

Gisborne Urban Coastal Strategy 2005-25



September 2005



Table of Contents	Page
1.0 Introduction	3
1.1 Planning Process	4
2.0 Current Context	5
2.1 General Objectives	6
2.2 Development Trends and Pressures	7
2.3 Natural Constraints	8
2.4 Infrastructure	11
2.5 Choices	12
3.0 The Strategy	13
3.1 Inner Harbour / Waikanae / Midway / Awapuni	15
3.1.1 Future Development Patterns	16
3.1.2 Future use of Open Space – Waikanae / Midway Beach	17
3.1.3 Future of Older Industrial Areas	18
3.1.4 Action Plans for the Central Coastal Area	19
3.2 Wainui / Okitu / Makorori	20
3.2.1 Action Plans for Wainui/Okitu	21
3.3 Open Spaces, Walkways and Cycleways	21
3.3.1 Action Plans for Open Spaces, Walkways and Cycleways	21
4.0 Strategy Implementation	22
4.1 Implementation Priorities	23

1.0 Introduction

With recent renewed interest in the coastal areas of the City, including rising property prices and new development, Gisborne is likely to see some changes to the nature and scale of land uses in the coastal areas in and around the City. Well managed, this change should promote economic growth and environmental quality, while also improving the social and community well-being of the City.

The coast is one of the City's prime assets. An attractive coastal edge will help to promote a lifestyle that brings more people and businesses to the area, while also improving the quality of life for current residents.

To shape future coastal development trends, the Gisborne District Council has prepared this long-term strategy for the coastal areas in and around the Gisborne urban area. The goals for this Strategy are set out in Box One.

The area involved extends from the Waipaoa River mouth in the south to Makorori to the north. See Map 1.

This Strategy has a 20 year time frame. Its purpose is to guide the development of residential, business and open space areas along the coastline. It sets clear directions; and identifies Action Plans to be carried out by Council over the next 4-5 years to assist in achieving those directions. The Action Plans are to be incorporated into the Long Term Council Community Plan.

This Strategy should be reviewed periodically, to monitor progress and set new Action Plans as required.



Map 1: Project Area

Box One: Strategic Goals

The objectives for the strategy are as follows:

- *Set a long-term direction for urban coastal development;*
- *Identify development opportunities given natural constraints, community objectives and development trends;*
- *Determine priorities for implementation.*

1.1 Planning Process

This strategy is based on extensive investigation and community consultation. The process included discussions and meetings with a variety of people and organisations with an interest in coastal development. The planning process involved:

- understanding current conditions;
- defining initial community outcomes (or objectives) for management of the coastal areas;
- understanding development trends;
- identifying natural, physical and other constraints;
- defining the key choices with regard to future coastal development;
- releasing a Draft Strategy for community comment – 150 written responses were received;
- revising that Draft strategy taking account of the community feedback;
- seeking formal public submissions by way of a special consultative procedure under the Local Government Act 2002;
- and final Council consideration of all the issues.

A number of key choices that the community needed to consider regarding future coastal development were described in the Draft strategy documents. The feedback received from the Gisborne community on those choices, as well as on the general direction set out in the Drafts, was considered before Council adopted this Strategy on 22 September 2005.



*Much of the work developing the **Draft Strategy** was carried out by the **Hill Young Cooper** planning & urban design consultancy based in Auckland.*

2.0 Current Context

The coastal areas of Gisborne offer a range of natural landscapes, and business and living environments in close proximity to the services and workplaces located in the main urban area. Close to the CBD a mixed use, urban-style apartment / café precinct is developing around the Inner Harbour, which is part of a working port. Further to the east, the Wainui/Okitu area provides high quality residential areas, in a coastal village-like setting. More remote from the City is the coastal settlement of Makorori.

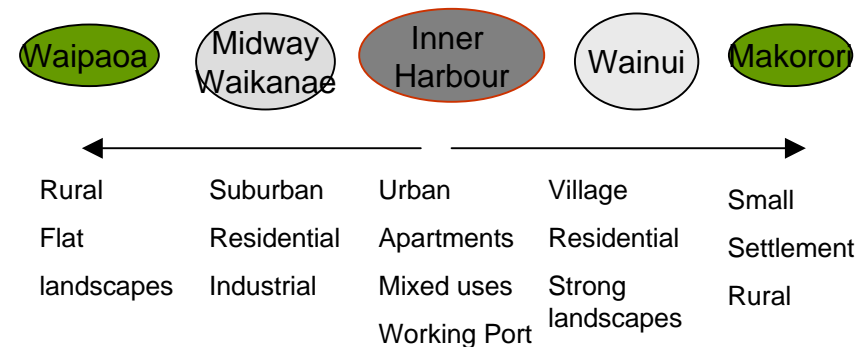
Contrasting with these areas are the coastal areas to the west of the Turanganui River. Industrial areas are close to the beach area, with some of the industrial land in need of revitalisation or change of use. The open space areas along the coastline, while containing important historic and cultural features, look somewhat tired and run down. Further to the southwest, towards the mouth of the Waipaoa river, there is a sense of remoteness from the City.

Current redevelopment of the Heinz Wattie site beside the Turanganui River and the new housing being built at Wainui/Okitu have shown the Gisborne community the range of development options that the current market conditions provide. It has also highlighted the benefits that could flow from good planning.

This Strategy aims to build on the diversity of the coastal area, extending the range of living, working and cultural and recreational opportunities that it provides.



The coastal areas close to the city provide a range of experiences:



2.1 General Objectives

Following community input, these five objectives have been adopted by Council to guide a strategy for coastal development :

1. *Encouraging controlled residential development in areas attractive to potential new residents by:*

- providing more housing opportunities in safe, attractive areas
- preventing a single uniform strip of development
- recognising the distinctive character of each urban coastal area
- improving the quality of development
- avoiding further development in hazard areas unless mitigation is possible
- promoting land use change from industrial to residential in the central urban area close to the beachfront.

2. *Maintaining a soft transition between the sea and the land by:*

- maintaining a green backdrop to the coastline
- making better use of coastal reserves and open spaces through improved design and landscaping, and recognising their proximity to the sea.

3. *Safeguarding cultural, heritage and recreational values associated with coastal areas by:*

- protecting sites and areas of significance to tangata whenua
- promoting historic and cultural features
- maintaining and improving public access and linkages (walkways and cycleways) to and along the coastline, except where safety requirements must take priority such as in the port operations area

4. *Using coastal locations to improve environmental and economic conditions by:*

- encouraging heavy industry and new industrial activities to develop away from urban coastal areas, except in the port management zones
- developing a closer connection between the CBD and the coastline
- encouraging more, well-designed visitor accommodation and amenities
- creating a mix of uses in the central coastal area to improve urban amenity
- enabling the port to operate with undue constraints from adjacent activities

5. *Improving the natural environment of the coastal areas by:*

- replanting coastal hillsides in native vegetation where practicable
- improving the quality of stormwater and wastewater discharges
- promoting the development and protection of ecological corridors



2.2 Development Trends and Pressures

Over the five years between 1996 and 2001, the population of the urban area of Gisborne fell slightly from 33,500 in 1996 people to 32,800 people in 2001. During the same time period the number of dwellings increased slightly.

Statistics New Zealand projections suggest a further decline in Gisborne's urban population over the next twenty years, perhaps a 6% decline between 2001 and 2021. Meanwhile the number of dwellings is likely to increase by about 2%.

While the number of people in the City may have been static over the 1996 to 2001 period, there has been some relocation of people and households within the urban area. Wainui and the Potae Avenue area have seen growth, while the number of people living in the Kaiti and Gisborne central area has dropped somewhat.

Recent trends indicate positive growth rates for Gisborne that are not reflected in the Statistics NZ projections:

- building permit data shows an upswing in activity since 2001 (see Figure 1);
- property prices have increased significantly within both coastal and urban areas;
- employment in the whole District has increased over the past few years;
- visitor numbers are growing fast.

Looking at the most recent trends, Box Two sets out some estimates of future growth pressures that the City in general will need to deal with. Even so, the Strategy has to accept that growth may not occur at an even pace.

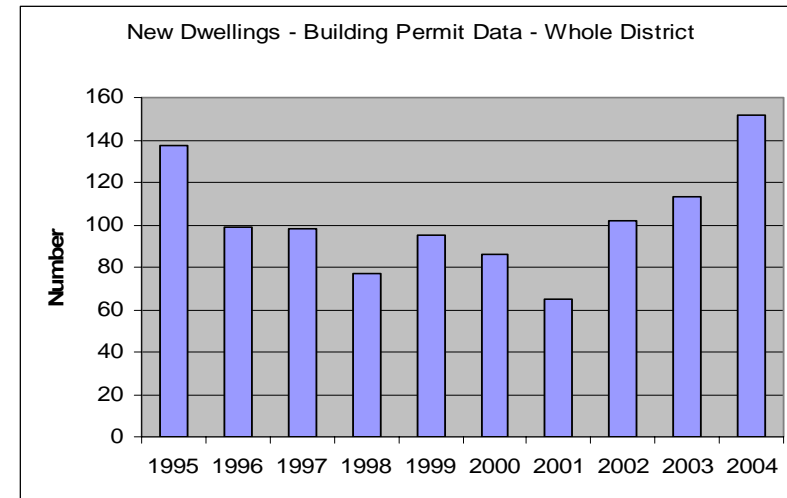


Figure 1: Recent building trends

Box Two: Possible Growth Numbers

- Dwellings - 70 to 80 new dwellings per year in the urban area;
- Employment - 200 to 300 extra jobs per year in the District;
- Visitors - 3,000 extra visitors each January staying in commercial accommodation.

2.3 Natural Constraints

Maps 2 and 3 (see next pages) show the range of natural hazards affecting urban-scale development in and around Gisborne. These maps are based on published data and are a summary of that data. Only the most significant constraints are shown. On individual sites, other site specific hazards may apply.

Significant hazard features that are relevant to the consideration of urban-style development include:

- all of the beachfront and other coastline areas are vulnerable to sea erosion, with varying degrees of risk;
- low lying areas close to the coastline are vulnerable to tsunami hazard;
- to the southwest towards the Waipaoa river mouth, the areas behind the coastal edge are subject to flooding and ponding;
- to the south east of the Port (towards Sponge Bay) the hills are unstable;
- between Kaiti and Wainui is an area of risk associated with a fault line and diapir. The extent and nature of this risk is not fully known;
- to the east around Wainui/Okitu and towards Makorori, the hills behind the beach areas have a variety of geotechnical constraints associated with them.

The existing urban area in the City has fewer constraints or hazards than other areas.

A beach management strategy is being implemented for at Wainui/Okitu.

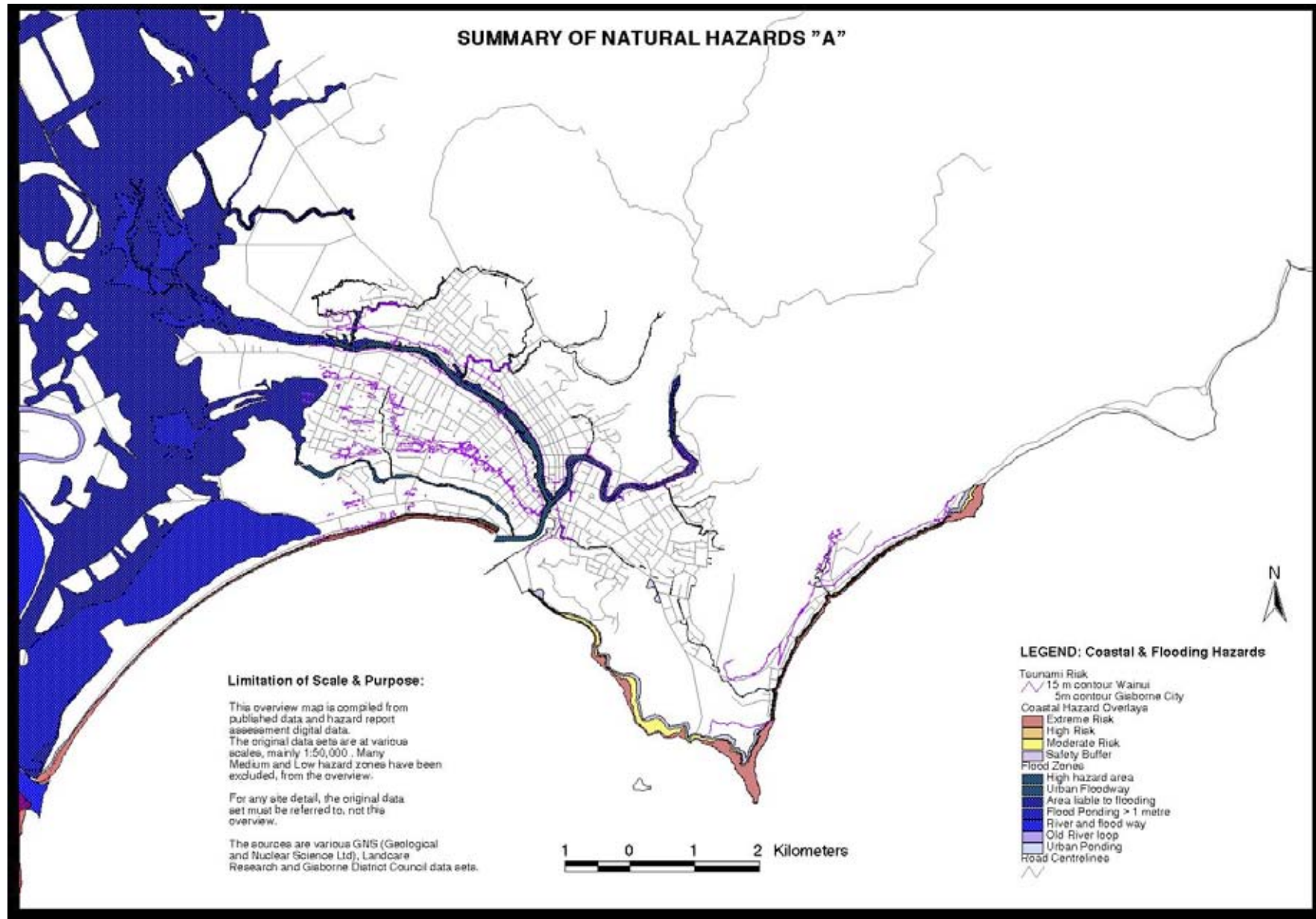


Steep slopes above Kaiti Beach

Box Three: Implications for urban-style development

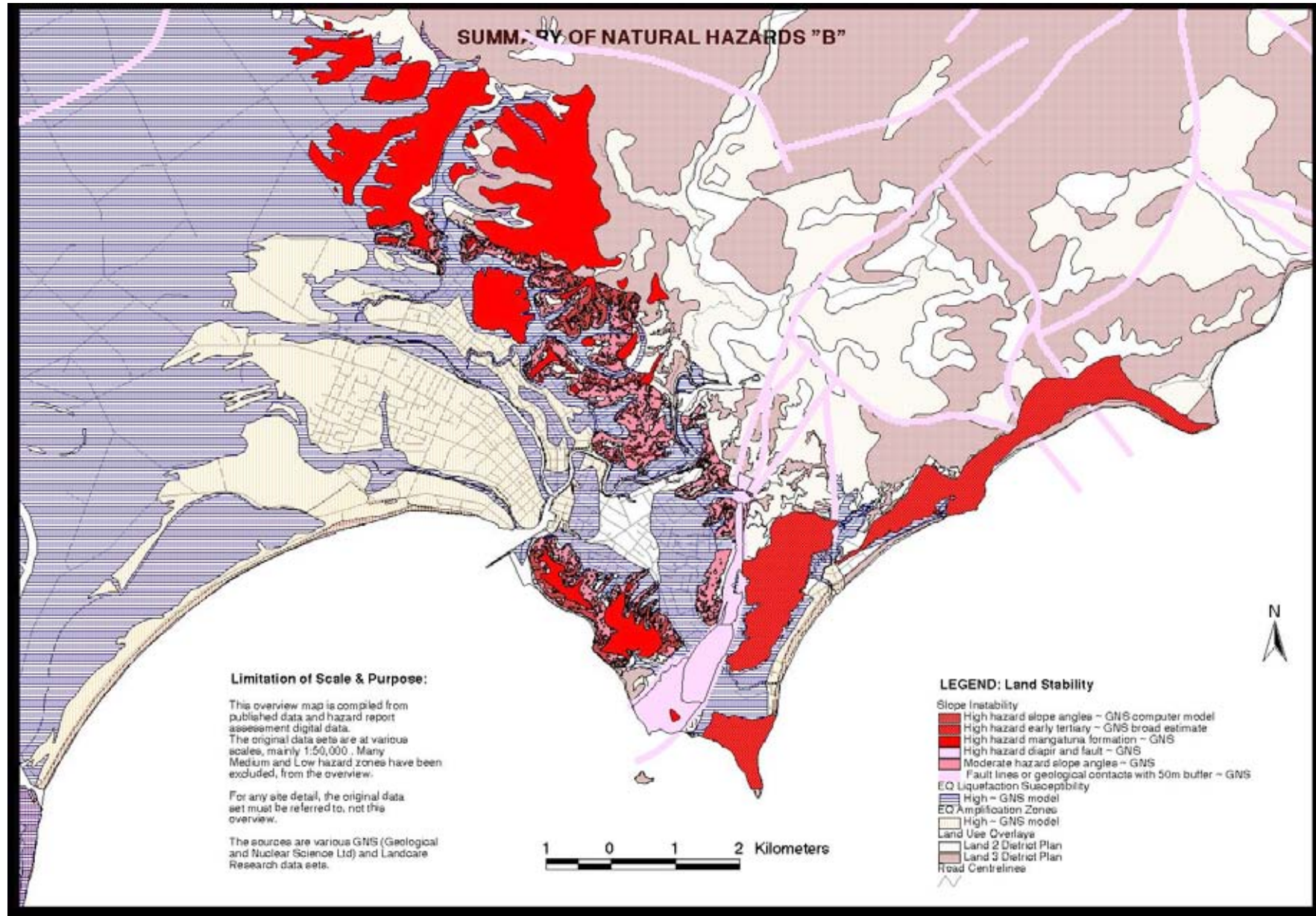
The review of natural hazards indicates that a policy of containment of the urban area should be followed.

There may be some opportunity to extend the urban boundary in selected areas but, in general, options to grow the urban area significantly are limited by the presence of a variety of natural constraints.



Map 2: Summary of Known Natural Hazards – Coastal and Flooding

This map shows the extent of coastal and flood hazards around the Gisborne urban area. Stronger shading indicates higher risks.



Map 3: Summary of Known Natural Hazards – Land Stability

This map shows the extent of natural land stability hazards around the Gisborne urban area.

2.4 Infrastructure

A number of infrastructure requirements will have an effect on coastal use and development:

Access to and Operation of Eastland Port

Gisborne Port is a regionally significant transport facility. Landuses that are sensitive to the effects of port operations should be discouraged from locating close to the port area by District Plan controls.

The predicted steep rise in the volume of heavy road traffic accessing the port (eg, logging trucks, or freight movements from timber processing plants), is likely to significantly adjacent coastal communities.

The main road access to the port is proposed to shift from The Esplanade to Hirini Street. Public access to the port operations area will be further restricted for safety reasons.

Retaining rail access to the Port is potentially important for future port operations.

The port company is expecting growth in port activities. Potential changes to port activities within the currently defined port management areas are unlikely to create significant planning issues. Potential options for expansion of the port operations area – whether landward or seaward – need to be recognised.

Airport

Gisborne Airport is also a regionally significant transport facility. Airport operations must be protected from adjacent development. The main runway flight paths cross the coastal area and are protected by District Plan controls. Any possible extension of the main runway would be towards the coast - this potential development should not be compromised.



Public Open Spaces

The City is generally well supplied with public open spaces (refer Open Space Strategy for Gisborne City and Wainui). The coastal reserves, especially adjacent to Waikanae and Midway beaches, contribute an important share of this space and help define the city's coastal character. Better use can be made of some of these open spaces.

Reticulation for Wainui/Okitu?

Extension of residential development at Wainui/Okitu will increase the merits of extending water and wastewater services to that area. Investigating the possible extent of future development will help to shape that decision.

2.5 Choices

Based on current development trends, the Draft Strategy suggested a mixture of redevelopment of coastal areas close to the harbour and Waikanae/Midway Beaches; and further residential and rural residential development along the eastern coastal edge around Wainui/Okitu. The Draft Strategy also put forward the options that no more development should occur along the coast line - that growth should occur inland instead.

The community response was generally supportive of redevelopment in the Waikanae/Midway/Awapuni area. There was also general support for preventing any further ribbon development or urban sprawl along the coast east or west of the city.

Consequently Council will endeavour to:

- encourage more residential development on the east of the City, which would open up more areas for housing in places where people like to live – close to the beach, or with sea views. This may attract more people to live in Gisborne, create demand for economic services, and promote business activity.
- encourage more redevelopment to occur in and around the Central City and Inner Harbour areas, promoting improved urban amenity. A mix of apartments, town houses and smaller workplaces could be encouraged on sites where potential conflict with port operations can be avoided.
- encourage redevelopment in the Waikanae/Midway/Awapuni area appropriate to the beachfront setting.



In Papamoa (above) the emphasis has been on residential development along the coastline. New Plymouth (below) has emphasised cultural and recreational development near the CBD of the town



'Puke Ariki, New Plymouth's new cultural centre'

3.0 The Strategy

Council's overall strategy (see Figure 2 next page) is to:

- promote redevelopment to higher urban design standards around the central urban core – in the Inner Harbour and main beachfront areas (Turanganui river mouth to Midway beach);
- provide for limited further residential development in and around Wainui/Okitu;
- investigate possible residential development opportunities on the Sponge Bay flats;
- consider residential development southwest towards the Waipaoa River mouth only in the very long term (possibly 20 years from now);
- retain most existing coastal reserves and enhance linkages and public use.

This strategy places an emphasis on redevelopment of the current urban area so as to:

- limit urban sprawl along the coastal edge;
- help make more efficient use of land and infrastructure within the central coastal area, while reaffirming the City Centre as being the principal commercial area and avoiding conflict with port operations;
- help to support the CBD and the mixed use development beginning to emerge in this area;
- further promote the amenity values of the central coastal area discouraging industrial and other activities having adverse environmental effects.

Box Four: Implications for Council

To help achieve better use of current urban coastal land the Council will undertake a wide range of actions, including:

- revising land use controls and/or rezoning of land within the central coastal area to enable a mixture of activities which will enhance coastal amenity values, and reviewing the future needs of the port
- enabling additional industrial zones away from the coastal area;
- reviewing land use controls and/or rezoning of land to allow for future residential development at Wainui/Okitu
- protecting the landscape values of coastal land outside the urban area;
- rationalising, upgrading and investing in the coastal open spaces in the urban area;
- assisting landowners with investigation of natural hazard risks on the Sponge Bay flats .
- deciding with the Wainui/Okitu community whether water and wastewater reticulation will be provided to that area.

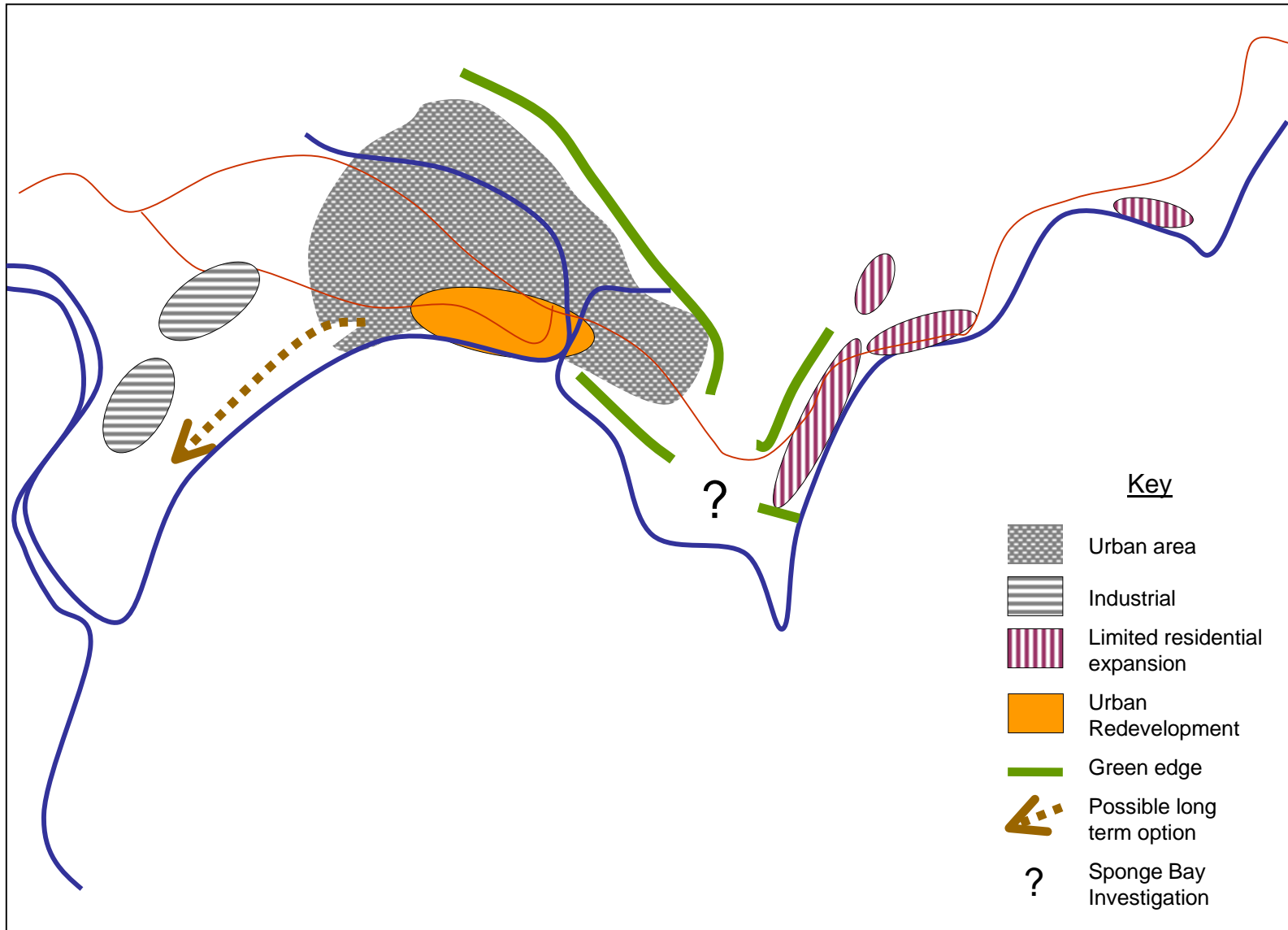


Figure 2 Outline of Strategy

3.1 Inner Harbour / Waikanae / Midway / Awapuni

The coastal areas close to the Port, CBD and inner residential areas hold particular opportunities to promote the sort of redevelopment that will add vibrancy to the city, bring more people to live in the area and help create a stronger business base to the CBD.

Currently the focus of redevelopment is on the Inner Harbour area. New cafes, apartments and visitor accommodation are changing the character of this area.

While this redevelopment is positive in terms of better access to coastal areas, and providing more leisure-based activities and new styles of residential living, the wider area still has many barriers to further development, including:

- poor links between the CBD and Waikanae/Midway beaches;
- under-utilisation and low amenity of the rail yard area;
- older, run-down industrial activities along Awapuni Road, between Stanley and Grey Streets, especially east of Awapuni School;
- the possible effect of increased heavy traffic movements on Awapuni Road creating environmental effects such as noise, traffic safety and severance;

The future utilisation of some of the beach-front reserve areas needs to be resolved.

Consideration of coastal hazards including tsunami risk is also important.



Figure 3 Current development patterns

This diagram shows how the current grain of development runs parallel with the coastline, with the CBD focused on the mainstreet and redevelopment occurring around the inner harbour. An industrial area lies between the CBD and the coast line.

3.1.1 Future Development Patterns

Making the central coastal area an attractive place to live and work is a key objective of the Strategy. Figure 4 shows the desired pattern of land uses and linkages that will better connect the City Centre with the coastline. Future actions to achieve this will include:

- enabling further development of the Inner Harbour area as a mix of workplaces, apartments for residents and visitors and cafes, to the extent compatible with port operations;
- extending residential development to the northern side of Customhouse Street, perhaps with workplaces on the ground floor and apartments above;
- improving links between the City Centre and beachfront;
- encouraging more of mix of business and residential activities in the area bounded by Waikanae Creek and the beachfront (eg, by encouraging re-use of the industrial areas north of Awapuni Road between Grey Street and Stanley Road for a mix of apartment types and other residential development);
- identifying one or more areas near the Waikane beachfront for cafes, restaurants and visitor facilities, at a scale that will not unduly affect the viability of the city centre.

Other issues that need to be addressed include:

- noise and reverse sensitivity issues associated with the port and Awapuni Road (SH 35), an arterial access route to the port.
- continuation of rail access to the port around the Inner Harbour

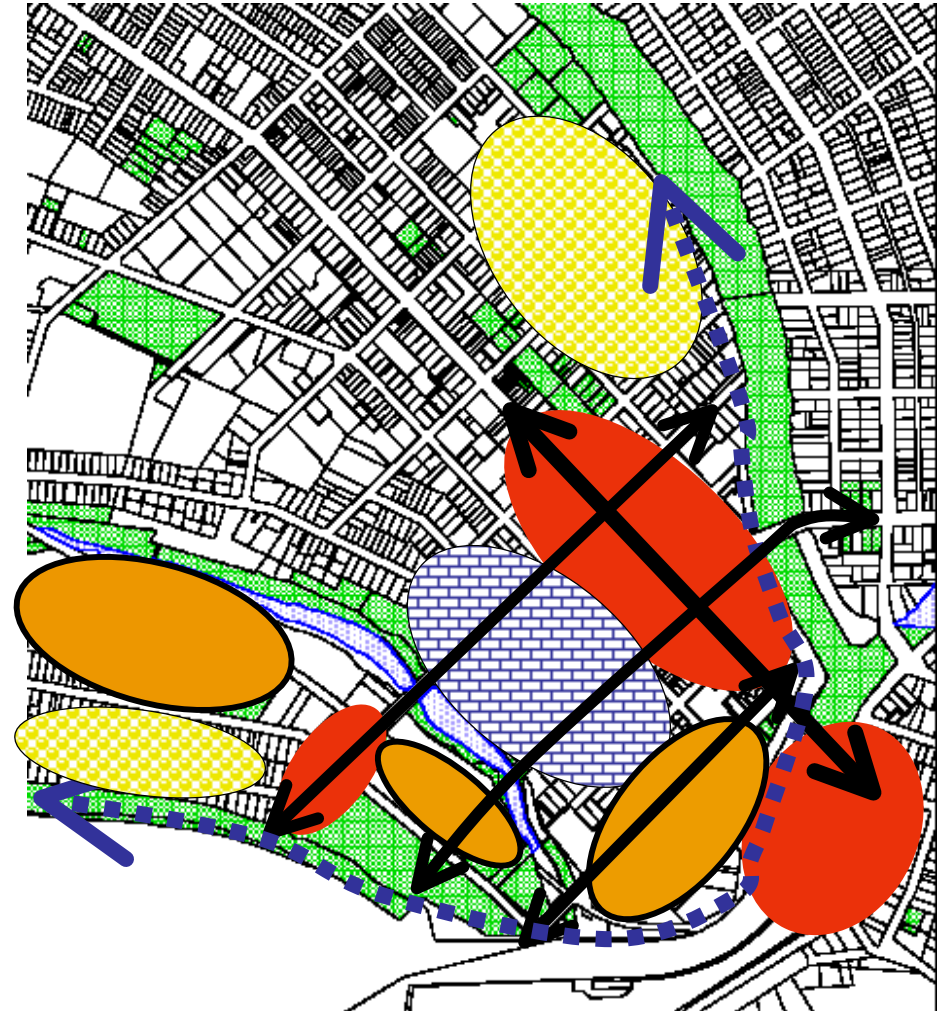


Figure 4 Future development patterns



3.1.2 Future use of open spaces along Waikanae and Midway beaches

Public spaces on or near the beachfront will become more valuable as the density of residential use, and visitor numbers increase.

The Draft Strategy asked whether the Waikanae Beach Holiday Park should be shifted to Churchill Park and the site redeveloped as an open space and heritage focal point. Community feedback on this proposal was mixed. The attractions of the Holiday Park site close to the city centre and beach were emphasised, with a preference expressed that it should stay on its current site. As a result, Council will not consider relocation of the Holiday Park for the foreseeable future, unless a more deserving community use is proposed for this site.

Reserves by the Turanganui river mouth can be further utilised to celebrate the significant national heritage associated with this area (refer Box Five).

Reserve linkages to the coastal area need to be developed inland to help people access the beach.

Better use could be made of the public open space along the beachfront. The parks can be redeveloped with better playgrounds, landscaping that frames rather than hides views of the sea, and more walkways and picnic areas.

The small amenity reserves between Salisbury Road and Waikanae Beach are little used and will be considered for disposal.

The Rockforte Finance Olympic swimming pool is an important recreational asset. Council's position is that this facility should stay at its current site.

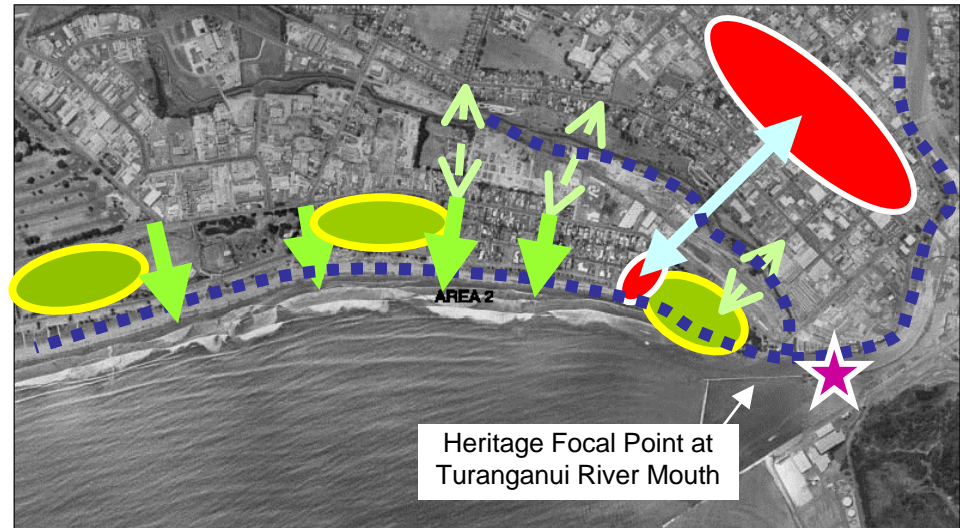


Figure 5 Upgrading open spaces

This diagram shows possible changes to coastal reserves, including further development of heritage focal points. The star indicates Te Toka-a-Taiau in the Turanganui River

Box Five: Heritage Projects

The Turanganui river mouth is recognised as one of the world's significant voyaging sites – it is associated with the waka traditions of Maori migration; and is close to the place where Lieutenant James Cook first came ashore in New Zealand. The rock Te Toka-a-Taiau is amongst the first meeting places between Maori and European.

Community-led heritage projects are seeking to develop a Voyaging Centre with links to Te Toka-a-Taiau, the Cook landing site and other heritage sites.

3.1.3 Future of older Industrial areas

A significant issue is the longer-term future of the industrial areas along Awapuni Road (east of Stanley Road), including the railway station and marshalling yards. The old rail yards area is zoned for low-rise residential development, but landownership is likely to impact on the staging and type of any redevelopment. The area between Grey Street and Stanley Street is zoned for commercial and industrial uses.

Redevelopment of this area as a compatible mix of apartment types and sizes and smaller office workplaces should be encouraged. More people, including elderly folk, living close to the beach and CBD area would help make these places more lively, and mean less pressure for urban sprawl.

High-rise development should occur back from the beach, not on it. Along Awapuni Road, ground floor workplaces could help buffer the effect of heavier traffic volumes. Current planning rules only allow two storey development on typical urban size sites which means development cannot take advantage of views, or incorporate a mix of uses.

The height of buildings needs to be carefully managed. Taller buildings should be sited back from the coastal edge, north of Awapuni Road to minimise shading of the beach, public open spaces, Holiday Park and existing residential areas. The tallest buildings could be towards the Turanganui river mouth, where they could help signal the importance of redevelopment in these areas may also provide opportunities to this area and sit beside Kaiti Hill.

Redevelopment in this area should also provide opportunities to assist rehabilitation of Waikanae Stream, and its wildlife habitat values.



These two pictures show what could happen on Awapuni Road behind the camp ground. The photo below shows apartment type redevelopment

3.1.4 Action Plans for the Central Coastal Area

- ❖ Prepare a development concept for the Inner Harbour area with affected/interested parties (possibly involving District Plan changes).
- ❖ Develop and implement landscape/amenity improvements along key corridors between the CBD and the beach (Customhouse Street, Grey Street), as well as promoting amenity improvements on adjacent private land.
- ❖ Develop options for redevelopment of the railway land in conjunction with landowners, operators and affected parties.
- ❖ Identify areas in cooperation with affected parties in the vicinity of Grey Street/Awapuni Road which would be suitable for a transition from commercial/industrial activities to residential/leisure activities.

Redevelopment of these areas will involve:

- considering a new site for the railway marshalling yards to the west of the urban area ;
- identifying more rural land to the west of the urban area for industrial activities to relocate to;
- defining coastal amenity values, and considering coastal hazards;
- revising zones and land use controls for height and density, mixed use, and considering design guidelines;
- designing buildings close to State Highway 35 and other arterial roads so as to reduce the effects of road noise

- ❖ Develop alternative scenarios if rail access to the Port is not required in the long term, and/or if the rail link to Napier is discontinued.

Open Spaces

- ❖ With reference to the Gisborne Open Space Strategy, develop plans to improve the amenity and use of existing Council managed open space/reserves in this area to reflect their prime location and scenic/ecological characteristics.
- ❖ Rehabilitate the south bank of Waikanae Stream as wildlife habitat and open space
- ❖ Develop an operational plan for the long term use of the Waikanae Beach Holiday Park in a way that complements high amenity and high level public use objectives.
- ❖ Develop a long-term plan for the Rockforte Finance Olympic Pool to reflect its beachfront location and attractiveness to both residents and visitors.

Box Six: Urban Design Processes

Of key importance to the strategy is the planning required for this Inner Harbour/ Waikanae/ Midway/Awapuni area.

To implement these action plans, Council will facilitate consultative urban design planning processes that allow for political, community and technical input.

3.2 Wainui / Okitu / Makarori

Under current planning rules, the Wainui/Okitu area could accommodate a further 40 dwellings in the current built-up areas, including Lloyd George Road, and some 25 rural/residential dwellings around them. Urban-style development can only occur on the flatter land.

This Strategy envisages additional residential development in the lower Lysnar valley; plus some limited development around the edges of the current Wainui and Okitu settlements. Council recognises that the attractiveness of this area can contribute to overall growth of Gisborne City. Yet Council also acknowledges the local community's desire to protect the smaller scale nature of these settlements.

Community feedback favoured maintaining the lower density suburban-style amenity of the Wainui/Okitu settlements (eg, controls on building heights and 800 m² minimum lot size). Some limited high-rise development along the foot of the hillsides may be acceptable subject to slope stability.



For the rural/residential zones around the edges of Wainui/ Okitu, Council will consider some adjustments:

- reducing minimum section size, but increasing replanting requirements; and
- moving to a more flexible approach, where subdivision and residential development proposals are assessed against a range of landscape criteria.

Whether Wainui and Kaiti will merge over time will be dependent on natural hazards in the Sponge Bay/ Wheatstone Road area. Related matters are water and sewage reticulation, a cycleway to the City, and a walkway link around the coastline.



Figure 6 Wainui Development Options

- Key
-  Regeneration and protection of landscapes
 -  Further residential development

There are no plans to extend Makorori settlement, or to provide water and/or sewerage reticulation to this area. This is because of isolation, surrounding landscape and cost/benefit issues.

3.2.1 Action Plans for Wainui/Okitu

- ❖ Review development controls including density and height, with the aim of maintaining and enhancing the character of these areas
- ❖ Identify any further residential development potential around Wainui/Okitu and re-zone appropriately
- ❖ Resolve issues related to wastewater and water supply
- ❖ Consider providing for local suburban commercial services

Box Seven: Planning Process for Wainui/Okitu

To implement these action plans, Council will facilitate consultative planning processes with the Wainui/Okitu community that allow for political, community and technical input.

3.3 Open Spaces, Walkways and Cycleways

The City has a variety of opportunities to extend and build on the natural assets of the coastal areas, with improved access to and along the coastline for recreation and enjoyment. Refer Figure 7 next page for open space linkages.

3.3.1 Action Plans for Open Spaces, Walkways and Cycleways

Council will address the following actions over time taking account of reserve management plans, the Open Space Strategy, the Walking & Cycling Strategy and the Active Recreation Strategy:

- investigating extension of the riverbank walkway within the city so that it connects Midway and Waikanae beaches with the river;
- developing a coastal walkway from Kaiti Beach to Sponge Bay and around to Wainui Beach;
- encouraging the replanting of the hillsides around Sponge Bay and Tuaheni Point; and behind Wainui and Makorori beaches through appropriate rural/residential development;
- upgrading the coastal reserves beside Midway and Waikanae beaches; and disposing of any surplus areas.

Continued next page

- acknowledging and interpreting important historic, heritage, geological and cultural resources through signage, access and lookout points;
- improving cycle and walkway access to coastal communities and the beaches of Wainui/Okitu and Makarori
- considering the needs and opportunities for developing a venue for aquatic flat-water sports

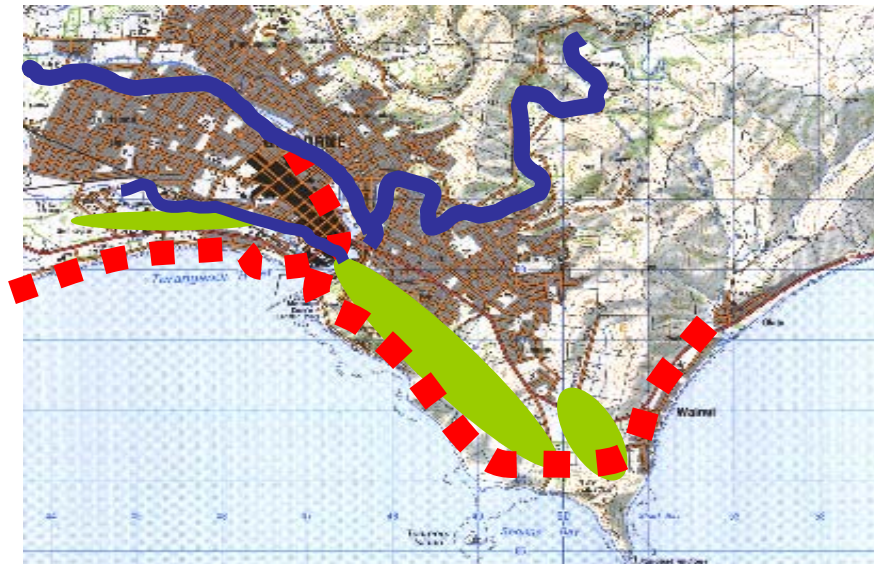


Figure 7 Open Space Linkages

Key

- | | |
|---|---|
| <p> Open space Protection – covenants, purchase etc</p> | <p> Coastal walkways</p> |
| <p> River side walks</p> | |

4.0 Strategy Implementation

This strategy sets out a number of clear directions and tasks. Its implementation will require:

- ❖ Provision of Council resources – including infrastructure development, governance and leadership, District Plan changes. The strategy will help shape Council activities to be outlined in the next Long Term Council Community Plan (2006).

- ❖ Community Input – many areas covered by the strategy are of high profile, and future changes to them will affect not only their immediate residents and occupiers but also the wider community of the City. Adequate processes need to be developed and implemented for community input to be generated and used. Protocols to provide for iwi and hapu to participate are likewise important.

- ❖ Private Sector Action – Council's means to deliver this strategy are very limited; it can only succeed by investment from the private sector. It is important to provide an investment climate where actions that contribute to the achievement of the strategy's goals can be carried out with certainty and without the need for extensive and costly consent procedures.

More detailed implementation programmes will be developed over the next five years or so. A range of likely projects is outlined in Section 4.1. It is important to have flexibility in the staging and content of these programmes, to allow for capitalisation on opportunities that may present themselves from time to time.

It is envisaged that progress reports will be made on a yearly basis, with recommended programmes of action for the next year and review of the strategy, should that be required.

4.1 Implementation Priorities

This strategy sets out achievable actions. Growth may be uneven with periods of rapid growth followed by periods of slower growth. Also, the Gisborne Community does not have large amounts of resources to put into redeveloping public assets along coastal areas. An over-ambitious plan could easily become unstuck because of these factors.

Implementation actions are a mix of those involving policy-based actions like changing District Plan zones, and those involving Council-led investments like redeveloping parks.

Council will endeavour to achieve the following:

Priority Actions (next 2-3 years):

❖ **Waikanae/Midway/Awapuni – Urban Design Project**

- Set up a steering group of business, landowners and other stakeholders to look at this area in more detail
- Develop a plan for redevelopment of this area – land uses, mix of activities, density and height, streetscapes, open spaces and walking linkages to the city centre
- Introduce urban design guidelines for this area addressing the relationship of buildings to public spaces, roads and other activities
- Re-zone industrial/commercial land along Awapuni Road between Grey Street and Stanley Road for apartments and mixed use

■ **See page 19 for more detail about these projects** ■

- ❖ Begin to re-vamp the reserve areas close to the city centre and coast to maximise their value and use

- ❖ Identify additional industrial land, such as around the airport [*under action*]

- ❖ Establish a protocol with tangata whenua (iwi and hapu groups) over how to deal with development of land with known cultural issues associated with it, and further investigate cultural values along the coastal strip

❖ **Sponge Bay Area Investigations**

- Identify the extent of natural hazard risk associated with the fault line and diapir between Kaiti and Wainui on a cost share basis with landowners
- Consider residential development potential on the Sponge Bay flats

❖ **Wainui/Okitu – Urban Design Project**

- Set up a steering group comprising landowners and other residents and stakeholders to assist with reviewing development controls, identifying any further residential development potential around Wainui/Okitu, and resolving issues related to wastewater and water supply

Longer-Term Action (3 to 5 years)

- ❖ Consider re-zoning of industrial/commercial land on the Awapuni Road frontage west of Stanley Road
- ❖ Progressively develop coastal walkway / cycle way from Gisborne Port to Sponge Bay and to Wainui
- ❖ Review land use zonings around in the Inner Harbour area
- ❖ Investigate landscape protection mechanisms for the coastal hillsides around Sponge Bay