

Report

Waterfront Redevelopment Scoping Report - Resource Consents and Stakeholder Consultation

Prepared for (Tauranga City Council)

By Beca Carter Hollings & Ferner Ltd (Beca)

September 2008

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Revision History

Revision Nº	Prepared By	Description	Date
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Document Acceptance

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APPENDIX A – Comments and summary of waterfront workshops

1 Introduction

1.1 Purpose of report

Beca Carter Hollings & Ferner Ltd (Beca) has been commissioned by Tauranga City Council (TCC) to undertake a scoping report of the statutory requirements for the redevelopment of the Tauranga Waterfront, located on The Strand and Dive Crescent. This scoping report is intended to help determine the best way for consenting purposes. This report also contains a summary of consultation carried out with key stakeholders and user groups for the TCC Long Term Council Community Plan. This scoping report is based on the Tauranga Waterfront Master Plan 2008 prepared by Wraight & Associates Ltd.

1.2 Background

The site has been the subject of previous concept design and much public consultation. Of most importance, a concept design for two new piers and the waterfront development was presented to the public in 2003 as Stage 2 Concept Plan. The concept included a new pier with visitor/short term mooring berths and possibly cafes and shops and enclosing an area with another pier to be known as the Harbourside basin. That concept also proposed to house the (relocated) Kestrel restaurant.

TCC has previously sought to attract private commercial investment in the waterfront piers through a formal submission process, however the submissions offered by proponents were rejected largely due to the bulk and nature of activities involved in the respective proposals.

It was noted in earlier consultation on the original waterfront development concept plan that whilst there was a high level of public support, there were a number of objections, in particular some seeking the provision of a more natural waterfront, e.g. a beach. The new plans developed in 2008 by Wraight & Associates Ltd have attempted to reflect the comments raised during previous rounds of consultation.

1.3 Scope of work

The following outlines the scope of work undertaken for this report:

- Summarise requirements of all relevant planning documents (including Resource Management Act, The Foreshore and Seabed Act, Tauranga District Plan, Regional Coastal Environment Plan, the Draft New Zealand Coastal Policy Statement, and Bay of Plenty Regional Policy Statement) as they relate to the proposal.
- Consult with the Department of Conservation, Environment Bay of Plenty, Tauranga City Council, NZ Historic Places Trust, and the Harbour Master to determine necessary information and consultation requirements and the likely consenting process.
- Summarise stakeholder workshops held as part of LTCCP engagement.
- Identify the way forward, outlining the different options available, and identifying if there are any major issues with the Master Plan from a consenting point of view.

1.3.1 Report structure

Section	Topic
Section 2	Describes the proposal and different land uses, legal status, zoning, and existing consents in the area.
PART A – Consenting	
Section 3	Reviews of the Master Plan 2008 against relevant statutory documents.
Section 4	Discusses options for consenting of activities within the coastal marine area.
Section 5	Outlines options for consenting of land based activities.
Section 6	Outlines the additional technical assessments that would be required to support consent applications/plan change reviews.
Section 7	Discusses the way forward – highlighting potential issues and risks.
PART B – Stakeholder consultation	
Section 8	Summaries consultation carried out with stakeholders and waterfront user groups

2 Proposal

The Waterfront Master Plan 2008 covers the area between the Harbour Bridge located at the northern end of Dive Crescent and the Matapihi Railway Bridge located at the southern end of the Strand. It also includes linkages from Otamataha Pa Site/ Mission Cemetery and Cliff road. The main focus area is known as the Strand Reclamation. This includes the area east of the Strand, to the waterfront, from Dive Crescent in the North to the Harbourside Walkway in the south. The Master Plan 2008 concept is called “The Landings”, hinging on the ideas associated with Tauranga as an historical landing place for a variety of water craft.

2.1 Proposed activities

The information provided in the Master Plan 2008 has been reviewed and the following activities and landuses have been identified:

2.1.1 Activities in the Coastal Marine Area (CMA)

- Beach reclamation at southern end of the Strand;
- Raised boardwalk at waters edge;
- Reclamations;
- Declamations;
- Piers/floating pontoons/wharves;
- Removal of existing Kestrel restaurant;
- Terraced steps down to waters edge; and
- Sea walls.

2.1.2 Landward activities

- Removal of existing seating;
- Additional ancillary seating ;
- Closing a portion of McLean Street to vehicles;
- Removal of car parking;

- Building/Bridge over railway line at northern end of Dive Crescent;
- Services relocations;
- Removal of centre medium on Dive Crescent;
- Relocation/expansion of existing toilet block;
- New toilet block;
- Café;
- Wharewaka – Shed with hoist for waka's;
- Pedestrian bridge to Mission Cemetery;
- Cultural precinct;
- Commercial plaza;
- Playground;
- Planted wet area within declamation;
- Retail activity on Dive Crescent;
- Two event spaces; and
- Look out areas.

2.2 Indicative timeline for Master Plan 2008 development

Stage 3:

- Development of Coronation Pier land-based services
- Design/Document by July 2009
- Construct by December 2009

Stage 4:

- Design/Document by December 2009
- Construct by December 2010

Stage 5:

- Design/Document by December 2010
- Construct by December 2011

Stage 6:

- Design/document by December 2011
- Construct by December 2012

2.3 Zoning and legal status

The majority of the area is zoned Commercial Business in the Tauranga District Plan, there are also parcels zoned Conservation, Recreation and Leisure C, Rail and Road Reserve. The majority of the area is also in the Flood Hazard Policy Area. The landward portion of the area, is owned by TCC and the seaward portion of the site is vested in the Crown.

2.3.1 Current resource consents in the CMA

The following table identifies the resource consents which Environment Bay of Plenty (EBOP) have on their files:

Purpose	Issued	Expiry date
Construct stormwater outfall	8/01/1996	30/06/2030
Construct pontoon, remove/replace piles	18/12/1998	30/11/2008
Works for stormwater outlet in CMA	10/06/2008	28/02/2041
Demolish Coronation Pier	2/10/2007	30/06/2009
Erect structures, disturb, occupy CMA	30/05/2007	31/03/2042
Erect structures, disturb, occupy CMA	30/05/2007	31/03/2042
Erect structures, disturb, occupy CMA	30/05/2007	31/03/2042
Erect structures, disturb, occupy CMA	30/05/2007	31/03/2042
Erect structures, disturb, occupy CMA	30/05/2007	31/03/2042
Erect structures, disturb, occupy CMA	30/05/2007	31/03/2042
Erect structures, disturb, occupy CMA	30/05/2007	31/03/2042
Construct a berthing structure in CMA	2/07/2007	30/04/2042
Reconstruct parts of Fishermans Wharf	19/06/2008	31/03/2043

Other known consents and applications in the CMA include:

- **Kestrel Restaurant** – This is a temporary consent until 2012 for erecting structures, disturbing the seabed and occupying the CMA.
- **Coronation Pier** – Consent has been granted for the construction and occupation of the CMA by the new pier. The consent has been appealed by TCC in regards to the distance the structure was allowed to extend from the Mean High Water Springs, the activities that were consented to take place on the structure and the provision for helicopter pads.
- **Existing structures** - There are a number of different structures along the Tauranga waterfront which are currently not consented to occupy the CMA. Beca is currently assisting TCC with retrospectively consenting these structures to occupy the CMA. The consents are due to be lodged in late 2008. The structures include a number of sea walls, steps, boat ramps and piers.

2.3.2 Existing land use consents

The existing and relevant consents on TCC records are:

RC 12279 – Stage 2A Tauranga Waterfront

An application was granted for the waka structure and toilet building as part of the stage 2A development of the waterfront, as these activities were classified as Limited Discretionary Activities. The application for consent also included a railway fence, pedestrian crossing, green open space, fountain, seating, landscaping, lighting, bollards, earthworks and removal of existing structures. It appears these were all deemed to be permitted activities. The resource consent decision states the proposal shall proceed in accordance with the Strand Stage 2A Redevelopment Plan, which includes all these components.

RC 11015 – Sky Coaster amusement device

Bungee Rocket NZ Ltd were granted a consent on 14 December 2000 to operate an amusement device at 4 Wharf Street. Very little detail exists on file at TCC and it was not possible to obtain the duration of this consent.

RC 11017, RC 1242, RC 12790 and RC 1972 – Sebel Hotel

The above consents all relate to the Sebel Hotel.

RC 13036 – Harbourside

This consent is for restaurant activities.

PART A - Consenting

The following sections look at the current statutory planning framework and recommends options for proceeding with the Tauranga Waterfront Master Plan 2008. The statutory planning framework includes the following documents:

- Resource Management Act 1991 (RMA)
- New Zealand Coastal Policy Statement (NZCPS)
- Bay of Plenty Regional Policy Statement (RPS)
- Foreshore and Seabed Act 2004
- Historic Places Act 1993
- Bay of Plenty Regional Coastal Environment Plan (RCEP)
- Tauranga District Plan (TDP)

3 Statutory documents

This section identifies any key issues that have arisen from the review of the relevant planning documents that should be considered in determining the level of information required for consenting purposes.

3.1.1 Resource Management Act 1991 (RMA)

Any redevelopment will need to be consistent with the RMA, particularly Sections 5,6,7 and 8 of the Act. The Resource Management Amendment Act of 2004 added *Section 7(i) the effects of climate change*, which is of particular relevance for consideration in the Master Plan 2008 given the marine structures proposed (especially reclamations).

Section 104 of the RMA outlines the matters to be considered in an application for resource consents, including the actual and potential effects on the environment and any relevant regulations and policy statements. Of particular relevance are:

(a) A description of the proposal:

(b) Where it is likely that an activity will result in any significant adverse effect on the environment, a description of any possible alternative locations or methods for undertaking the activity:

(c) An assessment of the actual or potential effect on the environment of the proposed activity:...

(g) A description of the mitigation measures (safeguards and contingency plans where relevant) to be undertaken to help prevent or reduce the actual or potential effect:

(h) Identification of the persons affected by the proposal, the consultation undertaken, if any, and any response to the views of any person consulted.

Reclamations

Once a resource consent for a reclamation is obtained (see below for discussion on the consenting of reclamations), the applicants are required to deposit a plan of survey with Registrar of Deeds. Under Section 355 of the RMA, the Minister of Conservation will make a decision on vesting of the land in the CMA that has been reclaimed (meaning providing title on the new land). Section 355AA of the RMA provides effect of the Foreshore and Seabed Act 2004 on vesting of reclamations, and specifically requires the Minister of Conservation to vest in the applicant a lesser right, title, or interest in the reclaimed land if the consent was granted before commencement of section 13(1) of

the Foreshore and Seabed Act 2004. The Minister of Conservation is also responsible for determining the appropriate prices for any right, title or interest in any reclamation which is land of the Crown. The applicant will then be required to pay this cost to hold the right, title or interest in the reclamation.

3.1.2 New Zealand Coastal Policy Statement (NZCPS)

The New Zealand Government has set its coastal policy through the NZCPS. The NZCPS identifies matters of national importance, and includes the maintenance and enhancement of public access to and along the Coastal Marine Area (CMA), and the relationship with Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga. The NZCPS also refers to the preservation of the natural character of the coastal environment and protection from inappropriate development, and the protection of outstanding natural features.

The NZCPS is currently under review, the Minister of Conservation has prepared the Proposed New Zealand Coastal Policy Statement 2008 (the proposal) and appointed a Board of Inquiry (the Board) to inquire into, and report on, the proposal. Submissions were called and closed on 7 May 2008. Over 500 submissions were accepted by the Board. Hearings will progress from August 2008 through until approximately mid December 2008. In its current form, the revised NZCPS takes a more precautionary approach to development within the coastal areas.

The waterfront site has been progressively developed over many years and includes the railway, commercial maritime activities, car parking, and restaurant activities with a backdrop of the CBD. The natural character of the coastal environment has already been compromised. There are some mature pohutukawa along the shoreline to the south of the site that provide a more natural view of the waterfront from Matapihi and the airport area.

Of particular significance is Schedule 1 of the NZCPS, which defines Restricted Coastal Activities (RCA) and the restrictions around reclamations (S1.1) must be considered.

S1.1 Reclamations

Any activity reclaiming foreshore or seabed that:

(a) equals or exceeds 1 hectare; or

(b) extends 100 or more metres in any direction; or

(c) is an incremental reclamation connected to, or part of, another reclamation that was commenced or received a resource consent after 5 May 1994, and the sum of the existing and proposed reclamations is equal to or exceeds the dimensions in (a) or (b);

is a restricted coastal activity.

A review of the other RCA in Schedule One of the NZCPS has been undertaken and it is considered that the activities included in the proposed master plan would not fall for consideration as RCA.

3.1.3 Regional Policy Statement (RPS)

The RPS addresses policies for the management of natural and physical resources at the Regional level. In terms of coastal management, it reinforces the provisions that have been highlighted from the NZCPS. The relevant sections of the RPS to this proposal are considered as: Chapter 5 (Resource Management Practice), Chapter 9 (Coastal Environment), and Chapter 16 (Natural Character).

It is noted that no consents are required under the RPS, but the objectives and policies are considerations in any proposal reviewed by a consenting authority. The particular areas of the RPS relevant to the proposal are:

- **Tangata whenua** - It is noted that consultation will be required with tangata whenua. The relevant tangata whenua groups include Ngati Ranginui and Ngaiterangi iwi, Ngai Tamarawaho, and Ngati Tapu. Initial meetings have been held with the Tangata Whenua Collective and Ngai Tamarawaho.
- **Effects on well-being** - The proposal should demonstrate a positive effect on the social well-being of the Tauranga community by providing a means of connecting to the history of the city and surrounding area.
- **The coastal environment** - It is noted that the section of Tauranga waterfront is already extensively developed and the Master Plan 2008 will be generally consistent with these policies. However, TCC will need to make sure that the cumulative effects of structures located along the waterfront and within the CMA are not adversely affecting the surrounding environment.
- **Natural hazards** - The location of some aspects of the redevelopment on reclaimed land of Tauranga Harbour, and within the TDP's Flood Hazard Policy Area, will increase the risk from natural hazards to any buildings or structures. This will have an impact on the design of the buildings (such as minimum floor levels).
- **Natural character and indigenous ecosystems** - The professional opinion of an independent landscape architect may be a requirement of EBOP, in order to make sure that the structure will not adversely affect the natural character of the area.

3.1.4 Bay of Plenty Regional Coastal Environment Plan (RCEP)

Section 3.1 of the RCEP outlines the zoning of the proposed site and the relevant purposes of that zoning. The sites of the activities in the CMA are located in the Harbour Development Zone (HDZ) in the RCEP meaning that the activity could be considered as being appropriate for the zone. However, based on the recent Coronation Pier decision, the HDZ does not guarantee consent for these types of activities will be granted, without stringent conditions. The RCEP needs to be consistent with the RPS so the areas for consideration identified in above are also considered relevant to the RCEP.

A number of the proposed activities are located in the Harbour Development Zone in the RCEP. The HDZ extends 60 metres out into the harbour from Mean High Water Springs (MHWS). The relevant purposes of the HDZ are listed in the RCEP (Section 3.3.2(c)) as:

- a. Enable the development of vessel related tourism and recreational activities, so that the local community can meet its social and economic needs;*
- b. Concentrate structural development in areas already modified, so that development is guided away from other coastal areas of higher natural character and cultural value;*
- c. Maintain and enhance public access to and enjoyment of the waterfront;*
- d. Maintain and enhance amenity, historical and cultural values;*

It is also noted that Tauranga Harbour is identified as an Area of Significant Conservation Value (ASCV-4) in the RCEP as it provides a breeding and feeding ground for coastal birds. Furthermore, Tauranga Harbour, and its estuarine fringe, is identified as an Outstanding Natural Feature and Landscape (01) in the RCEP. Tauranga Harbour is also identified as an Area of Significant Cultural Value (ASCV-4) in the RCEP as they form the traditional rohe of Ngaiterangi iwi.

- **Public access** – The Master Plan 2008 has a strong focus on opening up the waterfront and providing a number of access points down to the water. There are also a number of viewing points overlooking the harbour proposed.
- **Occupation of space** – The RCEP recognises the importance of maintaining public access to the CMA to provide for the benefits to the wellbeing of present and future generations. The RCEP notes that public access should only be restricted where the criteria in policy 7.2.3(a) apply. The restrictions relate to protection of indigenous vegetation and habitats, cultural values, public health and safety, security, and other exceptional circumstance. EBOP are currently in the process of preparing a policy that will identify coastal structures for which occupation charges will apply. This may mean that in future TCC will be required to pay annual charges for occupying the CMA.
- **Structures** - Structures that are consistent with the purposes of the HDZ are appropriate in that zone, provided that any adverse effects are avoided, remedied or mitigated.
- **Disturbance, deposition and extraction** – that any adverse effects associated with these activities need to be avoided, remedied or mitigated. This will be particularly relevant for the construction of the proposed declamations, reclamations and piling activities.
- **Reclamations** – the RCEP states that applications for reclamations will generally require firm evidence of need, careful considerations of all other alternatives (to demonstrate that the most practicable option has been chosen) and full assessment of the impact on natural values and physical processes (including cumulative effects).

Reclamations for the purpose of extending playing fields and urban areas are a Prohibited Activity (EBOP are unable to accept an application for these). The RCEP does provide policies for reclamations consistent with the policies of the HDZ if no other practicable options exist, and adverse effects are avoided, remedied or mitigated. However, it is important to note that the interpretation of these policies is only just being tested through the courts and the Coronation Pier decision demonstrates that these are highly debated.

Pursuing a consent application for reclamations in the CMA of Tauranga harbour, unless they serve a national benefit, is considered to be highly risky.

3.1.5 Foreshore and Seabed Act 2004

The Foreshore and Seabed Act 2004 provides for Crown ownership of public foreshore and seabed, on behalf of all New Zealanders. The Act is based on four main principles guaranteeing public access, now and in the future; regulating the rights and interests of all New Zealanders; protecting existing customary rights and interests; and ensuring certainty in respect of rights and interests in the public foreshore and seabed.

4 Options for consenting activities in the CMA

Consenting staff from EBOP were met with on 2 September 2008 to discuss the proposal and to help determine the best way to gain consent to undertake activities proposed. The Harbourmaster at EBOP was also met with on 2 September 2008. There were two possible approaches identified for dealing with activities in the CMA. The following summarises these and the benefits and risks of both are discussed in the following section.

4.1 Option 1: Comprehensive resource consent

A comprehensive consent could be applied for all activities proposed in the CMA, i.e. reclamations, declamations, sea walls, pontoons, etc. EBOP considered that the level of detail in the Master Plan 2008 would be sufficient for this type of consent application. EBOP would place restrictions on what the area could be used for (in terms of activities) which would reflect what is in the Master Plan 2008. These are likely to be consistent with the activities listed within the HDZ. The following activities would all need to be addressed in the comprehensive consent.

▪ Removal/relocation of existing structures

Rule 13.2.4(n), removal or demolition of any structure, in the HDZ, not expressly provided for by another rule, is a **Discretionary Activity** and thus requires consent.

▪ Erecting structure in CMA

Rule 13.2.4(n), the erection, reconstruction, placement or alteration, of a new pier/pontoon/boat ramp in the HDZ is a **Discretionary Activity** and thus requires consent.

▪ Excavating, drilling, disturbance of seabed

Rule 14.2.4(e), the deposition on and disturbance of the foreshore or seabed is a **Discretionary Activity** and thus requires consent. This would include any disturbance to the existing seawall as part of the proposal.

▪ Disturbance, Deposition and Extraction

Rule 14.2.4(b), any disturbance of, deposition on, dredging of, or removal of sand, shingle and shell from the foreshore or seabed, not expressly provided for or prohibited by the other rules of this plan, is a **Discretionary Activity** and thus requires consent.

Rule 14.2.4(e), where a rule in this plan states that the erection, reconstruction, alteration, extension, demolition or removal of structures is a **Discretionary Activity**, then deposition on and disturbance of the foreshore or seabed for that purpose is also a **Discretionary Activity** and thus requires consent.

▪ Occupation of CMA

Rule 12.2.4(a), the occupation of land and any related part of the CMA which is land of the Crown, is a **Discretionary Activity**. As the master plan includes an extension of existing piers and new piers plus reclamations, then consent for occupation of the CMA is required. Occupation of the seabed, the surface of the water and the air space above can all be sought.

▪ Reclamations

Rule 15.2.4(a), where reclamation is to extend a playfield or urban area it is a **Prohibited Activity** and EBOP would not be able to accept an application for resource consent for this activity. This will be a matter of interpretation of the purpose of the reclamation. Any reclamation not expressly provided for or prohibited by any other rules of the RCEP is a **Discretionary Activity** and thus requires consent. As discussed previously the RCEP states that applications for reclamations will generally require firm evidence of need, careful considerations of all other alternatives (to demonstrate that the most practicable option has been chosen) and full assessment of the impact on natural values and physical processes (including cumulative effects).

▪ Discharge of Stormwater

It is noted that the discharge of stormwater from some of the new buildings and surfaced areas may require consents should they exceed the baseline 9.2.4(a). This baseline identifies that the discharge of stormwater to the CMA is a **Permitted Activity** provided that:

- The suspended solids concentration of the water discharged does not exceed 150 gm⁻³; and
- The water discharged is substantially free of grease, oil, scums and foam; and
- The maximum discharge does not exceed 80 litres per second for a 20% AEP storm event (5 year return period storm).

▪ Earthworks

The permitted levels in this location are:

9.2.1 Table 8 – Permitted limits for earth works and quarries as required by rule 1(c)

General Area	Land Slope	Distance from Waterbody	Permitted Limits
(g) Coastal Margin	No greater than 35°	Land between 20-40 horizontal metres as measured from the Coastal Marine Area on the edge of an estuary, harbour, or the open rocky coast.	Exposed area no greater than 400m ² and volume no greater than 200m ³ .

Any earthworks in excess of this amount would require consent.

4.2 Option 2: Provide for activities via the RCEP Review process

This approach would be to address activities in a consistent manner similar to the approach used in the Port of Tauranga area in the Eighth Schedule of the RCEP or the Whakatane HDZ Outline Plan in the Fifteenth Schedule of the RCEP. A section 32 analysis would need to be undertaken addressing a number of issues in the area including hydrology and public access. An outline plan will be submitted which:

- Defines the area and describes the activities proposed with their approximate lengths and areas etc. The activities will be divided into groups, i.e. structures.
- Determines the possible adverse effects that would be produced as a result of the activities
- Outlines what mitigation is in place to minimise the adverse effects.

The RCEP review is likely to begin mid 2009 and take at least two years to complete.

5 Options for consenting land based activities

The landward area of the site encompasses a number of different zones including Commercial Business, Conservation, Recreation and Leisure C, Rail and Road Reserve. Most of the landward portion of the site is also within the Flood Hazard Policy Area. The majority of the activities in the proposed redevelopment are located in the Commercial Business zone. However, some of the other activities cross other zones for instance the new building/bridge on Dive Crescent, crosses the Rail Zone and Commercial Business zone.

The particular areas of the TDP relevant to the proposal are considered to be:

- Outstanding Landscapes - As the Tauranga Harbour is noted as an outstanding landscape in the TDP, any development adjacent to/extending into the harbour, should be suited to this environment with potentially adverse impacts avoided, remedied or mitigated.
- Off-Street Parking, Loading and Access - As this proposal is unlikely to be able to provide onsite parking facilities, the design of the proposal will be required to mitigate the effects of not providing this onsite parking. It is anticipated that the payment of sufficient Parking Impact Fees will mitigate these effects.
- Avoidance of Flood-Prone Areas - As the redevelopment involves the erection of buildings (café building/bridge and Wharewaka) in the Flood Hazard Policy Area, the design of the buildings will need to incorporate mitigation of any potential flooding risks, provide minimum building floor levels or avoid altogether any flooding potential risks.

Consenting staff from TCC were met with on 2 September 2008 to discuss the proposal and to help determine the best way forward from a consenting point of view. A meeting was also held with TCC Environmental Policy staff from TCC on 9 September 2008 to discuss the TDP review process. There were two options identified for addressing the consenting of the landward activities. The following summarises these and the benefits and risks of both are discussed in the following section.

5.1 Option1: Apply for individual consents for each activity

The main activities requiring consent are:

5.1.1 Flood hazard, height restrictions and view shafts

A resource consent will be required for erecting any structure in the Flood Hazard Policy Zone, the erection of any building is a **Limited Discretionary Activity** in this area. Consent will also be required if the Height Restrictions in the Commercial Business Zone as shown in Figure 2 are going to be exceeded. In terms of level of design, TCC would require to see footprints of any buildings on land, a breakdown of floor areas and use of that floor area, height and location of buildings.

Commercial Business Zone Rules:

- Height – There are different height rules that apply to different areas of waterfront area that need to be taken into account. The different height restrictions are shown below.

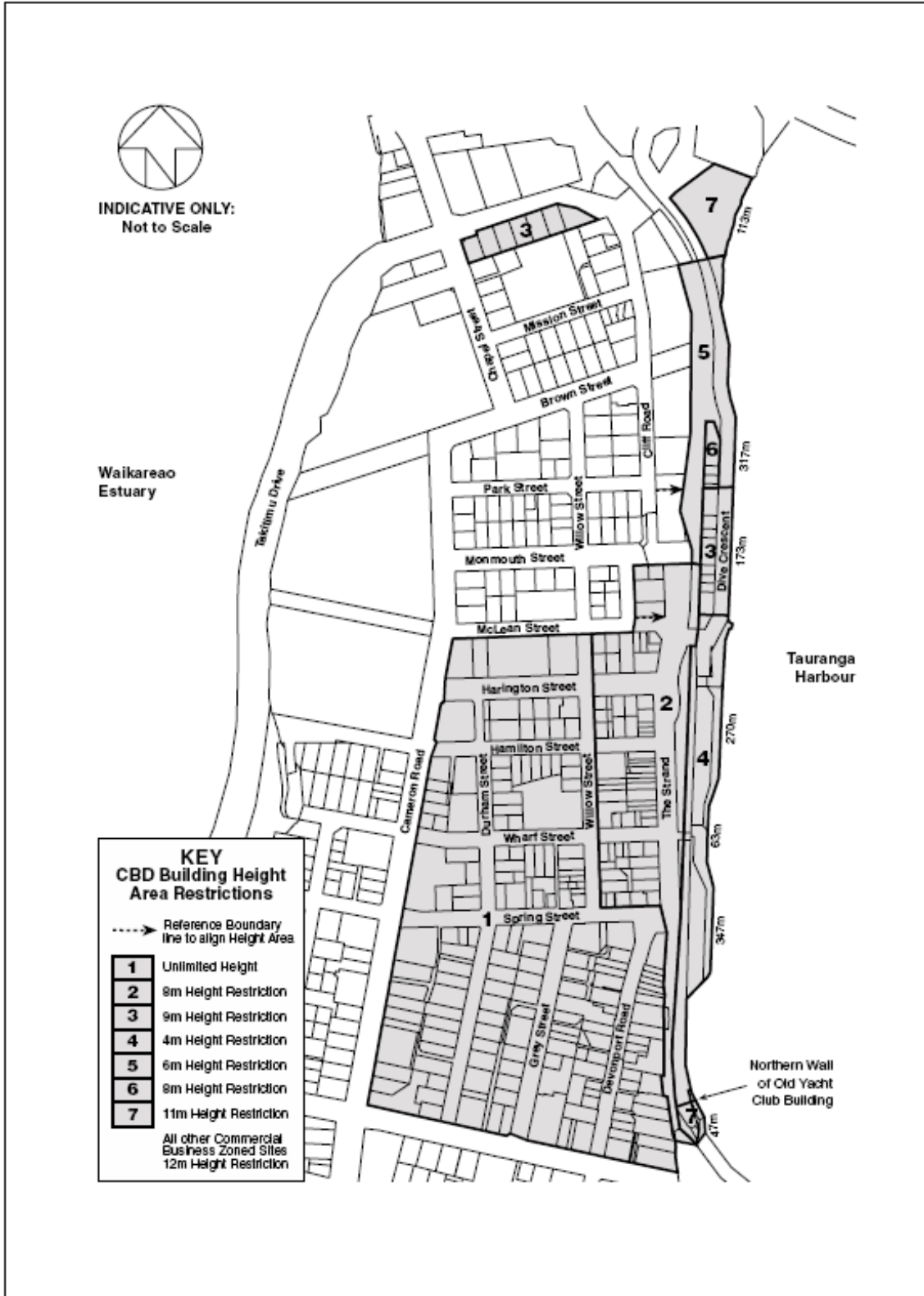


Figure 1: Height Restrictions in the Commercial Business Zone

- View Shafts - It is noted (in Rule 20.2.1.4) that no building or structure shall impinge upon any view shaft. The view shafts are shown in the figure below.

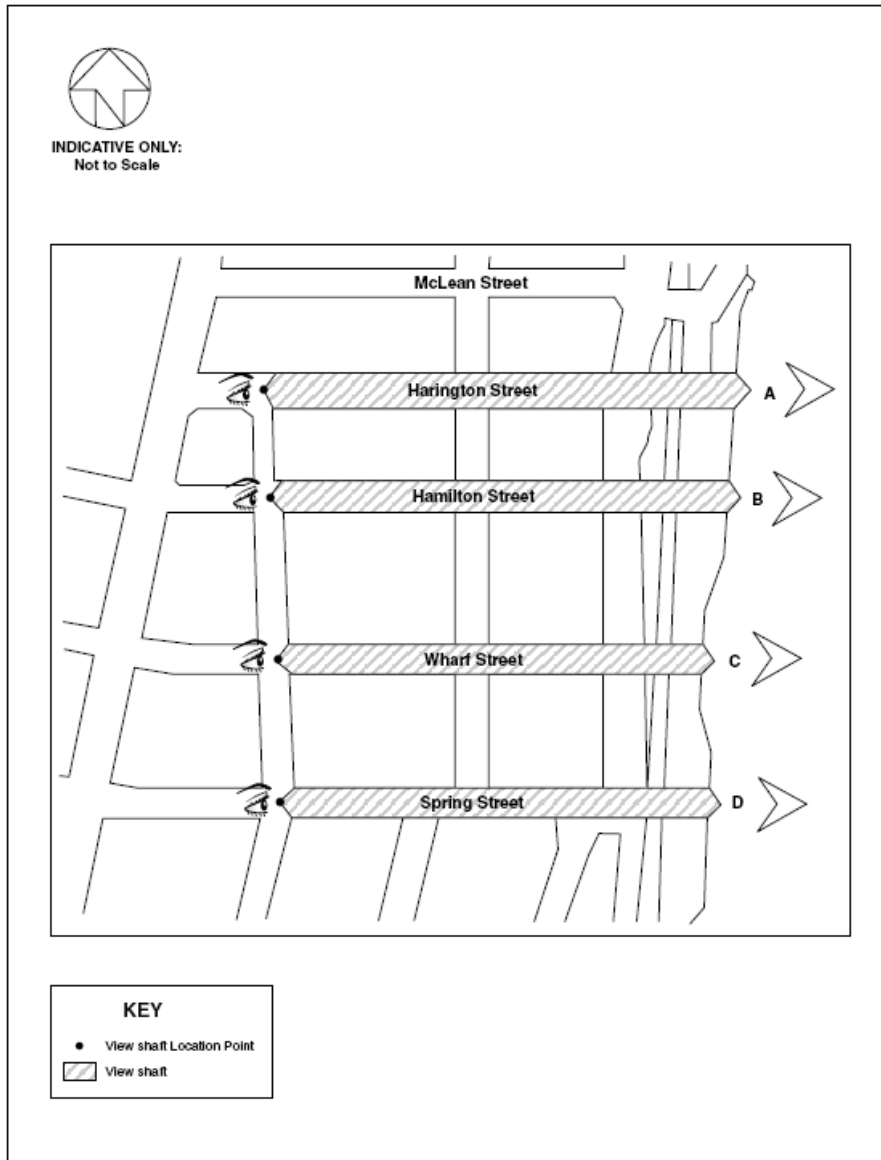


Figure 2: TDP View Shafts

5.1.2 Parking

The range of activities need to be determined to gauge car parking required. Parking can either be catered for off site if PIF's are paid. At this stage activities are unknown, worst case scenario's and maximum possible should be assumed and consent be applied for on this basis.

The existing parking area east of the railway line currently provides for about 260 parking spaces. The proposed redevelopment intends to remove all of this parking. It is expected that the additional features and amenities of the redevelopment will increase the attraction of the area to visitors, and thus generate additional parking demands in the CBD.

The area falls within Parking Zone 2 of Appendix 24H of the District Plan. However, the District Plan rules list no activities that fit the proposed activity and provide no guidance as to a minimum parking requirement. There is no specific quantity of "gross floor area" or other parameter that could be

applied to assess an expected parking demand in accordance with the District Plan. However, there are a number of points that are of particular relevance in considering parking demands for this development:

- Peak demand times are likely to be on weekends or festival holiday occasions. At such times, parking demand for business activities is low and there tends to be more parking available.
- The area is contiguous with the CBD, and its development must be considered as an integrated activity complementary to the activities of the CBD rather than as a standalone traffic generator.
- Much of the activity associated with the proposed waterfront development will attract or serve people that are already in the CBD for other purposes. Some of these will come by public transport. The development will function as a public park associated with the CBD, where people and families can take a break from shopping or other business activities. Such demands will not generate more traffic or parking “directly”, although indirectly the development will tend to make the CBD a more attractive place so would expect some small level of increased parking demand for the CBD as a whole.

The generation of new trips created as a result of the redevelopment will not be a major issue and will be able to be accommodated as described in the above reasoning, however, the loss of 260 car parks will have a major effect on the city and the issue of car parking needs to be discussed and resolved. In the past TCC have been considered the option of provision of car parks within the CBD area (such as a new car parking building) as being an acceptable solution.

5.1.3 Activities and whether consent required

The following table identifies the activities proposed and consents required

Activity	Height limits need to be complied with	Traffic/ parking issues	Consent required because structure in flood hazard policy area
Additional ancillary seating	No	No	No
Removal of existing seating	No	No	No
Closing a section of McLean Street to vehicles	No	Yes	No
Removal of car parking	No	Yes	No
Building/Bridge over railway line at northern end of Dive Crescent	Yes	Depends on building use	Yes
Services relocations	No	No	No
Removal of centre medium on Dive Crescent	No	Yes	No
Relocation and expansion of existing toilet block	Yes	No	Yes

New toilet	Yes	No	Yes
Café	Yes	Yes	Yes
Wharewaka – Shed with hoist for waka's	Yes	Yes	Yes
Pedestrian bridge to Mission Cemetery	No	No	Yes
Playground	Yes	No	No
Retail activity on Dive Crescent	Yes	Yes	Yes
Two event spaces	No	Yes	No
Look out areas	No	No	No
Changing tar seal surfaces	No	No	No

In summary, consents will be required for a number of the structures because they are located in the Flood Hazard Policy Area. The Commercial Business is not conducive to running temporary events as would be the main focus of the waterfront area. This is due to the requirements for consent and traffic management plans for each event.

5.2 Option 2: Review the current waterfront zoning as part of the TDP Review

The TDP review is commencing in 2009 and this provides an opportunity to review the current zoning of the area to facilitate the activities proposed. By rezoning and writing new objectives and policies for the area, more control can be generated on what types of temporary events can occur in the area as of right and definitive rules around car parking and access can be written in to the TDP.

From discussions with TCC the area could potentially become a sub-zone of a City Centre Zone which would include objectives and policies that would still enable adaptability and flexibility for the area. The TDP review will not need to cover the proposed commercial activity on Dive Crescent as the current zoning is appropriate for these activities.

A draft TDP is being produced in March 2009 with public notification planned for August 2009. It is understood that Stage Three of the waterfront development is planned for construction beginning in December 2009. The timeline proposed for the TDP review will not fit construction in late 2009. However Option 2 is a long-term solution to giving the community certainty of the development of the waterfront.

6 Technical assessments to support consent applications/plan reviews

It is likely that the following assessments will need to be carried out in order to gauge what the potential impacts of the redevelopment will have.

6.1.1 Visual /landscape

Visual Impact Assessments have been undertaken in the area in relation to Coronation Pier, the Harbour Link Bridge and the proposed Waterfront Museum. It is recommended that these are further developed to consider the proposed Waterfront Master Plan 2008 activities. The visual assessment will need to determine any effects on the natural character of the area. Measures to mitigate adverse visual effects of the proposal should be recommended and where appropriate incorporated into the design and the location of buildings. The assessment should consider any potential impact on views from both the land and water.

6.1.2 Cultural

It is recommended that a cultural assessment be undertaken by a cultural expert to determine if there are any waahi tapu sites or cultural values of significance in the area, and what, if any, protocols should be followed during construction.

6.1.3 Geotechnical

Geotechnical reports have already been undertaken by Tonkin & Taylor Ltd at the site for Stage 2A of the original Waterfront Redevelopment Plan as well as in the vicinity of the proposed Waterfront Museum. It is expected that the reclamations proposed will require further geotechnical work to support the resource consent applications. This work will need to demonstrate that the reclamations are a practicable option in this environment.

6.1.4 Coastal processes

A coastal processes review has already been undertaken by Tonkin & Taylor Ltd for Stage 2A of the original Waterfront Redevelopment Plan. A new coastal process assessment will need to be conducted which covers:

- The overall effect the waterfront redevelopment plan will have on coastal processes.
- Review the wider implications of the proposed redevelopment on the existing hydrological environment and structures.
- A specific assessment of the impact of the reclamations and declamations on the physical processes.
- Firm evidence that the reclamations are the most practicable option when all other alternatives have been considered.

6.1.5 Traffic

A Traffic Impact Assessment will be required for any consent applications given that the proposal will generate additional car parking requirements and proposes to remove existing car parking within the area. The TIA will need to discuss the following issues:

- Limited vehicular access e.g. for coaches, emergency vehicles, service vehicles.

- Public transport access.
- Assessment of parking requirements and the need for it to be located offsite due to the physical constraints of the site. Discussion of parking waiver and payment of Parking Impact Fees.

6.1.6 Social

As the proposal is to provide for public access and to increase public enjoyment of the area, it is not anticipated any additional social impact assessment would be required. However, given the requirement under the RCEP that applications for reclamations will require firm evidence of need, additional work may be required to support this option in terms of where the benefits will be gained and why alternative options are not so beneficial.

6.1.7 Ecological

Given that there is an ecological assessment already undertaken in the vicinity of the site (adjacent to the Kestrel restaurant), EBOP has confirmed that it is unlikely that a separate ecological assessment would be required to accompany a resource consent application.

Upon review of the information available and discussions with the consenting authorities, the options for moving forward have been summarised in the tables below. The strengths, weaknesses and risks have been determined for each option and a preferred option recommended.

7 Conclusions

The following tables provide a summary of the strengths, weaknesses and risks for the options described above. Subsequently a conclusion is reached and recommendations for the best way forward on consenting the waterfront development made.

7.1 Activities in the CMA (EBOP jurisdiction)

Option	Timeline	Strengths	Weakness	Risk
1. Comprehensive Consent	<ul style="list-style-type: none"> Likely that comprehensive consent would be notified and hearing would need to be held. This process could take approx a year. 	<ul style="list-style-type: none"> Consent for 35 years. Fits with proposed timeframe for construction. 	<ul style="list-style-type: none"> Lack of unity with land based area 	<ul style="list-style-type: none"> Consent not granted, appeals etc.
2. RCEP Review	<ul style="list-style-type: none"> The RCEP Review is unlikely to begin until mid 2009. The time required for the plan to become operative could be a number of years pending appeals. 	<ul style="list-style-type: none"> Provides certainty over what can be done in the area over a long period, whilst providing a degree of flexibility. Incorporate links with landward activities being proposed. 	<ul style="list-style-type: none"> Timeline of RCEP Review is not compatible to waterfront construction timeline. 	<ul style="list-style-type: none"> Public objecting to what is being proposed and appealing decisions that need to go to Environment Court hearings, delaying the process.

7.2 Activities on land (TCC jurisdiction)

Option	Timeline	Strengths	Weakness	Risks
1. Individual consents	<ul style="list-style-type: none"> Most consents should be processed relatively quickly as unlikely to be notified as long as they are within the permitted limits of the Commercial Business Zone and adequately address flooding issues. 	<ul style="list-style-type: none"> Consents can be applied for as and when required. 	<ul style="list-style-type: none"> Have to continually apply for consents as all structures will be located in the Flood Hazard Policy Area. All structures have to comply with existing parking and height rules in the commercial business zone. Will not address issue of having to write traffic management plans for each temporary event. 	<ul style="list-style-type: none"> Consents are notified and submissions received in opposition and application declined at hearing stage.

2. TDP Review	<ul style="list-style-type: none"> ■ A clear direction on what is being proposed and the supporting information would need to be provided to TCC by end of October 2009, to incorporate into the review. ■ A draft TDP is being produced in March 2009 with notification planned for August 2009. 	<ul style="list-style-type: none"> ■ Enables as of right development to avoid repeating resource consent applications. ■ By rezoning the land and writing robust objectives and policies the land can be used for what is intended in the master plan, i.e. temporary events. ■ Good long term option for ongoing development. 	<ul style="list-style-type: none"> ■ Review process would not be competed prior to stage one being constructed. ■ Consents would be required and would be processed under current rules until the new TDP was notified. 	<ul style="list-style-type: none"> ■ Potential for the provisions to be appealed and process delayed.
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7.3 Potential risks

- A number of the titles on the seaward side of Dive Crescent are not legalised and therefore not identified in any of the planning maps. This could pose a risk for consenting activities here and when trying to write objectives, policies and rules for an area that is not legalised.
- There is a risk that there may not be a consensus of tangata whenua support for the proposed redevelopment, in particular to proposed reclamations in an area of significance to tangata whenua. The cultural values must be taken into consideration in all aspects of the development.
- The provision of parking in the CBD is a highly debated topic. TCC will need to evaluate the risk of removing car parking and evaluate the cost of paying parking impact fees. Any application for resource consent should identify where off-site parking can be provided.
- The difficulty of supporting reclamation of foreshore and seabed for this development must be not be underestimated and pursuing inclusion in the development could place the whole project at risk. Additional costs may be incurred when seeking a new title for the land as the Crown has the right to seek a market price for what was formally Crown-owned foreshore and seabed. Seeking approval for reclamations in the CMA of Tauranga harbour, unless serving a national benefit, is considered to be highly risky and needs serious consideration as to the necessity in this location.

7.4 Recommended way forward

It is our recommendation that the Master Plan 2008 is incorporated into both the TDP and RCEP reviews. Given that the review timelines are not conducive to the development timelines proposed some consents are likely to need to be applied for prior to the TDP and RCEP being operative. It is recommended a review of the consenting requirements of each of the design/construction stages is made so that these can be kept to a minimum. With due consideration to the potential risks identified above it is considered that TCC is in a position to progress towards concept design, further stakeholder consultation and preparation of technical material to incorporate into the TDP and RCEP (once proposed) reviews. The community needs certainty over what will be provided in the future along the Tauranga waterfront and this will achieve it.

PART B – Stakeholder consultation

8 Consultation

The best practice approach to consultation for resource consent applications is to involve key stakeholders and affected parties early in the process to get buy-in to the proposal and to address any concerns at the outset. At the time of preparation of resource consents confirmation of the affected parties would be sought from the processing authorities, the following are considered to be potentially affected parties, with whom consultation will be required, consultation with these groups has already begun and is detailed below:

- EBOP – as the consent authority for the coastal permit applications;
- TCC – as the landowner of the landward portion, the waterfront development team and the consent authority for land-side development;
- Department of Conservation - as representative of the Crown and with a statutory responsibility to safeguard the conservation values of the environment;
- Harbourmaster – principally concerned with navigation and safety of activities;
- New Zealand Historic Places Trust – concerned with impacts on historic places;
- Tangata whenua – There are potentially a high number of groups with a potential interest in the application. Consultation should draw on previous discussions about the waterfront redevelopment;
- Adjacent landowners and businesses in the area;
- Local commercial and recreational waterspace users;
- User groups.

8.1 Environment Bay of Plenty (EBOP)

EBOP's first impression of the Master Plan was very positive and liked the direction the plan was taking. Suggested a few options consenting wise:

- Apply for a comprehensive occupation consent for the area, the level of detail in the current plan would be sufficient for this type of consent application. Restrictions would be placed on what the area could be used for which would reflect what is in the Master Plan.
- Apply for a Private Plan Change and rezone in a similar manner to the Port Area for example in the RCEP.
- Via the RCEP Review process. This process is likely to begin mid 2009 and take two years to complete.
- One potential risk identified is the prohibited status of reclaiming land for playing fields in the RCEP. Some of the activities, it could be argued could fall into this category.
- The principles of the 2008 NZCPS need to be considered closely. One of the policies is to rehabilitate the natural character of coastal areas where it has been compromised, the Master Plan is consistent with this policy.

8.2 Tauranga City Council

Three separate discussions were held with the TCC (28 August 2008, 2 September 2008 and 9 September 2008). Below is a summary of these meetings.

- Seems to be general acceptance that boat launching (trailer parking, etc) will not be provided at southern end - but solution still to be discussed.
- Need to provide for alfresco dining along Dive Crescent but also space for people to walk past

- Planting larger trees in single line rather than multiple lines suggested
- Appear to be acceptance of future on-going maintenance requirements
- Current consent and floating pontoon proposals for commercial boat mooring to be along fisherman's wharf - appear to be accepted as best location for this activity (perhaps floating pontoon sit below/beside walkway).
- Ability to provide additional parking along Dive Crescent will require further investigation
- Ensure Fishermans Wharf functionality protected
- Piece of land at northern end of Dive Crescent beautification reserve and cannot be used for car parking
- Construction traffic could be an issue along strand
- Because located in Flood Hazard Policy area most activities zoned Discretionary.
- The only real issues in this location revolve around building heights and car parking.
- The range of activities needs to be determined to gauge car parking required. Parking can either be catered for off site if PIF's paid.
- The current zoning of the area is predominantly Commercial Business, the types of activities proposed and change of landscape do not fit easily into this zoning and temporary activities will all need traffic management plans.
- Suggested that the whole area be rezoned as part of the DP review to better suit what is proposed in the Master Plan.
- Timing of this DP review and the timeline of the Master Plan were discussed.

8.3 Department of Conservation

- All environment effects generated in the CMA as a result of the development.
- The release of sediments from the reclamations.
- Any reclamations will need to be vested in TCC via section 355 process of RMA

8.4 Harbour Master

- Commented that Harbour Bridge was a constraint on size of boats entering the area. Boats need to be less than 8m which equates to approximately 30 tonnes (possibly more).
- Commented on the space around Coronation Pier and whether it was sufficient to get boats in and out of moorings safely. The current configuration was tight with the location of the reclamation. Boats generally need three times their length as clearance. The current configuration would support boats of around 10m, but this is dependent on the type of boat and engine etc.
- Removing the existing boat ramp located by the southern car park and relocating it down on the other side of the Harbourside Restaurant was discussed. Did not see too many issues with this as long as existing users were consulted with and the boat ramp at Harbourside was improved and parking provided.

8.5 New Zealand Historic Places Trust

- Main concern was with activities proposed around the Monmouth Redoubt. Having a bridge so close to the redoubt is not in accordance with the history of the site which was not supposed to have easy access. Wants to see the over bridge as far from the redoubt as possible and would rather it be open without the proposed building on it.
- Appreciated the link between the Elms and Mission Cemetery.
- Suggested an authority may be required for work any works on the over bridge.
- The reclamations could be located over significant sites to tangata whenua.

8.6 Tangata Whenua Collective

The Tangata Whenua collective were met a couple of times, the following is a summary of the issues raised at this meeting:

- Acknowledged that design has taken into account the setting and what is there now
- Felt that spirit of land and moana protected and enhanced
- Keep as natural as possible
- Access to water important
- Require more heritage representation, wharewaka not enough (however good idea)
- Emphasise natural spring location
- 'Sails' need to be incorporated
- Current plan is 'very busy'
- Overwater walkway good
- Access past Sebel along water is important to connect to Otamataha
- Connectivity to hills and across harbour important to Whareroa, Matapihi and also back to Wharepai and Domain

8.7 Ontrack

- Rail crossing equipment for each crossing is \$200,000 for 2.4m
- Ontrack want to know how crowds would be managed - large crowds provide justification for no crossings
- It is likely that the lines will have overhead electrification lines in the future, 5m high. These lines would require maintenance
- Maintenance requirements need to be included in plans
- Trains could potentially in the future increase to 4 trains an hour
- Over bridge would need features to stop objects being thrown from it

9 Consultation with Key Stakeholders

9.1 User groups and Key Stakeholders

Two community workshops were held on 2 September 2008 on the Waterfront Master Plan 2008. The purpose of the workshops was to inform people of the revised direction for the waterfront and receive initial comments on the design. Over 80 people attended the workshops from a range of sectors. Attendees were divided into groups and asked to brainstorm ideas on the master plan. Full notes from the workshops are included as Appendix A. Below is a brief summary.

- Connectivity and continuity provided by the board walk
- Activity/event spaces are good
- Reconnecting people to the water, mainly through declamations.
- Keeping with the fishing/maritime/seafood theme of the area
- Lack of an iconic feature
- Public transport element not fully explored
- Reclamations not necessary
- Not enough access for boats in event spaces

- Other transportation issues, loss of parking, railway, The Strand should be relocated.
- Lack of certainty around Kestrel.
- Management of the area unclear, someone will have to promote the area to attract people and a coordinated approach of event management will need to take place with the other event spaces in and around Tauranga.

Other useful comments to come out of stakeholder consultation include

Vision

- Tauranga is a waterfront city, would like to see more links with other coastal parts of Tauranga and the scope of the master plan expanded.
- There need to be more destinations incorporated into the design. Need to be opportunities to participate, give people more reasons to come to the area.

Suggested activities that could be incorporated into the area

- Fishing boat precinct near where existing fish and chip shop. Could include fish markets and activities around fishing practices. Auckland Viaduct is a good example of this sort of precinct.
- Watercraft/kayak venue hire areas, could be located south of proposed beach or south of Sebel.
- Need areas for dingy storage, dry storage racks, potentially 3 different locations suitable for these. Thinking in the order of 30 boats to a rack.
- Marine education precinct. Tauranga has a polytechnic and a university that both offer courses in marine activities. There is an opportunity to incorporate there facilities in a waterfront location in the area. Also the environment centre could utilise such a space.
- Commercial boat berthage needs to be increase.
- Designated markets as opposed to temporary market activities.

10 Conclusion

The general consensus through the stakeholder consultation process was that there is support for the direction the Tauranga Waterfront Master Plan 2008 prepared by Wraight & Associates Ltd has taken. Robust discussions were held on the strengths and weaknesses of the plan and these comments can be viewed in Appendix 1.

Appendix 1 – Stakeholder Workshops: September 2008

Waterfront Workshops - comments and summary

Two community workshops were held on 2 September 2008 on the 2008 Waterfront Masterplan. The purpose of the workshops was to inform people of the revised direction for the waterfront and receive initial comments on the design.

Martin Bryant from Wraight and Associates gave a 20 minute presentation on waterfront development and the 2008 Tauranga Waterfront Master Plan. The room then worked in small table facilitated groups on the Master Plan. Full notes from the tables are provided below. The tables brainstormed the masterplan, in this session consensus was not sought from participants. At the end of this session, participants were asked to identify the top three issues and top three concerns regarding the waterfront – consensus was asked for for this stage in the process.

Repeated items from this discussion included;

Top Three issues

Top Three concerns

Over 80 people attended the work shops. Attendees included the following sectors

- Police
- Tourism Bay of Plenty
- Creative Tauranga
- Jazz Festival
- Residents
- Landowners
- Business owners, hospitality, fishing, retail
- Rowing coaches
- Dragon Boat representatives
- Appellants to the Coronation Pier consent

Table 1 - am (facilitator Anne O' Malley)

Authenticity

- Like declamation/reclamation (like Wellington)
- Like the use of wood

Access

- Need better access, wide crossings
- Improve Spring St access (for volumes of people)
- Wheelchair access (on especially walkways)
- To keep footpaths well away from vehicles
- Important to be able to get down to waters edge
- Railway – accept it's there, use to better advantage
- Railway – bring life to the centre/waterfront
- Concerned about helicopters (don't want noise)
- All walkways – adds to it. Do all at once – first priority
- Don't want bus clutter along this side (ok on Dive Cres side)
- Encourage lots of small boats to be able to tie up
- Concern – how to access/service businesses on the waterfront

Activities

- Like those presented
- Existing soundshell “shell” – good for students/events etc
- Like open activity areas
- Concerned about crowdedness of waterfront
- Don't want retail etc along waterfront – Less clutter. The kiosk was quite good though
- Make anchored pontoon “island” mobile

Amenity

- Like sun/rain shade/shelter
- Want more sitting space round fish and chip shop
- minimise buildings and height of buildings on reclamation

Value

- To take sails away, could re use in another park, because space is too small to be useful
- Overall plan – will change it to a destination
- Lack of knowledge of what it's planned to be

Three top comments - consensus	Three top concerns - consensus
Walking connectivity	Concern about Coronation Pier - uncertainty - location/helicopters
Lack of clutter – plan about right	We want all done as one and according to plan – not ad hoc
Opening up access to Cliff Rd, Redoubt! Soldiers Cemetery	Think about making better use of west side of railway
Spaces for activity	
It will now be a destination	
Maximise the railway feature – railcars of visitors	

Table 2 - am (facilitator Jeremy Boase)

Authenticity

- Fish and Chip shop and Fishermans Wharf provide identity on Dive Crescent
- Identify No 1 The Strand as historic building

Access

- Question about road detail on Dive Crescent – one road or two?
- Crime prevention issue – realign road - road overlooks rail way
- Improve accessway to Redoubt from The Strand (XXX)
- Access points for Cliff Rd parking on Monmouth and Park St
- Bikes on walkway (Dive Crescent) don't work
- Lack of alignment, continuity too narrow – boardwalk front of buildings Dive Crescent
- Ask if boardwalk over water at Dive Crescent necessary – better to send people through the road area
- Rail depot at North end of Dive Crescent so people can access waterfront – 10 minute shuttle
- Link through car park south of Matapihi Bridge to Memorial Park
- Make boardwalk south to Harbourside cycle proof from Memorial Park to the Strand – how do Harbourside feel about this?
- Hovercraft landing – Omokoroa / Matua
- Main access to CBD Spring St or Wharf St?
- Water taxis from Coronation Pier? – Bikes – buses to meet
- Wharewaka north of Coronation Pier – good – it can be a target need to look at security and access
- Concrete Pier – move ability concern for bots into Coronation Pier
- Extend linkages into – Masonic park, Wharf Street and Spring Street
- Bus drop off point mid way between Wharf and Spring with a loop road on the waterfront

Activities

- Activities need to give people a reason to get across
- Great to get down to edge
- Events 2 – 3000 people. Flow in and out? Buses? Parking?
- North end of The Strand reserve currently dead land – could be improved
- Cliff Rd becomes more public
- Dive Crescent youth activities, rock climbing and music
- Another activity at this end (south of Matapihi Bridge) to pull people through – but need to provide parking for Harbourside
- Do we need a beach?
- Question canoe safety in tidal water
- Ice cream café, canoe hire, Wharewaka
- Ceremony points need to see through to Mauao. Open spaces look like a series of rooms cutting off North – South views.
- Museum on Coronation Pier or just North
- Question if rowers can access mid declamation
- Parkland spaces – what happens at night – sprinklers - lighting a must, has helped in Masonic Park

Amenity

- Toilet blocks – smaller toilet units better – less congregation
- Seating? Not clear at moment but is needed everywhere
- Needs lighting underneath trees so no shadows created
- Heritage buildings in Dive Crescent face costs if lots of large trees
- Back of buildings on Dive Crescent graffiti area
- Need to see through trees at North End of Strand reserve
- Security cameras to be extended into Dive Crescent
- Walkways at southern end of reclamation great hiding places from Police

Environment

- Lime chip gets messy
- Vegetation at Harington St – cuts view shafts – needed?
- Make sure all trees high enough to allow sightlines

Three top comments - consensus	Three top concerns - consensus
Boardwalk connections but need to be stronger	Realign road to beside rail
Connections with water (declamations). Physical connections – getting down to it.	Boardwalks behind buildings unnecessary
Large gathering spaces	Playground size/location
	Too broken into small spaces. Views north?

Table 3- am (facilitator Adele Hadfield)

Authenticity

- Pulling stories together will provide iconic feature
- Vegetation add to identity
- Delighted
- Waterfront access
- Still not identity – feature something creative that celebrates Tauranga as a pacific city
- Boardwalk not just functional
- Support declamation sites
- Interpretation, anchor points, sculpture
- One iconic feature (public idea)
- Waterfront commerce – shipping, fishing
- Site lines out to different places “framing views”
- Base concept brilliant need the postcard feature
- Icon could be based around wharewaka

Access

- Loop access around “park”
- Bike parking needed
- Link area together through signage as well as interpretation
- Keep vehicles from dominating it
- Service access time limited
- Close the Strand to cars
- Points of access across the Strand areas
- Connection from Cliff Road to Dive Crescent
- No vehicle parking, permanent support

- Drop off vehicle access only
- Access across rail line needs to overcome gating system that opens when train comes through
- Chicane does not work
- Good access through Cliff Road
- Boardwalk access would work all the way along
- Do not need buses on waterfront – 1 block away in Wharf Street
- Wharf St connection needs to go further up Wharf Street

Activity

- Functional
- Liquor ban supported
- Farmers market
- Beach volleyball
- Teenagers – mini skate board park eg Waitangi Park – pros and cons
- Need some commercial angle – the pier
- Ability to tell story of Tauranga District Council Walkway based around design “heritage walking tour” opportunities. Volunteer walk base
- Cargo Shed under utilised at present

Value

- Create a focus for city
- Waterfront city
- Bring Tauranga city back to life
- Modern context
- Spend twice as much investment do it once do it right
- Investment will never be as cheap as now
- Balance cost vs delivery

Amenity

- Lighting important
- Do not create spaces where people can hid
- Exposed areas
- 15-20 age group – safe – need a space for them
- Clear view underneath trees
- Protect the viewshafts. Maybe frame the views
- Sheltered access to water supported “thumbs up”
- Water feature
- “changing rooms” outdoor shower, rinse off facility. Not waste water
- Beach is great – need bathroom – change facilities
- Wind protection – spaces that are protected from wind

Environment

- Simple reclamation
- Reclamation assists design to work
- Rather than more reclamation need more declamation
- Tread with care on reclamation very small degree
- Very strong opinion against
- Sustainable in business as well as park sustainable
- Attitude should be environmental “tidy” “visitor responsibility”
- No timber from Indonesia
- Need trees – but appropriate trees

Three top comments - consensus	Three top concerns - consensus
Giving waterfront back to people, not cars	Train barrier – gates that close on track and open to pedestrians – reprioritise crossing
Diversity - events - kids - declamation add to diversity	Activity missing for teenagers
Boardwalk length along water also can be canvas on which you can tell the story of Tauranga	Iconic feature to make it Tauranga's waterfront not any waterfront

Table 4 - am (Facilitator Natasha Rix)

Authenticity

- Very strong support for declamations. Unanimous – excellent idea
- Wharewaka good idea

Access

- Link to Heritage walk in front of Sebel
- Need car park solution for northern end of Dive Crescent
- Need a heritage walk linking across Marsh St to Elms
- Building bridge across rail line good
- Train must go
- Railway line – need to get rid of it. Future generations won't hank us for leaving it. Not going to get cheaper to remove.
- Transrail accept in principal that rail route must eventually go.
- If Strand parking is removed where will adequate parking be for existing commercial use?
- Need at drop off zones on road side of Strand
- Also – provision for railway stops/stations if future public transport option?
- Consider rerouting road along side rail
- Car parks required on Dive Crescent
- Bus Stop on Dive Crescent
- Need vehicle access to parkland to deliver toilets and other things on events days
- Recommend retail TS Chatham ramp here
- Where will car parking buildings be – how far?
- Need commercial access to waterfront
- No car parks tick. Require drop off zones, require service vehicle access
- Can't see Harbourside agreeing

Activities

- Need links to Elms 50,000 visitors per year
- Support proposal of Dive Crescent as restaurant bar precinct – needs to have car parks
- Commercial fishing boats at Dive Crescent – will the still be able – they smell but create ambience.
- One area only for children
- Strong support for large flat green spaces (parkland)

- Sink Coronation Pier
- Leave the fan
- Green grass at play area south of Coronation Pier
- Boardwalk reclamation to Harbourside underutilised area for marina / boat-note screened from commercial area.

Amenity

- What provision for passive seats and views. Just looking at view. Also, lots of office workers currently use waterfront seats at lunchtime – will this remain?
- Need sufficient/reliable power supply for events and make sure provision for other event infrastructure is covered. Don't want big generators like Blues Brews at Blake Park.
- Agree – no additional buildings on south end.
- Amenities – need more public toilets at north end
- Safety – need fast response rescue boat / coast guard ramp for events / regattas and general increased access by public to waterfront

Environment

- Trees need to be low height to protect views (Redoubt)

Three top comments - consensus	Three top concerns - consensus
Declamations	Loss of car parks and no provision for public transport
Connectivity on whole waterfront (bridge to bridge)	Road through middle of Dive Crescent (propose realign road, restaurants/cafes on waterfront and car parks behind)
The fact that there's action and something happening	Railway line cutting through middle
	Connect to Elms

Table 5 - am (facilitator Lucy Brake)

Authenticity

- Only need one building for waka

Access

- Need service road through Northern Reclamation
- Boardwalk along front of Northern Reclamation would need to be floating pontoon to provide access to the water and for boats to moor against
- Pier style good in southern reclamation
- Like pedestrian access from Cliff Road at Marsh St
- Want more pedestrian access from Cliff Road
- Identify park at Redoubt end of Strand as possible transport hub – linkages provide for buses and ferries

Activities

- Events and Sunday markets etc great to attract people
- Must provide for servicing of Coronation Pier
- Commercial buildings should not be on waterfront

Amenity

- Have to keep declamations clean and not slippery
- Viewshaft down Wharf Street
- Concerned about the conflict between playground and service vehicles
- Important to retain views across harbour from Cliff Road
- Covered areas for seating and walking

Environment

- Leave waterspace open and keep structures on land
- Support declamations – do not support reclamations
- Risk of sedimentation in adjacent areas for southern beach

Value

- Retain existing fan and fountain in southern reclamation
- Must be affordable to get work done

Three top comments - consensus	Three top concerns - consensus
Concept of open space	Don't remove existing fans and fountains
Pedestrian connectivity	Don't reclaim any land or extend structures further out
Concept of declamations	Conflict between needs of Coro Pier (servicing) and land (playground)
	Lack of opportunities for public transport (eg Site 18)

Table 6 - am (facilitator Lucy Ullrich)

Authenticity

- Support declamations
- Don't support reclamations

Access

- Linkages provide access for buses and ferries – public transport

Activities

Amenity

- Covered areas for seating and walking
- Commercial buildings should not be on waterfront
-
- Events and Sunday markets etc great to attract people
- Leave water space open and keep structures on land
- Only need 1 building for waka
- Open space is good

Environment

Value

- Must be affordable to get work done

Table 7 - pm (Facilitator Fred Terblanche)

Authenticity

- Retain viewshafts as “natural” extension
- Declamation – will be obstructed by the bridge. Whare waka right place? Swap the two!!
- Maintain viewlines to Mauao etc not essential but good.

Access

- Declamations – good for access to water
- Bus drop off on Dive Crescent
- Bus access to parkland
- Transport – drop off zone for elderly etc
- Continuing connection throughout
- Railway line to be tarted up along Dive Crescent
- Access between DC to Cliff Road and missing cemetery important

Activities

- Museum will add to cultural/heritage objective for waterfront
- Parkland – activity important that enhances whole waterfront
- Kids playground good
- Beach good
- Tourism centre at north of Dive Crescent
- Stingraz seafood restaurant on Dive Crescent
- The Tauranga Moana Seafood Festival Annual Event
- Museum at north end of Strand
- Artists in No 1 The Strand
- Waka landing at north end of reclamation – café and tourism centre
- Café at Whare waka site
- Skate park south of Coronation Pier
- Arts and seafood good for Dive Crescent

Amenity

- Safety important, lighting to be well considered
- Safety – depth to barriers for kids
- Vegetation not to interfere with viewlines (palms!)]

Environment

- Plants in pots
- Palms in Dive Crescent

Value

- Too much expense for full trees along DC
- Agree will add value to CBD.

Other

- Public art important (temporary to permanent)
- Museum site on Cliff Road ?
- Disagreement on Rail line

Three top comments	Three top concerns
Linking of Cliff Rd and Dive Cres	Railway (but also opportunity!?)

Access to water and general connectivity	No museum
Dive Cres seafood and cultural precinct	Adequate provision/ consideration for public transport

Table 8 - pm (facilitator Lucy Ullrich)

Authenticity

- Water recesses will have substructure concerns which means large costs

Access

- Where are the parking areas for the people visiting the waterfront
- Easy vehicle access for elderly and less mobile (parking as against drop off)
- Congestion on Devonport Road
- Access for service vehicles necessary to service events and space for large vehicles ie trucks – carry equipment – off loading and turn around area.
- No boardwalk south of Matapihi rail bridge – keep natural

Activities

- Keep the fishing boats along Dive Crescent – great to watch activities
- Don't need any more kestrels
- Enough cafes etc on other side of Strand
- Events can happen without spending another \$ eg rowing, whaka etc markets, fairs, hot air balloon launching etc
- Coronation Pier should be open to public access as it is public property, also this area should allow children's fishing

Amenity

- Wind may be a problem at times
- Keeping height (down) low for any structures including jetties all the way along
- Awnings and verandas
- Rain shelters to accommodate
- Areas open and safe
- Retain some gardens
- Standing on board walk edge at North end of Strand reclamation - see loss of wide open water views.
- Question long term parking provision and vehicle access for disabled parking

Value

- Realism in relation to affordability
- Boat trailer parking at boat launching site

Three top comments	Three top concerns
Family areas	Parking
Non-obstructive views?	Traffic flow
Boat launching area very important for local residents	Residents in Cliff Road and southern end privacy and noise/safety concerns considered!
Public access to the water edge where this is public land	Need cameras/more security
Trees and constructions being kept to low	Anti grafitti

profile – ie no obstructions to views, no 2 storey buildings	
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Table 9 - pm (Facilitator Fred Terblanche)

Authenticity

- Viewshafts open towards harbour
- Rockpool type declamation as opposed to harbour water (oil spillage etc)

Access

- Access good
- NO car and bus access on waterfront
- Helipads no go
- Car parking to be sorted

Activities

- Activities variety good
- Different events important
- Open spaces important
- More black bloat berthage required along Fishermans Wharf
- Maritime, seafood, fishing theme important

Amenity

- Concerns around safety of trees adjacent southern walkway
- Important to upgrade situation round harbourside
- Level of amenity
- Safety
- Vegetation maybe a bit dense
- Views important (not obstructed)

Environment

- No strong feelings over reclamation

Three top comments	Three top concerns
Open/simplicity	Maintenance/cleanliness of declamations
Accessibility	Level of vegetation to be limited
Seafood/fishing/maritime	Limit traffic, no buses

Table 9 - pm (Facilitator Adele Hadfield)

Authenticity

- Great feel waterfront concept – think it is great
- Lot better than first plan
- Big improvement on what is there now

Access

- Disabled access to Cliff Road
- Covering rail line to make over line car parking
- Car parking needs to be provided close to but not necessary on the waterfront
- Ease of access – how easy is it to get there

- Road realignment
- Level crossing access better
- Safety priority on rail line
- Open – easy to negotiate around
- Mapping system – finding way around
- Get rid of parking if replaced

Activities

- Associate waterfront with events
- Parking off site – access to parking facilities after 6pm or multiday trip
- Need more parking for Coronation Pier
- Access to park with fishing gear – need on site parking
- Important part of waterfront – marine activity
- Like the mix of access to water rather than now when you can't
- Come there but only once every now and then
- Day to day access for workers
- Charter boats no value in coming back to Coro Pier
- Apartment buildings – becomes their open space
- Office workers – flock to waterfront
- Activity out front of Strand and get value out of that balance for restricting height to 8m – main recreation area
- Different use north and south
- Dive Crescent north could be youth hang out – negative
- Could develop in harbour just south of Sebel – no restriction in terms of height from Cliff Road – could be reclamation here for development

Amenity

- Museum at Dive Crescent/Cliff Road area – police site
- Like the Cargo Shed – more use of it
- Prefer trees as shade
- Security, safe in terms of planting
- Edgewater fan not nice after dark
- Open through design

Environment

- Planting native
- Not pohutukawa – not a nice tree
- Something you can see through
- Nikau palms/other palms
- Declamation if kept cleaner
- No general issues with reclamation
- Strong current in harbour

Value

- Downtown shopping boutiques destination adds value – connect to water means you would come here rather than shopping mall
- Do not think pier – Coro is value – lack of parking can't service facility need to relook at facility
- Progress – lot more value as activity increases. Compare with current development
- Where do the fees for berthage go and how are they set?

Three top comments	Three top concerns
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Access to water	Coro Pier not value for money – refer submissions
Visual – open spaces, simple	Access to waterfront including parking
Valuable asset for city	Are we going to get value for money to do things there

Table 10 – pm (facilitator Terry Wynyard)

Authenticity

- Leave Mission Cemetery as is

Access

- Improve existing walkway at base of Sebel
- Access to walkways disabled access everywhere
- Rail track in Dive Crescent should be lowered
- Could use TV3 parking
- Lower or move rail line
- Make access across rail line as wide as possible
- Walkway in front of Harbourside good feature

Activities

- Rose garden gives us all a lot of pleasure – needs to be spruced up a bit
- Cliff road could hold an event for 2000 – 3000 people, keep area as open space, other suggestion to use for parking.
- Dive Crescent should stay rugged
- Sandy beach good

Amenity

- Toilets – include showers
- Also outside taps about 1m off ground ie easier to wash dirt off small children
- Get rid of sea scouts building at Harbour Bridge
- Remove building on northern seaward side of Dive Crescent
- Disagreement about the level of the bridge building access to Cliff Road
- Remove Cargo Shed
- No buildings on waterfront
- Remove buildings from edges of view shafts

Environment

- Vegetation in Dive Crescent must be red pohutukawas
- Dive Crescent trees should be deciduous

Value

- This is a waste of ratepayer money, this is ugly, this is a view block
- Good features it is adaptable

Three top comments	Three top concerns
Uncluttered	Railway (except me)
Adaptable in future decades	Cargo shed not in keeping with natural

	character
Enhancing natural character of harbour	
Fish market must stay	

Table 11 - pm (facilitator Cheryl Steiner)

Authenticity

- Connecting walkways – would be proud to take people in AM
- Cold hole and only suitable for hot sunny days – need to make sheltered and warm
- Green open spaces
- Good appreciation of other iconic landscapes
- Windy area – limited protection from the elements
- What techniques are going to be used to help address this issue? Eg restaurants reduce exposure
- Treat inlets as beaches
- Where are the features e.g. fountains
- Doesn't reflect "Tauranga" in any way
- Are iconic views there?
- Declamations are good but are they big enough to serve a purpose?

Access

- Yes – well used by joggers etc
- Could also be used by other people eg homeless etc so visibility/safety is important
- Would there be a liquor ban?
- Passenger trains – where will they load and unload?
- Easy to find your way around
- Steps down at north end of reclamation would create furniture and shelter a beach, link from parkland to water
- Link to historic precinct
- Elizabeth Street connection is a necessity plus link to Memorial Park
- Need to consider wider connections for walkways

Key Concerns

- view shafts blocked by buildings and structures – eg Spring Street – water
- conflict with commercial Strand area by putting cafes on waterfront
- no car parking provided – need to get people into the area

Activities

- need significant attraction to get people there eg more water access, Bilbao museum in Spain
- needs to be iconic
- good range of activities
- not a good range
- ability to provide opportunity for activities to occur based on people want
- too many buildings – doesn't recognise role of CBD in providing this function
- need buildings and attractions on edge
- education, uni and polytech into Dive Crescent area to activate this area
- tourism opportunities for e.g. cruise ships in Cargo Shed
- provide berths for fishing boats on Fishermans Wharf
- retain fish and chip shop and build on this concept

Amenity

- Coronation Pier blocks view shaft down Wharf St – off set building
- Safety should be key design criteria – visibility and permeability
- Depends on lighting provision
- Good to get connections to Cliff Road and Redoubt – need to ensure strong connections
- Gaps between buildings are good

Environment

- Clean and green and minimalist approach which assists with sustainability focus

Value

- nothing there to bring to human scale
- budget approach
- lost opportunities
- no intrigue, soften environment, too many straight lines
- ignores existing infrastructure
- open park and commercial nodes good, but need to build on this
- Ease of maintenance not good design criteria, function issue, not at this point yet
- Don't think it will be a catalyst – need significant attraction to get people there
- Need to do something on waterfront to help CBD area grow

Dive Crescent

- Need nice attractive buildings in this space eg character buildings or building that reflects design of old buildings, village, activities etc
- Keep skimple path, grassed edge and pohutukawa trees
- Need transit station and parking in Dive Crescent

Random

- Remove police station
- Cross sections simplified – need to show buildings and existing views from behind
- How is this plan relating to all existing works and plans

Three top comments	Three top concerns
Spaces for all ages (good balance)	Access – traffic flow planning. Move focus from vehicles to people.
Plan to celebrate the harbour (can be staged)	Safety & security – address historical issues
Good flow/extension of city	Noise from harbour activities – look at controls to manage

Table 12 - pm (facilitator Debra Langton)

Access

- Access – drop off points

- Definitely get rid of parking on waterfront
- Make Strand extension short term parking max 60 minutes for waterfront users not business (weekends too)
- Car park beside Harbourside as bus drop off
- Boardwalk to Harbourside nice
- Decrease amount of traffic especially commuter / service vehicles (e.g only allowed 7-9am and 4-6pm (Dive Crescent)
- Bus drop at park under redoubt for events – waka is gone
- Missed feelings about bridge to Cliff Rd – not needed, good linkages, question if it is in the right place
- Links to commercial areas good
- Cliff Rd parking should be restricted time parking
- Move road in Dive Crescent to rail line and pedestrianise existing road
- Good pedestrian link across Dive Crescent at Marsh Street

Activities

- Declamations good, but not if too pricey – not too big or small, good for kayaks etc, Is a good idea – need to be kept clean
- Too much for children. Memorial Park is destination playground – move some of focus to here
- Gap & safe place for tweenies/pre teens eg Starbucks
- Feet in the water – not a priority
- Parkland great for events like Earth from Above
- Like the wharewaka
- Dive Crescent area market area – take advantage of fishing industry
- Something for everyone
- Nice café site on top of Cliff Rd
- Playground on Cliff Rd – leave here or move closer to café
- Cliff Road mixed us – keep petanque

Amenity

- Solar lighting
- Recycling bins as part of building structures
- Shift Coronation Pier slightly south
- Concern on declamation – consult civil defence

Value

- Maintenance and ongoing costs
- Get on with it – action

Three top comments	Three top concerns
Spaces for all ages (good balance)	Access – traffic flow planning. Move focus from vehicles to people.
Plan to celebrate the harbour (can be staged)	Safety & security – address historical issues
Good flow/extension of city	Noise from harbour activities – look at controls to manage

Table 13 - pm (facilitator Kris Bird)

Authenticity

- Iconic Tauranga design element
- Pohutukawa hanging over tidal zone
- Need to put pohutukawa on water edge where possible, within design
- Don't replicate design icon from other areas
- Incorporate legend of Spring Street into design – sense of place and heritage

Access

- Require stronger all tide access from land to water along Northern Reclamation edge – more steps down to water
- Existing steps down at edge of Wharewaka Pier need to be larger
- Require vehicle access on to Northern Reclamation parkland
- Need vehicle access to southern beach for boat launching for dragon boat, outrigger, safety boat, mainfreight truck and crane
- Southern end connection to Elizabeth Street and Southern Pipeline
- Connection on Dive Crescent through to Marine Park and Sulphur Point around front of Sebel
- Favour a more open structure not enclosed building for bridge to Cliff Road
- Provide stronger pedestrian link on Dive Crescent / reclamation corner

Activities

- What is happening to the current boat ramp on Dive Crescent - Alternative for loading and unloading boats (dragon boats etc)
- Boats can be towed up to pontoon
- Need place to store boats
- Can't launch Dragon Boats – need beach
- Dragon Boats currently launched at Sandfords
- Need water and electricity
- Outrigger canoes 14 m / Dragon Boat 11m
- Not realistic to launch waka from hoist in this fashion there are protocols around launching waka
- Consider widening boardwalk in front of Cargo Shed for evening/day café / pub use i.e. tables on Boardwalk and pedestrian

Amenity

- Existing lighting not adequate down at Edgewater Fan
- Need quality lighting
- Widen viewshaft for elevated street view down to water – along Harington Street
- Need to address visual links from Masonic Park

Environment

- Do species on Dive relate to pohutukawa of Redoubt? Not palms or Butia.

Value

Area based

- Masonic Park currently zoned Road Reserve
- Look at better amenity and useage of space at North landward end of Dive Crescent

Design

- Simple sketches and views shown in cross section

- Sketches attached to this plan

Three top comments	Three top concerns
Provides better continuity along the harbour frontage	To see included:
Provide space for events	Stronger water access in event area (launching)
Linkage back into the city	Vehicle access for event management – loading & unloading
	Widen view shaft – Hamilton St
	Ensuring pedestrian connection through Seibel Wharf to proposed park by Harbour Bridge
	Iconic Tauranga design element. Pohutukawa hanging over water.