

Report on progress against actions that were proposed in the Māpua 2010 Structure Plan

The following is a brief report on the actions that were proposed in the Māpua 2010 Structure Plan (MSP2010) and whether these have been completed or not.

Actions quoted from the MSP2010	Complete or not?
The Council has completed rock protection work in the vicinity of the Old Mill Walkway along the Ruby Bay foreshore south of Broadsea Avenue. While the work will mitigate coastal erosion, it will not mitigate all inundation risk so a coastal hazard area is likely to be retained along the Mapua-Ruby Bay shoreline.	The MSP2010 led to changes to the Tasman Resource Management Plan that provided for the coastal hazard areas to be closed to new residential development (closed zones). ¹ The coastal risk area was identified in the Tasman Resource Management Plan (same as Coastal hazard area) and this directs certain rules limiting residential development.
A variety of boulder, concrete and wooden structures have been used to manage the erosion. These structures will require significant upgrading and ongoing maintenance to remain functional.	The Coastal Assets Activity Management Plan ¹ sets out Council's Coastal Protection Policy which relates to maintenance and repair of existing structures and installation of new structures. Of note, the interim position statement states "Council will not invest in or maintain any new Council-owned coastal structures or works to protect private property, nor will it accept responsibility for repair or maintenance of existing private coastal works". Council undertakes ongoing maintenance of Council structures as required.
An increase in sea level will allow the gradual advance of seawater at high tides on low-lying coastal and estuarine land at Māpua and Ruby Bay.	Plan changes provided for the coastal hazard areas to be closed to new residential development. Ex tropical cyclone Fehi was a strong reminder of things to come. Council is working with its Tasman Bay/Te Tai o Aorere and Golden Bay/Mohua communities on long term adaptation planning for coastal hazards and sea level rise. See: Coastal Management – responding to climate change Tasman District Council
The existing slope instability area and ridgeline on the planning maps in the Mapua-Ruby Bay cliff area will need to be extended slightly south to the Seaton Valley Stream boundary to incorporate an extended rural residential area. Setbacks from the cliff edge are also proposed.	Mapping of slope instability and ridgelines has not been updated and any changes will be undertaken as part of the Tasman Environment Plan project. An additional setback rule was included as part of plan changes.
The Council has applied to widen the lower reaches of the Seaton Valley Stream and to upgrade the tide gates at the Mapua Causeway.	The Seaton Valley Stream has been widened from Stafford Drive to the private driveway behind the school. Further widening will occur in future financial years and/or as part of other development.
As the sea level rises the lower margins of the estuary will be inundated. Stormwater upgrading in the lower Seaton Valley Stream will allow for this inundation.	The tide gates have been upgraded. The Mapua Catchment Management Plan for stormwater is about to commence (and also considers implications from rising sea levels).
Further works have been scheduled to improve the Stafford Drive stormwater pipes and outfalls in Ruby Bay.	Ruby Bay Stormwater Flooding & Coastal Inundation works programmed for 27/28 financial year in the Long Term Plan.
Future emphasis will be on using low-impact stormwater design systems that enhance the amenity of the urban area by incorporating recreational opportunities within a greenway system.	Ongoing - whenever stormwater projects are developed. The Land Development Manual, which guides development and council infrastructure, was updated in 2019 and encompasses the concept of low impact design.
It is proposed to upgrade the trunk pumping mains and seven pumping stations throughout Māpua and Ruby Bay over seven years (2009 – 2016) at a budgeted cost of \$8.4 million. In wet weather the system suffers over-capacity issues. Under normal conditions the system is considered to be fully allocated. Modelling has been undertaken to determine which areas need immediate upgrade.	Water reticulation improvements completed in 2021 include replacing the trunk main along Aranui Road and Stafford Drive (\$4.1M cost) and replacing the trunk main over Best Island and Rabbit Island to service Māpua (\$2.5M cost). Wastewater reticulation improvements include replacing the wastewater main along Aranui Road and Stafford Drive and upgrading wastewater pump stations as completed in 2021 (\$4.8M cost).
A new ring main was installed in Seaton Valley Road in February 2008 to maintain security of water supply. However major pipeline improvements will not occur until the coastal pipeline, based on a new source from Motueka, is constructed.	
Some additional storage has been provided at the Pomona Road reservoir in recent years but water supply will continue to be a major issue until the new source is reticulated to Mapua.	The Pomona Road Reservoir upgrade (Water Storage) was completed in 2022 (\$4.5M cost). In addition Stagecoach Road water storage upgrades were completed in 2021.
Indicative reserves have been shown on the structure plan between Higgs Road and Aranui Road, adjoining Māpua Domain and the Mapua wharf.	Work in progress to enable access through the QEII covenanted land along the estuary edge and then connecting to the Aranui Road reserve area that connects to the waterfront park and remediated land area. Reserve/walkway linkages will continue to be developed as land is subdivided / developed.
Linking walkways have also been identified on the structure plan to enhance walkability and to reduce car trips to key destinations such as the school, the shopping area and the coastal margin.	Council has acquired as many links as possible through development and have connected as much as possible. Still some gaps where subdivision has not yet occurred.
An indicative esplanade strip is shown on key parts of the coastal margin.	Indicative walkways are identified on planning maps where they have not yet been confirmed.
There is a desire to increase the amount of indigenous vegetation in this part of the district through ecological corridors inside and between residential areas, and to the estuary and the major Mapua reserves. This will supplement the existing small remnants of indigenous forest and wetland.	All opportunities have been taken to increase indigenous vegetation in council owned areas including Higgs Reserve and Aranui Park. Native planting is going in within the esplanade reserve areas behind Rana Place and around estuary edge. Ongoing process.

¹ <https://www.tasman.govt.nz/document/serve/Coastal%20Assets%20Activity%20Management%20Plan%202021-2051.pdf?DocID=31874>

Actions quoted from the MSP2010	Complete or not?
A Waimea Estuary Management Plan is in the early stages of development and will assess if additional policy is needed to address estuary management issues.	Waimea Inlet Management Strategy produced in 2010. Follow up to this through an action plan for 2018-2021 and update reports, restoration projects and monitoring reports.
NZ Transport Agency started construction of the Ruby Bay Bypass in October 2008. The bypass will remove heavy through-traffic away from local traffic and provide opportunities to enhance the amenity of the former Coastal Highway. When the bypass is open the former Coastal Highway and Stafford Drive become Council roads.	Bypass complete 2010. All roads in Mapua now council owned and managed. A range of improvements undertaken including: <ul style="list-style-type: none"> • Mapua Drive shared pathway to coastal bypass, including underpass under highway to the bus stop on Dominion Road. • Walking tracks in Dominion flats. • Footpath improvements on Higgs Road. • Footpath on Mapua Drive. • Roundabout on Māpua Drive / Higgs Road. At the time of writing, a stretch of Stafford Drive is currently closed due to landslides caused during a significant rainfall event in August 2022. The road is vulnerable to coastal hazards, rising sea levels and landslides, and may not be a viable route in the longer term.
Pomona Road and Seaton Valley Road upgrades.	Some upgrading on Seaton Valley Road undertaken as part of subdivision of adjacent land. Gravel path along Seaton Valley Road. Upgrade of Seaton Valley Road, and Intersection upgrade of Mapua Drive and Seaton Valley Road, will be considered in 2024 Long Term Plan and will be programmed then for a future date.
The Aranui Road streetscaping in Mapua village centre has been included in the LTCCP to begin in 2017.	Funding reprioritised from roading to infrastructure as a result these projects are not currently in the Long Term Plan.
Need for a safe crossing facility in Aranui Road in the vicinity of the main shopping area.	The Long term Plan includes funding for the creation of cycle lanes on key roads in Mapua and an upgrade of Aranui Road to provide an improved shared space for walkers and cyclists.
At the southern end of Aranui Road there is support for the Mapua wharf decking to be extended to provide continuous access around the wharf building. The extension would assist in the separation of pedestrians and vehicles in this busy area.	Not undertaken to date (this is now part of the Waterfront Masterplan projects).
Additional car parking is proposed to be included in the waterfront park area adjoining the eastern side of Tahī Street.	Carpark provided on eastern side and informal overflow provided for on western side.
Land areas identified as suitable for residential but some with constraints.	Completed - deferred zonings applied through plan changes.
Proposed to at least double the existing supply of commercial / industrial zoning.	
The design of new public facilities should be used as an opportunity to reinforce the unique sense of place.	Waterfront land developed to include local elements. New playground complete 2021.
The need to identify and protect an attractive gateway and transport corridor (Dominion Road to Mapua School corner) from the bypass that considers rural character, topography and views from the road has been highlighted. An appropriate entrance route to Māpua from the Ruby Bay Bypass needs to be designed as rural land alongside the former Coastal Highway is converted to urban purposes.	Some works complete e.g. entrance signs at SH60/Mapua Drive intersection and SH60/Aporo Rd intersection, shared path, signage. Some work programmed for future projects in the Long Term Plan.
Mapua has a special character that should be enhanced by retaining some rural land on the periphery.	Rural residential land zoning unchanged from 2010.