

RICHMOND SPATIAL INTENSIFICATION PLAN

TOWN CENTRE SUMMARY REPORT

JUNE 2023





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SCOPE AND OBJECTIVES

This Town Centre Summary report sits within the wider Richmond Spatial Intensification Plan (R-SIP) project. The R-SIP is a holistic spatial plan, which will require an integrated planning response and likely high-level policy change. Following research and analysis, this document looks at the role of the Richmond town centre and provides a summarised set of key moves and actions to progress growth within and around the town centre. The town centre summary report provides a framework for strategic intervention and investment from Tasman District Council (TDC) and supports approaches to partnering with stakeholders to incentivise change that will enable the finalised R-SIP to be successful.

As the heart of Richmond, the town centre plays a pivotal role in the success of wider intensification measures for Richmond. This document has been separated from the rest of the R-SIP, as while the scenarios that shape the R-SIP are still being decided, the key interventions needed in the town centre are evident and required no matter the final direction of changes for the wider area.

Phase one of the R-SIP engagement resulted in a list of key objectives (right). One of the objective headings is “Centres and Community Heart”, which identifies the importance of the town centre in achieving good growth outcomes. Other objectives that are relevant to or enhanced by the town centre have been highlighted in blue. This shows a strong reliance on key spatial interventions within the town centre to achieve the desired outcomes and objectives of the R-SIP.

The town centre will play a key role in providing more and different types of housing, which is a driver behind the need for the R-SIP. However, a higher urban population in Richmond needs a thriving town centre for it to function successfully. This means the town centre needs not only to provide new homes, but to bring amenity, green spaces, commercial interests, and a variety of activities that are not currently offered.

This summary document provides:

- An analysis of the town centre development over time
- A study of the key considerations for future change
- Feedback on the future of the town centre from public and stakeholders
- Strategic spatial interventions to be progressed as a series of recommended key moves
- A recommended set of actions to enable the key moves

The wider R-SIP is undergoing a scenario planning process, which investigates various approaches to plan for growth through intensification and other integrated planning matters, and will be reported on separately.

MANA WHENUA (DRAFT AND TO BE CONFIRMED)

- To integrate and provide opportunities for growth that meet manawhenua needs
- Implement the principles of Te Mana o Te Wai in the management of stormwater
- Protect and recognise the cultural heritage of the area
- Integrate Māori design and tikanga into the built environment

HOUSING

- Provide for wide-ranging choice of housing types, including standalone dwellings in limited areas, through to apartments up to six storeys close to the main urban centre
- Enable high-quality and high-amenity 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 any 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, including supporting night time activity
- Create positive community and cultural destination anchors for residents and visitors
- Recognise need for growing employment, 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 and supports recreational activity which is key to Richmond identity

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 by providing viable movement choices
- Continue to support freight and service movement while providing for increased safety of all users.

GREEN AND BLUE INFRASTRUCTURE

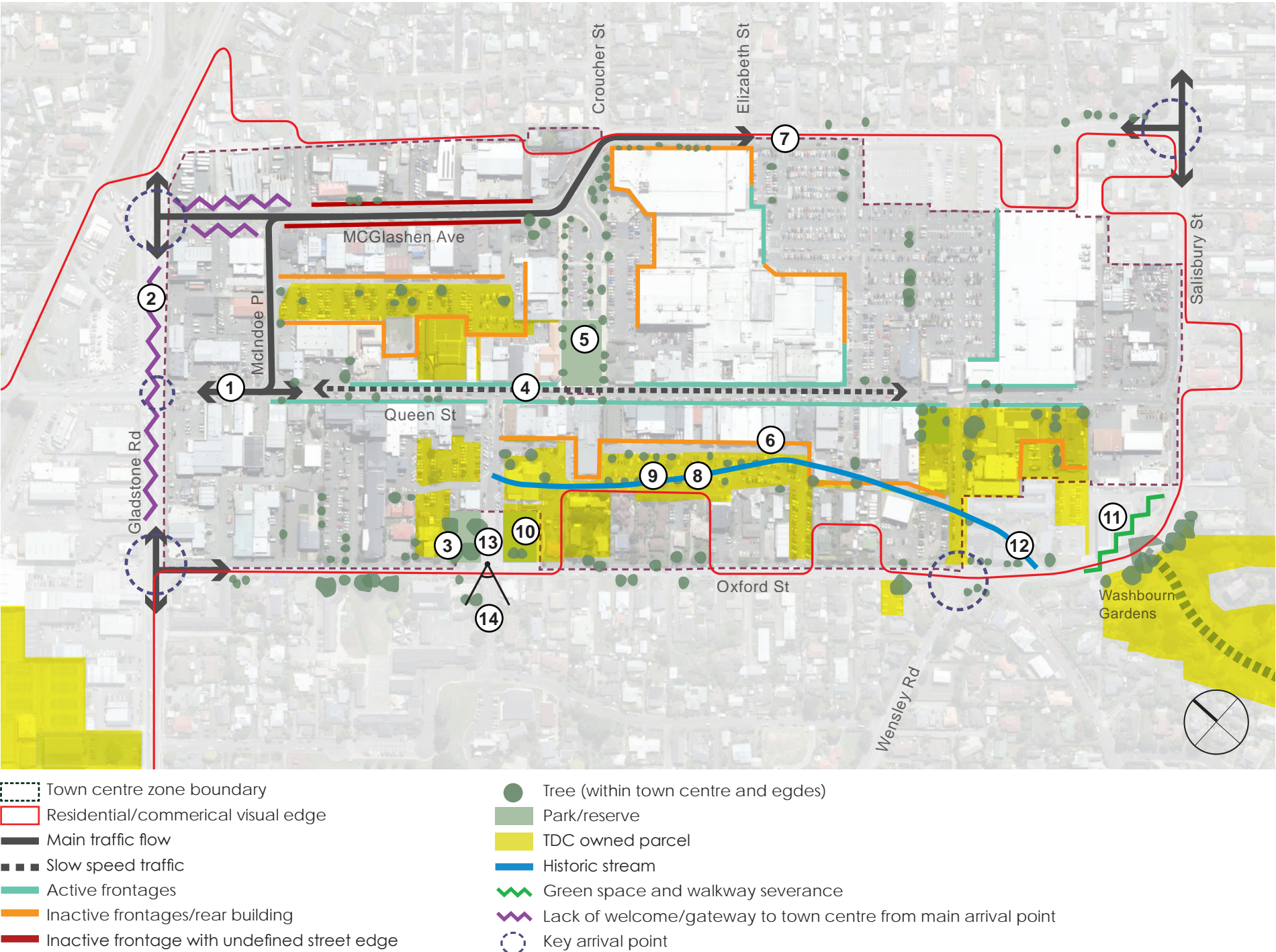
- Provide a range and hierarchy of adaptable, diverse and high-quality green open spaces that are purposeful to the needs of the community and reflects natural landscape patterns
- Mitigate stormwater and flood risks through design and integration with open spaces
- Design with ecological responsiveness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

RESPONSES TO HAZARDS AND CLIMATE CHANGE

- Ensure development areas and patterns account for risk from flooding, coastal inundation and sea level rise, slips, liquefaction, and earthquake faults
- Ensure that growth and intensification prioritises mitigation of and provides for adaptation to climate change

OPPORTUNITIES AND CONSTRAINTS

This plan identifies the opportunities and constraints that influence Richmond town centre. These opportunities and constraints were compiled through a mix of site visits, use of GIS mapping and anecdotal evidence. These existing opportunities and constraints were used to direct engagement and informed the analysis of options for change in the 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.

EDGE TREATMENT

This plan explores the existing edge treatment between the town centre and the neighbouring streets. Some parts of the town centre are better integrated at the edge, although this is largely due to the detached dwelling typologies located within the town centre. Other streets such as Talbot St alongside the mall have a harsh edge with no consideration of the transition between residential and commercial, or an undefined edge due to land-use dedicated to car-parking. An understanding of edges assists to identify opportunities for change and improvement in amenity.



BUILT FORM DEVELOPMENT

The below images share the history of Richmond and how it evolved as a town centre. It is evident the (once) small service town attracted residents over time, establishing an organic, grid urban form around its centre. We know this has now expanded upwards onto the hill slopes and downward onto the valley floor, with limited space now available to further grow in a pattern of similar urban form. Infill subdivision and greenfield development are now the prominent forms of urban growth. These patterns of development inform how the town has grown and where opportunities lie for future change.



1946

Beginning settlement of Richmond occurred in two blocks, connected by Queen Street. Building size and orientation suggests no distinct commercial precinct established by this time, although some shops might be on Queen Street.



1964

Significant residential growth happened between 1949 and 1964, to grow from a small settlement to a town. Sprawl has filled the gaps to the north-east and south-west of Queen Street, and up around Edward and George St. Infill has begun in some of the narrow sites, introducing rear-lots. Building orientation and size indicates and establishment of a small commercial centre along Queen Street at the north-western end. Some industrial activity has created a slightly larger block to the north of Queen Street.



1974

Housing sprawl continues in the same pattern as between 1946-1964. Flat areas have attracted the natural growth first and spread north and south. From 1974 onwards, this same pattern continued and grew into the hills to create the Richmond that exists today. This natural early sprawl reflects the areas that would be best suited for intensification, due to access and terrain. While the town centre was once a similar layout and permeability to the surrounding streets, large land holdings and change of use have resulted in the mall that now dominates the land-use in the town centre. Already by the 70s, rear-lot subdivision sees second homes built on what was a typical lot size, forming a basic pattern of low-level intensification that can be seen today, and has limited future intensification opportunities.

URBAN FORM ANALYSIS

The maps below provide a high-level overview of Richmond's urban form. By stripping back Richmond to just its built form and land, it tells a clear story about the patterns that make up Richmond's blocks, and where unconsolidated built-form is resulting in poor street design, movement and accessibility.



FIGURE GROUND

The town centre has a distinctively different grain of urban form to the surrounding residential areas, this is further explored in the next map.

The flat (and more walkable) areas are visible through this map where it shows the grid network streets. The connectivity of the neighbourhood grid patterns are not carried through into Town Centre. The detached dwelling layout of Richmond is prominent through building size and placement.

The feeling of severance across Queen Street at State Highway 6 is visible through the land use, with the road width clearly dissecting the pattern of built form.



TOWN CENTRE

The town centre, commercial and mixed-use zones are marked in red. The layout and connectivity of the town centre to the surrounding neighbourhoods will have a strong influence over how people access, move through and experience the town centre.

The mall is the most prominent block of built form in Richmond. Re-imagining the large blocks with a finer grain can help create a neighbourhood that is more human scale and create opportunities for increased amenity and walkability.

Despite being the busiest street, Queen St has the narrowest allocation of street space relative to building footprint, showing it is designed at human scale, with active frontages and prioritises movement of people. The rest of the town centre shows larger building footprints, with larger spaces between them, showing poor land-use and walkability.



OPEN SPACE DISTRIBUTION

Identifying green spaces in Richmond enhances the understanding of land-use of open spaces from the *figure ground* map. The large empty spaces in the neighbourhoods are parks (both public and private green spaces), whereas the large empty spaces in the town centre are car parks. This shows an uneven distribution of space in people centric areas as given to car storage.

The grey on the map above shows off-street car parking areas in the town centre - it is important to note these are not distinguished between public and privately owned at this scale.

This map exposes a lack of green open space in the town centre, but shows the large green open spaces in the neighbourhood (this includes schools and the show grounds). It signals a need for more open space in the town centre, and likely an open space study to ensure existing green space is providing a range of outdoor uses.

Town Centre Timeline

To date, there have been many documents, plans, plan changes and upgrades that have contributed to the evolution of Richmond's Town Centre.

2014 - Richmond Town Centre Framework

In 2014, a Richmond Town Centre Framework was published to outline Tasman District Council's vision for the development of Richmond. It was intended as a 20-30 year plan. This plan led to such actions as the Richmond Main Street upgrade in 2018.

While some aspects of the vision for the Town Centre from the 2014 remain the same today (such as improved development, greening and wayfinding), the role of Richmond Town Centre has changed from this report. The housing crisis means town centres like Richmond's, which operated solely as local commercial centres are now required to play a role in providing housing. While housing was explored as a "potential" opportunity in 2014, it is a critical component of this Town Centre Summary, which is part of the wider Spatial Intensification Plan, which has been triggered by the need for housing intensification in Richmond.

2018 - Richmond Main Street Upgrade

This upgrade improved pedestrian safety, vibrancy and accessibility. Wider footpaths and planting created an improved Main Street which now prioritises movement of people. Importantly, the street upgrade also redesigned the stormwater system to reduce flooding risk in the town centre.

2020 - Richmond Intensive Development Area

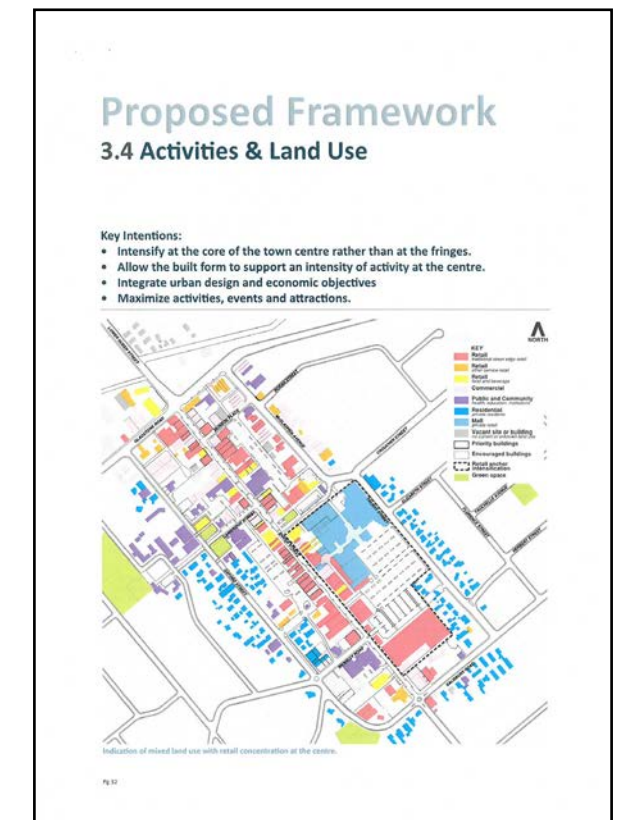
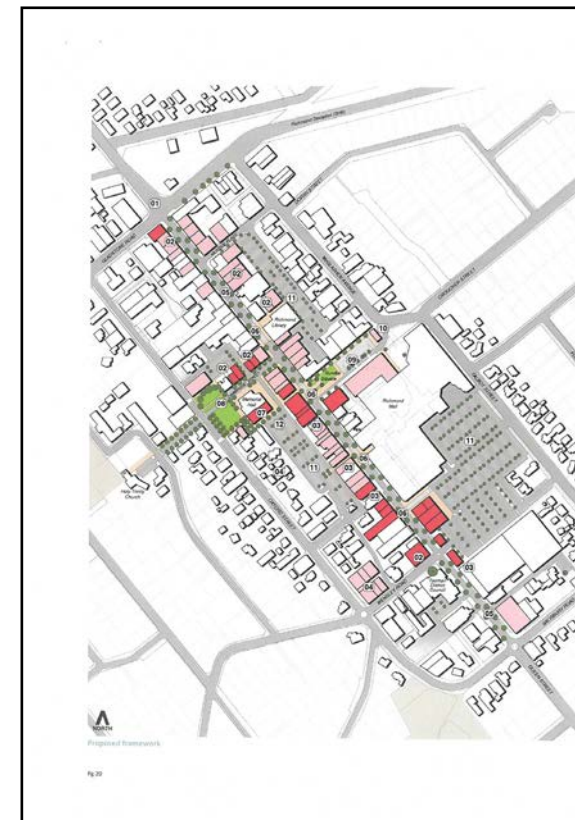
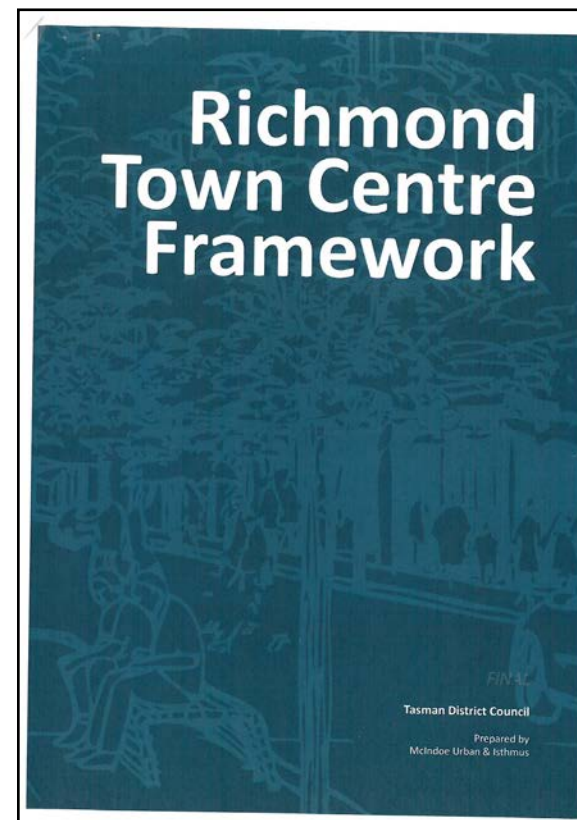
In 2020 the Richmond Intensive Development Area (RIDA) set out an area of central Richmond where intensification was encouraged. The RIDA provided new rules that allow for smaller property sizes and a diverse range of housing typologies, such as townhouses. Compared to more recent medium density rules around Aotearoa, the RIDA is no longer fit for purpose in enabling best practice medium density.

2021 - onwards

More recently, the new eBus services have improved public transport access throughout Richmond, to surrounding towns and to Nelson. Richmond has a new bus terminus on Queen Street, with complementary street upgrades to cater to the improved services.

Richmond is taking part in Waka Kotahi's "Streets for People" programme, a three-year, nationwide initiative to make it safer, easier, and more attractive to walk, ride bikes or scooters and take public transport. Other ongoing street upgrades continue to provide more transport choice for access in and around Richmond's centre.

The research contributing to this document has considered and builds upon all the past and ongoing work in Richmond's Town Centre.



IMAGES TAKEN FROM THE 2014 RICHMOND TOWN CENTRE FRAMEWORK

FEEDBACK ON CURRENT AND FUTURE TOWN CENTRE

The town centre of Richmond has been included as a focal point of part of the discussion with community stakeholders, Council staff, Councillors, iwi and the wider community. Some clear trends have emerged about the challenges Richmond's town centre faces, but also about the opportunities and possibilities for positive change. These suggestions feed into the key moves for spatial intervention in the town centre.

WORKSHOPS

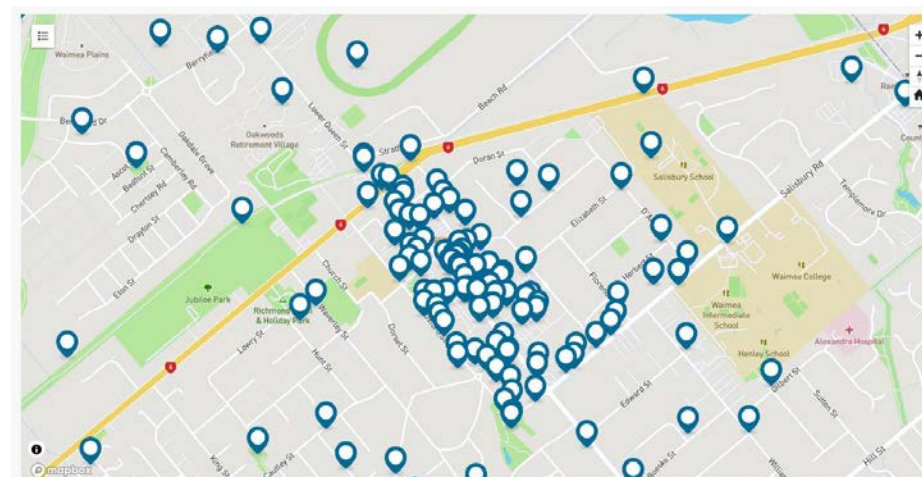
In February and March 2023, the R-SIP project kicked-off with three workshops to provide input into the formulation of the plan and its process. The groups engaged included:

- **Local stakeholders and partners:** including developers and landholders who are willing to invest in the outcomes of the plan, key public agencies and a range of persons representing specific interests
- **TDC staff:** including officers across multiple teams providing relevant expertise
- **TDC Councillors:** through a workshop with the Strategy and Policy Committee
- **Iwi:** a hui with iwi representatives

All of these groups will remain collaboration partners throughout the wider project, with varying levels of engagement based on initial interest and input. The workshop attendees explored the wider R-SIP but also had the opportunity to look closely at the town centre. All agreed on the role of the town centre as key to providing intensification, growth and vibrancy.

Some town centre-specific ideas shared included:

- Increase arts and culture with opportunity for gatherings, make it more of a destination for people to come and spend time.
- Attract visitors, support accommodation and hospitality.
- Change the linear format of the centre and grow width particularly in the direction of Oxford St
- Retain/enhance identity of the role of the wider area as a "food basket", celebrate the hills and inlet
- Make Sundial Square a central focus for activity.
- Improve connectivity to the centre it from the west (lower carpark) and south (other side of centre).
- Improve quality of connections to and through the centre e.g. avoid dark alleyways.
- Consider establishment of a key venue such as a convention centre, and rethink use of existing under-utilised spaces (like the Town Hall)
- Ensure an future new Council building development is located in the right place as an anchor site for activity in the centre and includes the right facilities and spaces.
- Re-think car park usage. Currently lots of car parks areas are owned by Council so there is an ability to change land use.
- Encourage more restaurants and night life variety
- Provide public facilitation of spaces and events (e.g. outdoor movies or innovative recreation spaces like playgrounds) that will stimulate a range of people to spend time in the centre



THE "PLANNING A FUTURE RICHMOND" SURVEY SHOWS MOST INTEREST WAS IN THE TOWN CENTRE

SHAPE TASMAN SURVEY

The "Planning a Future Richmond" online survey hosted on the ShapeTasman pages of the Council website took place in March/April 2023. This survey acknowledged the previous surveys and work undertaken for the Future Development Strategy and South Richmond and asked residents (and those with interests in Richmond) to share their ideas to help plan for Richmond's future.

Respondents largely felt like the town centre area was appropriate for apartments and town houses.

The focus wasn't just on housing and respondents also said they would like to see more offerings and activities at different times for day. They also acknowledged the opportunity to do things differently in various areas of the town centre, such as prioritise some streets for people or enhance access to green space in the city. In summary, the public feedback from the survey was in line with the workshop groups, showing the formation of a collective vision for Richmond.

One component of the survey provided a map of Richmond for participants to drop pins and provide open feedback and suggestions. Richmond town centre was the part of the map most actively engaged with. To the right is a basic summary of the pin point survey, where certain points were raised by multiple people. These are divided into elements of the town centre to "keep", "re-imagine" and "want", all of which feed into the key spatial interventions and require varying levels of intervention or change.

KEEP

The things Richmond town centre is doing well

Mature trees

Local businesses

RE-IMAGINE

The existing things Richmond town centre can improve

Land-use for people over car parking

Pedestrian only spaces

Day-lighting of streams

Sundial Square as a destination hub

Public transport hub and access

Lighting and safety

Accessibility and walkability

WANT

The things missing from Richmond town centre

Apartments and town houses

More green spaces

Mixed-use buildings

Centres and open spaces for activities

Play spaces

Culture and arts

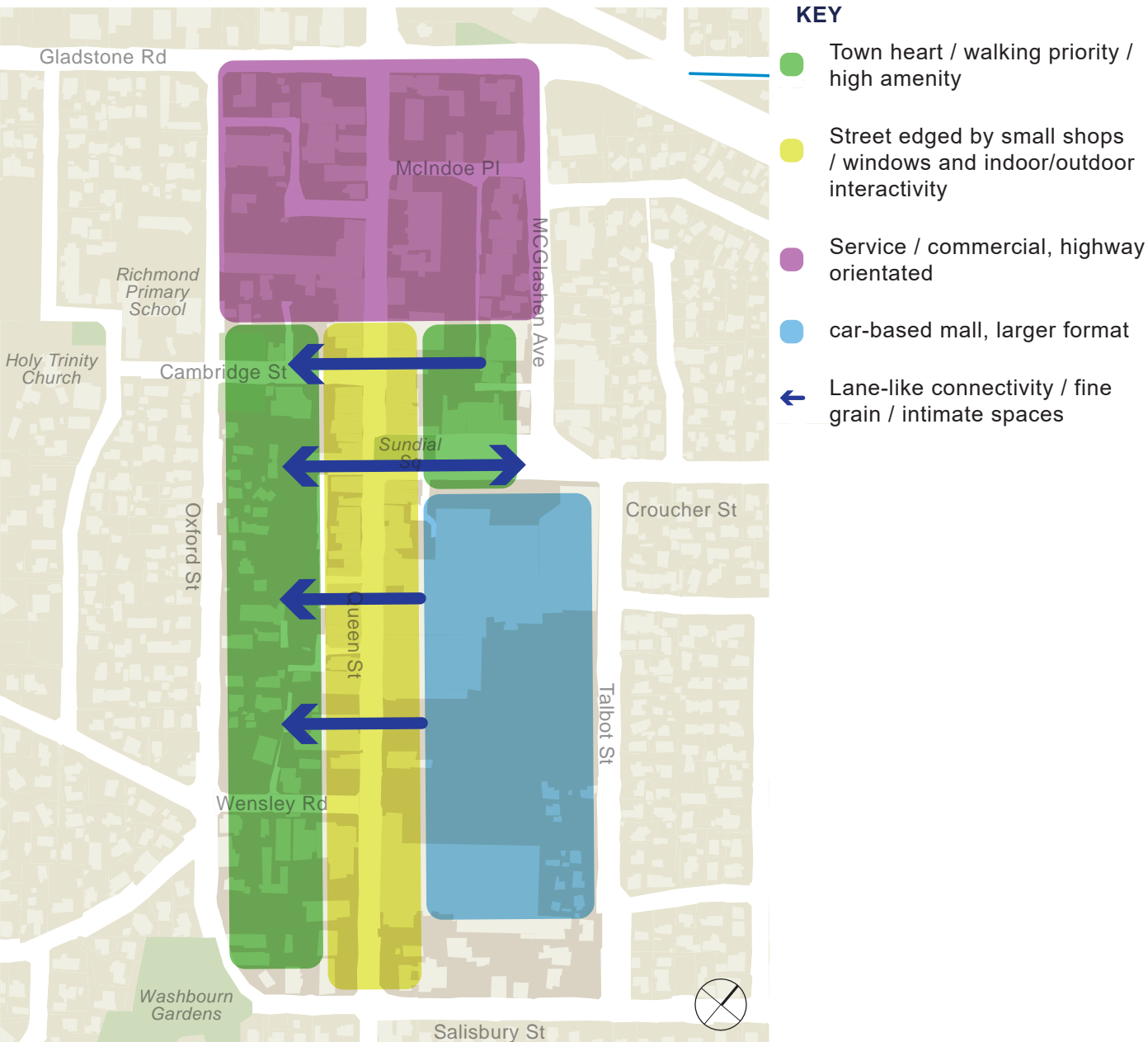
Night time hospitality

EV and e-bike charging

PUBLIC FEEDBACK SUMMARY FROM THE PINPOINT SURVEY FOR RICHMOND TOWN CENTRE

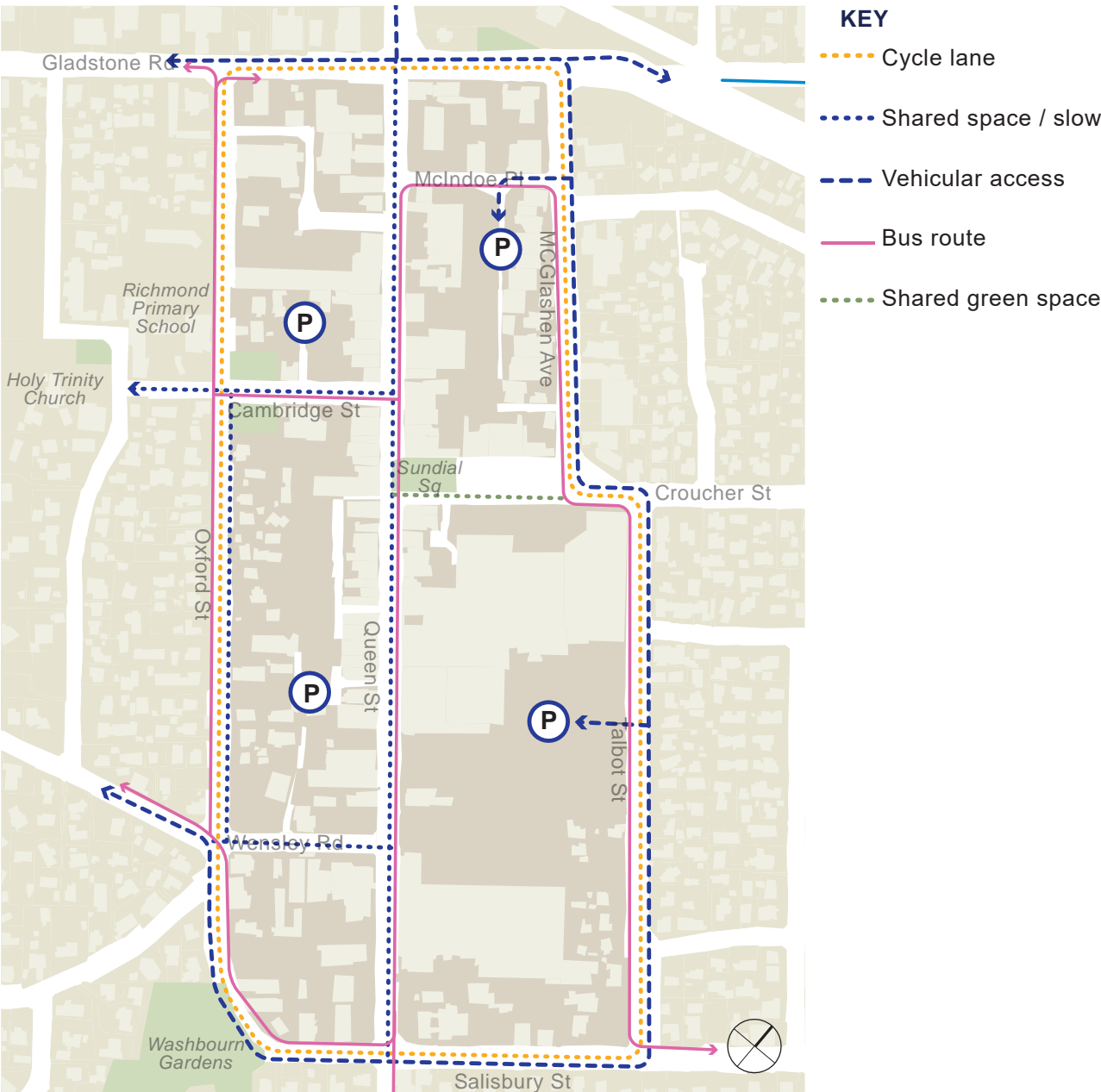
SPATIAL STRATEGY

The overarching strategy for Richmond centre is that it evolves as a people centric place at its core. It is active at the street level and supports a mix of uses with retail, hospitality, services and community spaces with residential above. The ‘compression’ of this core to a defined extent will allow amenity, supporting concentrated investment and generating vibrancy. Residential living will become attractive in this core if the amenity is there. By a diversification of the main street to the west there is an opportunity to encourage small lane connections and reallocate some existing parking spaces to ground level commercial with residential above. The mall and larger format stores also are important to the economic health of the centre. Although residential living maybe initially less likely here, people can park in the large existing parking areas, partake in retail shopping, and then move through into higher amenity spaces to participate in public life here. There is a recognised relationship to the highway which will support light commercial activities that benefit from passing traffic or can be serviced by larger vehicles. The diagram below expresses this strategy as a centre with three precincts that have a deliberate purpose.



MOVEMENT STRATEGY

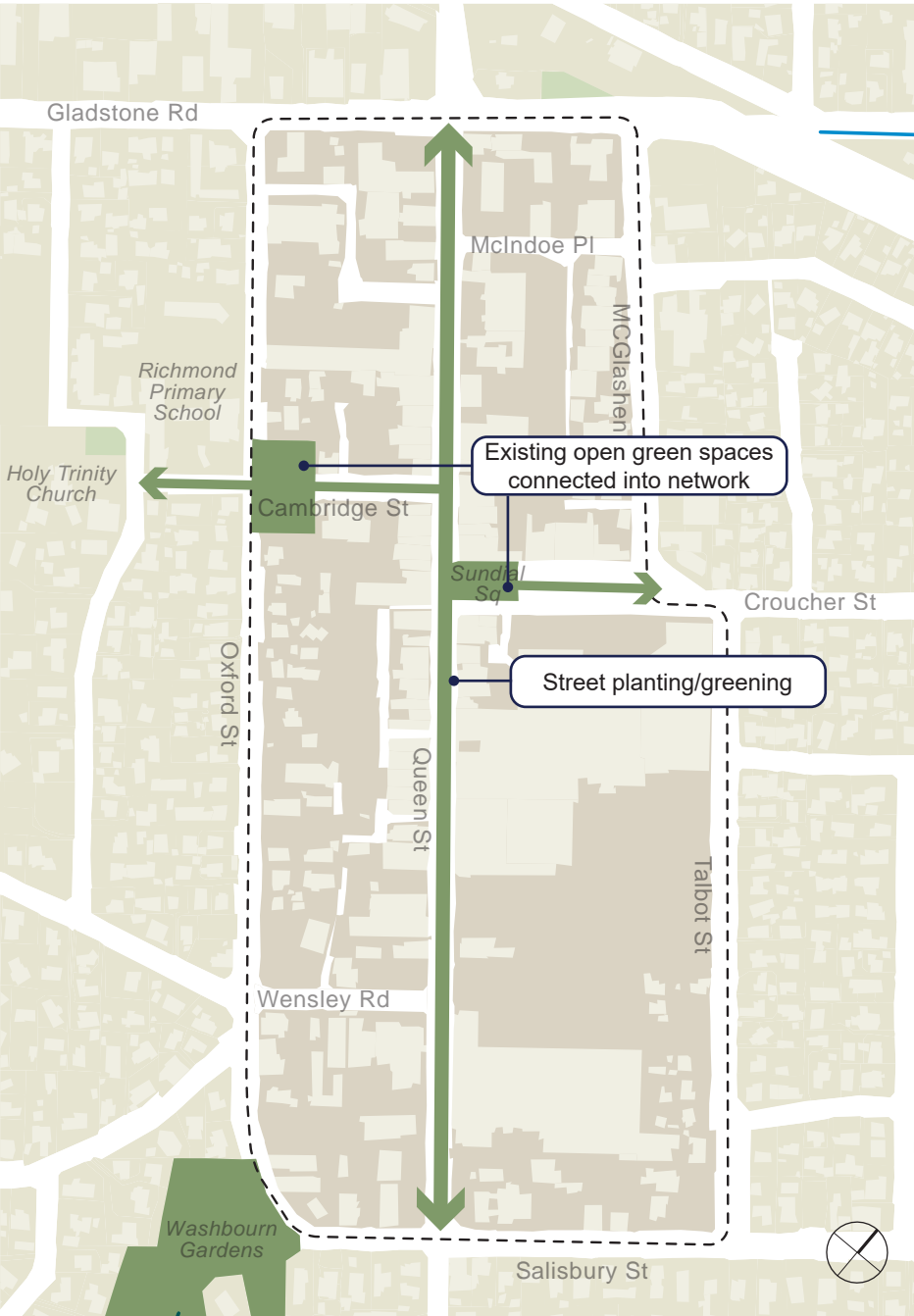
The movements people make into, around and through the centre, and the mode by which they undertake these is highly influential to the experiences and characteristics of the centre spaces. Clearly, having people able to access the centre is imperative, but it is also important these movements do not detract from the qualities and comfort needed to support public life. We want people to enjoy their time in the centre for as long as possible. This means it is an attractive place to live, which will support the centre economy as well as the health of the community through social connectivity. A simple diagram below expresses the movement strategy. It focuses vehicle movements around the centre and reduces vehicular priority through the core. Encouraging safe cycling by allocating street space to protected routes generates equitable transport access. Bus passenger experience is also made more attractive through improved bus stop amenity and service frequency. Over time, with changed land-use and improved transport choice, it is anticipated the number of parking lots will be reduced.



KEY MOVES

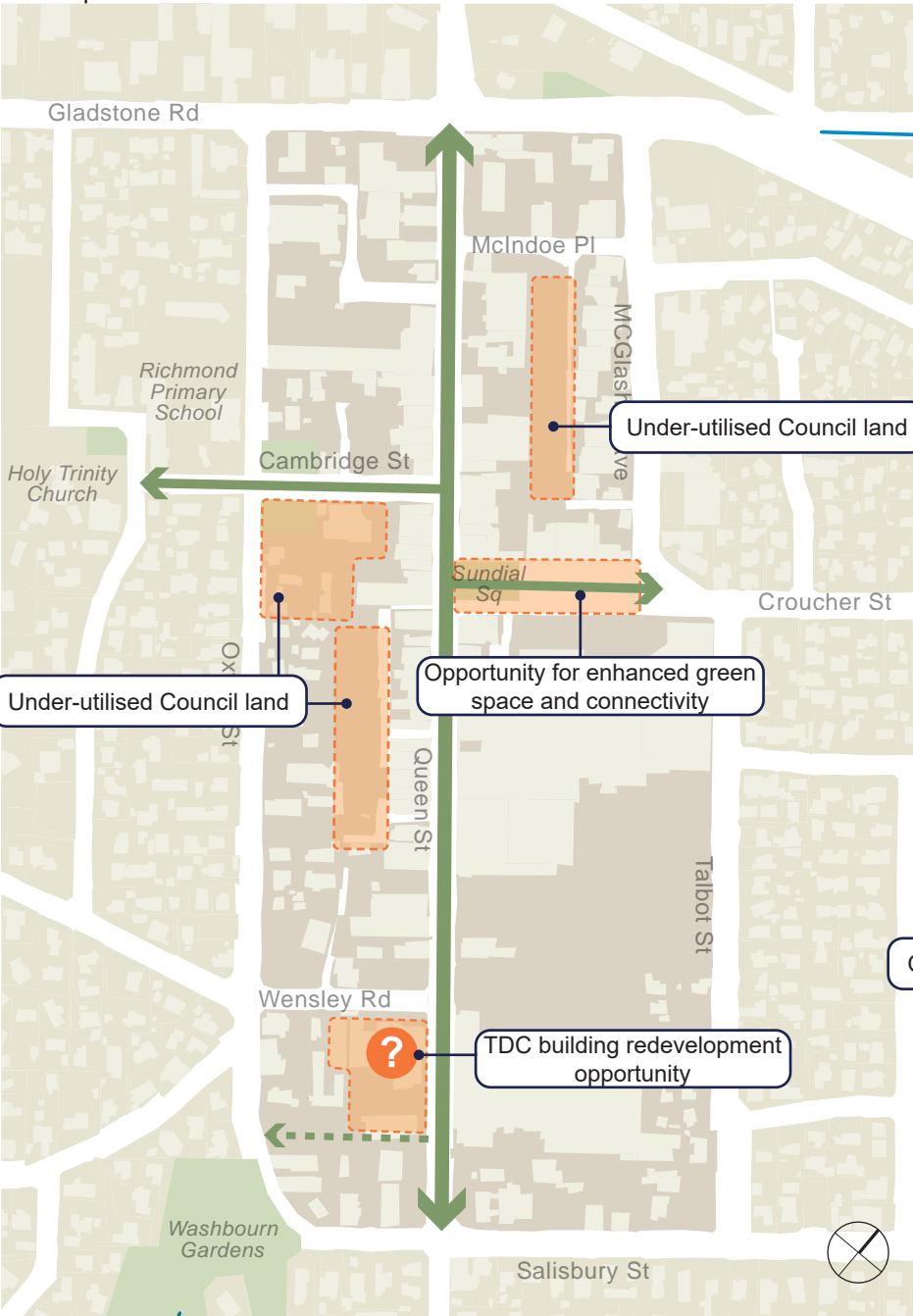
1. Grow Green Connections

Establish strong green network in the centre by linking green spaces with high amenity streets that prioritise people. This increases walkability by creating a cohesive network of connected public green spaces. Upgrading and greening existing streets and spaces provides an opportunity to then integrate a wider, finer grain, green street network as town centre develops.



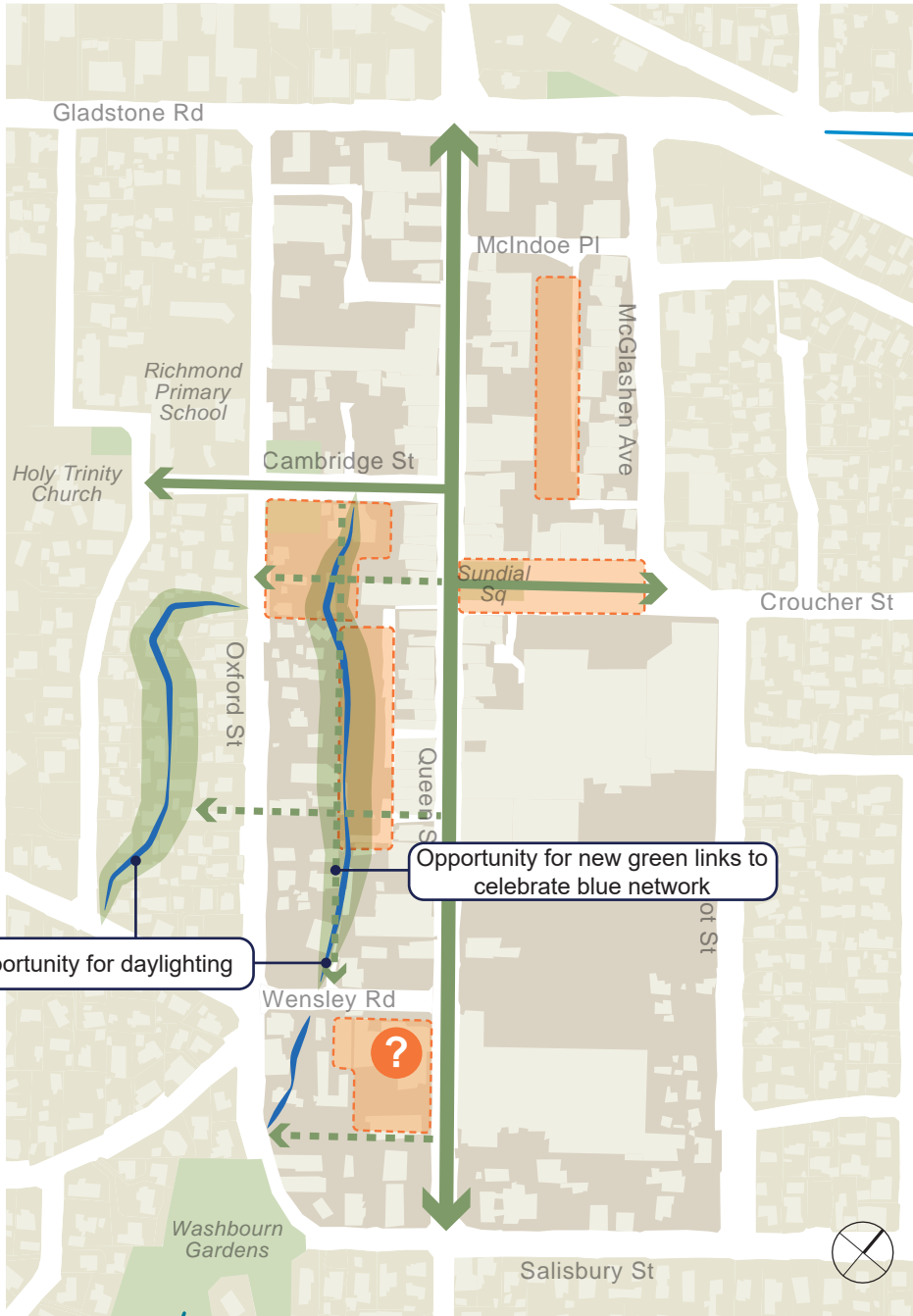
2. Identify Strategic Sites

Identify key Council land-holdings with poor or under-utilised land-use to provide catalyst development opportunities. Strategic sites can be used to enhance on existing public spaces (such as Sundial Square) or provide mixed-use developments that serve as an exemplar to the private sector and contribute to a growing green, walkable network. TDC building is a key strategic site which could be rebuilt or relocated as a catalyst development.



3. Celebrate and Sustain Blue Network

Bring blue network to the surface to integrate blue and green network into town centre. Exposing the blue network could be through major daylighting or minor story-telling projects. Use historic or underground streams to increase resilience and strengthen the relationship of the town centre as the blue / green heart between hills and sea.



KEY MOVES

4. Encourage and Enable Developer Response

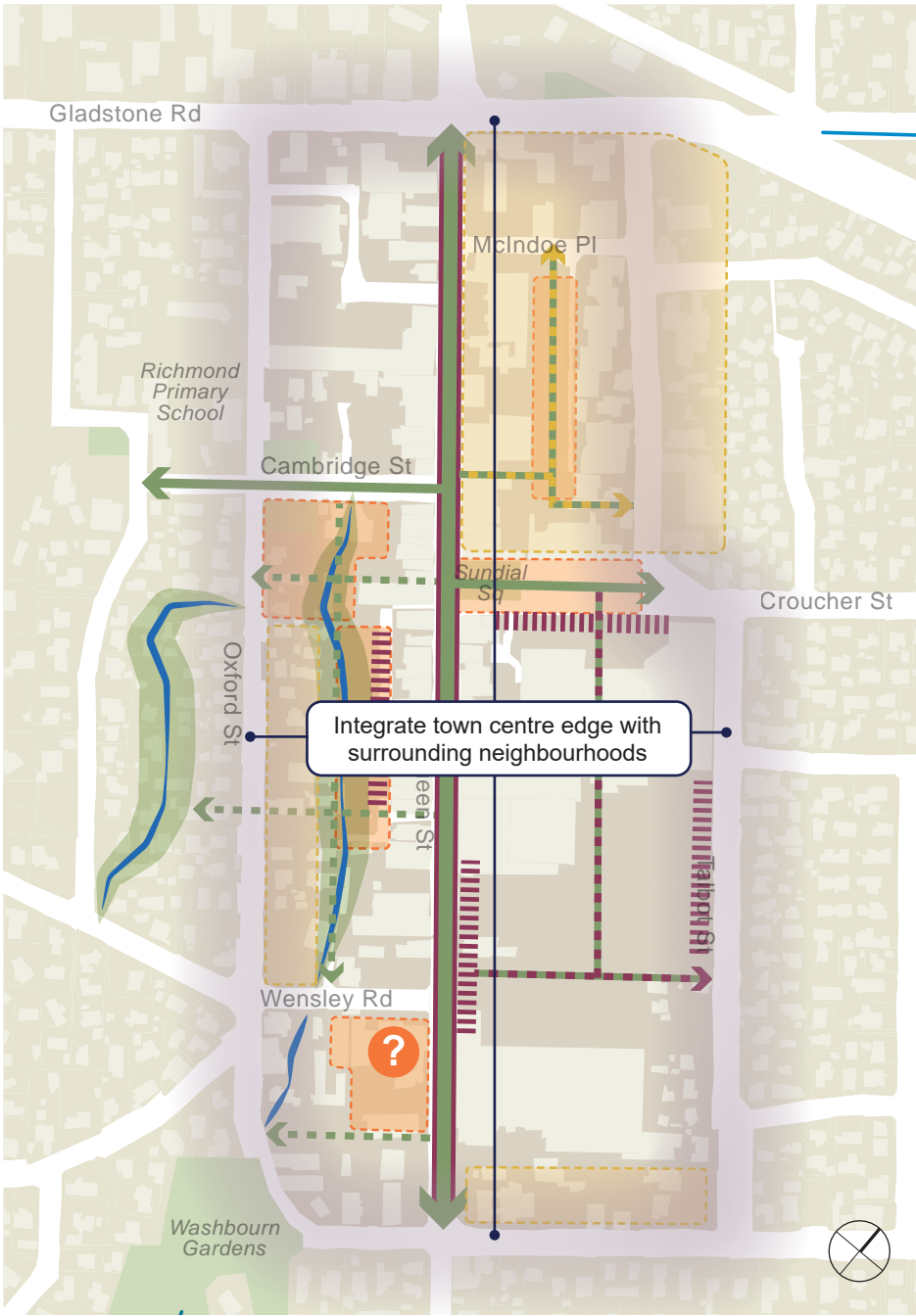
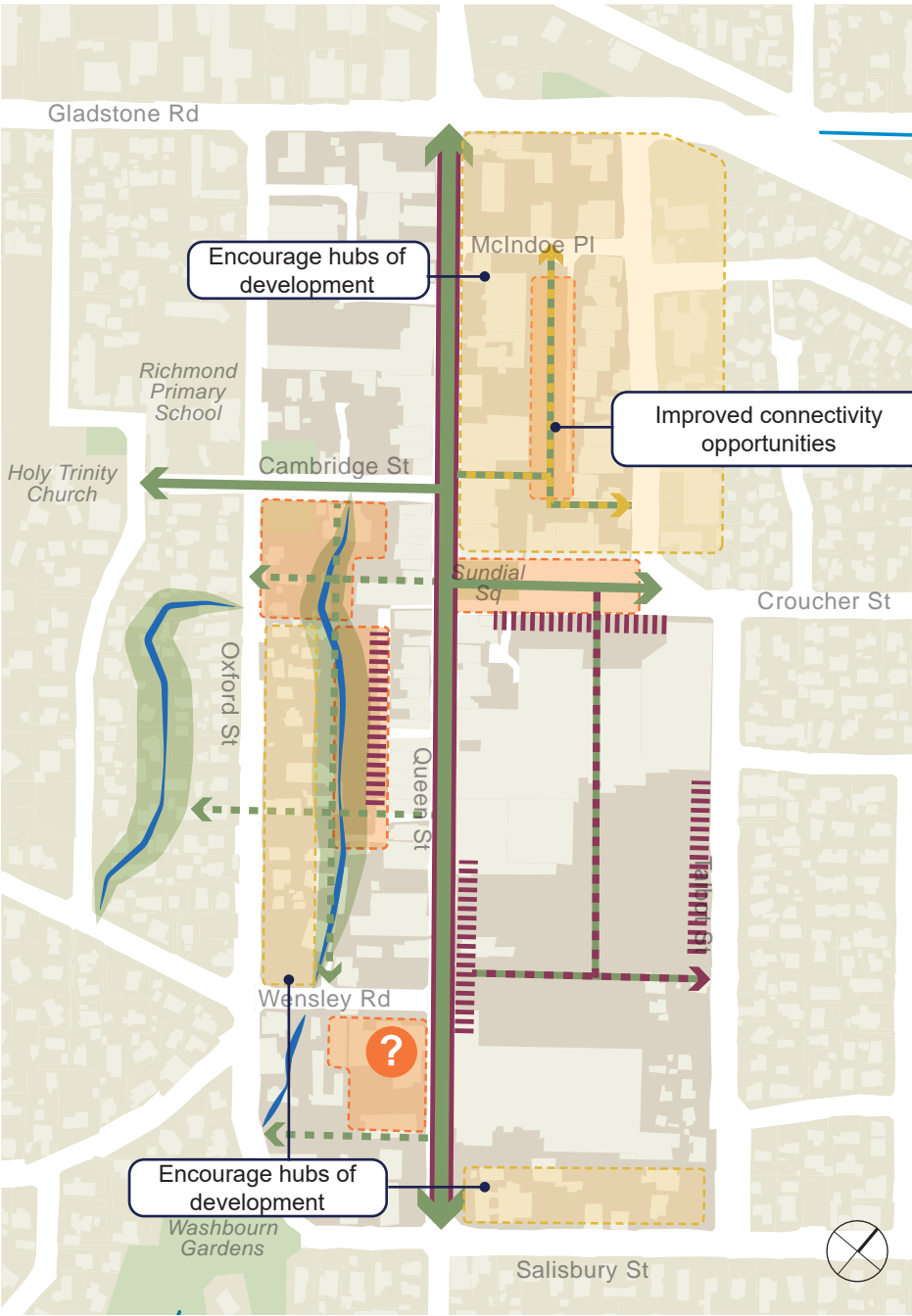
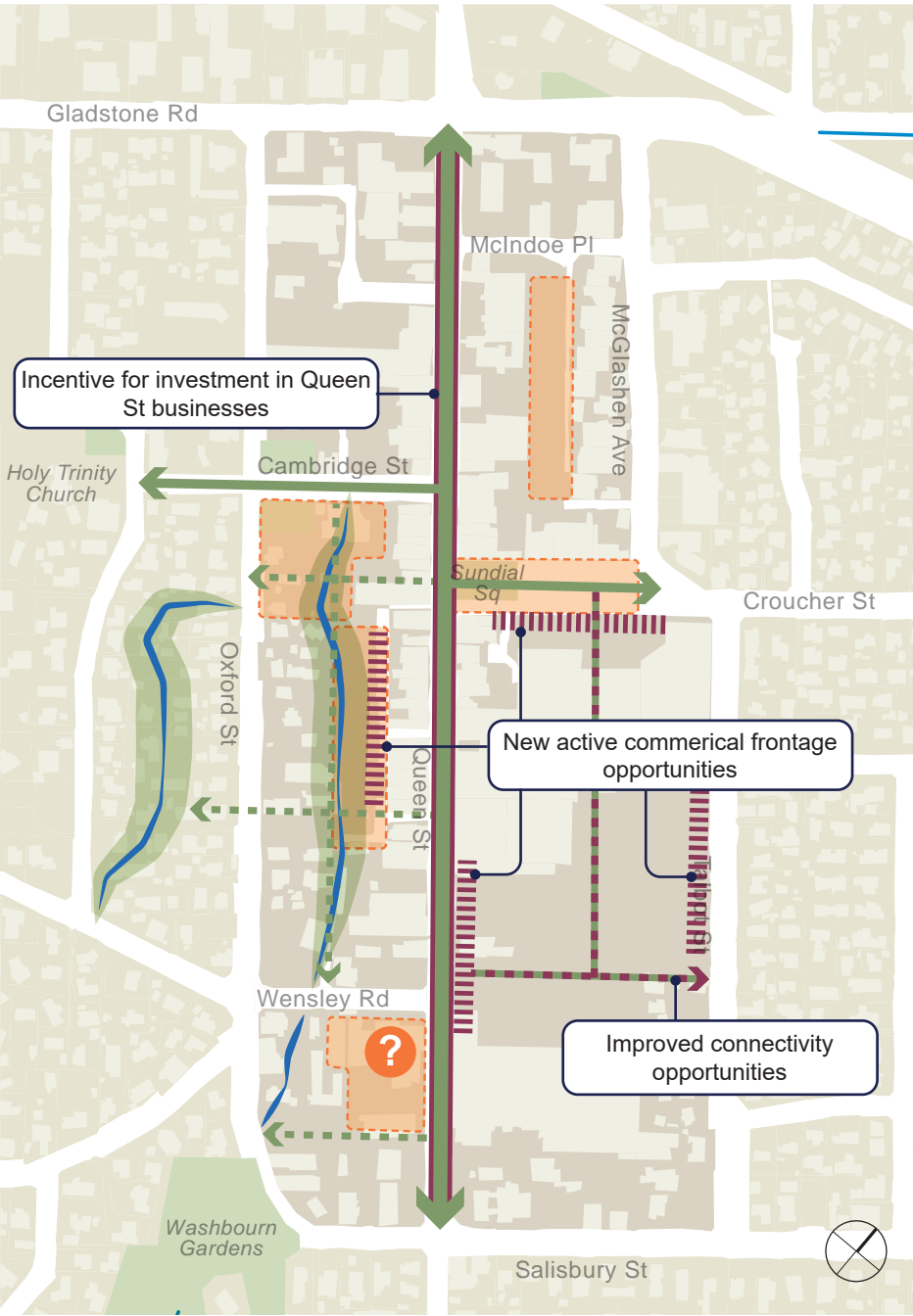
By upgrading public space and improving street amenity, encourage developers to respond by providing improved commercial spaces. Existing inactive street edges have the opportunity to be activated through cafés, bars and other commercial activities that bring life and economic prosperity to the street.

5. Improve Land-use and Street Network in Low-Quality Areas

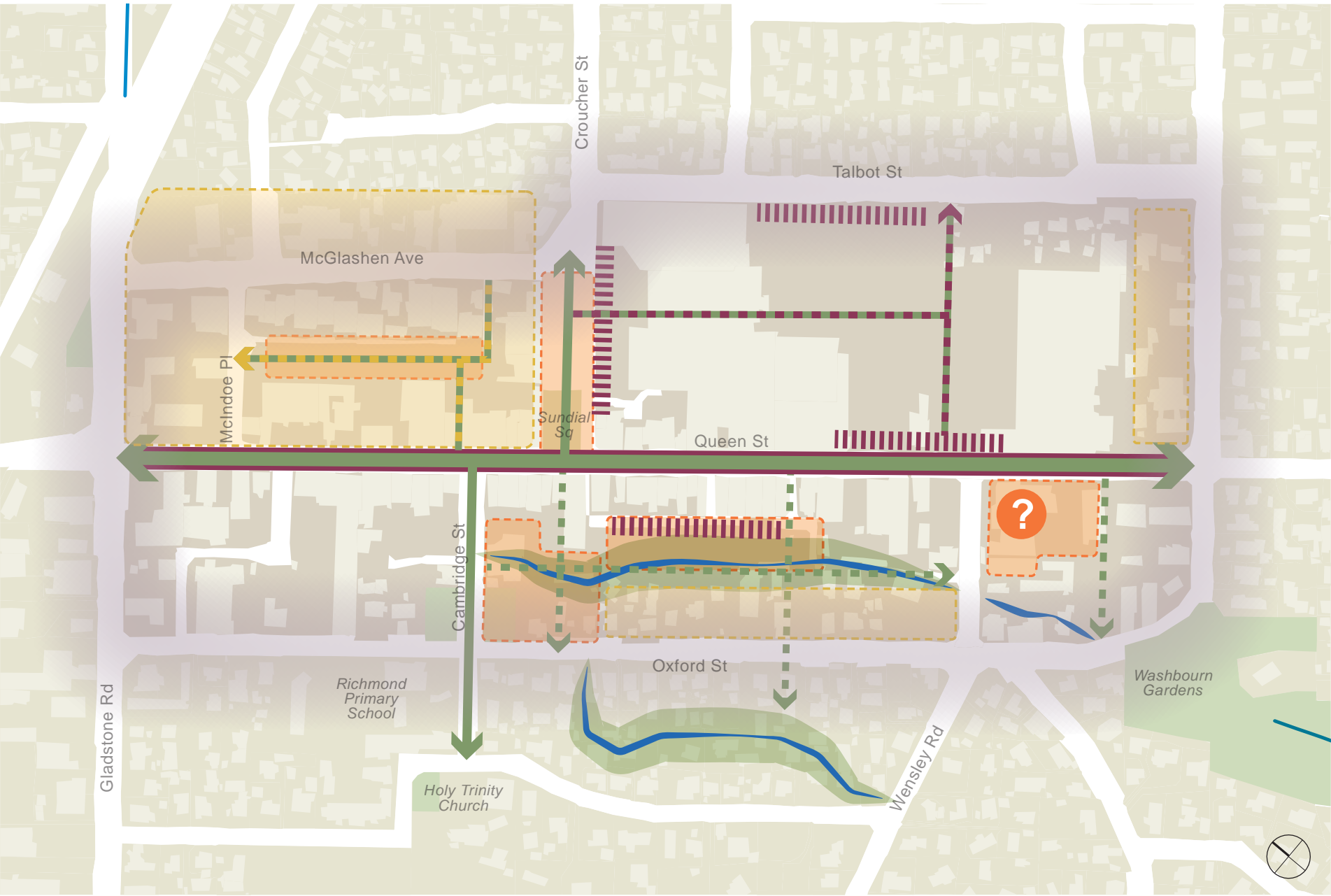
Enable and encourage mixed-use development in targeted areas with poor land-use, to bring residential buildings into the town centre. Respond to central residential growth and create a more permeable network of streets to improve amenity, liveability and walkability.

6. Integrate Town Centre into Urban Fabric

Strengthen the relationship between the town centre and the neighbouring streets by cohesive, planned urban development in the town centre. This will be achieved through stronger street-level activation and increased street permeability. Intensification in the neighbouring streets will be designed to front and activate the street and integrate the town centre into the surrounding residential fabric.



KEY MOVES SUMMARY



KEY

1. Grow Green Connections

- Target streets for street planting and greening
- Future green connections

2. Identify Strategic Sites

- Strategic Council-owned sites with development potential

3. Celebrate and Sustain Blue Network

- Historic or culverted streams and informal overland flow path areas with potential to expose / celebrate

4. Encourage and Enable Developer Response

- Activated street edge
- Developer-led green connections
- New street activation opportunities

5. Improve Land-use and Street Network in Low-Quality Areas

- Potential target areas for land-use change
- Future green connections enhanced through development

6. Integrate Town Centre into Urban Fabric

- Town edge integrated with neighbouring residential (density increases on residential streets facing the town centre)

ACTIONING THE KEY MOVES

ACTION PLAN

An action plan provides a path to realising the identified key moves for transforming Richmond town centre to the thriving “heart” envisioned by the objectives of the Spatial Intensification Plan.

The action plan looks for opportunities where Council can provide early wins and kick-start the revitalisation of the town centre. Targeted, publicly funded interventions act as a strong catalyst to then encourage private investment. Further, the action plan identifies who is responsible for each action, specifically where TDC need to partner with external groups.

The actions are prioritised using darker colours to indicate higher priority, or easier wins, with the lighter colours indicating lower priority areas. It is considered all key moves influence the other key moves.

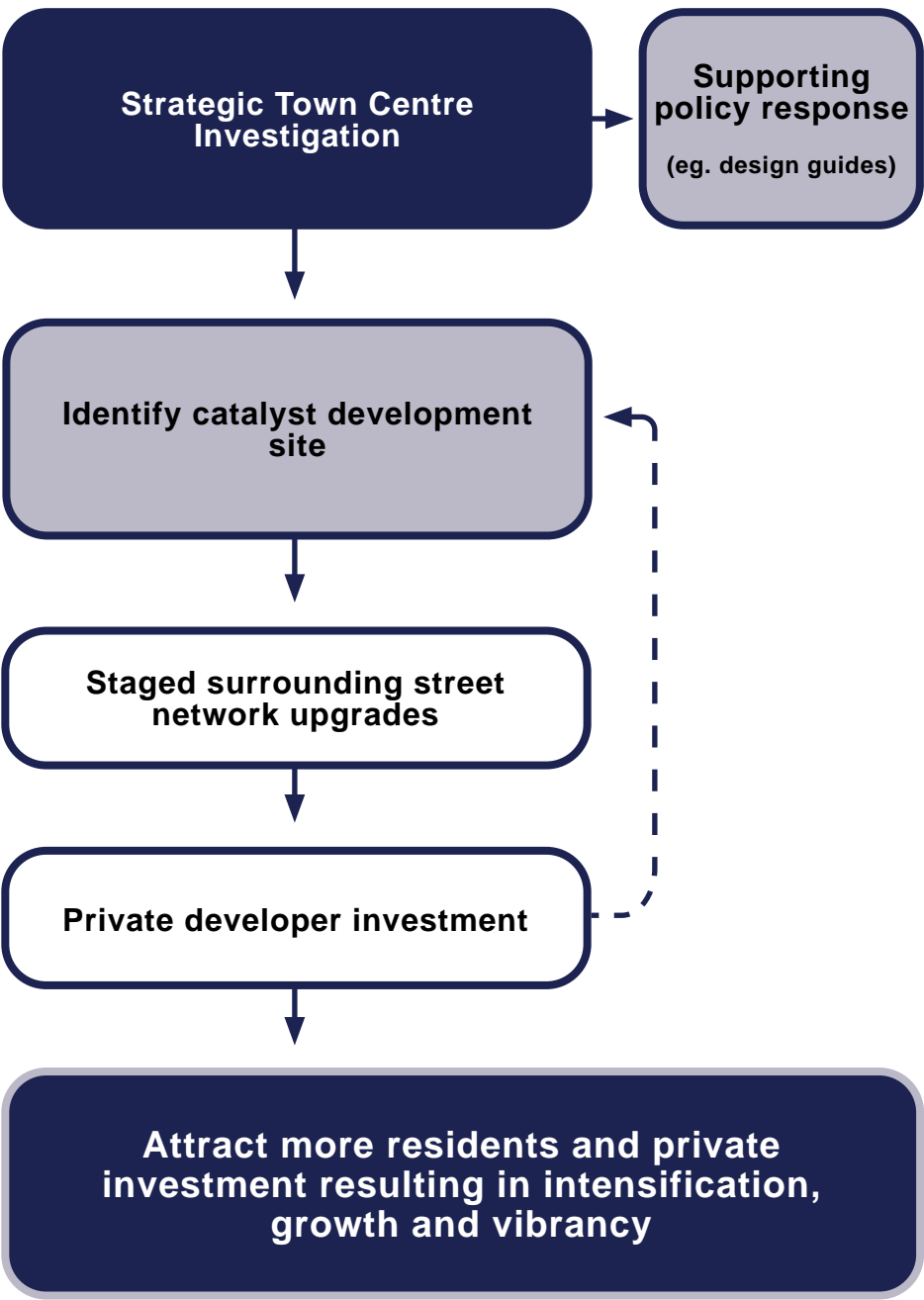
The action plan is provided on following page.

ACTION PLAN IMPLEMENTATION

The key spatial interventions, outlined as key moves, lay out a vision of possibilities. Where Council investment should begin likely involves a separate investigation to select a strategic existing area that will be feasible to develop and has the potential to create the most influence.

The flowchart to the right identifies that a strategic town centre investigation is needed to kick off Council-led interventions to begin investing in and developing the town centre in a way that will influence change.

IMPLEMENTATION DIAGRAM



ACTIONING THE KEY MOVES

Key Move	Kick-start Action	Who	Priority	Long-term Action	Who	Priority
Grow Green Connections	<ul style="list-style-type: none"> Use tactical interventions to improve greening of Queen Street as a “green spine” to the green street network e.g. planting upgrades 	TDC		<ul style="list-style-type: none"> Develop a cohesive street design palette (both hard and soft landscaping) for Richmond and create a staged plan of upgrades to respond to staged site development and strategic site support 	TDC	
				<ul style="list-style-type: none"> Ensure Council’s financial planning processes incorporate funding for open space enhancements (TDC). 	TDC	
Identify Strategic Sites	<ul style="list-style-type: none"> Do a thorough town centre site investigation to select key, financially viable sites to be the catalyst for development and investment 	TDC (in partnership with developers)		<ul style="list-style-type: none"> Identify priority site and develop site as an exemplar project 	TDC and private partner	
	<ul style="list-style-type: none"> Investigate opportunities for the new Council offices development to contribute significantly to the growth of the town centre by integrating urban design considerations into the location and layout of the project site chosen 	TDC		<ul style="list-style-type: none"> Develop a staged plan for future strategic sites and partnering opportunities (TDC). 	TDC	
				<ul style="list-style-type: none"> Investigate opportunities to create or support a development organisation jointly with NCC and other government agencies, to facilitate investment 	TDC, NCC and MHUD	
Celebrate and Sustain Blue Network	<ul style="list-style-type: none"> Begin investigation into possibility of day-lighting streams in town centre 	TDC		<ul style="list-style-type: none"> Implement blue network plan following investigations into options to enhance the blue network to celebrate waterways, tackle stormwater issues and improve ecological values. 	TDC	
	<ul style="list-style-type: none"> Use tactical interventions to weave story-telling elements about the streams that run under Richmond and improve greening of public spaces associated with current and historic waterways 	TDC				
Encourage and Enable Developer Response	<ul style="list-style-type: none"> Include developers in the town centre site investigation to gauge interest and develop relationships 	TDC and developers		<ul style="list-style-type: none"> Look for partnership opportunities or land deals in developing strategic sites for public benefit. 	TDC and developers	
	<ul style="list-style-type: none"> Set up a system to work with developers on key projects including providing support to navigating approvals processes 	TDC		<ul style="list-style-type: none"> Implement a plan change to change the zoning and rules in a way that will enable higher density of residential and commercial development while ensuring appropriate design outcomes. 	TDC	
Improve Land-use and Street Network in Low-Quality Areas	<ul style="list-style-type: none"> Implement parking policy and gain a better control over parking usage, patterns and locations 	TDC		<ul style="list-style-type: none"> Reduce car-parking in Richmond while maintaining a similar level of accessibility. 	TDC	
	<ul style="list-style-type: none"> Use tactical improvements to enable better walking, cycling and public transport experiences. 	TDC		<ul style="list-style-type: none"> Accessibility audit to ensure streets are walkable for people of all ages and abilities 	TDC	
	<ul style="list-style-type: none"> Include car-park sites in strategic site investigation. 	TDC				
Integrate Town Centre into Urban Fabric	<ul style="list-style-type: none"> Investigate policy interventions such as design guides or overlays to ensure future built form has a clear vision. 	TDC		<ul style="list-style-type: none"> Eventual natural integration between town centre and neighbouring streets as Richmond intensifies. 	TDC	

About Boffa Miskell

Boffa Miskell is a leading New Zealand professional services consultancy with offices in Auckland, Hamilton, Tauranga, Wellington, Christchurch, Dunedin and Queenstown. We work with a wide range of local and international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, cultural heritage, graphics and mapping. Over the past four decades we have built a reputation for professionalism, innovation and excellence. During this time we have been associated with a significant number of projects that have shaped New Zealand's environment.

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