

RICHMOND SPATIAL INTENSIFICATION PLAN

Summary of Feedback

The feedback process for development of the Richmond Spatial Intensification Plan includes:

1. Core Group Workshop 1 – Issues and Opportunities: February 2023
2. Internal Staff Workshop 1 – Issues and Opportunities: February 2023
3. Public Survey – Responses to Growth: March/April 2023
4. Councillor Workshop 1 – Issues and Opportunities: March 2023
5. Iwi Workshop 1 – Issues and Opportunities: April 2023
6. Core Group Workshop 2 – Scenario Testing: July 2023
7. Internal Staff Workshop 2 – Scenario Testing: July 2023
8. Councillor discussion – Draft Spatial Intensification Plan: August 2023
9. Public Engagement – Draft Spatial Intensification Plan: September 2023
10. Other engagement to be confirmed.

The following pages summarise the feedback received through these various forums.

Introduction and summary overview

Two workshops were held on Monday 27th February 2023 to kick-off the Richmond Spatial Intensification Plan (SIP). The first workshop was held with local stakeholders, such as developers, external government organisations and local business owners. The second workshop was held with internal staff at Tasman District Council, who work across a variety of sectors. Participants had received pre-circulated documents that summarised the current and forecast demographics for Richmond, identified key gaps and explained the need for growth and change. The documents included a “summary of considerations map” that incorporated site visit findings and information taken from existing studies. The studies looked at both the wider scale and a town centre focus.

The goal of the day was to further shape the vision for Richmond and add to this document using local knowledge, including Richmond’s social, physical and economic environment. Overall, the outcome from the day was very positive. It was felt that a good wealth of local knowledge and input was captured by engaging with the two groups. Both groups had a big vision for Richmond and its role, not just for growth but within the wider network of Nelson and the Tasman region. Similar themes emerged from both groups, looking to focus on green connections, transport and movement, targeted intensification with high amenity, and increasing the culture and vibrancy of the town centre.

The day was structured around explaining the SIP and how it relates to other plans and processes, sharing goals for the SIP, workshoping the draft objectives and interacting with the spatial mapping to add thoughts and considerations, both for the town centre and the wider context.

The findings from the day, together with other input material, will be taken forward to influence a process of scenario planning, where we will look at different options for change, to best plan how Richmond can enable intensification, grow and flourish. Once drafted, these different planning scenarios will be brought back to share and shape with the groups involved in the first workshops. This will ensure what has been discussed to date has been captured in design the process, and we can proceed to develop the best plan for Richmond.

Goals of the workshop and SIP:

The workshop began with a round table of introductions, including what each participant hoped to get from the day’s session or see the SIP (and the wider planning process) achieve. These are summarised below, in bold are ideas and feelings that were shared by multiple people:

- Richmond to **thrive**
- Find intensification **opportunities**
- **Well-designed** intensification
- See there is a big **opportunity** and want to be a part of it
- **Centre** development opportunity
- Great **potential** realised
- Linking with **transport** strategies
- Maintain flexibility
- Potential to see area flourish
- Add value
- See Richmond as a **vibrant** town
- Co-ordinated growth plan
- Thriving place
- How will servicing connect with everything?
- Be brave
- **Stormwater** controls
- Long-term and strategic (not higgledy-piggledy)
- **Implementable**
- Improve the quality of residents’ lives
- Reduce car-dependency
- Stage-able so it works short and long-term
- Build on the open space network and improve **amenity**
- People can participate in their community without destroying the planet
- **Strategic** – needs to work but is cognisant of developers
- Well-designed for services
- Aligned and implementable
- **Climate change resilient**
- Connectedness
- Truly **visionary**, resilient and future-facing
- Connected green spaces, with areas that are big enough for ecological success
- Nighttime economy
- Community gardens and mental health
- **Inclusionary** and affordable
- Age in place with housing options
- Draw people into Richmond

Objectives discussion: common themes and suggestions

Participants were pre-circulated a draft set of objectives. These objectives were initial thoughts following a process of research, site visits and incorporating other goals and objectives from influencing documents (such as the Richmond Walking and Cycling Plan and the Richmond Community Report). The purpose of objectives is to act as guidance for the SIP and also to test options against to determine if they are meeting the key outcomes sought for the Plan. Participants were asked to consider what was missing, and who are we planning for, to ensure the SIP objectives cover this.

In general it was felt the draft objectives covered the right content, but could be more specific to Richmond. The feedback outlined below covered a range of common themes which have been categorised. Some of this feedback will come under the wider planning considerations, and the draft objectives will be refined to incorporate this feedback.

High priority objectives were: 15-minute neighbourhoods, town centre as the heart, housing choice, transport choice, attractive and connected streets, ecological responsiveness, hazard preparedness through design.

Spatial comments

- There needs to be a clear hierarchy of commercial centres that applies region wide
- The bigger picture relationship to Nelson (and remainder of Tasman) is key for Richmond
- What does “urban centre” mean – just the town centre, or whole urban footprint?
- Need for increased industrial land

General comments

- A vision of quality development
- Clarity and leadership from council
- Need to attract and retain people
- Delivery mechanism
- Future-proofing
- Process and decision-making objectives need to be clear
- Consolidate intensification
- Aim to be the exemplar for Tasman District (and beyond)
- Creation of a health precinct
- Better quality intensification than what Richmond has had to date
- Consider both private and public amenity
- Trees, private outdoor spaces, outlook, green spaces

Housing

- Don't provide for “standalone dwellings” or make clearer about where these are going to locate
- Amenity and versatility of housing is key
- What does affordable mean? (maybe focus on supply rather than affordability)
- High-quality and desirable housing choices
- Accessible – down-sizing for empty nesters

Centres and Community Heart

- Places to work
- Night time economy

- Provide “connected and dynamic” Town Centre
- Hotels/visitor accommodation to attract a different custom
- Be specific about the community heart/hub (strong recognition this could be Sundial Square)
- Beautify Queen Street
- Social benefits of job growth
- Attract people to centre (to live, work and play)

Identity

- Regional recreation is a big part of identity and attraction to Richmond

Movement

- Job growth and the impact this will have on commuters
- Consider freight / services movement
- Improve safety for all road users
- Bus lanes
- Safe for cyclists
- Walkability increased through amenity
- Consider the vision for parking
- Address car-parking in town centre for commuting to Nelson as currently happens

Green and blue infrastructure / Environment / Open Space

- More adaptable, diverse and quality open spaces
- Include overland flow paths for stormwater as part of open spaces
- Community gardens
- A town belt

Hazards

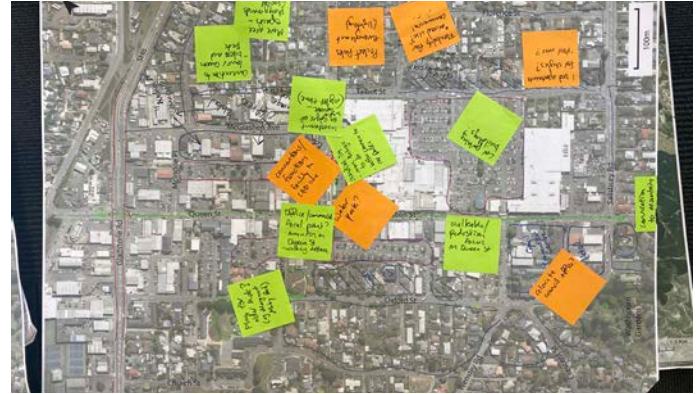
- Work with hazards – eg wetlands in low-lying zones
- Walkways and boardwalks in hazard areas that are not suitable for development
- Allow for retreat
- Allow for shifting nature

Spatial considerations mapping: common themes and suggestions

The spatial mapping session asked groups to look at maps of Richmond, both at the wider context scale and at the town centre scale. Participants drew on the maps, and used post-it notes to share their thoughts about specific areas of Richmond. These considerations will be carried forward visually as we develop planning scenarios for Richmond. Ideas were similar across both the morning and afternoon sessions. Some of the common considerations shared were:



Workshop 2 in action



An example of the spatial considerations exercise

Centre Destination + Identity

- There is nothing for the arts and culture or gatherings – no conference centres or theatres etc. This type of activity would make it more of a destination.
- A destination leads to visitors – accommodation – and support other services like restaurants.
- Currently linear - change landuse to expand town centre outwards (along Oxford St)
- Identity is a mix of historical service town and the historical focus of the 'food basket' nature of the area. Strong connection to the environment and lifestyle choices.
- Support for Sundial Square as central focus. Improve connectivity to it from west (lower carpark) and south (other side of centre).
- Improve quality of connections so not dark alleyways.
- Option for convention centre or similar venue as key focal point and destination. Option to replace old council building and anchor the top/east end of town?
- Need to ensure that if new Council building is constructed it is in the right place and includes the right facilities. Will act as an anchor and will be a key employer so location will affect dynamics of town centre.
- Re-think car park usage. Currently lots of car parks owned by Council so able to change land use.
- Need more restaurants and night life variety
- Public facilitation of spaces and events (e.g. outdoor movies or innovative recreation spaces) that will stimulate people to spend time in the centre

Movement

- What are the key roads in Richmond where cars will always need to go, what are the key public transport routes for future and how do these align/not align with streets to be enhanced for pedestrian and cycle amenity?
- Major challenge of the SH6 intersection and connecting Richmond and Richmond West, plus congestion issues
- Do we need a transport hub?

Business, Health and Education

- Building quality in the centre needs improving – many rundown buildings, signage etc.
- Centre is only 9-5, no afterhours offerings to bring people in. Many do come from Nelson on the weekend to the Mall but there is little else going on during weekends.
- Threat to main centre is west Richmond expanding with people already coming to the Silky Otter in the evening and soon will have eating options that side too which means people will avoid main centre.
- Only local option after High School is in the trades (others move away for uni and travel) – need more options for careers or further education.
- Opportunity for a health precinct
- Opportunity for a large anchor business or institution

Green and Open Space

- Opportunity to daylight streams and bring green space into the town centre using historic waterways
- Need for green space and green amenity in the centre
- Need family orientated options – like Time Zone/ Destination playground
- Could build on connection to the hills for walking and biking and as a key backdrop.
- Need to work with the estuary
- Recreation and lifestyle are strong components of why people enjoy the area
- Need for adaptable open space in town centre
- Have a focal point for offices and businesses

Process

- Need commitment by TDC and making changes achievable. Balance of certainty and flexibility. Need greater understanding of what intensification looks like, what are the range of outcomes.
- What comes first? Do we make the centre more attractive first, and then get people to live in it? Or get residents first?

Richmond Study Extent



RICHMOND SPATIAL INTENSIFICATION PLAN

Public Survey Results Summary

Introduction



This survey ran from 16 March 2023 to 23 April 2023.

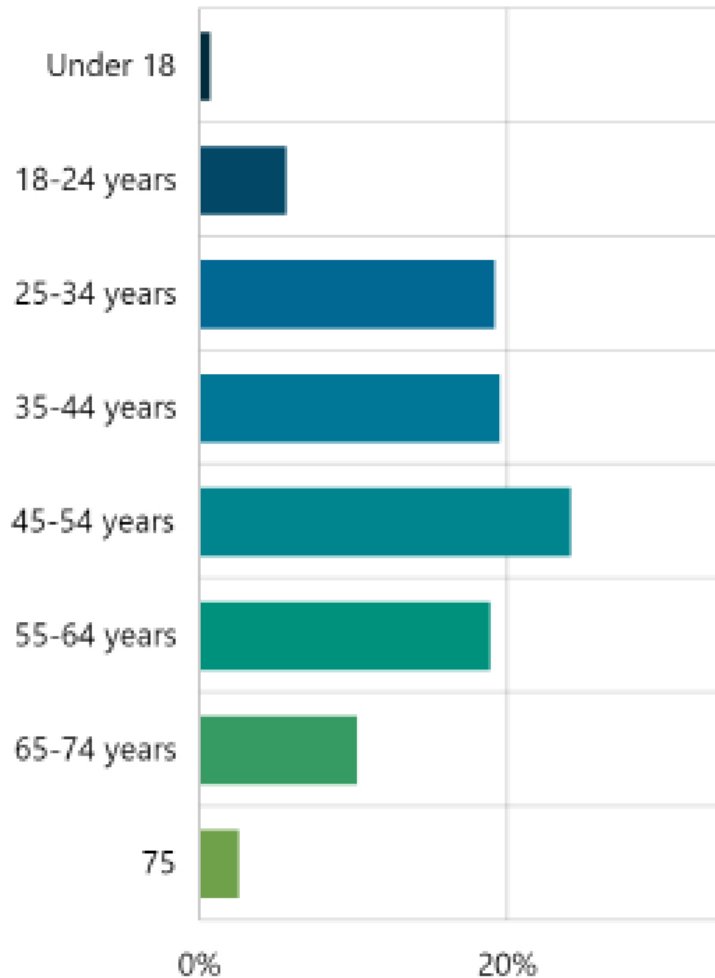
The purpose of the survey was to get people that live, work, play and relax, in and around Richmond, to help us plan for a better future for everyone.

The survey was designed to help people better understand the changes that are coming, and to help us understand how the public feel about those changes.

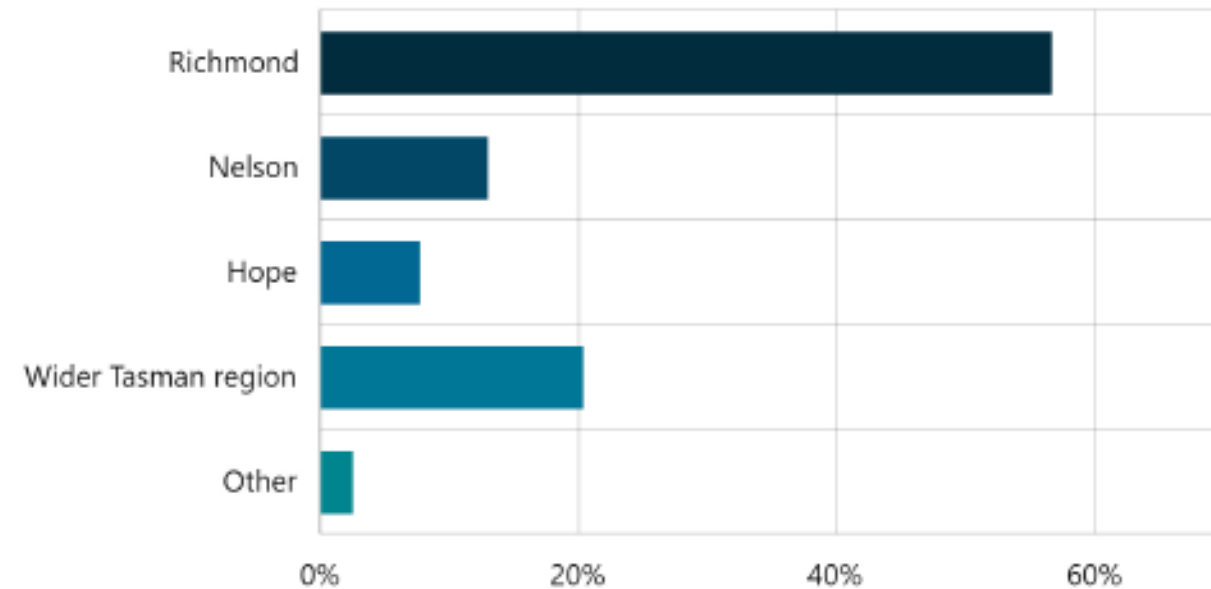
The survey received a total of 285 responses to the questions section (Part One) and 154 contributions to the spatial mapping comments section (Part Two).

Results - Graphically

There was a relatively typical age spread for the respondents:

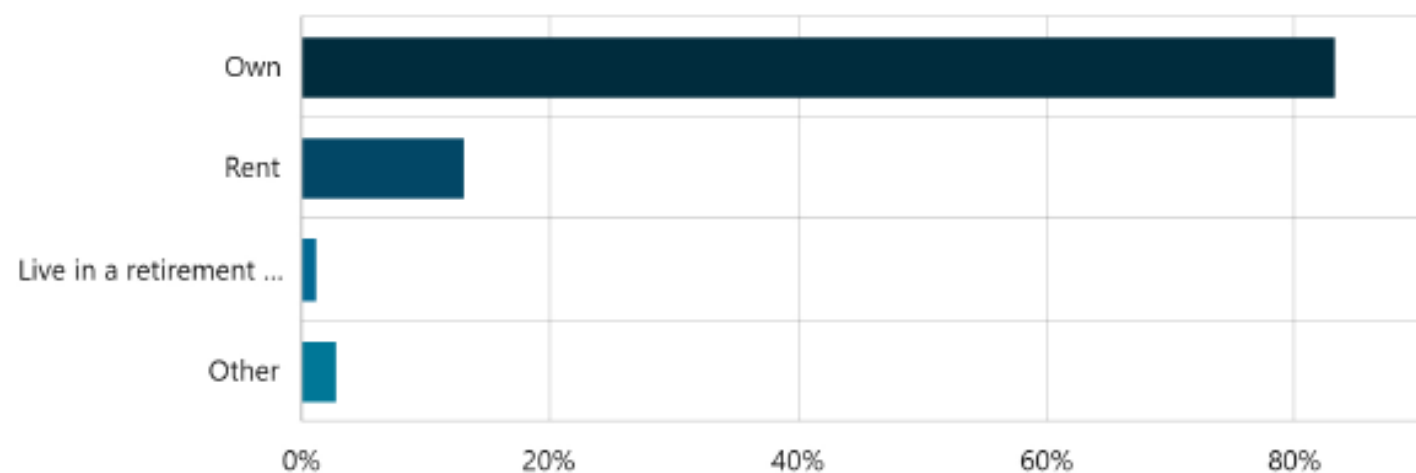
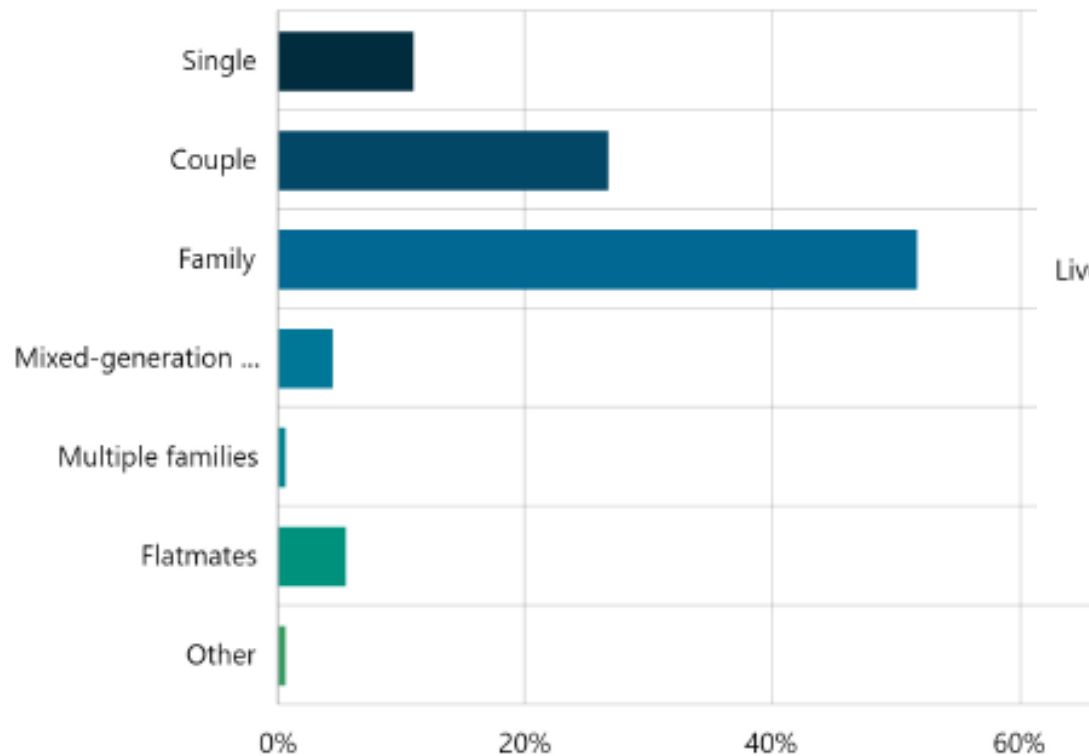


The majority of respondents currently live in Richmond:



Results - Graphically

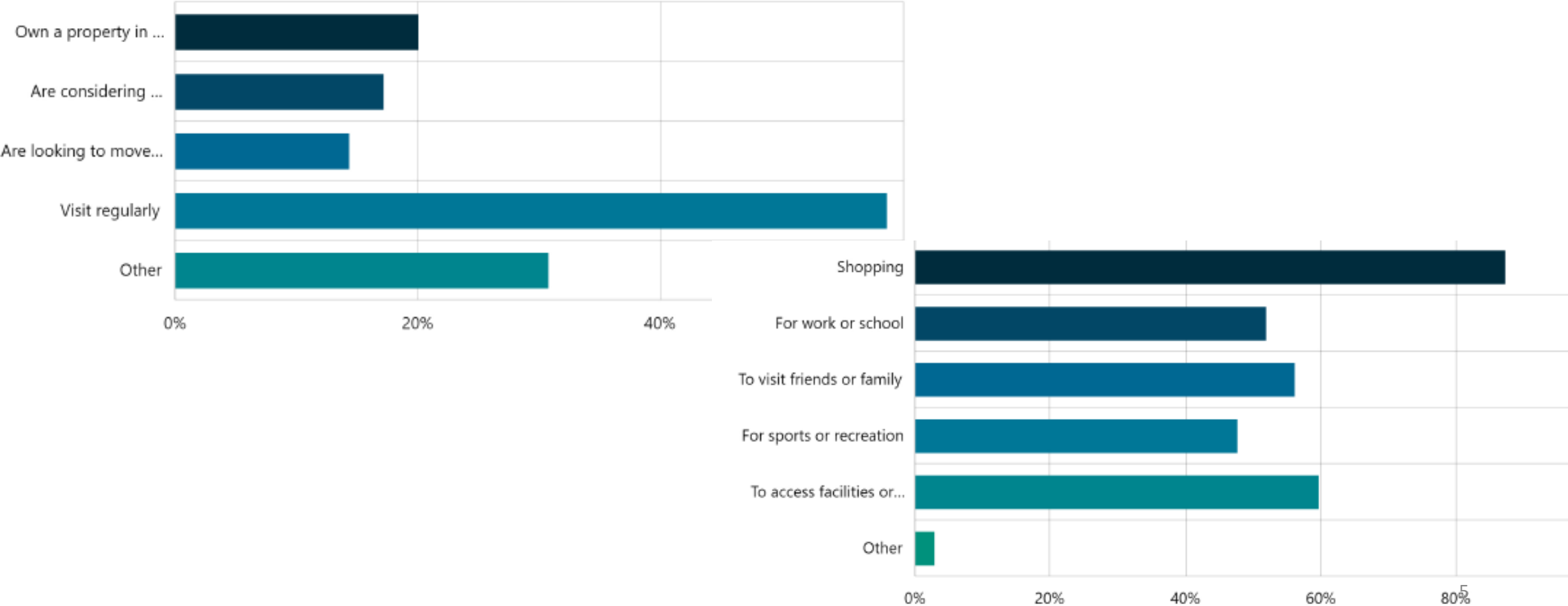
For those who **live in Richmond**, over half the respondents live in a family housing situation and own the house in which they live:



Results - Graphically



For those who **live outside Richmond**, the majority of people visit regularly and with the most identified reason being shopping:



Results – where to live?



In exploring where the respondents think more people could be living, the key considerations chosen were; proximity to the town centre, avoidance of natural hazards and availability of transport options. There was no clear preference for the type of new housing.

Close to the town centre/Queen Street - means people can walk to work or shopping, use the town centre for socialising, library trips, medical appointments etc.	70.09%
Close to a park or open space - means people can use the park for day-to-day open space needs, sit in, play and to have an open outlook and can be 'eyes on the park' which makes it safer	58.88%
Where there are no significant risks of natural hazards like flooding or slipping or liquefaction - means that people and property is not at greater than normal risk of damage	78.82%
Close to reliable public transport systems and safe walking and cycling networks - means that people can move around within and beyond Richmond	77.57%
Close to education facilities - means easy access for families and students	50.47%

Town houses or low apartments (typically built in groups and not more than 3 storeys). Fitted into existing urban areas where sites are big enough and with some rules on shading, back yards etc.	67.73%
A mix of apartments and town houses (typically built in groups and a range of heights from 2 storeys up to 6 storeys). Where there are bigger site areas and rules on shading, back yards etc.	56.87%

Results – Intensification



The majority of respondents supported a move towards intensification around existing centres. There was some variability in preference for allowing for higher storey apartments vs infill development in existing suburbs. Comments included:

- Apartment blocks close to amenities (greenspaces, community facilities, public/active transport options)
- Concentrate around main centre and main arterial routes
- Make it easier for infill subdivision (relax development standards and cost)
- Allow minor units, or conversion of existing dwellings (reduce costs)
- Only allow brownfield infill with apartments
- Build up, rather than out
- Encourage development within existing buildings, (i.e. conversion) and more living together
- Encourage mixed use (retail below, apartments above), residential on top of existing shops
- Encourage higher apartments (three storeys not enough)
- Carefully planned housing around greenspaces
- Encourage smaller houses, but not apartments
- Taller buildings on outskirts of Richmond going towards Stoke
- Maintain wildlife areas
- Allow for tiny homes
- Avoid productive land
- Providing housing choice and variability
- Allow minor residential units/granny flats on existing sites

Results – Greenfields development



There was also support for increased greenfield development and new subdivisions (rather than intensification of existing areas). Comments included:

- Spread out and reduce pressure on Richmond
- New subdivision should be provided
- Develop more land along the Richmond foothills between Hill St south and Aniseed Valley/Haycock Roads
- Build on hill areas
- Spread out away from town so can fit the toys we want/have
- Rural/residential land near Richmond should be developed
- New subdivisions should have wide streets
- Restrict development in existing low density suburbs to maintain the value of these neighbourhoods

Results – Transport



The majority of respondents made comment about the existing transport issues experienced in Richmond. While some believed that more roads where the solution, others support more public and active transport modes. Comments included:

- Current issues with roading infrastructure, needs to be strategic
- Need to allow for off-street car parking
- More roads needed – the demand for driving is not going away
- Make housing companies pay for roads
- Put roads on big leading ridgelines behind Richmond and have housing around those.
- Encourage shuttle bus use (park and ride)
- Encourage cycling/ebiking through more cycleways
- Increase bus frequency
- Supports a flush median along Lower Queen Street
- Pugh Road and McShane Road intersection is very unsafe
- Cycleways needed along Patons Road
- Queen Street could be pedestrian only

Results – Infrastructure / community facilities



Many respondents commented on how the infrastructure needs to be planned ahead of intensification. Apart from transport infrastructure (which was the most common response), other infrastructure / facilities comments included:

- Schools and community facilities such as parks need to be planned
- Identify and preserve sites for future public services
- Must provide adequate stormwater and wastewater
- More communities facilities for children (playground, pump tracks etc)
- Provide for community gardens
- Provide dog parks
- Provide enough General Practitioner doctors and hospital services to support any population growth
- Provide smaller supermarkets that are able to be walked to
- Connect parks like a green corridor
- Need to encourage life back to central Richmond with attractive arts/culture and safe streets. Example of Sundial Square being used for night markets

Results – Natural Hazards



In responding to questions on where people should be living, there were a handful of respondents who commented on the importance of not encouraging development in areas subject to natural hazards, stating:

- Only build above 8m (already evidence of flooding and tidal issues)
- Richmond Hills avoids tsunami or liquefaction prone land
- Apartments that avoid natural hazards
- Not in flood plains

Results – Types of housing



There was a mix of the types of housing which respondents thought should be provided. This reflects the need to provide a variety of housing types to meet community needs. Responses included:

- Apartments
- Medium density town houses
- Elderly person single bedroom- units
- Tiny homes
- Family homes with space
- Co-housing communities

Results – new housing

Respondents were asked what is important in planning for new housing in Richmond:



Results – Development Standards

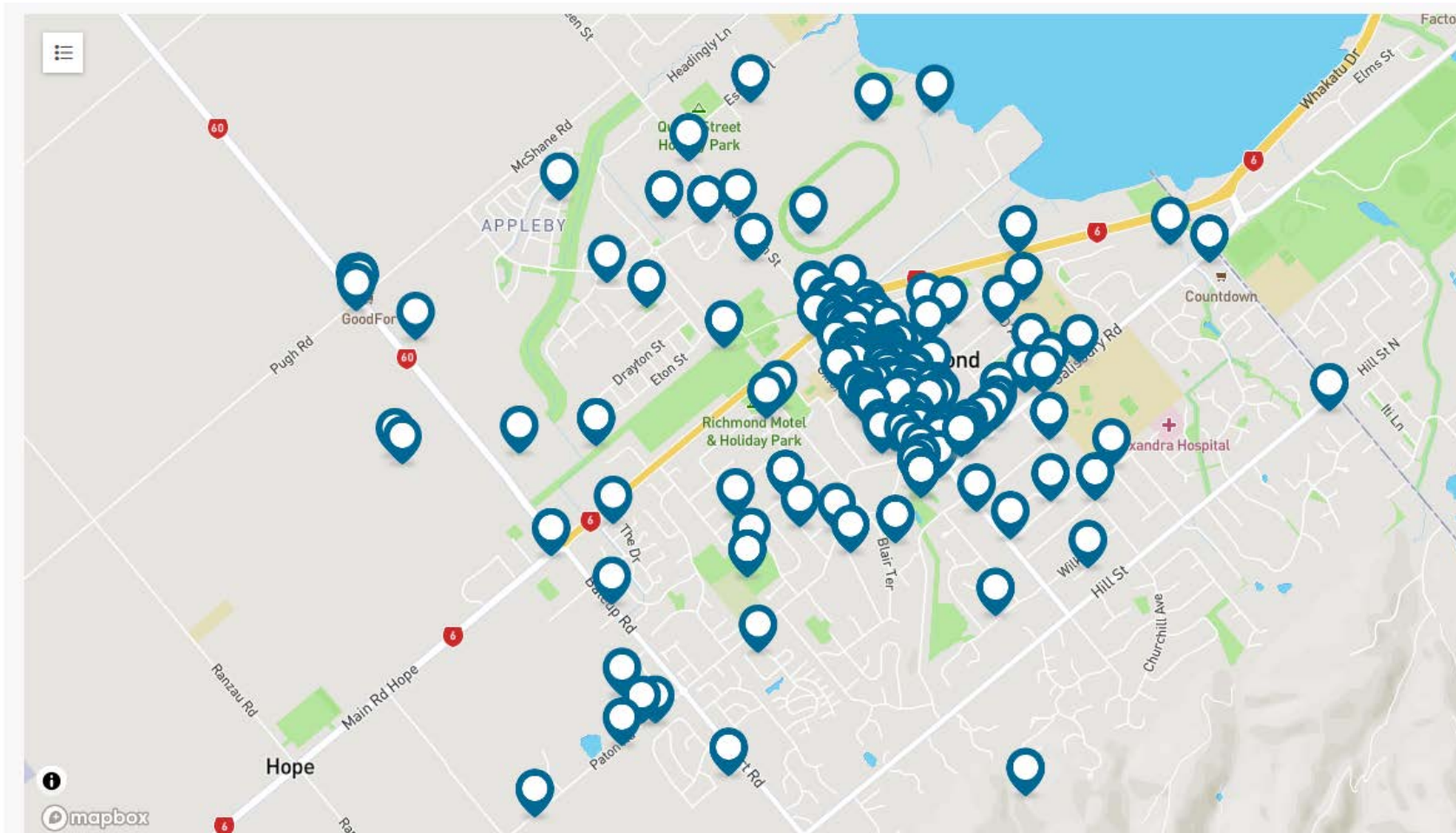


A number of responses spoke directly about the type of development standards that should be encouraged, particularly in relation to building height. These responses included:

- Restricting development to two storeys in suburbs
- Allow greater height near the central area
- Need to consider good design principles (e.g. sightlines around high buildings)
- Requiring setback rules to maintain amenity/privacy and avoid shading
- Concerns about loss of privacy and adverse shading effects from buildings more than single storey in existing suburbs.
- Allow up to 20 storeys in centres
- Minimum 120sqm size (avoid shoe box apartments)
- Maximum height should be four storeys for fire safety
- Walls between multi-residential units need to be sound proof

Results - Spatially

Respondents provided feedback on both current and future Richmond, including any areas missing key facilities or services currently and which areas are ripe for change:



Results - Specific areas / sites for development



Some respondents provided specific areas, streets or sites where development could be focused:

- Near Saxton
- Wensley Road (across from TDC)
- Behind NMIT
- Hope or Appleby
- Bottom of Queen Street and above Queen Street
- Old Police Cells on Oxford Street
- Bateup Road
- Repurpose old car parking lots behind Pak n Save
- Talbolt Street to Arbor Lee Avenue, South side of Oxford Street
- A & P show grounds and surrounds
- Expand the Richmond Intensive Development Area
- Around the Waimea Basin area
- By intersection of Queens Gardens
- Salisbury Road
- Silvan
- Hope, Brightwater and Berryfields
- East side of Hill Street and Washborne Gardens
- Wakefield
- Richmond South around Paton Road
- Paton Road/White Road intersection

Results – Other responses



When asked about anything else the Council should consider, the following were provided (where they didn't already fit into another category above):

- The TRMP is difficult to read and interpret
- Avoid social housing
- Limit people living in Richmond (divert people)
- Maintain the value/charm of Richmond – sunny, open streets, low rise
- New builds should have solar
- Ensure disabilities are planned for
- Provide for electric vehicle charging
- Maintain estuary frontage along Lower Queen Street
- Maintain a large reserve along all estuary frontage
- and remove industrial activities near coastal environment
- Regulate wood burners
- Increase tree cover
- Consider building waste/carbon footprint with new builds
- Richmond Market should be like Nelson Markets – a community hub at the showgrounds
- Plant street trees for shade (example of Bate Up from Hill Street to Gladstone Road missing trees)

COUNCILLOR WORKSHOP SUMMARY

A workshop was held with the full Council on 22 March 2023 to explore issues and opportunities for growth and intensification in Richmond.

Objectives discussion

The set of draft objectives was used as a basis for discussion and there was general agreement with the content and scope of the objectives as framed. Specific comments received were:

Higher Priority

- the need for choice and diversity of housing.
- the relationship with blue and green infrastructure.
- clear hierarchy of centres.
- enliven the heart of the town.
- encouraging walking and cycling, while allowing for freight and services.
- develop cultural identity.

Lower Priority

- Identity through creation of neighbourhoods, neighbourhood character.
- Night-time activity.

Comments

- Include “affordable” in housing choice.
- Do “high quality” homes mean “high cost”?
- Consider intergenerational housing.
- Four storey feels comfortable for housing in centre.
- Not enough provision for creating destinations.
- What does night-time economy mean? Be clear that it’s about dining and entertainment.
- This is a good opportunity to visit the idea of suburbs within Richmond.

Spatial considerations

The workshop then moved to round table discussions looking at maps and exploring constraints and opportunities. The comments received were:

Wider Scale

- Parks and open space – look for upgrading or development opportunities.
- Opportunity to create/formalise neighbourhoods within Richmond.
- Olive Estate is a successful community as everything is close by.
- Cycling and walking is growing.
- Public transport needs to be reliable, affordable and efficient.
- Need spaces for recreation facilities that are indoors.

Town Centre Scale

- Enlarge green space in town centre – around Town Hall area.
- Need a balance of higher density with open green spaces.
- Opportunity to enhance Sundial Square as a better public space and centre.
- Opportunity to use necessary stormwater enhancements for stream daylighting and creating green space, amenity and providing room for residential intensification.

- What is the role of McGlashen Ave?
Will it remain a service area or is it ripe for mixed-use development?
- Need a destination playground.
- New Council building an opportunity to do good quality development and free up land.
- Library upgrade to more of a hub for community activity.
- Where are we hosting events? Need a space for this.
- Opportunity for a central government business hub.
- Richmond is a centre for people living in rural and semi-rural areas. People come to Richmond because there is parking available, and this needs to continue.
- Council car parks will still have a role but need to shift to EV capabilities.
- Car parking could be 2-3 storeys to free up space.
- Need to rethink car park strategy – currently so much available in all places. Consider options to create more spaces for people/greenery rather than carparks.
- Opportunity for Park and Ride on the outskirts of Richmond to bring people into Richmond without filling town centre with cars.

Other comments

- How do we incentivise intensification in the right places? What mechanisms?
- How do we ensure intensification is high quality – such as putting design guides as a district plan matter.
- Think about using levers to create semi-public open spaces in multi-unit developments to respond to lack of open spaces.
- Three waters capacity for intensification needs to consider staging.

IWI WORKSHOP SUMMARY

A workshop was held on 5 April 2023 with the Taiao Representatives invited to explore issues and opportunities for growth and intensification in Richmond. The project background and draft objectives were pre-circulated.

Key observations expressed at the workshop included:

- Cultural Impact Assessments have been undertaken for some projects around Richmond and these may assist in understanding some issues and views.
- Priority to provide for areas and facilities for kaumatua and rangitahi in Richmond, and exploration of opportunities for marae and papakāinga development.
- Potential to express the concept of Te Mana o Te Wai through opening stream corridors.
- Need to ensure integration with the many strategies and directions from central and local government.

WORKSHOP 2 SUMMARY

Two workshops were held on Monday 10th July 2023 to share the draft Town Centre Study document and to test the developed scenarios for the wider Richmond Spatial Intensification Plan (SIP). The morning workshop was held with local stakeholders, such as developers, external government organisations and local business owners. The afternoon workshop was held with internal staff at Tasman District Council, who work across a variety of departments. Participants had contributed to the first workshop held in February 2023.

All documents were pre-circulated, with opportunity for comment. The draft Town Centre Study was shared, with the expectation that attendees would provide feedback for minor tweaks. It is recognised that any change to the wider Richmond area relies on a thriving Town Centre, and this resulted in the development of the Town Centre Study document being a separate report from the wider Intensification Plan.

The scenarios for the wider growth area that were pre-circulated featured three high-level spatial plans for Richmond that tested different themes. These themes were:

- **Scenario 1:** Hills to Inlet – focusing growth along green corridors
- **Scenario 2:** Transport Corridor – focussing linear growth along transport corridors
- **Scenario 3:** Centres' Focus – focussing growth around dispersed centres

Deliberately, no scenario tabled was pitched as the perfect approach, but each were used to display the different attributes to enable participants to identify planning approaches they felt beneficial to the growth of Richmond. Each workshop group was tasked with testing the scenarios against the objectives (developed at the February workshop) using a traffic light ranking system (example below). The most positive attributes of each scenario were given a green light.

Objective Ranking Example

Morning Session Focus Group.

Objective	S1	Comments	S2	Comments	S3	Comments	Hybrid
MANA WHENUA							
HOUSING	Green		Orange	maybe some roads - Jambilee Pk. & Salisbury	Green	"in principle" yes	
CENTRES AND COMMUNITY HEART	Orange		Red		Green	needs the corridor on plan.	
IDENTITY	Orange		Red		Green		
MOVEMENT — Ref to NRP	Green	assumes the green links made — where is freight	Green	maybe put the 1130 differently	Green	needs to show how to move to main centre	
GREEN AND BLUE INFRASTRUCTURE	Green		Orange		Green		
RESPONSES TO HAZARDS AND CLIMATE CHANGE	Orange		Green		Green		
ANYTHING MISSING?							

Summary Workshop Feedback

Morning workshop

- Most of the morning workshop was dedicated to exploring the Town Centre Study – as the group has a strong interest in this component of the SIP.
- Key feedback on the Town Centre Study included the need to ensure that residents understand the issues with living in a town centre and the need to make good decisions on the use of strategic sites and Council land holdings.
- In terms of the scenarios for the wider area, Scenario 3 – Centres' Focus ranked as the scenario with most "green" attributes and Scenario 1 – Hills to Inlet ranked as the scenario with the second-most "green" attributes.
- Further feedback on all of the scenarios focussed on the need to also provide commercial / industrial land for business growth, and consideration of the realistic types of medium density development likely.

Afternoon workshop

- The TDC staff members provided technical input on implementation of the scenarios.
- Scenario 1 – Hills to Inlet ranked as the scenario with the most "green" attributes.
- The group discussed the need for the Intensification Plan to work towards both short term (10 years) outcomes, and long-term outcomes.
- More detailed comments from staff were also provided through e-mail feedback, and will be incorporated into the hybrid design process, or recorded for incorporation when the plan looks at an implementation strategy.

Scenario Testing

Table 2 on the following page outlines the high-level comments received on the merits of each objective against each scenario, as shared across both workshops. The mana-whenua objectives have not been included, as workshopping with Iwi to agree these objectives will be undertaken separately. Rankings varied across groups as detailed in the key below (**Table 1**).

Table 1: Testing key

Mostly Green
Mix of Green and Orange
Mostly Orange
Mix of Orange and Red

Table 2: Scenario Testing Summary

Objective	S1	S2	S3	Comments
Housing				<ul style="list-style-type: none"> S1: Green corridors provide an attractive setting for housing but don't necessarily provide access to day-to-day needs that generates desire for areas of intensive housing S1: Green corridors provide a high amenity setting for housing where private outdoor spaces will be smaller S2: Less enabling of high-quality environmental outcomes S2: Would this mean lots of driveways along key transport corridors (therefore a clash between uses)? S2: Would transport hubs rather than transport corridors make more sense for density? S3: In principle, access to centres is good reason for focusing density S3: Commercial activity is seen as a big attraction for housing location S3: Good qualities but requires green spaces to complement proximity to commercial activity
Centres and Community Heart				<ul style="list-style-type: none"> S2: Linear development doesn't generate centre activity or support a central heart S2: Not connected to people-centric needs S3: Approve of the opportunity to create new / enhanced centres S3: Hierarchy of centres is essential for this to work, and to support activity focussing in key centres. Must be connected and not car-orientated for success. S3: Generates activity and community scale (like Spring & Fern and Paragon Eatery at Olive Estate)
Identity				<ul style="list-style-type: none"> S1: The natural setting is a strong existing identity for Richmond S1: This approach could great if done well to emphasis the natural environment S3: Potential to help give neighbourhood identity if based around a centre
Movement				<ul style="list-style-type: none"> All scenarios have a challenge that SH6 severs the community, and this is not directly addressed by any of the scenarios All scenarios: Objective could be renamed Transport and Accessibility S1: Best scenario for encouraging walking and cycling S2: The concept is good, but the routes are in the wrong place S2: Is this scenario intended to facilitate movement for people within Richmond or just through the area? S3: Risk that centres become car-orientated, and people drive across Richmond for different needs S3: Good for walking to daily needs in a local centre
Green and Blue Infrastructure				<ul style="list-style-type: none"> S1: Best scenario if development along green spine has hydraulic neutrality S1: Emphasises blue network being a part of green corridors S3: Enhanced pocket parks and green spaces would be essential for this scenario to work
Responses to Hazards and Climate Change				<ul style="list-style-type: none"> S1: Support for green corridors with open channels to address flooding risk and climate change S2: Good to focus on reducing vehicle movement as part of emission reductions S3: Has growth areas in sea level rise risk areas

A Hybrid Plan

The staff workshop group started to explore the basis of a hybrid plan taking the best elements from the scenarios. Key attributes discussed are set out in Table 3 below:

Table 3: Hybrid Planning

Objectives	Comments	Plan Output / Actions
Housing	Importance of different typologies of housing to ensure choice	Plan change to provide enabling planning rules in up-zoned residential areas
	More mixed-use development would be ideal	Plan change to provide enabling planning rules in up-zoned residential areas
Centres and Community Heart	Do multiple centres spread Richmond's resources too thin?	Centres' hierarchy needed to identify which centres are capable of enabling increased surrounding density
	How do we activate green space with key activities pub? Playground? This creates a small centre.	All centres should include at least one key green space with active edges to form a community heart
	Hierarchy of centres is needed to ensure activities are not extracted from other places: <ul style="list-style-type: none"> Town Centres Suburban Centres Local centres 	Consolidate centres and centre focussed density to appropriate scale. New zones should respond to scale, and have varying levels of intensification enabled.
Movement	Add bus route and walking and cycling strategy routes	Update plan to include existing (and potential) bus routes as a focus for intensification
	Key connection/s required over Gladstone Road to enable new residents to access schools and activity on eastern side and existing residents to access Jubilee Park on western side.	Update plan to include walking and cycling strategy links + possible new opportunities. Update plan to identify improved connection across Gladstone Road.
	Important connection north/south between Holy Trinity church and Richmond Primary school	Update plan to include walking and cycling strategy links + possible new opportunities
	Consider inserting bypass overlay on plan	Consider including SH6 bypass in plan
Green and Blue Infrastructure	Key stormwater connection needed from Washbourn to Poutama Stream.	
	As well as green corridors, green spaces are also required. Pocket parks etc.	Seek to integrate open space and blue infrastructure and to provide appropriate open space areas.
	Green corridors are parallel – need to put in corridors that link these	Seek to include new green corridors as well as enhancing existing
	Green connections on higher slopes are within incised valleys – one side will be in the shade.	Respond to hill shade in spatial planning

Objectives	Comments	Plan Output / Actions
Hazards and climate change	Do we use 6m or 7m lidar contours?	Include 7m contour on plan to provide sufficient stormwater discharge in high tide / sea level rise scenarios
	Consider stormwater drainage issues	
	Infrastructure – gradient of the land is so flat that flooding is a large risk Ground level RL7 for future-proofing of pipes Explore closed zones (areas of no infill)	Identify key hazard areas on plan to explore for closed zoning

Next steps

The findings and comments from the day will be taken forward to input into producing a “hybrid” scenario. The hybrid scenario aims to bring forward the best attributes from each scenario onto a comprehensive new plan, to form the basis of the spatial plan for Richmond. Future steps include discussing the hybrid approach with Richmond Councillors and Iwi, as well as engagement with staff on the draft plan components.