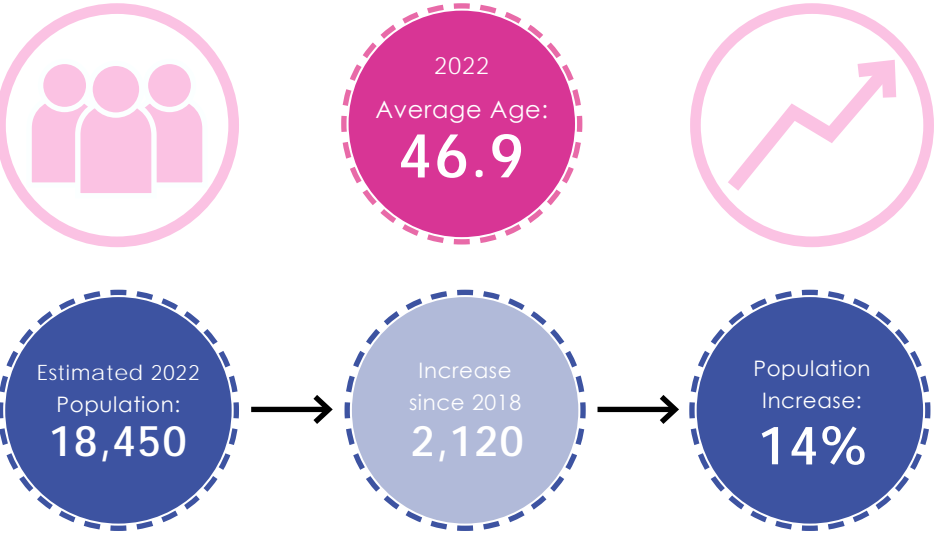
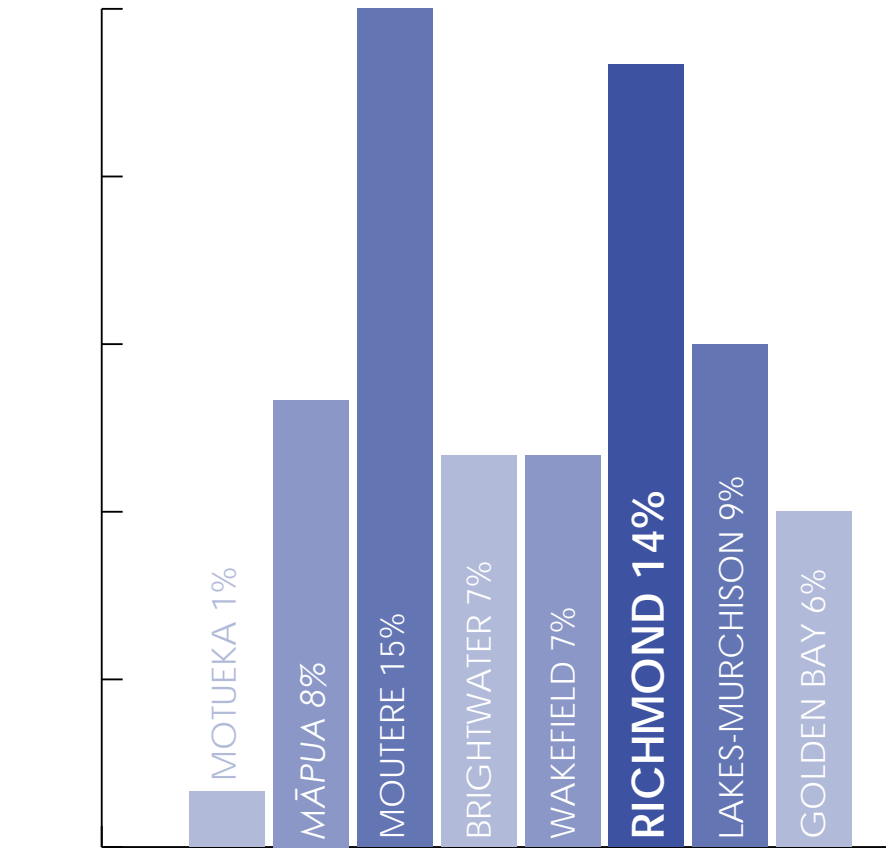


Population

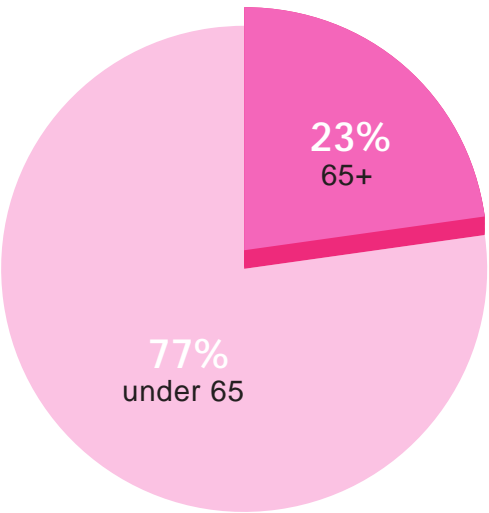


Population Increase Across the Tasman District

The total population of Tasman is currently 58,700, up 4,700 from 2018, increasing at the range of 9% of average. Richmond is increasing at one of the fastest rates in the Tasman at 14%, along with Moutere at 15%. Relocation has largely come from net internal migration.



Number of Residents Aged 65+ in the Tasman District



An Ageing Population

The average age of Tasman is 46.9 years, which is higher than the national average of 38.0 years. The number of residents aged 65+ is the age group which is increasing the most. Those who are 65+ now make up 23% of Tasman's population. This proportion is expected to increase to 34% by 2048. In Richmond the percentage is slightly smaller, at 22%, but increasing at a faster rate to an expected 38%, marking Richmond as an ageing population.

The number of one-person and childless-couple households are projected to increase. The ageing population along with the increase of this type of household indicates projected growth rates will eventually slow down.

 **Tasman population predicted to grow by 7,700 by 2031 in medium growth projections**

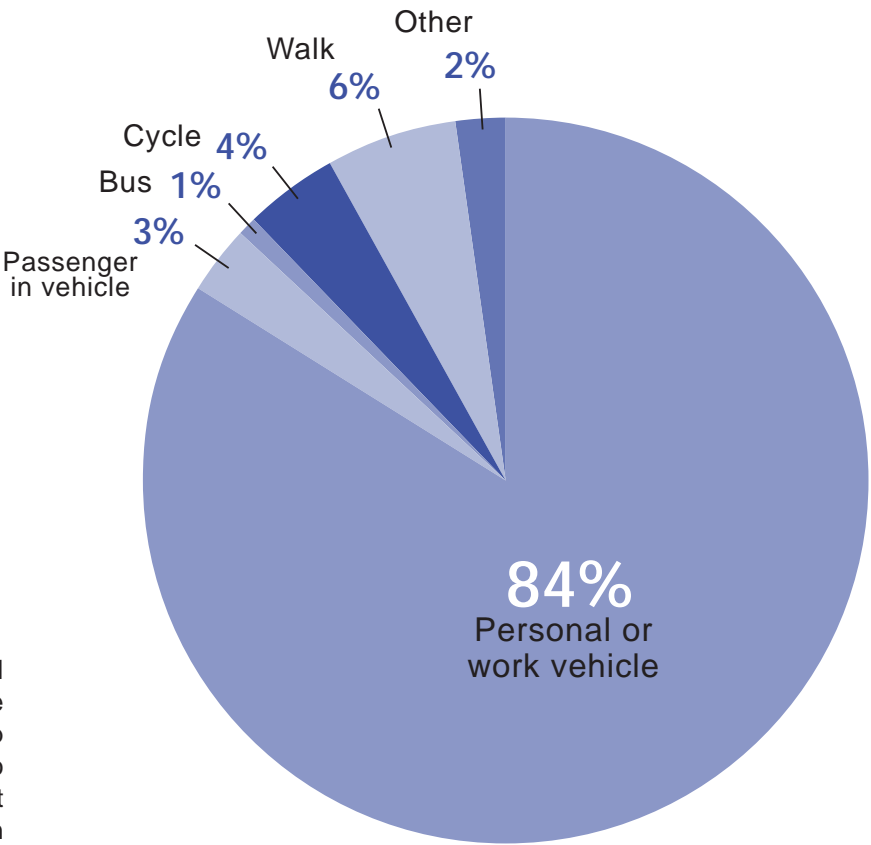
medium growth projections

Tasman is projected to grow by 7,700 people in a medium growth scenario. High and low growth scenarios predict 11,000 or 3,800 respectively. A medium growth scenario has been assumed by Council in Tasman's 10-Year Plan.

Tasman's 10-Year Plan released in 2021 anticipates that the growth scenario introduces 3,700+ residents, requires 1,800+ new houses and 80+ new business properties for Richmond. It is anticipated that Richmond has a sufficient supply of residential land (intensification and unlocked greenfield) to meet the demands for new housing.

1,800+ new homes needed for 3,700 Richmond residents by 2031 

Transport Use in Richmond



The State of Transport in Richmond

Richmond is experiencing traffic delays along State Highway 6. It has been acknowledged that the road network in Richmond is under more pressure as growing numbers of people are living and working in the wider area. Recent growth to the West has heightened severance, and increased rat-running. This has lead to reduced place value and increased safety risk on the main streets of Richmond. For growth to happen, public transport, walking and cycling need to become viable and attractive options to encourage mode shift.

In many cases, car transport is the only option, as signified by only 1% travelling by bus. Increased public transport options are vital both through Richmond and to connect to Nelson. Walking and cycling makes up 10% which is a positive sign of potential to increase this number.

 **Population currently travelling to work predominantly by car/private vehicle**

Housing and Business

Commercial Needs

It was noted into the Town Centre Audit report (the Audit)¹ that Richmond has a distinct lack of restaurants, bars, hotels and leisure activities within its town centre. This has resulted in a limited night time economy and Richmond residents needing to travel north for this. The audit showed a total of 2,070 free surface car parks exist in the Richmond Town Centre - which is an incentive for shopping in the Town Centre, but also to travel by car.

Retailer representation makes up 22.9% of Richmond’s commercial activity. Hospitality and services make up the largest number at 55.3%. This includes restaurants, takeaways, beauty, travel, commercial business, gyms and automotive services.

Richmond’s retail and hospitality industry are dominated by national brands, which the Audit believes plays a part in Richmond’s struggle to form an identity (compared to Motueka for example), but shows Richmond has a strong economic health.

Commercial businesses (such as legal, insurance etc) are the fastest growing employment industry in Richmond. They currently make-up 9.2% of Richmond’s commercial centre. Across the Tasman region, under a medium-growth scenario, demand will be 16 hectares of commercial land, and 19 hectares of industrial over the next 20 years². There is a minor shortfall of supply for Richmond against projected demand. In general it is considered that the Nelson and Tasman region has existing capacity for about 88 hectares of commercial land³. Richmond is anecdotally considered to have a shortage in commercial land, suggesting the location of the supply may not be desired. Where this 88 hectares is located is not specified, so investigation is needed for consolidated growth approach to align commercial supply with location demand in Richmond.

Housing Affordability

Housing affordability is a major issue for the Tasman District. The Government’s measure of housing affordability showed that in December 2018 about 81% of first-time buyer households in Tasman could not afford a typical ‘first home’. Those in the Tasman region typically are spending more than 30% of their incomes on housing needs which is a sign of unaffordability. Household incomes are also 13% below the national average (second lowest in New Zealand) which aggravates this.

In November 2022, the Massey University Home Affordability Index showed Tasman as the least affordable region in the country (with Auckland a close second). Affordability came up with many groups interviewed as part of the Future Development Strategy - meaning it is both a real and perceived problem.

¹Hardiman (2020). *Tasman District Town Centre Audits*.
²Tasman District Council (2021). *National Policy Statement on Urban Development: Housing and Business Assessment for Tasman*.
³Nelson City Council and Tasman District Council (2021) *National Policy Statement on Urban Development*
Nelson and Tasman Tier 2 Urban Environment: Housing and Business Assessment

Housing Stock

What do the Population Demographics Mean for Housing in Richmond?

Over the next 30 years 24,000 extra homes are needed in Nelson and Tasman urban environment. Feedback on the Future Development Strategy indicated support for building up housing in existing areas, and opening up some greenfield areas. The role of Richmond will predominantly be to provide urban intensification, with some greenfield, such as is already happening to the west, to complement intensification.

There is a forecasted switch to an ageing population, and increasing single and childless-couple households. There is a need for different types of housing, and intensification is optimal for these types of households. Intensification is expected to take up over 50% of the new homes required in the Tasman region.

Intensification is seen as a benefit for being closer to facilities and services, and both supports and enhances improved public transport systems. Intensification also supports increased walking and cycling, and minimises the need to encroach into land of high productive value.



A Change in Typology

Richmond will contribute to the new housing stock through both intensification and greenfield housing. This plan focuses on intensification opportunities.

Intensification will introduce some mixed-use typologies in the town centre. The structure plan will therefore need to explore whether people are likely to commute to Nelson for work, and what role Richmond will play in providing office space and commercial growth.

Land-use adjacent to the town centre is under-utilised with low density housing and there is no transition between residential and commercial. The town centre will be ideal for some mixed-use residential. Streets adjacent can be up-zoned to allow for walk-up apartments and terraced-housing developments to maximise proximity and walkability.

The area immediately adjacent to Richmond Town Centre has the potential to be intensified and provide some low-rise mixed use development and terraced housing.

Further than 15-minutes walking to Town Centres will be more appropriate for lower levels of intensification such as two-storey townhouses and walk-up apartments,

Greenfield and infill housing provides an opportunity for detached housing but at a more dense scale than is currently typical in Richmond.

Housing Capacity*

| Type | Area | Yield |
|-----------------|--------------------------|-------|
| Greenfield | Paton Road foothills | 650 |
| | Hills St South foothills | 200 |
| | Champion Road | 264 |
| | Total | 2,014 |
| Intensification | Richmond intensification | 1,500 |
| Total | | 2,614 |

*These capacity figures are sourced from the Nelson Tasman Future Development Strategy and are indicative only

Housing Preferences

The “Housing We’d Choose” survey asked residents of Richmond what they thought of housing supply, and had a range of responses. Stand-alone dwellings were considered to be very important or some importance (at 92%), however fewer than this indicated desire for a garden (at 81%), and 89% want a section that is easy to maintain. This shows some disconnect between the benefits of apartment living vs the desire for detached housing. 5% would like to live in an apartment and 24% indicated they would like to live in an attached dwelling, showing some openness to intensification.

Half of respondents found that location was the most important factor when choosing a home. Only 25% thought that housing type was the most important factor. Across Tasman only 10% live in an apartment or attached dwelling, with 29% saying they would choose one if possible. This shows there could be a shift towards comfort with apartment living.

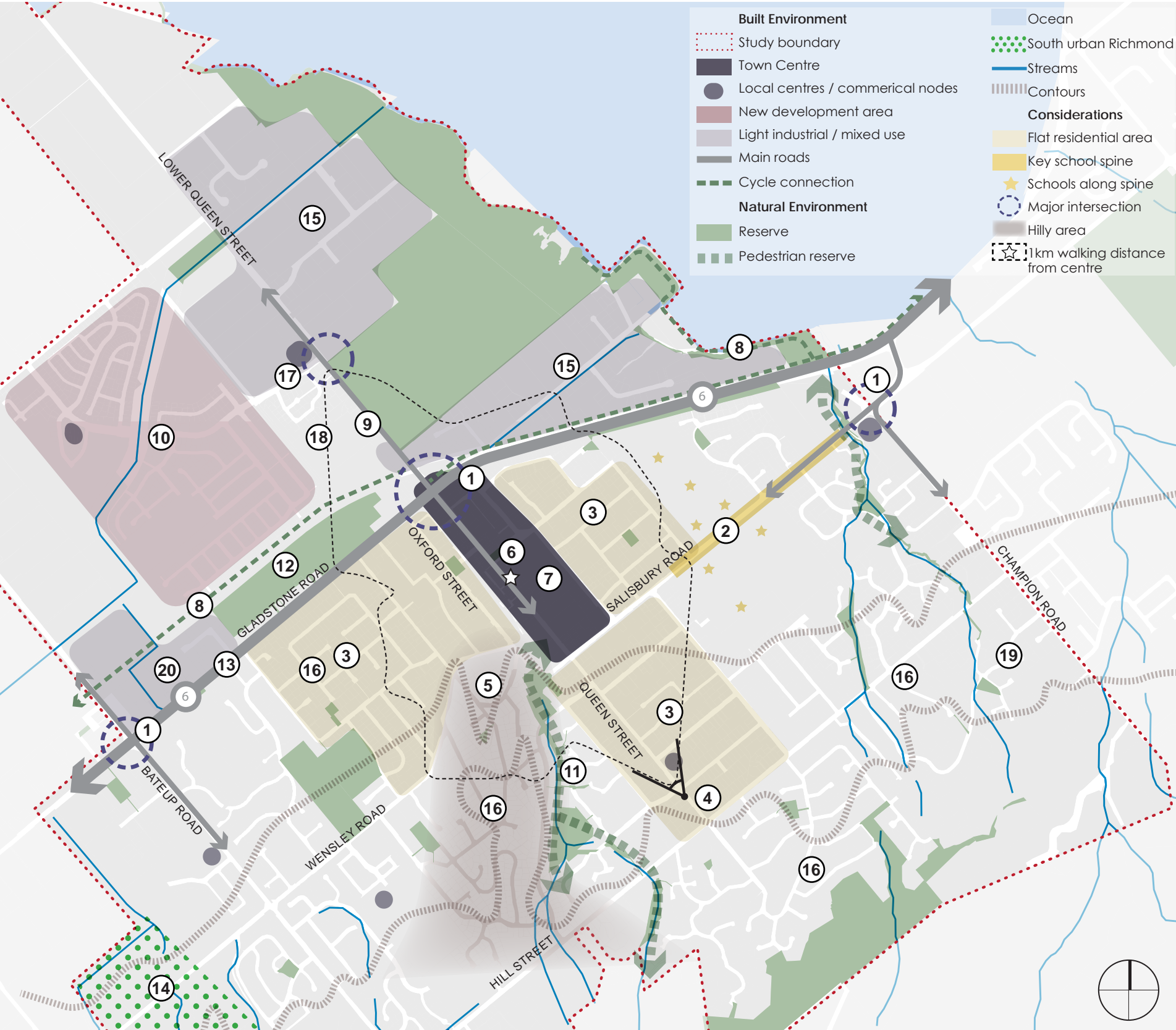
The data showed that some living in stand-alone dwellings would be willing to live within higher density types, mostly attached dwellings rather than apartments.

The top 5 most important factors for location in Tasman were :

- 1. Easy access to shops
- 2. Near family and friends
- 3. Easy walking and cycling distance to centre
- 4. Easy access to town centre
- 5. Easy access to place of work

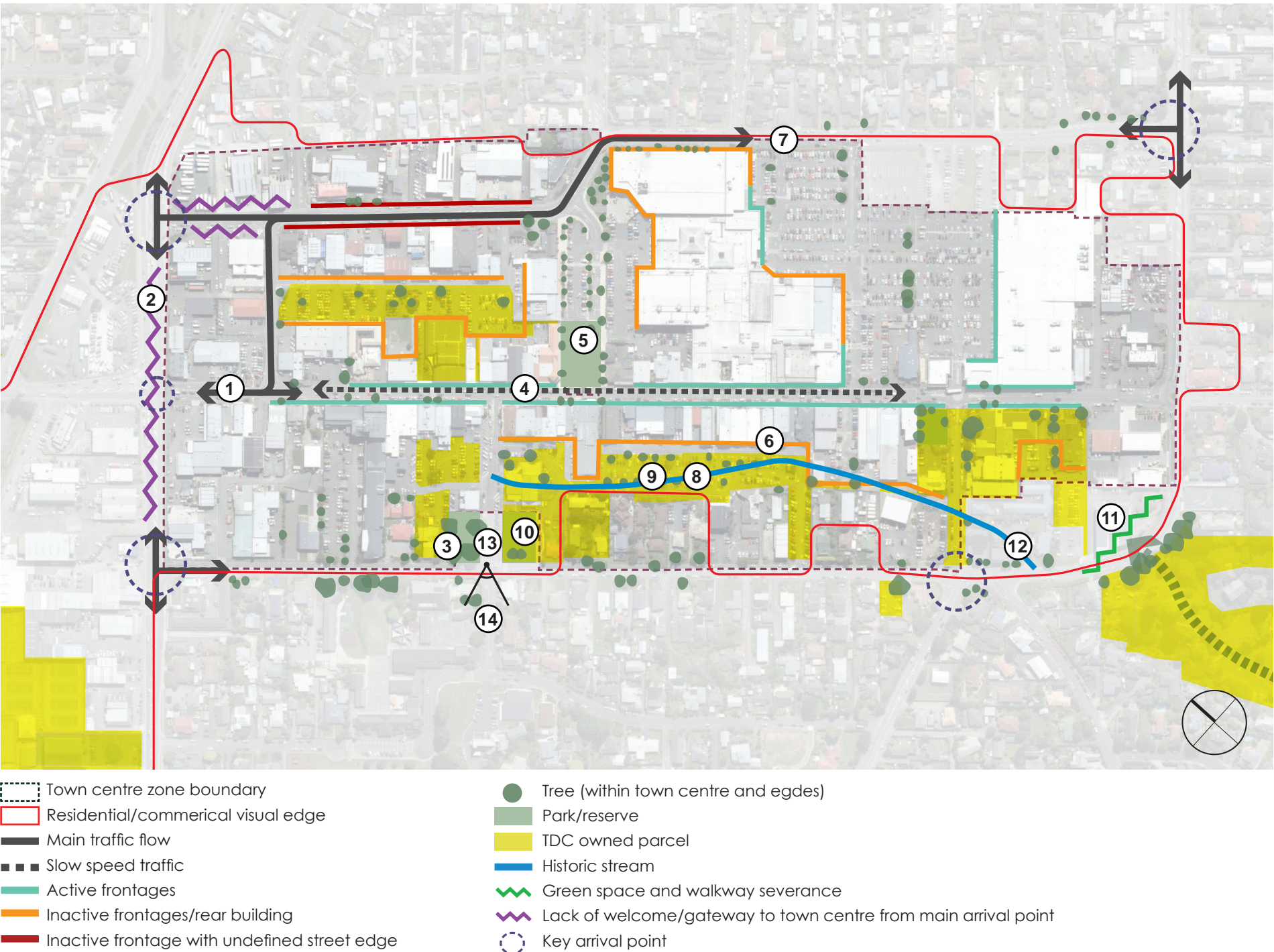
This shows that access to daily needs are most important with 4/5 points. At number two, the desire to be near friends and family shows a need for strong neighbourhood connectivity and places to gather in residential areas.

Wider Context



1. Busy intersections and key vehicle entrance points to Richmond, all intersections are vehicle focused and create a severance to the area north of State Highway 6. Feeds heavy traffic into main roads in Richmond, notably Salisbury, Champion and Bateup Roads.
2. Salisbury Road is a major route and school hub, serving five schools. The road design prioritises vehicle use, and requires upgrading to better support walking and cycling for students and those using it as a connector.
3. Three flat areas are located within a 1km walking distance to the Richmond town centre. These are ideal areas for intensification. The average lot sizes of these areas varies, but are mostly larger lots with older homes which make them ideal for redevelopment.
4. Central spine down Upper Queen Street provides views over the Richmond precinct including over land and out to sea.
5. General slope towards the south across Richmond, Wensley Road has a rolling gradient and creates a severance in the walkability and flat layout of Richmond's residential neighbourhoods.
6. Town centre features both a main road and a private mall, both of which are well-used. Town centre is predominantly single-storey and there is an abrupt transition between the mall and the stand-alone, single-storey residential area, with potential for more mixed-use buildings to create a transitional change that allows for different housing typologies.
7. The mall is privately owned and has a large carpark in its centre. It severs the connectivity of a large part of the town centre.
8. An existing popular cycle route and shared path runs along the old rail line. While it provides a good feeder route to Nelson, it's integration to the local network is limited and will be integrated as part of the Walking and Cycling Strategy.
9. The industrial area and heavy truck use create a hostile street environment of Lower Queen St which disconnects the newer residential areas from the rest of Richmond's residential areas.
10. Newly established Berryfields development provides a mix of medium-sized-lot and more dense housing arrangements. Typologies are all detached, with a local cafe and pub in walking distance for residents.
11. Jimmy Lee Walkway provides a high amenity green spine to Richmond, linking the hills to the centre, through residential areas, ending in Washbourn Gardens. There is an opportunity to utilise this amenity and accessibility to provide medium density along this corridor.
12. Houses along Gladstone Road turn their back to Jubilee Park. Potential to create a better utilised green space, integrate the road and park, and connect to new development at Berryfields.
13. Gladstone Road 21,000+ vehicle-a-day route from through traffic to south and north-west. Hostile living environment with loud, frequent traffic.
14. Very small availability of greenfield at Richmond South. Not as connected to main centres and public transport and potential fertile soils.
15. Industrial and mixed-use zones have a variety of older buildings and newer areas. There is a reliance on private vehicles for workers to access these areas.
16. Lack of commercial centres servicing residential areas
17. Growing local centre with cinema and other tenancies. Opportunity for a secondary town centre with mixed-used, medium and high density residential.
18. Opportunity for redevelopment and increased residential density, and better connect Richmond along Queen Street with the new development in the west.
19. Some pockets of greenfield area available in more suburban Richmond along with some larger sites with older homes along Hill Street. Opportunity for small scale medium density.
20. Organic change at south-western end of Gladstone Road from residential to commercial and light industrial. Future Development Strategy has supported this through zoning changes.

Richmond Town Centre



1. Traffic entering from Lower Queen St is diverted around McGlashen Avenue and Talbot Street. Traffic can only enter from Lower Queen Street - no turn access from Gladstone Road.
2. Poor frontage along Gladstone Road provides no sense of gateway or arrival into Richmond Town Centre from the key arrival point.
3. Street and private trees more prevalent to the south-west, with more hardscape and building coverage to the north-east.
4. Queen Street has a positive interface along the town centre component. It is a car-dominated environment, however has some greening and cars travel at a slow and considerate pace.
5. Sundial square is a great space and green relief, however it is under-utilised and not part of a bigger network of urban spaces.
6. Rear of buildings are visible from car parks and with a frontage more suited to a service laneway than a populated area and the arrival for those travelling by car, and those walking into the Town Centre.
7. Talbot Street has a poor street interface to the edge of the town centre. There is an abrupt change in land-use between the mall, car park and single-storey residential to the north-east.
8. Council-owned land is predominantly car parking. This suggests an under-utilisation of Council land and an opportunity to provide exemplar developments as the city centre seeks to intensify.
9. Car parking reduces perceived pedestrian permeability of the centre, as it has created larger blocks, is a less attractive environment to walk through with no shop frontages or amenity for pedestrians.
10. Pockets of open green space lie within the Town Centre, with a larger more diverse green space adjacent to the centre at the Washbourn Gardens.
11. Potential to bring green spine through the town centre from Washbourn Gardens to meet Sundial Square. Currently connection ends abruptly with no link to centre.
12. No indication of historic stream which was once present meandering between Queen and Oxford Streets.
13. Cambridge Street has a generous width, with surrounding sites that are a potential opportunity for development.
14. Direct sightline from town centre to the Holy Trinity Anglican Church - which is an important historical building. There is poor walking and cycling connection between town centre and the southwest of the Church.

Richmond Town Centre - Edge Treatment



MANA WHENUA

To be embedded into objectives upon engagement with mana whenua

HOUSING

- Provide a choice of housing from standalone dwellings to apartments up to five storeys in the urban centre
- Enable affordable and high-quality housing options that suit households of all make-ups, ages and abilities
- Utilise prime areas of existing urban footprint, intensifying in places that provide open space, centres proximity and connection to existing and potential public transport corridors
- Ensure new greenfield and brownfield developments provide diversity of housing types and are planned to enable future intensification through lot design and building positioning

CENTRES AND COMMUNITY HEART

- Establish a clear hierarchy of centres from a sub-regional centre to local neighbourhood centres, distributed as 15-minute catchments
- Enliven the vibrant “heart” of Richmond to encourage amenity values attractive to residential activities and people-centred environments
- Create positive community and cultural destination anchors
- Recognise need for service and industrial uses and plan these positively into the developing environment

IDENTITY

- Characterise neighbourhoods by streetscape, landscape, building design and orientation in order to give direction to a distinctive urban form that responds positively to these characteristics
- Explore the formalisation of identifiable, distinct neighbourhoods through naming and visual differentiation
- Develop Richmond as a sub-regional urban centre that reflects its natural context of hills to inlet

MOVEMENT

- Provide for a choice of transport modes in street types and space allocation as well as in the future urban form to enable public transport options
- Influence mode shift through connected and attractive streets that support pedestrian and cycle movements through Richmond
- Reduce vehicular carbon emissions and congestion

GREEN AND BLUE INFRASTRUCTURE

- Provide a range and hierarchy of green open spaces that are purposeful to the needs of the community and reflects natural landscape patterns
- Mitigate stormwater and flood risks through design
- Design with ecological responsiveness in mind, to allow native plants and species to thrive.

HAZARD PREPAREDNESS

- Develop considering flooding, coastal inundation and sea level rise, slips, liquefaction and earthquake faults