

Subject: Annual Plan 2010/11 Activity Report - Inner Harbour Project

Prepared by: Duncan Rothwell

Meeting Date: 5/6 May 2010

Report to COUNCIL for decision

SUMMARY

Five submissions to the draft 2010/11 Annual Plan contained comments relating to the Inner Harbour Development project. Detailed officer responses and recommendations to these submissions are attached.

The following overarching issues/themes have emerged from the submissions:

- Support for the project and the economic spin offs that may result
- The need for meaningful community engagement, particularly with the arts sector
- Achieving a design outcome that caters for all users of the port, with a particular emphasis on the protection of existing port related activities
- Parking and traffic considerations
- The money could be better spent on other issues, such as beach and walkway 'clean ups'.

RECOMMENDATIONS

That Council

1. receives the report
2. approves all officer responses contained in Attachment 1 - Inner Harbour Development submissions and responses
3. makes no changes to the draft Annual Plan 2010/11.

Duncan Rothwell
Activity Manager

Hans van Kregten
Department Manager

1. BACKGROUND

This report reviews the Inner Harbour project in the context of the submissions received from the Draft Annual Plan consultation process.

This project is a joint venture between Council and Eastland Port. The 2009-2019 Ten Year Plan programmes construction to begin in Year 5 (2014) and be completed in Year 8 (2017) at an estimated cost of \$1.3M. Eastland Port will financially contribute and 'front load' the project to ensure this timeframe is met. Additional sources of external funding may also be required to complete the project.

2. DISCUSSION

The aim of the project is to enhance the amenity and economic potential of the inner harbour, achieved by improving the public realm areas and infrastructure. This includes a new roading layout, car parking, walkways and cycleways, upgrades to the breakwater and railway bridge, hard and soft landscaping and other installations such as lighting, fencing and cycle racks, for example. A key consideration is the protection and enhancement of existing commercial and recreational port activities.

An additional aim is to ensure that the project is compatible with the policy objectives set out in the Council's planning framework including: the District Plan; Urban Development Strategy; the emerging Arts, Culture and Heritage Strategy; and with other projects namely the Navigational Traditions Project and possible improvements of the area near the Cook Monument (Cone of Vision).

Work to date

At this stage two concept plans and engineering drawings have been prepared. These were developed in consultation with the Ngati Oneone and a Steering Group, established to give direction and input into the project. The Steering group is made up of Eastland Port tenants and user groups of the area. The concepts were presented to Full Council in November 2008. Since then meetings between Council and Eastland Group staff have been held and a high level Action Plan (or work plan) has been prepared to progress the project. Priority works includes: a review of the Port Zone provisions of the District Plan; the preparation of a Consultation Strategy; a Funding Strategy and refining the concept plans in consultation with stakeholders.

Submissions

The majority of submissions indicate strong support for the project. Supporters emphasise the value of the project would bring to the area, saying the proposed development should be a priority for tourism and visitors. However, some submitters also highlight that this is a working port with existing commercial and recreational boating activities. Access to the boat ramp, pontoons and car parking is said to be at a premium and should be safeguarded for boat users to ensure ongoing servicing and access. The traffic impacts of any new intersection should be considered, and any new activities attracted to the area should provide sufficient parking to ensure no adverse environmental effects result, they say.

These are valid and important matters that will be carefully considered when refining the concept plans further. This will be undertaken in consultation with the Steering Group, and external stakeholders such as New Zealand Transport Agency. A review of the Port Zone provisions of the District Plan will consider whether there is a need for regulatory change to ensure the environmental effects from parking and other issues can be managed, mitigated or remedied to an acceptable level.

One submitter suggests that proper community engagement should occur with the arts sector, it should tie in with the aims and intentions of the Navigational Project and the upgrade should involve an arts component. This is agreed. Ongoing co-ordination with the navigational Traditions Project is considered necessary to ensure effective co-ordination of both projects. How and when this will happen will be determined in the proposed Consultation Strategy.

In terms of public art, there are several areas within the inner harbour area that are considered suitable for installations and these have been identified on the concept plans. Any specific art installations would be considered at a later date and on their individual merits by the Art in Public Places Committee, then Full Council.

One submitter states that the money would be better spent on a beach or alleyway clean up. It is agreed that beach and alleyway clean ups are important in terms of keeping the environment well kept and looking good. Council has a maintenance budget for this type of activity and the resources are prioritised by the Community Facility and Roading Departments.

Further, the inner harbour project has been through a previous Ten Year Plan consultation process. The outcome of this was that the community strongly supported the aims and intentions of the project, Council expressed a willingness to commit finance to the project, and brought it forward from year 7 (2016) to year 5 (2014).

3. SIGNIFICANCE

The decisions have been assessed against the Council's Policy on Significance and it is considered that the level of issue/decision does not meet the relevant criteria.

4. CONSULTATION

The level of consultation undertaken and proposed is detailed above.

5. COMMUNITY OUTCOMES

This project contributes towards the following Community Outcomes:

- Environmentally Sustainable Tairāwhiti
- Connected Tairāwhiti
- Prosperous Tairāwhiti
- Vibrant Tairāwhiti
- Safe Tairāwhiti

6. LEVELS OF SERVICE

This project will contribute to the community benefits level of service as contained in the Open Spaces Activity Management Plan, which aims to provide and enhance open space, linkages and facilities to promote community well being and enjoyment.

7. FINANCIAL

The detailed costings for this project are not yet available at this stage. Council has indicated a willingness to contribute \$1.3M to the project in years 5 – 8.

Ongoing operating costs are estimated at \$1,000 per year with depreciation at \$25,560 per year.

External funding will be actively pursued. From whom and when will be determined through the proposed Funding Strategy.

The driver for this proposal is leverage off the financial commitment from Eastland Port who has expressed a willingness to front load the project to ensure construction starts in 2014.

8. LEGAL

No significant legal implications with this project/decision have been identified.

Summary and Response by Issue

For: Annual Plan 2010/11 - INNER HARBOUR DEVELOPMENT PROJECT

Issue	Submitter
Inner Harbour Development Project	
22	Short, Tania Eruatua
<p>There should be proper community engagement of the arts sector in terms of the Navigation Project before the harbour upgrade goes ahead. If the upgrade involves an arts component, then the arts sector should be part of the partnership. Giving an arts project to an engineer to solve is counter to best practice.</p> <p><i>Officer Response: This is agreed. Ongoing co-ordination with the Navigational Traditions Project is considered necessary to ensure effective co-ordination of both projects. How and when this will happen will be determined in the proposed Inner Harbour Project Consultation Strategy. In terms of public art, there are several areas within the inner harbour area that are considered suitable for installations and these have been identified on the concept plans. Any specific art installations would be considered at a later date and on their individual merits by the Art in Public Places Committee, then Full Council. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	
26	Larkins, Darren Peter
<p>Likes the development of the harbour and beachfront area, as they are a priority for tourism and visitors.</p> <p><i>Officer Response: Council agrees that this project will bring about high quality change to the amenity of the area resulting in economic spinoffs from attracting more tourists and visitors to the area and the Gisborne Region. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	
33	Davie, Ronald Fraser
<p>With the inner harbour plan, we should clean up the waterfront rubbish and overgrown footpaths near the city centre, e.g. the bottom of Grey street. Before we spend more money on recreation and leisure we should clean up what we have and police it better.</p> <p><i>Officer Response: It is agreed that beach and alleyway clean ups are important in terms of keeping the environment well kept and looking good. Council has a maintenance budget for this type of activity and the resources are prioritised by the Community Facility and Roading Departments. Further, the inner harbour project has been through a previous Ten Year Plan consultation process. The outcome of this was that the community strongly supported the aims and intentions of the project, Council expressed a willingness to commit in financial terms, and brought it forward from year 7 (2016) to year (2014). Officer Recommendation: That there be no change to the draft Annual Plan. That the following change(s) be made to the draft Annual Plan That the item be referred to the next committee for further consideration.</i></p>	
51	Mcculloch, Roderick George
<p>Believes the inner harbour design is overly concerned with pedestrians, cyclists and coffee drinkers and not enough with the safe anchorage, servicing and access of boats. Where is the provision of parking space for cars with trailers and service vehicles? If the fishing platform on the dividing wall is designed for fishing into the harbour it is totally impractical and will create hazards to boat owners. Removing the traffic island approach to the harbour, resulting in all traffic coming through the one access will be dangerous with cars and trailers from town lining up in the middle of the road waiting for a right hand turn.</p>	

Summary and Response by Issue

For: Annual Plan 2010/11 - INNER HARBOUR DEVELOPMENT PROJECT

Issue	Submitter
<p><i>Officer Response: A key consideration in this project is the protection and enhancement of existing commercial and recreational port related activities. Improving the amenity of the area will not compromise the provision of access and servicing for boat users. Parking and traffic are valid and important matters that will require careful consideration when refining the concept plans further. This process will be undertaken in consultation with the Steering Group established to guide and inform the designs. The Steering Group is made up from Port tenants and user groups of the inner harbour area. External stakeholders like the New Zealand Transport Agency will also be consulted on traffic matters, particularly about the State Highway intersection. A review of the Port Management provisions of the District Plan is currently underway to ensure that the environmental effects from parking and other issues can be managed, mitigated or remedied to an acceptable level. Officer Recommendation: That there will be no change to the draft Annual Plan.</i></p>	
65	Thorpe, Margaret Ann
<p>Supports the Inner harbour upgrade. Believes the provision should be made to have at least one third more car parks than there are presently. No new businesses should begin without more parking. Beautification should not take precedence over the fact that it is a working harbour, i.e. grass/gardens should not be put in places that are currently being used for harbour purposes. Many of the palm trees should be removed for further parking. New palms can be planted at more advantageous places. The road should have a speed restriction, and angle parking as the road width now is not needed for through traffic. Time limits for parking will enable a turn over in places and discourage all day parking. Recommend that the inner harbour upgrade proceed with planning options being presented to the public at consultation meetings. Full funding details should be available.</p> <p><i>Officer Response: A key consideration in this project is the protection and enhancement of existing commercial and recreational port related activities. Improving the amenity of the area will not compromise the provision of access and servicing for boat users. Parking, traffic and landscaping are valid and important matters that will require careful consideration when refining the concept plans further. This process will be undertaken in consultation with the Steering Group established to guide and inform the designs. The Steering Group is made up from Port tenants and user groups of the inner harbour area. A review of the Port Management provisions of the District Plan is currently underway to ensure that the environmental effects from parking and other issues can be managed, mitigated or remedied to an acceptable level. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	