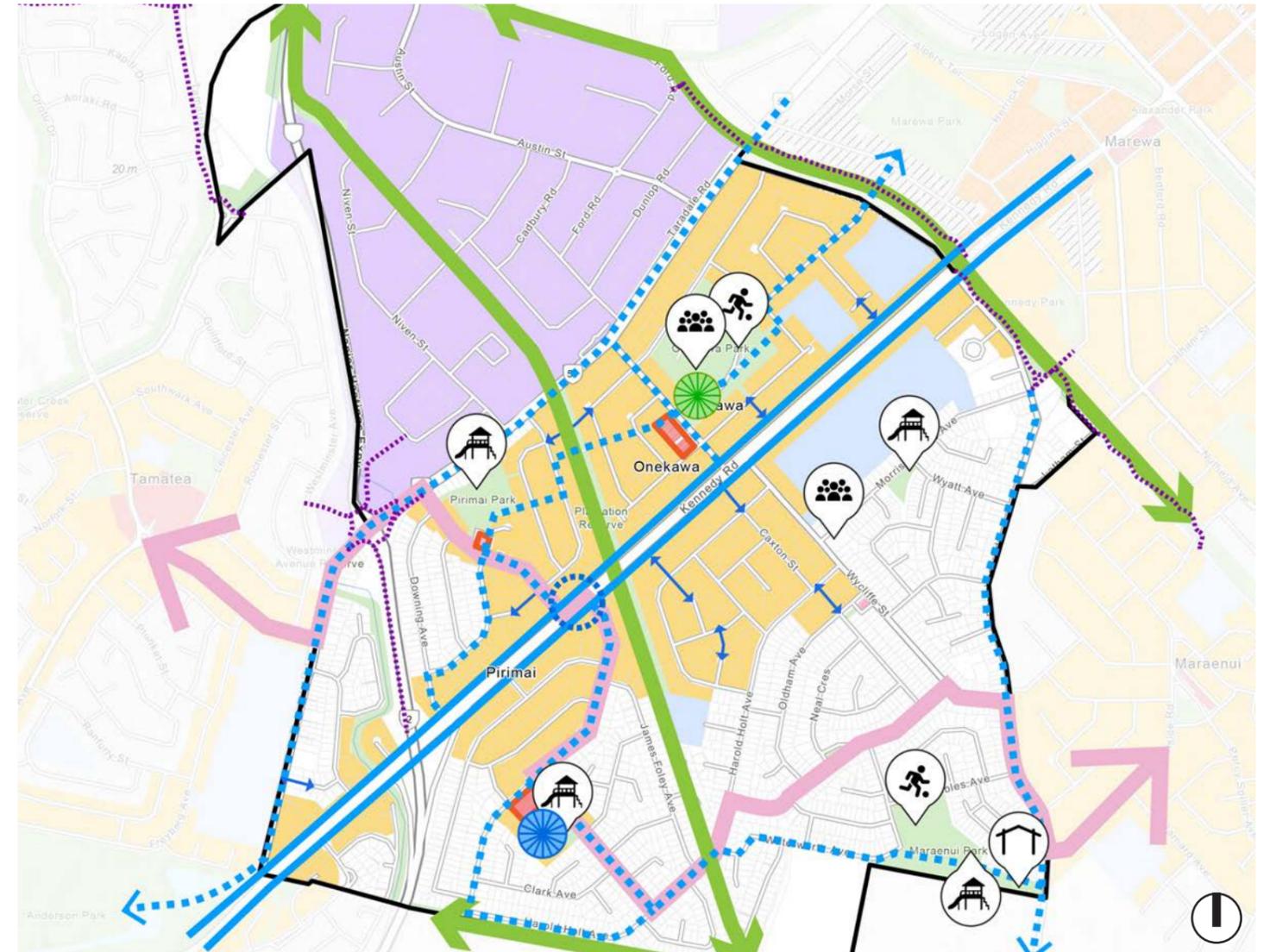
Reliable and efficient public transport



Quality Neighbourhood centres with good public interaction



Walkways and public space alongside rivers



Onekawa and Pirimai Opportunities and Initiatives. Scale 1:18,000

Legend

EXISTING

- | | | |
|---|--|---|
| General Residential | A multi modal corridor providing for safer pedestrian use, cycle use, and access to well located bus stops which serve a frequent and reliable service | Frequent and reliable public transport as part of an inner city loop |
| Education Providers | Blue/Green network links to connect residents to amenities and link the existing cycle network. Green link between Onekawa, Pirimai and Marewa Park's | As development occurs explore opportunities to create midblock connections to better facilitate movement between key amenities, schools and services (indicative locations). These midblock connections could be walking and cycling. |
| Parks and Natural Open Space | Opportunity to develop with netball and Omni Gym facilities and other community services | Centre improvements including CPTED assessments, pedestrian and cycle safety assessments, public realm improvement plans |
| Neighbourhood Centre | Opportunity to develop former MOE land adjacent to existing Pirimai Shopping Centre and reconfigure the existing reserve. | Parks improvements including CPTED assessments, park accessibility enhancements, play value opportunities, multi-functional stormwater opportunities |
| Local Centre | Safety and Access improvements | Street improvements, including street plantings for biodiversity and amenity enhancements, legible and safe cycle and pedestrian connections, water treatment opportunities |
| General Industrial | | |
| Existing cycle network (shared path) | | |
| OPPORTUNITIES | | |
| Medium Density Residential | | |
| Safe cycleways connecting homes, open spaces, schools and centres | | |

2.7 Tamatea

Context

Tamatea is one of the western most neighbourhoods of Napier. Located approximately 6 kilometres to the south west of Napier's main city centre. The area is centred around a local centre and supermarket, with Tamatea High School to the south east and other schools and medical facilities within the neighbourhood. While the centre creates a level of accessibility, the amenities and services are limited and the centre is also divided by a large round-about intersection at the centre.

While there are some limits to the amenities and services available in Tamatea there is a large amount of open space. Park Island Recreational grounds is located to the north west and provides passive and

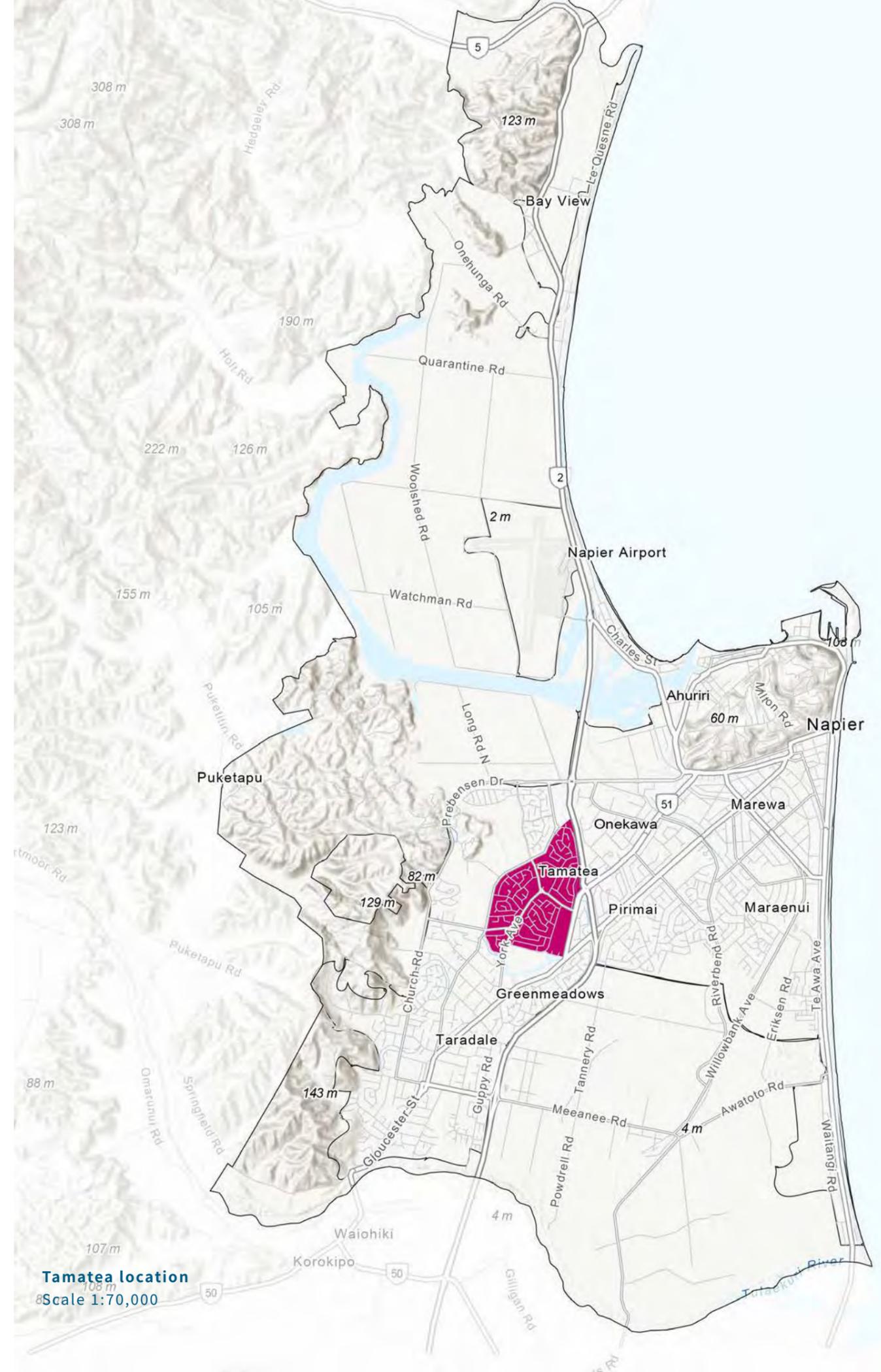
active recreational amenities to residents. Anderson Park, while in Greenmeadows is connected to Tamatea through Freyberg Avenue and provides additional open space amenity to the south. The reserve alongside Purimu Stream also provides additional amenity with large trees and walking tracks. It also provides a good buffer between residents and State Highway 50 to the north east.



Recently redeveloped Pak n Save and commercial centre



Tamatea park



Growth Constraints

- Safety and accessibility challenges created by the York / Coventry / Durham Avenue round-a-bout intersection. While this intersection allows for vehicle movement, consideration for pedestrian and cyclist movement between the supermarket and the commercial activity on the western side of Durham Ave, will need to be considered to support future growth.
- The Hawke's Bay Expressway is a high volume traffic corridors located along the eastern boundary of Tamatea, creating a disconnect between the Onekawa industrial area and Tamatea. There is also limited vehicle, cyclist and pedestrian connections between Tamatea Road and Onekawa/Pirimai.
- Tamatea also has cul-de-sac streets which do not support connectivity and accessibility for pedestrians, cyclists and vehicles.
- Some flooding present throughout Tamatea.



Reverse sensitivity effects along State Highway



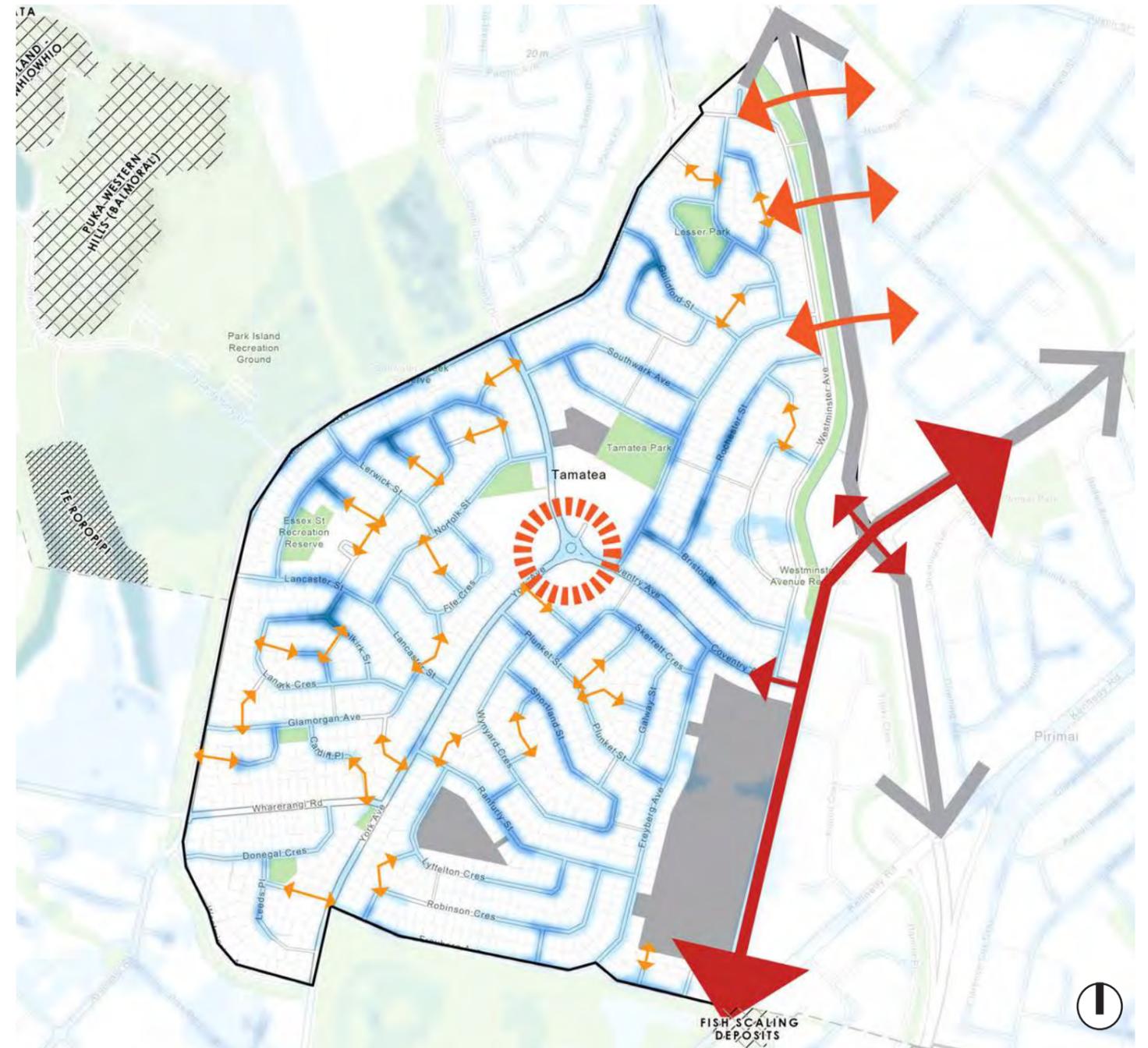
Limited connectivity to existing Westminster Avenue Reserve



Limited interaction between Norfolk park and local centre



Large round-about intersection at the centre of Tamatea



Tamatea Growth Constraints

Scale 1:12,000

Legend

EXISTING

- General Residential
- Education Providers
- Parks and Natural Open Space

CONSTRAINTS

- ↔ High volume vehicular traffic corridors
- ↔ Lack of connection across state highway between Tamatea and industrial area of Onekawa
- 2050 HBRC Model 100ARI:
 - >0.5m
 - 0.3-0.5m
 - <0.3m
- ↔ Cul-de sac streets do not support opportunities for greater connectivity for pedestrians, cyclists and vehicles
- ▨ Areas of Significance to Māori
- ⊙ Safety challenges at key intersections
- ↔ Reverse sensitivity effects due to road noise from State Highway

Opportunities and Initiatives

- An extended local centre has been proposed on the corner site opposite Tamatea's existing commercial centre (Tamatea Pak'n Save) to provide opportunities for additional local services to support future growth as well residential activity.
- Opportunity to create a comprehensive development within the mixed-use site which improves the integration with Norfolk Park to the north of the site as well as the street frontage along Durham Avenue and York Avenue.
- Investigate future opportunities for Tamatea Park to support passive recreational uses following the relocation of the Pirates Rugby Club to Park Island. Park Island is considered a key amenity within Greenmeadows and the surrounding residential areas along Prebensen Drive. A masterplan for this area was developed in 2017.
- Opportunity to strengthen connectivity by completing gaps in the cycle network, creating mid-block connections and linking the existing cycle network through blue/green connections.



Quality and vibrant commercial centres which intergrate with public environment



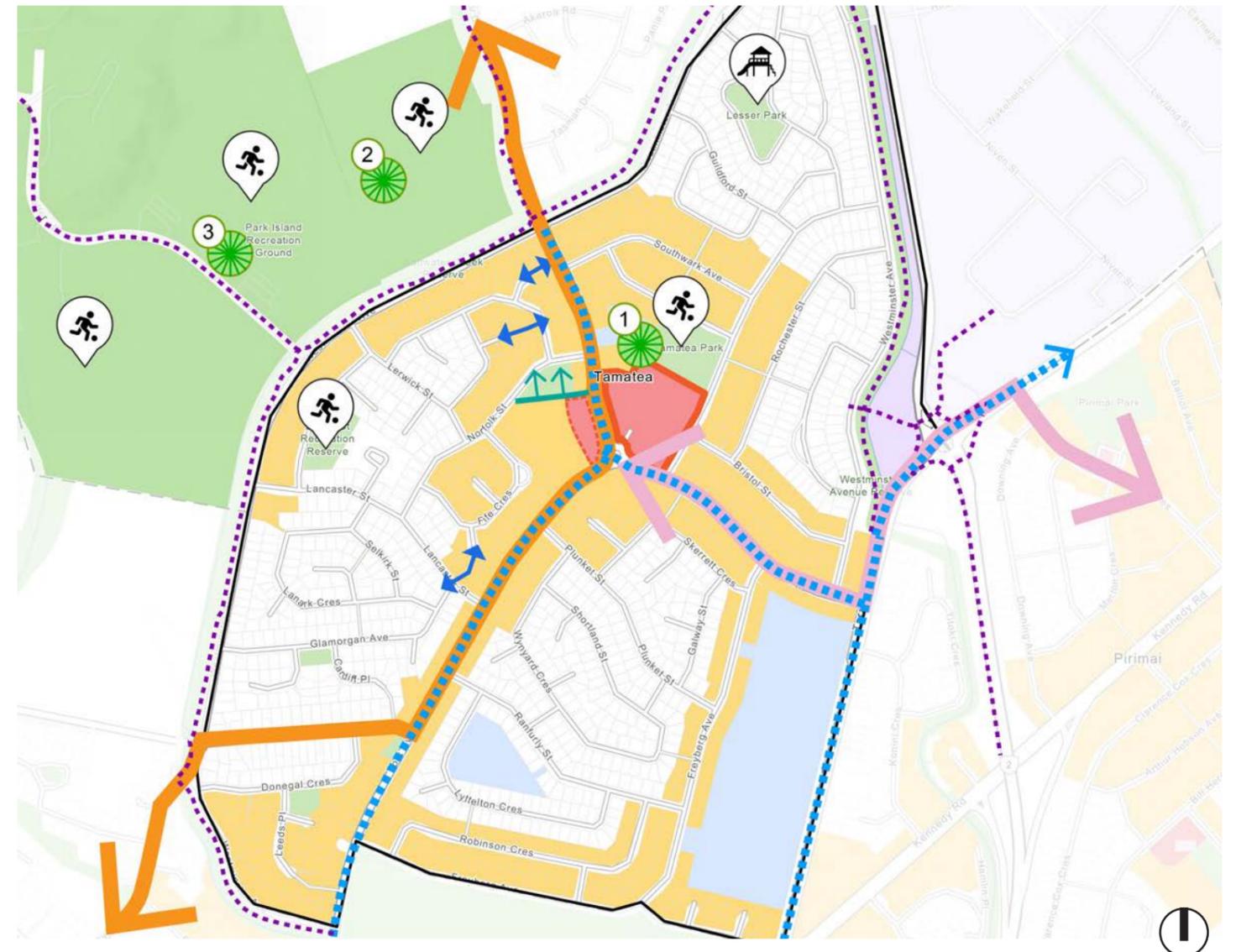
Quality terrace housing development



Reliable and efficient public transport



Walking tracks in Park Island Recreational Ground



Tamatea Opportunities and Initiatives. Scale 1:12,000

Legend

EXISTING

- General Residential
- Education Providers
- Parks and Natural Open Space
- Local Centre
- General Industrial
- Existing cycle network (shared path)

OPPORTUNITIES

- Medium Density Residential
- Local Centre expansion
- Safe cycleways connecting homes, open spaces, schools and centres
- 1** - Investigate future opportunities of Tamatea Park and surrounding reserves and playgrounds following the relocation of the Napier Pirates Rugby and Sports Club
- 2** - Relocation of Napier Pirates Rugby and Sports Club
- 3** - Future Park Islands Playground
- Improve integration and activation of Norfolk Park
- Frequent and reliable public transport between Napier city centre and the Eastern Institute of Technology.

- Frequent and reliable public transport between Napier City and Tamatea via Maraenui.
- Centre improvements including CPTED assessments, pedestrian and cycle safety assessments, public realm improvement plans
- Parks improvements including CPTED assessments, park accessibility enhancements, play value opportunities, multi-functional stormwater opportunities
- Street improvements, including street plantings for biodiversity and amenity enhancements, legible and safe cycle and pedestrian connections, water treatment opportunities
- As development occurs explore opportunities to extend cul-de-sacs and create midblock connections to better facilitate movement between key amenities, schools and services (indicative locations). These midblock connections could be walking and cycling.

2.8 Greenmeadows

Context

Greenmeadows is one of the western most neighbourhoods of Napier, located approximately 7km to the south west of the City Centre.

The neighbourhood is framed by Tamatea and Park Island to the North and Taradale to the South. Greenmeadows is at the centre of the confluence of Gloucester and Kennedy Roads, two key arterial roads running from the city centre to Taradale. This also means that Greenmeadows is well positioned to benefit from frequent public transport routes.

Greenmeadows contains a commercial centre which encompasses a New World supermarket and Four Square, as well as banks, restaurants, a gym and takeaway activities. The centre is at the intersection

of Gloucester Road and York Avenue. The large supermarket attracts customers from across the city, as does the adjacent Anderson Park.

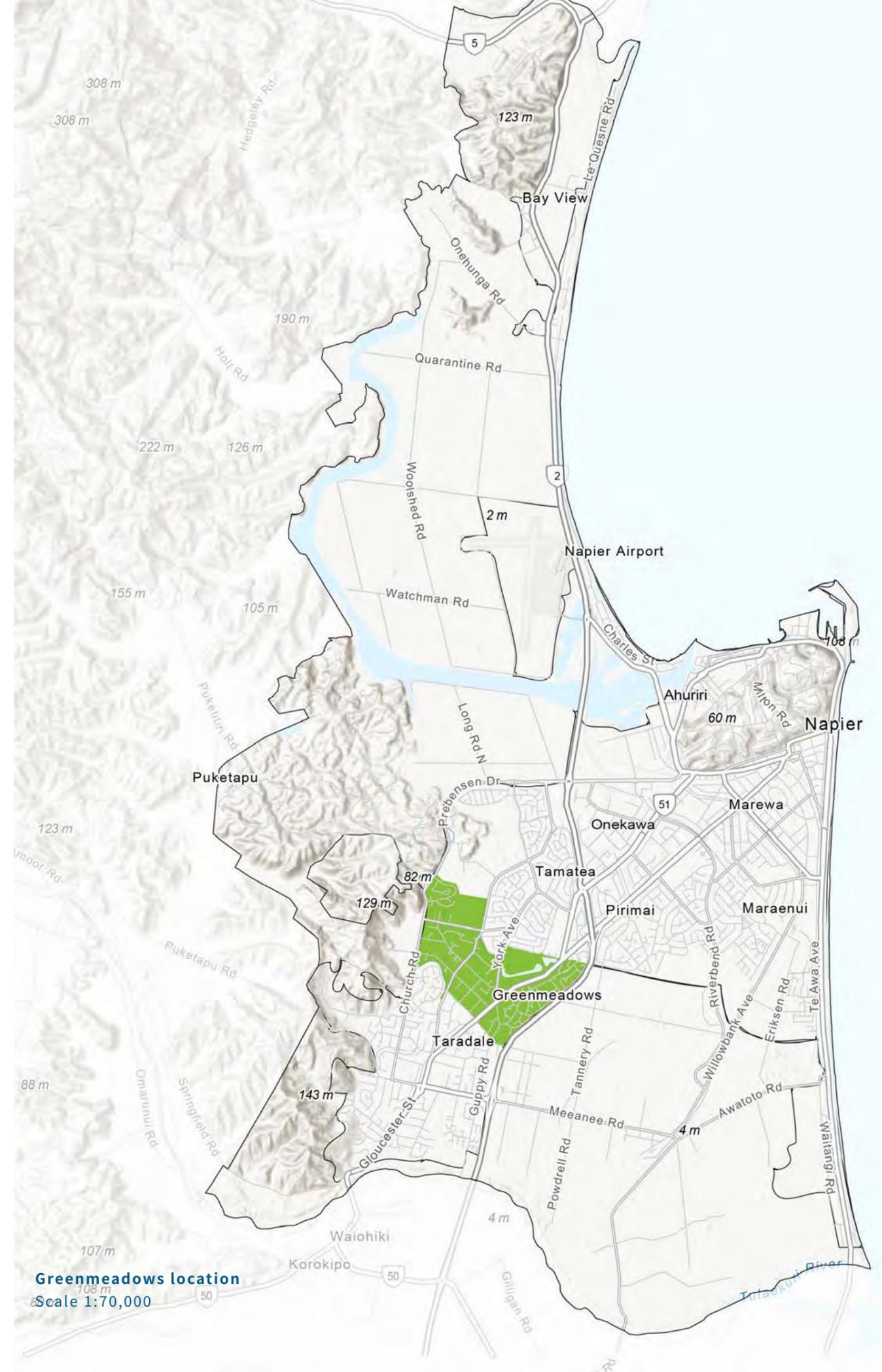
Anderson Park is a large popular 36 hectare park. The park has many key amenities and facilities, including ponds, well-used walking tracks and skate park. It also contains an award-winning destination playground which opened in July 2018.



Existing shopping centre in Greenmeadows



Anderson Park and playground



Growth Constraints

- State highway runs along the eastern edge of Greenmeadows, creating a disconnect between the area and Pirimai to the east. Consider this issue with the One Network Framework (ONF).
- The intersection of Guppy Road, Gloucester Street and York Ave splits the commercial centre and creates safety and accessibility challenges.
- Gloucester Street forms the southern part of the Kennedy Road multi-modal corridor and has a high volume of traffic.
- Greenmeadows has cul-de-sac streets which do not support connectivity and accessibility for pedestrians, cyclists and vehicles.
- Flooding present throughout Greenmeadow, primarily through the centre as well as to the north west along Wharerangi Road.



Limited pedestrian connectivity to Anderson Park due to Kennedy Road



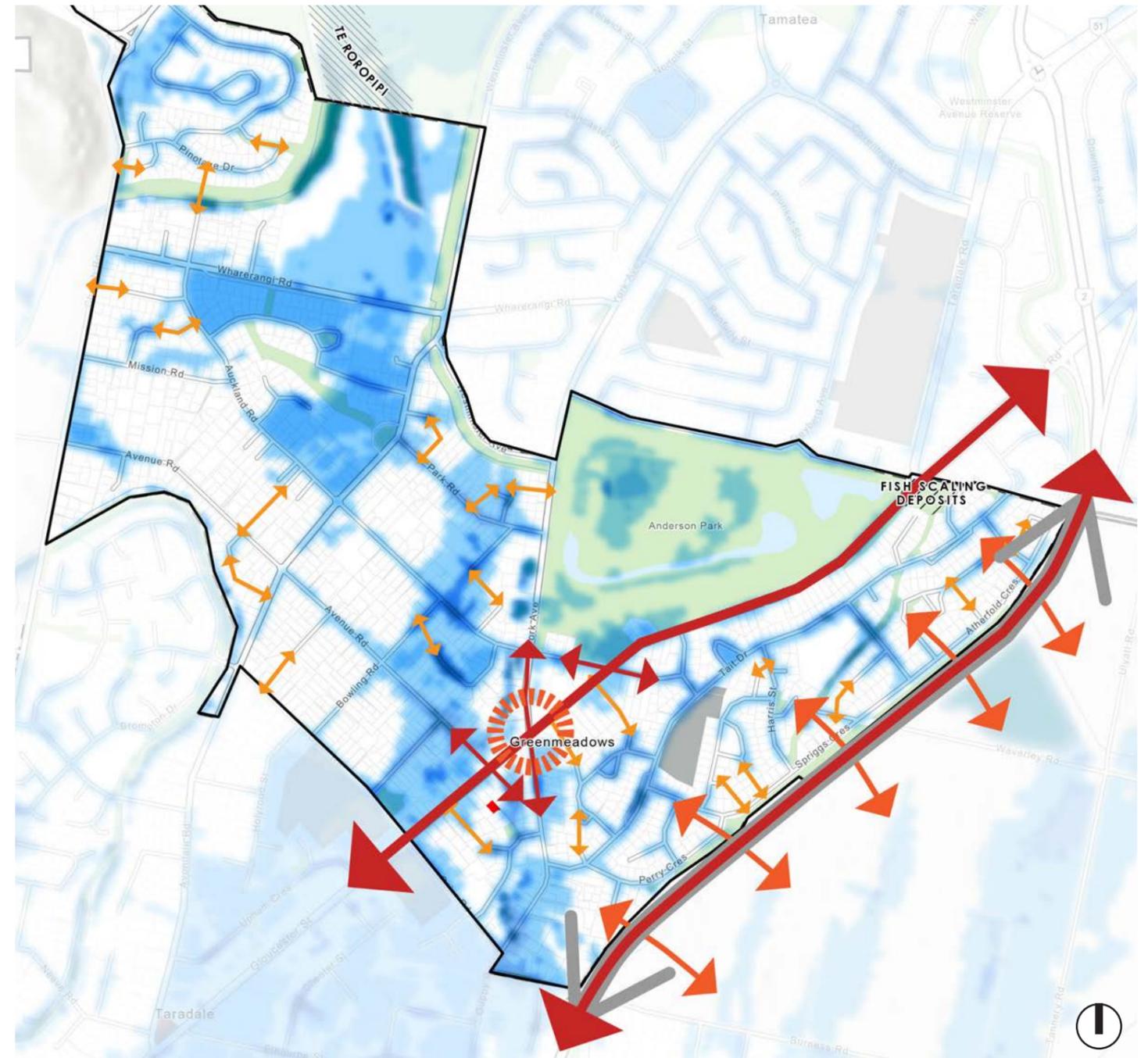
Disconnect from Atherfold Crescent to the State Highway to the south east



Flooding in Greenmeadows



Lack of pedestrian connectivity to Anderson Park



Greenmeadows Growth Constraints Scale 1:14,000

Legend

EXISTING

- General Residential
- Education Providers
- Parks and Natural Open Space

CONSTRAINTS

- ↔ High volume vehicular traffic corridors
- Heritage
- ⊙ Safety challenges at key intersections
- 2050 HBRC Model 100ARI:
 - >0.5m
 - 0.3-0.5m
 - ≤0.3m
- ▨ Areas of significance to Māori
- ↔ Disconnected across State Highway disrupting urban accessibility
- ↔ Cul-de sac streets do not support opportunities for greater connectivity for pedestrians, cyclists and vehicles
- ↔ Reverse sensitivity effects due to road noise from State Highway

Opportunities and Initiatives

- Continuation of the multi-modal corridor between the City Centre and Taradale along Gloucester Street, improving connectivity and movement and facilitating active and public transport between the two centres.
- Opportunity to strengthen connectivity by completing gaps in the cycle network, creating mid-block connections and linking the existing cycle network through blue/green connections.
- Intensification focused around the local centre of Greenmeadows. As demand increases and additional services and amenities are developed to support growth there will be further opportunity to increase intensification and introduce mixed-use opportunities in and around the centre.
- The Wharerangi Road greenfield site is located to the north west of the Greenmeadows and creates the opportunity to establish a new neighbourhood centre to service residents to the west of Napier urban area.



Compact urban development with latest stormwater solutions



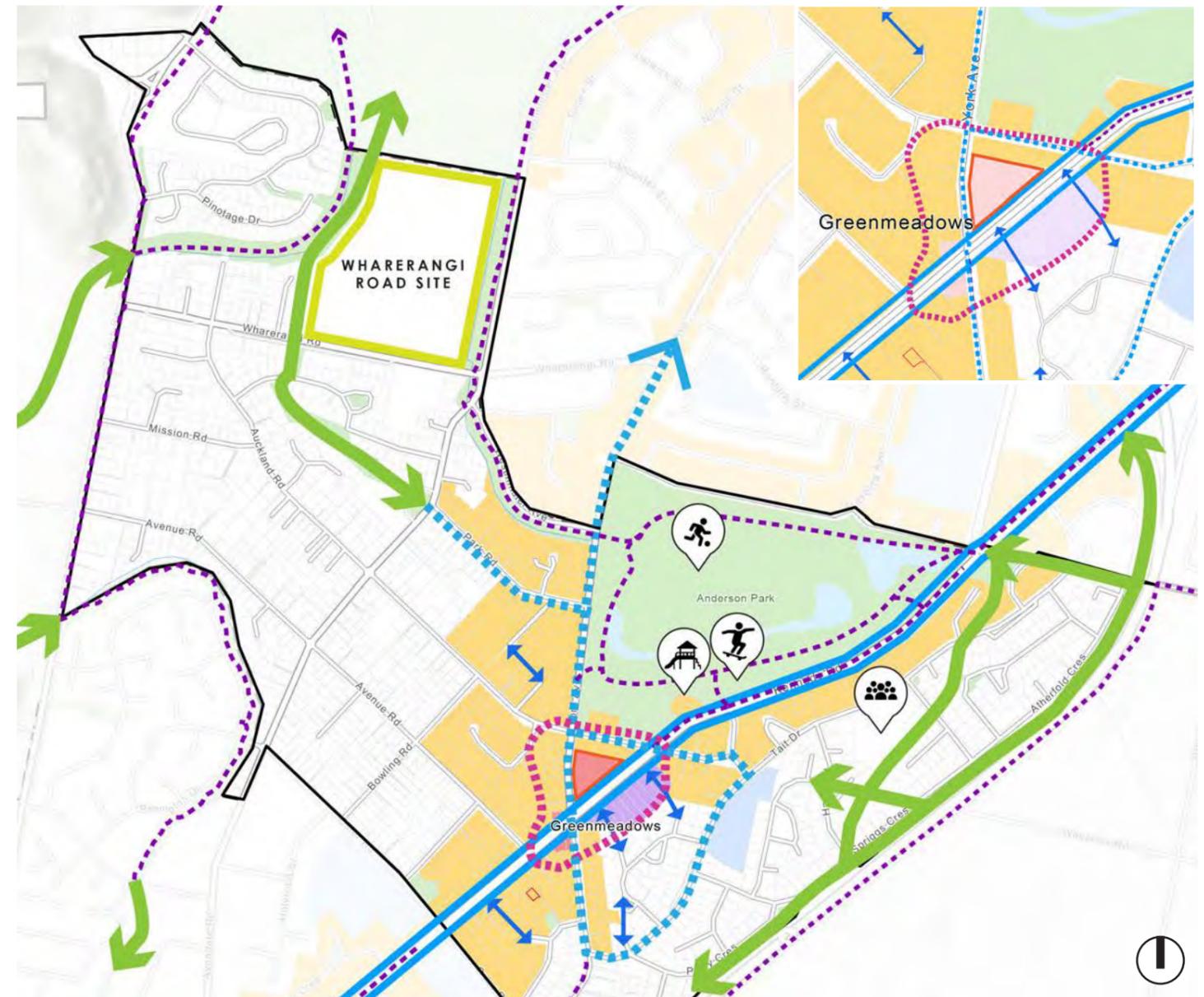
Multi-modal transport corridors with safe cycle lanes and pedestrian paths



Anderson Park destination playground



Quality medium density residential developments



Greenmeadows Opportunities and Initiatives. Scale 1:14,000

Legend

EXISTING

- General Residential
- Education Providers
- Parks and Natural Open Space
- Local Centre
- Light Industrial
- Heritage
- Existing cycle network (shared path)

OPPORTUNITIES

- Medium Density Residential
- Wharerangi Greenfield site identified as possible location for a new neighbourhood centre to service Western residential areas.
- Opportunity for provision of future high density residential /mixed use living as demand increases
- Safe cycleways connecting homes, open spaces, schools and centres
- A multi modal corridor providing for safer pedestrian use, cycle use, and access to well located bus stops which serve a frequent and reliable service
- Opportunity for future Blue/Green network links to connect residents to amenities and link the existing cycle network.
- Centre improvements including CPTED assessments, pedestrian and cycle safety assessments, public realm improvement plans
- Parks improvements including CPTED assessments, park accessibility enhancements, play value opportunities, multi-functional stormwater opportunities
- Street improvements, including street plantings for biodiversity and amenity enhancements, legible and safe cycle and pedestrian connections, water treatment opportunities
- As development occurs explore opportunities to create midblock connections to better facilitate movement between key amenities, schools and services (indicative locations). These midblock connections could be walking and cycling.

2.9 Taradale

Context

Taradale is a key urban centre to the south of Napier and services many of the residents in the wider area. It acts as the primary centre to support westward expansion of the city and contains a wide range of retail amenities and convenience-type shops, including a large 4-square. There are existing key public transport routes along Gloucester Street which connects Taradale to the city centre to the north via Kennedy Road as well as the wider area including Hastings to the South.

Taradale also includes a number of key education and community facilities, including the Eastern Institute of Technology Te Pūkenga.

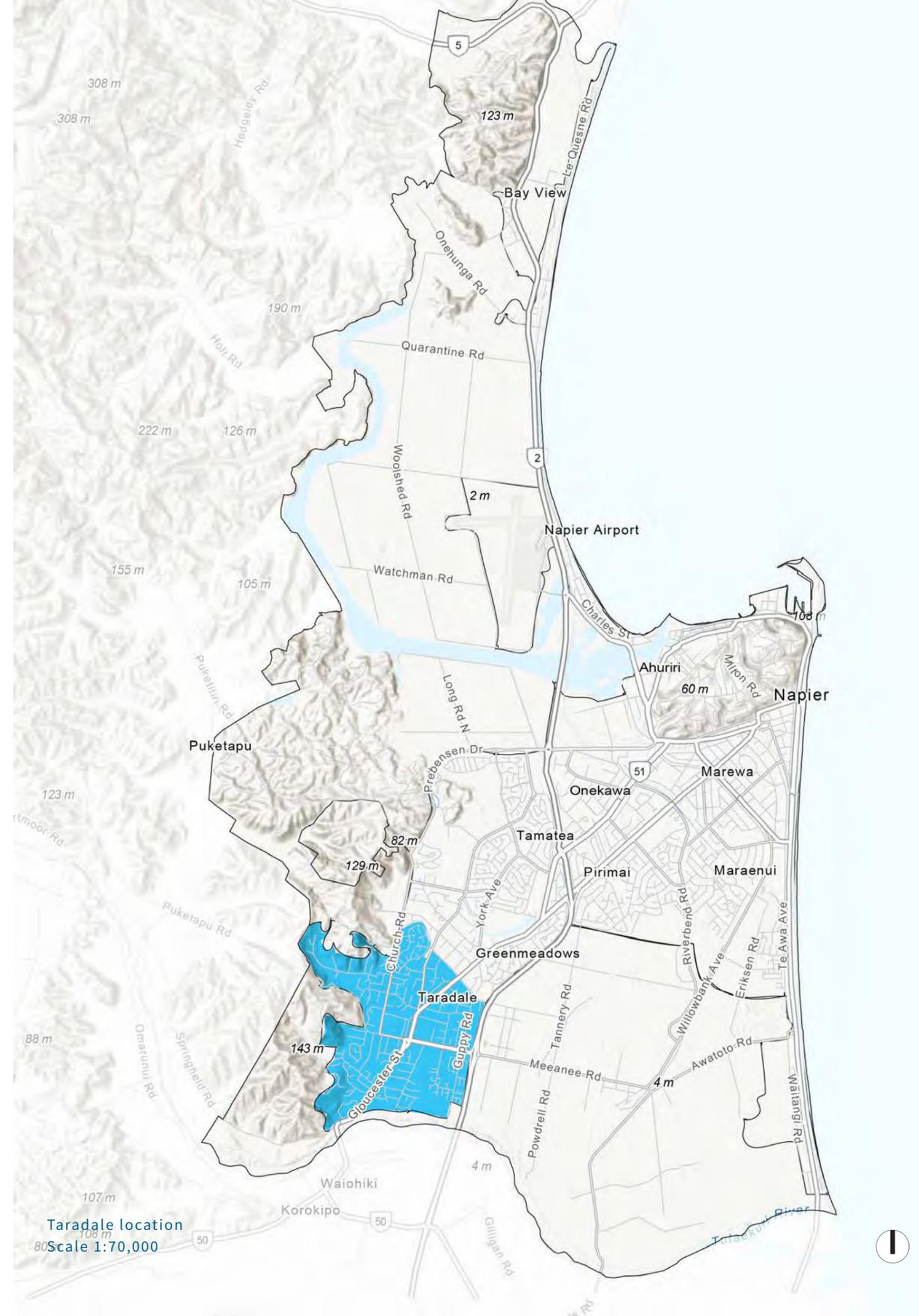


Town centre's streetscape environment



Eastern Institute of Technology Te Pūkenga Campus

Taradale was identified in the Napier Spatial Picture as being highly accessible, secondary to the city centre in terms of its role in Napier's centres hierarchy. It could support a much higher residential density through intensification of the land surrounding the centre, along Gloucester Street and close to the Eastern Institute of Technology campus.



Growth Constraints

- High volume traffic routes along Gloucester Street, Puketapu Road and Meeanee Road create conflicts between town centre traffic and the accessibility to key amenities for pedestrians and cyclists.
- Consideration of safety improvements to the Puketapu Road, Meeanee Road and Gloucester Street intersection to allow for better pedestrian and cyclist movement will need to be considered to support future growth.
- Consistent flood risk throughout the low lying areas of Taradale
- Steep topography to the west of Taradale and stability risks creating challenges for intensification.



Entrance to Taradale Park along high volume route of Puketapu Road



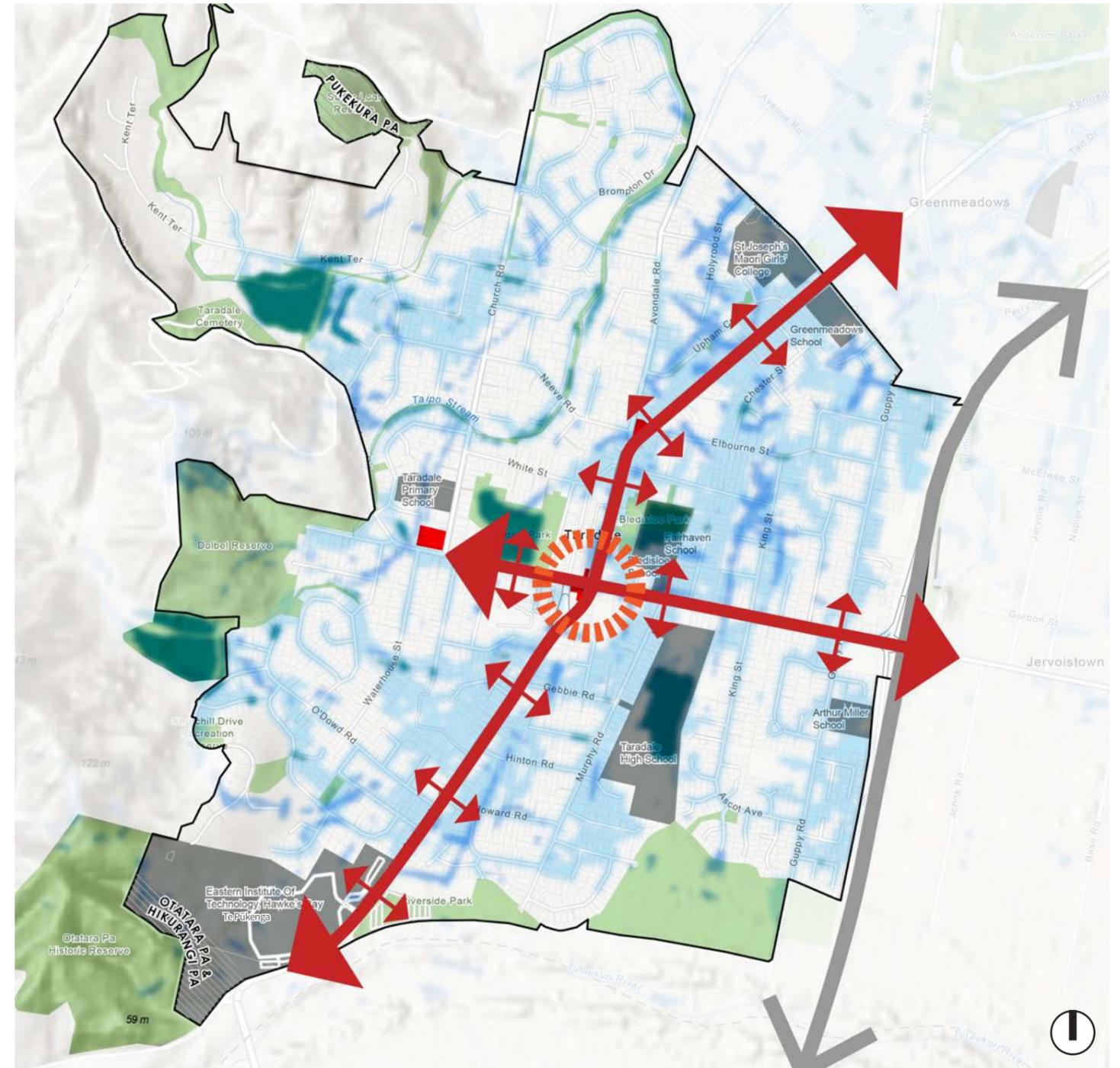
Flooding in Taradale



Large intersection of Lee Road and Meeanee Road



Roundabout intersection at the centre of Taradale



Taradale Growth Constraints

Scale 1:17,500

Legend

EXISTING

- General Residential
- Education Providers
- Parks and Natural Open Space

CONSTRAINTS

- ↔ High volume vehicular traffic corridors
- 2050 HBRC Model 100ARI:
 - >0.5m
 - 0.3-0.5m
 - <0.3m
- ⊘ Safety challenges at key intersections
- ↔ Reverse sensitivity effects due to road noise from State Highway
- ⤵ Steep contour
- Heritage

Opportunities and Initiatives

- High accessibility and the key centre in the south of Napier. Centrally located to service growth in the south and west with good access to Hastings. Taradale centre is well-functioning with key amenities such as parks, libraries and schools.
- Opportunities for more intensive residential development around the Taradale Town Centre.
- Enhancements to Gloucester Street as a strong multi-modal corridor will provide safer access and connectivity to pedestrians, cyclists, as well as help serve a frequent and reliable bus service.
- There is an opportunity to introduce safe cycleways to connect residents to the amenities at the centre of Taradale as well as other services such as schools, and the Eastern Institute of Technology Te Pūkenga Campus.
- Opportunities to better integrate and connect with the surrounding neighbourhoods.



Multi-modal transport corridors with safe cycle lanes and pedestrian paths



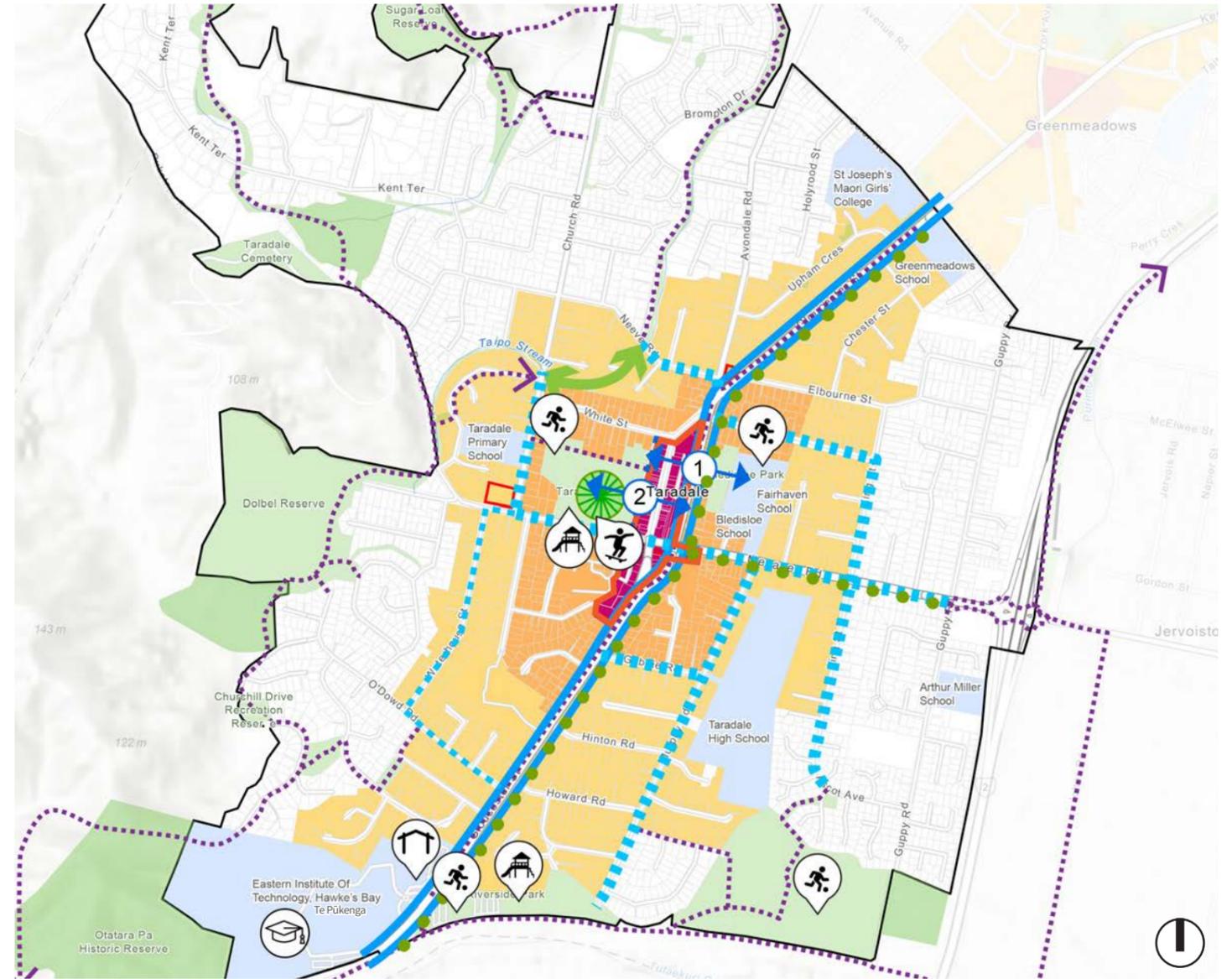
Quality mixed-use developments with medium to high residential developments



Compact and high quality medium developments



Mixed-use and high density residential development with recreational public spaces



Taradale Opportunities and Initiatives. Scale 1:17,500

Legend

EXISTING

- | | | |
|------------------------------|--|---|
| General Residential | Safe cycleways connecting homes, open spaces, schools and centres | Destination Park could include high quality play facilities and other upgrades |
| Education Providers | A multi modal corridor providing for safer pedestrian use, cycle use, and access to well located bus stops which serve a frequent and reliable service | Centre plan to improve safety, access, amenity, increase activity and enhance local identity |
| Parks and Natural Open Space | Safety and amenity upgrades to Symons Lane to provide an improved pedestrian environment between the centre and the park | Blue/Green network links to connect residents to amenities and link the existing cycle network. |
| Neighbourhood Centre | 1 - A safe and legible connection from the centre to Bledisloe Park | Parks improvements including CPTED assessments, park accessibility enhancements, play value opportunities, multi-functional stormwater opportunities |
| Local Centre | 2 - A safe and legible connection from the centre to Taradale Park | Street improvements, including street plantings for biodiversity and amenity enhancements, legible and safe cycle and pedestrian connections, water treatment opportunities |
| Town Centre (Taradale) | Opportunity to create a strong green link between drain reserves through street trees. | |
| Heritage | | |

OPPORTUNITIES

- Medium Density Residential
- High Density Residential

2.10 Wharerangi Road

Context

The Heretaunga Plains Urban Development Strategy identified a third site in Napier, commonly referred to as 'Wharerangi Road' (Map 6 in the HPUDS document). Located to the north-west of Greenmeadows and south-west of Tamatea the area is part of the former Lagoon Farm, Citrus Grove and Park Island Structure Plan which was developed to facilitate residential greenfield growth in the north-west of the city. The site is approximately 18 hectares. It is undeveloped and currently used for grazing.

In response to consultation on the Napier Spatial Picture, the city council received a submission with a development proposition for the Wharerangi Road site.

The submission proposed the District Plan enable the site to be developed with a large-format supermarket, additional commercial buildings / activity and associated parking for both; an area of medium density residential development.

This greenfield site has been included within this structure plan to understand the development proposal from the submission, within the context of the other intensification areas being investigated.

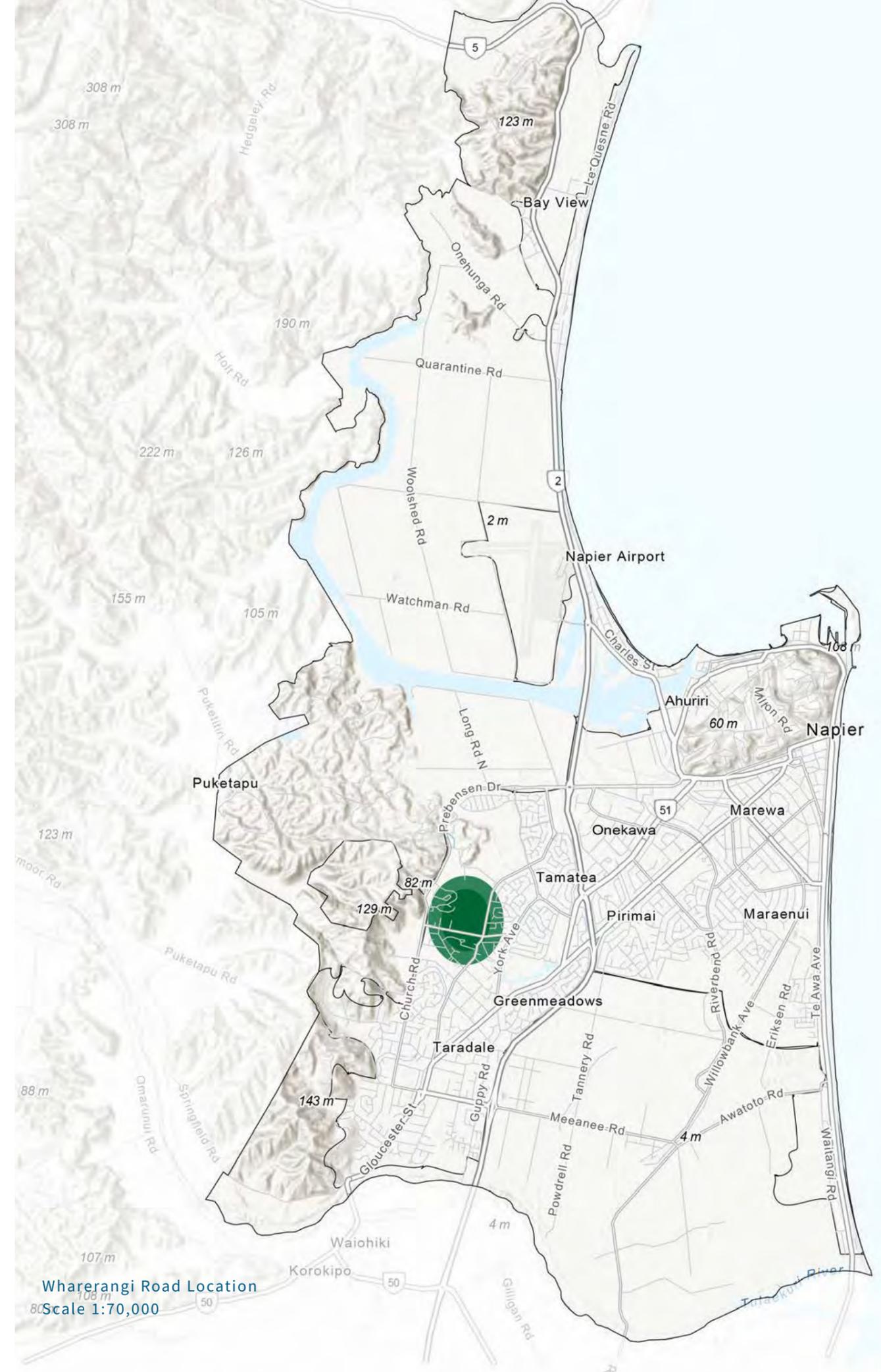
The proposed centre is positioned between two existing centres - Greenmeadows, 1.5 kilometres to the south east; and Tamatea, 1.3 kilometres to the north east. It would form the western most centre within urban Napier. At a wider spatial scale, it is located around 7 kilometres from Napier City Centre and 3 kilometres north of Taradale, the district's largest centre within the southern area of the city.



Wharerangi Road Greenfield Site



Walkways alongside the Wharerangi Road Site within Saltwater Creek Reserve



Wharerangi Road Location
Scale 1:70,000



Growth Constraints

- Areas of cultural significance are located to the north which interface the greenfield site.
- The site is framed by Park Island to the north, and the Saltwater Creek to the east and Taipo Stream to the west. This creates limited opportunity for street frontage and vehicular connections.
- There are infrastructure constraints (stormwater) within the Wharerangi Road site. On-site attenuation will need to be completed for future development to occur and will take up a portion of the development site.



Adjoining existing reserve



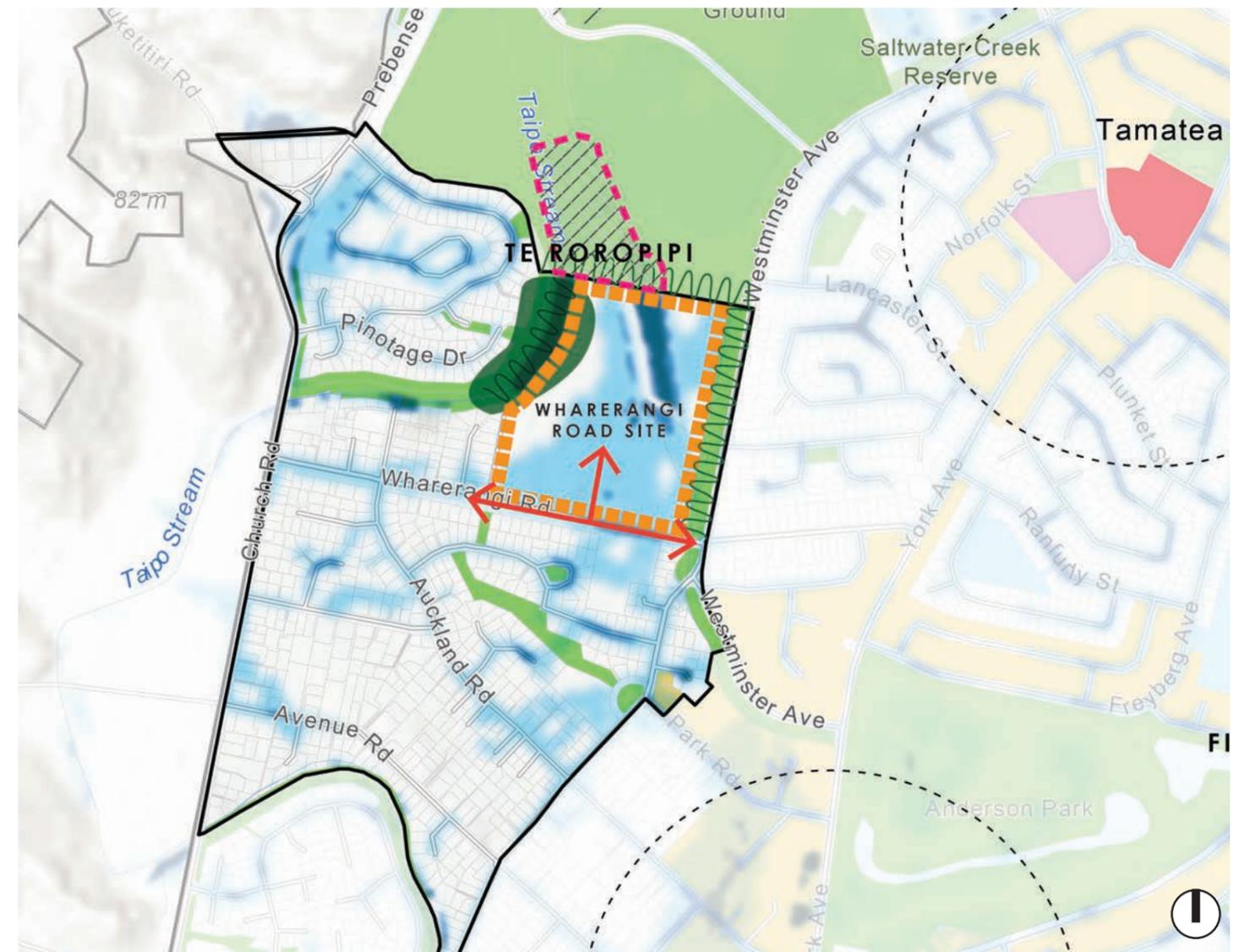
Limited street frontage and lack of footpath on Wharerangi Road



Compact and high quality medium density residential developments



Mixed-use and high density residential development with recreational public spaces



Wharerangi Road Growth Constraints

Scale 1:12,000

Legend

EXISTING

- General Residential
- Local centre
- Parks and Natural Open Space
- Education Providers

CONSTRAINTS

- Wharerangi Road Greenfield site
- Interface to culturally significant sites
- Areas of significance to Maori
- ↔ Limited street frontage and possible vehicular connections
- Greenfield site adjoining existing reserve limiting opportunities for street frontage and cycle lanes
- Natural Wetland

2050 HBRC Model 100ARI:

- >0.5m
- 0.3-0.5m
- <0.3m

Opportunities

- Strengthen connections to existing residential areas to the east (Tamatea and Greenmeadows), and future growth areas to the west, through gaps in cycle networks along urban streets and blue/green connections.
- Explore opportunities to further improve accessibility to the east by establishing an additional road connection across Salt Water Creek to Westminster Ave.
- Opportunities for greater integration with the surrounding transport network as well as the provision of a central reserve to service future residents (recommended reserve size of 3,500 - 5,000m²).



Comprehensive development



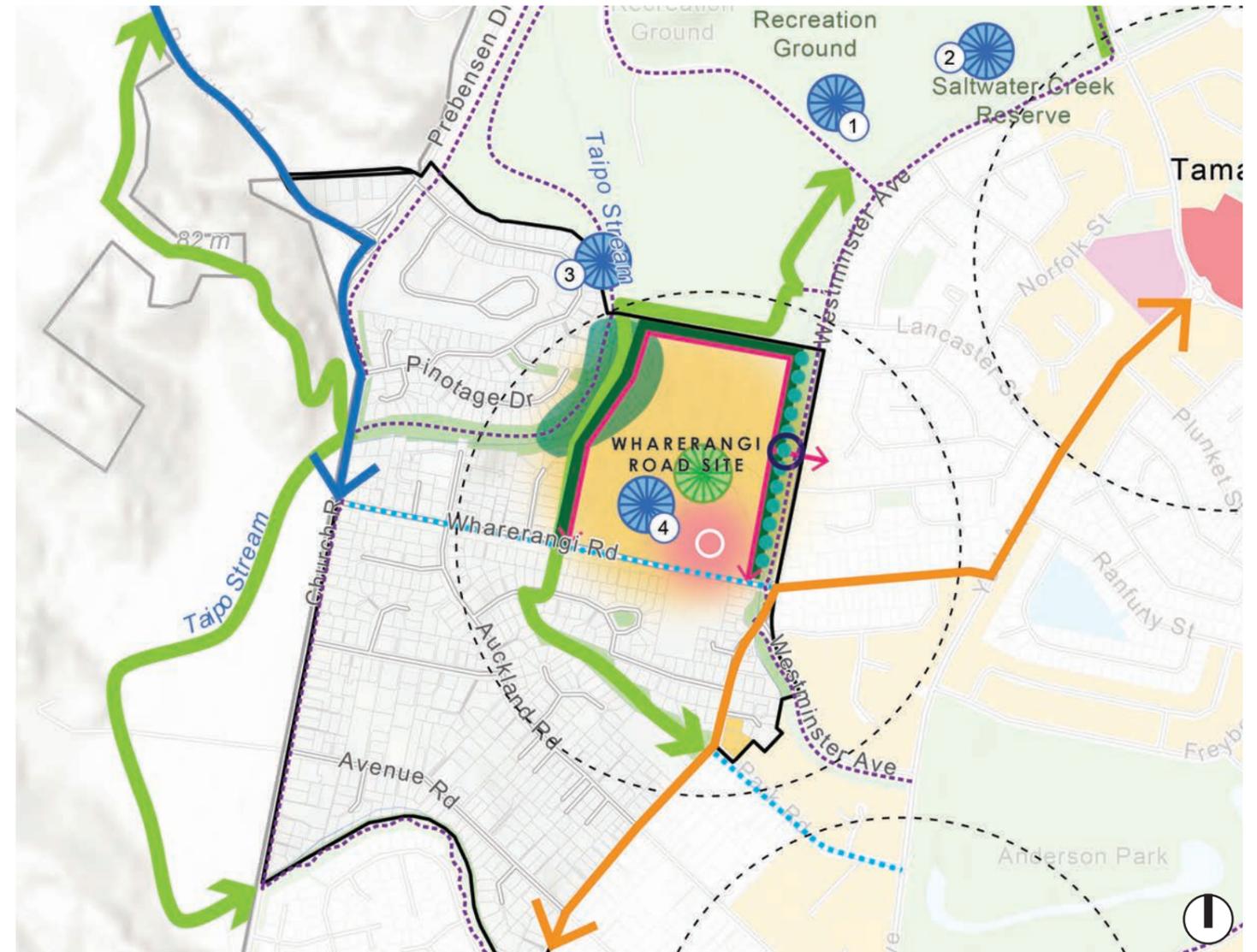
Opportunity to strengthen connections to Park Island to the North



Stormwater solutions with recreational opportunities



Dedicated safe cycle and pedestrian pathways



Wharerangi Road Opportunities Scale 1:12,000

Legend

EXISTING

- General Residential
- Parks and Natural Open Space
- Education Providers
- Existing cycle network (shared path)

OPPORTUNITIES

- Medium Density Residential
- Future local centre.
- Safe cycleways connecting homes, open spaces, schools and centres
- Key streets to connect Greenfield site to surrounding residential areas
- Additional vehicle connection across reserve to Westminster Ave.
- Proposed Park Island Playground
- New sports ground
- Proposed pedestrian bridge
- Opportunity for stormwater detention pond (as per the 3 waters structure plan)
- Opportunity for future central reserve (3,500 - 5000m²)
- Blue/Green network links to connect residents to amenities and link the existing cycle network.
- Key connector roads which face the street and reserves/pedestrian and cyclist connections.
- Retain and develop western wetland area.
- Retain existing trees and continue planting alongside Saltwater Creek.
- Improve connections to Western Hills future development potential.
- Frequent and reliable public transport between the Eastern Institute of Technology and Napier City Centre

3.0

Bringing Growth Together in Napier

- 3.1 Infrastructure Upgrades
- 3.2 Social Infrastructure
- 3.3 Public Transport
- 3.4 Priority Areas for Investment
- 3.5 Initiatives to support intensification and growth in Napier

4.1 Infrastructure Upgrades

4.1.1 Purpose

To support and enable robust decision making on the potential intensification as identified in the Napier Spatial Picture, Napier City Council commissioned GHD Limited to build on previously undertaken three waters Masterplans / Long List Programme of Works and produce a Three Waters Servicing Structure Plan.

The Three Waters Servicing Structure Plan utilised Napier City Council's latest population growth understanding as identified in the Napier Spatial Picture and identified additional upgrades and the growth areas(s) or sub-areas that:

1. should be prioritised for rezoning / intensification in the proposed District Plan (2022-23) as servicing requirements are aligned with existing Masterplans and/or are more easily serviced through cost effective and practical three water servicing solutions.
2. identify any areas Council should not pursue due to incompatibility with the existing masterplans, uneconomic, unreliable, impractical, or high-risk servicing requirements.

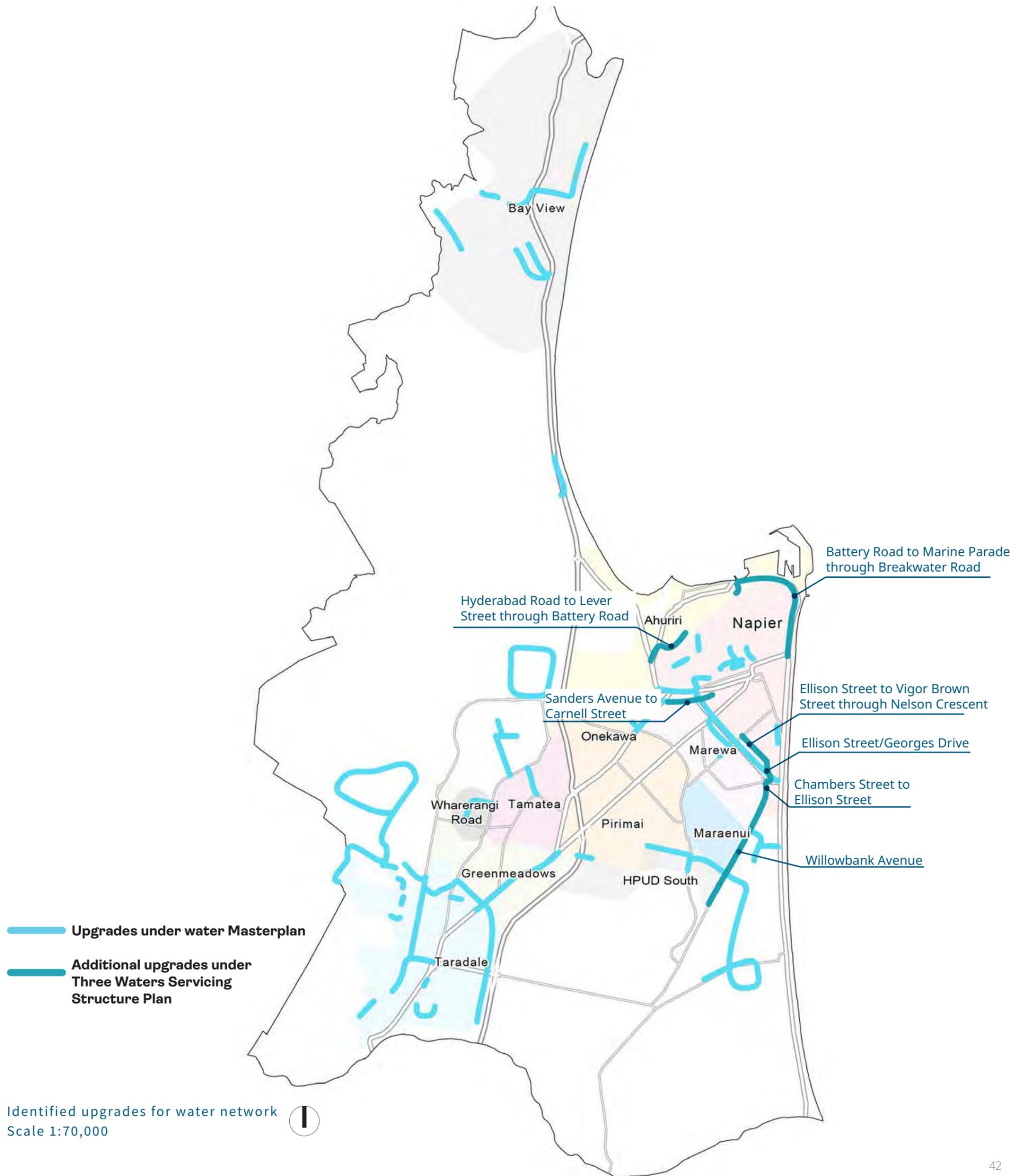
This page and the following page represent the high level summary of the key findings and recommendations within the Three Waters Servicing Structure Plan for water and wastewater services within the intensification growth areas and Wharerangi Road. For the stormwater network, no additional upgrades have been identified within the Structure Plan, given significant modelling works are currently ongoing.

4.1.2 Water

The Three Waters Servicing Structure Plan utilised and applied the most recent growth data to the latest Masterplan upgrade model and it showed multiple areas fail the existing water supply Level of Service (LoS).

In order to accommodate the potential growth and to meet the required LoS, the Three Waters Servicing Structure Plan identified additional upgrades for the water supply. With these additional upgrades in place, many of the pressure issues have been resolved as showing in the model, particularly at areas of Napier South, Marewa, Maraenui, and Onekawa. These upgrades are required irrespective of growth locations and are not subject to specific phasing or geographic development triggers.

A summary of the Masterplan upgrades and the additional upgrades for water supply as identified in the Three Waters Servicing Structure Plan is visually represented on the map. For more information and details, refer to the relevant section of the Three Waters Servicing Structure Plan.



4.1 Infrastructure Upgrades

4.1.3 Wastewater

The Three Waters Servicing Structure Plan utilised and applied the most recent growth data to the latest Masterplan upgrade model and it showed multiple areas fail the existing wastewater Level of Service (LoS).

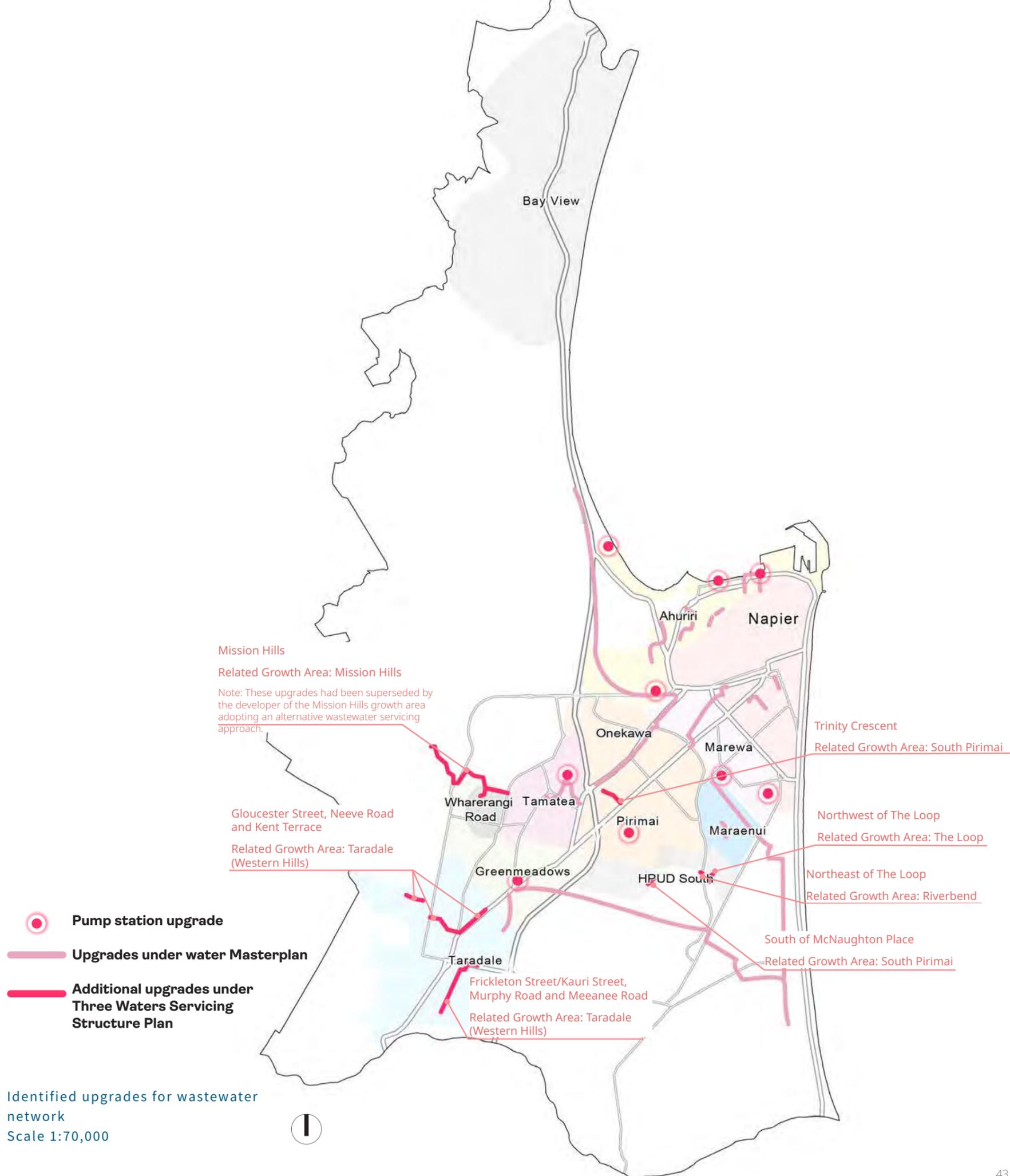
In order to accommodate the potential growth and to meet the required LoS, the Three Waters Servicing Structure Plan identified additional upgrades for the wastewater network. Wastewater upgrades also proposed for the Greenmeadows catchment as this area was not fully resolved during the Masterplan process due to uncertainty around the potential future Western Hills flows. These wastewater network upgrades are location dependent and are linked to specific geographic development triggers. These are identified within the map to the left.

A summary of the Masterplan upgrades and the additional upgrades for wastewater network as identified in the Three Waters Servicing Structure Plan is visually represented on the map. For more information and details, refer to the relevant section of the Three Waters Servicing Structure Plan.

4.1.4 Recommendations

The Three Waters Servicing Structure Plan outlined detailed recommendations to be undertaken prior to implementing the upgrades identified within this report, or allowing development within The Loop (HPUDS South), or any of the other greenfield development areas. These are summarised as below:

- The revised growth data is reassessed and potentially development areas reconsidered based on most updated information and data.
- Staging of growth is further refined.
- Relevant models and proposed upgrades are to be updated based on the findings from the recent peer reviews.
- Additional survey works are carried out and the models fully calibrated.
- The planning and funding horizons for each of the masterplan upgrades (as well as additional upgrades), alongside confirmation of which upgrades have been completed to date.
- Confirm design parameters to be used.
- Create and enable holistic blue/green infrastructure.
- A wide range of storm events are modelled for both the wastewater and stormwater models.
- Potential to compile the requirements from the different policies and plans or create a reference document for easier uses.



4.2 Social Infrastructure

Infrastructure is important to what we do in our daily lives. The quality of the environment and the wellbeing of communities as they grow are affected by the choices about the management of and investment in infrastructure. This includes physical infrastructure, or hard infrastructure such as pipes, as well as social infrastructure.

Social infrastructure includes parks and reserves, playgrounds, community facilities, and schools. It is important for all infrastructure to be considered in a coordinated manner to support growth across Napier City. The map provided shows the key connections as well as the identified opportunities for social infrastructure upgrades and improvements across Napier's urban centre.

Legend

CENTRES NETWORK

-  City Centre / Town Centre
-  Local Centre
-  Neighbourhood Centre
-  Proposed Local Centre

CONNECTIVITY OPPORTUNITIES

-  Existing walking and cycling connections
-  Safe cycleways connecting homes, open spaces, schools and centres
-  A multi modal corridor providing for safer pedestrian use, cycle use, and access to well located bus stops which serve a frequent and reliable service
-  Blue/Green Network - Off road pedestrian and cycling connections alongside Napier's existing river network to connect residents to amenities and link the existing cycle network.

SOCIAL INFRASTRUCTURE

- | | |
|---|--|
|  Existing Secondary Schools |  Existing Marae |
|  Existing Primary Schools |  Existing Community Facilities |
|  Existing Open Space |  Existing Skateparks |
|  Existing Medical Facilities |  Opportunity for new community centre |
|  Existing Recreational Amenities |  Opportunity for improvements to opens space and playgrounds. |
|  Existing Playgrounds | |



Figure - Social Infrastructure - existing and opportunities
Scale 1:35,000

4.3 Public Transport

As Napier grows it is important to ensure that public transport improves to meet the changing needs of the growing urban population. It is also important to help emission reduction and reliance on individual motor vehicles.

Public transport was identified in the Napier Spatial Picture as a key driver behind residential intensification with access to public transport being part of the accessibility analysis.

The existing bus service is considered infrequent with most routes running every 30minutes to 1 hour. There is also insufficient evening and weekend services. Hawkes Bay Regional Council, are currently working on their Hawkes Bay Regional Public Transport Plan (HBRPTP) which aims to deliver a public transport service that is safe, accessible, and supports the shift to reduce driving and emissions, while improving the economic, social and environmental wellbeing of the people of Hawkes Bay (Draft Regional Transport Plan 2022).

The map shows the proposed routes which are currently part of the draft HBRPTP and also respond to the opportunities identified in the Napier Spatial Picture. While coverage is reduced in some locations (such as Tamatea) it is intended that the frequency and reliability of the services will be improved with services which run the same way in both directions (rather than the existing 1-way loops).

Legend

-  Existing bus route and coverage
-  Proposed Route 1: Primary trunk service (Napier to Hastings)
-  Proposed Route 2: Eastern Institute of Technology to Napier via Taradale, Tamatea & Kmart
-  Proposed Route 3: Tamatea to Napier via Maraenui
-  Proposed Route 6: Napier to Hawke's Bay Airport via Bluff Hill and Ahuriri

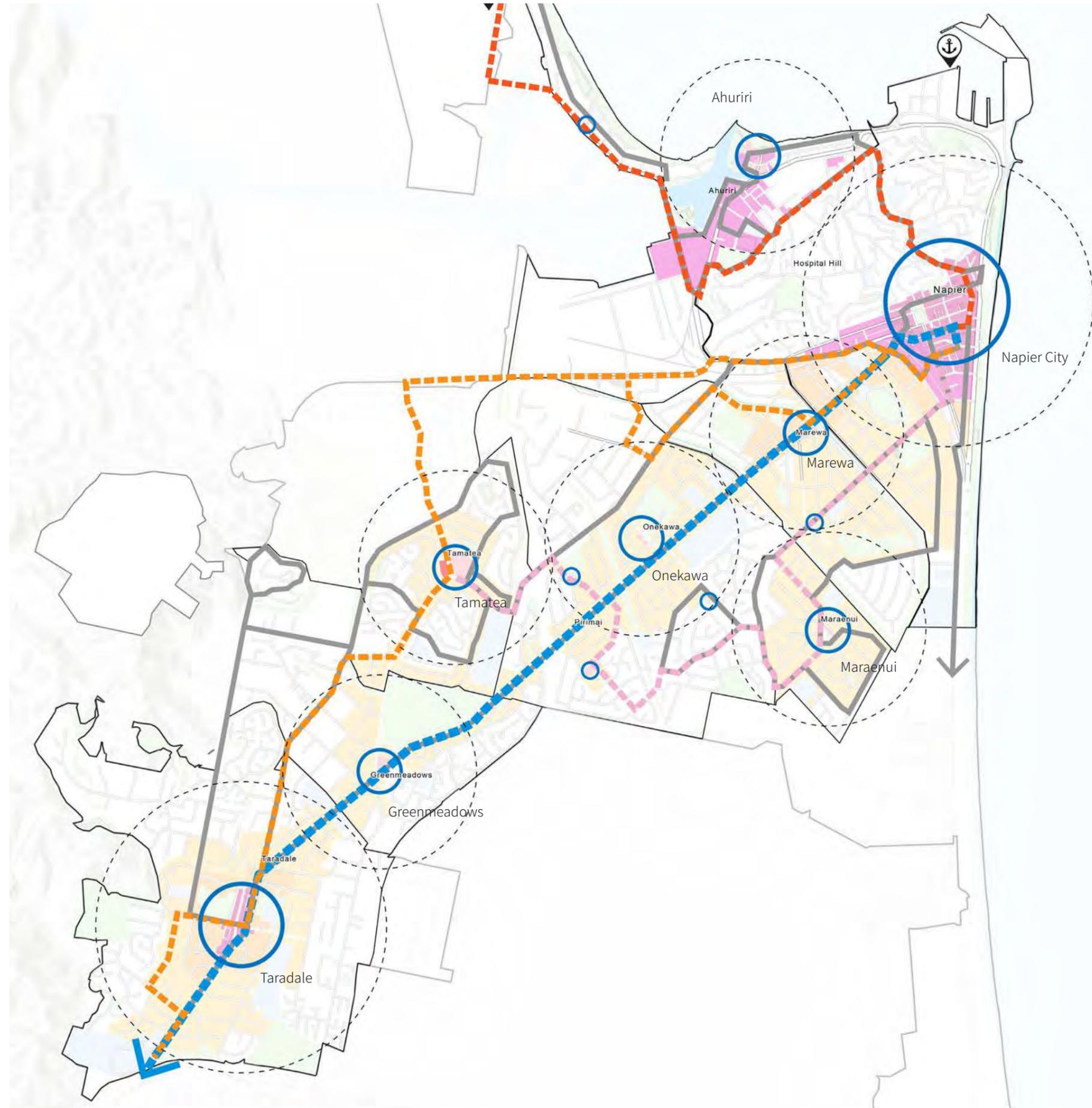


Figure - Proposed Public Transport Routes (Hawkes Bay Regional Council)
Scale 1:35,000

4.4 Priority Areas for investment

A final component of the structure plan project was to undertake a high level assessment to identify priority areas. The priority areas have been identified based on the existing development capacity as well as accessibility. This gives a high level indication of which areas will be expected to grow the quickest, and therefore will benefit most from council investment in response to urban growth.

This assessment considered four key aspects: The eight intensification areas were assessed against the following:

- Accessibility to key multi-modal corridor of Kennedy Road.
- Hierachy of centres.
- Accessibility to supermarkets and local convenience type retail.
- Development capacity and market demand.
- Strategic land holdings and ability for comprehensive redevelopment.

This is a high level assessment to help guide future investment and will be subject to further investigation through the initiatives and triggers outlined on the following pages.

Taradale

- **Key centre at Southern end of Kennedy Road Multi-modal corridor.**
- **Contains the secondary business and employment centre and has access to key services and amenities, including key community and educational facilities.**
- **Accessible to key convenience type retail in the form of a large 4-square within the Town centre.**
- **Forecast to experience 13% of long term (2050) residential growth.**



Hierarchy of Centres



Access to key multi-modal corridor

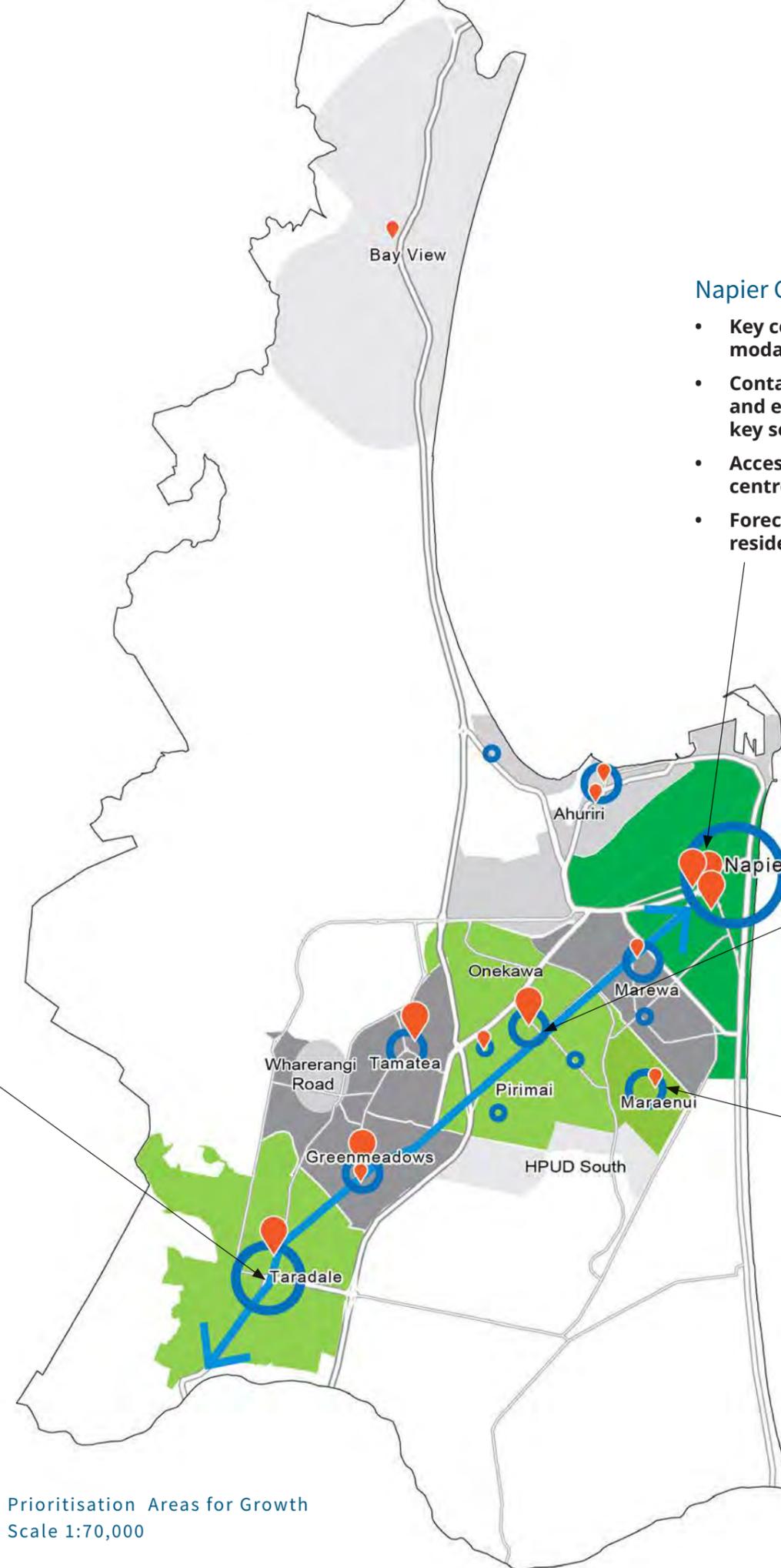


Access to supermarkets



Priority Locations

Prioritisation Areas for Growth
Scale 1:70,000



Napier City Centre Fringe

- **Key centre at the northern end of Kennedy Road Multi-modal corridor.**
- **Contains Napier City Centre which is the main business and employment centre for Napier, also has access to key services and amenities.**
- **Accessible to three supermarkets within the main centre.**
- **Forecast to experience 8% of long term (2050) residential growth**

Onekawa & Pirimai

- **Key centre along Kennedy Road Multi-modal corridor, which runs through the centre of Onekawa and Pirimai.**
- **Local centre located in Onekawa as well as three smaller neighbourhood centres to service residents. General industrial area also located to the North of Onekawa.**
- **One supermarket located in Onekawa's local centre. Four square located in neighbourhood centre.**
- **Forecast to experience 6% of long term (2050) residential growth**

Maraenui

- **Key opportunities due to land ownership patterns.**
- **Local centre located at the centre of Maraenui**
- **Forecast to experience 35% of long term (2050) residential growth**



4.5 Initiatives to Support Intensification and growth in Napier.

In undertaking this project many conversations were had with staff across council. With their knowledge of the city and enthusiasm for it's future, a lot of ideas for future initiatives were identified as possible opportunities. The below table presents the opportunities identified within the body of this document as well as other key initiatives identified through discussions with key council staff and stakeholders. The table identifies the action, lead agency, key stakeholders and triggers to help guide future processes and investment. High level timeframes have also been identified for each action.

High Level Structure Plan Areas	Initiatives	Lead Agency	Stakeholders	Trigger / Timing (Ongoing, Funded, Proposed, Strategic)
General	Urban Development			
	<ul style="list-style-type: none"> Investigate possible improvements to commercial centres in Napier through CPTED assessments, pedestrian and cycle safety assessments, public realm improvements plans. 	Napier City Council	Napier City Council	Long Term Plan / Strategic
	<ul style="list-style-type: none"> Continue to engage and work with key stakeholders as further planning and growth occurs in Napier, including where it happens sooner than anticipated. 	Napier City Council	Ministry of Education (MoE), Waka Kotahi, Kāinga Ora	Future Development Strategy / Ongoing
	Public and Active Transport			
	<ul style="list-style-type: none"> Street improvements, including street plantings for biodiversity and amenity enhancements, legible and safe cycle and pedestrian connections, water treatment opportunities. 	Napier City Council		Long Term Plan / Strategic
	<ul style="list-style-type: none"> Work with Hawkes Bay Regional Council to support the continuous improvement (reliability, frequency and coverage) of public transport in Napier to support growth and intensification. 	Hawkes Bay Regional Council	Napier City Council	Regional Public Transport Plan / Proposed
	<ul style="list-style-type: none"> Complete key gaps in the cycle network around the neighbourhood centres to create safe active transport connections between homes, open spaces, schools and amenities. 	Napier City Council	Waka Kotahi	Long Term Plan / Strategic
	<ul style="list-style-type: none"> Further investigate the multi-modal corridor of Kennedy Street and Gloucester Street as part of the Future Development Strategy (FDS) to identify appropriate types of improvements and initiatives as well as timing for improvements. 	Napier City Council	Waka Kotahi	Future Development Strategy / Proposed
	Parks and Open Space			
	<ul style="list-style-type: none"> Enhancements to existing parks including undertaking CPTED assessments, park accessibility enhancements, play value opportunities, multi-functional stormwater opportunities 	Napier City Council		Long Term Plan / Strategic

High Level Structure Plan Areas	Initiatives	Lead Agency	Stakeholders	Trigger / Timing (Ongoing, Funded, Proposed, Strategic)
Ahuriri	Urban Development			
	<ul style="list-style-type: none"> Provision of mixed-use close to Ahuriri Local Centre and waterfront, as well as along West Quay and Humber Street. 	Napier City Council		Proposed District Plan / Ongoing
	<ul style="list-style-type: none"> Undertake a detailed study and consultation to discuss the strategic future use of the industrial area as per the Ahuriri Masterplan recommendation. Currently constrained by oil tanks and creates conflict with residential development. 	Napier City Council		Strategic
	<ul style="list-style-type: none"> As development occurs, explore future opportunities to extend the mixed-use zoning along Thames Street. 	Napier City Council		Future Plan Change /Strategic
	Public and Active Transport			
	<ul style="list-style-type: none"> Safety and access improvements to the Customs Quay, Ahuriri Bypass and Bridge Street Intersections. This is being considered through the Regional Land Transport Plan (RLTP) process to address the issues. A business Case process will likely be required to identify appropriate intervention. 	Waka Kotahi	Napier City Council	Regional Land Transport Plan & Business Case process / Strategic
	<ul style="list-style-type: none"> Protect the corridor of Hyderabad Road and Ahuriri Bypass as the key access/connection to the Port of Napier. 	Napier City Council		Funded
	<ul style="list-style-type: none"> Proposed shared path connection from James Street to the Whakarire Avenue Reserve and Meeanee Quay Reserve. 	Napier City Council		Strategic
<ul style="list-style-type: none"> Provide a safe and high quality pedestrian environment along West Quay while facilitating necessary access for the working wharf as per the Ahuriri Masterplan recommendation. 	Napier City Council		Strategic	
<ul style="list-style-type: none"> Multi-modal upgrades and provision to Hyderabad Road including safe cycle lanes, footpaths, crossing opportunities. Explore improvements to public transport services from Ahuriri to Napier City Centre including frequency and reliability over time. 	Waka Kotahi	Napier City Council	Strategic	

High Level Structure Plan Areas	Initiatives	Lead Agency	Stakeholders	Trigger / Timing (Ongoing, Funded, Proposed, Strategic)
	Parks and Open Space			
	• Development of new park on the western side of Pandora Road.	Napier City Council		Funded
	• Provision of a destination park on the waters edge of Humber Street including high quality play facilities and other upgrades as per the Ahuriri Masterplan recommendation.	Napier City Council		Proposed
	• Provision of a destination park on the waters edge of Hardinge Road including high quality play facilities and other upgrades as per the Ahuriri Masterplan recommendation.	Napier City Council		Proposed
	• Provision of a stormwater management site over a portion of the Coronation Street site to provide ecological and recreational functions.	Napier City Council		Strategic
	• Proposed Waka hub at the Iron Pot, which interfaces with Nelson Quay and Customs Quay.	Napier City Council		Funded
	• Opportunity for improvements to the Ahuriri Park	Napier City Council		Strategic
City Centre Fringe	Urban Development			
	• Civic Precinct improvements (beginning with the design and the construction of the Library building.	Napier City Council		Funded
	• Provision of mixed use, high density and medium density around the City Centre, and within Napier South.	Napier City Council		Plan Change / Ongoing
	• Identify and enhance the neighbourhood centre on Chambers Street/ Ellison Street.	Napier City Council		Plan Change / Ongoing
	• Dalton / Vautier House, private development converting offices accommodation to Health Services and Government Agencies	Development	Napier City Council	Private development /Proposed
	• Napier Town Centre Plan to improve safety, access, amenity, increase activity and enhance local identity.	Napier City Council		Strategic
	Public and Active Transport			
	• Enhance Kennedy Road as a multi modal corridor providing for safer pedestrian use, cycle use, and access to well located bus stops which serve a frequent and reliable service.	Napier City Council	Hawkes Bay Regional Council	Future Development Strategy / Strategic
	• Review the Napier Parking Strategy (2018) to focus investment going forward as well as work towards mode shift, providing good Public Transport, cycle lanes and encourage active transport options.	Napier City Council	Hawkes Bay Regional Council	Napier Parking Strategy Review / Proposed
	• Carlyle Street 'Streets for People' project to encourage active transport, traffic calming and safety.	Napier City Council		Safety improvement trials/Funded
• Emerson Street upgrade - stage 1 between Clive and Memorial Squares will commence and be implemented over the next 2 years.	Napier City Council		Funded	

High Level Structure Plan Areas	Initiatives	Lead Agency	Stakeholders	Trigger / Timing (Ongoing, Funded, Proposed, Strategic)
	Parks and Open Space			
	<ul style="list-style-type: none"> Opportunity to introduce a new open space to the south of the CBD to connect to Marine Parade Tiffen Park and Clive Square 	Napier City Council		Long Term Plan / Strategic
Marewa	Urban Development			
	<ul style="list-style-type: none"> Provision for residential intensification in close proximity to Marewa Shopping centre within easy walking distance of Napier City Centre. 	Napier City Council		Proposed District Plan / Ongoing
	Public and Active Transport			
	<ul style="list-style-type: none"> Enhance Kennedy Road as a multi modal corridor providing for safer pedestrian use, cycle use, and access to well located bus stops which serve a frequent and reliable service 	Napier City Council	Hawkes Bay Regional Council	Future Development Strategy / Strategic
	<ul style="list-style-type: none"> Safety and access improvements across Kennedy Road, where the walking and cycling links along the drainage reserves intersect Kennedy Road. 	Napier City Council		Long Term Plan / Strategic
	Parks and Open Space			
<ul style="list-style-type: none"> Improve the edge treatment of parks to improve the relationship between the open spaces and adjacent houses for safety and amenity 	Napier City Council		Development / Strategic	
<ul style="list-style-type: none"> Opportunity to enhance and improve existing Blue/Green network links to connect residents to amenities and link the existing cycle network. 	Napier City Council		Strategic	
<ul style="list-style-type: none"> Strengthen the existing green links between Onekawa, Pirimai and Marewa Parks, as well as between Williams Street in Marewa and Lister Crescent in Maraenui. 	Napier City Council		Long Term Plan / Strategic	
<ul style="list-style-type: none"> Opportunity to create a strong green link along Latham Road between drainage reserves through street trees. This could be considered as part of a review of the future Green Streets/Urban Greening Strategy (developed 2002). 	Napier City Council		Green Streets Strategy Review / Strategic	
Maraenui	Urban Development			
	<ul style="list-style-type: none"> Provision for residential intensification in close proximity to Maraenui Shopping centre within easy walking distance of Napier City Centre. 	Napier City Council		Proposed District Plan / Ongoing
	<ul style="list-style-type: none"> Partner with key stakeholders to create a comprehensive residential redevelopment in and around the centre of Maraenui. Look at opportunities to integrate the greenfield areas of Riverbend and the Loop to the south. 	Napier City Council	Kāinga Ora	Development / Proposed
	<ul style="list-style-type: none"> Opportunity to develop a Te Pihinga (community facility) in Maraenui centre 	Napier City Council	Kāinga Ora	Long Term Plan / Proposed

High Level Structure Plan Areas	Initiatives	Lead Agency	Stakeholders	Trigger / Timing (Ongoing, Funded, Proposed, Strategic)
Public and Active Transport	Public and Active Transport			
	<ul style="list-style-type: none"> Improve accessibility and address environmental challenges supporting an increase in density. As development occurs explore opportunities to create midblock connections to better facilitate movement between key amenities, schools and services 	Napier City Council		Development / Strategic
	<ul style="list-style-type: none"> Establish strong connections (including walking and cycling) to the nearby greendfield sites of HPUDS South when developed 	Napier City Council		Development / Strategic
	Parks and Open Space			
	<ul style="list-style-type: none"> Improve the edge treatment of parks to improve the relationship between the open spaces and adjacent houses for safety and amenity 	Napier City Council		Development / Strategic
	<ul style="list-style-type: none"> Explore potential new drain reserve location alongside Willowbank Avenue to connect the Cross Country Drain to the south of Maraenui to Marewa and Napier South to the north. Opportunity to create strong green links between existing open spaces in Maraenui and the surrounding neighbourhoods. 	Napier City Council		Long Term Plan / Strategic Green Streets Strategy Review / Strategic
Onekawa & Pirimai	Urban Development			
	<ul style="list-style-type: none"> Provision of residential intensification and mixed-use along Taradale Road 	Napier City Council		Proposed District Plan / Ongoing
	<ul style="list-style-type: none"> Enhance Pirimai Shopping Centre through exploration of development opportunities of former MOE land and reconfiguration of the existing reserve. 	Napier City Council		Development / Proposed
	Public and Active Transport			
<ul style="list-style-type: none"> Enhance Kennedy Road as a multi modal corridor providing for safer pedestrian use, cycle use, and access to well located bus stops which serve a frequent and reliable service 	Napier City Council	Hawkes Bay Regional Council	Regional Public Transport Plan / Proposed	
<ul style="list-style-type: none"> Remedy existing low to moderate levels of accessibility - As development occurs explore opportunities to create midblock connections to better facilitate movement between key amenities, schools and services 	Napier City Council		Development / Strategic	
<ul style="list-style-type: none"> Safety and access improvements to the Kennedy Road and Bill Hercock Street intersection. 	Napier City Council		Long term Plan / Strategic	

High Level Structure Plan Areas	Initiatives	Lead Agency	Stakeholders	Trigger / Timing (Ongoing, Funded, Proposed, Strategic)
	Parks and Open Space			
	<ul style="list-style-type: none"> Blue/Green network links to connect residents to amenities and link the existing cycle network. Green link between Onekawa, Pirimai and Marewa Parks 	Napier City Council		Long Term Plan / Strategic
	<ul style="list-style-type: none"> Enhance Onekawa Park with netball, Omni Gym facilities and other community services 	Napier City Council		Long Term Plan / Strategic
Tamatea	Urban Development			
	<ul style="list-style-type: none"> Additional provision of the Local Centre zone across the street from the existing local centre zone providing active frontage along Durham Avenue. 	Napier City Council		Proposed District Plan / Ongoing
	<ul style="list-style-type: none"> Provision of residential intensification around the local centre zone of Tamatea and Anderson Park to the south of Tamatea. 	Napier City Council		Proposed District Plan / Ongoing
	<ul style="list-style-type: none"> Support development that occurs adjacent to Norfolk Park that improves the visual and physical integration with the open space. 	Napier City Council		Development / Strategic
	Public and Active Transport			
	<ul style="list-style-type: none"> As development occurs explore opportunities to create midblock connections to better facilitate movement between key amenities, schools and services 	Napier City Council		Development / Strategic
	<ul style="list-style-type: none"> Support improvements to create a frequent and reliable public transport network between Tamatea, Taradale and the city centre. 	Napier City Council	Hawkes Bay Regional Council	Regional Public Transport Plan / Proposed
	Parks and Open Space			
<ul style="list-style-type: none"> Investigate future opportunities of Tamatea Park and surrounding reserves and playgrounds to improve amenity and service, following the relocation of Pirates Rugby and Sports Club. 	Napier City Council		Long Term Plan / Proposed	
<ul style="list-style-type: none"> Construction of a new Park Islands playground. 	Napier City Council		Funded (2023/2024)	
Greenmeadows	Urban Development			
	<ul style="list-style-type: none"> Provision of residential intensification around the local centre zone of Greenmeadows and along the eastern and western edges of Anderson Park. 	Napier City Council		Proposed District Plan / Ongoing
<ul style="list-style-type: none"> As future demand increases consider further provision of high density residential / mixed-use living above shops within the light industrial area across Gloucester Street. 	Napier City Council		Future Plan Change /Strategic	

High Level Structure Plan Areas	Initiatives	Lead Agency	Stakeholders	Trigger / Timing (Ongoing, Funded, Proposed, Strategic)
	Public and Active Transport			
	<ul style="list-style-type: none"> As development occurs explore opportunities to create midblock connections to better facilitate movement between key amenities, schools and services 	Napier City Council		Development / Strategic
	<ul style="list-style-type: none"> Kennedy Road as a multi modal corridor providing for safer pedestrian use, cycle use, and access to well located bus stops which serve a frequent and reliable service 	Napier City Council	Hawkes Bay Regional Council	Future Development Strategy / Strategic
	Parks and Open Space			
	<ul style="list-style-type: none"> Opportunity to introduce additional Blue/Green network links to connect residents to amenities and link the existing cycle network. 	Napier City Council	Waka Kotahi	Long Term Plan / Strategic
	Urban Development			
	<ul style="list-style-type: none"> Provision of residential intensification in the form of high density and medium density zoning around the Town Centre zone of Taradale 	Napier City Council		Proposed District Plan / Ongoing
	<ul style="list-style-type: none"> Undertake legibility and CPTED analysis to provide for safe and legible connections from the centre to Taradale and Bledisloe Parks 	Napier City Council		Long Term Plan / Strategic
	Public and Active Transport			
	<ul style="list-style-type: none"> Safety and amenity upgrades to Symons Lane to provide an improved pedestrian environment between the centre and the park 	Napier City Council		Long Term Plan / Strategic
	<ul style="list-style-type: none"> Enhance Gloucester Road as a multi modal corridor providing for safer pedestrian use, cycle use, and access to well located bus stops which serve a frequent and reliable service 	Napier City Council	Hawkes Bay Regional Council	Future Development Strategy / Strategic
Parks and Open Space				
	<ul style="list-style-type: none"> Destination Park could include high quality play facilities and other upgrades 	Napier City Council		Funded
	<ul style="list-style-type: none"> Opportunity to connect existing walking and cycling connections Blue/Green network links to connect residents to amenities and link the existing cycle network along Taipo Stream. 	Napier City Council		Long Term Plan / Strategic
	<ul style="list-style-type: none"> Opportunity to create strong green links between key amenities in Taradale along Gloucester Street and Meeanee Road through the provision of street trees. 	Napier City Council		Green Streets Strategy Review / Strategic

High Level Structure Plan Areas	Initiatives	Lead Agency	Stakeholders	Trigger / Timing (Ongoing, Funded, Proposed, Strategic)
Wharerangi Road	Urban Development			
	<ul style="list-style-type: none"> Provision of a new neighbourhood centre location to service Wharerangi Road and the wider residential areas to the West. 	Napier City Council		Proposed District Plan / Ongoing
	<ul style="list-style-type: none"> Explore the opportunity to increase density within a walkable catchment around a neighbourhood centre as part of the Wharerangi Road development site 	Napier City Council		Proposed District Plan / Ongoing
	Public and Active Transport			
	<ul style="list-style-type: none"> Explore opportunities to create a new walking and cycling connection along Wharerangi Road to connect existing shared paths. 	Napier City Council		Development / Strategic
	<ul style="list-style-type: none"> Prioritise a positive built form frontage to the greenway along the edge of Westminster Ave so to support walking and cycling. Primarily along the shared boundary of the Wharerangi Road site and Park Island Recreation Ground to the north to allow for carparking and greater levels of connectivity to the future amenities. 	Napier City Council		Development / Strategic
	<ul style="list-style-type: none"> Consider an additional vehicle connection across the existing reserve and Saltwater Creek to connect Westminster Avenue and the greenfield site. 	Napier City Council		Development / Strategic
	<ul style="list-style-type: none"> Proposed pedestrian bridge across Taipo Stream to connect Park Island to the residential area to the west. 	Napier City Council		Development / Strategic
	Parks and Open Space			
	<ul style="list-style-type: none"> As development occurs retain and enhance existing trees along Saltwater Creek. Continue planting south alongside the Wharerangi Road development site. 	Napier City Council		Development / Strategic
	<ul style="list-style-type: none"> Establish Blue/Green network links to connect residents to amenities and link the existing cycle network. 	Napier City Council		Long Term Plan / Strategic
	<ul style="list-style-type: none"> Provision of new central reserve within the development site. Open space should be developed to an appropriate size to accommodate future residents and the wider neighbourhood (3,000 - 5,000m²) 	Napier City Council		Development / Proposed
	<ul style="list-style-type: none"> Retain and develop the existing wetland to the north west of the Wharerangi Road development site. 	Napier City Council		Development / Strategic



APPENDIX 01

High Level Greenfield Site and Context Analysis

Overview

The NPS-UD also requires councils to identify new residential areas (greenfield sites) to provide additional opportunity for residential development in order to meet demand for housing. This also creates opportunities to provide a variety of housing types and contexts for both residents and developers.

Napier City Council chose to meet this requirement by testing the development potential of three locations. These included:

- the settlement of Bayview, towards the north of the city's extent; and
- a greenfield site referred to as 'HPUDS South', located south of Pirimai and Maraenui.

The Western Hills was identified separately and growth options were explored within the Taradale Hills / Tironui Drive & Surrounds, 'Greenfield Growth in the Hills: High Level Structure Plans (2020)'.

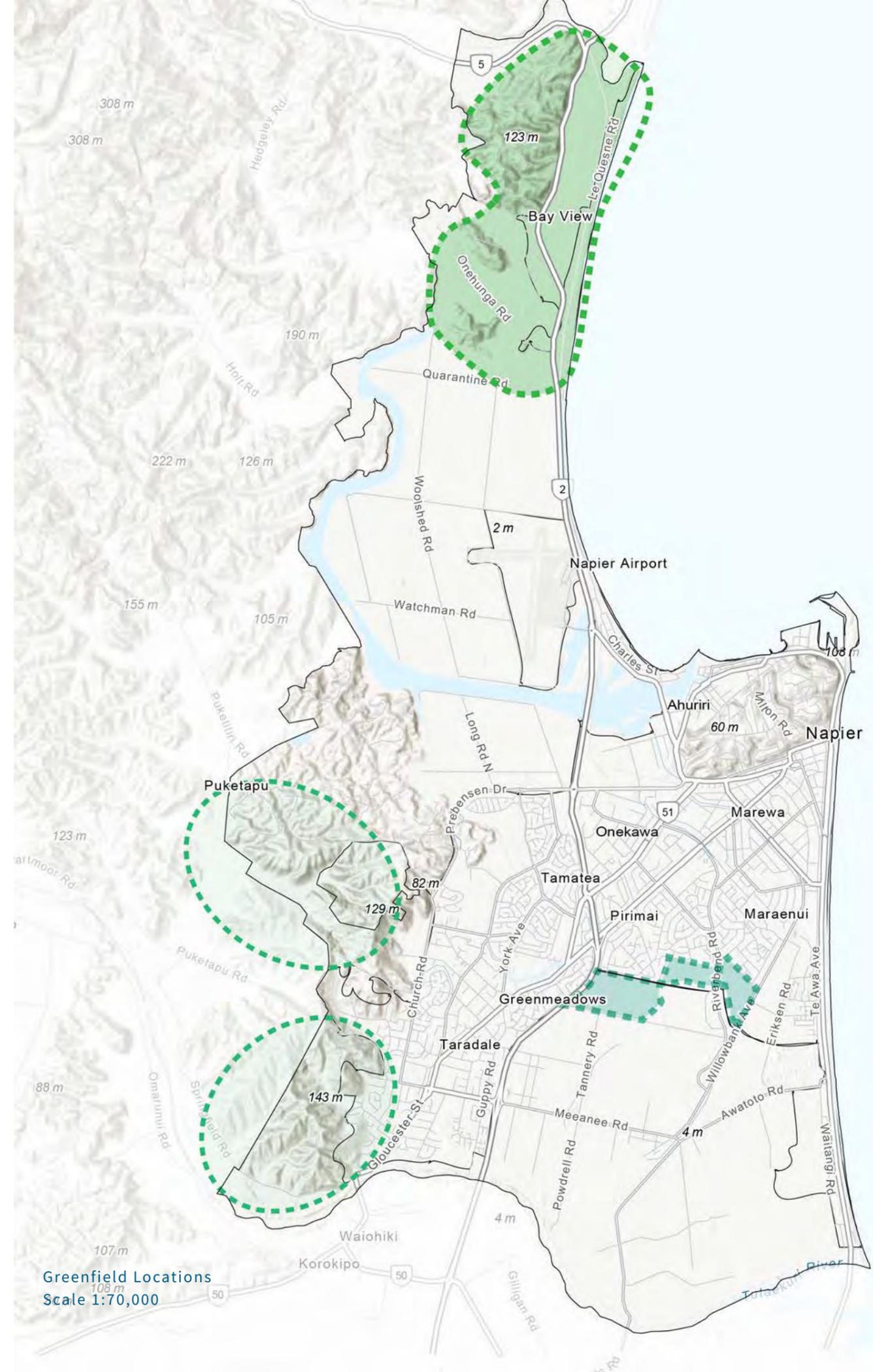
Bayview & HPUDS South

A site and context analysis was undertaken, in order to begin to test future growth scenarios and their suitability for urban development. These have been provided as Appendix 01 of this document. It was determined that a more detailed analysis will need to be undertaken, including within those areas affected by Cyclone Gabrielle. To ensure this analysis in undertaken in the context of the wider Hawkes Bay region, they will be explored further through the Future Development Strategy. Riverbend which was identified as part of the HPUDS growth area, is not included in this analysis as it is currently going through its own streamline consenting process.

Legend

GREENFIELD GROWTH AREAS

-  HPUDS South
-  Bayview
-  Western Hills (refer to Greenfield Growth in the Hills: High Level Structure Plans)



Greenfield Locations
Scale 1:70,000



Bayview

Context

Bayview is a satellite urban settlement north of Napier's primary urban area. Consisting of multiple parts, Bayview incorporates a small village centre and residential neighbourhood; large residential properties in the Esk Valley hills; rural living and agricultural production land on both the east and west of the village; and a coastal settlement stretching approximately five kilometers along the adjacent coastline.

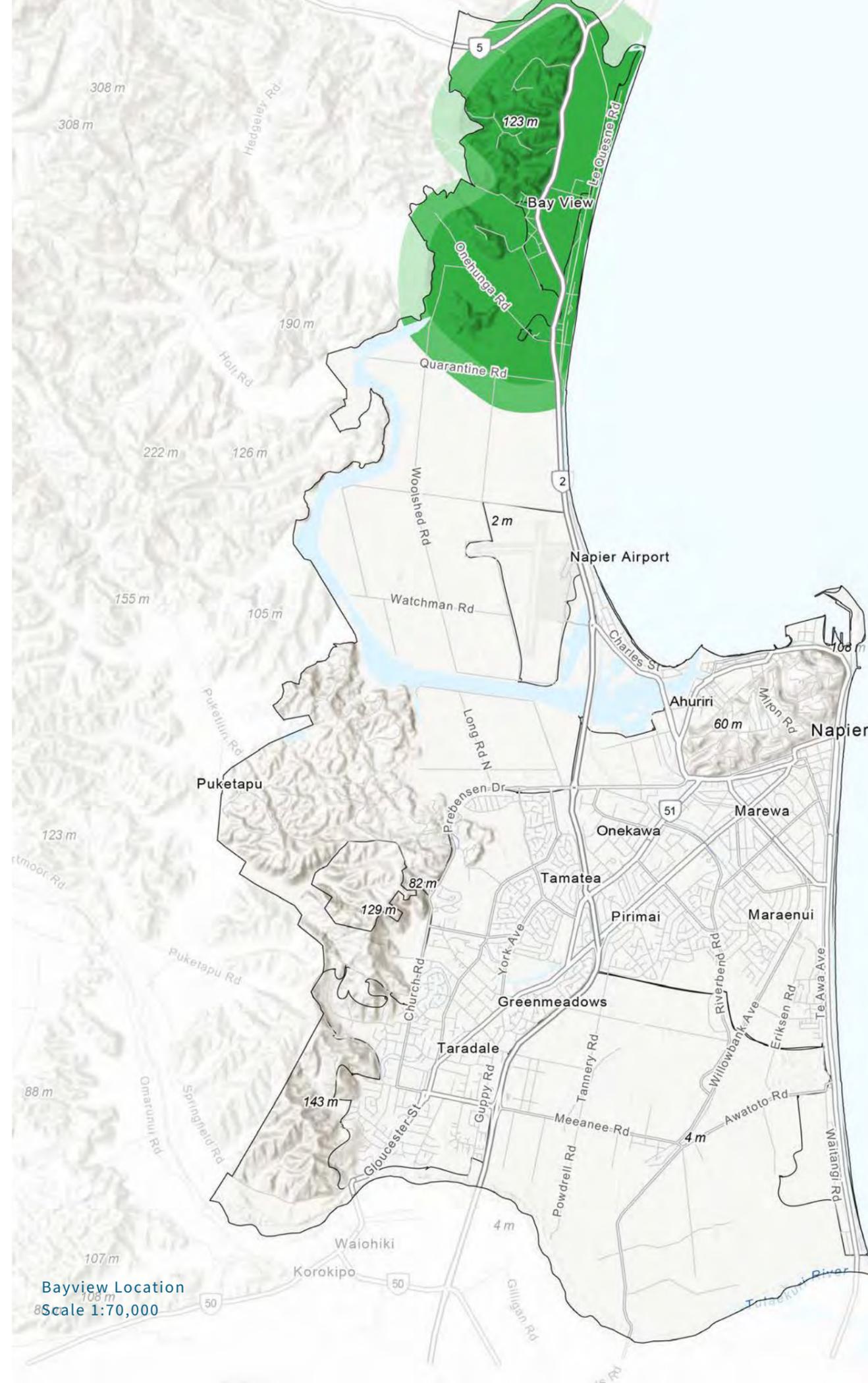
Bayview is located approximately 10km north of the city centre and has limited access to amenities and services to accommodate future growth. Existing services include local businesses within the village centre and a kindergarten.



Figures Coastal line and existing residential developments in Bayview



Figures Existing shops in Bayview



Growth Constraints

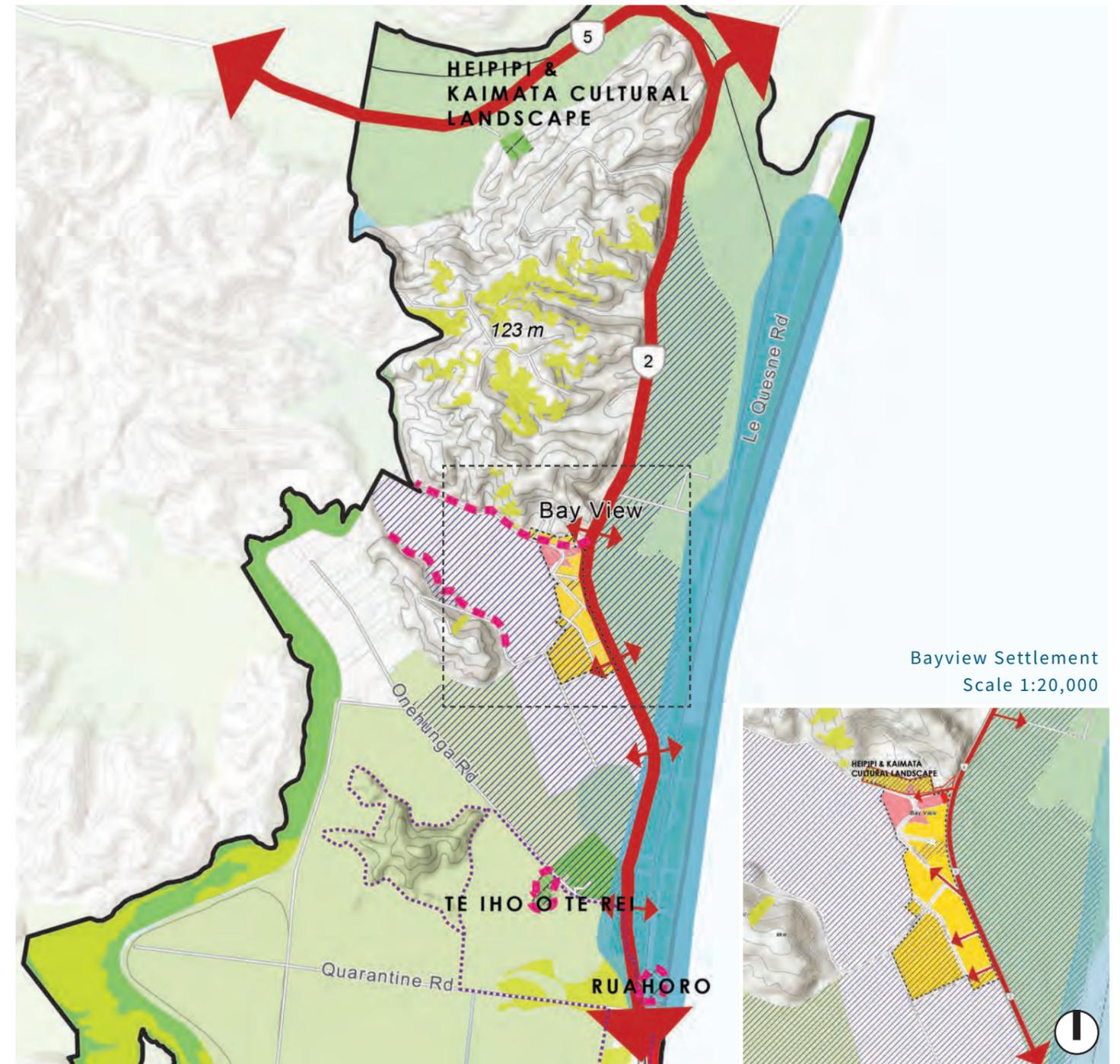
- Bayview has large areas of highly productive land (LUC 1-3) to the south and north east of the primary settlement which constrain growth of the residential area.
- State Highway 2 runs through the centre of Bayview creating a division between the settlement and the residential areas along the coastal edge (Rogers Road).
- The areas along the coast are at risk of coastal inundation. Recent flood modelling for this area is limited, however, significant portions of Bayview have been identified as part of the 1-50 year flood zone.
- Areas which are significant to Māori are located in and around Bayview.
- The main settlement contains limited social infrastructure to support residential growth.
- Updates to the existing three waters networks would be required to cater for development, with wastewater being a more significant constraint (refer to the GHD infrastructure report).
- Bayview was significantly affected during the Cyclone Gabrielle flood event with the extent of the flooding documented within the low lying areas of the village as well as Esk Valley to the north.
- Accomodating future growth in the area of Bayview is difficult due to limited infrastructure, such as 3-water services.



Figures Transition agricultural land and intensification growth



Figures Quarantine Island Historic Reserve as the Significant Natural Area



Bayview Growth Constraints. Scale 1:30,000

Legend

EXISTING

- Residential (settlement zone)
- Local centre
- Parks and Natural Open Space
- Cycle network (shared paths)

CONSTRAINTS

- Significant Natural Areas
- LUC 1-3 (productive soils)
- Interface to culturally significant sites
- High volume vehicular traffic corridor (State Highway) running through the centre of the community creating a disconnect.
- Local centre with limited social infrastructure to support residential growth.

- 1-50 year flood zone
- Area at risk of coastal inundation, options for future growth to be explored following further analysis.
- Heritage
- Steep contour

Opportunities

For analysis purposes, the following opportunities have been identified:

- Further investigate opportunities for residential growth to the north west and south west of the main Bayview Settlement area, as part of the FDS project. Improvements to the services and amenities available to support this growth will need to be considered, including a new playground and reserve.
- Strengthen connections back to Ahuriri and Napier to the south. Explore gaps in the cycle network as well as possible improvements to the frequency and reliability of public transport.



Small scale neighbourhood centre with potential mixed use opportunities



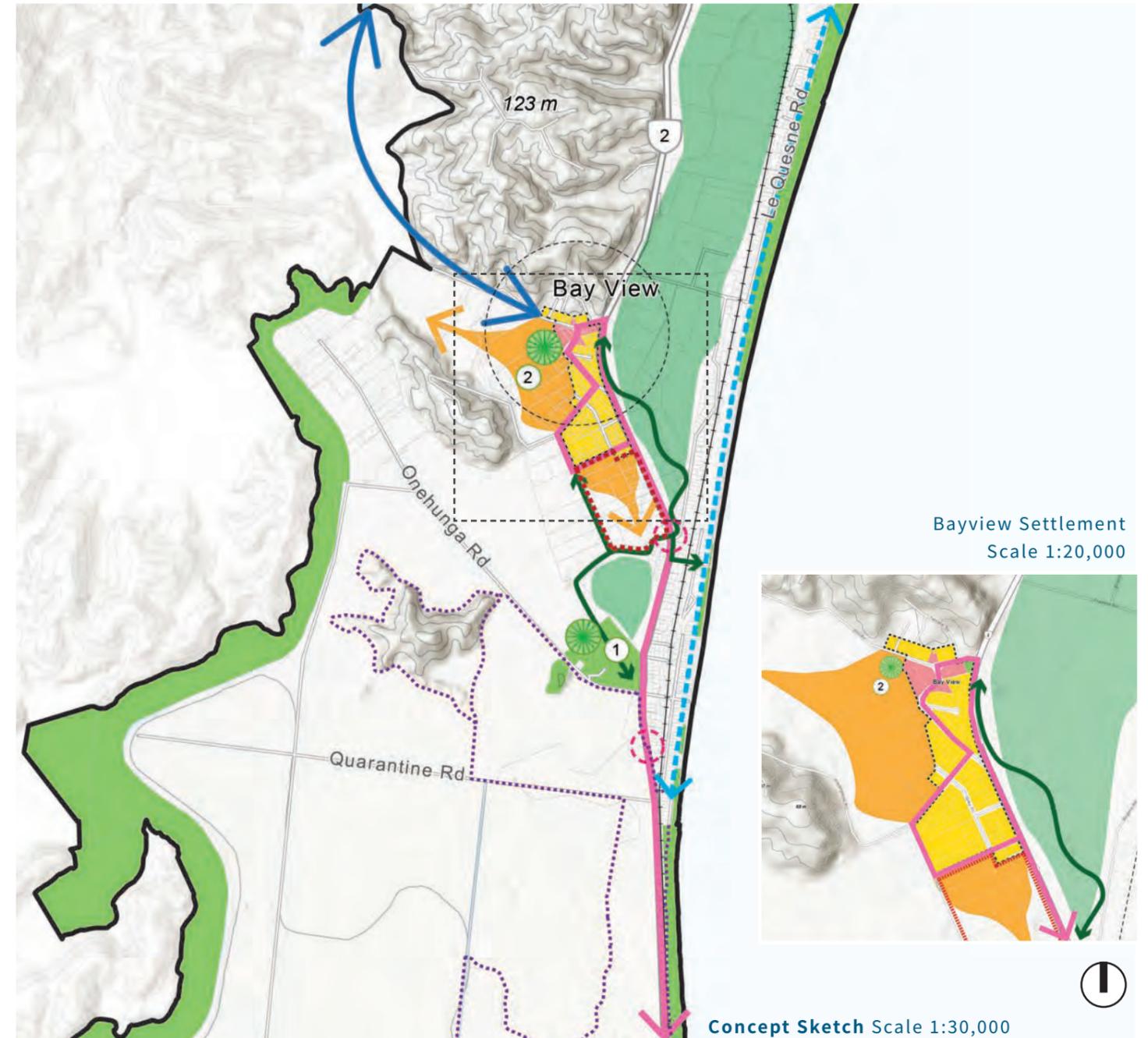
Quality public open space with cultural value



Cycle and pedestrian pathway along the coastline



Reliable and efficient public transport



Bayview Settlement
Scale 1:20,000

Concept Sketch Scale 1:30,000

Legend

EXISTING

- Residential (settlement zone)
- Local centre
- Parks and Natural Open Space
- Education Providers
- Cycle network (shared paths)

OPPORTUNITIES

- Protection of areas of highly productive soils (LUC-1)
- Explore residential growth to the north west and south east of Bayview Settlement area

- HPUD Site identified for potential residential growth
- 10 minute walkable catchment from Bayview local centre
- Strengthen off road pedestrian connections between Bayview and Eskdale School
- Improve frequency and reliability of existing public transport to encourage higher patronage to Napier City
- Blue/Green network links to connect residents to Bayview Village and key

- reserves as well as link existing cycle network.
- Cycleway connections along coastal edge
- Improve accessibility across State Highway
- 1 - Potential extension of Petane Domain
- 2 - If further residential development a new playground/reserve will be needed to serve the community

HPUDS South

Context

HPUDS South is located to the south of Pirimai and Maraenui, and includes South Pirimai, Riverbend and the Loop. It was identified as a residential growth area in the Heretaunga Plains Urban Development Strategy (2017). It is currently used for rural and agriculture activities and has limited social infrastructure.

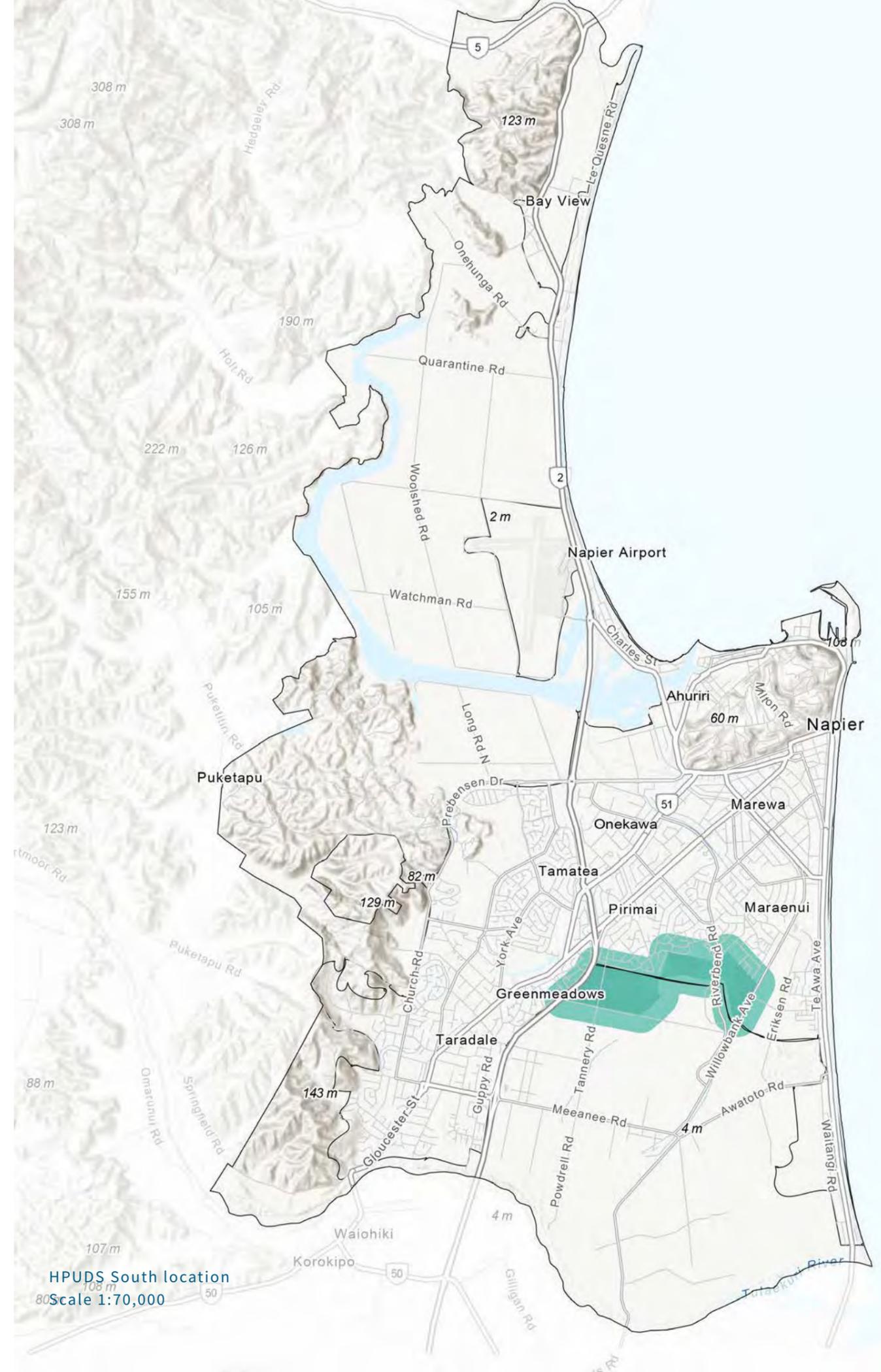
The Riverbend area of HPUDS South is located at the centre of Pirimai and Maraenui and contains key community amenities including Pukemokimoki Marae and Maraenui Park to the North. This area is going through a streamline consenting process and therefore has been excluded from the high-level analysis of the HPUD South area.

Pirimai South is separated from the urban centre of Pirimai by the Napier Cross Country Drain, connected via Ulyatt Road to Bill Hercock Street and Harold

Holt Ave. Bupa Retirement Village is currently being developed within the north western corner of Pirimai South along Ulyatt Road. Its eastern edge is framed by Tannery Stream.

The Loop is located on the eastern edge of HPUDS South, and south of Maraenui. It is separated from the Riverbend area by Riverbend Road, and areas to the South by the Cross Country Drain. Connecting the Loop and South Pirimai to the Riverbend development site and the urban centres to the north will be key to supporting future growth.

HPUDS South, primarily the Riverbend area of the site, was affected during the Cyclone Gabrielle event.



HPUDS South location
Scale 1:70,000

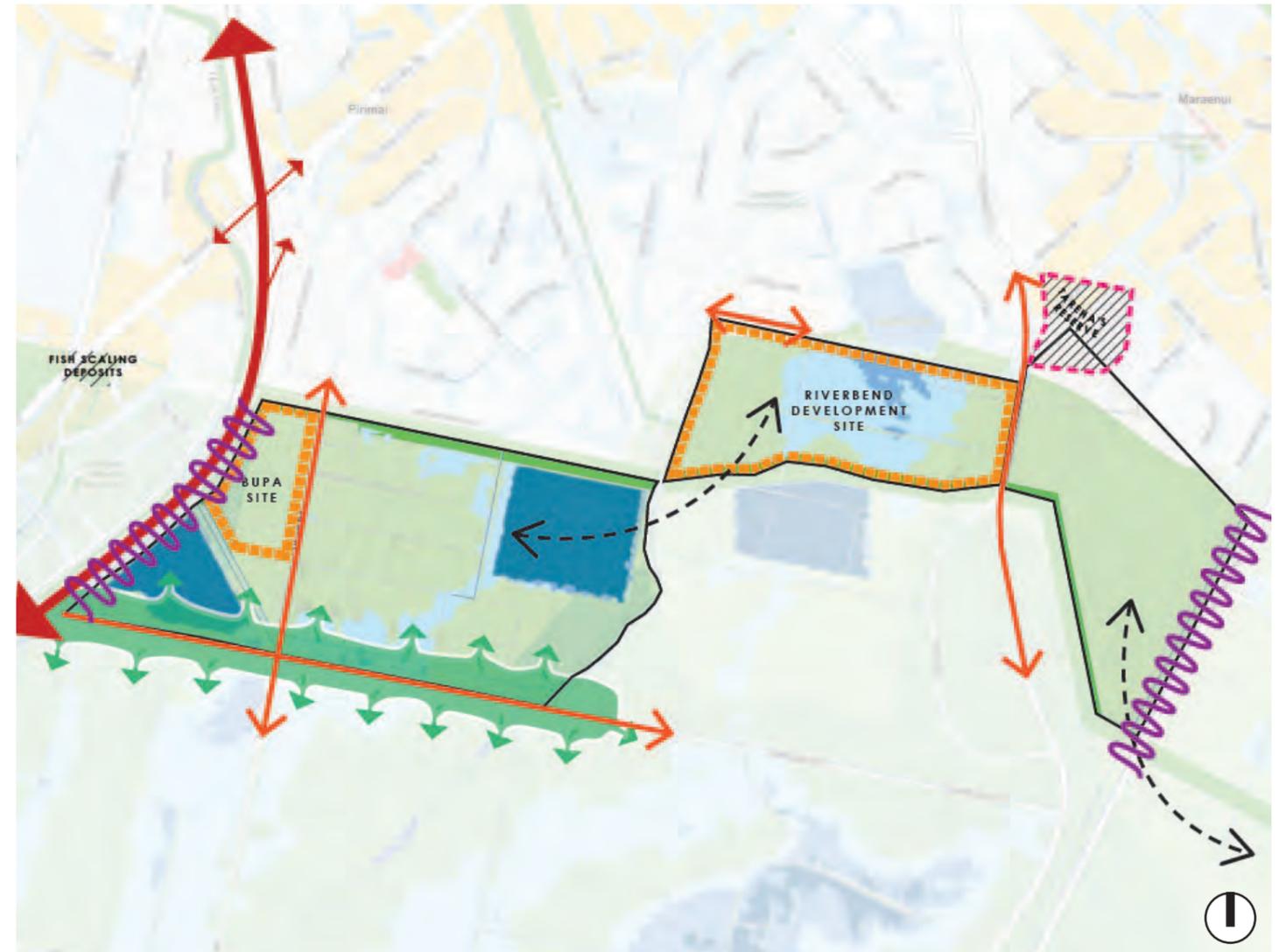


Growth Constraints

- All three sites across the HPUDS South (South Pirimai, Riverbend and the Loop) are located in areas of highly productive land (LUC 1-3) which constrain growth of the residential area.
- Flood hazards as shown throughout Riverbend as well as large portions of South Pirimai in the south western and north eastern corners. There is minimal flood risk shown within the Loop area of HPUDS South.
- Infrastructure upgrades would be required to support any development including new pump stations for wastewater (refer to GHD infrastructure report).
- While located in close proximity to the urban centres of Pirimai and Maraenui, there is limited opportunities to connect to these areas due to a lack of street frontages and the location of the Napier cross country drain around the outer edges of the sites.



Flooding in Napier



HPUD South Growth Constraints

Scale 1:9,000

Legend

EXISTING

- General Residential
- Local centre
- Parks and Natural Open Space
- Education Providers

CONSTRAINTS

- LUC 1-2 (productive soils)
- Interface to culturally significant sites
- High volume vehicular traffic corridor (State Highway)
- Greenfield sites disconnected from key transport routes
- 1-100 year flood zone :
 - >0.5m
 - 0.3-0.5m
 - <0.3m
- Existing development sites
- Limited opportunities to create vehicular connection between greenfield sites and surrounding residential areas
- Transition/buffer between urban residential and rural areas
- Limited existing street frontages and road connections through the greenfield site.

Opportunities

For analysis purposes, the following opportunities have been identified:

- Cycle and pedestrian connections can enhance access to transport corridor and nearby local centres.
- Potential for Riverbend and The Loop to integrate with comprehensive development in Maraenui.
- Infrastructure upgrades would be required to support any development including new pump stations for wastewater (refer to GHD infrastructure report).
- Proximity to cross-country drain.



Smart stormwater solution with recreational uses and dedicated pedestrian pathways



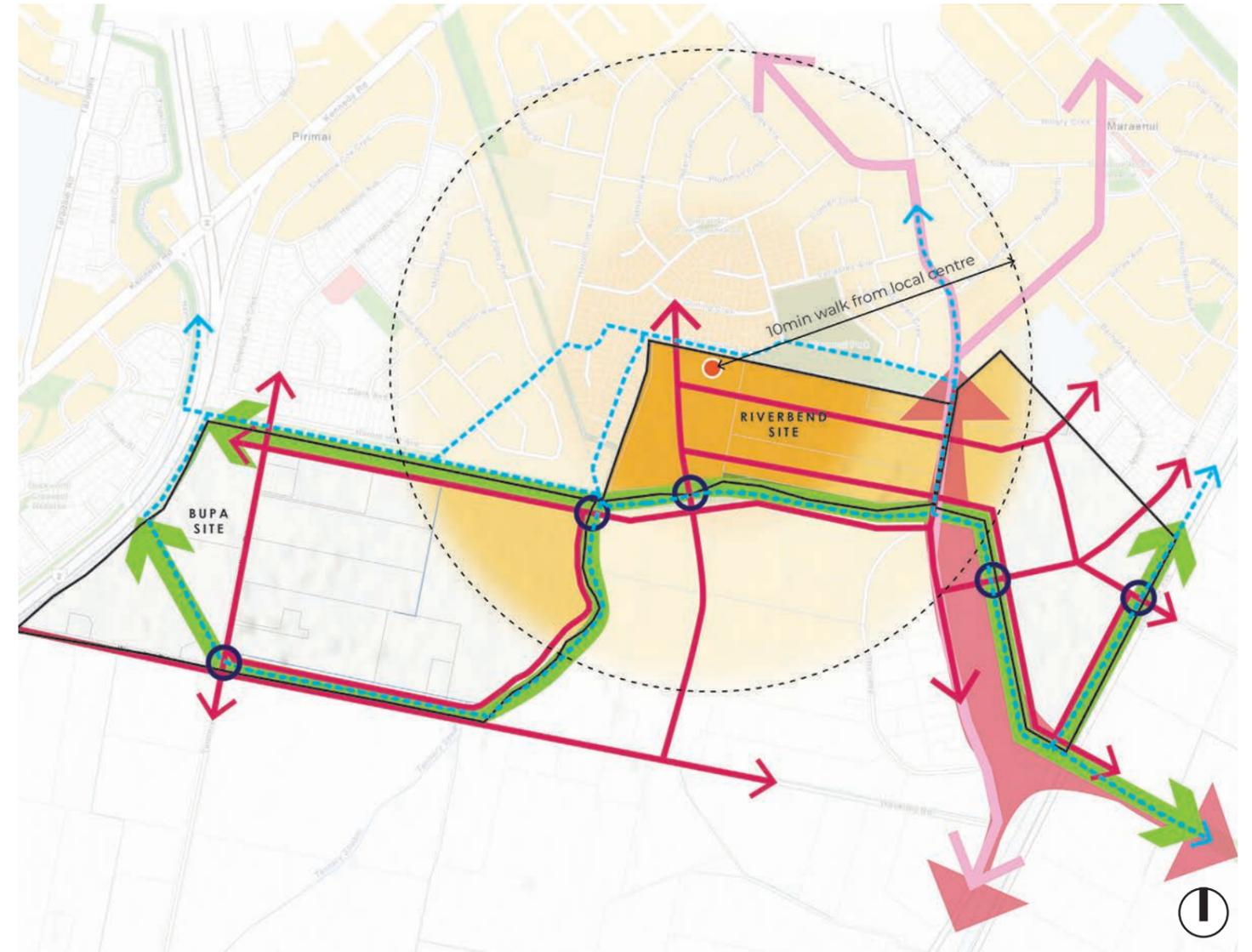
Sustainable and compact urban development



Reliable and efficient public transport



Quality terrace housing development



HPUD South Opportunities

Scale 1:9,000

Legend

EXISTING

- General Residential
- Local centre
- Parks and Natural Open Space
- Education Providers

OPPORTUNITIES

- Medium Density
- Opportunity to increase density within a walkable catchment around a neighbourhood centre as part of Riverside Development Site
- ↔ Key streets to connect Greenfield site to surrounding residential areas
- Linkages across cross country drains and reserves to strengthen connectivity
- Safe cycleways connecting homes, open spaces, schools and centres
- ↗ Connect to key employment nodes and transport networks
- ↔ Blue/Green network faced by roadways to create opportunities for future greenfield development to face the street and reserves/pedestrian and cyclist connections.
- ↔ Frequent and reliable public transport as part of an inner city loop

An aerial photograph of a coastal town and bay, overlaid with a semi-transparent blue filter. The town is built on a hillside overlooking a large body of water. In the background, there are rolling hills and a distant mountain range under a clear sky. The foreground shows a grassy slope.

APPENDIX 02

Spatial Picture Extracts - Accessibility Analysis

Urban Accessibility

Urban accessibility is defined as people's ability to connect with people, goods and services and opportunities and thereby engage in economic and social activity.

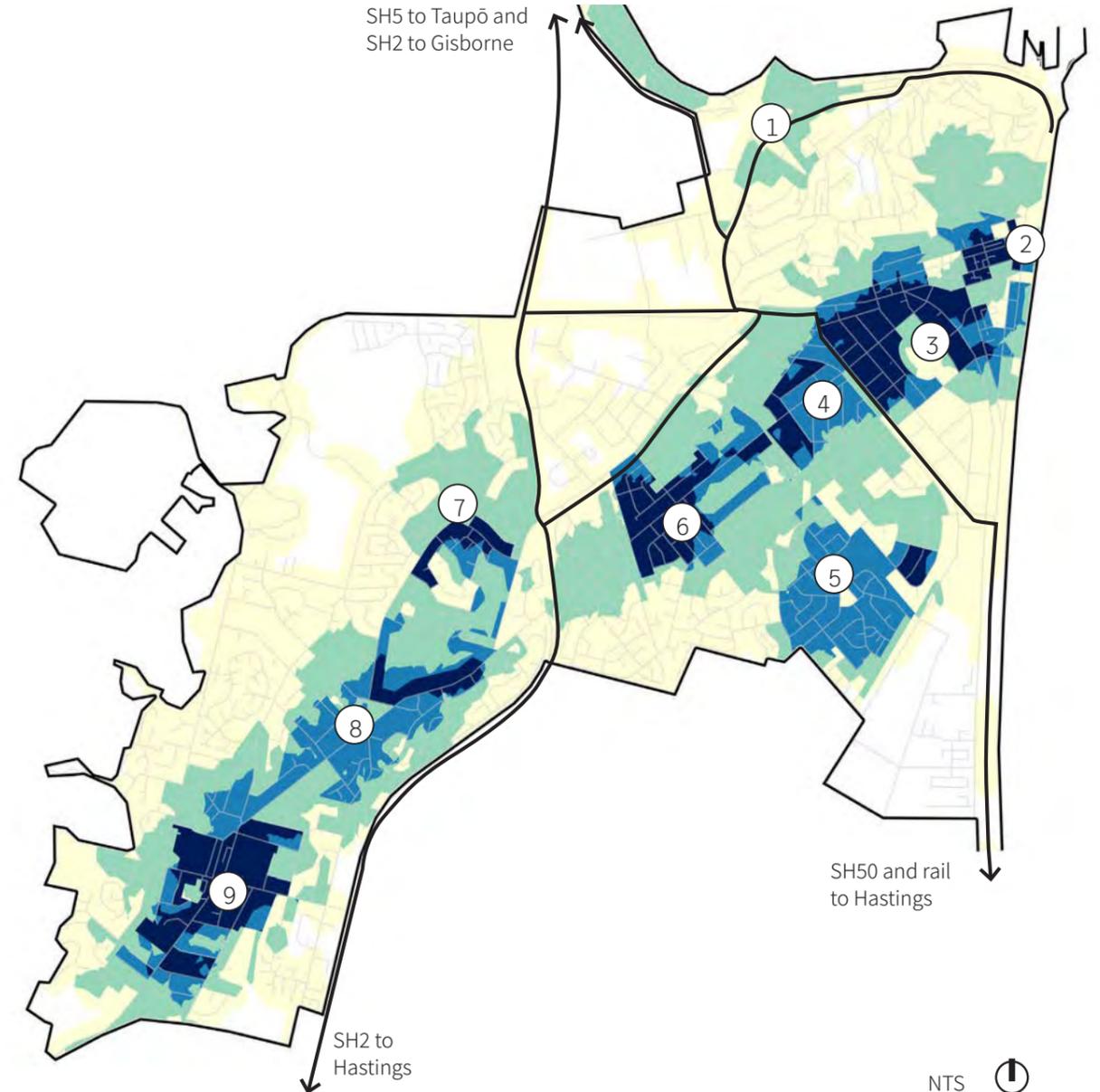
From the Napier Spatial Picture (2021)

Accessibility Analysis

This map of the urban area of Napier, describes the higher and lower areas of access to common daily services and activities such as jobs, healthcare, schools and supermarkets undertaken within a walkable distance of a home aligned with Statistical Area 1 boundaries of the 2018 census. In addition, a network analysis was undertaken to determine walking proximity to open space (recreation), proximity to a local centre and proximity to a high frequency public transport route/ stop (services every 15min during peak periods). These layers were then layered on top of each other, and those areas that have the most layers that reach / cover over them are then defined as high accessibility and those areas that have the least are defined as low accessibility. This analysis is based on existing data and does not consider the implications to future infrastructure investment (e.g. new bus routes or increased service frequency).

<p>1 Ahuriri</p> <ul style="list-style-type: none"> Highly accessible to employment opportunities along the waterfront and in nearby mixed use and light industrial areas Limited access to social infrastructure and frequent public transport 	<p>2 City Centre</p> <ul style="list-style-type: none"> High number of job opportunities within a 30min walk Ease of access to public transport routes Wide range of retail amenities and food options Access to health care services and schools Proximity to high quality public open spaces and the waterfront 	<p>3 City Fringe</p> <ul style="list-style-type: none"> Proximity to the city centre and all amenities/services therein Ease of access to public transport routes (Thackeray St, Kennedy Rd and Latham St) and public open space (Nelson Park, McLean Park, Foreshore Reserve)
<p>4 Marewa</p> <ul style="list-style-type: none"> Proximity to the city centre Strategic location along Kennedy Rd (key arterial) and ease of access to public transport Convenience-type retail including Four Square Access to medical care and pharmacies 	<p>5 Maraenui</p> <ul style="list-style-type: none"> Access to medical centre and convenience-type retail including Four Square Location immediately around a reserve No access to frequent or direct bus services to key employment nodes Council plans to establish community centre 	<p>6 Onekawa</p> <ul style="list-style-type: none"> Centre encompasses a New World and convenience-type retail Adjoins the Onekawa community hub and green space Frequent public transport routes available along Kennedy Road Several schools and open spaces in close proximity
<p>7 Tamatea</p> <ul style="list-style-type: none"> Centre contains a PaknSave and convenience-type retail Access to medical care and pharmacy Situated immediately next to Tamatea Park 	<p>8 Greenmeadows</p> <ul style="list-style-type: none"> Frequent public transport routes available along Kennedy Road Centre encompasses a New World, Four Square, banks, restaurants, gym, and takeaways Immediately adjoins large extent of public open space at Anderson Park 	<p>9 Taradale</p> <ul style="list-style-type: none"> Contains a wider range of retail amenities, convenience-type shops Frequent public transport routes available along Glouster Street Encompasses a small medical facility and is located within a short distance of a number of educational and community facilities

Figure 9: Urban accessibility



Legend

5min walk to higher frequency (30min) public transport	30min walk within highest number of jobs	10min walk to WINZ	10min walk to an education provider. Tertiary (T), High School (H), Primary School (P)	Lower Accessibility
10min walk to healthcare including GP or Hospitals	10min walk to a key centre	5min walk to open space	10min walk to a supermarket	Higher Accessibility

An aerial photograph of a city, likely Auckland, New Zealand, showing a dense urban area with numerous buildings and streets. The image is overlaid with a semi-transparent blue filter. In the background, a large body of water (the harbor) is visible, and further back, there are mountains under a hazy sky. The overall scene is a panoramic view of the city from an elevated perspective.

B&A

Urban & Environmental

09 375 0900 | admin@barker.co.nz | barker.co.nz

PO Box 1986, Shortland Street, Auckland 1140

Whangarei | Napier | Christchurch | Auckland | Wellington | Queenstown | Wanaka | Hamilton | Kerikeri