

DRAFT

Aorere ki uta Aorere ki tai - Tasman Environment Plan

Issues and Options Report

Urban Report 2

Tasman Towns and Villages

Final report date: 30 August 2022

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Important Note

March 2021

The Office of the Minister for the Environment released the Cabinet paper - *Reforming the resource management system* on 10 February 2021 (the Cabinet paper). As set out in that paper, Minister Parker proposes to repeal the RMA and replace it with:

- a Natural and Built Environments Act (NBA)
- a Strategic Planning Act (SPA), and
- a Managed Retreat and Climate Change Adaptation Act (CAA)

These Acts will influence the development of the TEP and how we are required to manage and plan for Tasman district's environment.

From the information we have we understand that the planning system will shift away from being effects-based, and instead focus on **outcomes**.

As of March 2021, this is what we know:

The purpose is likely to be to "*promote the quality of the environment to support the wellbeing of present and future generations and to recognise the concept of Te Mana o te Taiao*"

Biophysical limits will be set by the Minister

Twenty draft outcomes are identified (these are provided in Appendix 3)

Te Mana O Te Taiao is a concept that is likely to be central to the new legislation. It means "the mana of the natural world". People are a part of nature – and we can only thrive when nature thrives. This is described in more detail in this report.

In this report the author will, where necessary and appropriate, address the issues and options from the perspective of the new NBA purpose and outcomes.

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1. Executive Summary

The executive summary to this report is the Town and Village one-page summaries which form part of the 2022 Tasman Environment Plan community engagement project.

We recommend that readers of this report focus on the Background Context chapter 3 and the town or village chapter of interest.

2. Principles Underpinning the Development of the TEP

2.1 Guiding Principles

The Council will use guiding principles in the development of the TEP. These principles are the philosophy and values that will underlie the approach and content of the TEP, but will not in themselves have specific objectives, policies or methods. The anticipated outcomes of the TEP should achieve these principles.

The principles for developing the Aorere ki uta, Aorere ki tai – Tasman Environment Plan are:

- to recognise the interconnectedness of the environment and people, ki uta ki tai / mountains to the sea;
- to enable healthy and resilient communities by achieving healthy and resilient environments (Te Mana O Te Taiao);
- to work in partnership with Iwi;
- to meet the present and future needs of our communities and iwi;
- to enable community development within environmental limits;
- to support and enable the restoration of at-risk environments;
- to recognise and provide for the wellbeing of individuals, where this is not at the expense of the public good;
- to take a precautionary or responsive management approach, dependent on the nature and extent of the risk, and where there is uncertainty or a lack of information; and
- to ensure the TEP provides strategic leadership for Council's key planning documents.

These principles will be implemented through evaluation of options in this report and in future Section 32 assessment, drafting and decisions.

2.2 Te Mana O Te Taiao

Te Mana O Te Taiao is the mana¹ of the natural world. People are a part of nature – and we can only thrive when nature thrives.

¹ Mana is defined in the online Maori dictionary as: prestige, authority, control, power, influence, status, spiritual power, charisma - mana is a supernatural force in a person, place or object. Mana goes hand in hand with tapu, one affecting the other. The more prestigious the event, person or object, the more it is surrounded by tapu and mana. source: <https://maoridictionary.co.nz>

The TEP process and document provides a key mechanism to achieve our desired outcomes for our relationship with Te Taiao (the natural world), including the community outcomes defined in the Long Term Plan², and the vision of the Te Tauihu Intergenerational Strategy (Wakatū, 2020):

“We are the people of Te Tauihu. Together, we care for the health and wellbeing of our people and our places. We will leave our taonga in a better state than when it was placed in our care, for our children and the generations to come.”

The use of Te Mana O Te Taiao in this report utilises a similar approach and hierarchy to that defined for Te Mana O Te Wai in the National Policy Statement for Freshwater Management 2020 (MfE, 2020. NPS-FM) and extends this fundamental concept to other domains: Te Tai (sea), Te Āngi (air) and Te Whenua (land).

The objective of this approach is to ensure that natural and physical resources are managed in a way that prioritises:

- (a) first, the health and well-being of the natural environment and ecosystems;
- (b) second, the health needs of people;
- (c) third, the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.

3. Background Context

3.1 Background

Introduction

Urban portfolio provides a policy framework for managing urban growth, urban design and development for Tasman towns and villages including implementing the Future Development Strategy (FDS).

District contains a dispersed pattern of about 15 (previously 17) small towns and villages in a mainly rural setting. Notably the Tasman Resource Management Plan (TRMP) uses the word “settlement” whereas the Draft Aorere ki uta Aorere ki tai - Tasman Environment Plan (TEP) will be adopting the terminology of urban or rural “town or village” instead.

In the current TRMP and likely, in the new TEP, the policy provisions divide into two groups: (i) district-wide urban objectives and policies, and (ii) town and village specific policies - with the aim of reducing duplication in the plan.

The first report which addressed the general, district-wide urban issues and options was workshopped with Council on 6 April this year. Various recommendations were accepted and some not. A recap of the workshop outcomes is set out below.

Purpose and Scope

² The outcomes are available in the Long Term Plan on the Council's website

Following the Urban District-Wide issues and options paper, the **purpose** of this paper is to consider the urban issues and options and recommend policy directions for each town or village.

For each town or village, the paper presents new Council information and planned actions relevant to that community.

The information will provide a basis for:

Consulting on town and village specific issues and options – stimulate discussion on vision, outcomes and action to achieve it (content incorporated in TEP Discussion Paper to be workshopped with Councillors)

Updating (hopefully reducing) town/village specific policy sets some of which have not been reviewed since the inception of the TRMP, over 25 years ago.

The report is a ‘stepping stone’ that helps us move from the current town and village policy sets to policy settings that are suitable for the future.

Issues, options and policy directions are considered at a high level. So generally, they consider how to maintain and to improve our towns so, as they grow and change, they are environmentally sustainable and function well for living, working and playing.

The **scope** of this paper is limited to towns and villages that have passed the ‘criteria test’ described in Urban General Issues and Options paper 1. This test excluded some TRMP ‘settlements’ with individualised policy frameworks (recap of Council workshop directions below). Pohara village is excluded from this paper but will be addressed at a later stage.

Legacy ‘residential zoned clusters’ of which there are several in the district, (e.g.: Totara Avenue, Milnthorpe, Parapara, Motupipi) also are not included in this report. Such clusters are subject to general residential policy and rules. Urban growth planning, coastal environment and coastal management streams of work are likely to affect the policy and rule frameworks for these clusters.

The Document Bundle

The document bundle for Urban Towns and Villages workshop consists of:

- Power point presentation (executive summary for purpose of workshop)
- This main report which contains a chapter for every town and village (Pohara to be addressed at a later stage) and several appendices.

A standard format is used for each town / village report. Issues, options and policy directions and policy directions are colour coded.

Existing / previously identified issues, options and policy directions that remain relevant- are shaded blue

New issues, options and policy directions in green - are shaded green.

As the report is large, it is recommended **that you read town/village chapters** you have a specific interest in. Your knowledge of the communities will add value to the process.

- Appendix 4 - Draft Tasman Town and Villages Character Assessment, July 2022, Boffa Miskell. Key sections of the draft assessment are incorporated into the main report and for your information and comment, the draft report is appended (Appendix 4).

3.2 Recap of Council directions for towns and villages

As this Urban Towns / Villages Report 2 follows through on Urban General Report 1 and as Report 1 followed through on the Directions from the s35 assessment of the current TRMP urban framework, for ease of reference, a recap of directions received by Council is set out below.

It is noted that the national and local urban contexts are changing fast and some of the directions, already, are dated and in need of refresh.

Recap - General / District wide - urban issues and options workshop, April 2022

The workshop recommended the following options be developed (any subsequent changes are in red print)

1. Providing for Growth

FDS recommendations for urban growth are integrated into TEP by providing for adequate land (zoning) and for liveable towns and villages through integrated and sustainable urban design.

2. ~~Town and~~ Business Centre Hierarchy

Consider the role of business centres within the Tasman-Nelson region and develop a business centre hierarchy (an “inter-town hierarchy”). For larger urban centres (Richmond, Motueka, and possibly Tākaka) develop a hierarchy of central and suburban / neighbourhood business centres (an “intra-town hierarchy”).

The table below shows the allocation of commercial zones to Tasman towns and villages:

Town / Centre Village	(iii) Recommended zone & business centre hierarchy
Nelson	City centre
Awaroa	Exclude*
Best island	Exclude*
Brightwater	(Urban) Local centre (service)
Collingwood	(Coastal) Local centre (convenience)
Kaiteriteri	(Coastal) Local centre with tourist precinct
Lake Rotoreoa	Exclude*
Mahana	Exclude*
Māpua / Ruby Bay	(Urban) Local centre (service) (Aranui Road) (Urban) Local centre with tourist precinct (Wharf) (Urban) Local centre Māpua Drive / Seaton Valley Road
Mārahau	(Coastal) Local centre with tourist precinct
Motueka / Riwaka	1. Town centre (Mot) 2. Neighbourhood centre - Riwaka
Murchison	(Rural) Local centre (service)
Richmond	Metropolitan centre & Neighbourhood centres: 1. Richmond North 2. Three Brothers Corner 3. Richmond South - Hope 4. Berryfields, Richmond West
Tapawera	(Rural) Local centre (convenience)
Tasman	(Rural) Local centre (convenience)
Torrent Bay	Exclude*
Tākaka	Town centre (small) with Neighbourhood centre: 1. Park Avenue
Takaka Eastern Golden Bay	Pohara (Rural) Local centre (convenience) rest - residential cluster

St Arnaud / Top House	(Rural) Local centre with tourist precinct (convenience)
Upper Moutere	(Rural) Local centre (convenience)
Wakefield	(Urban) Local centre (service)

*Exclusion on basis of criteria (population, diversity of uses and zonings).

Qualification as a centre – criteria

- (i) Scale - Minimum resident population of about 100 people
- (ii) Diversity of uses
- (iii) Number of retail units
- (iv) Urban zonings that are not only Residential or Rural Residential with more than one site zoned for business purposes (Commercial, TRMP current-Tourist Services, Special Purpose).

Type of Centre – criteria

In addition to the above:

- (v) Role centre is performing
- (vi) Average time of visits to centre:

3. Increasing House Choice and Diversity

- Progress work to align current Residential zone provisions with NPStds. in line with report (i.e. Low Density Residential, General Residential, Medium Density Residential and Mixed Use zones).
- Generally, increase the density of the TRMP 'standard residential density' provisions through various methods, particularly for (urban) greenfields development.
- Enable medium density residential development further through various methods: (i) the current approach of identifying specific locations for medium density development; (ii) increasing the height limit for medium density development to three storeys; and enabling medium density development to six storeys in suitable locations.
- Providing for (higher) medium density residential development (up to 6 storeys) in or next to town centres (Richmond, Motueka).

4. Status Quo - Do not increase housing choice through amending development contribution policy to introduce a surcharge for large dwellings (4 or more bedrooms).

5. Investigate 'inclusionary zoning' for incorporation into TEP for specified locations and / or for every development above a certain size.

6. Design Guidance

- Update and expand current urban design guidance and include stronger requirements to comply with it for new developments.
- Update the availability and adequacy of TDC design guidance for implementing low impact design.

7. Distinctive character of towns and centres

Undertake a character assessment of all or some the urban centres by a suitably qualified person. **(draft now available).**

Recap - TRMP Section 35 Assessment, February 2020

Key points for housing and urban development from the s35 assessment report process are set out below. Point 5 is particularly relevant to this report.

1. Largely retain the existing pattern of zoning to ensure the TEP enables housing supply to meet demands for 4, 10 and 30 year planning horizons. The supply should be broadly in line with the Future Development Strategy and rolled-out in conjunction with Council's infrastructure plans and associated funding requirements.
2. Simplify the approval process and standards for housing – which may include reducing parking and density standards in residential zones, but retaining bulk, location and amenity standards.

3. Enable more affordable housing options by enabling a variety of housing types; higher density in identified locations; and more subdivision in existing or 'new' unserviced rural residential zones.
4. Apply stronger requirements for good quality urban design where urban intensification is enabled; including linking to Councils plans for reserve and infrastructure to meet the needs of these intensification areas – broadly in line with Councils Intensification Action Plan.
5. **Update the planning for our 17 'settlements' (now 15 towns /villages) with a focus on the smaller rural settlements that have not been comprehensively reviewed for 20+ years.**
6. Continue to enable development in areas subject to natural hazards, relative to the extent of risk.
7. Ensure business land, including industrial land, is provided in the right locations and to the right scale to support our regional economic needs over the next 30 years broadly in line with the Future Development Strategy (FDS).

3.3 Statutory, Policy Context and Scope

This context was outlined in the Urban - District Wide Issues and Options report (section 3.3). A copy of the report is available on request. As noted above, both the national and local policy context is changing fast and updates to directions may be needed as the TEP process plays out. TEP workstreams relating to mapping of culturally significant sites, Council's Coastal Management project may affect policy directions. The first draft The Tasman Towns and Villages Distinctive Character Study was received end of July 2022. Draft findings are incorporated into this report and the draft report is appended (Appendix 4).

National Planning Standards, 2019 (NPStds.)

The Urban - District Wide report refers to the National Planning Standards. Compliance with the planning standards means that new, next generations plan (such as the TEP) must comply with a certain format, including a standard menu of zones.

For ease of reference, the table summarising options for aligning TRMP zones with National Planning Standards and future urban development is set out below. Changes in thinking are marked per track.

Summary of Options for aligning TRMP zones with National Planning Standards and providing for future urban development	
TRMP Chapters/Areas	NPS Domain
Chapter 6: Urban Environment Effects	Urban Form & Development
TRMP - Zones	NPStds - Zones
Rural Residential Serviced	Large Lot Residential zone
Residential	Low Density Residential zone
	General Residential zone
Medium density locations or areas within Residential zone Medium density locations or areas within Residential zone i.e.: Richmond Intensive Development Area, Richmond South Development Area (RSDA) and Richmond West Development (RWDA) Motueka Compact Density Area (MCDA) and Māpua Special Development Area (MSDA).	Medium Density Residential zone
New option for Richmond Intensive Development Area?	High-Density Residential zone
	Medium Density Residential zone
New option for Richmond CBD / RIDA / RWDA, and Motueka and Tākaka	Mixed Use (commercial ground floor, residential above)
Papakāinga	Maori Purpose zone
Tourist Services	Commercial zone with Tourist Services precinct
Central Business (Richmond)	Metropolitan centre zone

- permits residential above ground floor	
Central Business (Motueka & Tākaka)	Town Centre zone
- permits residential above ground floor	
New option for urban and rural centres towns and villages (e.g. Wakefield, Brightwater, Murchison, Tapawera etc)	Local centre zone
New option for Richmond, Motueka & possibly Tākaka suburban centres	Neighbourhood centre zone
Commercial	Commercial zone
Mixed Business	Light Industrial zone
Light Industrial	General Industrial zone
Heavy Industrial	General Industrial zone
Rural Industrial	Rural Industrial precinct within Rural Production and General Rural zones

3.4 Local policy and contextual issues

When considering the future of Tasman towns and villages, the following local policy and contextual issues are relevant.

Tasman Town and Village centres

Generally urban outcomes focus on consolidating town and village centres, enabling attractive functional places that people like to visit, live in or near. This assists to prevent urban sprawl (national direction - NPS-UD).

This report (amongst other themes) covers the state of Tasman town and village business centres. Information has been sourced primarily from the Tasman Town Centre Audit and Survey Reports, 2020ⁱ. The assessments show that for a good proportion of the town or village business centres to remain or become ‘vibrant compact hubs’ of activity:

- Better use of existing space or additional space is needed for commercial activities (either through intensification or rezoning of industrial or residential zoned land within or adjacent to business centres) as existing Commercial zoned land is taken up. At April 2020, only Wakefield, Richmond, Motueka, Marahau and Tapawera have vacant Commercial/Tourist services zoned sites available). FDS has provided for additional business capacity in some locations.
- The public realm of the business centres would benefit from additional landscaping, street scaping and facilities (toilets, seating, rubbish bins and drinking fountains) particularly as cycle and public transport modes of travel are being encouraged and to attract people to the centres. Looking forward, business centres, will need to offer an enjoyable experience for customers as online business (particularly retail) services grow and compete with a physical visit to ‘the shops’.

Ageing Population

“All age groups in Tasman are projected to experience growth. However, the highest growth continues to be in the 65+ age group, whose proportion is projected to increase from 21% in 2018 to 34% in 2048. This increase, known as structural ageing, means that total population growth rates are projected to slow down over time. Once a population has more than 20% aged 65 years and over, it is usually approaching the end of natural increase.”ⁱⁱ

At this stage, projections by age group are only available by ward. The table below shows that in 2018, the proportion aged 65+ years ranged from 17.2 per cent for Lakes-Murchison Ward to 23.0 per cent for Motueka Ward. By 2048, these proportions are projected to be somewhat higher under

all projection scenarios, with Lakes-Murchison maintaining the youngest age structure throughout, and the oldest being variously shared by Golden Bay Ward and Richmond Ward."ⁱⁱⁱ

	Projected percentage aged 65+ years, medium scenario, by Ward		
Ward	2018	2033	2048
Golden Bay	22.5	34.4	37.0
Lakes-Murchison	17.2	27.8	29.1
Motueka	23.0	29.2	31.6
Moutere-Waimea	18.0	29.4	34.0
Richmond	21.8	31.4	37.0
TASMAN	20.8	30.4	34.3

Urban Green Space

Green space is key for urban areas to be environmentally sustainable and function well for living, working and playing. Levels of service and performance outcomes for Tasman reserves are set out Council's Reserves General Policies. [Reserves - General policies and management plans | Tasman District Council](#). In context of Tasman towns and villages, it is noted that reserves and linked walk / cycleways are taken and developed when opportunity arises - most commonly on subdivision.

Tasman Walking and Cycling Strategy, 2022 - 2052

This strategy, in line with national direction to reduce carbon emissions, sets out how Council will encourage avoiding unnecessary road trips, shifting how we travel and improving our Council vehicle fleet.

From the perspective of Tasman towns and villages, the strategy seeks to create a framework to help our district provide for growth in a sustainable way. To achieve this, in terms of the strategy, Council will work to enable residential-commercial hubs which are areas where people can walk to and back from all their main destinations in 20 minutes. The strategy proposes improvements to the cycleway network in several of Tasman towns and villages. It also proposes that Council will work towards ensuring that all urban streets have either an effective 30 km/hour speed, or a protected or separated cycleway.^{iv}

Nelson Tasman Future Development Strategy, 2002 and Tasman Long Term Plans

The Council decision making process for providing for growth (how FDS and LTP fit and how decisions are incorporated into the district plan was considered in the Urban - General Issues and Options Paper). This report considers FDS proposals for the towns and villages in context of the individual towns.

Tasman Council's Coastal Management Project

In 2019, the Council launched its [Coastal Management Project](#) which aims to enable our Golden Bay/Mohua and Tasman Bay/Te Tai o Aorere communities to work towards long-term adaptive planning for sea level rise and coastal hazards in line with national direction. While the rate and magnitude of future sea level rise is uncertain, we do know that rising sea levels will have increasing implications for development and infrastructure in coastal areas along with environmental, cultural and societal effects.

Work to date has included publication of a coastal hazards and sea level rise map viewer (2019), coastal risk assessment (2020) and high level community engagement on coastal management options (2021). The coastal management options can be grouped into four broad categories:

accommodate, protect, avoid, retreat. Development of the Aorere ki uta, Aorere ki tai – Tasman Environment Plan will play a key role in coastal management, and implementing and enabling these options, consistent with the New Zealand Coastal Policy Statement (2010) and any future planning legislation (via the RMA reform) and national guidance (such as the National Adaptation Plan).

Council mapping indicates that several coastal towns and villages or parts of their urban area (Collingwood, Kaiteriteri, Mapua /Ruby Bay, Marahau, Motueka-Riwaka, Richmond and Tākaka Eastern Golden Bay and Tasman village are located within the extent of the 1% AEP coastal storm-tide + 2m sea level rise scenario. The information contained within this report will be used to help inform next steps in the Coastal Management Project, looking at options at the local level around Tasman particularly for existing development. More information is available at: [tasman.govt.nz/link/coastal management](https://tasman.govt.nz/link/coastal%20management).

3.5 How Issues relate to Iwi Interests and Values

The TEP plays an important role to support the expression of kaitiakitanga and rāngatiratanga. Iwi resource management priorities and leadership may be realised through provisions of the TEP. An innovative plan will support aspirations for managing ancestral whenua and taonga in the Tasman District and across Te Tau Ihu. To achieve Te Mana O Te Taiao, Te Mana O Te Wai and Te Mana O Te Tangata, this report has considered the following strategic outcomes:

- Respectful partnerships and governance structures supporting council and iwi collaboration, in the Tasman District and across Te Tau Ihu are established and strengthened.
- Te Tiriti O Waitangi principles and customary rights inform a resource management framework to support iwi resource management values and priorities within the TEP.
- Iwi connections and access to cultural landscapes, sites of significance and heritage are protected and restored.
- Economic and cultural development is enabled through access to and the use of cultural redress resources, Te Tiriti O Waitangi settlement land and taonga, including the coastal environment, in accordance with Settlement Acts and Statutory Acknowledgments.
- Environmental limits and targets are set to achieve meaningful cultural, environmental and economic outcomes, enhancing the mauri of Te Taiao.
- Integrated management is supported by a ki uta ki tai philosophy enabling the application of tikanga and Mātauranga Māori to TEP provisions.

The Urban General report 1 considered the relationship to the above outcomes.

3.6 Methods Considered

Consideration of options to address identified issues and achieve desired outcomes fall into six main categories that are within the functions of Council:

- Regulation (through the Tasman Environment Plan)
- Investigation and Monitoring
- Education, Advice and Advocacy
- Works and Services provided by Council
- Financial assistance
- Community Partnerships

Other methods may also be undertaken by iwi, industry or community groups, which play an important role in achieving the outcomes sought in the Tasman district, however these aspects fall outside the scope of the options considered in this report, except indirectly where they may be

supported by a council function or service (for example financial subsidy or technical assistance for a community group project).

3.6.1 Implementation Plans

Any regulation options identified will be implemented through the development of the TEP. Any other non-regulatory methods identified will be actioned through a separate Implementation Plan that is released for community feedback alongside the Draft TEP.

The intent of the Implementation Plan will be to outline and cost the non-regulatory methods for inclusion in other council processes including funding through the Long Term Plan process and implementation through the Activity Management Plans.

4. Brightwater

4.1 Existing Centre – What We Know

4.1.1 Context

Introduction

Brightwater, first settled in the 1840s is one of the older towns in Tasman, and a popular place to live. The town is located about 8km south of the Richmond CBD. It forms part of the Moutere Waimea ward and is located within in the Waimea waahi/ catchment.

Population and growth

Over past 30 years, the resident population has more than doubled, (from 1,023 residents in 1991 to 2,390 in 2021).

To accommodate this growth, in 2008 and 2016 additional land was zoned for urban purposes (residential and business). The plan changes adopted an integrated approach to urban development and updated the overall planning framework for Brightwater.

The LTP, 2021, growth projection for Brightwater for the next 10 years is shown below. Brightwater is expected to continue to grow into the future.



Environmental opportunities and constraints

Productive land values

Highly productive land zoned Rural 1 surrounds Brightwater.

Natural and other hazards

Parts of Brightwater are subject to flood risk from the Wairoa and Wai-iti Rivers as well as the Mount Heslington Stream.

The Waimea and Eight-Eight Faults are located in the distance to the south-east of the township near Mt Heslington and surrounds.

Brightwater Flood Modelling (1%AEP)

(Flood Model Name: BW_WF_Q100_peak_of_peaks_6and48hr_005_depth)



4.1.2 Form

Urban form

State Highway 6 (Brightwater deviation) passes to the south of the Brightwater village centre. Waimea West Road and Ellis Street traverse the village from north west to south east, with Bryant Road and Lord Rutherford Road North forming a north east- south west axis, effectively dividing the residential area into four quadrants on the western side of the deviation. There is an area zoned for light industry in the southeast quadrant, close to State Highway 6 (SH6) and an area zoned for residential use south of the deviation. The industrial focus extends over to the eastern side of SH6, with an established Rural Industrial zone and adjacent Light Industrial zones north east of River Terrace Road. An old stock sales yard is located on the south side of River Terrace Road; and a hotel complex is sited in the Tourist Services zone on the opposite corner, fronting SH6. The Lord Rutherford Memorial occupies Council land beside the Lord Rutherford Road/ SH6 intersection, marking the entry to Brightwater village from the south, and celebrating the birthplace of this famous New Zealander. South-east of the village, where Lord Rutherford Road South crosses onto the south side of SH6, is an existing partly developed Residential zone. A pedestrian and cycle underpass provides a link between the two areas. The zone continues up 'Katania Heights' where there is a new subdivision.^v

A mix of Industrial, Commercial, Residential and Recreation activities located on land zoned for these purposes front onto Ellis Street which is the main hub of the town.

Business centre

Role

The Brightwater business centre serves a small catchment, particularly for convenience shopping. The Four Square anchors the centre. The centre's independent cafes/bar attract residents and visitors, in particular, cyclists of the Tasman Great Taste Trail which passes nearby.

The role of the business centre is as a local service centre rather than a town centre, which reflects its size and proposed role in the hierarchy of the Tasman District's town centres. It is expected to have retail expenditure leakage out of its core market.^{vi}

Vibrancy

There are no vacant Commercial zoned units, indicating that the centre is performing well and/or that perhaps there is a lack of commercial sites.

Ellis Street is a major hub of activity with most pedestrian movement around the Four Square and Headquarters Café (at the time observed).^{vii} The Wanderers Rugby Club and the Brightwater Public Hall are well used sporting and community venues next to the business centre.

Potential for further Commercial development

There is a high proportion of residential units in the centre as well as several industrial units that are accessible to the public. Also, the Wanderers Rugby Club and the Brightwater Public Hall located immediately north-west of the Commercial zone on 12 Lord Rutherford Road, provide sporting and community venues.

Some of these sites may provide opportunity for further commercial development in the future, if needed.

34 Ellis St and 1/36 Ellis St currently occupied by NPD Brightwater Motors and Hydraulink Nelson adjacent to the commercial area of Brightwater and the rugby ground, are proposed in the FDS for commercial future use, on the basis that industrial operations such as these may move further out in time.

Attractiveness

The recently completed Ellis Street upgrade was designed to improve the attractiveness and usability of the centre as well as pedestrian safety.



Typical buildings in Ellis Street

Recent development

Other than the recently completed Ellis Street upgrade, observations from a 2020 site visit indicate that there has been limited no recent investment by retailers since 2011/12 when the Headquarters development occurred.^{viii}

Residential areas

Generally Brightwater residential areas are suburban in character, dominated by traditional, free-standing, one to two storey low-density housing with an average density of about 9 dwellings per hectare or 1,100 m² per dwelling. Brightwater - which has a slightly more younger age cohort than the Tasman average - appeals to young families as a place to live.

There is limited diversity or choice of housing in Brightwater.

The TRMP residential zone provides for standard residential development in Brightwater with a minimum lot size of 450m² (Permitted) and an average lot size 600m² if more than three sites are developed.

Existing residential zones that are not specifically earmarked for medium density development are likely to be rezoned General Residential to align with the NPStds.

Recent development

Recently, during the last 5 years, residential development has been occurring in north and western Brightwater and the Katania Heights area.

The urban form of Brightwater is shown on the Zone and Natural Hazard map (Attachment A).

4.1.3 Functionality

Network Services

Council currently provides Brightwater with water, wastewater and stormwater services, as well as a well-established road, cycle and footpath network.

The Wakefield community bus offers a service from Brightwater to Richmond once a week. This is the only form of public transport in Brightwater at present, but a new public transport servicing Brightwater is programmed to commence from 2023.

Parks, reserves, green corridors and community facilities

The Brightwater community is currently serviced by a range of parks, reserves and community facilities. There are two community rooms at the Brightwater Community Hall and one at Lord Rutherford Park pavilion. Council provides a subsidy to enable community use of the pool at Brightwater School and access is provided via the purchase of a key. Council has provision near the district average for most recreation and community facilities except there is relatively poor access to pools and recreation centres. Some residents use recreation and sport services provided by facilities in Richmond (such as the Richmond Aquatic Centre) and at Saxton Field. The development of Tasman's Great Taste Trail through the settlement is popular and has added to the existing levels of service for cycleways. The community is serviced by the Richmond and Spring Grove Cemeteries, 1.5 kilometres of walkways, 1.25 hectares of smaller neighbourhood reserves, three playgrounds within reserves and one at the school. Lord Rutherford Park and Brightwater Recreation Reserves provide 4.8ha sportsfields along with tennis courts and a BMX track.

4.1.2 Sense of Place, Identity and Character

Landscape setting

Brightwater, along with Wakefield, Richmond, Māpua Ruby Bay, form part of the Waimea River Plains and Coastal Flats Landscape Character Area.

These villages/towns are within a similar land type that relates to the major Waimea River valley.^{ix}

Amenity and Sense of Place

“Brightwater retains a rural character and amenity through its surrounding rural land uses, rural outlooks and proximity to the Wai-iti/ Wairoa River environments. The nearby Richmond Ranges also provide several recreational opportunities in the natural environment such as swimming, hiking, camping, fishing and hunting. Lee Valley has several swimming holes which are frequently visited by locals during the summer months.

Located at the western entrance to Brightwater, Snowdon Bush Scenic Reserve features a nature walk and is one of the last examples of native lowland forests on the Waimea Plains. The reserve is an important community asset as it provides local access to the over five hectares of native bush.

An established vegetation framework, streetscape trees and historic buildings along Ellis Street contribute to Brightwater's sense of place and display its heritage. Lord Rutherford Park and Brightwater Recreation Reserve further enhance the towns green character and amenity.

Distinct Characteristics

- *Located within the rural Waimea Plains, Brightwater retains a rural town focus, with longer distant views obtained of the surrounding foothills from Ellis Street. It is one of the earliest European settlements on the Waimea Plains, dating back to the 1840s.*
- *Brightwater has a legible historic character due to the numerous heritage buildings located throughout the centre, notably along Ellis Street.*
- *Residential development within Brightwater is relatively low-rise, low density and displays a standard subdivision pattern, with the exception of Katania Heights which displays a higher density of development and is located on a visually prominent spur landform.*
- *The mix of Brightwater's heritage values, established trees, surrounding productive rural land uses and backdrop of hills all contribute to its sense of place and urban amenity.*
- *Snowdon Bush Scenic Reserve one of the last examples of native lowland forests on the Waimea Plains. The reserve is an important community asset as it provides local access to the over five hectares of native bush.*
- *Brightwater is easily accessible from Richmond or Wakefield via State Highway 6. The Great Taste Trail also links Brightwater to the wider district through a cycle trail."*^x

Cultural and historic sites and places

The current TRMP protects several listed heritage buildings and two heritage trees.

Both historic and cultural heritage information is being updated through current TEP work projects.

Brightwater key places, recreation and community facilities and heritage sites are mapped on Attachment B.

4.2 Iwi Interests and Values

Waimea, Wai-iti, and Wairoa Rivers and its tributaries are a statutory acknowledgement area for te tau ihu iwi, except Ngāti Toa Rangatira.

Currently there are no TRMP listed cultural heritage sites or precincts within Brightwater town.

Due to the proximity of the culturally significant Waimea (kumara) Gardens to Brightwater, and remnants of original forest in the area, Iwi may request Accidental Discover Protocols for development of greenfield areas.


4.3 What's Planned by Council

4.3.1 LTP 2021

Council plans further investment, to address anticipated growth, improve the services we provide, and make sure our public infrastructure is maintained and fit for purpose.

LTP 2021 summarises the infrastructure network services planned for the next 10 years.

 **BRIGHTWATER WATER PIPE CAPACITY UPGRADES 2022 – 2028** Various projects to increase water supply capacity in Brightwater.

 **WAIMEA WATER NETWORK CAPACITY UPGRADES 2023– 2031** Programme of work to upgrade capacity of bores, treatment plant, trunk mains, reticulation, pump stations and reservoirs to support growth and improve resilience. Council has planned further investment, including these projects, to address anticipated growth, improve the services we provide, and make sure our public infrastructure is maintained and fit for purpose.



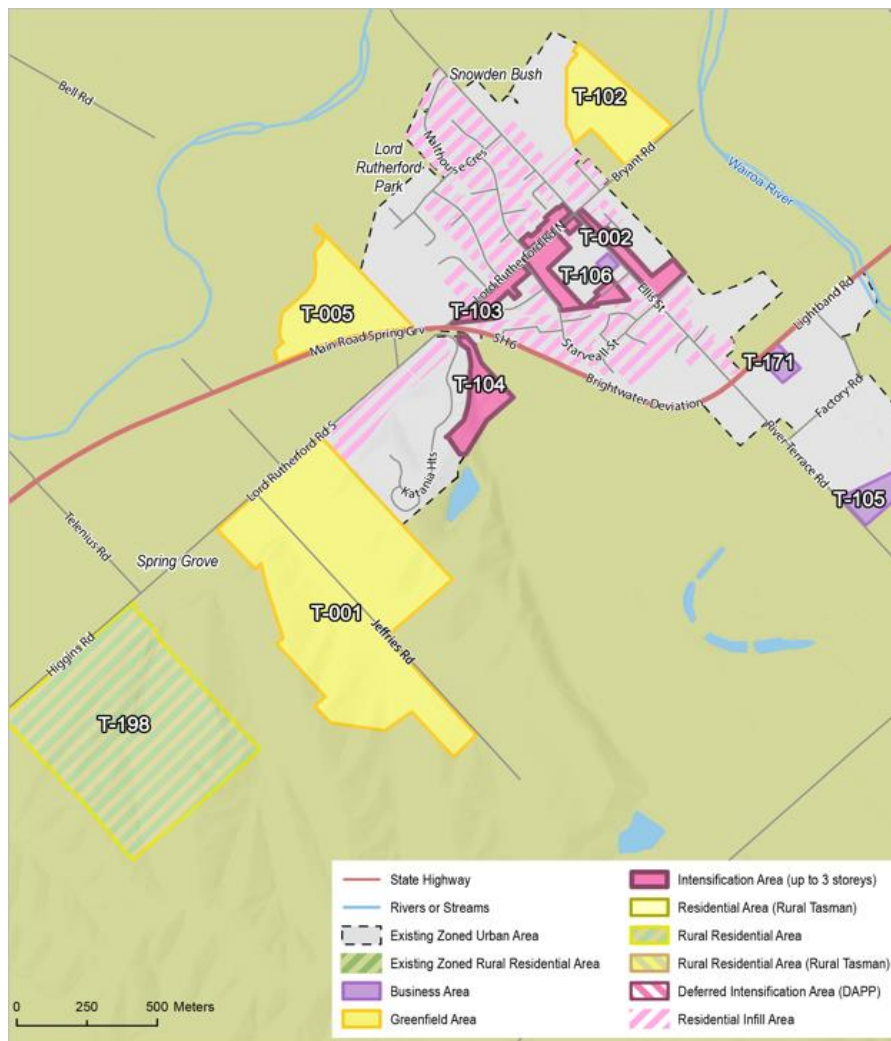
WAIMEA WASTE WATER NETWORK IMPROVEMENTS 2021– 2031 New bypass pump station in Brightwater to support growth and provide network resilience



BRIGHTWATER/WAKEFIELD MULTI-PURPOSE COMMUNITY FACILITY 2026– 2029 (1/3 community contribution) A new community facility to service the Brightwater, Wakefield and surrounding communities. A feasibility study will take place, and a location is still to be decided.

4.3.2 Nelson Tasman Future Development Strategy

Following public consultation, FDS 2022 proposals for accommodating growth in Brightwater are shown below.^{xi}



“The strategy is for managed expansion of Brightwater, while minimising the loss of highly productive land and ensuring the development is resilient to natural hazards. Moderate levels of intensification and infill are proposed within and close to the Brightwater centre with intensification increased from the FDS 2019. Together, this provides the opportunity for about 1,100 new homes. A limited expansion of the existing light industrial area along River Terrace Road is identified as well as some small expansion in commercial zoned land in Brightwater centre.

Supporting upgrades to the wastewater network will be needed through to the Bell Island wastewater treatment plant. Growth in Wakefield would also support these upgrades. Improvements to planned bus services and new walking and cycling connections will improve frequent access to Richmond, and recreational connections to Māpua. We will need to encourage the development of a broader range of services in the Brightwater centre in the future to improve local amenities and encourage more local trips. Quality walking and cycling connections between the greenfield sites in the south, to the Brightwater centre will also be important in supporting well integrated development.”^{xii}

4.3.3 RMA Plan Changes



The Brightwater Growth Plan Change process is progressing the proposal to rezone FDS 2019 site T005 from Rural to Residential for housing of mixed density once servicing is available. The plan change includes consideration of green space and movement networks. The change will introduce policy to manage flood risk for that site and rules to mitigate noise from the highway.

Public feedback is generally supportive of the draft change. Concerns were expressed about traffic and the safety of the SH6/ Lord Rutherford Road intersection. Adjoining residents expressed a desire to retain the rural outlook.

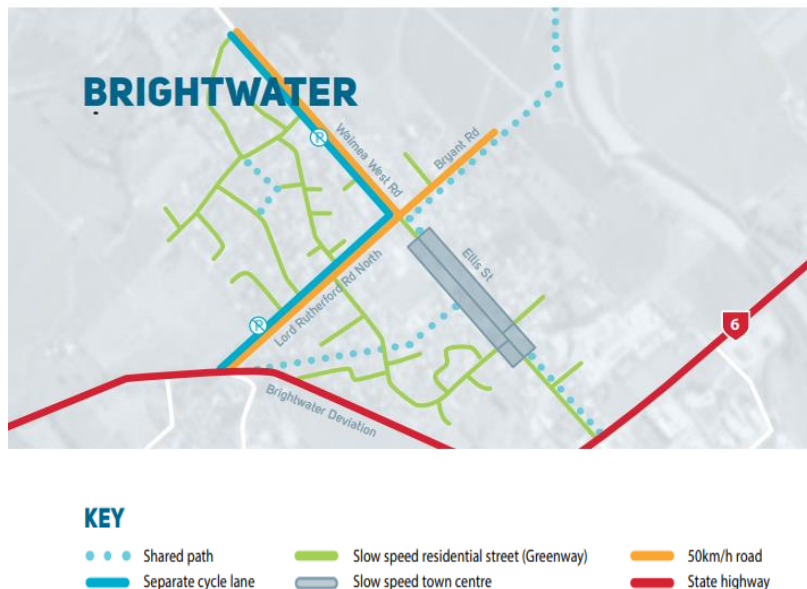
4.3.4 Transport

Public transport

A regular bus service between Wakefield, Brightwater and Richmond is planned for mid-2023.

Cycling and Walking Strategy, May 2022

The proposed cycleway map for Brightwater is shown below.^{xiii}



4.4 What the Community has told us

A summary of the top ten general themes from the TEP 2019 engagement process is attached as Appendix 4:

Community feedback from Brightwater specifically mentioned:

Urban Form and Function

- Protect productive land, don't build on productive land, use flat land for growing food, develop hill country.
- There are traffic separation and traffic speed issues due to bypass.
A separated cycleway along the SH6 would assist the transition to active transport modes as many Brightwater residents commute to Nelson/Richmond daily.
- More commercial land needed for new businesses.
- Ellis Street Upgrade is great - improved pedestrian safety and attractiveness of centre.
- Addressing the Heslington Stream flooding issue would enable better use of the centre of Brightwater.

Our special place

- Love the clean rivers around the town that we can swim in.
- Ernest Rutherford Memorial is a special place.
- Love the family friendly spaces, playing fields walks, parks and access to nature.

4.5 Issues, Opportunities and Policy Directions

4.5.1 Introduction

Some issues, options and policy directions that have been identified in the past have occurred or are no longer relevant. Other remain relevant for the future. The rest of this report highlights:

- Issues and policy directions already identified in blue, and
- New issues, and policy directions (with options) in green.

The policy set for Brightwater was updated recently, in 2016. It is still relevant but needs some amendment to reflect FDS proposals to accommodate growth and will be further amended by the upcoming Growth Plan Change.

4.5.2 Issues and Opportunities


Issues and Opportunities	
1	Managing the high level of growth and demand for serviced land for housing and business in Brightwater which is surrounded by land that is both productive and prone to flooding.
2	Some existing scattered industrial activities have the potential to create effects that are incompatible with residential neighbours.
3	As Brightwater grows and changes, there is a risk that it can: i. Lack sufficient reserve, recreation and community facilities ii. Lose internal connectivity (active movement networks within Brightwater, particularly due to SH6 severance iii. Lose its distinctive sense of place, identity and character.
4	Range of housing choice in Brightwater is limited and for many residents is increasingly unaffordable.
5	Land currently zoned for Commercial activities is taken up.
6	Range of commercial services in Brightwater is limited, largely due to leakage to nearby Richmond.


The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).

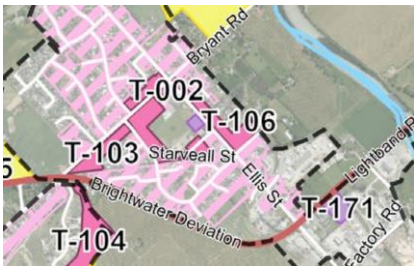
The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.


4.5.3 Policy Directions - with options, recommendations and reasons

Policy direction	Assessment	Recommendation and Reasons
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1	<p>To manage the effects of the expansion of Brightwater on land of high productive value and prone to flooding by providing for future residential areas south east of Snowdens Bush and between Wanderers Avenue and Lord Rutherford Road and further lots on Watertank Hill (Katania Heights).</p> <p>Policy 6.16.3.1</p> <p>Addresses issue 1.</p>	<p>Status quo - Current TRMP policy.</p> <p>FDS proposed and a (Draft) Growth Plan Change is implementing this policy direction in part through rezoning greenfield land for residential development between Wanderers Avenue and Lord Rutherford Road.</p>	<p>Retain policy direction.</p> <p>Reason: Policy remains relevant and takes account of 2013 Brightwater flooding study.</p>
2	<p>To minimise effects of industrial activities by consolidating industrial activities south of SH6 of land adjoining River Terrace Road that has been identified as flood free, while acknowledging existing use rights.</p> <p>Policy 6.16.3.2 updated.</p> <p>Addresses issue 2.</p>	<p>Status quo - Current TRMP policy.</p> <p>Option 2a</p> <p>Rezone 104A Ellis Street from Light Industrial to Residential to implement policy 2.</p>  <p><i>Strengths</i></p> <ol style="list-style-type: none"> 1. Implements policy 2 - by encouraging industrial activities to move out of an area that is predominantly residential, opportunity for cross boundary effects is reduced. 2. Existing use rights are respected. <p><i>Weakness</i></p> <p>Currently site at risk of flooding. Flooding issue to be addressed first.</p>	<p>Retain policy direction, but update so more specific.</p> <p>Reason: Policy remains relevant.</p> <p>Option2a is supported in principle but not recommended until flooding issues are rectified.</p> <p>Reasons:</p> <p>Site at risk of flooding.</p>
		<p>Option 2b</p> <p>In line with FDS 2022, rezone 46A Factory Road from Tourist Services zone</p>	<p>Option2b is recommended.</p> <p>Reasons:</p> <ol style="list-style-type: none"> 1. Implements policy 2 - by encouraging industrial activities to co-locate and

		to Light Industrial. 	consolidate around River Terrace Road. 2. Light industrial activity established on site.
3	To ensure suitable land and infrastructure is available in Brightwater for residential and business use, and for active and passive recreation. Policy 6.16.3.4 Addresses issue 1.		Retain policy direction. Reason: Policy remains relevant.
4	To develop access to and along the Wairoa River between the former railway reserve and Bryant Road. Policy 6.16.3.5 Addresses issue 3ii.		Retain policy direction. Reason: Policy still to be implemented.
5	Facilitate additional access from the residential area to the Brightwater school. Policy 6.16.3.6 Addresses issue 3i.	Status quo - Current TRMP policy.	Retain policy direction. Reason: Policy remains relevant.
6	Support landscape and streetscape initiatives and the retention of heritage buildings and trees that contribute to the character and amenity of Brightwater. Policy 6.16.3.7 Addresses issue 3iii.	Status quo - Current TRMP policy. Ellis Street upgrade `recently completed in 2021.	Retain policy direction. Reason: Although Ellis Street upgrade is complete, policy remains relevant to new development planned for Brightwater.
7	Maximise opportunity that (limited) greenfield expansion presents to increase housing choice, with active connections to Brightwater town centre and greenspace. Addresses issues 1, 3i and ii and 4.	New policy option FDS 2019 and proposed Growth Plan Change propose to implement policy direction through increases in housing choices with active connections to greenspace.	Introduce new policy. Reason: In line with national direction to consolidate urban footprints and reduce urban expansion on to high productive land. (Likely a general urban policy.)
8	Support and enable intensification of	FDS proposes intensification of some established residential locations close to	Introduce new policy.

	<p>established standard residential areas where:</p> <ul style="list-style-type: none"> (i) there is high demand for housing or for business land (ii) the area is near employment opportunities (iii) the area is well-served by existing or planned public transport. <p>Addresses issues 1 and 4.</p>	<p>the centre of Brightwater (T-002 and T-103) which align with NPS-UD requirements set out in policy 6.</p>	<p>Reason:</p> <p>Policy aligns with the national directive relating to increasing the amount of housing available while reducing the financial and environmental costs of housing development and the extent of urban footprints. (NPS-UD NPS-FWM and forthcoming NPS-HPL refer).</p> <p>(Likely a general urban policy.)</p>
9	<p>Support and enable further commercial activity in Brightwater and consolidate commercial activities in main street (Ellis Street) through Commercial - Local centre zoning.</p> <p>Addresses issues 5 and 6</p>	<p>New policy option.</p> <p>FDS 2022 proposes small increase in Commercial zoned land in Ellis Street. FDS notes need to encourage a broader range of services in the Brightwater centre in the future to improve local amenities and encourage more local trips.</p> <p>Although Ellis Street is the 'hub' of Brightwater, much of Ellis Street currently is zoned Residential, with some Light Industrial and Recreation zoning.</p> <p>Options for creating a consolidated local 'hub' set out below</p>	<p>Introduce new policy.</p> <p>Reason: Encourages the development of a commercial hub in Brightwater, with greater diversity of services, local business and employment opportunities for growing population.</p>
		<p>Option 9a:</p> <p>Status Quo with FDS proposal to rezone 34 Ellis St and 1/36 from Light Industrial to Commercial</p> 	<p>Option 9a recommended</p> <p>Reasons: In addition to 8 above, currently there are no vacant Commercial zoned sites in Ellis Street which is the hub of the town.</p>
		<p>Option 9b:</p> <p>In addition to 9a above, and in line with FDS, rezoning all the Industrial land between the current Commercial zone and the Brightwater recreation reserve Commercial - Local centre (32, 34 and 1/36 – 5/36 Ellis Street).</p>	<p>Option 9b is recommended.</p> <p>Reason:</p> <ul style="list-style-type: none"> 1. Implements policy 2 and 6. 2. Existing use rights are respected.

			
		Option 9c Rezone all Commercial sites in Brightwater Commercial – Local Centre zone.	Option 9c is recommended. Reasons: 1. Aligns with NPStds.and proposed Tasman business centre heirarchy. 2. Assist to consolidate commercial activity in a vibrant commercial hub.

4.6 Scale and Significance

Table 2: Scale and Significance

	Comments	Assessment
Degree of change from the Status Quo		Low / Med / High
Effects on matters of national importance (s6 RMA)	S6 matters already accounted for and will be accounted for further by TEP cultural mapping project.	Low
Scale of effects – geographically (local, district wide, regional, national)	Local	Low
Scale of effects on people (how many will be affected – single landowners, multiple landowners, neighbourhoods, the public generally, future generations?)	Brightwater community and existing landowners.	Low
Scale of effects on those with particular interests, e.g. Tangata Whenua		Low
Degree of policy risk – does it involve effects that have been considered implicitly or explicitly by higher order documents? Does it involve effects addressed by other standards/commonly accepted best practice?	Implements NPS UD and FDS proposals.	
Likelihood of increased costs or restrictions on individuals, businesses or communities.	Implements NPStd. zoning. Local centre zoning in Ellis Street is likely to reduce the costs of change.	Low

4.7 Summary

	Issues
1	Managing the high level of growth and demand for serviced land for housing and business in Brightwater which is surrounded by land that is both productive and prone to flooding.
2	Some existing scattered industrial activities have the potential to create effects that are incompatible with residential neighbours.
3	As Brightwater grows and changes, there is a risk that it can: <ul style="list-style-type: none"> i. Lack sufficient reserve, recreation and community facilities ii. Lose internal connectivity (active movement networks within Brightwater, particularly due to SH6 severance iii. Lose its distinctive sense of place, identity and character.
4	Range of housing choice in Brightwater is limited and for many residents is increasingly unaffordable.
5	Land currently zoned for Commercial activities is taken up.
6	Range of commercial services in Brightwater is limited, largely due to leakage to nearby Richmond.

	Recommended Policy Direction and Options
1	To manage the effects of the expansion of Brightwater on land of high productive value and prone to flooding by providing for future residential areas south east of Snowdens Bush and between Wanderers Avenue and Lord Rutherford Road and further lots on Watertank Hill (Katania Heights). Addresses issue 1.
2	To minimise effects of industrial activities by consolidating industrial activities south of SH6 on land adjoining River Terrace Road that has been identified as flood free, while acknowledging existing use rights. Addresses issue 2.
2.1	Option 2b In line with FDS, rezone 46A Factory Road from Tourist Services zone to Light Industrial. Addresses issue 2 and implements policy 2.
3	To ensure suitable land and infrastructure is available in Brightwater for residential and business use, and for active and passive recreation. Addresses issue 1.
4	To develop access to and along the Wairoa River between the former railway reserve and Bryant Road. Addresses issue 3ii.
5	To facilitate additional access from the residential area to the Brightwater school. Addresses issue 3ii.
6	To support landscape and streetscape initiatives and the retention of heritage buildings and trees that contribute to the character and amenity of Brightwater. Addresses issue 3i-ii.
7	Maximise opportunity that (limited) greenfield expansion presents to increase housing choice, with active connections to Brightwater town centre and greenspace (e.g. through Growth Plan Change that is in process). Addresses issues 1, 3i. and 3ii. (Likely a general urban policy.)

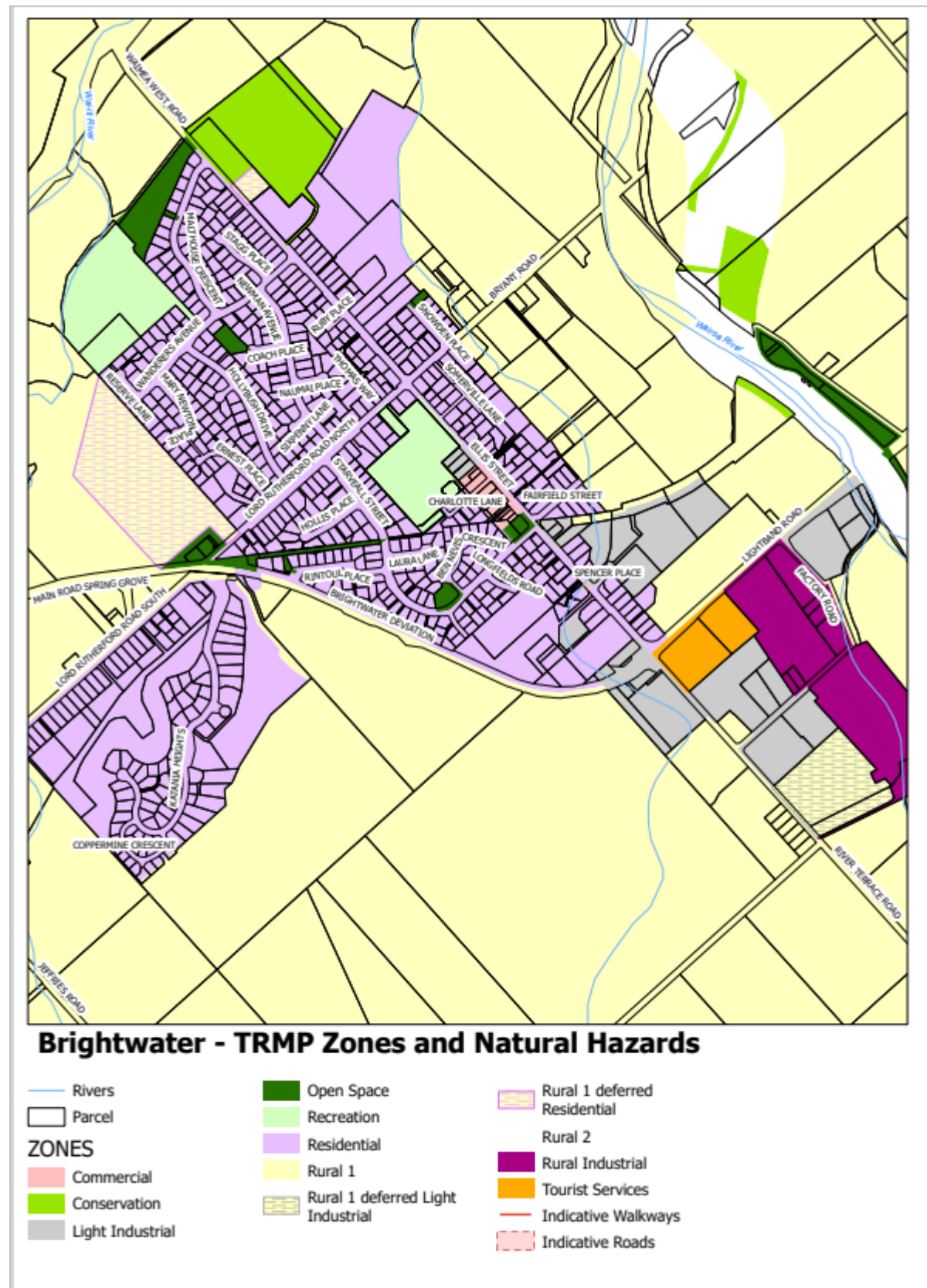
8.	<p>To support and enable intensification of established standard residential areas where:</p> <ul style="list-style-type: none"> (i) there is high demand for housing or for business land (ii) the area is near employment opportunities (iii) the area is well-serviced by existing or planned public transport. <p>Addresses issues 1 and 4. (Likely a general urban policy.)</p>
9	<p>To support further commercial development in Brightwater and consolidate commercial activities in main street (Ellis Street).</p> <p>Addresses Issues 5 and 6.</p>
9.1	<p>Options 9b and 9c, i.e.:</p> <p>In addition to/ in line with FDS 2022, proposal to rezone 34 and 1/36 Ellis Street from Light Industrial to Commercial, rezone all the Light Industrial land between the current Commercial zone and the Brightwater Recreation Reserve as Commercial - Local Centre. (32, 34 and 1/36 – 5/36 Ellis Street).</p> <p>Addresses Issues 2, 5 and 6 and implements policies 2 and 8.</p>

	Outcome sought
	<p>The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).</p> <p>The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.</p>
	Assumptions, Uncertainties, Further work, Information Gaps
	<p>When TEP cultural mapping, and centre character reviews are available, policies relating to distinct character be refined.</p>

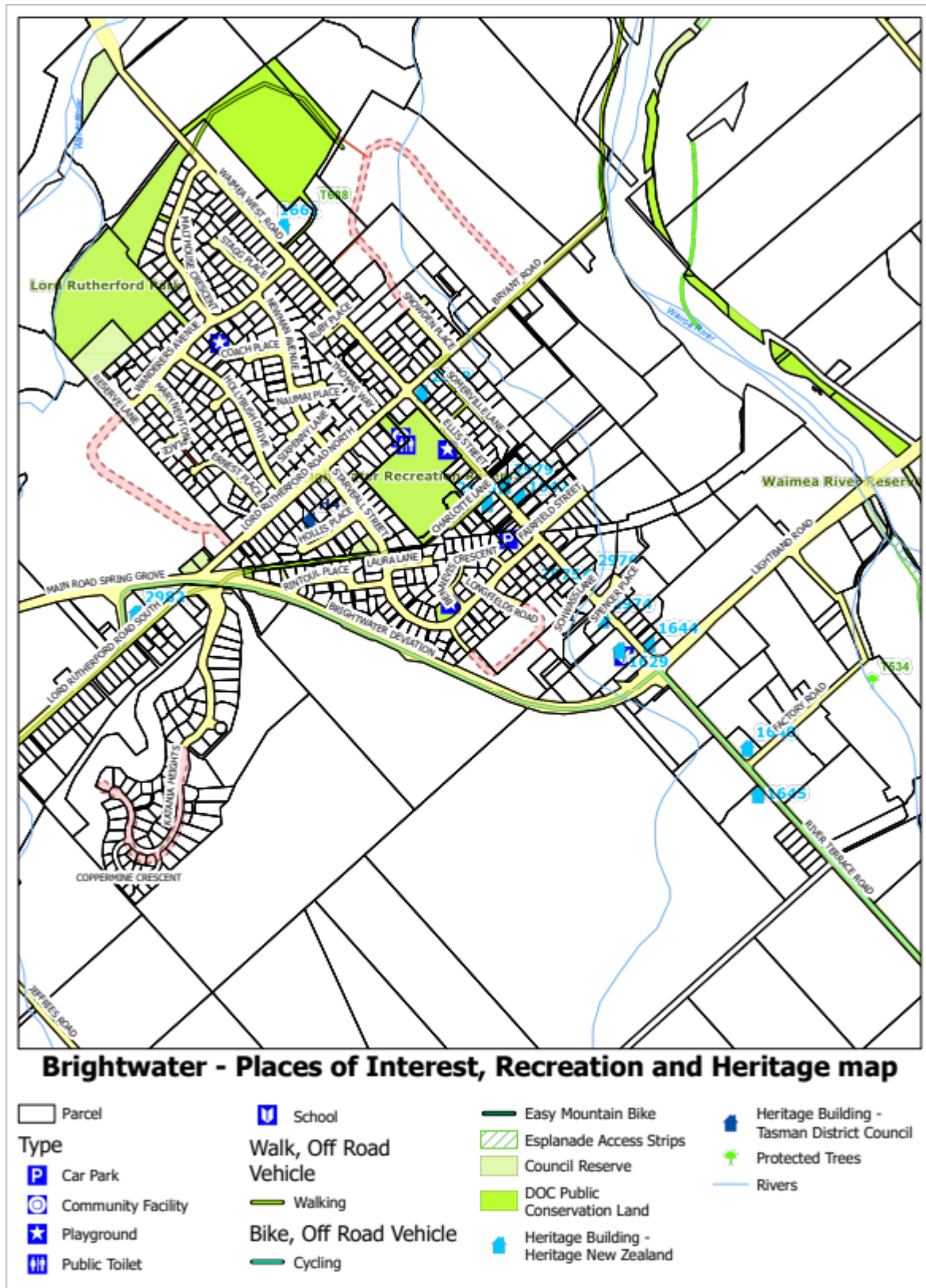
4.8 Possible questions for community discussion

- Would you like to see more shops and commercial services in Brightwater – so you need to travel to Richmond less?
- If so, where should they be located?
- Are you affected by the presence of industrial activities in the centre of Brightwater? Is it a problem?
- Do you agree with having a broader range of housing (such as town houses) around the centre of Brightwater?

Attachment A: Brightwater Zone and Natural Hazard Risk Map



Attachment B: Brightwater Places of Interest, Recreation and Heritage Map



5 Collingwood

5.1 Existing Centre – What We Know

5.1.1 Context

Introduction

Collingwood is nestled in the peninsula jutting into the Ruataniwha Inlet with the Aorere River to the north and Golden Bay coastline to the east. The town is the gateway to Farewell Spit.

It forms part of the Golden Bay ward and is located withing the Aorere-West Coast waahi.

Population and growth

Over past 30 years, the resident population of Golden Bay/ Mohua has increased from about 3,000 (in 1991) to 5,500 (in 2021).

In 2021 the resident population of Collingwood was about 270. Modest growth is expected for the future. LTP 2021 growth projection for Collingwood is that population will peak in the early 2030s at about 280 residents and decrease slightly into the future.

The LTP growth projection for the next 10 years for the Golden Bay / Mohua ward (including Collingwood, Tākaka and Pohara /Ligar / Tata) is shown below.



Environmental opportunities and constraints

The town is located in a highly scenic location in Golden Bay. High natural values include the dark night sky, the hill backdrop to the town, the coastal margin of the Ruataniwha inlet, sandspit and sand dunes which support roosting bird sites. An identified ridgeline runs between Orion St and the coastline and most of the town falls with the TRMP Coastal Environment Area.

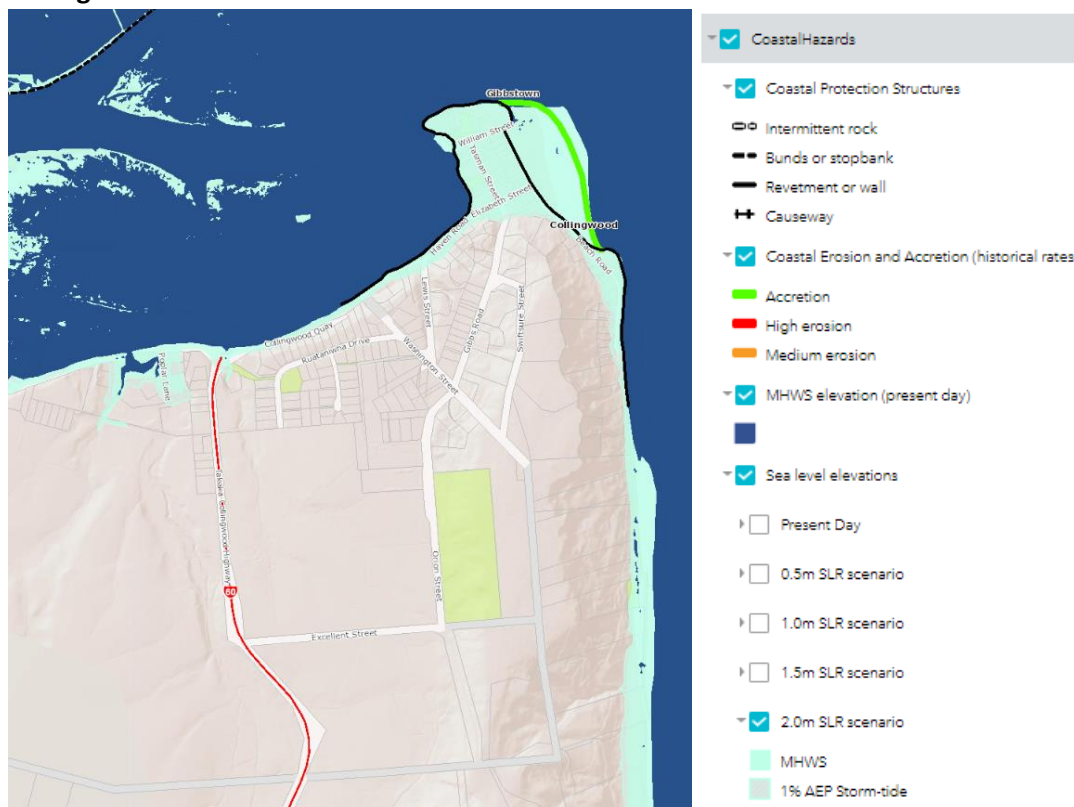
Productive land

According to the updated productive land classification 2021, the land to the south and west of the town is of high productive value.

Risk from natural and other hazards

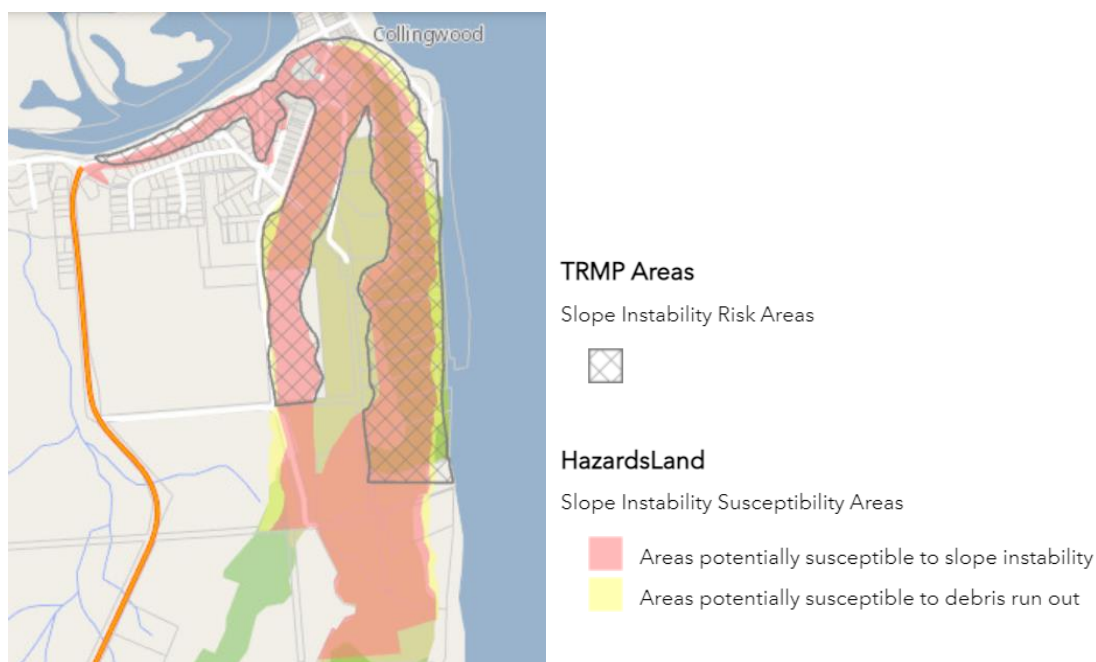
Parts of Collingwood, particularly the short, barrier spit that the town centre is located on, lie within the extent of the 1% AEP coastal storm-tide + 2m sea level rise scenario. Therefore, the town falls within the scope of Council's [Coastal Management Project](#). The project aims to enable our Golden Bay/Mohua and Tasman Bay/Te Tai o Aorere communities to work towards long-term adaptive planning for sea level rise and coastal hazards. This report will inform next steps in the Coastal Management Project, looking at options at the local level around Tasman.

Collingwood 1% AEP Stormtide and 2m SLR scenario



The TRMP identifies an area of Collingwood with a higher likelihood of slope failure within the 'Slope Instability Risk Area' (SIRA) overlay. The associated planning rules seek to control the location of habitable buildings and earthwork activities in these areas to protect people and property. The overlay and rules act as a flag to pay extra attention to slope stability when developing a site or undertaking new building work. More recent technical work has reviewed the SIRA and has updated the area which is potentially susceptible to slope instability.

Collingwood Slope Instability



5.1.2 Form

Urban form



The town is located around the estuary and coastline. More recently, new development is being encouraged behind the original town to avoid it spreading along the coastline to locations that are sensitive or susceptible to natural hazards. The built form of the town centre is predominately single storey, with the exception of a few two storey buildings.^{xiv} A mix of shops, accommodation, eateries and services that line both sides of the main road (Tasman Street) which is the main commercial hub of the town.

Tasman Street – main street in Collingwood

Business centre

Role

The centre is anchored by the General Store and provides a small range of retail and services. It provides for the top up needs of residents and visitors.

The role of the centre is as a local service centre rather than a town centre, which reflects its size and proposed role in the hierarchy of the Tasman District's town centres. It is expected to have retail expenditure leakage out of its core market, at first instance to Tākaka.^{xv}

Vibrancy

There are no vacant units in the centre, indicating that the centre is performing well. The centre is vibrant due to the independent stores and cafe, which help to create a unique offer and environment. Observations from a January 2020 site visit indicated that the central village area with the highest footfall was outside of the General Store and MAD café.^{xvi} The public amenities in the centre are good. It has hand crafted seating, rubbish bins, drinking fountains and a public toilet.

Tasman Street is the major hub of activity. The Farewell Spit touring company helps to attract visitors to the centre, as well as the nearby beach.

Potential for further Commercial development

The sites at 3, 5, 7, 11 and 15 Elizabeth Street at the southern end of the centre have potential to be redeveloped for commercial uses in the future. Currently, the sites are zoned Residential. However the sites are low lying and susceptible to natural hazard risk.

For this reason land has been identified for commercial development in Orion Street, behind the existing centre.

Attractiveness

The town centre is attractive and characterful due to the presence of historic buildings, handcrafted street furniture, and unique and individualistic shop frontages. Hanging baskets (seasonal) are suspended along the main road, which adds vibrancy to the street and helps to create consistency in the appearance of the shop frontages.

Recent development

There has been no evidence of recent investment by retailers to their properties.^{xvii}

Residential areas

For Collingwood, TRMP provides for standard density development with minimum lot sizes at 450m² and an average lot size of 600m² if more than three lots are created.

In fact, the residential density is much lower, with lot sizes varying between 800m² and 1300m².

Existing residential zones are likely to be rezoned General Residential to align with the NPStds.

Recent development

New residential development has been occurring south west of the town, round McDonald Place.

Collingwood urban form is shown on the Zone and Natural Hazard map (Attachment A).

5.1.3 Functionality

Network Services

Council currently provides Collingwood with water, wastewater and stormwater services.

There is no public transport that serves the Collingwood, but private touring buses and shuttles connect the centre with the rest of the Tasman region.

Parks, reserves, green corridors and community facilities

The Collingwood community is serviced by a range of parks, reserves and community facilities, including community rooms at the Collingwood Memorial Hall, Collingwood Fire station and Collingwood Area School. There are three walkways providing links between streets as well as the recently acquired Excellent Street walkway giving access to the coast. As a result of recent seismic assessments, the capacity of Collingwood Memorial Hall has been restricted to below 300 persons. Council provides a subsidy to assist with the maintenance of the pool at Collingwood Area School. There are sportsfields provided by the Collingwood Recreation Ground Association and Collingwood Area School. The recreation needs of the community are also served in part by Golden Bay High School and the Golden Bay Recreation Park. The community is serviced by the District cemetery at Rototai, as well as the Collingwood and Bainham Cemeteries. Public open space and recreation areas are provided at the Collingwood Camping Ground, Ruataniwha Reserve and the Collingwood Memorial Reserve. There are two playgrounds, one on a site leased by Council from the Fire Brigade and one at Collingwood Area School, and four public toilets.

5.1.4 Sense of Place, Identity and Character

Landscape setting

Collingwood forms part of the Mohua/Golden Bay Landscape Character Area along with Tākaka, Pōhara, Ligar Bay and Tata Beach. All of the Golden Bay towns and villages except for Tākaka are located close to the coastal waters of Mohua/Golden Bay and significantly increase in population during the summer months due to visitors.^{xviii}

The lower portion of Collingwood, located along the Ruataniwha Estuary, is included in the updated proposed coastal environment area (similar in location to the current TRMP coastal environment area). Totara Avenue offshore sandbanks is one of eight areas of international importance along the Tasman district coast as a roost site for resident and/or migratory shorebirds; it is of particular importance for South Island pied oystercatcher. Important roosting sites include Parapara, Onekaka

and Paton's Rock. Sandy Island, which is situated in front of Collingwood, also often hosts roosting shorebirds.^{xix}

Indigenous forest remnants on the coastal scarps at Collingwood may need to be investigated for suitability for ongoing protection.

Amenity and Sense of Place

"Collingwood's isolated, coastal location and small-scale development amongst the edge of the Aorere River and shores of Golden Bay/Mohua contribute to the town's amenity and sense of place. It has a special coastal character due to its mature native vegetation framework and diverse estuary and dune ecosystems. Open green spaces within Collingwood, are limited to small reserves and the coastal edge.

There is easy access to the natural environment and recreational activities from Collingwood, such as fishing, boating, tramping, hunting and camping. In recent years, it has become a very popular fishing destination due to the accessible tidal, sand flats.

Distinct Characteristics

- *Collingwood is a small, coastal town known as the northern gateway to Kahurangi National Park and Farewell Spit.*
- *Extensive coastal views across Golden Bay/Mohua and Ruataniwha Inlet backed by the impressive, bush clad peaks of the Burnett Range dominate the outlook from Collingwood. Farewell Spit is a visible feature in the distance beyond the waters of Golden Bay/Mohua.*
- *Collingwood is relatively small and compact with a majority of the built development fronting Haven Road/Elizabeth Street or on the low-lying, flat peninsula landform that extends toward the Aorere River. The remainder of the development is integrated into the vegetated coastal scarp that forms the backdrop to the town.*
- *The central hub is on Tasman Street and borders the estuary to the west and residential zone to the east. The heritage buildings and colourful, independently owned shop frontages, contribute to the centre's character and attractiveness.*
- *Collingwood's isolated, coastal location and small-scale development amongst the edge of the Aorere River and shores of Golden Bay/Mohua contribute to the town's amenity and sense of place.*
- *Collingwood is located at the end of State Highway 60, which provides the only access to the town. It is also the final town before travelling west to the Heaphy Great Walk within Kahurangi National Park or north to Farewell Spit."*^{xx}

Cultural and historic sites and places

Current plan protects several listed cultural sites, historic buildings, and heritage trees within the town.

Both historic and cultural heritage information is being updated through current TEP work projects.

Collingwood Key places, recreation and community facilities and heritage sites are mapped on Attachment 3.

5.2 Iwi Interests and Values

Currently the TRMP lists two cultural heritage sites within Collingwood, both on the peninsula.

In partnership with local Iwi, cultural heritage information for Tasman district is the process of being collated and mapped. The updated information will be incorporated into the new district plan and is expected to include additional cultural heritage sites (including those currently listed by New Zealand Archeological Association) in and around Collingwood.

Archeological assessments show that the land on the Collingwood peninsula and around the estuary was occupied by Māori early - both pre-European and proto-historic occupation. Evidence of middens and a pa site have been recorded on the peninsula, including the site on which the Collingwood Holiday Park is located. This campground site is also said to be the location of the first Māori church established in New Zealand.

Statutory Acknowledgements^{xxi} relevant to Te Tau Ihu in Collingwood are set out below.

Iwi	Coastal Marine Area	Aorere River
Ngāti Apa	*	
Ngāti Kui	*	
Ngāti Kōata	*	
Ngāti Rārua	*	*
Ngāti Tama	*	*
Ngāti Toa	*	
Rangitāne	*	
Te Ātiawa	*	*

5.3 What's Planned by Council

5.3.1 LTP 2021

Council plans further investment, to address anticipated growth, improve the services we provide, and make sure our public infrastructure is maintained and fit for purpose.

LP 2021 summarises the infrastructure network services planned for the next 10 years.



WASTE MANAGEMENT AND MINIMISATION IMPROVEMENTS Underway – 2051

5.3.2 Nelson Tasman Future Development Strategy

Following public consultation, FDS 2022 proposals for accommodating growth in Collingwood are shown below.



“Modest growth is projected for Collingwood over the next 30 years, although the latest population estimates for the Golden Bay ward have been higher than expected. The strategy identifies a small area for future residential and commercial development on the southern edge of the town that will provide future resilient options for the community.”^{xxii}



5.3.3 RMA Plan Changes

There have been no plan changes specific to Collingwood since the inception of the TRMP in 1996.

In future, no plan changes specific to Collingwood are planned other than the overall TEP plan change.

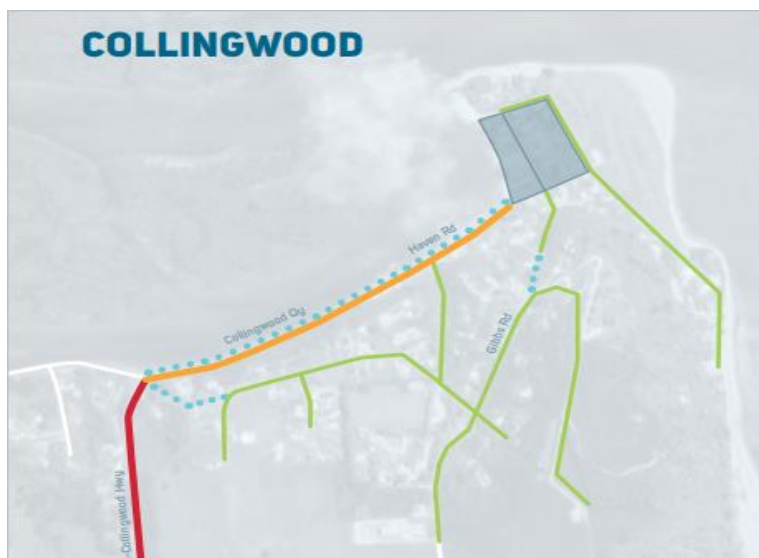
5.3.4 Transport

Public transport

None

Cycling and Walking Strategy, May 2022

The proposed cycleway map for Collingwood is shown below.^{xxiii}



KEY

- • • Shared path
- • • Slow speed residential street (Greenway)
- • • 50km/h road
- • • Separate cycle lane
- • • Slow speed town centre
- • • State highway

5.4 What the Community has told us

A summary of the top ten general themes from the TEP 2019 engagement process is attached as Appendix 4:

Community feedback from Collingwood specifically mentioned:

Urban Form and Function

- Safety, speed and traffic on main roads through e.g. Pakawau and one lane bridge
- Advance the Tākaka-Collingwood cycleway for safety, the environment, community connection and sustainable tourism.
- Access to public land on Peninsula is an issue e.g. a walkway around the peninsula.

Our special place

- Dune/cliff interface is special.
- Peaceful paradise.
- Access to beautiful natural places.

5.5 Issues, Opportunities and Policy Directions

5.5.1 Introduction

Some issues, options and policy directions that have been identified in the past have occurred or are no longer relevant. Other remain relevant for the future. The rest of this report **highlights:**

- Issues and policy directions already identified in blue, and
- New issues, and policy directions (with options) in green.

5.5.2 Issues and Opportunities

	Issues and Opportunities
1	Direction of future growth - town centre and some residential land is low lying and vulnerable to coastal hazards including sea level rise.
2	As Collingwood grows and changes, there is a risk that it can lose its distinctive sense of place, identity and character, including values associated with its natural hill backdrop, and margins of the Ruataniwha Inlet.
3	Land currently zoned for commercial and residential use is taken up.

The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).

The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.

5.5.3 Policy Directions - with options, recommendations and reasons

	Policy direction	Assessment	Recommendation and Reasons
1	<p>To encourage any future development to locate behind the existing developed area and to avoid its spread along the coastline or into areas that are highly visible, have high natural values and are vulnerable to natural hazards and sea level rise.</p> <p>Policy 6.12.3.5 - updated</p> <p>Addresses issues 1 and 3.</p>	<p>Status quo - Current TRMP policy.</p> <p>Options to implement policy set out below.</p> <p>Option 1a</p> <p>FDS 2022 proposal to provide further land for residential and commercial development (T-053 and T-158) at southern periphery of town beyond MacDonald place and the commercial activity located at 22 Orion Street (Biobalance building).</p> <p><i>Strength</i></p> <p>Implements policy 1.</p> <p><i>Weakness</i></p> <p>Land has productive value.</p> <p>Option 1b</p> <p>Rezone sites located at 3, 5, 7, 11 and 15 Elizabeth Street at the southern end of the centre for commercial uses in the future.</p> <p><i>Strengths</i></p> <p>Located close to and consolidates existing commercial centre.</p> <p><i>Weakness</i></p> <p>The sites are low lying (round 3m contour) susceptible to coastal natural hazards and sea level rise.</p> <p>Option 1c</p> <p>Rezone all existing and new Commercial zoned land in Collingwood to Commercial – Local Centre zone.</p>	<p>Retain policy but update to include vulnerability of low lying land to natural hazards and sea level rise.</p> <p>Policy may be further amended following Council direction on Council's Coastal Management project.</p> <p>Options 1a and 1c are recommended</p> <p>Reasons:</p> <p>Option 1a - FDS proposal implements policy 1.</p> <p>Option 1c - Aligns with NPStds.and proposed Tasman business centre heirarchy.</p>
2	<p>Promote the concept of an amenity plan for the rear yards of Tasman Street, Collingwood properties which adjoin the Ruataniwha Inlet to enhance public use of the adjoining estuarine margin.</p> <p>Policy 6.12.3.3</p> <p>Addresses issue 2.</p>	<p>Status quo - Current TRMP policy.</p> <p>Policy not yet implemented.</p>	<p>Retain policy as not yet implemented.</p>
3	<p>Protect bush remnants on the coastal scarps at Collingwood.</p>	<p>Status quo - Current TRMP policy.</p> <p>Policy not yet implemented.</p>	<p>Retain policy as not yet implemented.</p>

	Policy 6.12.3.7 Addresses issue 2.		
4	Maintain on-shore facilities that enable public use and enjoyment of the Ruataniwha Inlet while protecting and enhancing the natural values the Inlet. Addresses issue 2. Replaces policy 6.12.3.2 which has occurred	New policy option	Introduce new policy. Reason: Policy relevant to maintaining valued character of town and natural values of Inlet.
5	Support landscape and streetscape initiatives and the retention of heritage buildings and trees that contribute to the character and amenity of Collingwood. Updates policy 6.12.3.6 Addresses issue 2.		Retain but update policy 6.12.3.6. Reason: Policy relevant to maintain vibrancy and valued character of town centre. (Likely a general district wide policy).
6	Policy relating to roading framework. Policy 6.12.3.1		Delete policy. Reason: Addressed in other Council planning documents (N-TDM and LTP)
7	General policy to avoid, remedy or mitigate the adverse effects of locating development on natural hazard areas. Policy 6.12.3.4		Delete policy. Reason: Addressed in TEP Natural hazard policies.

5.6 Scale and Significance

Table 2: Scale and Significance

	Comments	Assessment
Degree of change from the Status Quo		Low / Med / High
Effects on matters of national importance (s6 RMA)	S6 matters already accounted for and will be accounted for further by TEP cultural mapping project. Access around coastal margin of peninsula is also supported by Section 6a	Low
Scale of effects – geographically (local, district wide, regional, national)	Local	Low
Scale of effects on people (how many will be affected – single landowners, multiple)	Collingwood community	Medium

landowners, neighbourhoods, the public generally, future generations?)		
Scale of effects on those with particular interests, e.g. Tangata Whenua		Low
Degree of policy risk – does it involve effects that have been considered implicitly or explicitly by higher order documents? Does it involve effects addressed by other standards/commonly accepted best practice?	Implements NPS UD and FDS proposals.	Low
Likelihood of increased costs or restrictions on individuals, businesses or communities.	Implements NPStd. zoning. Local centre zoning in Ellis Street is likely to reduce the costs of change.	Low

5.7 Summary

	Issues
1	Direction of future growth - town centre and some residential land is low lying and vulnerable to coastal hazards including sea level rise.
2	As Collingwood grows and changes, there is a risk that it can lose its distinctive sense of place, identity and character, including values associated with its natural hill backdrop, and margins of the Ruataniwha Inlet.
3	Land currently zoned for commercial and residential use is taken up.

	Recommended Policy Direction and Options
1	Encourage any future development to locate behind the existing developed area and to avoid its spread along the coastline or into areas that are highly visible, have high natural values and are vulnerable to natural hazards and sea level rise. Addresses issue 1 and 3.
1.1	Option 1a FDS 2022 proposal to provide further land for residential and commercial development (T-053 and T-158) at southern periphery of town beyond MacDonald place and commercial activity located at 22 Orion Street (Biobalance building). Addresses issue 1 and 3 and implements policy 1.
1.2	Option 1c Rezone all existing and new Commercial zoned land in Collingwood to Commercial – Local Centre zone.
2	Promote the concept of an amenity plan for the rear yards of Tasman Street, Collingwood properties which adjoin the Ruataniwha Inlet to enhance public use of the adjoining estuarine margin. Addresses issue 2.
3	Protect bush remnants on the coastal scarps at Collingwood. Addresses issue 2.
4	Maintain on-shore facilities that enable public use and enjoyment of the Ruataniwha Inlet while protecting and enhancing the natural values the Inlet. Updated policy. Addresses issue 2.
5	Support landscape and streetscape initiatives and the retention of heritage buildings and trees that contribute to the character and amenity of Collingwood. Updated policy. Addresses issue 2.

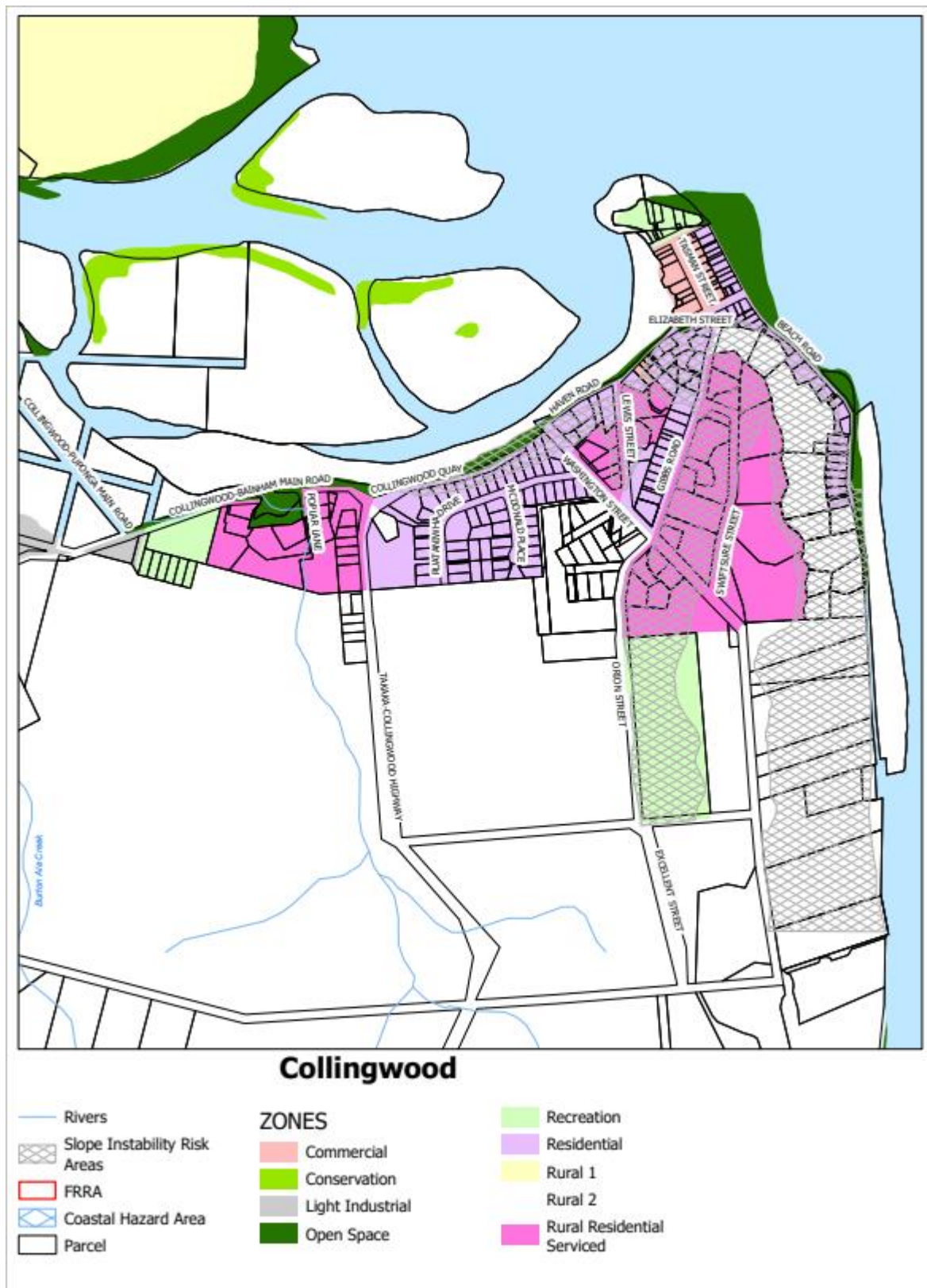
	Outcome sought
	The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation). The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.
	Assumptions, Uncertainties, Further work, Information Gaps

	When TEP cultural mapping, and centre character reviews are available, policies relating to distinct character be refined.
	Council directions on Coastal Management project re likely to affect the lower lying area Collingwood.

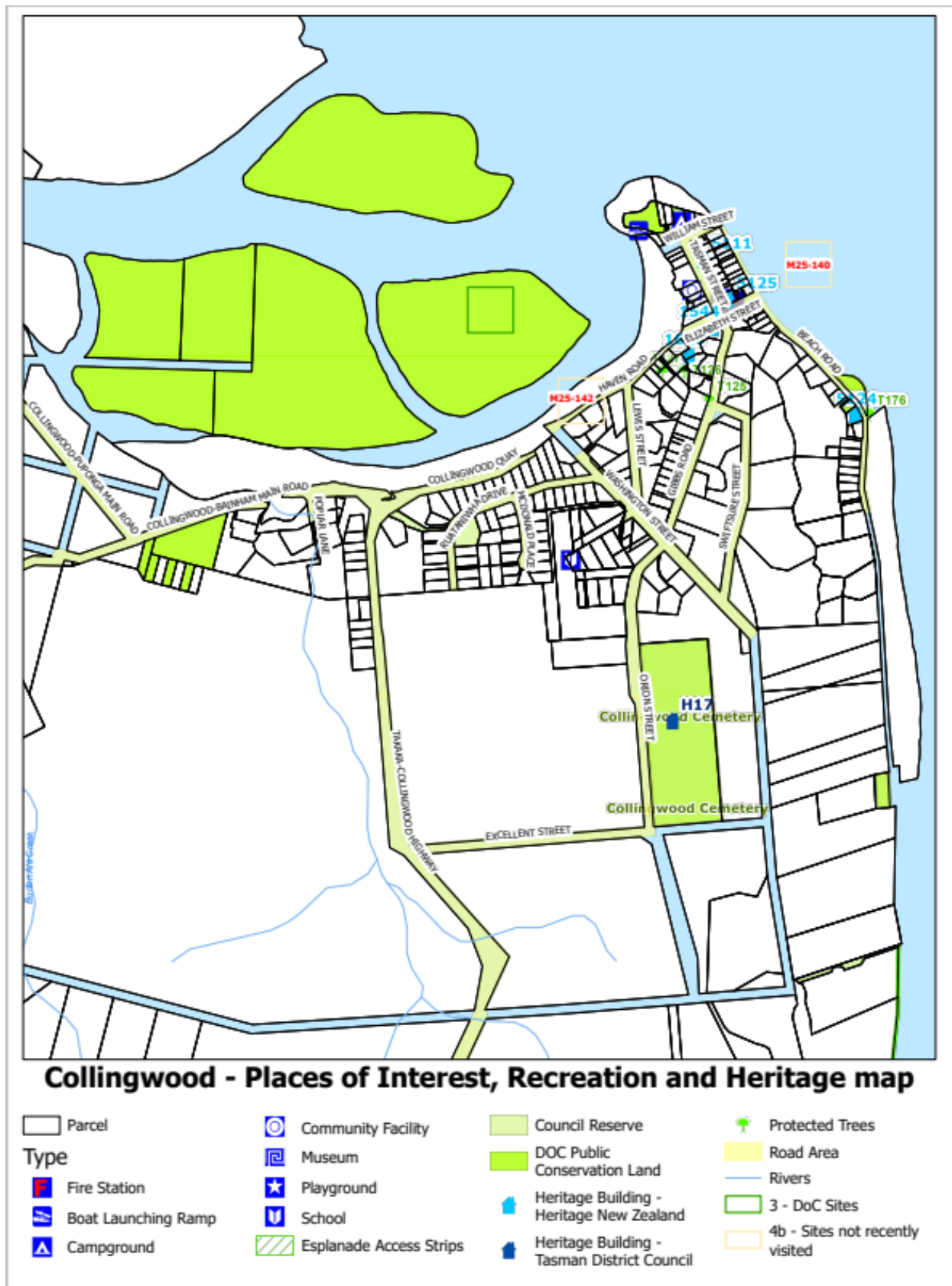
5.8 Possible questions for community discussion

- How do you feel about the town centre moving up around the school and Biobalance building west of Orion Street?
- Is there a need for more commercial or industrial land in the wider Collingwood area?
- Would you value access / a walkway around the coastal edge?

Attachment A: Collingwood Zone and Natural Hazard Risk Map



Attachment B: Collingwood Places of Interest, Recreation and Heritage Map



6 Kaiteriteri

6.1 Existing Centre – What We Know

6.1.1 Context

Introduction

Kaiteriteri is a popular coastal holiday destination, and a gateway to Able Tasman National Park, with significant peak visitor demands. The bay is used by Abel Tasman National Park transport operators, as well as by recreational users and private and commercial boat operators.

Kaiteriteri marks the end/start of Tasman's Great Taste Trail; and the Kaiteriteri Mountain Bike Park has become a popular destination for mountain bikers.

Kaiteriteri is an area of particular cultural significance to iwi, containing a number of key cultural heritage sites and associations.

The village is part of the Motueka Ward and located within the Able Tasman waahi/ catchment.

Population and growth

The resident population of Kaiteriteri was 370 people at 2021. A modest increase in population is projected to about 410 residents in the 2040s.

About 60% of homes in Kaiteriteri are estimated to be holiday homes. The estimates for future residential growth include future demand for holiday home properties. Year round, but particularly through the summers, ever increasing numbers of visitors to ATNP pass through or base in or around the village.

The LTP growth projection for the next 10 years for Mārahau and Kaiteriteri are shown below.



Council anticipates that Kaiteriteri and Mārahau will have a sufficient supply of residential land to meet the projected demand for new houses (including holiday homes) in the next ten years and likely to 2040.

Environmental opportunities and constraints

Natural hazards

Environmental constraints include natural hazards such as slope instability, coastal inundation and erosion, liquefaction and wild fire.

Much of the land at Kaiteriteri is highly erodible Separation Point granites that requires particular care when earthworks, water discharge and vegetation removal activities are undertaken.

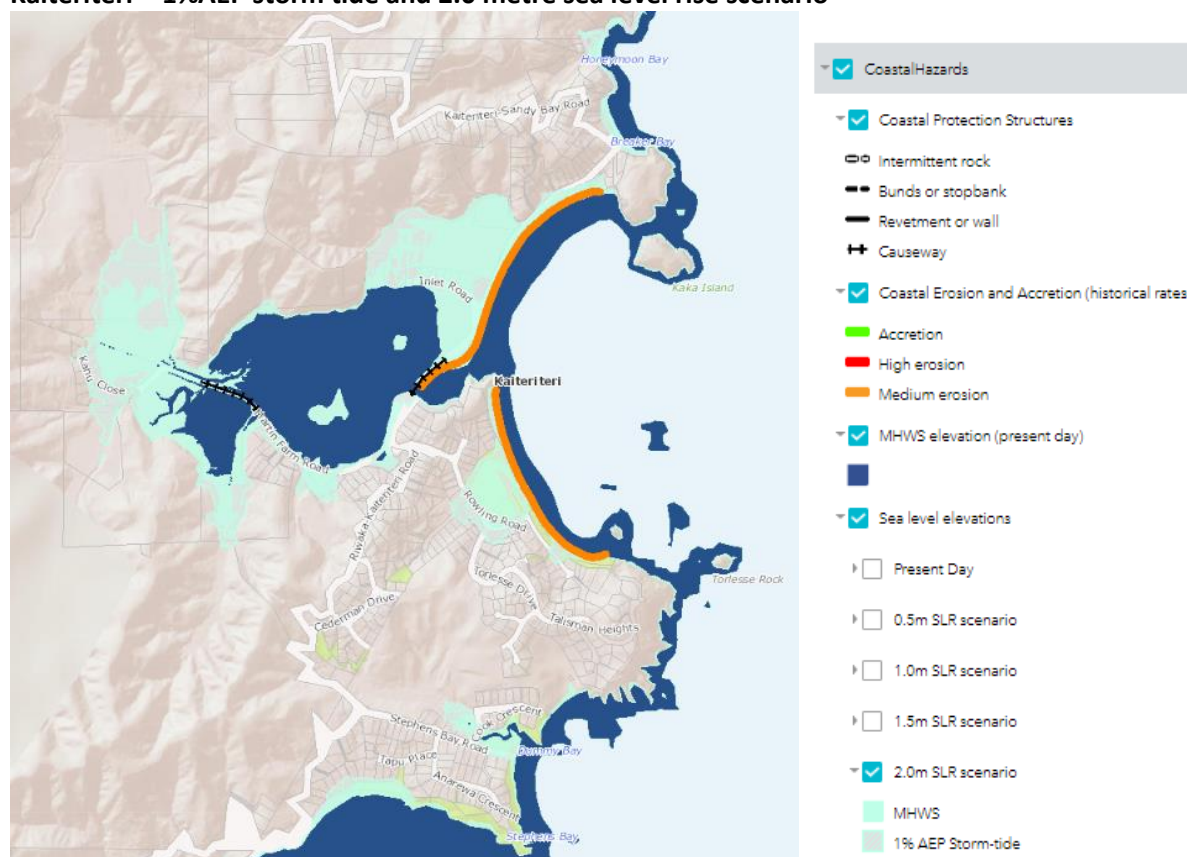
Council mapping indicates that some low-lying parts of Kaiteriteri, including around the estuary and Rowling Road, lie within the extent of the 1% AEP coastal storm-tide + 2m sea level rise scenario. Therefore, Kaiteriteri falls within the scope of Council's [Coastal Management Project](#). The project aims to enable our Golden Bay/Mohua and Tasman Bay/Te Tai o Aorere communities to work

towards long-term adaptive planning for sea level rise and coastal hazards. This report will inform next steps in the Coastal Management Project, looking at options at the local level around Tasman.

The flat and low-lying areas around Kaiteriteri and the inlet are located in an area where 'liquefaction damage is possible', based on the underlying geology.

While the area is valued for its coastal headlands and bays, and a mix of established indigenous and exotic vegetation, these features (in combination with weather conditions) heighten the risk of wild fire.

Kaiteriteri - 1%AEP storm tide and 2.0 metre sea level rise scenario



Urban form

A large portion of the flat land at Kaiteriteri is owned by the Department of Conservation and administered by the Kaiteriteri Recreation Reserve Board (KRRB) for leisure / tourism / holiday accommodation and recreation purposes.

The built form is a mix of camping facilities, single and double storey buildings many of which are designed for commercial accommodation purposes.

Businesses/ Commercial centre

The Kaiteriteri commercial hub is a cluster of eateries, accommodation (campground and units) and tourism/leisure services located on the Kaiteriteri beach front. It comprises predominately leisure/tourism services and restaurants/café/takeaways.

'The collective array of buildings along the landward edge of the road, together with the architectural styles and intensity of development as a continuous strip through the midstretch of the beachfront creates an urbanised character at Kaiteriteri Reserve.'^{xxiv}

South of the estuary and outside of the commercial hub, two sites off Martins Farm and Rowling roads zoned for tourist service zone provide commercial accommodation services.

Role

Kaiteriteri is as a holiday destination and therefore has a high proportion of restaurants/cafes/takeaways and tourism/leisure services, with Motueka town centre providing for the convenience and comparison needs of the residents and visitors of Kaiteriteri.

The role of the centre is as a local (tourist) centre rather than a town centre.

Looking forward, as Mārahau and access to the village are vulnerable to coastal erosion, inundation and sea level rise, the role of Kaiteriteri as a gateway to ATNP may become increasingly important.



Main Road in Kaiteriteri centre

Vibrancy

There are no vacant Commercial zoned sites, indicating that the centre is performing well although it is a seasonal destination. It may indicate that there is a lack of commercial sites.

Despite traffic calming measures there is 'traffic' congestion from the parking and movements of vehicles, boats and pedestrian round the centre in the peak season.

Recent development

The recent commercial development next to the beachfront campground, by Kaiteriteri Recreation Reserve Board (KRRB), has consolidated facilities for the small settlement, together with providing traffic calming measures. The new facility created a two-storey building with mixed commercial and residential use.



Accommodation units

Potential for further commercial development

There are no appropriate potential development sites as the centre is physically constrained by necessary car parking, a campground and the beach. Provision for further commercial / tourist services centre may require an additional location on Martin Farm Road (to the far west of the centre) or other peripheral area.



Outdoor area by Kai Restaurant

Attractiveness

The centre is well maintained. within the centre There is a large amount of impervious grey surfaces, minimal greenery and landscaping.^{xxv} Further landscaping may soften the look and feel of the centre The Kai Restaurant and tourism service provided on the ground floor of the buildings help to create an active shop frontage.

Residential areas

Density

Generally, Kaiteriteri residential areas are suburban in character, dominated by traditional, free-standing, one to two story low-density housing. There are some attached flats or houses divided into apartments developed for commercial accommodation purposes. Depending on terrain, generally sites range from 800m² - 1,500m² in size.

A recent assessment of Kaiteriteri residential density indicates that on average, there are about 8 dwellings per hectare.

The TRMP residential zone provides for standard residential development in the village with a minimum lot size of 450m² (Permitted) and an average lot size 600m² if more than three sites are developed.

There is no specific provision for medium density residential development in the village so this would require a discretionary level of resource consent

Looking forward, existing residential zones that are not specifically earmarked for medium density development are likely to be rezoned General Residential to align with the NPStds.

Potential for further residential development

The existing supply of zoned land supply of residential land is expected to meet demand until the 2040s.

Recent development

Currently new residential development is occurring on the hill slopes between Little Kaiteriteri and Stephens Bay.

The urban form of Kaiteriteri is shown on the Zone and Natural Hazard map (Attachment A).

6.1.2 Functionality

Network Services

Council currently provides Kaiteriteri with water, wastewater and stormwater services, as well as a well-established road and footpath network in most residential streets.

Transport

Despite ongoing efforts to manage transport, parking and movement networks the centre of the village is congested at peak holiday times.

“Parking demand far outstrip supply during the peak summer period. Congestion has an adverse effect on visitor experiences and landscape values, as well as for those transiting through Kaiteriteri. As KRR seeks to spread visitors across the seasons, this may alleviate pressure; conversely, latent demand could see the parking issues spread correspondingly. Movement along and across the reserve by multiple modes including cars boats and trailers, cyclists and pedestrians creates conflicts.....Consideration should be given to prioritising the safety and amenity of pedestrians, cyclists, and other micro-mobility modes.”^{xxvi}

Public transport

There is no public transport that connects Kaiteriteri with the rest of the region. However, private touring buses offer services to Kaiteriteri from Nelson. There is a dedicated bus stop outside of Kai Restaurant & Bar on Inlet Road for these services.

Parks, reserves, green corridors and community facilities

Much of the open space within the Kaiteriteri settlement area is owned by the Department of Conservation and managed by the Kaiteriteri Recreation Reserve board.

Council administers the Alex Ryder Memorial Reserve, Kahu Close Reserve, Anarewa Cres Reserve and esplanade reserves at Stephens Bay, Tapu Bay and Little Kaiteriteri and the Pukekoikoi Historic Reserve. The settlement is serviced by the community rooms at Motueka Hall, the recreational facilities at the Motueka Recreation Centre and by a subsidy for the pool at Motueka High School. The settlement is serviced by Motueka and Riwaka (Trustee) Cemeteries along with the various sportsfields and neighbourhood parks. There are two playgrounds at the Kaiteriteri Recreation Reserve. There are seven toilets on existing reserves. The development of Tasman’s Great Taste Trail to Kaiteriteri and the development of the Kaiteriteri Mountain bike Park by the Department of Conservation have added to the existing levels of service for cycleways.

Parks, reserves and facilities projects planned for Kaiteriteri up to 2028 include the development and upgrade of walkways in the Tapu Bay/Stephens Bay area and, the upgrade of picnic area facilities in Tapu Bay Reserve and continued support for the Coastcare projects at Little Kaiteriteri and Stephens Bay.

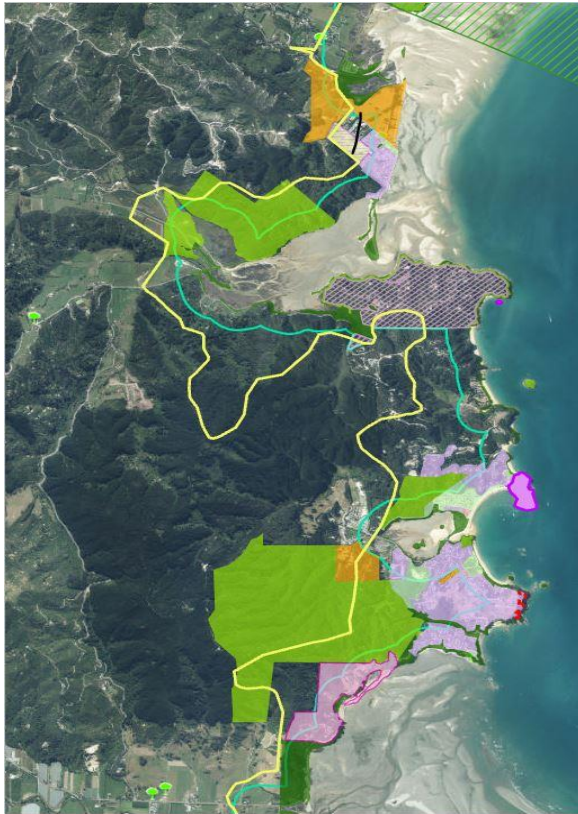
6.1.3 Sense of Place, Identity and Character

Landscape setting

Kaiteriteri together with Mārahau form part of the Abel Tasman Landscape Character Area. Both of which are considered to be ‘gateways’ to the Abel Tasman National Park as they facilitate easy access for visitors through water taxis and kayaking adventures. The clear blue-green waters and golden sand beaches backed by forested hills contribute to their distinct and special coastal character.^{xxvii}

The (proposed) outstanding coastal natural features of Kaka Point and Island and Tokongawha / Split Apple Rock are located within and just outside of the centre. Kaiteriteri and Torlesse Cliffs and Pukekoikoi Hill which all have high natural character ratings, are surrounded by the Kaiteriteri residential areas.^{xxviii}

The parts of Kaiteriteri that front the coast are located within the current TRMP coastal environment area. The proposed new coastal environment area line lies further inland and includes most of the village and most of the scattered holiday house development between Riwaka and Otuwhero Inlet. This will assist to manage development so as to retain natural coastal character.



TRMP Coastal environment Area: ■ Proposed TEP Coastal Environment Area: ■

The KRRB led review of the reserve management plans notes:

“The natural patterns and processes of Kaiteriteri Reserve have been disturbed through successive developments over decades, including partial infill of the estuary, and denuding the ngahere-forest at Kākā Point. A landscape systems approach to design and planning will enable restoration of natural systems/Te Taiao and abundant ecosystems”. ^{xxix}

Amenity and Sense of Place

“The urban amenity and sense of place of Kaiteriteri is drawn from its coastal location, bush-clad backdrop, sunny climate, golden sand beaches and easy access to water-based activities. This makes it a popular holiday destination.

There are several notable reserves in the Kaiteriteri area, namely the Kaiteriteri Recreation Reserve and Alex Ryder Memorial Reserve. The Recreation Reserve fronts the main stretch of beach at Kaiteriteri and includes the notable beachfront campground and busy boat ramp during the summer months.

The recreational activities are numerous within Kaiteriteri. These include walking trails, swimming, paddle boarding, kayaking, sailing, boating and other water-based activities. The Kaiteriteri Mountain Bike Park is located south of the estuary and links into the Great Taste Trail. All of the bike trails are set amongst a mix of native forest and pine trees, with birdsong prevalent and coastal views interspersed.

During the summer months, the population of Kaiteriteri amplifies creating a busy hub of activity and excitement.

Distinct Characteristics

- *Kaiteriteri is an iconic South Island beach town renowned for its golden sands, crescent shape and clear blue waters. Distinct tree covered headlands protrude out into Tasman Sea, enclosing Kaiteriteri which in turn, creates safe, calm waters.*
- *Picturesque, coastal views across the clear waters of Kaiteriteri and towards Te Tai-o-Aorere/Tasman Bay are framed by rocky, bush clad headlands. The extensive golden sand, crescent shaped beaches provide a scenic and alluring outlook in the foreground whilst the Marlborough Sounds are visible in the distance.*
- *The Kaiteriteri area is highly legible in the landscape due to the presence of large-scale residential dwellings amongst a distinct landscape setting of bush-clad skylines and headlands. Development has occurred predominately on headland and ridge landforms that frame the idyllic beach locations.*
- *The urban amenity and sense of place of the Kaiteriteri area relates to its coastal location, bush-clad backdrop, sunny climate, golden sand beaches and easy access to water-based activities which in turn makes it a popular holiday destination.*
- *It is considered a gateway to Abel Tasman National Park as several water taxis and other water-based activities depart from Kaiteriteri.*
- *The Tasman Great Taste Trail terminates at the Kaiteriteri Mountain Bike Park and links to Riwaka in the south.*
- *The rocky, coastal headlands are accessible via a walking track that extends from Kaiteriteri in the north to Stephens Bay in the south offering panoramic views of the coastline, with other pedestrian connections scattered along the way.”^{xxx}*

Cultural and historic sites and places

The Kaiteriteri area is highly sensitive from a cultural heritage and archaeological point of view. These values are not well represented in the current plan provisions for the village. Cultural heritage find-sites and precincts are present in the TRMP but may be inadequate.

The defended pā sites at Kākā Point, Anawhakau and Pa Point / (Puketawai Pā) are protected in the TRMP but their values are not well articulated.

Both historic and cultural heritage information is being updated through current TEP work projects.

Key places, recreation and community facilities and heritage sites are mapped on Attachment B.

6.2 Iwi Interests and Values

In addition to the information above, a key upfront message received from iwi during the current review of the Recreation and Kaka Point Historic Reserves Reserve by the Kaiteriteri Recreation Reserve Board (KRRB) is that:

“Kaiteriteri is part of continuous Māori occupation along the Tasman coastline and linking to inland and offshore sites of occupation and movement. The way in which Māori occupied land and shifted in relation to natural resource advantages and customary practices means that their relationship to Kaiteriteri Reserve and Kākā Point cannot be simply defined by cadastral boundaries but needs to be seen in this wider cultural context.”^{xxxi}

Statutory Acknowledgements^{xxxii} relevant to Te Tau Ihu in Kaiteriteri are set out below.

Iwi	Coastal Marine Area	Kaiteriteri scenic reserve	Kākā Point
Ngāti Apa	*	*	
Ngāti Kui	*		
Ngāti Kōata	*		
Ngāti Rārua	*	*	*
Ngāti Tama			
Ngāti Toa	*		
Rangitāne	*		
Te Ātiawa	*	*	*

6.3 What's Planned by Council

6.3.1 LTP 2021

Council plans further investment, to address anticipated growth, improve the services we provide, and make sure our public infrastructure is maintained and fit for purpose.

No infrastructure upgrades are planned for Kaiteriteri over the next 10 years other than new walk /cycle way development and maintenance. The capacity of the existing services is sufficient to service land zoned for development.

6.3.2 Nelson Tasman Future Development Strategy

The FDS has not proposed new sites to accommodate growth in Kaiteriteri. largely due to the fact that 62% of properties here are not occupied permanently and it is largely a second home holiday destination and no sites were proposed by the community. There is also significant iwi cultural heritage history in and around Kaiteriteri.

6.3.3 Transport

Council has applied to Accelerated Infrastructure Fund to assist with the upgrade of the Inlet bridge and to construct a boardwalk on for cyclists and pedestrians within the road reserve around the Inlet.

6.3.4 RMA Plan Changes

The outcome of the Kaiteriteri Recreation Reserve board (KRR) review of the Kaiteriteri Reserve Management and Spatial Plan may require changes to the district plan.

However, currently no plan change specific to Kaiteriteri is planned other than the overall TEP plan change.

6.3.5 Other Relevant Reviews or Plans

Kaiteriteri Recreation Reserve board (KRR) currently is preparing a Reserve Management and Spatial Plan for Kaiteriteri Recreation Reserve and Kākā Point Historic Reserve. The plans are being prepared together and will complement one another.

A Reserve Management Plan (RMP) is a statutory document prepared under the Reserves Act for the purpose of developing objectives and policies that give effect to the classification of the reserve land. The Spatial Plan (SP) is a non-statutory document that will support the implementation of objectives and policies of the RMP.

The land that the KRR administers is owned by DoC but is used for various purposes and has TRMP zonings that reflect those purposes, i.e.: Recreation, Conservation and Commercial zonings. Council, along with other stakeholders, is participating in this review.

Considering that the review covers land that comprises the heart of Kaiteriteri, it is recommended that Council awaits the outcome of this review before settling the TEP policy framework for Kaiteriteri. This work is expected to be completed toward end of 2023.

6.4 What the Community has told us

A summary of the top ten general themes from the TEP 2019 engagement process is attached as Appendix 4:

Community feedback from or about Kaiteriteri specifically mentioned:

Urban Form

- Nothing commercial on the road from Kaiteriteri to Mārahau
- More toilets and public facilities (seating, rubbish bins)

Transport / movement network and use of public space

- Need better park and ride system for Kaiteriteri. Parking crowded, need to manage tourists and vehicles.
- Build a board walk around or across estuary. Would be an attraction and would cut down the pedestrian traffic on Martin Farm Road.
- Off-road walk / cycleway from Kaiteriteri to Mārahau is first prize.
- Alex Ryder Memorial Reserve wetland area require protection and enhancement (e.g. from the parking of trailers and cars over the summer).
- Keep vehicles and tractors off the estuary and beach.

Our special place

- Kaiteriteri is my special place, the beach, swimming and the walkway.

6.5 Issues, Opportunities and Policy Directions

6.5.1 Introduction

Some issues, options and policy directions that have been identified in the past have occurred or are no longer relevant. Other remain relevant for the future.

The Kaiteriteri Recreation Reserve board currently is preparing a new Reserve Management and Spatial Plan for the land that it manages which comprises the heart of Kaiteriteri. Completion of the process is scheduled for late 2023. The planning outcomes may require expression in the district plan (TEP). It is recommended that the policy framework for Kaiteriteri is not finalised until the outcomes of the KRB process are available.

The rest of this report highlights:

- Issues and policy directions already identified in blue, and
- New issues, and policy directions (with options) in green.

6.5.2 Issues and Opportunities

	Issues and Opportunities
1	The identified coastal hazards of erosion and inundation of coastal and low lying areas are expected to be exacerbated by climate change and sea level rise.
2	Traffic congestion around the beach and commercial hub of Kaiteriteri in the holiday season remains an issue despite ongoing improvements over the past several years.
3	As Kaiteriteri grows and changes in response to demand for holiday and tourist facilities, there is a risk that it may: <ul style="list-style-type: none"> (i) Lack sufficient reserve, recreation and community facilities (ii) Lose internal connectivity (active movement networks within the area) (iii) Compromise cultural sites and values.
4	Successive development has disturbed and degraded the natural environment in and around Kaiteriteri, (e.g. partial infill of the estuary and loss of native forest remnants).
5	Land currently zoned for Tourist Services and Commercial use is taken up.

The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).

The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.

6.5.3 Policy directions -with options, recommendations and reasons

	Policy Direction	Assessment	Recommendation and Reasons
1	To require provision for full servicing of new subdivisions and staging of development <u>including development</u> between Stephens Bay and Little Kaiteriteri. (Policy 6.14.3.1) Addresses issues 3 and 4.	The three water network services are provided and have capacity to cope with expected growth.	Retain policy with amendment. Reason: Of general and ongoing relevance.
2	To pursue the provision of car parking at Kaiteriteri, especially in relation to commercial activities, including those which occur on the water. (Policy 6.14.3.2)	Status Quo Traffic congestion remains despite the ongoing attention to the transport network and parking facilities has through the life of the Plan.	Delete policy and replace with policy 2a: Reason: Transport / movement context has changed.
2a	To manage transport and movement networks to improve safety, reduce traffic	Option 2a Update current policy to reflect the current approach to transportation management including:	Policy option 2a is recommended. Reason:

	Policy Direction	Assessment	Recommendation and Reasons
	congestion and carbon emissions. Addresses issues 2 and 3(ii).	-Better Park and ride facilities, -Better public and private group transport opportunities -Active transport.	In line with national directive to reduce climate change impacts by reducing traffic congestion and carbon emissions, increasing public, group and active transport.
3	To provide for residential, commercial, tourist services and recreation activities at appropriate locations within Kaiteriteri that avoid or minimise adverse environmental effects related to sedimentation, erosion, instability, coastal inundation and loss of visual amenity. (Policy 6.14.3.3 and 4 combined) Addresses issue 1	This combines two existing policies to create one policy with greater specificity. Adaptive planning community discussions planned for mid-2023 (via Coastal Management Project	Retain policy direction. Reason: Improves plan efficiency and effectiveness. Policy may be further amended following Council direction on Council's Coastal Management project.
		Option 3a Rezone existing Commercial zoned land as Commercial – Local Centre zone, with a Tourist Service overlay.	Option 3a is recommended. Reason: Aligns with NPStds.and proposed Tasman business centre heirarchy.
		Option 3b Rezone 10-24 Inlet Road from Residential to Commercial - Tourist Services. Addresses issue 1 and 5.	Option 3b is not recommended. Reason The identified coastal hazards of erosion and inundation of coastal and low lying areas are expected to be exacerbated by climate change and sea level rise.
		Option 3c On completion of/ in collaboration with KRR Reserve Management and Spatial Plan process, consider zoning further land for Commercial (local centre) / tourist services activities on higher lying land in the locality Martin Farm Road.	Option 3c is not recommended. Reason: Kaiteriteri has reached capacity limits in terms of the existing infrastructure and impacts on the natural environment.
4	To encourage the efficient use of land and infrastructure <u>within the existing urban area of Kaiteriteri.</u> (Policy 6.14.3.3 and 4 combined). Addresses issue 3.	Update policy to encourage the efficient use of land and infrastructure within the existing urban area rather than a specific area.	Retain updated policy direction. Reason: In line with national directive to develop compact urban centres.
		Option 4a	Option 4a is recommended. Reason:

	Policy Direction	Assessment	Recommendation and Reasons
		On completion of KRR Reserve Management and Spatial Plan process, consider further enabling medium density development on land currently zoned for Residential development. Implements policy 4.	In line with national directive to develop compact urban centres (NPS-UD).
5	To provide for reserves and pedestrian access at key locations within Kaiteriteri, including around the Kaiteriteri and Tolesse cliffs and headlands, Pukekoikoi Hill, Honeymoon, Breaker, Kaiteriteri Dummy, Stephens and Tapu Bays (Policy 6.14.3.6) Addresses issue 3.	Provided for through general rules - Open space zoning provided for particularly along coast and at some key locations. Currently issue being managed by the KRRB.	Retain policy direction but with key locations identified. Reason: Greater specificity required or otherwise covered by general urban policies.
6	To protect and enhance cultural heritage sites and values in Kaiteriteri, including Kaka Point, Anawhakau and Pa Point. Addresses issue 3 (iii).		Introduce new policy. Reason: Reinstate cultural heritage sites and values.
7	To protect and restore the significant, natural values of the coastal environment area between Mārahau, Kaiteriteri and Riwaka river mouth. Addresses issue 3(i) and 4.		Introduce new policy. Reason: In line with national direction (NZ Coastal Policy Statement 2010.) and with proposed new coastal environment area.

6.6 Scale and Significance

Table 2: Scale and Significance

	Comments	Assessment
Degree of change from the Status Quo	Medium	Low / Med / High
Effects on matters of national importance (s6 RMA)	S6 matters already accounted for and will be accounted for further by TEP cultural mapping project	Low
Scale of effects – geographically (local, district wide, regional, national)	Local	Low
Scale of effects on people (how many will be affected – single landowners, multiple landowners, neighbourhoods, the public generally, future generations?)	Kaiteriteri residential and holiday community	Medium

Scale of effects on those with particular interests, e.g. Tangata Whenua	Tangata whenua, specifically Ngāti Rārua, Te Ātiawa, Ngāti Tama, and Ngāti Apa Local community and landowners	Medium
Degree of policy risk – does it involve effects that have been considered implicitly or explicitly by higher order documents? Does it involve effects addressed by other standards/commonly accepted best practice?	Implements NPS UD and FDS proposals and Climate Change Adaption Act.	Low
Likelihood of increased costs or restrictions on individuals, businesses or communities.	Part of Kaiteriteri community may be affected by climate change adaption strategies.	Low/ medium

6.7 Summary

	Issues
1	The identified coastal hazards of erosion and inundation of coastal and low lying areas are expected to be exacerbated by climate change and sea level rise.
2	Traffic congestion around the beach and commercial hub of Kaiteriteri in the holiday season remains an issue despite ongoing improvements over the past several years.
3	As Kaiteriteri grows and changes in response to demand for holiday and tourist facilities, there is a risk that it may: <ul style="list-style-type: none"> (i) Lack sufficient reserve, recreation and community facilities (ii) Lose internal connectivity (active movement networks within the area) (iii) Compromise cultural sites and values.
4	Successive development has disturbed and degraded the natural environment in and around Kaiteriteri, (e.g. partial infill of the estuary and loss of native forest remnants).
5	Land currently zoned for Tourist Services and Commercial use is taken up.

	Recommended Policy Direction and Options
1	To require provision for full servicing of new subdivisions and staging of development <u>including development</u> between Stephens Bay and Little Kaiteriteri. Addresses issues 3 and 4.
2a	To manage transport and movement networks to improve safety, reduce traffic congestion and carbon emissions. Addresses issues 2 and 3(ii).
3	To provide for residential, commercial, tourist services and recreation activities at appropriate locations within Kaiteriteri that minimise adverse environmental effects related to sedimentation, erosion, instability, <u>coastal inundation</u> and loss of visual amenity. Adaptive planning community discussions planned for mid-2023 via Council's Coastal Management Project. Addresses issue 1.

3.1	Option 3a Rezone existing Commercial zoned land as Commercial – Local Centre zone, with a Tourist Service overlay. Addresses issue 1 and implements policy 3.
4	To encourage the efficient use of land and infrastructure <u>within the existing urban area of Kaiteriteri</u> . Addresses issue 3.
4.1	Option 4a On completion of KRR Reserve Management and Spatial Plan process, consider further enabling medium density development on land currently zoned for residential development. Addresses issue 3 and implements policy 4.
5	To provide for reserves and pedestrian access at key locations within Kaiteriteri, including around the Kaiteriteri and Tolesse cliffs and headlands, Pukekoikoi Hill, Honeymoon, Breaker, Kaiteriteri, Dummy, Stephens and Tapu Bays. Addresses issue 3.
6	To protect and enhance cultural heritage sites and values in Kaiteriteri, including Kaka Point, Anawhakau and Pa Point. Addresses issue 3 (iii).
7	To protect and restore the significant, natural values of the coastal environment area between Mārahau, Kaiteriteri and Riwaka. Addresses issue 4.

	Outcome sought
	<p>The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).</p> <p>The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.</p>
	Assumptions, Uncertainties, Further work, Information Gaps
	When TEP cultural mapping, and centre character reviews are available, policies relating to distinct character be refined.
	On completion of KRR Reserve Management and Spatial Plan process, consider: - further enabling medium density development on land currently zoned for residential development - zoning further land for Commercial (local centre) / tourist services activities on higher lying land in the locality of Martin Farm or rezoning land from Residential to Commercial along Inlet Road.
	Council directions on Coastal Management project are likely to affect the lower lying area Kaiteriteri.

6.8 Possible questions for community discussion

- What do you think Kaiteriteri needs to diversify its attractions and activities?
- What are the key environmental concerns for Kaiteriteri now and in the future?

Kaiteitieri - TRMP Zones and Natural Hazards

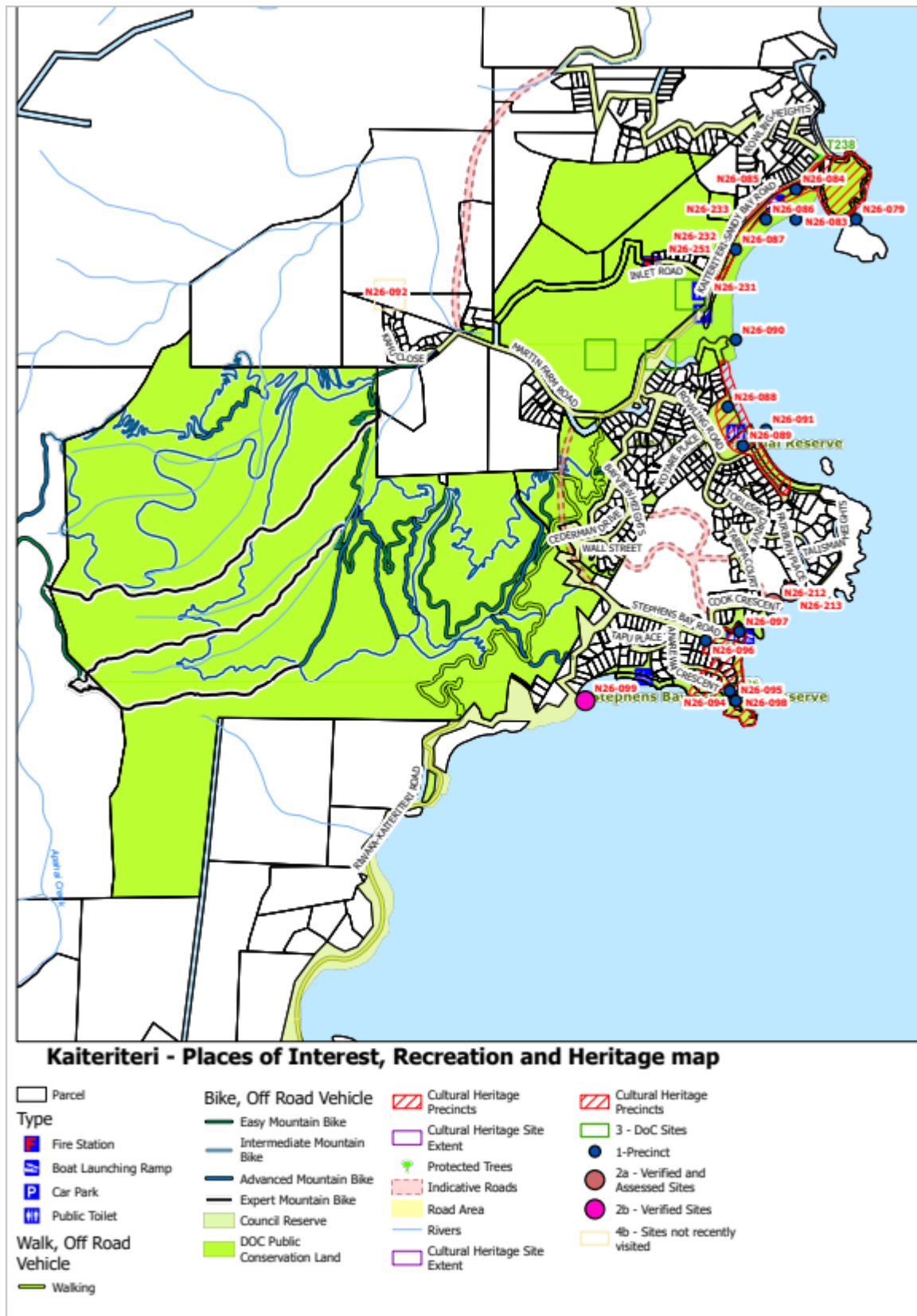
Legend:

- Rivers
- Slope Instability Risk Areas
- Coastal Hazard Area
- Parcel

ZONES

- Commercial
- Conservation
- Open Space
- Recreation
- Residential
- Rural 1
- Rural 2
- Rural Residential
- Tourist Services
- Indicative Roads

Attachment B: Kaiteriteri Places of Interest, Recreation and Heritage Map



7 Māpua and Te Mamaku / Ruby Bay

7.1 Existing Centre – What We Know

7.1.1 Context

Introduction

Māpua and Te Mamaku/Ruby Bay are located on the low coastal plain and hills at the northern end of the Waimea Inlet. The village provides tourism and lifestyle opportunities between Richmond and Motueka.

State Highway 60 to the west provides the main link to Nelson, Richmond and Motueka. The former State Highway, (Māpua Drive/Stafford Drive) now serves local and tourist traffic. This has enhanced the amenity of Māpua and Te Mamaku/Ruby Bay as a place to live.

The wider area around Māpua and Ruby Bay is diverse and complicated from both a biophysical perspective and a planning and regulatory perspective. Ruby Bay is an elongated coastal area of residential activity with very limited commercial activities. The coastline is under considerable pressure from erosion and is subject to future sea level rise. Inland there is a large area of Rural Residential Zone extending up Seaton Valley and Pomona Road areas.

The village is part of the Moutere-Waimea ward and located within the Waimea waahi/ catchment.

In this report, unless otherwise stated references to Māpua include reference to Te Mamaku/Ruby Bay.

Population and growth

Over past 30 years, the resident population has more than doubled, (from 1,041 residents in 1991 to 2,700 in 2021). Māpua is expected to grow into the future.

To accommodate this growth, additional land was zoned for urban purposes in 2015. The Māpua Ruby Bay Plan Change 22 provided for future expansion away from low-lying land, inundation and erosion prone coastline to more elevated land northwest of the township. The plan change adopted and integrated approach to urban development and updated the overall planning framework for Māpua. At the time, much of the land was, and still is, deferred for services – water supply and wastewater.

The LTP growth projection for the next 10 years for Māpua is shown below.



Council anticipates that Māpua will have a sufficient supply of residential land to meet the projected demand for new houses and business for the next 10 years while deferred land north of Lionel Place / Higgs Road and Seaton Valley hills is still being developed.

Currently, guided by the FDS, residential rather than rural residential development is being planned for the land in the Seaton Valley hill area.

Environmental opportunities and constraints

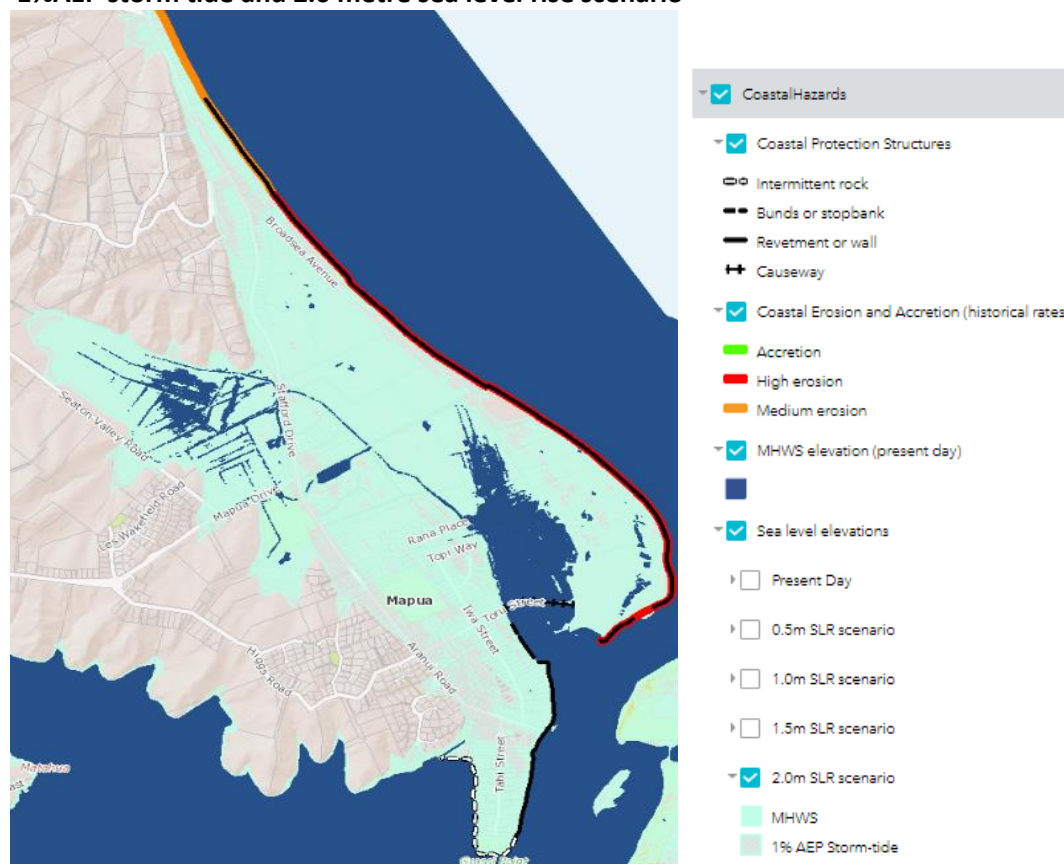
Natural hazards

Coastal erosion and inundation

This constraint affects the coastal fringe land of Te Mamaku/Ruby Bay and low-lying parts of Māpua. The TRMP currently contains policies and rules to limit development in these low-lying coast areas and identifies a 'Coastal Risk Area' overlay on the planning maps.

Council mapping indicates the low-lying coastal plain of Māpua / Ruby Bay lies within the extent of the 1% AEP coastal storm-tide + 2m sea level rise scenario. This means that a large part of the village falls within the scope of Council's [Coastal Management Project](#). The project aims to enable our Golden Bay/Mohua and Tasman Bay/Te Tai o Aorere communities to work towards long-term adaptive planning for sea level rise and coastal hazards. This report will inform next steps in the Coastal Management Project, looking at options at the local level around Tasman.

1%AEP storm tide and 2.0 metre sea level rise scenario



Currently TRMP contains provisions to limit development on land subject to coastal erosion and inundation, namely some of the Residential and Rural zoned land adjacent to the coast is closed to subdivision or subdivision is limited. In the 'Coastal Risk Area' between Māpua and Ruby Bay there are limited opportunities for new dwellings (and must be relocatable) and subdivision is prohibited.

In addition to the coastal inundation risk, parts of Māpua /Ruby Bay that are low lying are susceptible to stormwater inundation during large rainfall events. This inundation can be further exacerbated if peak stormwater flow coincide with high tides as stormwater is unable to drain away. This issue will only increase with projected sea level rise.

Liquefaction

The flat coastal plain is in an area where 'liquefaction damage is possible', based on the underlying geology.

Slope Instability

To the north of the urban area, the Ruby Bay sea cliffs are identified as having a higher likelihood of slope failure and are included within the TRMP 'Slope Instability Risk Area' (SIRA) overlay. The overlay and rules act as a flag to pay extra attention to slope stability when developing a site or undertaking new building work on land above the sea cliffs.

7.1.2 Form

Urban form

As mentioned above, Māpua and Te Mamaku/Ruby Bay are located on the low coastal plain and hills at the northern end of the Waimea Inlet. The village character, heritage and natural features of this coastal area are highly valued by residents and visitors.

The village has a school, library, pub, community hall, recreation centre and a wharf with restaurants, bars, cafés, arts and crafts. Half of its residents do not commute to Richmond for work.

The built form is predominantly free-standing single with some double story buildings.

Business centre

Māpua comprises two centres, one in Aranui Road and the other by the wharf which complement one another. The Aranui Road centre performs a local convenience centre role, while the Wharf is more of a visitor/tourist/leisure destination.

Aranui Road - Local Centre 1

Role

The Four Square is the anchor tenant. The centre serves the 'top up' shopping needs and some service needs of its residents. The role of the centre is as a local service centre

Vibrancy

There are no vacant Commercial zoned units, indicating that the centre is performing well and/or that perhaps there is a lack of commercial sites. Half of its residents do not commute for work indicating that the village could support more commercial services

It was noted during the survey that trips to the centre are short stay, with on-street parking available outside the shops. The centre is not pedestrian friendly, with an inadequate footpath, a lack of pedestrian crossings and traffic travelling through at 50 km/hr which hinders pedestrian movement. Addressing these issues would likely encourage longer trips to the centre.



Aranui Road - Māpua Arcade



Aranui Road

Potential for further commercial development

There is room for the expansion within the existing zoned commercial area, but currently the landowners do not seem to be taking up the opportunity.

Attractiveness

The centre is well maintained but has a lack of public seating, landscaping and diversity of comparison shops. ^{xxxiii}

Wharf - Local Centre 2 (tourism)

Role

The wharf contains a reasonable number of independent comparison retail and café/restaurant operators providing a unique offer for residents and visitors. It performs a leisure/tourism/visitor local centre role. The nearby Great Taste Trail and Māpua ferry strengthens this demand. There is little in the way of convenience retailers at the wharf.

Vibrancy

The centre appears to be performing well, as indicated by the absence of vacant units.

Council staff have identified pressure for resource consents for commercial activities in the residential areas around the Wharf commercial area. The creep of businesses into residential areas (e.g. along Iwa and Tahi Streets) can adversely affect the village feel and residential amenity.

In terms of vitality, the centre is pedestrian friendly, free from traffic and the presence of retail and café/restaurants on the ground floor level of the buildings, together with the high number of independent shops, enriches the centre

Attractiveness and Recent Development

The Wharf is attractive. Recent upgrades include Council's Shed 4 redevelopment and Golden Bear Brewery and Jelly Fish restaurant buildings.

Māpua Drive / Seaton Valley Road / Aranui Road Centre - Local Centre 3

A new local commercial / neighbourhood centre broadly in the vicinity of Seaton Valley Road / Māpua Drive / Aranui Road is being considered.

As the Seaton Valley hill area develops, there will may be demand for a local or neighbourhood commercial centre in this location, possibly a mixed use centre, with parking / commercial use at ground level and residential above.

Currently there is an underutilised Commercial zoned site at the corner Aranui Road and Māpua Drive that if redeveloped could also serve this purpose.

As the Māpua area is low lying and prone to flooding, the location of a new commercial centre or additional sites for commercial development requires careful consideration.

Council has commenced a review of the structure plan that was developed for Māpua and Ruby Bay in June 2010 with a view to providing an updated integrated framework for the next phase of development in consultation with the community. Updated structure planning in collaboration with Council's Coastal Management project, provides the opportunity to assess the optimal location for land for additional commercial activity with minimal risk of flooding and coastal inundation.

Residential areas

Density

Generally Māpua and Te Mamaku/Ruby Bay residential areas are suburban in character, dominated by traditional, free-standing, one to two story low-density housing. There is some variation in lot sizes within the village resulting from development age and density constraints due to risk of coastal erosion and inundation.

A recent assessment of Māpua residential density indicates that on average, there are about 8 dwellings per hectare.

The TRMP residential zone provides for standard residential development in the village with a minimum lot size of 450m² (Permitted) and an average lot size 600m² if more than three sites are developed. In addition, medium density residential, development opportunity is provided for in the village centre on part of the ex Fruitgrowers Chemical site that has been remediated and is sufficiently elevated to avoid coastal hazards.

Existing residential zones that are not specifically earmarked for medium density development are likely to be rezoned General Residential to align with the NPStds.

Potential for further residential development

The deferred Seaton Valley Hills area and the area north of Lionel Place/ Higgs Road area provides capacity for a future residential development.

Recent development

There has been rapid residential and rural residential growth in Māpua since 2001. The north-west precinct of Māpua continues to develop, with residential development in Māpua Drive and Higgs Road.

The urban form of Māpua and Te Mamaku/Ruby Bay is shown on the Zone and Natural Hazard map (Attachment A).

7.1.3 Functionality

Network Services

Council currently provides the Māpua/Ruby Bay settlement with water, wastewater and stormwater services, as well as a well-established road and footpath network in most residential streets.

Council has recently invested in water and wastewater upgrades in Māpua. The replacement of the water main provides a safe and secure water supply for future subdivisions, and the moratorium on new water connections was lifted in 2021.

A public transport service (daily commuter bus) is planned to run between Motueka and Nelson that will service Māpua /Ruby Bay. Service is scheduled to commence mid-2023.

Parks, reserves, green corridors and community facilities

The Māpua community is currently serviced by a range of parks, reserves and community facilities. These include pools at Māpua School and the Richmond Aquatic Centre (at a regional level). Meeting rooms are provided at the Māpua Hall and at the Bowling Club. Indoor sport services will continue to be provided at the Hall (owned by a Trust) and regional facilities. Māpua Recreation Reserve provides for a variety of outdoor sports, public toilets and a play centre. The community is serviced by the Richmond, Motueka, Flett Road and Gardeners Valley (Trustee) cemeteries. There are over 6.7 kilometres of walkways within the settlement area and over 6.4 hectares of neighbourhood

reserves. There are two playgrounds provided by Council and a playground at Māpua School. The development of Tasman's Great Taste Trail through the settlement is popular and has added to the existing levels of service for cycleways. There are eight toilets within existing reserves and there is a toilet provided at Māpua Village Mall. Many areas have convenient access to the coast which continues to assist in providing for their open space and recreational opportunities.

7.1.4 Sense of Place, Identity and Character

Landscape setting

Māpua and Te Mamaku/Ruby Bay, along with Richmond, Brightwater, Wakefield form part of the Waimea River Plains and Coastal Flats Landscape Character Area. These villages/towns are within a similar land type that relates to the major Waimea River valley.

A portion of the village fronting the coast is located within the current TRMP coastal environment area and similarly (but not identical) in the updated draft natural coastal environment.

Amenity and Sense of Place

"Māpua has several recreational spaces within the village, notably Aranui Park, Māpua Recreation Reserve, Grossi Point Recreation Reserve and an open green space near the waterfront/wharf area. Ruby Bay's recreation and open spaces are primarily in the form of esplanade reserves along the coastline and small reserves located north (Pinehill Recreation Reserve) and south (Chaytor Reserve) of the residential development. McKee Memorial Scenic and Recreation Reserve is located further north of Ruby Bay and provides camping facilities and access to the beach.

The diverse range of independent shops in the village centre of Māpua creates a vibrant hub which contributes to its sense of place and urban amenity. The commercial hub is also located in the centre of residential development creating a walkable environment for the surrounding community and easy access to services/facilities.

Māpua and Ruby Bay are both positioned amongst a natural environment that includes features such as wetlands (notably in Higgs Reserve and Dominion Flats Reserve), stream corridors, the pebbly coastline of Te Tai-o-Aorere/Tasman Bay and Waimea Estuary.

The Māpua waterfront area is a lively community focal point which draws visitors into the area. The historic buildings and wharf celebrate Māpua's maritime heritage while also providing easy access for all users to interact with the water, notably through swimming and fishing. Grossi Point Recreation Reserve also provides easy access to the estuary waters and is used for launching small, motorised boats as well as kayaks and paddle boards.

The coastlines of Māpua and Ruby Bay are rich in history with several historical features still evident, including the Māpua wharf. Numerous archaeological sites and sites of major cultural significance are located in the Māpua surrounds, notably Grossi Point.

Distinct characteristics

- *Māpua and Ruby Bay are coastal towns set on Te Tai-o-Aorere/Tasman Bay with an active community and retain a coastal village character. The wider landscape features include Te Tai-o-Aorere/Tasman Bay to the east, Moturoa/Rabbit Island and Waimea Inlet to the south, and rolling rural hills interspersed with rural residential development to the west and north.*
- *Māpua and Ruby Bay have a distinct visual connection to the waters of Te Mamaku/Ruby Bay, Te Tai-o-Aorere/Tasman Bay and Waimea Estuary in addition to Moturoa/Rabbit Island.*

Their flat nature provides open coastal views across the surrounding waters as well as an expanse of farmland, orchards and mountains associated with the Richmond and Arthur Ranges.

- *The coastal villages of Māpua and Ruby Bay vary in terms of their legibility and built form character.*
- *Māpua essentially reads as two separate areas of development due to the differences in residential character and location of commercial activities within the older, more established area of Māpua.*
- *Ruby Bay is generally integrated into the coastal landscape through an established vegetation framework, it is still legible and defined due to being constrained between the coastline, Stafford Drive and rural land uses to the south.*
- *There is a noticeable difference in residential character north and south of Māpua Drive in Māpua, albeit all is relatively low-density.*
- *The diverse range of independent shops in the village centre of Māpua creates a vibrant hub which contributes to its sense of place and urban amenity. The commercial hub is also located in the centre of residential development creating a walkable environment for the surrounding community and easy access to services/facilities.*
- *Māpua and Ruby Bay are both positioned amongst a natural environment that includes features such as wetlands (notably in Higgs Reserve and Dominion Flats Reserve), stream corridors, the pebbly coastline of Te Tai-o-Aorere/Tasman Bay and Waimea Estuary. Their coastlines are rich in history with several historical features still present, such as the Māpua wharf. Numerous archaeological sites and sites of major cultural significance are located in the Māpua surrounds, namely Grossi Point.*
- *Māpua and Ruby are easily accessed via a scenic route detour from State Highway 60. Both villages are also connected to the Tasman Great Taste Trail that links to Tasman in the north and Moturoa/Rabbit Island in the south. A ferry at the Māpua wharf transports cyclists and walkers to/from Moturoa/Rabbit Island several times a day.”^{xxxiv}*

Cultural and historic sites and places

Within the village, there are several cultural heritage sites along with historic places and protected trees.

Māpua and Ruby Bay area is highly sensitive from a cultural heritage and archaeological point of view. These values are not well represented in the current plan provisions for the village. Cultural heritage find-sites and precincts are present in the TRMP but are probably inadequate.

Both historic and cultural heritage information is being updated through current TEP work projects.

Key places, recreation and community facilities and heritage sites are mapped on Attachment B.

7.2 Iwi Interests and Values

There has been an increase in the information available regarding cultural heritage sites and the extent of the pre-European occupation. A key recommendation for Māpua /Ruby Bay is the provision of further cultural heritage precincts and greater information about the sensitivities.

The Te Tau Coastal Marine Area, adjacent to Māpua is a coastal statutory acknowledgement area for all Top of the South iwi except for Ngāti Tama ki Te Tau Ihu.

7.3 What's Planned by Council

7.3.1 LTP 2021

Council plans further investment, to address anticipated growth, improve the services we provide, and make sure our public infrastructure is maintained and fit for purpose.



MĀPUA BOAT RAMP FACILITY 2021 – 2023 (1/3 community contribution) New boat ramp facility at Waterfront Park in Māpua.



MĀPUA WHARF PRECINCT RENEWALS 2021 – 2031 Annual capital renewal programme for Māpua Wharf area.



MĀPUA WASTEWATER NETWORK CAPACITY UPGRADES 2022 – 2031 New pump stations and trunk mains to increase network capacity



MĀPUA PUMP STATION CAPACITY UPGRADES 2026– 2028 Upgrade Ruby Bay and Aranui-Higgs pump stations with additional storage capacity



MĀPUA STORMWATER IMPROVEMENTS 2024 – 2029 Combination of detention wetlands and network upgrades to convey flows from future development areas.



TOWN CENTRE CYCLING IMPROVEMENTS 2029– 2031 Providing facilities to support walking and cycling access and safety in Māpua Village Centre.



MĀPUA CYCLE LANES 2029– 2031 Providing new cycle lanes on key cycling routes in Māpua



SEATON VALLEY ROAD IMPROVEMENTS 2030– 2031 Upgrade Seaton Valley Road to support adjacent residential development.

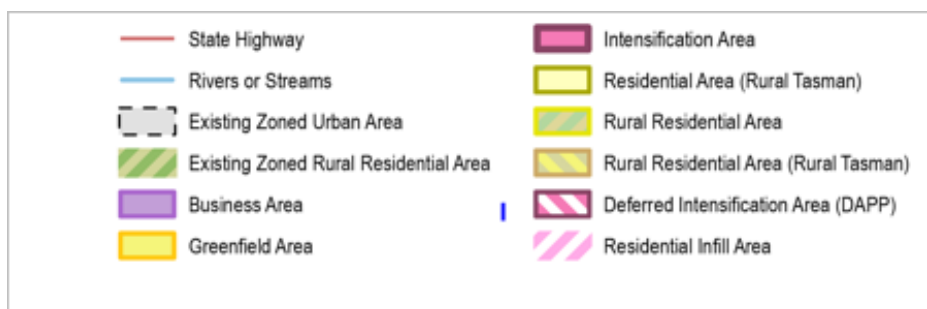
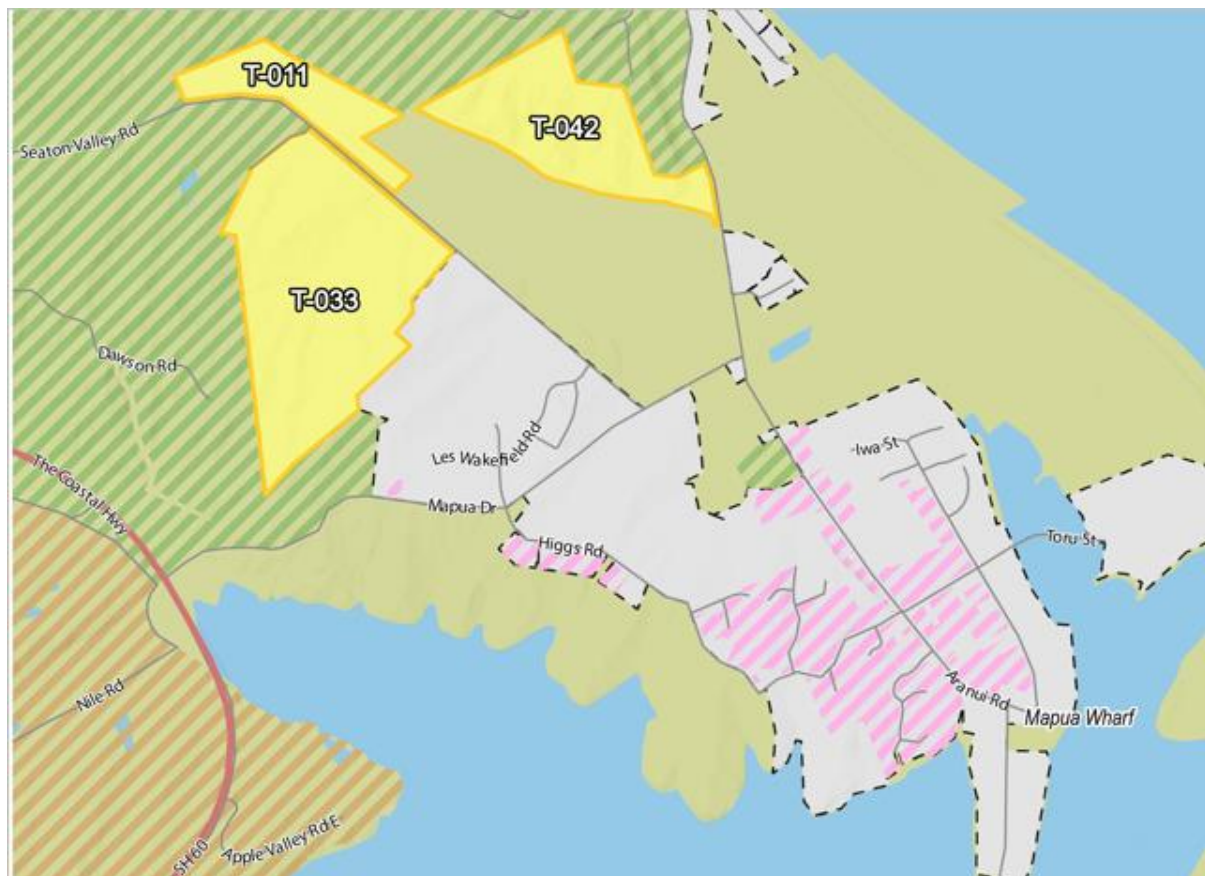
Public transport

Māpua and Ruby Bay are expected to be serviced by a daily commuter bus that will run from Motueka to Nelson from mid 2023. Bus stops at key locations are being planned.

7.3.2 Nelson Tasman Future Development Strategy

Following public consultation, FDS 2022 proposals for accommodating growth in Māpua are shown below.

“The strategy provides for the managed expansion of Māpua to the north of the existing town, involving some intensification with increased densities from existing rural residential to standard residential. Collectively, these areas along with infill in the existing residential zone could provide for about 700 new houses in a mix of housing types. Funding has already been secured for necessary infrastructure upgrades to support these growth areas and construction is underway. Connecting these locations to the Māpua centre as well as Richmond and Motueka via planned public transport and quality walking and cycling connections will be important.” xxxv



Following consultation, further discussions have been held with Te Ātiawa on site T-042 (Stafford Drive, Seaton Valley Māpua). This site was previously included in the 2019 FDS and was recommended for inclusion in the current FDS. However during further consultation with iwi on the proposed sites in April 2022, Te Ātiawa raised significant cultural heritage concerns for this site. Council has encouraged Te Ātiawa to engage with the landowner consortium, including Ngāti Koata to find a solution. As at July 2022 no solution or agreement has been proposed. Officers have identified the competing interests in this case, including being mindful that the FDS must be informed by “Māori, and in particular tangata whenua, values and aspirations for urban development” (National Policy Statement Urban Development clause 3.14) and have carefully weighed these interests in coming to the recommendation below.

The recommendation to Councils is that the site remains in the FDS. However the Councils acknowledge the concerns raised by Te Ātiawa and note that these concerns can be subsequently addressed in any RMA or plan change process.

7.3.3 RMA Plan Changes

Parts of Māpua / Ruby Plan Change 22 (2015) particularly the Seaton Valley hill land, was deferred for services. In the intervening years, some things have changed, including: (i) the national directive to provide for compact urban areas; (ii) FDS has earmarked some of the deferred land in Seaton Valley for residential rather than rural residential development; (iii) ownership of key land holdings and the aspirations of those landowners; and (iv) availability of updated information about climate change, sea level rise and natural hazards that may affect the area.

With development pushing more intensively inland into the Seaton Valley area, there is a need for additional spatial planning. Indicative roads, walkways and reserves are identified in many locations. However, there is an opportunity to establish a wider community vision that could include areas for restoration and revegetation.

Council has commenced a review of the structure plan that was developed for Māpua and Ruby Bay in June 2010, with a view to providing an updated integrated framework for the next phase of development in consultation with the community.

The current TRMP provides the developer with options for the density of housing that they develop. The latest Plan Change for more housing land, which is at very early stages, is considering making provision of a range of section sizes mandatory, while retaining flexibility over housing typologies built. This could result in more smaller sections being provided and more affordable homes.

7.3.4 Transport

A regular bus service between Motueka, (through Tasman, Māpua /Ruby Bay) and Nelson is planned for mid-2023.

7.4 What the Community has told us

A summary of the top ten general themes from the TEP 2019 engagement process is attached as Appendix 4:

Community feedback from Māpua and Te Mamaku/Ruby Bay specifically mentioned:

Urban Form and Function

Village centre

- Pedestrian / vehicle conflict in main shopping street.
- Footpaths need improvement.
- More seating and walking round town centre and public domain.
- More intensive housing in the village centre.
- Better urban design - colours, sizes, ridgeline builds – conditions re tree planting.

Transport / movement

- Regular ferry or a footbridge from Māpua to Rabbit Island for commuters
- Better public transport to Richmond and Motueka.
- Connect our walk and cycleways.

Our special place

- Māpua has a village atmosphere - people know each other, sense of community - everyone looks after it, we have the basics here (shops).
- Keep what is unique to our village - open spaces, safe cycling, walking and access to water
- Our parks are special - Aranui Park and Dominion Flats.

“A small rural seaside village with basic, easy to access facilities and amenities. A safe and friendly family-oriented place with open spaces for recreation, footpaths and cycle ways, safe places for kids and dog walkers. Not overly commercialised - we have town centres nearby - 15 minutes away. A diverse community where people with a range of incomes can afford to live and own or rent homes. A fantastic community hall where a diverse range of activities can occur. Apply levers and incentives to (private) developers of land, to increase the diversity of our housing stock.”

7.5 Issues, Opportunities and Policy Directions

7.5.1 Introduction

Some issues, options and policy directions that have been identified in the past have occurred or are no longer relevant. Other remain relevant for the future.

The issues and policies for Māpua / Ruby Bay were comprehensively reviewed and updated as part of Plan Change 22 which became operative in 2015. As a result, most are still relevant, but may need further adjustment in the light of the forthcoming structure plan review.

The rest of this report highlights:

- Issues and policy directions already identified in blue, and
- New issues, and policy directions (with options) in green.

7.5.2 Issues and Opportunities

	Issues
1	The identified coastal hazards of erosion and inundation of coastal and low lying areas are expected to be exacerbated by climate change and sea level rise.
2	As Māpua grows and changes, there is a risk that it may: <ul style="list-style-type: none"> (i) Lack sufficient reserve, recreation and community facilities (ii) Lose internal connectivity (active movement networks within the area, particularly between the coastal and hillside communities (iii) Lose its distinctive sense of place, identity and character – particularly the “village” character of Māpua.
3	Range of housing choice is limited and for many residents is increasingly unaffordable.
4	Land currently zoned for Commercial use is taken up or last remaining commercial zoned sites need to be redeveloped for commercial rather than residential use. Also, commercial creep is occurring on sites zoned for residential development around the wharf.
5	Structure planning needed to develop new plan change for Māpua as Māpua / Ruby Plan Change 22 (2015) land has been deferred for services for 7 years during which time the national and local planning context has changed.

The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).

The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.

7.5.3 Policy directions -with options, recommendations and reasons

	Policy direction	Assessment	Recommendations and Reasons
1	<p>Maintain and enhance the character of Māpua by accommodating growth within specified limits on land zoned for urban purposes on the surrounding hill land and in such a way that Māpua retains its village scale, its heritage and natural vegetation and wildlife features</p> <p>Policy 6.15.3.1</p> <p>Addressees issue 2(iii).</p>	<p>Assessment indicated that policy is being implemented loosely in that that there are no plan provisions or guidance that specifically supports policy implementation.</p> <p>In addition:</p> <p>(i) Planning provisions developed to achieve this policy have been overtaken by growth and contextual changes.</p> <p>(ii) Commercial resource consents are being applied for and granted in the residential zone around the wharf.</p> <p>Options to help achieve this policy are set out below</p>	<p>Retain policy with updates.</p> <p>Reason:</p> <p>Plan provisions and / or guidance that specifically supports policy implementation and outcomes is needed.</p>
		<p>Option 1a</p> <p>Review 2010 Māpua Structure Plan to provide an updated vision and framework for new development. Outcomes of review to inform a plan change that provides for integrated and sustainable urban development</p>	<p>Option 1a is recommended.</p> <p>Reason:</p> <p>Growth pressure and contextual changes have overtaken the framework for development provided by Plan Change 22</p>
		<p>Option 1b</p> <p>From character assessment of Māpua , develop methods (likely design guidance and rules) for new urban development in and around Māpua that incorporates heritage and natural features</p>	<p>Option 1b is recommended.</p> <p>Reason:</p> <p>Plan provisions or guidance that specifically supports policy implementation is needed to achieve policy.</p>
2	<p>To accommodate residential and rural residential growth at Ruby Bay on the hill slopes above the Bay to retain a transition between urban and rural landscapes and to avoid exacerbating the risks from coastal erosion, inundation and the loss of archaeological sites on the coastal plain</p> <p>Policy 6.15.3.2</p> <p>Addressees issue 1.</p>	<p>FDS has identified that Seaton Valley hills may be a location where residential density development may instead be appropriate. Any expanded residential area needs to be tested through the plan making process. Any such change would likely still result in a rural-residential halo that would retain a transition.</p>	<p>Retain policy with updates.</p> <p>Reason: This policy will need to be updated to reflect new residential growth areas.</p>
3	<p>Maintain Māpua wharf and its historic wharf buildings as a vibrant and active visitor destination,</p>	<p>Options to further achieve this policy are set out below.</p>	<p>Retain policy as a holding position.</p> <p>Reason: Retain as a holding position until Māpua Structure</p>

	<p>incorporating the eastern part of the ex Fruitgrowers Chemical Company site to provide for a limited extension of visitor attractions that complements the historic and low key maritime atmosphere and enhances public access to and along the foreshore.</p> <p>Policy 6.15.3.4. Addressees issue 2.</p>		Plan and Council's Coastal Management projects assess the optimal location for land for additional commercial activity - with minimal risk of flooding and coastal inundation.
		Option 3a Tasman District Council develop or request proposals for masterplan for existing site to accommodate further commercial activity.	Option 3a is recommended. Reason: In context of holding policy 3, more space is needed for commercial activity in wharf area.
		Option 3b Introduce plan rule to discourage commercial activity in residential zoned area around wharf - Iwa and Tahī Streets)	Option 3b is recommended. Reason: Address commercial creep into residential areas around Wharf.
4	<p>Develop and extend the Māpua commercial area as the retail and community facilities centre and integrate it with the development of the adjoining reserve, particularly in respect of parking, landscaping and ensuring a safe traffic environment on Aranui Road</p> <p>Policy 6.15.3.5.</p> <p>Addresses issues 4 and 5, but not issue 1.</p>	Some development of the village commercial area in the village centre has occurred. However, the commercial, community and retail activities within the commercial zone have been static for some time.	Retain policy as a holding position. Reason: Retain as a holding position until Māpua Structure Plan and Councils Coastal Management projects assess the optimal location for land for additional commercial activity - with minimal risk of flooding and coastal inundation.
		Option 4a Māpua Structure planning and Coastal Management Project assess an optimal location for land for additional commercial activity with minimal risk of flooding and coastal inundation.	Option 4a is recommended. Council mapping indicates the low-lying coastal plain of Māpua / Ruby Bay lies within the extent of the 1% AEP coastal storm-tide + 2m sea level rise scenario.
		Option 4b Rezone existing Commercial zoned land as Commercial – Local Centre zone. In addition, the Wharf to have a Tourist Service overlay.	Option 4b is recommended. Reason: Aligns with NPStds.and proposed Tasman business centre heirarchy.
5	<p>To avoid new buildings on those parts of the coastal margins, Māpua channel entrance, and Ruby Bay/Te Mamaku cliffs which are most at risk from erosion, slips and inundation</p> <p>Policy 6.15.3.6. Addressees issue 1.</p>	This outcome is implemented through effective rules, particularly the Rural 1 Coastal and Residential Closed zones.	Retain policy direction, but update zoning and plan rules in line with Council's Coastal Management Project recommendations
6	To identify a Coastal Risk Area between Māpua and	This outcome is implemented through effective rules, particularly	Retain policy direction, but update coastal risk area, zoning

	Ruby Bay where all subdivision and development will be limited to avoid the long-term adverse effects of coastal erosion and inundation. Policy 6.15.3.7. Addressees issue 1.	the Rural 1 Coastal and Residential Closed zones. It is recommended that the extent of these zones be re-examined and updated based on the Council's coastal hazard assessment work.	and plan rules in line with Council's directions on Coastal Management Project recommendations.
7	To create a highly connected network of open spaces and local and regional accessways through and around Māpua and Ruby Bay that encourages people to walk and cycle. Policy 6.15.3.8. Addressees issue 2(ii) and (iii).	This policy is in the process of being effectively implemented and is providing good outcomes. The policy relies on implementation through subdivision and on the NTLDM. Council implementation is also necessary to create necessary linkages.	Retain Policy. Reason: Remains relevant. (Likely a general district wide policy).
8	To retain a natural buffer between the edge of the Waimea estuary, the coastal vegetated gullies and scarps and surrounding land use. Policy 6.15.3.9. Addressees issue 1 and 2.	A natural buffer remains in place and is protected by indicative reserves and QEII covenants	Retain policy. Reason: Remains relevant.
9	To ensure streets are well connected to reduce travel distances for vehicle, cycle and pedestrian traffic in Māpua and Ruby Bay. Policy 6.15.3.10. Addressees issue 2(ii).	Streets are well connected, and future streets (identified by indicative roads on the planning maps) provide for a well-connected pattern.	Retain policy. Reason: Remains relevant. (Likely a general district wide policy).
10	To encourage heavy industrial activities to locate outside the Māpua township. and to enable a modest extension of the Warren Place business area as a light industrial park based on principles of waste minimisation and sustainable energy Policy 6.15.3.11. Addressees issue 2(iii) and 5.		Retain but update policy. Reason: Warren Place currently is zoned Light Industrial with no particular rules that limit activities to waste minimisation and sustainable energy. (Likely a general district wide policy).
11	To minimise stormwater runoff through catchment-wide management and utilize low impact stormwater design, where practicable, that provides for stormwater as well as	This policy covers concepts that are addressed within the TRMP through rules. However, it relies on general subdivisions and NTLDM to implement, and it's less clear how each aspect will be required. The relationship and strength of	Retain policy with updates; or consolidate with district wide policy. (Likely a general district wide policy).

	open space and recreational needs. Policy 6.15.3.12. Addressees issue 1.	discharges rules to this policy is less clear.	
12	To enable a range of housing types that meet different household needs such as for more energy-efficient housing and for smaller households. Policy 6.15.3.13. Addressees issue 3.	A range of housing types is available through the TRMP standard, comprehensive and compact residential rules for Māpua. There are no as-of-right intensive development options for Māpua.	Retain but update policy. Reason: Structure planning / plan change to progress this issue. (Likely a general district wide policy)
13	To develop and maintain high quality, enduring public spaces both at the water's edge and within Māpua, including Seaton Valley. Policy 6.15.3.14. Addressees issue 1 and 2(ii).	This policy is valuable and will need to be adjusted as the residential area of Māpua expands	Retain policy, but update to make reference to Seaton Valley.
14	To provide specific management of land disturbance at the Māpua waterfront park site, the ex landfill site and adjacent creek, and Tahi Street roadway (Policy 6.15.3.15). Addressees issue 1 and 2(ii).	This policy is for a specific purpose related to the remediation of contaminated land.	Retain policy. Reason: The presence of rehabilitated land will be a trigger for a resource consent for any land disturbance in the future. The policy should also be reflected in the land disturbance rules.
15	To defer development in areas where services require upgrading and to indicate an area on the southwest side of Seaton Valley Road where very long-term development beyond 2031 could take place. Policy 6.15.3.16. Addressees issue 5.	The Future Development Strategy identified Seaton Valley as a location where significantly more intensive development could occur (residential density rather than rural residential).	Retain but policy to be updated. Reason: Structure planning / plan change to progress this issue.
16	To ensure a high quality visual experience and a gateway environment on the Māpua Drive route from the Ruby Bay bypass (Te Mamaku Drive) to Māpua Policy 6.15.3.17.	No particular gateway experience has yet been provided. Planting and open space areas at Dominion Flats has provided some natural values. A sculptural work has also been constructed. Housing along the ridgeline (Frielich) does not provide any particular gateway.	Delete policy. Reason: Gateway environment form part of infrastructure / transport planning. Further action: Include appropriate general policy in infrastructure section of TEP.
17	To provide improved management of the cross-boundary effects of		Delete policy. Reason:

	buildings and structures on the Ruby Bay flats. Policy 6.15.3.3		No longer necessary due to Plan Change 22 zoning changes.
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7.6 Scale and Significance

Table 2: Scale and Significance

	Comments	Assessment
Degree of change from the Status Quo	Medium	Low / Med / High
Effects on matters of national importance (s6 RMA)	S6 matters already accounted for and will be accounted for further by TEP cultural mapping project	Low
Scale of effects – geographically (local, district wide, regional, national)	Local	Low
Scale of effects on people (how many will be affected – single landowners, multiple landowners, neighbourhoods, the public generally, future generations?)	Māpua community	Medium
Scale of effects on those with particular interests, e.g. Tangata Whenua	Local community and landowners	Medium
Degree of policy risk – does it involve effects that have been considered implicitly or explicitly by higher order documents? Does it involve effects addressed by other standards/commonly accepted best practice?	Implements NPS UD and FDS proposals and Climate Change Adaption Act.	Low
Likelihood of increased costs or restrictions on individuals, businesses or communities.	Māpua Plan Change 22 introduced much of the change needed.	Medium

7.7 Summary

	Issues
1	The identified coastal hazards of erosion and inundation of coastal and low lying areas are expected to be exacerbated by climate change and sea level rise.
2	As Māpua grows and changes, there is a risk that it may: <ul style="list-style-type: none"> (i) Lack sufficient reserve, recreation and community facilities (ii) Lose internal connectivity (active movement networks within the area, particularly between the coastal and hillside communities (iii) Lose its distinctive sense of place, identity and character – particularly the “village” character of Māpua.
3	Range of housing choice is limited and for many residents is increasingly unaffordable.

4	Land currently zoned for Commercial use is taken up or last remaining commercial zoned sites needs to be redeveloped for commercial rather than residential use. Also, commercial creep is occurring on sites zoned for residential development around the wharf.
5	Structure planning needed to develop new plan change for Māpua as Māpua / Ruby Plan Change 22 (2015) land has been deferred for services for 7 years during which time the national and local planning context has changed.

	Recommended Policy Direction and Options
1	Maintain and enhance the character of Māpua by accommodating growth within specified limits on land zoned for urban purposes on the surrounding hill land and in such a way that Māpua retains its village scale, its heritage and natural vegetation and wildlife features (policy 6.15.3.1). Addressees issue 2(iii).
1.1	Option 1a Review 2010 Māpua Structure Plan to provide an updated vision and framework for new development. Outcomes of review to inform a plan change that provides for integrated and sustainable urban development Addresses issue 2(iii) and implements policy per1 above.
1.2	Option 1b From character assessment of Māpua, develop methods (e.g. design guidance and rules) for new urban development in and around Māpua that incorporates heritage and natural features. Addresses issue 2(iii) and implements policy per 1 above.
2	To accommodate residential and rural residential growth at Ruby Bay on the hill slopes above the Bay to retain a transition between urban and rural landscapes and to avoid exacerbating the risks from coastal erosion, inundation and the loss of archaeological sites on the coastal plain (policy 6.15.3.2). Addresses issue 1.
3	Retain policy - as a holding position until Māpua Structure Plan and Council's Coastal Management projects assess the optimal location for land for additional commercial activity - with minimal risk of flooding and coastal inundation. Maintain Māpua wharf and its historic wharf buildings as a vibrant and active visitor destination, incorporating the eastern part of the ex Fruitgrowers Chemical Company site to provide for a limited extension of visitor attractions that complements the historic and low key maritime atmosphere and enhances public access to and along the foreshore (policy 6.15.3.4). Addresses issue 2.
3.1	Option 3a Tasman District Council develop or request proposals for masterplan for site to accommodate further commercial activity in wharf area. Addresses issue 2 and implements policy per 3 above.
3.2	Option 3b Introduce plan rule to discourage commercial activity in residential zoned area around Wharf (Iwa and Tahi Streets). Addressees issue 2 and implements policy per 3 above.

4	<p>Retain policy – as a ‘holding position’ until Māpua Structure Plan and Councils Coastal Management projects assess the optimal location for land for additional commercial activity - with minimal risk of flooding and coastal inundation.</p> <p>Develop and extend the Māpua commercial area as the retail and community facilities centre and integrate it with the development of the adjoining reserve, particularly in respect of parking, landscaping and ensuring a safe traffic environment on Aranui Road.</p> <p>Addressees issue 4 and 5 but not issue 1.</p>
4.1	<p>Option 4a</p> <p>Māpua Structure Planning and Coastal Management Project assess an optimal location for land for additional commercial activity with minimal risk of flooding and coastal inundation.</p> <p>Addresses issues 1, 4 and 5</p>
4.2	<p>Option 4b</p> <p>Rezone existing Commercial zoned land as Commercial – Local Centre zone. In addition, the Wharf to have a Tourist Service overlay.</p>
5	<p>To avoid new buildings on those parts of the coastal margins, Māpua channel entrance, and Ruby Bay/Te Mamaku cliffs which are most at risk from erosion, slips and inundation (Policy 6.15.3.6- with updates).</p> <p>Addressees issue 1.</p>
6	<p>To identify a Coastal Risk Area between Māpua and Ruby Bay where all subdivision and development will be limited to avoid the long-term adverse effects of coastal erosion and inundation (Policy 6.15.3.7 - with updates following Council directions on Coastal Management Project).</p> <p>Addressees issue 1.</p>
7	<p>To create a highly connected network of open spaces and local and regional accessways through and around Māpua and Ruby Bay that encourages people to walk and cycle. (Policy 6.15.3.8)</p> <p>Addressees issue 2(ii) and (iii).</p> <p>(Likely a general district wide policy).</p>
8	<p>To retain a natural buffer between the edge of the Waimea estuary, the coastal vegetated gullies and scarps and surrounding land use. (Policy 6.15.3.9).</p> <p>Addressees issue 1 and 2.</p>
9	<p>To ensure streets are well connected to reduce travel distances for vehicle, cycle and pedestrian traffic in Māpua and Ruby Bay. (Policy 6.15.3.10).</p> <p>Addressees issue 2(ii).</p> <p>(Likely a general district wide policy).</p>
10	<p>To encourage heavy industrial activities to locate outside the Māpua township. and to enable a modest extension of the Warren Place business area as a light industrial park based on principles of waste minimisation and sustainable energy. (Policy 6.15.3.11).</p> <p>Addressees issue 2(iii) and 6.</p> <p>(Likely a general district wide policy).</p>
11	<p>To minimise stormwater runoff through catchment-wide management and utilize low impact stormwater design, where practicable, that provides for stormwater as well as open space and recreational needs. (Policy 6.15.3.12).</p> <p>Addressees issue 1.</p> <p>(Likely a general district wide policy).</p>

12	To enable a range of housing types that meet different household needs such as for more energy-efficient housing and for smaller households. (Policy 6.15.3.13). Addressees issue 3. (Likely a general district wide policy).
13	To develop and maintain high quality, enduring public spaces both at the water's edge and within Māpua, including Seaton Valley. (Policy 6.15.3.14). Addressees issue 1 and 2(ii).
14	To provide specific management of land disturbance at the Māpua waterfront park site, the ex landfill site and adjacent creek, and Tahi Street roadway. (Policy 6.15.3.15). Addressees issue 1 and 2(ii).
15	To defer development in areas where services require upgrading and to indicate an area on the southwest side of Seaton Valley Road where very long-term development beyond 2031 could take place. (Policy 6.15.3.16). Addressees issue 5.

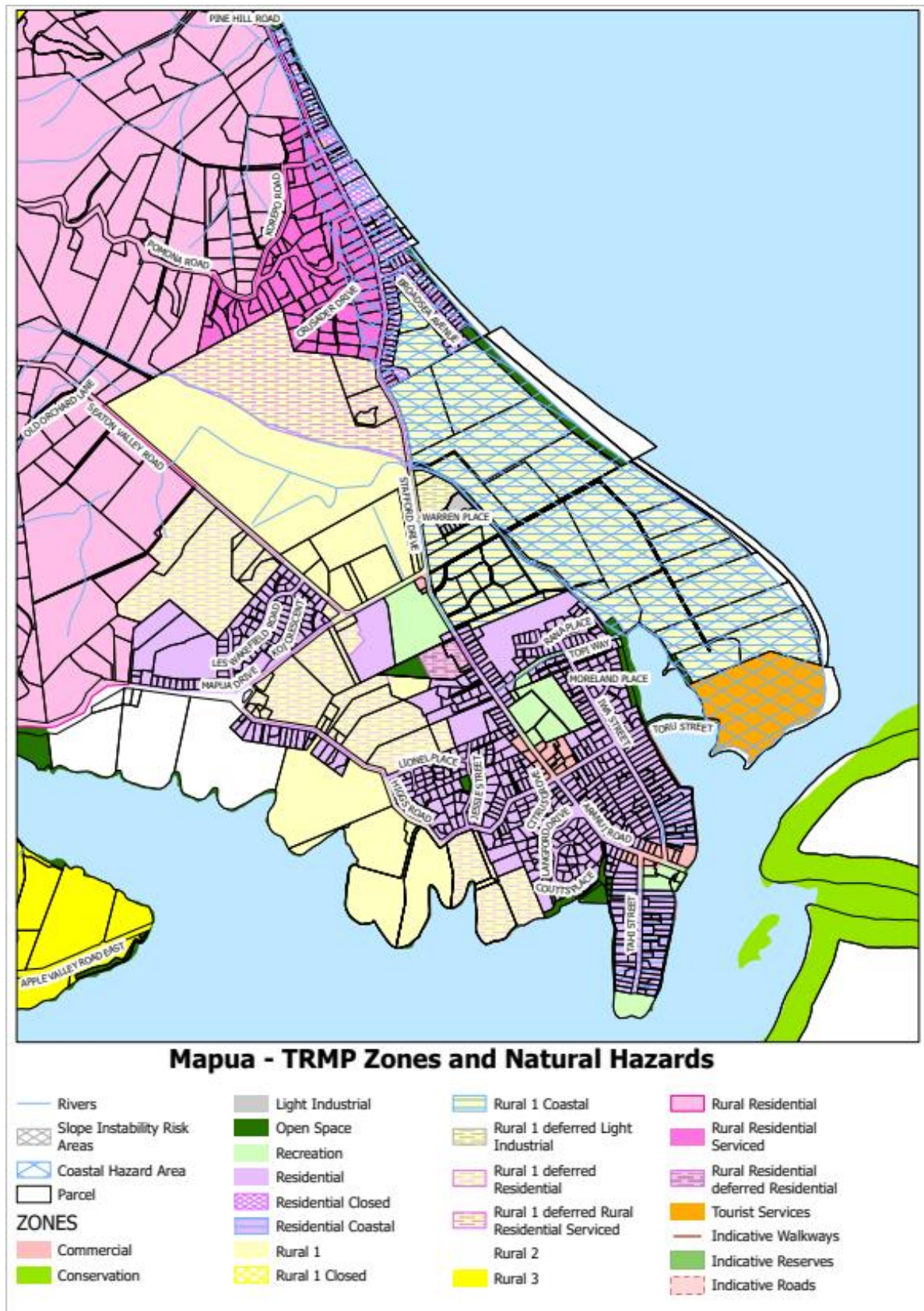
	Outcome sought
	The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation). The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.
	Assumptions, Uncertainties, Further work, Information Gaps
	When TEP cultural mapping, and centre character reviews are available, policies relating to distinct character be refined.
	Māpua Structure Plan project in collaboration with Coastal Management Project to further progress work on achieving the outcome sought for Māpua.

7.8 Possible questions for community discussion

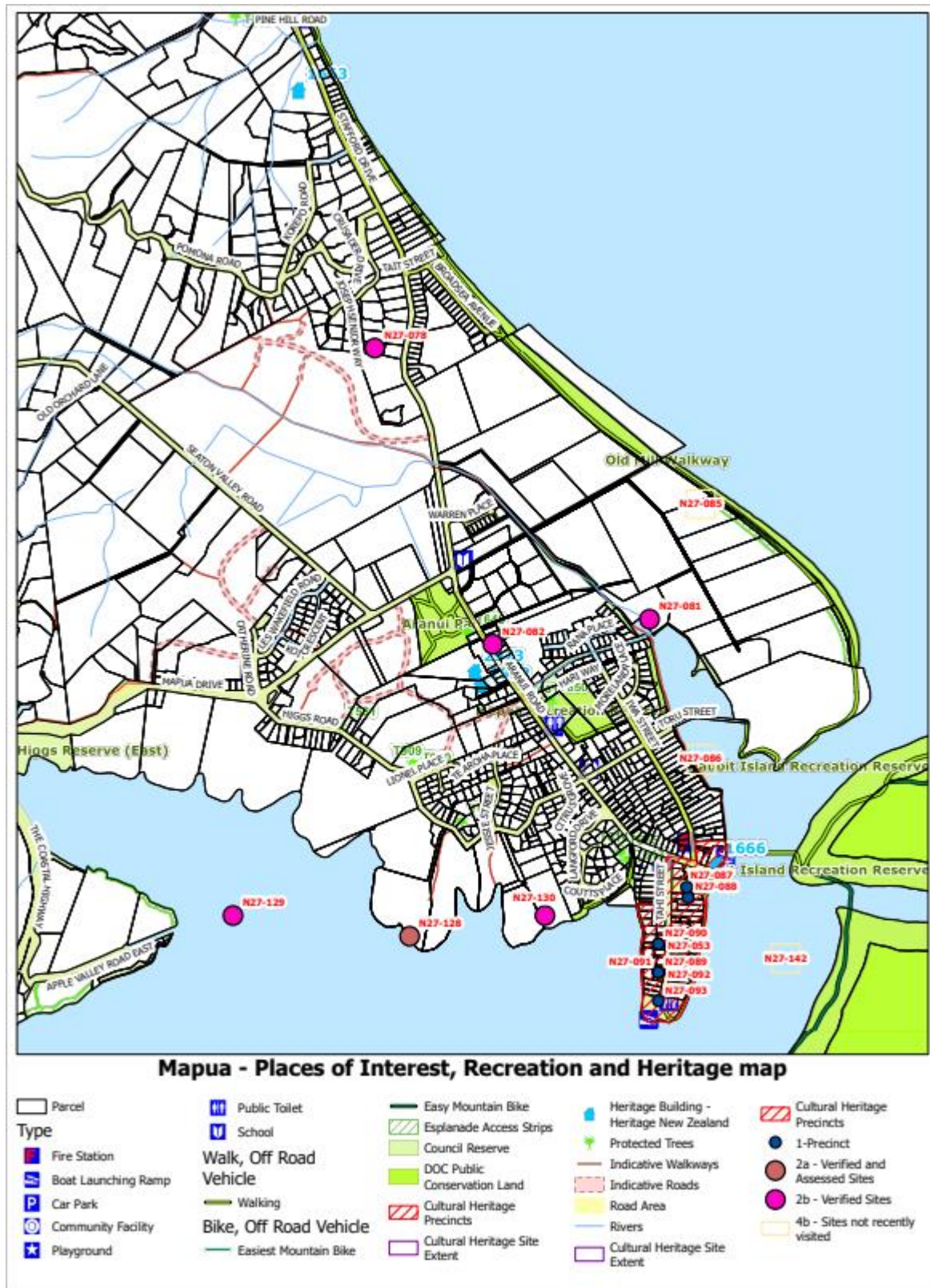
Forthcoming structure planning / plan change will address community vision and plans.

- Would you like to see more commercial services in Māpua so there is less need to travel to Richmond?
- Do you think there is a need for more industrial services in Mapua?
- If so where do you think they could be located?
- Do you support greater housing density in some parts of Mapua? If so, where?

Attachment A: Māpua / Ruby Bay Zone and Natural Hazard Map



Attachment B: Māpua / Ruby Bay Places of Interest, Recreation and Heritage Map



8 Mārahau

8.1 Existing Centre – What We Know

8.1.1 Context

Introduction

Mārahau, is located adjacent to the Able Tasman National Park and together with Kaiteriteri serves as the primary southern gateway into the ATNP.

The village is part of the Motueka Ward and located within the Able Tasman waahi/ catchment.

Population and growth

The resident population of Mārahau was 150 people at 2021. A modest increase in population is projected peaking during 2039 -2043 to about 210.

About 30% of homes in Mārahau are estimated to be holiday homes. The estimates for future residential growth include future demand for holiday home properties. Year round, but particularly through the summers, large numbers of visitors to ATNP pass through or base in or around the village.

The LTP growth projection for the next 10 years for Mārahau and Kaiteriteri are shown below.



Council anticipates that Kaiteriteri and Mārahau will have a sufficient supply of residential land to meet the projected demand for new houses (including holiday homes) in the next ten years and likely to 2040.

Environmental opportunities and constraints

The village is located in a highly scenic location adjacent to ATNP.

Natural hazards

The road access and the village is vulnerable to a range of natural hazards such as flooding, coastal erosion (resulting in the rock wall adjacent to the access road), coastal inundation and future sea level rise, and slope instability.

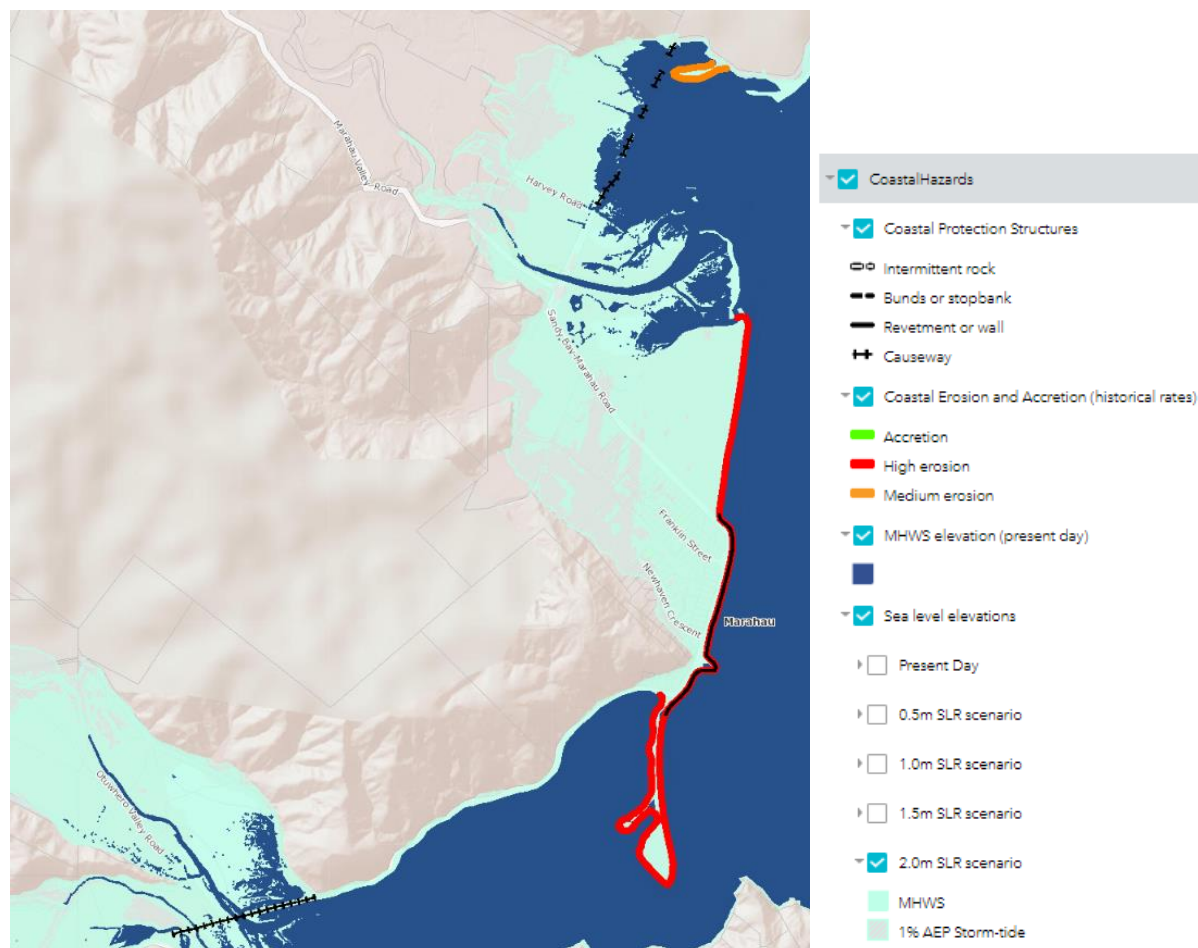
The steep hill slopes that surround the Mārahau settlement are a Separation Point Granite geology that is susceptible to instability in high intensity rainfall events regardless of the type of land cover. Council acknowledges the concerns the community has with slope instability issues being exacerbated by plantation forestry harvest cycles. The TEP engagement process will progress community conversations on this topic in 2022.

Due to the underlying geology, there are constraints for on-site water supply and wastewater. Consequently The village is subject to TRMP Special Domestic Wastewater Disposal Area provisions.

Council mapping indicates that Mārahau lies within the extent of the 1% AEP coastal storm-tide + 2m sea level rise scenario. This means that the area falls within the scope of Council's [Coastal](#)

[Management Project](#) . The project aims to enable our Golden Bay/Mohua and Tasman Bay/Te Tai o Aorere communities to work towards long-term adaptive planning for sea level rise and coastal hazards. This report will inform next steps in the Coastal Management Project, looking at options at the local level around Tasman.

Mārahau 1% AEP Stormtide and 2m SLR scenario



The flat and low-lying areas of Mārahau are identified as an area where ‘liquefaction damage is possible’, based on the underlying geology.

8.1.2 Form

Urban form

Given Mārahau’s special rural and coastal character, recreational and tourist development has grown along the beachfront, with residential and business development consolidated away from the national park boundary.

The built form is predominantly single story with a few double story buildings. The small coastal village has a school and education centre.

Business centre

Role

Mārahau functions primarily as a service centre for visitors and tourists to ATNP. Commercial activities include accommodation, boat and kayak hire and seasonal café / restaurants.

Use of the beachfront for recreation and commercial leisure activities causes congestion during the height of the season

The role of the business centre is as a Commercial - Local Centre (tourism). This reflects its size and proposed role in the hierarchy of the Tasman district's town centres.

Vibrancy

Use of the beachfront for recreation and commercial leisure activities causes congestion during the height of the season.

Potential for further Commercial development

Some of the land actually zoned for tourist service is still to be developed, including the large site at 244 Sandy Bay-Mārahau Road, but this land is low lying and subject to coastal hazard risk and Sea Level Rise.

Attractiveness



Recent development

-

Residential areas

Density

Residential zoned area in Mārahau is low density, with TRMP minimum lot sizes being 800 m². The average density of the residential area is about 8 dwellings per hectare. The low density is to ensure that development does not impact on the natural values of the area and due to the constraints on water supply and wastewater servicing.

Existing residential zones are likely to be rezoned Low Density Residential to align with the NPSDs.

Potential for further residential development

Situated away from the beachfront, in the western area of the village, a site zoned Rural 1 land deferred for Residential development provides capacity for additional residential development. In terms of government legislation at the time, a Special Housing Area (SHAs) was gazetted for the site. The pattern of development proposed by the SHA was more intensive than anticipated by the TRMP and due to constraints associated with wastewater servicing, the application has been withdrawn.

The urban form of Mārahau is shown on the Zone and Natural Hazard map (Attachment A).

8.1.3 Functionality

Network Services

Council provides stormwater services to the residential parts of the Mārahau settlement and a largely rural road network with limited footpaths and walkways. There is no water supply or wastewater service meaning that residents must provide their own. There are geological constraints to provision of on-site water supply and wastewater.

There is no existing or planned public transport service for Mārahau. Private touring bus and shuttle companies offer services from Nelson and Motueka to Mārahau, Kaiteriteri and ATNP.

Parks, reserves, green corridors and community facilities

Most of the community facilities for Mārahau residents are provided in Motueka and Riwaka, including the Motueka Recreation Centre, two halls, cemeteries and sportsgrounds. The community is serviced locally by two neighbourhood reserves within the residential area, one with a playground and esplanade reserves adjoining the coast. There are two public toilets provided along the coastal area and one at the DOC carpark by the entrance to the Abel Tasman National Park.

8.1.4 Sense of Place, Identity and Character

Landscape setting

Mārahau along with Kaiteriteri form part of the Abel Tasman Landscape Character Area. Both are considered to be 'gateways' to the Abel Tasman National Park as they facilitate easy access for visitors through water taxis and kayaking adventures. The clear blue-green waters and golden sand beaches backed by forested hills contribute to their distinct and special coastal character.^{xxxvi}

The natural features of Otūwhero and Mārahau inlets have high visual and natural values, as do the ridge top and backdrop native forest behind the village. The native forest and wetland adjoining Otūwhero form an attractive entrance to Mārahau beside having intrinsic ecological values.

A portion of the village fronting the coast is located within the current TRMP coastal environment area but the village area is excluded from the updated draft natural coastal environment area.^{xxxvii}

Amenity and Sense of Place

"Mārahau's coastal location and general lack of development amongst the shores of Abel Tasman National Park contribute to its village charm and identity. It has a special rural and coastal character due to its diverse ecosystems that link the hills to the coastline. Bird song is especially noticeable near the entrance to the Great Walk track.

The village becomes a hive of activity during the summer months with a transient population with tourists seeking access to Abel Tasman through walking the Great Walk track, kayaking, swimming or taking water taxis as far north as Awaroa/Totaranui.

Upon entry into Mārahau, visitors are greeted by the Otūwhero Inlet/estuary and sandspit. Permanently parked-up sailboats are a common sight which take shelter behind the sandspit. The calm waters of Sandy Bay and behind the sand spit provide easy access to recreational activities such as paddle boarding, swimming, kayaking and wind surfing during high tide. There are two boat launch locations provided along the coastline.

Abel Tasman and Mārahau in particular retains one of the largest tidal ranges in New Zealand. When the tide is out, golden sand flats extend quite a distance from the coastal edge. Due to the extensive tidal fluctuations during low tide, tractors are used to launch water taxis and kayaks from the beach.

This is a noted and distinct characteristic that makes Mārahau such a special place.

Distinct character

- *Mārahau is a small, coastal town located at the southern entrance to Abel Tasman National Park. It is situated within a rural and coastal setting on the tidal flats of Sandy Bay backed by native bush.*
- *Extensive coastal views across Te Tai-o-Aorere/Tasman Bay are framed by bush clad headlands that dominate the outlook from Mārahau.*
- *Mārahau is relatively small and compact with a majority of the built development fronting Sandy Bay-Mārahau Road and contained by forested hills to the west.*
- *The built forms associated with the Tourist Services zone have all been designed to integrate into the coastal flats and hillside amongst established vegetation.*
- *Residential development within Mārahau varies from small, single storey classic Kiwi baches fronting Sandy Bay-Mārahau Road through to more modern two-storey houses. Generally, the built forms are all of a similar scale, mostly single storey and recessive in colour displaying a cohesive pattern and appearance of residential development.*
- *Mārahau's coastal location and general lack of development amongst the shores of Abel Tasman National Park contribute to its village charm and laidback vibe.*
- *Abel Tasman and Mārahau in particular has one of the largest tidal ranges in New Zealand. When the tide is out, golden sand flats extend quite a distance from the coastal edge. Due to the extensive tidal fluctuations during low tide, tractors are used to launch water taxis and kayaks from the beach. This is a very iconic and distinct characteristic that makes Mārahau such a special place.*
- *There is only one entry/exit point which makes Mārahau a destination and the gateway to Abel Tasman National Park.” xxxviii*

Cultural and historic sites and places

Much of the land in low-land Mārahau is covered by a Cultural Heritage Precinct overlay, with multiple archaeological sites located within the precinct.

Both historic and cultural heritage information is being updated through current TEP work projects.

Key places, recreation and community facilities and heritage sites are mapped on Attachment B.

8.2 Iwi Interests and Values

In addition to the above, the Te Tau Coastal Marine Area, adjacent to Mārahau is a coastal statutory acknowledgement area for all Top of the South iwi except for Ngāti Tama ki Te Tau Ihu.

8.3 What's Planned by Council

8.3.1 LTP 2021

Council plans further investment, to address anticipated growth, improve the services we provide, and make sure our public infrastructure is maintained and fit for purpose.



MĀRAHAU SEA WALL 2024 – 2026: Extension of the rock revetment at Mārahau to limit erosion of the footpath.

8.3.2 Nelson Tasman Future Development Strategy

FDS 2022 has not identified sites for development in Mārahau largely because a third of dwellings here are not permanently occupied and because of the constraints that exist in the town (flood risk, low lying, lack of infrastructure). Also no sites were proposed by the community.

8.3.3 RMA Plan Changes

There have been no plan changes specific to Mārahau since the inception of the TRMP in 1996. Looking forward, no plan changes specific to Mārahau are planned other than the overall TEP plan change.

8.4 What the Community has told us

A summary of the top ten general themes from the TEP 2019 engagement process is attached as Appendix 4:

Community feedback from Mārahau specifically mentioned:

Urban Form and Function

- Keep Kaiteriteri to Mārahau road clear of commercial activity.
- Traffic management - need traffic plan for Mārahau, slow zone, pedestrian walkway over Mārahau bridge, steps over revetment to enable beach access, move stormwater swale along Sandy Bay Road to enable parking.
- No cars on beach / spit.
- Mārahau needs more public space and facilities for resident community (including community hall).
- More off road walk and cycle ways needed. There is an opportunity for walking path between Newhaven Crescent and Franklin Street. An off road walk / cycleway from Kaiteriteri to Mārahau is first prize.
- Reticulated water supply and wastewater needed as water bores do not meet standards.

Our special place

- Access to nature and ATNP, wetland, beaches and estuary.
- Retain special character, limit commercial development and tourism with adverse on natural character and environment
- Protect the Otūwhero inlet / estuary - more preservation, planting and safe weed control.
- Stop unsustainable land uses on steep hills surrounding the village.

8.5 Issues, Opportunities and Policy Directions

8.5.1 Introduction

Some issues, options and policy directions that have been identified in the past have occurred or are no longer relevant. Other remain relevant for the future. The rest of this report **highlights:**

- Issues and policy directions already identified in blue, and
- New issues, and policy directions (with options) in green.

8.5.2 Issues and Opportunities

Issues and Opportunities	
1	Managing additional development in Mārahau that minimises the adverse effects on the outstanding national landscape of ATNP and loss of rural and coastal character.
2	Managing existing and additional development in Mārahau that minimises the risks from natural hazards, sea level rise and coastal inundation.
3	As tourism visitor numbers to ATNP increase, there is a risk that Mārahau: <ul style="list-style-type: none"> i. will be unable to satisfy demand for tourist services ii. can lose its distinctive sense of place, identity and character.
4	Servicing land currently deferred for residential and tourist services is constrained by underlying geology and associated risks of flooding and anticipated sea level rise.

The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).

The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.

8.5.3 Policy directions - with options recommendations and reasons

	Policy direction	Assessment	Recommendation and Reasons
1	To provide additional land at Marahau for residential and business development, consolidating between the existing arms of development, and for recreational and tourist development at the beachfront, in keeping with the special rural and coastal character of the area. Policy 6.13.3.1		Delete policy Reason: Land zoned but deferred for urban purposes but due to the underlying geology, there are constraints for on-site water supply and wastewater.
1.1	To maintain a holding position regarding land zoned or deferred for urban uses in Mārahau until options for the	New policy option to provide a holding position. <i>Strengths</i>	Introduce new policy to replace policy 6.13.3.1 Reason: Provides for no new zoning or upliftment of deferred

	<p>future of the village are clearer.</p> <p>Addresses issue 1.</p>	<p>Policy and actions to implement policy will align with national direction and reduce risks from coastal hazards and sea level rise.</p> <p><i>Weakness</i> Uncertainty.</p>	<p>zones) until Council directions on Coastal Management Project are available (adaptive planning community discussions planned for mid 2023).</p>
2	<p>As a holding position, to maintain a residential and commercial (tourist services) zone minimum lot size at Mārahau village that is sufficient to support self servicing for water supply, stormwater and wastewater.</p> <p>Addresses issue 4.</p>	<p>New policy option to provide a holding position</p>	<p>Introduce new policy as a holding position.</p> <p>Reason: Provides a holding position until the future of village is clearer.</p>
		<p>Option 2a Rezone current and deferred Tourist Services zones to Commercial - Local centre zone and (with Tourist Services overlay) and deferred / Commercial - Local centre zone and deferred (with Tourist Services overlay).</p>	<p>Option recommended:</p> <p>Reason: Alignment with NPStds</p>
3	<p>To maintain a residential and commercial (tourist services) zone minimum lot size at Mārahau village that is sufficient to retain the area's special rural and coastal character.</p> <p>Addresses issue 1 and 3(ii).</p>	<p>New policy option.</p>	<p>Introduce new policy</p> <p>Reason: Maintain the rural and coastal character of the coastal village adjacent to a national park.</p>
4	<p>To support and encourage an appropriate coastal management process in conjunction with beachfront tourist and recreational development at Marahau.</p> <p>Policy 6.13.3.2</p>		<p>Retain policy as a holding position.</p> <p>Reason: Holding position needed until Council's Coastal Management Project is in a position to make recommendations to Council.</p>
5	<p>To protect ecosystems, indigenous vegetation and other outstanding natural features adjoining and within Mārahau (and St Arnaud) villages to enhance their settings close to a national park.</p>		<p>Retain policy direction.</p> <p>Reasons:</p> <p>Policy relevant to village adjacent to coast and national park but not included within the Able Tasman ONLA or proposed coastal environment area.</p>

	Policy 6.13.3.5 Addresses issue 1.	Option 5a Include in policy description specific natural features that require protection.	Option 5a is recommended. Reason: description of specific natural features that require protection will assist to implement the policy.
6	To maintain the distinct character and amenity of Mārahau by managing the scale, type and adverse effects of built development. Policy 6.13.3.12 Addresses issue 3(ii).		Retain policy direction but develop Design Guide from new information obtained from Mārahau character assessment. Reason: Policy and design guide are relevant to limit adverse effects on surrounding natural environment.
		Option 6a Include in policy description specific built character features that require management.	Option 2a is recommended. Reason: As above - description of specific built character features that require management will assist to implement the policy.
7	To avoid, remedy or mitigate the adverse effects of tourist activities and of the scale of tourist development at Awaroa, St Arnaud, Rotorua, Marahau and other residential clusters in the – the Abel tasman national Park Policy 6.13.3.13		Retain policy Reason: Still relevant
8	To ensure facilities servicing visitors to Marahau and other residential clusters in the Abel Tasman National Park are compatible with the natural environment and do not adversely affect public access to the foreshore. Policy 6.13.3.14		Retain policy Reason: Still relevant
9	To establish and maintain higher performance standards for the use of on-site disposal of domestic wastewater in the Marahau Special Domestic Wastewater Disposal Area. Policy 6.13.3.15		Retain policy Reason: Still relevant
10	To protect a future road alignment generally as indicated on Zone Map 82 for an access road (as defined in		Delete policy. Reason: General policy in TEP Land Transport effects chapter.

	Schedule 16.2D) at Mārahau etc. Policy 6.13.3.3		
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8.6 Scale and Significance

Table 2: Scale and Significance

	Comments	Assessment
Degree of change from the Status Quo	High	Low / Med / High
Effects on matters of national importance (s6 RMA)	S6 matters already accounted for and will be accounted for further by TEP cultural mapping project	Low
Scale of effects – geographically (local, district wide, regional, national)	Local	Low
Scale of effects on people (how many will be affected – single landowners, multiple landowners, neighbourhoods, the public generally, future generations?)	Mārahau community	Medium
Scale of effects on those with particular interests, e.g. Tangata Whenua	Local community and landowners	Medium
Degree of policy risk – does it involve effects that have been considered implicitly or explicitly by higher order documents? Does it involve effects addressed by other standards/commonly accepted best practice?	Implements NPS UD and FDS proposals and will align with national direction relating to Climate Change Adaption.	Medium
Likelihood of increased costs or restrictions on individuals, businesses or communities.		Medium

8.7 Summary

	Issues
1	Managing additional development in Mārahau that minimises the adverse effects on the outstanding national landscape of ATNP and loss of rural and coastal character.
2	Managing existing and additional development in Mārahau that minimises the risks from natural hazards, sea level rise and coastal inundation.
3	As tourism visitor numbers to ATNP increase, there is a risk that Mārahau: <ul style="list-style-type: none"> i. will be unable to satisfy demand for tourist services ii. can lose its distinctive sense of place, identity and character.
4	Servicing land currently deferred for residential and tourist services is constrained by underlying geology and associated risks of flooding and anticipated sea level rise.

	Recommended Policy Direction and Options
1.1	<p>To maintain a holding position regarding land zoned or deferred for urban uses in Mārahau until options for the future of the village are clearer.</p> <p>Replaces policy 6.13.3.1</p> <p>Addresses issue 2.</p>
2	<p>As a holding position, to maintain a residential and commercial (tourist services) zone minimum lot size at Mārahau village that is sufficient to support self servicing for water supply, stormwater and wastewater.</p> <p>Addresses issue 4.</p>
2.1	<p>Option 2a</p> <p>Rezone current and deferred Tourist Services zones to Commercial - Local centre zone and (with Tourist Services overlay) and deferred / Commercial - Local centre zone and deferred (with Tourist Services overlay).</p>
3	<p>To maintain a residential and commercial (tourist services) zone minimum lot size at Mārahau village that is sufficient to retain the area's special rural and coastal character.</p> <p>Addresses issue 1 and 3(ii).</p>
4	<p>To support and encourage an appropriate coastal management process in conjunction with beachfront tourist and recreational development at Marahau.</p> <p>Addresses issue 2</p>
5	<p>To protect ecosystems, indigenous vegetation and other outstanding natural features adjoining and within Mārahau (and St Arnaud) villages to enhance their settings close to a national park.</p> <p>Addresses issue 1.</p>
5.1	<p>Option 5a</p> <p>Include in policy above - a description specific natural features that require protection.</p> <p>Addresses issue 1.</p>
6	<p>To maintain the distinct character and amenity of Mārahau by managing the scale, type and adverse effects of built development.</p> <p>Addresses issue 3(ii).</p>
6.1	<p>Option 6a</p> <p>Include in policy above - a description of specific built character features that require management.</p>
7	<p>To avoid, remedy or mitigate the adverse effects of tourist activities and of the scale of tourist development at Marahau and other residential clusters in the Abel Tasman National Park.</p> <p>Addresses issue 3(ii).</p>
8	<p>To ensure facilities servicing visitors to Marahau and the Abel Tasman National Park are compatible with the natural environment and do not adversely affect public access to the foreshore.</p> <p>Addresses issue 1 and 3.</p>
9	<p>To establish and maintain higher performance standards for the use of on-site disposal of domestic wastewater in the Marahau Special Domestic Wastewater Disposal Area.</p>

	Outcome sought
	<p>The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).</p> <p>The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.</p>
	Assumptions, Uncertainties, Further work, Information Gaps
1	When TEP cultural mapping, and centre character reviews are available, policies relating to distinct character be refined.
2	Council directions on Coastal Management project are likely to affect Marahau.

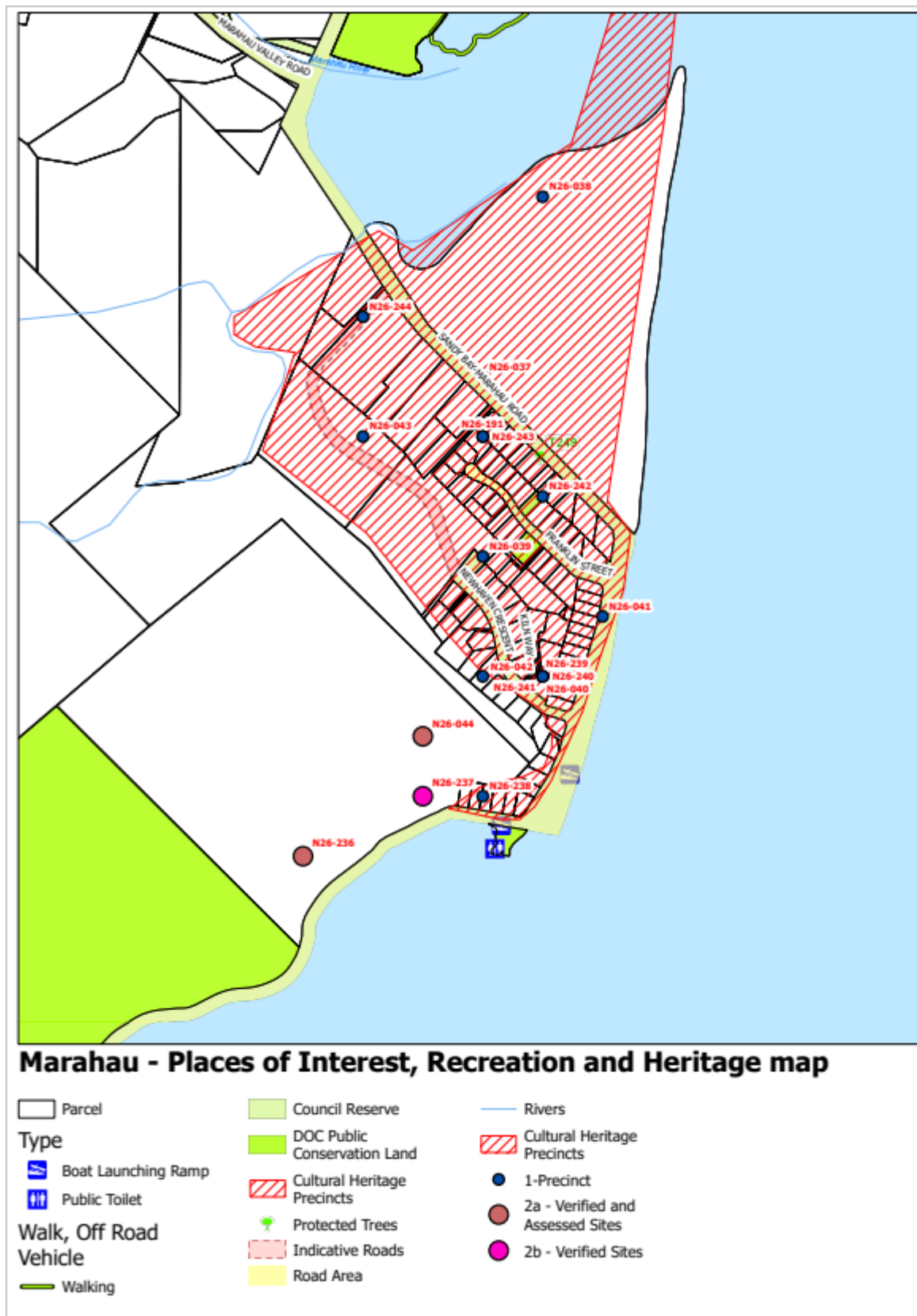
8.8 Possible questions for community discussion

- What are the key environmental concerns for Marahau now and in the future?
- How would you like to see Marahau change into the future?

Attachment A: Mārahau Zone and Natural Hazard Map



Attachment B: Mārahau Places of Interest, Recreation and Heritage Map



9. Motueka and Riwaka

9.1 Existing Centre – What We Know

9.1.1 Context

Introduction

Motueka is the second largest town in Tasman District. It is an important hub for tourism and horticulture and the gateway to the Abel Tasman National Park and Golden Bay. In summer and at harvest time, the town accommodates many tourists and seasonal workers.

The town forms part of the Motueka ward and is located within in the Motueka-Riwaka waahi/catchment.

Population and growth

Over past 30 years, the resident population of Motueka has increased by about 25% (from about 6,260 residents in 1991 to 8,200 in 2021), while that of Riwaka has decreased slightly over the same period (from about 800 residents in 1991 to 620 in 2021).

The LTP, 2021, growth projection for Motueka / Riwaka for the next 10 years is shown below.



To accommodate population growth over the past 20 years, some land was zoned for residential use in Motueka East in 2008.

From about 2012 the Council embarked on a strategic growth planning study to assess and plan for the future urban growth needs for the town. The resulting Plan Changes 43 and 44 focussed on the consolidation of the urban form, including greenfield development for new residential and industrial areas within, and on the western side of the urban footprint (PC44). PC43 encouraged compacting commercial development in the town centre.

Unfortunately, much of the zoned for residential and business development in Motueka west is still deferred for servicing due to challenges associated with flat, low-lying terrain and natural hazard risks of flooding and coastal inundation.

Currently, a new or extended phase of growth planning is being introduced through the FDS. The FDS is focussing on intensification primarily on the western side of High Street.

Council is planning sufficient infrastructure servicing over the next 20 years to enable development of all the residential land in the western side of High Street, Motueka. Development in the other parts of Motueka will remain limited, due to natural hazard risks in the east and a preference to avoid expansion into productive land on Motueka's outskirts. Council anticipates that Motueka and Riwaka are unlikely to have sufficient residential land to meet projected demand. To offset the undersupply in Motueka in the short-term, Council has assumed a higher rate of development in Richmond, to ensure there is sufficient capacity across Tasman's entire urban environment.

Environmental opportunities and constraints

Productive land

Productive land surrounds Motueka and Riwaka. The soils are fertile and valuable for food production.

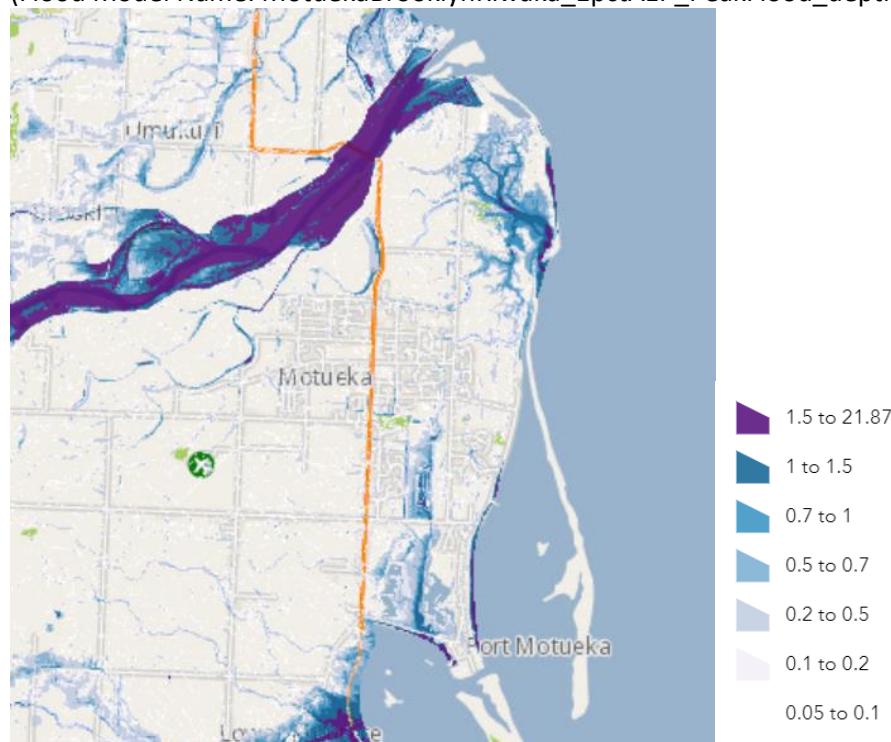
Natural hazards

Stormwater and flooding

Motueka and Riwaka located on low-lying river flood plains adjacent to the coast. Flood protection schemes (stopbanks) are located in the lower reaches of the Motueka and Riwaka Rivers, and the Brooklyn Stream. However, these provide limited protection during significant events and future climate change scenarios. For example, the Motueka stopbanks only contain river flood flows of a 2% AEP flood event (with limited freeboard), and modelled flood breach scenarios indicate parts of Motueka township and the wider Riwaka area may be exposed to flood waters of over 1m in depth, depending on where a breach occurs. The Little Sydney stream also presents a flood risk to parts of Riwaka. Additionally, Motueka is low-lying and relatively flat which means that there is little hydraulic grade available for conveying and discharging stormwater to the sea. Managing freshwater inundation (river flooding and stormwater) are key issues for the town.

Motueka, Riwaka and Surrounds Flood Modelling (1% AEP)

(Flood Model Name: MotuekaBrooklynRiwaka_1pctAEP_PeakFlood_depth)



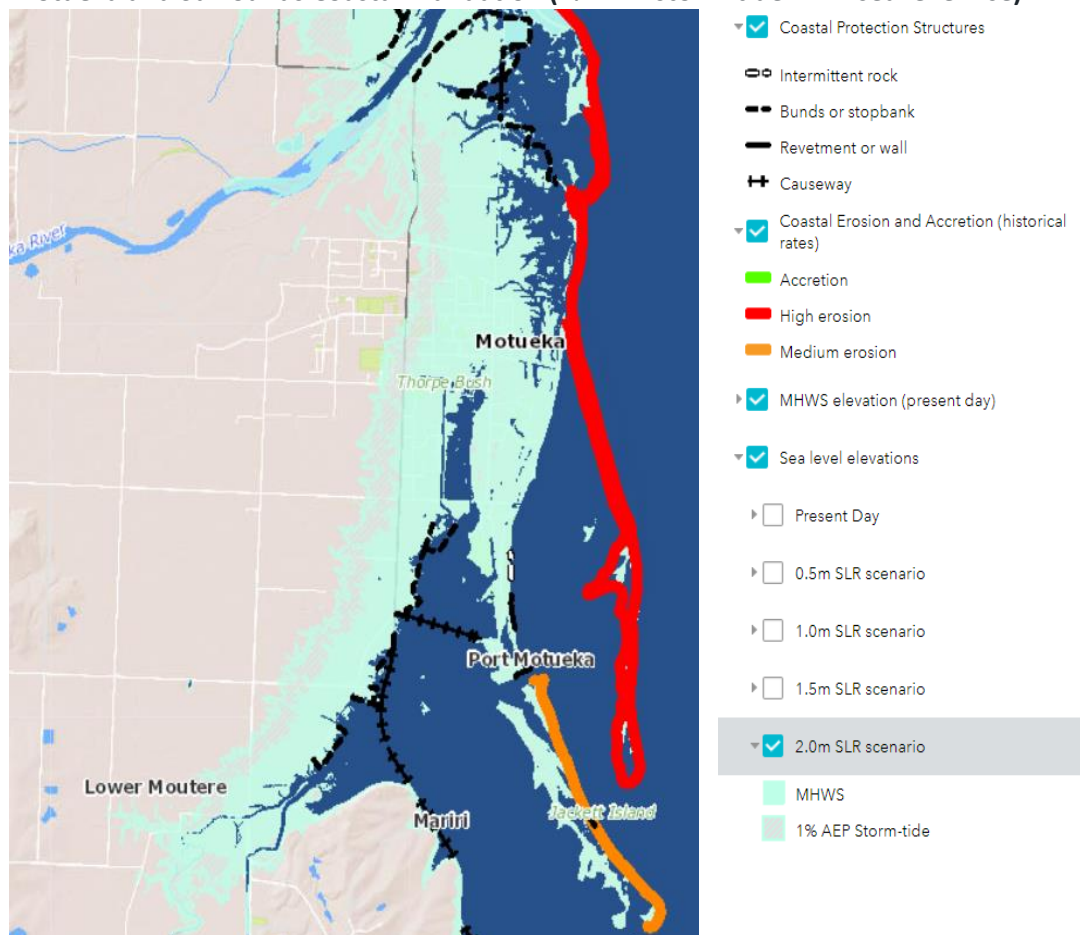
Coastal hazards and future sea level rise

There is also a significant vulnerability to coastal hazards and future sea level rise in the wider area. Council mapping indicates that parts Motueka and Riwaka lie within the extent of the 1% AEP coastal storm-tide + 2m sea level rise scenario and is included within the scope of Council's Coastal Management project. The Council's Coastal Risk Assessment (2020) identifies that Motueka is the largest town in the district that will be affected by coastal storm inundation and sea level rise. The cost to either repair damages, replace or relocate over the longer term will be significant. There is an extensive number of vulnerable elements at risk including people, homes, tourism accommodation, businesses and industry, Port Motueka, community facilities, infrastructure, and

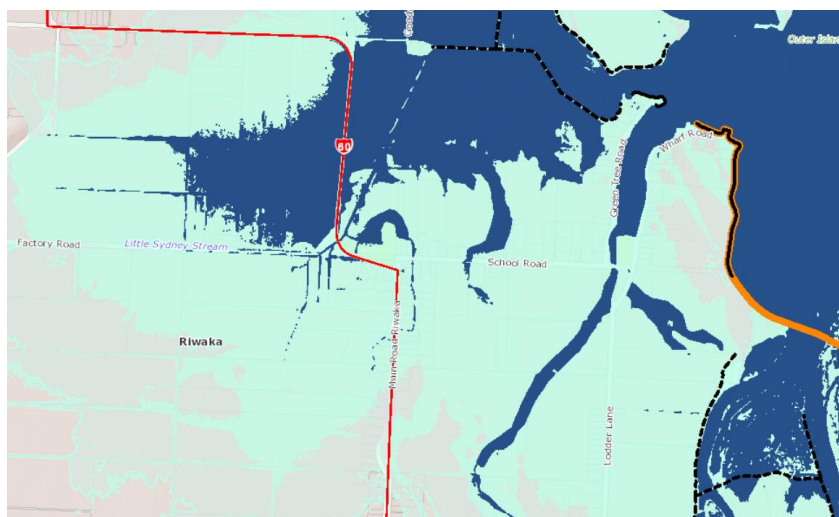
horticultural/pastoral land. The information contained within this report will be used to help inform next steps in this project, looking at options at the local level around Tasman.

The coastal margin along Motueka Quay is reasonably sheltered from open water coastal erosion and wave run-up processes due to the presence of the Motueka sand spit offshore. The sand-spit significantly moderates the near shore wave climate and erosion processes. The off shore sand spit is very dynamic and undergoes significant change over longer time frames due to changes in sand supply. In these circumstances, land adjacent to the shoreline can become more directly exposed to an open coast wave climate and thus increased wave erosion and inundation hazard. This hazard will increase over time due to projected climate change and associated sea level rise.

Motueka and Surrounds Coastal Inundation (1% AEP storm-tide + 2m sea level rise)



Riwaka and Surrounds Coastal Inundation (1% AEP storm-tide + 2m sea level rise)



Liquefaction

Motueka, Riwaka and the wider surrounding area is also located in an area where 'liquefaction damage is possible', based on a desktop study of available geological information - 'Level A' mapping based on MBIE's Planning and Engineering Guidance for Potentially Liquefaction-prone Land (2017). It is important to note that the areas mapped as 'liquefaction is possible' do not necessarily mean liquefaction will occur across the entirety of these areas. Landowners may hold site specific information, such as a detailed geotechnical assessment, which provides more accurate detail than what is shown in Council's liquefaction map viewer.

9.1.2 Form

Urban form

State Highway 60 bisects the town and provides the main link to Nelson, Richmond and Golden Bay/Mohua. Ribbon development is a feature of the town as it has grown out along existing roads. This has created cross boundary effects between rural and urban activities and an inefficient road layout. Port Motueka is located to the far east of the settlement and supports a fish processing facility and small marina. The Motueka aerodrome to the west of the town contributes to the economic base of the region as well as providing an educational and recreational facility.

Due to parts of the town being low lying, future expansion is proposed to the west of the town, although there are infrastructure constraints that first need addressing. The town contains one of only two marae in the District, being Te Awhina Marae on Pah Street. An area of papakainga housing, health and education facilities are also located in the marae complex. Substantial areas of residential, rural and industrial land in Motueka are owned by iwi entities Wakatū Incorporated and NRAIT (Ngati Rarua Atiawa Iwi Trust).^{xxxix}

The hub of the town, with the majority of shops, cafes and restaurants are located in High Street primarily between Pah and Whakarewa Streets. The area has grown substantially since 1991 when business area was located between Pah and Wallace Streets. Similarly to Richmond the shopping area is linear and covers a long distance, although Motueka has a greater number of multiple storey buildings.

Business centre

Motueka

Role

The centre is well catered for in both the comparison and convenience goods^{xi} sector and attracts customers from beyond its core market. There are two large supermarkets, New World and Countdown, one located at each end of the town centre, which anchor the centre. The centre has a better evening economy than Richmond due to the cinemas and higher number of restaurants. The business centre performs the role of a large town centre rather than a local centre in hierarchy of the Tasman District business centres.^{xli}

Vibrancy

The low vacancy rate indicates that the centre is performing well. In terms of vitality, it is well connected for pedestrians. At the time observed (December 2019), the areas where the highest pedestrian flows were observed were in the middle of the town centre on High Street around the shops and cafes and outside of New World and The Warehouse.^{xlii}

Motueka contains a much higher proportion of residential uses within the town centre in both the Commercial and Central Business zones (27% units compared with Richmond's 8%). Also compared to Richmond, Motueka has a greater proportion of residential uses on upper floors of shops. The presence of mixed use buildings and independents enriches the vibrancy of the centre.

Waka Kotahi recent upgrades to High Street (including installation of traffic lights) have addressed some of the difficulties for pedestrians in crossing High Street and for vehicles being able to access car parking areas on the opposite side of the road.

Potential for further Commercial development

There are several sites within the middle of the centre on High Street that would be suitable for development (218, 188a, 166a, 159, 133 and 141 High Street). The vacant land is situated at the back of the properties and so would only be suitable for the development of some offices and services.

Further elongation of the business centre will increase the challenge of maintain a vibrant shopping frontage.

Attractiveness

Overall, the centre is attractive and has its own distinct old character and uniqueness. This is achieved through the aesthetics of the shop frontages all being different and paying homage to their historic features, as well as the presence of murals on the sides of buildings.

The town centre contains a high number of independent retail and café/restaurant operators providing a unique offer for local residents and visitors.^{xliii}



Typical and characterful buildings on High Street

Recent Development

Recent development or upgrades to premises include the new F45 gym and café premises on 201 High Street. Also Bloom café on 208 High Street had a recent fit out in the old church, 2019.

Riwaka

There are two small sites zoned for commercial activity in Main Road Riwaka, adjacent to the residential area and nearby, the garage/ hotel which is zoned for Tourist Services. In context of Motueka town centre, the commercial centre of Riwaka operates as a neighbourhood centre for local residents.

Residential areas

Generally Motueka / Riwaka residential areas are suburban in character, dominated by traditional, free-standing, one to two story low-density housing.

Motueka

There is some variation in density and lot sizes within Motueka town, due in part to a mix of TRMP density standards.

For Motueka, standard residential development, TRMP provides for a range of lot sizes (minimum. lot size: 350m², average 500m². For subdivision greater than 1ha – a range of lot sizes is required 350m²-700m². For lots adjoining a rural zone, generally 1000m² is required. This rule framework has limited brownfields subdivision due to a legacy lot size of about 700m².

Medium density development is encouraged and enabled in Motueka central, in the locality of Kuini Place /Kerei Streets.

A recent assessment calculated residential densities of 26 dwellings per ha for Kuini Place /Kerei Streets (medium density area) and between 11-12 dwellings per ha for Motueka generally.

Looking forward residential zones that are not specifically earmarked for medium or mixed density development are likely to be rezoned General Residential to align with the NPStds.

Riwaka

For Riwaka, for lots serviced for wastewater, minimum lot size is 450m² (Permitted) and an average lot size 600m² if more than three sites are developed, and if wastewater is provided.

A recent assessment calculated residential densities of 7 dwellings per ha for Riwaka.

Looking forward, it may be appropriate to close the Riwaka residential zone locations to further subdivision due to the risks of flooding from the Mouka and Riwaka Rivers and inundation

Recent development

Recent subdivision and building (from about 2016 on) has occurred. in Motueka West near Grey Street and Motueka East close to the coastline.

The urban form of Motueka and Riwaka is shown on the Zone and Natural Hazard map (Attachment A).

9.1.3 Functionality

Network Services

Council currently provides Motueka and Riwaka with wastewater and stormwater services. However, they are only partially serviced with water supply. Many properties have their own private bores and are not connected to the Council network.

Motueka and Riwaka are serviced by a well-connected road and footpath network, and Tasman's Great Taste Trail passes through them

Currently there is no public transport connecting Motueka to the Richmond - Nelson urban area.

Motueka is low-lying and relatively flat, which means there is little hydraulic grade available for conveying and discharging stormwater to the sea. Because of Motueka's topography Council is limited in what can be achieved using traditional underground stormwater infrastructure that relies on gravity to discharge such as pipes, sumps and manholes. These piped solutions are expected to become even less effective with sea level rise.^{xliv}

Parks, reserves, green corridors and community facilities

The Motueka community is serviced by a range of parks, reserves and community facilities, including Te Noninga Kumu (Motueka library). The community is serviced by pools at the Richmond Aquatic Centre (as a regional facility), the salt water baths at North Street and pool at Motueka High School. The Motueka Recreation Centre has facilities which service the wider community. There are 10 community /meeting rooms within Council facilities, Motueka South, Parklands and at St Peter Chanel Schools.

Goodman Recreation Reserve is used for winter junior sport and senior football training and in summer both senior and junior sport with seven fields in total. Motueka Memorial Park has a range of sporting, recreation and community facilities while Sportspark Motueka and Motueka High School provides rugby field and cricket facilities. There are sufficient burial plots at Motueka Cemetery for a further 70 years. There are over five kilometres of walkways within the settlement area, seven playgrounds and over 17 hectares of neighbourhood reserves.

Most of the facilities for Riwaka are provided in Motueka. Riwaka Memorial Reserve provides a range of sporting, recreation and community facilities. There are also playing fields at the Riwaka Rugby Grounds (DSIR) and at the Cooks Recreation Reserve by the Riwaka Rugby Clubrooms. Council subsidises the pool at Riwaka School. There is a network of esplanade reserves and strips adjoining the coastline near the residential areas. The community is also serviced by a community room at the Riwaka Hall and by the Riwaka Trustees Cemetery.

The development of Tasman's Great Taste Trail through the township and extending to Riwaka and Kaiteriteri is popular and has added to the existing levels of service for cycleways. Some residential areas have convenient access to the coast which assists in providing for their local accessible open space and recreational opportunities.

9.1.4 Sense of Place, Identity and Character

Landscape setting

Motueka and Riwaka along with Tapawera, form part of the Motueka River Valley and Coastal Flats Landscape Character Area. These towns have a similar land type that relates to the major Motueka River valley. All three towns are located within proximity to the Motueka River and on flat valley land, backed by relatively steep forested hills. The size of each town varies however they all retain a rural character due to surrounding productive land uses.^{xlv}

The Motueka wider landscape context includes the Motueka River to the north, Motueka Spit to the east, Moutere Inlet and Jackett Island to the south and the relatively steep foothills of Wharepapa/Arthur Range to the west. The surrounding landscape is predominately used for pastoral grazing and orchards. Motueka Sandspit which adjoins Motueka has “very high” natural coastal character values.^{xlvi}

The Riwaka wider landscape context includes the Riwaka River to the north, tidal flats of Tasman Bay to the east, Motueka River to the south and the relatively steep Brooklyn hills to the west. The immediate surroundings of Riwaka consists of flat land utilised for orchards, namely apples, pears, kiwifruit and hops.^{xlvii}

Riwaka and the coastal edge of Motueka (seaward of Thorpe Street and Harbour Road and the Motueka Port) are included within the updated draft coastal environment area. The new draft area includes more of Riwaka than the current TRMP coastal environment area.

Motueka – Amenity, Sense of Place and Distinct Characteristics

Amenity, Sense of Place

“The compact nature of Motueka makes it a walkable town which positively benefits both residents and visitors. During the summer and fruit harvest months, the population of Motueka increases due to visitors and seasonal workers picking fruit on the orchards. The transient population Motueka experiences during the warmer months creates a vibrant community atmosphere.

The residential streets and green spaces within Motueka feature established trees and vegetation which enhances its overall urban amenity and contributes to its sense of place. Thorp Bush, located south of Motueka’s town centre is the last remaining remnant of lowland forest in the area making it a very valuable asset to the community and in terms of conservation value.

Notable public spaces include: Thorps Bush, Memorial Park, Decks Reserve, Rugby Park, Motueka Golf Course, Goodman Recreation Reserve, Motueka Skatepark, the Inlet Walkway Reserve, Motueka Beach Reserve and the Saltwater Baths. Numerous schools and the high school are located in close proximity to the center of town.

Te Āwhina Marae and the papakainga west of the commercial centre also contributes to Motueka’s identity as much of the land holds immense significance to local Māori.

While the aerodrome is approximately 3kms west of the centre of Motueka, it is a popular attraction for visitors to sky dive gaining views from the mountains out to the sea.

Distinct Characteristics

- *Despite Motueka being the second largest town in the Tasman District, it retains a rural character, due to its location close to open rural fields and horticultural land uses.*
- *The flat, low-lying nature of the town allows for open viewshafts within the town towards the mountains in all directions. This is especially apparent along the coastline.*
- *The centre of Motueka has its own distinct character and uniqueness conveyed through the aesthetics of mixed-use buildings, independent shops, historic features and murals.*
- *Notable features along the High Street are the golden elm trees, especially in summer and viewshafts to the north and south that frame the mountainous landscape in the distance.*
- *Motueka is a compact, low-rise, walkable town with many recreational opportunities within close proximity to the town centre and residential areas which enhances its urban amenity.*

- *State Highway 60 transects the centre of Motueka which provides easy access to the town from the north and south. The Great Taste Trail also links Motueka to other coastal towns in the district through a bike trail.*

Riwaka - Amenity, Sense of Place and Distinct Characteristics

Amenity, Sense of Place

There are two distinctly different parts of Riwaka, the inland Main Road area and the estuary / coastal area. The Main Road area has an established vegetated framework amongst the residential development which consists of hedges, shrubs and mature trees. Orchards also extend to the streetscape edge creating a break in the residential ribbon-type development. Open, green spaces (Riwaka Memorial Reserve and Ted Reed Reserve) are located at either end of School Road and feature playgrounds, a tennis courts and the croquet club.

The estuary area of Riwaka provides easy access to the coastline through a tidal boat ramp and multiple jetties/wharves. There are several boat sheds that line the coastal edge and numerous classic wooden boats that are moored to jetties.

Distinct Characteristics

- *Riwaka is a small, rural centre with two distinctly different types of character found along the inland Main Road Riwaka (SH 60) area and the estuary/ coastal area.*
- *The rural centre is surrounded by orchards with rural outlooks and mountain vistas.*
- *Due to the settlements' low-rise built form, viewshafts to the surrounding hilly and mountainous terrain are a prominent feature on the horizon.*
- *The compact and small-scale nature of Riwaka amongst a larger rural, productive setting makes it very legible in the wider landscape.*
- *The commercial and residential built forms within Riwaka are relatively similar in scale and character displaying a cohesive pattern of development that is mostly single storey.*
- *Riwaka has access to several open green spaces in addition to natural features such as the Riwaka River, estuary and Motueka River which are close by.*
- *The State Highway 60 transects Riwaka which provides easy access to the small, rural centre from the north and south. The Great Taste Trail also links Riwaka to the wider district through a bike trail."* ^{xlviii}

Cultural and historic sites and places

Within Motueka and Riwaka there are many cultural heritage sites along with historic places and protected trees.

The area is highly sensitive from a cultural heritage and archaeological point of view. These values are not well represented in the current plan provisions for the town. Cultural heritage find-sites and precincts are covered in the TRMP but are probably inadequate.

Both historic and cultural heritage information is being updated through current TEP work projects.

Motueka and Riwaka key places, recreation and community facilities and heritage sites are mapped on Attachment B.

9.2 Iwi Interests and Values

An important distinction for Motueka is the large percentage of land ownership held by iwi.

The Te Āwhina Marae which currently is being extended, provides a hub for mātauranga Māori and contributes to the cultural life and identity of the town.

Statutory acknowledgements^{xlix} relevant to Te Tau Ihu in Motueka / Riwaka are set out below.

Iwi	Coastal Marine Area	Moutere River	Motueka River	Riwaka River & Resurgence
Ngāti Apa	*			
Ngāti Kui	*		*	
Ngāti Kōata	*			
Ngāti Rārua	*		*	*
Ngāti Tama			*	
Ngāti Toa	*		*	
Rangitāne	*			
Te Ātiawa	*	*	*	*

9.3 What's Planned by Council

9.3.1 LTP 2021

Council plans further investment, to address anticipated growth, improve the services we provide, and make sure our public infrastructure is maintained and fit for purpose.

LP 2021 summarises the infrastructure network services planned for the next 10 years.



STOPBANK IMPROVEMENTS 2021 – 2022 Refurbishment of Motueka stopbanks.



MOTUEKA WEST STORMWATER IMPROVEMENTS, 2021 – 2024 Stormwater system to convey flows from the development area west of High Street towards Woodland drain.



MOTUEKA GROWTH WASTEWATER INFRASTRUCTURE 2021 – 2024 New pressure main for Motueka West to wastewater treatment plant to enable development of Motueka West.



NETWORK IMPROVEMENTS 2021 – 2030 New pump station, reservoir and water mains to increase network capacity.



MOTUEKA WEST WATER RETICULATION 2021 – 2031 New water main to Motueka West to provide water to proposed developments.



MOTUEKA COMMUNITY POOL 2023– 2024 (1/3 community contribution) We are working with the Motueka community to contribute to the building of an indoor swimming facility. This work will include a feasibility study.



NEW WASTEWATER TREATMENT PLANT 2024 – 2029 Designation, resource consent, and land purchase for new inland wastewater treatment plant in Motueka.



PORT MOTUEKA FACILITIES 2025– 2026 Compliant facilities for boat maintenance activities to improve environmental protection.

9.3.2 Nelson Tasman Future Development Strategy

Following public consultation, FDS 2022 proposals for accommodating growth in Brightwater are shown below.

“Motueka .. has a high demand for housing and business land now and in the future. However, Motueka has significant constraints that limit opportunities for greenfield development close to the urban area as well as

further intensification. This includes highly productive land to the west and coastal inundation and flooding risks to the east. The strategy provides for intensification around the centre, both on greenfield sites and already developed land and modest greenfield opportunities in suitable locations at the urban edge. Collectively, these areas can potentially accommodate about 850 new houses. Around 540 new homes could also be provided for in rural residential areas west of the town. Outside of the identified sites there is also capacity for around an additional 200 homes within existing residential and deferred residential zones. Collectively, these areas can potentially accommodate about 1,400 new houses. There is greater demand for housing in Motueka than can be provided for with available land, but this will need to be met in other locations.

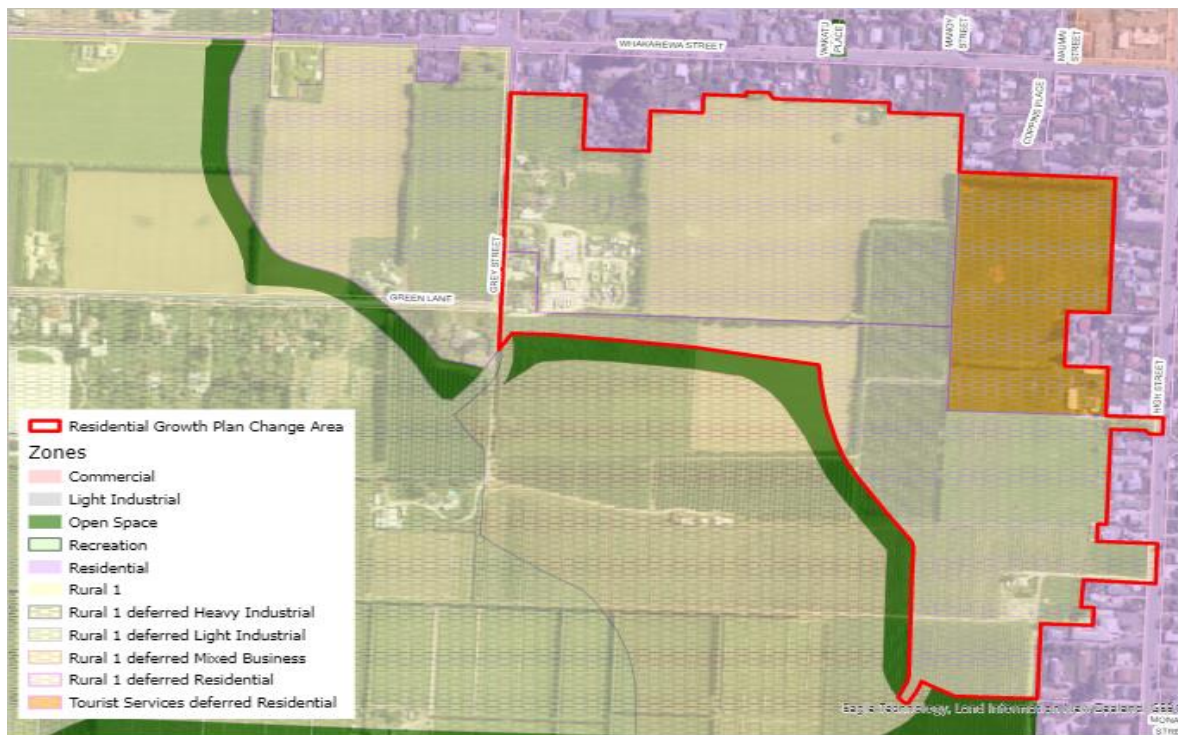
As a well-established town, planning for improved public transport connections to Motueka will continue to be important, particularly to and from identified growth areas around Māpua. A new wastewater treatment plant will support planned growth in Motueka and provides wastewater servicing options for growth in the wider area..”¹



9.3.3 RMA Plan Changes

The (draft) Motueka Growth Plan Change process is progressing the proposal to prepare FDS site T-190, near Whakarewa Street for housing of mixed density. The proposal has received support from the Accelerated Infrastructure Fund. The 97 hectares is expected to yield about 580 residential units. The plan change includes consideration of green space and movement networks and will create policies around managing flood risk on this site.

Public feedback is generally supportive of the draft change with particular support for additional residential zoned land outside of existing hazard areas and effective use of greenfield land to alleviate housing shortages.



9.3.4 Transport

Public transport

A public transport service (daily commuter bus) is planned to run between Motueka and Nelson from mid-2023.

Cycling and Walking Strategy, May 2022

There are plans for new bus stops near the BP Petrol Station on High Street and near the McDonalds on Whakarewa Street (Transport Meeting, 1 November 2021).

“The Long Term Plan 2021-2031 and the Draft Walking and Cycling Strategy 2022-2052 include the installation of cycle lanes on key roads in Motueka. The Draft Walking and Cycling Strategy 2022-2052 shows plans for a separate cycle lane along High Street, King Edward Street, and Whakarewa Street, as well as shared paths to the south for, and around, the growth area. The current High Street upgrade works will include cycle lanes”.^{li}

The proposed cycleway map for Motueka is shown below.^{lii}



9.4 What the Community has told us

A summary of the top ten general themes from the TEP 2019 engagement process is attached as Appendix 4:

Community feedback from Motueka specifically mentioned:

Urban Form and Function

- Town flood risk from stop bank failure, sea level rise and climate change.
- Spend more on infrastructure to allow development in Motueka.
- More housing is needed with more options and diversity.
- Allow people to build up.
- Leave more green space as areas develop – not just more houses.
- Design playgrounds for all ages for families. Little kids to older.

Transport / movement

- Public transport to Richmond / Nelson is needed.
- High Street congestion Motueka bypass is needed.

- Need a wider bridge across the Motueka River
- Extend walk and cycleways.
- Limit freedom camping.

Natural Environment

- More native plantings and increased predator control is needed.
- Motueka air quality needs improvement.

Our special place

- Our sandspit, estuaries and walkways - Thorps Bush is the last remaining remnant of lowland forest, Puketawai Reserve and Riwaka inlet.
- The orchards
- Mana whenua, our pre-European history.
- Great and diverse community.
- High street - lots of independent shops.

9.5 Issues, Opportunities and Policy Directions

9.5.1 Introduction

Some issues, options and policy directions that have been identified in the past have occurred or are no longer relevant. Others remain relevant for the future. The rest of this report highlights:

- Issues and policy directions already identified in blue, and
- New issues, and policy directions (with options) in green.

The policy set for Motueka was updated recently, in 2017. It is still relevant but new information is clarifying the extent of risks that constrain provision for urban growth and opportunities for the future, particularly near to the coast.

9.5.2 Issues and Opportunities

	Issues and opportunities
1	Managing the high level of demand for serviced land for housing and business in Motueka which is located on and surrounded by land that is productive, prone to flooding and vulnerable to coastal hazard and sea level rise.
2	There is limited opportunity to manage stormwater on land that is flat, low lying, prone to flooding and coastal inundation.
3	There is a risk of contamination of the Motueka groundwater resource from poorly sited or managed urban land uses.
4	As Motueka grows and changes, there is a risk that it can: <ul style="list-style-type: none"> i. Lack sufficient reserve, recreation and community facilities ii. Lose internal connectivity particularly due to SH60 severance iii. Lose its distinctive sense of place, identity and character.
5	There is a risk that the shopping frontage will lose vibrancy if not consolidated due to the elongated form of town centre.
6	There is a risk that the town centre may not maintain its vibrancy and role as the focal precinct for pedestrian orientated intensive retailing, administration, community services and interactions as Motueka grows. Plan clarification and management of the respective roles of metropolitan

	(Richmond), town (Tākaka and Motueka) and neighbourhood commercial centres is likely to assist this issue.
7	Range of housing choice in Motueka is limited and for many residents is increasingly unaffordable.

The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).

The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.

9.5.3 Policy Directions - with options, recommendations and reasons

	Policy	Assessment	Recommendations and reasons
1	Status Quo - Retain existing policies for Motueka as updated incrementally over past 20 years by plan changes.	In context of Motueka growth needs, urban national directions and FDS proposals, status quo is not considered a viable option.	In context of FDS and national direction, status quo is not considered a viable option.
2	To provide opportunities for consolidated urban growth away from areas of versatile and productive land, where practicable Policy 6.9.3.1		Delete policy and replace with new policy 5. Reason: Replace with new policy that provides clear direction for future urban development that accounts for current national direction relating to high productive land, and risks associated with natural hazards (flooding) and climate change (inundation).
3	Residential growth directions, 1996 - policy directions that provide for the extension of residential development primarily east but also west of High Street subject to minimum floor height requirements and adequate stormwater disposal. Policy 6.9.3.2 and 6.9.3.5	Option 3a is to retain this policy until it is replaced or updated by Motueka Growth Plan Change or Council's Coastal Management Project decisions are made. Option 3b is to update this policy now. Option 3b is preferred. <i>Strengths</i> 1. Coastal Management project mapping shows that areas east of High Street are at risk of flooding and inundation from sea level rise and that stormwater management options are constrained now and into the future. 2. Approach to provide for new residential development west of High Street is largely adopted by FDS 2019 and 2022 and LTP 2021 (except for Hickmott Place)	Delete policies and replace with new policy 6. Reasons: 1. For new residential development, align with NZ draft Climate Change National Adaption Plan to reduce vulnerability to natural hazard. Refer to Option 3a strengths (column to left).

	Policy	Assessment	Recommendations and reasons
		3. Aligns with NZ draft (Climate Change) National Adaption Plan. <i>Weakness</i> Ahead of Council's Coastal Management project decisions.	
4	To enable further residential development west of Grey Street and south of Whakarewa Street with opportunities for a higher density of development on sites within walking distance of the Motueka town centre. Policy 6.9.3.3.	Option 4a is to retain this policy until replaced or updated by Motueka Growth Plan Change policies. Option 4b is to update this policy now. Option 4b is preferred.	Delete policy and replace with new policy 7. Motueka Growth Plan change may take some time and new policy 5 establishes new policy direction and approach to residential development that is broad enough to incorporate anticipated changes.
5	Policy direction - Urban consolidation To provide opportunities for consolidated urban growth west of High Street and away from areas of versatile and productive land, where practicable and away from risk of flooding and coastal inundation. Addresses issues 1, 2, and 5.		Introduce new policy which updates and broadens existing policy 6.9.3.1. Reasons: Establishes a clear direction for new growth that aligns with national direction relating to high productive land and climate change adaption. Enables development to be further informed by Coastal Management Project.
6	Policy direction - residential development To enable further residential development west of High Grey Street , south of Poole Whakarewa Street , east of Queen Victoria Street and north of King Edward Street with opportunities for higher-medium density development in specified locations within walking distance of the Motueka town centre. Policy 6.9.3.3. Addresses issues 1, 2, and 6.	Plan Change 43 provided for residential development in this location and applied a Special Development Area to enable medium density housing but the PC is not yet implemented. Updated policy incorporates FDS proposals for intensification / medium density residential development on sites T-189 and T-190. Motueka Growth Plan Change may refine this policy set further.	Introduce new policy which updates existing policies 6.9.3.2 and 6.9.3.5 and includes residential locations proposed by FDS 2022.
7	Policy direction – medium density residential development In Motueka, west of High Street, provide for medium density housing up to 3 storeys high on suitable sites in specified locations in or near the town	FDS proposals for accommodating growth in Richmond include expanding the current Motueka Compact Density area to include intensive housing in a much larger area of central Motueka west of High Street (FDS sites T-189 and T-190). The updated policy supports this proposal.	Introduce new policy which updates and broadens existing policy 6.9.3.3 and includes residential intensification locations proposed by FDS 2022. Reason: Updated policy aligns with NPS-UD requirements for medium density housing.

	Policy	Assessment	Recommendations and reasons
	<p>centre, or where one or more of the following apply:</p> <p>(i) where there is high demand for housing or business land,</p> <p>(ii) the area is near employment opportunities,</p> <p>(iii) the area is well-served by existing or planned public transport.</p> <p>Addresses issues 1, 2, and 6.</p>		
8	<p>To encourage larger allotments with appropriate frontage and depth requirements fronting Thorp Street and Motueka Quay to assist in maintaining the semi-rural amenity of the area.</p> <p>Policy 6.9.3.4.</p> <p>Addresses issue 2.</p>		<p>Retain policy.</p> <p>Reasons:</p> <p>1. Retain for now as Council's Coastal Management project will review use of lots in line with national guidance.</p> <p>2. Large lots may reduce risk of flooding and inundation.</p>
9	<p>Ensure the Motueka proposed Commercial –Town Centre zone (currently Central Business zone) continues to develop as the central focus of intensive retail and office commercial development, and the core pedestrian-oriented area for Motueka including residential use above ground floor)</p> <p>Policy 6.6.3.2</p> <p>Addresses issue 5.</p>	<p>Option 9a</p> <p>Option provides for</p> <ul style="list-style-type: none"> - rezoning Commercial zone to Commercial -Metropolitan Centre zone to align with NPStds. and Tasman town centre hierarchy. -new zone to permit development up to 6 storeys high, where appropriate (General Issues and Options recommendations refers). 	<p>Introduce new policy and option 9a relating to role of town centre.</p> <p>Reason:</p> <p>Aligns with national direction and FDS directions to provide for compact urban footprint.</p>
10	<p>Provide for a Commercial - Neighbourhood Centre / Local Commercial Centre zone at Riwaka to provide for small to medium scale activities that service the day to day needs of the neighbourhood and contribute to the amenity of the surrounding residential environment.</p> <p>Addresses issue 6.</p>	<p>Option 10a</p> <p>Change Riwaka Commercial zone to Commercial–Local Centre zone.</p> <p>Option 10b</p> <p>Change Riwaka Commercial zone to Commercial – Neighbourhood Centre zone</p> <p><i>Strengths</i></p> <p>Acknowledges that Riwaka commercial area functions as a neighbourhood of Motueka.</p> <p><i>Weaknesses</i></p> <p>Does not acknowledge that Riwaka serves the surrounding rural community as well as a local commercial centre for a legacy residential cluster.</p>	<p>Introduce new policy/ies and Option 10b to manage role of Commercial - Neighbourhood centres, i.e.</p> <p>Reasons:</p> <p>1. Provides a policy framework for new Commercial centre hierarchy that aligns with NPStds.</p> <p>2. Policy and rule framework to ensure that the Motueka central Commercial -Town Centre zone remains the primary business centre for Motueka.</p> <p>3. Acknowledges that Riwaka functions as a neighbourhood of Motueka.</p>

	Policy	Assessment	Recommendations and reasons
11	Provide for a Mixed Use zone at 8 Hickmott Place, east of High Street that enables commercial use on ground floor and residential use above ground floor. Addresses issue 7.	Provides for FDS 2022 proposal to develop residential apartments above ground floor on land owned by Council, used for parking and currently zoned Commercial. <i>Strengths</i> 1.Provides for medium density housing in town centre and will add to vibrancy of town centre. 2.Assessed hazard risk is acceptable (as per new library site). <i>Weaknesses</i> 1.Develops new building with residential units east of High Street which is at risk of flooding and inundation due to land being low lying and proximate to the coast. 2.TRMP currently permits residential use above ground floor in Commercial zone.	Do not introduce new policy. Reasons: 1. Introduction of new zone unnecessary, as activity permitted in terms of current zoning.
12	Maintain and enhance the character of High Street shopping area within the town centre zone, where possible. Addresses issue 4iii.	Currently Motueka town centre is appreciated for its distinct old character and uniqueness. This is achieved through the aesthetic of the shop frontages all being different and paying homage to their historic features. ^{liii}	Introduce new policy that aligns with recent distinct character and earthquake assessments of Motueka.
13	To avoid further commercial ribbon development on High Street, development opportunities are provided in depth in Tudor Street, Wallace Street and Greenwood Street, and in a large format retail precinct north of King Edward Street. Policy 6.9.3.6 Addresses issue 5.		Retain policy. Reason: These locations have yet to be developed or developed to full potential.
14	To ensure rear servicing access and off-street parking are provided to enhance the development of the central section of High Street as a shopping street of high pedestrian amenity and to encourage building to face Decks Reserve. Policy 6.9.3.7 Addresses issue 4iii.		Retain but update policy. Reason: Policy is effective and supports better urban design for future regeneration of High Street and the central business centre.

	Policy	Assessment	Recommendations and reasons
15	To locate appropriately zoned land for a wide range of industrial activities within a business park between Queen Victoria Street and King Edward Street and provide a green buffer to minimise adverse effects on neighbours. Addresses issue 1. Policy 6.9.3.8		Retain policy. Reason: Policy direction current and still to be fully implemented. Land zoned but deferred for services.
16	To avoid the adverse effects of industrial and commercial activities on the Riwaka/Motueka groundwater resource. Policy 6.9.3.9 Addresses issue 3.		Retain Policy. Reason: Retain until issue specifically addressed in Regional Plan.
17	To allow for the development and the extension of the marae as a focal point for the tangata whenua of the district. Policy 6.9.3.10 Addresses issues 1, 4 and 7.		Retain policy. Reason: Policy is appropriate to support the marae. The Papakainga Zone is being comprehensively reviewed for TEP.
18	To provide for a range of activities in marae areas, while ensuring that activities do not adversely affect and are not adversely affected by adjoining activities. Policy 6.9.3.11 Addresses issues 1, 4 and 7.	The policy is implemented through rules in Chapter 17.13. While supportive of the policy, the rule framework does not prioritise marae activities over adjoining land uses and this potentially restricts the range of activities that can occur on the marae.	Retain policy. Reason: to give better effect to rules - consider a non-notification statement for rules.
19	To control land use in areas subject to risk of flooding. Policy 6.9.3.12 Addresses issues 1, 2 and 3.		Retain policy. Reason: required for management of urban footprint and development.
20	To direct new areas for residential development away from Motueka Aerodrome to minimise potential for cross boundary effects. Policy 6.9.3.13 Addresses issue 1.		Retain policy as amended. Reason: Although assessed as only partially achieved, policy protects the long term viability of the aerodrome in Motueka.
21	To ensure the Motueka Aerodrome retains airspace free of obstacles in the vicinity of the runway so that aircraft can manoeuvre safely at low altitude. Policy 6.9.3.14 Addresses issue 1.		Retain policy. Reason: Protects the long term viability of the aerodrome in Motueka. As a further update activity status of associated rule to Non Complying.

	Policy	Assessment	Recommendations and reasons
22	<p>To protect a future road alignment as indicated on Zone Map 119 for an access road between Courtney Street and King Edward Street that will:</p> <ul style="list-style-type: none"> (a) primarily have a property access function; and (b) incorporate traffic calming and control devices and signage to discourage the use of the road by traffic generated from non-residential activities; and (c) not be formed to complete the link until the King Edward Street/High Street intersection has been upgraded. <p>Policy 6.9.3.15 Addresses issue 1.</p>		<p>Retain policy. Reason: Remains relevant.</p>

9.6 Scale and Significance

Table: Scale and Significance

	Comments	Assessment
Degree of change from the Status Quo		Low / Med / High
Effects on matters of national importance (s6 RMA)	S6 matters already accounted for and will be accounted for further by TEP cultural mapping project.	Low
Scale of effects – geographically (local, district wide, regional, national)	Local	
Scale of effects on people (how many will be affected – single landowners, multiple landowners, neighbourhoods, the public generally, future generations?)	Local community	Medium
Scale of effects on those with particular interests, e.g. Tangata Whenua	Local community and those with particular interests east of High Street, Motueka.	Medium
Degree of policy risk – does it involve effects that have been considered implicitly or explicitly by higher order documents? Does it involve effects addressed by other standards/commonly accepted best practice?	Accounts for RMA section 6 matters of national importance: s.6(h) manage significant risks from natural hazards s.7(i) particular regard to the effects of climate change	Medium
Likelihood of increased costs or restrictions on individuals, businesses or communities.	Implements NPStds. Zoning - likely neutral regarding the costs of change. There currently are restrictions and costs on people seeking to develop land in Motueka	Low

	that is assessed as vulnerable to flooding, coastal and natural hazards.	
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9.7 Summary

	Issues
1	Managing the high level of demand for serviced land for housing and business in Motueka which is located on and surrounded by land that is productive, prone to flooding and vulnerable to coastal hazard and sea level rise.
2	There is limited opportunity to manage stormwater on land that is flat, low lying, prone to flooding and coastal inundation.
3	There is a risk of contamination of the Motueka groundwater resource from poorly sited or managed urban land uses.
4	As Motueka grows and changes, there is a risk that it can: <ul style="list-style-type: none"> i. Lack sufficient reserve, recreation and community facilities ii. Lose internal connectivity particularly due to SH60 severance iii. Lose its distinctive sense of place, identity and character.
5	There is a risk that the shopping frontage will lose vibrancy if not consolidated due to the elongated form of town centre.
6	There is a risk that the town centre may not maintain its vibrancy and role as the focal precinct for pedestrian orientated intensive retailing, administration, community services and interactions as Motueka grows. Plan clarification and management of the respective roles of metropolitan (Richmond), town (Tākaka and Motueka) and neighbourhood commercial centres is likely to assist this issue.
7	Range of housing choice in Motueka is limited and for many residents is increasingly unaffordable.

	Recommended Policy Directions and Options
1	<p>Policy direction - urban consolidation</p> <p>To provide opportunities for consolidated urban growth west of High Street and away from areas of versatile and productive land, where practicable and away from risk of flooding and coastal inundation.</p> <p>Updates Policy 6.9.3.1.</p> <p>Addresses issues 1, 2, and 5.</p>
2	<p>Policy direction - residential development</p> <p>To enable further residential development west of High Grey Street, south of Poole Whakarewa Street, east of Queen Victoria Street and north of King Edward Street with opportunities for higher medium density development in specified locations. within walking distance of the Motueka town centre.</p> <p>Updates Policy 6.9.3.2 and Policy 6.9.3.5.</p> <p>Addresses issues 1, 2, and 6.</p>
3	<p>Policy direction – medium density residential development</p> <p>In Motueka, west of High Street, provide for medium density housing up to 3 storeys high on suitable sites in specified locations in or near the town centre, or where one or more of the following apply:</p> <ul style="list-style-type: none"> (i) where there is high demand for housing or business land, (ii) the area is near employment opportunities,

	<p>(iii) the area is well-served by existing or planned public transport.</p> <p>Updates Policy 6.9.3.3.</p> <p>Addresses issues 1, 2, and 6.</p>
4	<p>To encourage larger allotments with appropriate frontage and depth requirements fronting Thorp Street and Motueka Quay to assist in maintaining the semi-rural amenity of the area.</p> <p>Policy 6.9.3.4.</p> <p>Addresses issue 2.</p>
5	<p>Ensure the Motueka proposed Commercial –Town Centre zone (currently Central Business zone) continues to develop as the central focus of intensive retail and office commercial development, and the core pedestrian-oriented area for Motueka</p> <p>Addresses issue 5.</p>
5.1	<p>Option 9a</p> <ul style="list-style-type: none"> - Rezone Commercial - Central Business District Zone to Commercial – Town Centre zone to align with NPStd. and Tasman town centre hierarchy. - New zoning to permit development up to 6 storeys high, where appropriate. <p>Addresses issue 5 and implements policy 5 above.</p>
6	<p>Option 10b</p> <p>Provide for a Commercial - Neighbourhood Centre zone at Riwaka to provide for small to medium scale activities that service the day to day needs of the neighbourhood and contribute to the amenity of the surrounding residential environment, and</p> <p>Change Riwaka Commercial zone to Commercial – Neighbourhood Centre zone</p> <p>Addresses issue 6.</p>
7	<p>Maintain and enhance the character of High Street shopping area within the town centre zone by, where possible, and in alignment with recent distinct character and earthquake assessments of Motueka.</p> <p>Addresses issue 4iii.</p>
8	<p>To avoid further commercial ribbon development on High Street, development opportunities are provided in depth in Tudor Street, Wallace Street and Greenwood Street, and in a large format retail precinct north of King Edward Street.</p> <p>Policy 6.9.3.6</p> <p>Addresses issue 5.</p>
9	<p>To ensure rear servicing access and off-street parking are provided to enhance the development of the central section of High Street as a shopping street of high pedestrian amenity and to encourage buildings to face Decks Reserve.</p> <p>Policy 6.9.3.7</p> <p>Addresses issue 4iii.</p>
10	<p>To locate appropriately zoned land for a wide range of industrial activities within a business park between Queen Victoria Street and King Edward Street and provide a green buffer to minimise adverse effects on neighbours.</p> <p>Addresses issue 1.</p> <p>Policy 6.9.3.8</p>
11	<p>To avoid the adverse effects of industrial and commercial activities on the Riwaka/Motueka groundwater resource.</p> <p>Policy 6.9.3.9</p> <p>Addresses issue 3.</p>

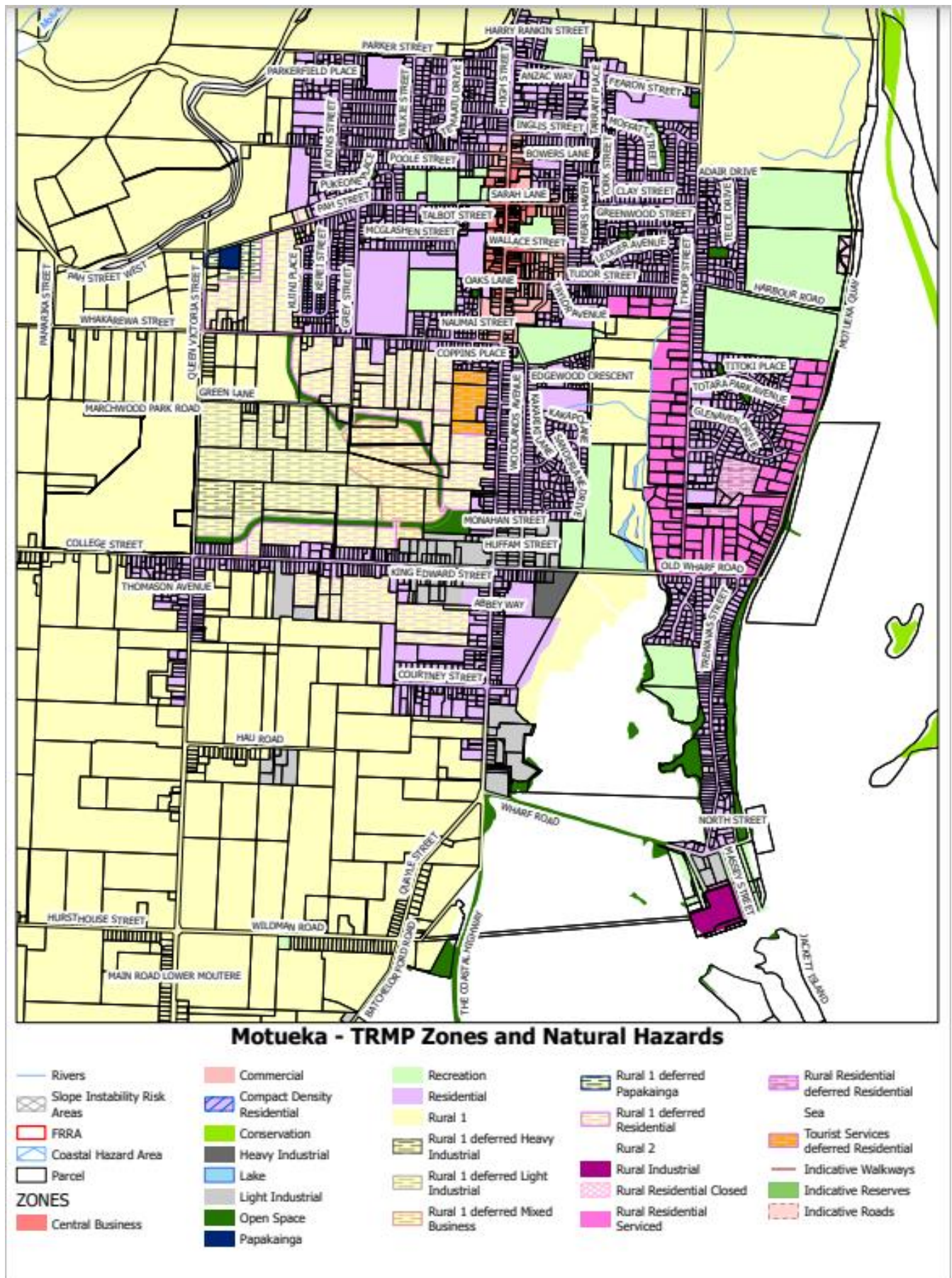
12	To allow for the development and the extension of the marae as a focal point for the tangata whenua of the district. Policy 6.9.3.10 Addresses issues 1, 4 and 7.
13	To provide for a range of activities in marae areas, while ensuring that activities do not adversely affect and are not adversely affected by adjoining activities. Policy 6.9.3.11 Addresses issues 1, 4 and 7.
14	To control land use in areas subject to risk of flooding. Policy 6.9.3.12 Addresses issues 1, 2 and 3.
15	To direct new areas for residential development away from Motueka Aerodrome to minimise potential for cross boundary effects. Policy 6.9.3.13 Addresses issue 1.
16	To ensure the Motueka Aerodrome retains airspace free of obstacles in the vicinity of the runway so that aircraft can manoeuvre safely at low altitude. Policy 6.9.3.14 Addresses issue 1.
17	To protect a future road alignment as indicated on Zone Map 119 for an access road between Courtney Street and King Edward Street that will: (a) primarily have a property access function; and (b) incorporate traffic calming and control devices and signage to discourage the use of the road by traffic generated from non-residential activities; and (c) not be formed to complete the link until the King Edward Street/High Street intersection has been upgraded. Policy 6.9.3.15 Addresses issue 1.

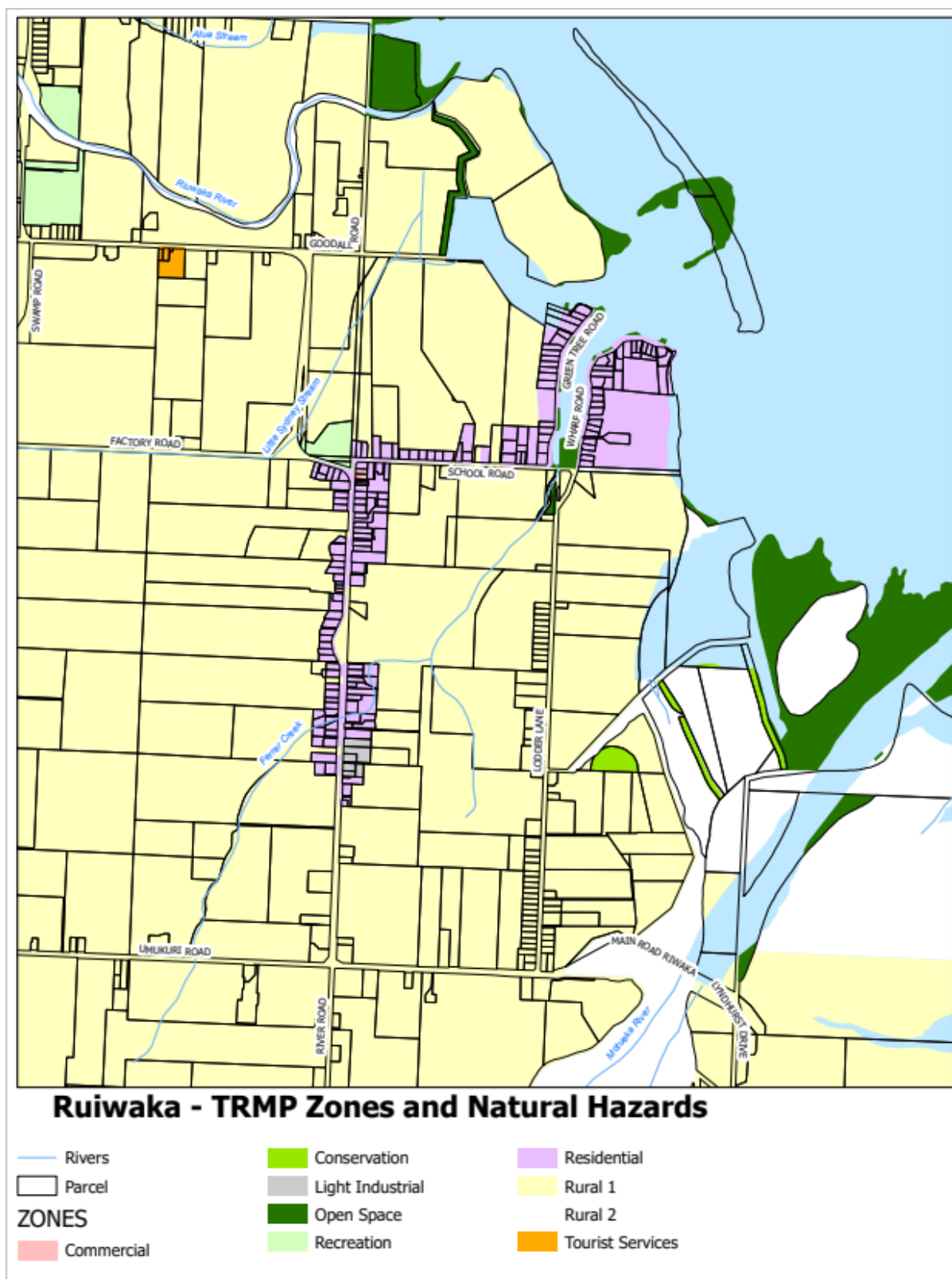
	Outcome sought
	The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation). The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.
	Assumptions, Uncertainties, Further work, Information Gaps
	When TEP cultural mapping, and centre character reviews are available, policies relating to distinct character be refined.
	Council directions on Coastal Management project are likely to affect the lower lying areas of Riwaka and Motueka - particularly east of High Street.

9.8 Possible questions for community discussion

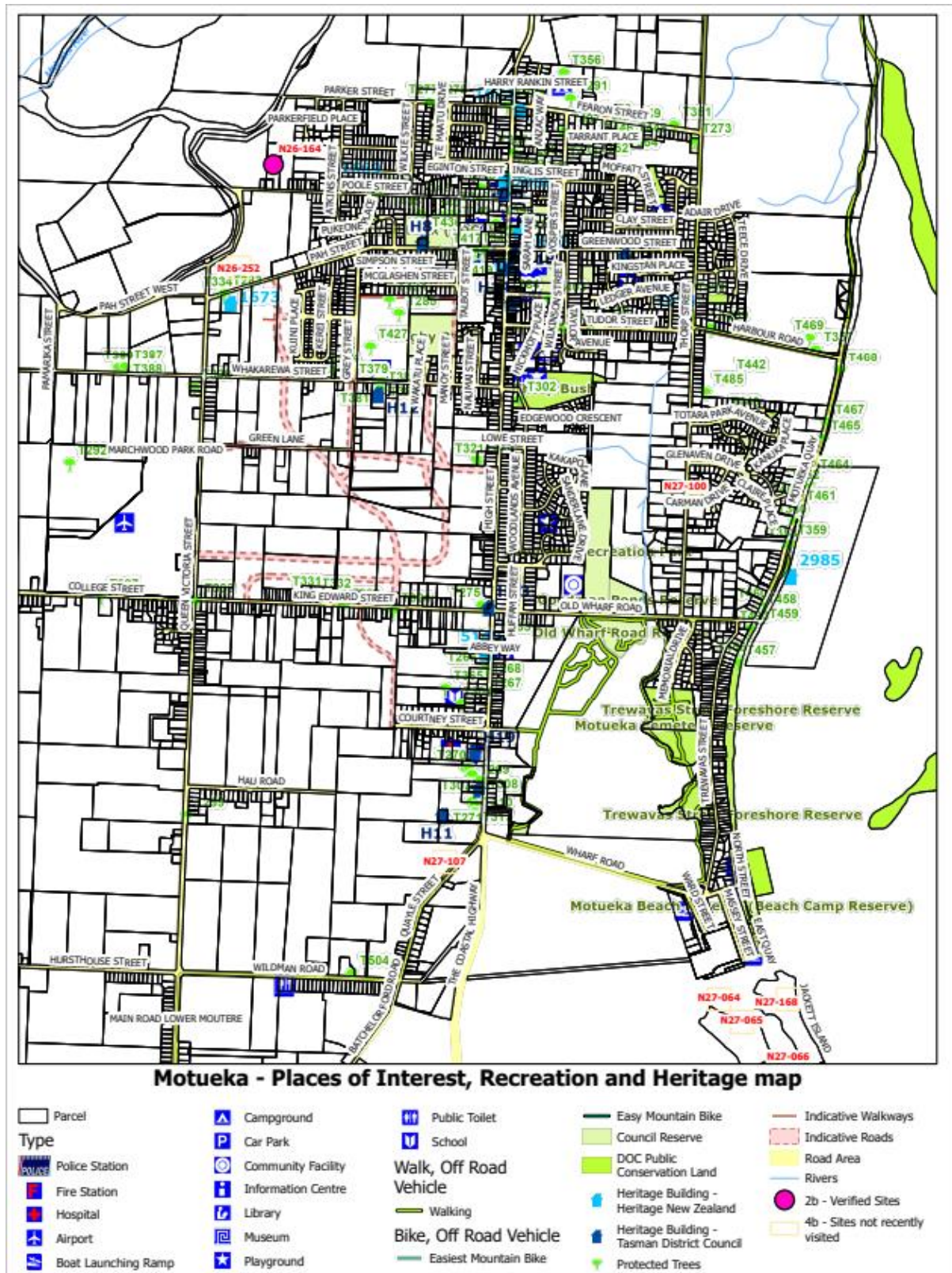
- What do you think about new development being encouraged to locate west of High Street in Motueka - so that in the future risks of flooding and coastal inundation are reduced?
- What do you think about shops and buildings in Motueka town centre being encouraged to retain and enhance their historic shop frontages, where possible - so that the character of High Street is maintained.
- What do you think of allowing for 3 storey buildings for residential purposes in the right locations?
- What do you think of allowing up to 6 storey buildings in and around the Motueka town centre?

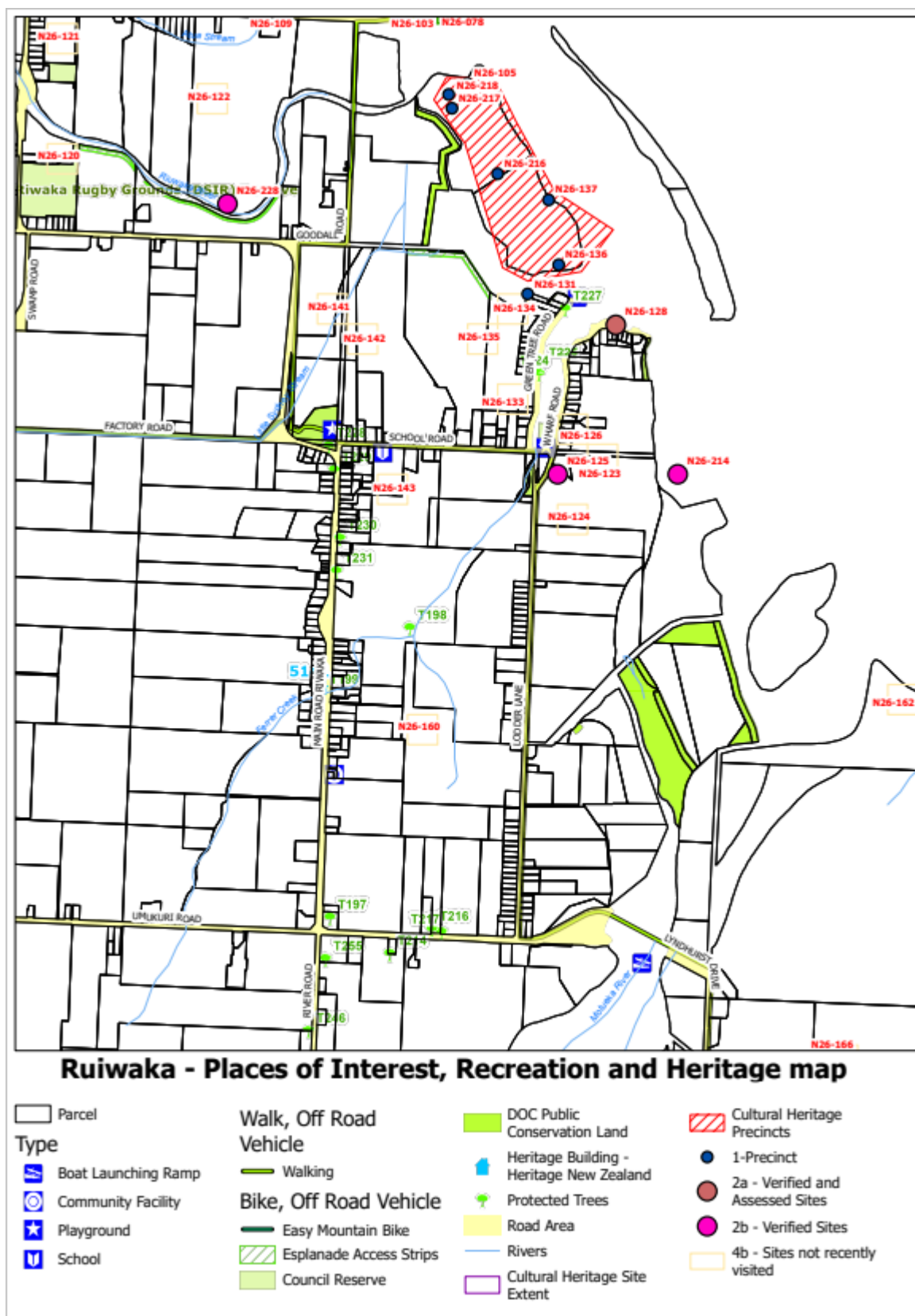
Attachment A: Motueka and Riwaka Zone and Natural Hazard Risk Map





Attachment B: Motueka and Riwaka Places of Interest, Recreation and Heritage Map





10 Murchison

10.1 Existing Centre – What We Know

10.1.1 Context

Introduction

Murchison is the district's southern-most town. It provides services for the farming and tourism industries. It is located on SH6, one of the country's main highways and is a popular stopping place for traffic between Nelson and the West Coast. The town experiences a heavy influx of traffic daily. It is a central base for the many outdoor activities in the area including historic gold trails, rafting and kayaking, tramping, hunting and fishing.

Murchison is part of the Lakes-Murchison Ward and is located within the Upper Buller waahi/catchment.

Population and growth

Over past 30 years, the resident population has decreased slightly (from 580 residents in 1991 to 490 in 2021).

Modest growth is expected for the future. LTP 2021 growth projection for Murchison is that population will peak in late 2030s at 560 residents and decrease slightly into the future.

The LTP growth projection for the next 10 years for the Lakes Murchison ward (comprising Murchison, Tapawera and St Arnaud) is shown below.



Environmental opportunities and constraints

Productive land

Productive land zoned Rural 2 surrounds Murchison - much of which is used for dairy farming and support.

Natural hazards

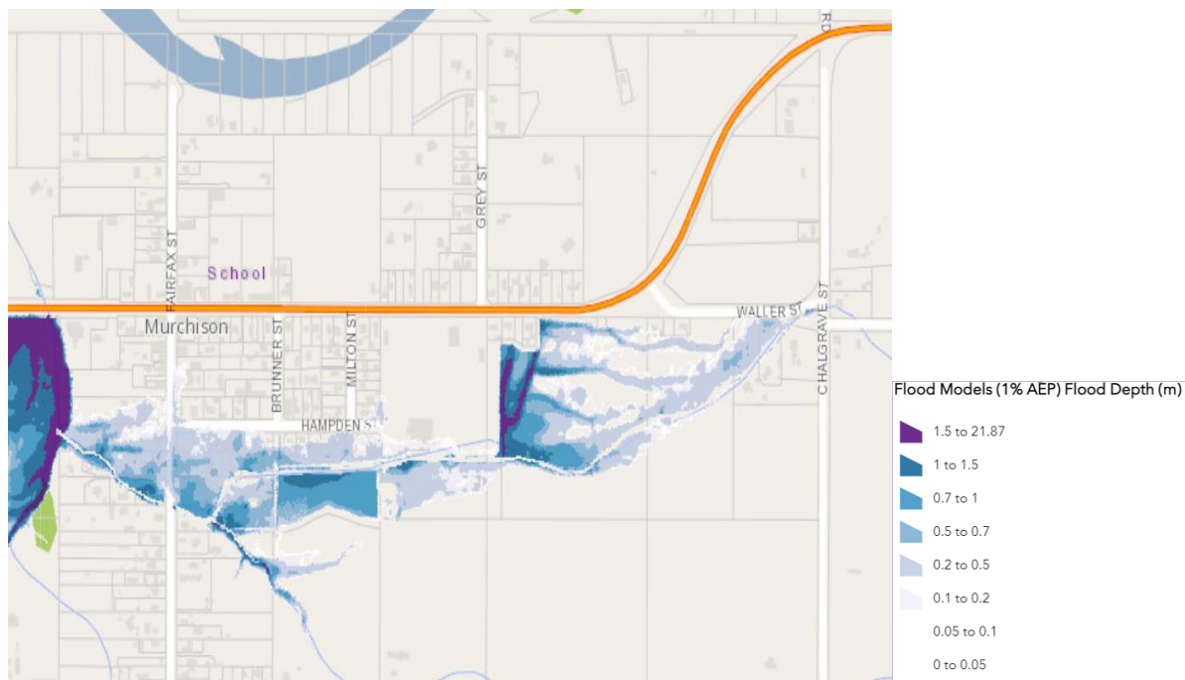
The town is relatively flat and constrained on two sides by rivers. The northern part of the settlement is at risk from riverbank erosion by the Buller River and some western parts are at risk of flooding from the Matakitaki River. The central part of the settlement is at risk from Neds Creek, and while there was recent remedial work to lessen the flood potential to a number of properties in smaller events, in large events this flood risk remains.

On 17 June 1929, a magnitude 7.3 earthquake struck Murchison and was felt all over New Zealand. It was caused by movement along the White Creek Fault west of Murchison. The most intense shaking occurred in mountainous and rural areas, which triggered extensive landslides over thousands of square kilometers. Fifteen people were killed, many from landslides and slips, and

there was one person injured³. The town is located in an area where 'liquefaction damage is unlikely', based on the underlying geology.^{liv} However, the margins of the nearby Matakiki and Buller Rivers have been identified as being 'liquefaction damage is possible'.

Murchison Flood Modelling (1% AEP)

(Flood Model Name: Murchison_Post works Neds_Creek_option6b_100yr_NZTM)



10.1.2 Form

Urban form

Most of the town centre is situated on Fairfax Street, with shops and services lining both sides of the road. While on Waller Street, the shops predominately line one side of the road, creating a T-shaped centre. The built form of the centre is made up of mostly single-storey buildings, with the exception of the Hampton Hotel which is two storeys. There is a strong presence of historic buildings in the centre, with some of the buildings dating back to 1890.

Business centre

Role

The Murchison business centre serves a wide rural catchment, although relatively, the centre is small. The Old Hotel and Four Square anchor the centre.



The role of the business centre is as a local service centre rather than a town centre, which reflects its size and proposed role in the hierarchy of the Tasman District's town centres.^{lv}

There is a mix of adjoining uses in Murchison which are not complimentary e.g. café and depot; museum and an engineering workshop. This combination of light industries, cafes and leisure facilities in close proximity to one another creates a street frontage that lacks stratification.

Murchison Public Library Murchison Community Hospital Centre are both close to the town centre, if not within the Commercial zone.

Vibrancy

There are no vacant Commercial zoned units, indicating that the centre is performing well.^{lvi}

At the time observed pedestrian footfall was highest in the middle of the centre outside of the Murchison Tea Rooms, Commercial Hotel & Restaurant, Four Square and Rivers Café, and at the far western end of the centre outside of Beechwoods café.^{lvii}

Potential for further Commercial development

Options for providing for more commercial sites in the centre of Murchison are set out below.

The first two opportunities below will focus commercial development on and around Waller Street, (also SH6). The third opportunity directs commercial activity southward along Fairfax Street toward community facilities and away from the SH6.

"The sites on 50, 52, 54 Waller Street and 28, 30, 32, 34 Fairfax Street are suitable for future Commercial zoning. They are located on the main road, north and east of the centre on the periphery. The current zoning and use of the sites are Residential and they are all occupied with older residential single-storey buildings. These sites are proposed for commercial use in the FDS 2022.

The site at 35 Waller Street (north-west of the centre) could be rezoned from Light Industrial to Commercial use. This site is vacant and is on the main road. The site at 31 Waller St which is adjacent to 35 Waller Street, has land available at the front of the property which could be re-developed for commercial uses."^{lviii}

Another option is to extend Commercial zoning in Fairfax Street south to toward Hampden Street and along north edge of Hampden Street.

A further option for the future and subject to stormwater management, the commercial area could be extended further south along Fairfax Street to the library and to church thus rezoning 88 and 90, 69, 89, 93 and 95 from Residential to Commercial - Local Centre zoning. Currently most of the sites are being used for commercial or light industrial activities. This draws the commercial centre into Fairfax Street, away from SH6.

Attractiveness

Overall, the centre is well maintained but it lacks character and ‘looks tired’ as there are several outdated buildings. The lack of street furniture, landscaping and public space (hard to find), all affect the attractiveness of the public realm. As Murchison is a destination which travellers often stop at to break their journey up, it would be useful to provide additional seating so that drivers can rest and also to improve the public realm. There is also a lack of pedestrian crossings in Waller Street.

Recent development

Observations from a 2020 site visit indicate that there has been limited no recent investment by retailers.

Residential areas

Generally Murchison residential areas are suburban in character, dominated by traditional, free-standing, one to two storey low-density housing with an average density of about 5 dwellings per hectare and lot sizes varying between about 800m² – 5000m².

The TRMP residential zone provides for standard residential development in Murchison with a minimum lot size of 450m² (Permitted) and an average lot size 600m² if more than three sites are developed.

Existing residential zones that are not specifically earmarked for medium density development are likely to be rezoned Low Density Residential to align with the NPStds.

The urban form of Murchison is shown on the Zone and Natural Hazard map (Attachment A).

10.1.3 Functionality

Network Services

Council currently provides Murchison with water, wastewater and stormwater services, as well as a well-established road, network. Currently, the wastewater system is nearing capacity. Recently flooding issues associated with Ned’s Creek have been addressed.

Currently new development in Murchison does pay Development Contribution levies. This policy needs review in context of land being zoned for future growth.

There is no public transport service to Murchison. Pre-covid, private touring bus and shuttle companies offered services to Murchison from Nelson, the West Coast and Christchurch.

Parks, reserves, green corridors and community facilities

The Murchison community is serviced by a range of parks, reserves and community facilities. These include meeting rooms and indoor sports at the Sport, Recreation and Cultural Centre at the Murchison Recreation Reserve. Council provides a subsidy to the school for the public use of the school pool. There are two playgrounds located within existing reserves and one at Murchison School. The Murchison Recreation Reserve has two Rugby Fields, a BMX track, Pony Club area, Bowling Club and three tennis courts. The Murchison Cemetery has more than 20 years of capacity remaining. There are eight visitor toilets and one toilet on Council reserves. Although the settlement does not have many neighbourhood reserves or walkways this is partly due to the low density nature of the rural settlement and corresponding lesser demand for connectivity within the settlement. Many residences are within an easy walking distance to the Buller/Kawatiri and Matakitaki Rivers.

10.1.4 Sense of Place, Identity and Character

Landscape setting

Murchison, together with St Arnaud forms, part of the Mountain Valleys Landscape Character Area. The town and village are within a similar land type that relates to the major Southern Mountain valleys. Both are backed by relatively steep forested hills and mountains, within, or close to, national parks. The size of the town and village vary however both retain a remote, rural, and occasionally, an isolated character.^{lix}

The town is located near the western end of the "Four Rivers Plain", at the confluence of the Buller River and the Matakitaki River. The other two rivers are the Mangles River, and the Matiri River.^{lx} Murchison is close to the following outstanding natural landscape features: ONF 28: 1000 Acre Plateau; ONF 8: Horse Terrace Bridge Gorge; ONF 12: Lower Matakitaki Landslide.^{lxi}

Amenity and Sense of Place

"There are several open, green spaces within the centre of Murchison, notably Murchison Recreation Reserve near the eastern entrance into the town from SH 6 and the open space associated with Murchison Area School. A playground is also located on the corner of Fairfax Street and Hampden Street between the commercial and residential zones.

Murchison's sense of place is defined by its central location between some of the larger South Island towns and proximity to the natural environment. It is a popular stopping point for travellers to take a break during their drive between Westport and Nelson or Christchurch and Nelson. Murchison is also known as the 'white-water capital' of New Zealand due to its proximity to numerous rivers.

Activities such as rafting, jet boating, gold panning and fishing are within close reach. The 'Old Ghost Road' mountain biking trail is another popular recreational activity nearby. Generally, Murchison retains a remote West coast character due to its gold mining heritage and isolated location which contributes to its sense of place.

Distinct characteristics

- *Murchison is a historic gold rush town located on the 'Four Rivers Plain' within an enclosed valley landscape.*
- *The rural centre is surrounded by relatively steep, forested mountains that form the backdrop in all directions.*
- *The distinct land use change from open, rural paddocks to a gradation of built forms, clearly defines the edges of Murchison as a legible rural town.*
- *Murchison has a historic feel due to the numerous heritage buildings located on Fairfax Street which provides an identity within the commercial centre.*
- *Murchison displays a sense of unity and cohesion in relation to residential built forms and low-density development.*
- *Known as the 'white-water capital' of New Zealand due to its proximity to numerous rivers, Murchison also retains a remote West coast vibe due to its gold mining heritage and isolated location which contributes to its sense of place.*
- *State Highway 6 provides access to Murchison making it easily accessible from the west and east. It is a popular stopping point for travellers to take a break during their drive between Westport and Nelson or Christchurch and Nelson.*^{lxii}

Cultural and historic sites and places

TRMP protects several listed heritage buildings in the town.

Both historic and cultural heritage information is being updated through current TEP work projects.

Key places, recreation and community facilities and heritage sites are mapped on Attachment B.

10.2 Iwi Interests and Values

Currently there are no statutory acknowledgements, TRMP listed cultural heritage sites or precincts within Murchison.

10.3 What's Planned by Council

10.3.1 LTP 2021

Council plans further investment, to address anticipated growth, improve the services we provide, and make sure our public infrastructure is maintained and fit for purpose.

LP 2021 summarises the infrastructure network services planned for the next 10 years.



MURCHISON WATER SAFETY IMPROVEMENTS 2024 – 2026 Improvements at Murchison water treatment plant to ensure water safety and compliance with the NZ Drinking Water Standards

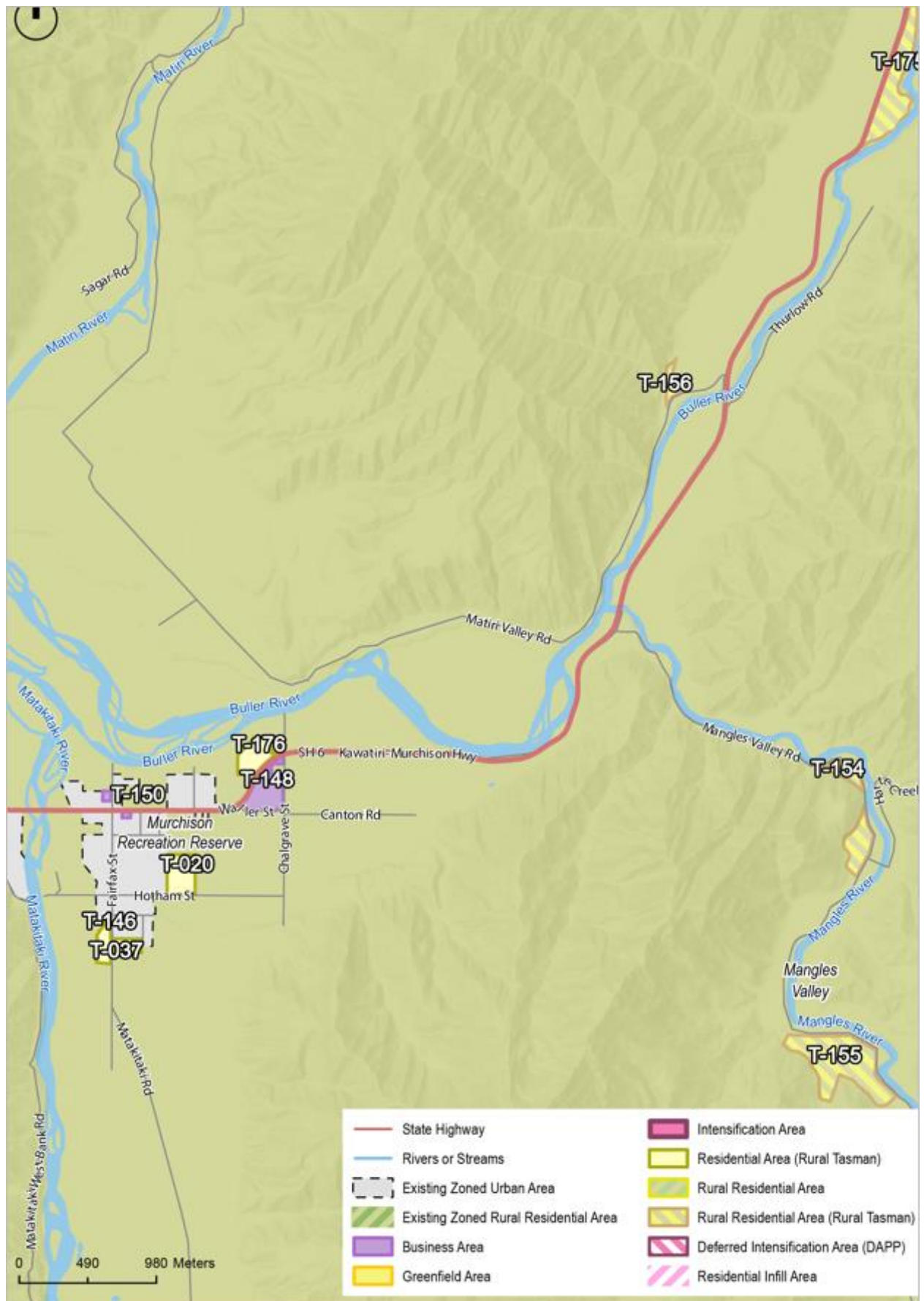


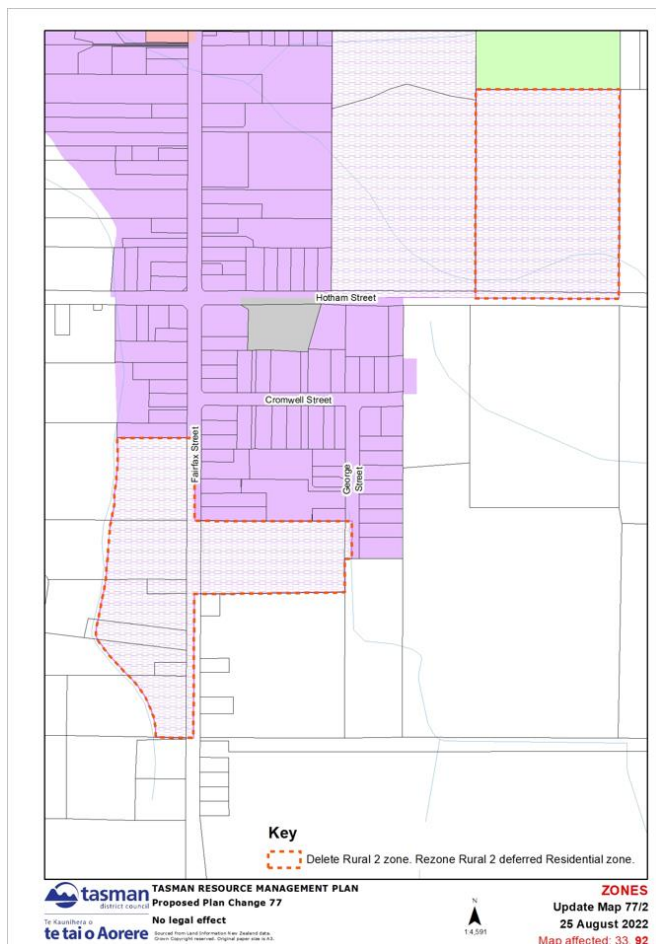
MURCHISON RESOURCE RECOVERY CENTRE SITE IMPROVEMENTS 2029– 2030 The work is to provide a pad for waste and greenwaste management and a recycling baler to increase efficiency.

10.3.2 Nelson Tasman Future Development Strategy

Following public consultation, FDS 2022 proposals for accommodating growth in Murchison are shown below.

“Modest growth is projected for Murchison over the next 30 years, but community feedback is showing that there is acute need to provide more options for housing and business land. Opportunities for housing are identified on the eastern and southern edges of the town, which can accommodate about 140 houses. An option for future light industrial land is identified on the southern side of Waller Street and some small-scale commercial opportunities in the town centre, while opportunities for approximately 60 rural residential lots are also identified across various sites in Mangles Valley, Matiri Valley and north along State Highway 6 to provide for a greater range of housing choices for the community.”^{lxiii}





10.3.3 RMA Plan Changes

The Murchison Growth Plan Change process is progressing the proposal to rezone FDS sites:

T-037, T-146, T- and T-020 from Rural 2 to Residential - standard density (deferred for services); and

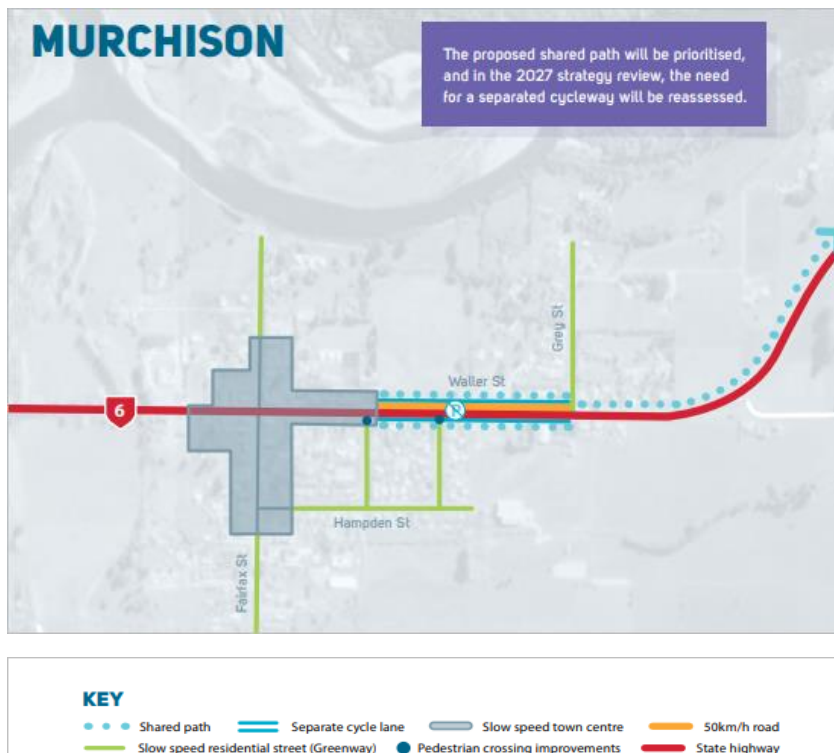
Five rural sites (T154 -T156 and T-175) from Rural 2 to Rural Residential (map not shown).

The plan change includes consideration of green space and movement networks and policies around managing flood risk. Generally the plan change was supported. There were requests to provide smaller lot sizes for the elderly.

10.3.4 Transport

Cycling and Walking Strategy, May 2022

The proposed cycleway map for Murchison is shown below.^{lxiv}



10.4 What the Community has told us

A summary of the top ten general themes from the TEP 2019 engagement process is attached as Appendix 4:

Community feedback from Murchison specifically mentioned:

Urban Form and Function

- Grow the town and infrastructure.
- Keep shops going in town.
- Centre looks tired – needs beautification, more facilities for visitors (more rubbish bins for tourists, public seating)
- More residential zoning of land in/around town, need more housing options (rentals and housing for elderly).
- Support a Light Industrial area between SH6 and Chalgrove Street.
- More cycling and walking tracks in and around Murchison that enable nature based recreation.

Our special place

- Whitewater capital of NZ!
- Access to nature - rivers and native bush, kayaking & hiking.
- Rural lifestyle and farming history.
- Our community facilities (museum, reserves)
- Our community - family oriented school.
- Concerns about freshwater and air pollution, river access and riverbank disturbance.

10.5 Issues, Opportunities and Policy Directions

10.5.1 Introduction

Some issues, options and policy directions that have been identified in the past have occurred or are no longer relevant. Other remain relevant for the future. The rest of this report highlights:

- Issues and policy directions already identified in blue, and
- New issues, and policy directions (with options) in green.

10.5.2 Issues and Opportunities


Issues and Opportunities	
1	Potential for river erosion and flooding on township.
2	SH6 transects the town centre.
3	As Murchison grows and changes, there is a risk that it can: i. Lack sufficient reserve, recreation and community facilities ii. Lose internal connectivity (particularly due to SH6 severance) iii. Lose its distinctive sense of place, identity and character.
4	Land currently zoned for Commercial activities is taken up.
5	Co-location of non-complementary activities in town centre e.g. Café and transport depot, museum and engineering workshop.
6	Range of housing choice in town and area is limited.

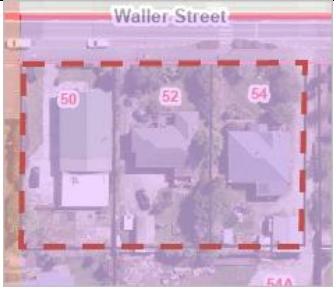


The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).

The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.

10.5.3 Policy Directions - with options, recommendations and reasons

	Policy direction	Assessment	Recommendation and Reasons
1	To restrict land uses at the northern end of Fairfax and Grey streets to rural purposes to minimise possible loss of assets in an area at risk from riverbank erosion by the Buller River. Policy 6.18.3.1 Addresses issue 1.	Status quo - Current TRMP policy.	Retain policy direction. Reason: Policy remains relevant.

1a	<p>To restrict / manage land uses to minimise possible flood risk south of Hampden Street and south east of Grey and Waller Street from Neds Creek and the Matakita River.</p> <p>Addresses issue 1</p>	<p>Policy needed to limit or manage development due to flood risk to central Murchison from Neds Creek and Matakita River. Recent works to Neds Creek have reduced but not resolved flood risk which remains for large events.</p>	<p>New policy recommended</p> <p>Reason: Policy relevant to reduce risk of flooding to built environment.</p>
2	<p>Consolidate commercial activities along Fairfax Street to the south toward the park on corner Fairfax and Hampden Streets, and 5 Hamden Street restrooms (facilities owned by Council).</p> <p>Addresses issue 2, 4 and 5.</p>	<p>New policy option.</p> <p>Options to achieve this discussed below.</p>	<p>New policy recommended.</p> <p>Reason: Avoids main commercial centre locating along and across SH6.</p>
		<p>Option 2a</p> <p>In line with FDS, 2022 proposal rezone sites located at 28, 30, 32 and 34 Fairfax Street from Residential to Commercial - Local Centre.</p>  <p><i>Strength:</i> Will consolidate Commercial centre around Waller and Fairfax Streets.</p> <p><i>Weakness:</i> Does not implement policy direction 2.</p>	<p>Option 2a is recommended.</p> <p>Reason:</p> <p>Although does not implement policy direction 2, it will consolidate Commercial centre around Waller and Fairfax Streets.</p>
		<p>Option 2b</p> <p>In line with FDS 2022 proposal, rezone sites located at 50-54 Waller Street from Residential to Commercial - Local Centre.</p>	<p>Option 2b is recommended.</p> <p>Reason: As above.</p>

		 <p>Strengths and weakness same as for Option 2a above</p>	
		<p>Option 2c</p> <p>Extend Commercial zoning in Fairfax Street along north side of Hamden Street to Brunner Street.</p>  <p><i>Strengths</i></p> <ol style="list-style-type: none"> 1. Some of sites are engaged in commercial activities. 2. Suitable in context of surrounding development. 3. Reduced flood risk. 	<p>Option 2c is recommended.</p> <p>Reason: Consolidates commercial area while reducing its spread along and across SH6</p>
		<p>Option 2d</p> <p>Extend Commercial zoning in Fairfax Street south from Residential to Commercial - Local Centre zoning.</p>  <p><i>Strengths</i></p> <ol style="list-style-type: none"> 1. All sites except 93 Fairfax Street are engaged in non residential activities (commercial accomodation, light industial type activity). 	<p>Option 2d is not recommended.</p> <p>Reason: Locality prone to flooding</p>

		<p>2. Suitable in context of surrounding residential development.</p> <p>3. Will discourage further Light Industrial development in close proximity to residential areas.</p> <p><i>Weaknesses</i></p> <p>Fairfax Street between Hampden and Hotham Streets is prone to flooding. Locality prone to flooding.</p>	
		<p>Option 2e</p> <p>Rezone all Commercial sites in Murchison Commercial – Local Centre zone.</p>	<p>Option 2e is recommended.</p> <p>Reasons:</p> <ol style="list-style-type: none"> 1. Aligns with NPStds. and proposed Tasman business centre hierarchy. 2. Assist to consolidate commercial activity in a vibrant commercial hub.
3	<p>Support landscape and streetscape initiatives and the retention of heritage buildings and trees that contribute to the character and amenity of Murchison.</p> <p>Addresses issue 3c and 5.</p>	New policy direction	<p>Introduce new policy.</p> <p>Reasons:</p> <ol style="list-style-type: none"> 1. Policy relevant to new development. 2. Policy relevant to upgrading the amenity (look and feel) of commercial centre. <p>(Likely a general district wide policy).</p>
4	<p>Cluster industrial activities on periphery of towns or where potential cross boundary effects with sensitive and residential activities are minimised.</p> <p>Addresses issue 5.</p>	<p>New policy option</p> <p>Option 4a</p> <p>FDS proposes rezoning T-148 at 155 Waller / Chalgrave Streets for Light Industrial activity.</p>	<p>Introduce new policy.</p> <p>(Likely a general district wide policy).</p> <p>Option 4a is recommended.</p> <p>Reason: Option implements policy direction 4.</p>
5	<p>Maximise opportunity that (limited) greenfield expansion presents to increase housing choice, with active connections to Murchison town centre and greenspace.</p>	New policy option	<p>Introduce new policy.</p> <p>Reason: In line with national direction to consolidate urban footprints and reduce urban expansion on to high productive land.</p> <p>(Likely a general urban policy.)</p>

	Addresses issues 3i, 3ii and 6.	Option 5a FDS proposes rezoning sites T-146 T-120 and T-176 from Rural 2 and Rural Residential respectively to Residential with an average lot size of 500 m2	Option 5a is recommended. Reason: In context of rural town implements policy 4.
6	Maximise housing choice for Murchison area by providing for Rural Residential locations within 15 minute drive of town centre. Addresses issue 6.	New policy option – specific to Murchison	New policy unnecessary. Reason: Unnecessary as TRMP objective 7.2.2.2 and related policy set already provides for a rural lifestyle option through the Rural Residential zone.
		Option 6a FDS proposes rezoning four sites within 15 minutes' drive from Murchison town centre from Rural 2 to Rural Residential (unserved) (T- 154 to 156 and T- 175).	Addressed in terms of rural policy provisions.
7	Delete policy 16.18.3.2 which provides for additional parking in commercial area of Murchison		Delete Policy: Reason: No longer relevant to Murchison or in alignment with national direction.

10.6 Scale and Significance

Table 2: Scale and Significance

	Comments	Assessment
Degree of change from the Status Quo		Low / Med / High
Effects on matters of national importance (s6 RMA)	S6 matters already accounted for and will be accounted for further by TEP cultural mapping project	Low
Scale of effects – geographically (local, district wide, regional, national)	Local	
Scale of effects on people (how many will be affected – single landowners, multiple landowners, neighbourhoods, the public generally, future generations?)	Murchison community	Medium
Scale of effects on those with particular interests, e.g. Tangata Whenua	Local community and landowners	Medium
Degree of policy risk – does it involve effects that have been considered implicitly or explicitly by higher order documents?	Implements NPS UD and FDS proposals.	

Does it involve effects addressed by other standards/commonly accepted best practice?		
Likelihood of increased costs or restrictions on individuals, businesses or communities.	Implements NPStd. zoning. Local centre zoning likely to reduce the costs of change.	Low

10.7 Summary

	Issues
1	Potential for river erosion and flooding on township.
2	SH6 transects the town centre.
3	As Murchison grows and changes, there is a risk that it can: <ul style="list-style-type: none"> i. Lack sufficient reserve, recreation and community facilities ii. Lose internal connectivity (particularly due to SH6 severance) iii. Lose its distinctive sense of place, identity and character.
4	Land currently zoned for Commercial activities is taken up.
5	Co-location of non-complementary activities in town centre e.g. Café and transport depot, museum and engineering workshop.
6	Range of housing choice in town and area is limited.

	Recommended Policy Direction and Options
1	To restrict land uses at the northern end of Fairfax and Grey streets to rural purposes to minimise possible loss of assets in an area at risk from riverbank erosion by the Buller River. Addresses issue 1.
2	Consolidate commercial activities along Fairfax Street to the south toward the park on corner Fairfax and Hampden Streets and 5 Hampden Street restrooms (facilities owned by Council). Addresses issue 2, 4 and 5.
2.1	Option 2a In line with FDS 2022 proposal, rezone sites located at 28, 30, 32 and 34 Fairfax Street from Residential to Commercial - Local Centre. Addresses issues 1, 4 and 5.
2.2	Option 2b In line with FDS 2022 proposal, rezone sites located at 50-54 Waller Street from Residential to Commercial - Local Centre. Addresses issues 1, 4 and 5.
2.3	Option 2c Extend Commercial – Local Centre zoning in Fairfax Street along north side of Hampden Street to Brunner Street. Addresses issues 1, 4 and 5.
2.4	Option 2e

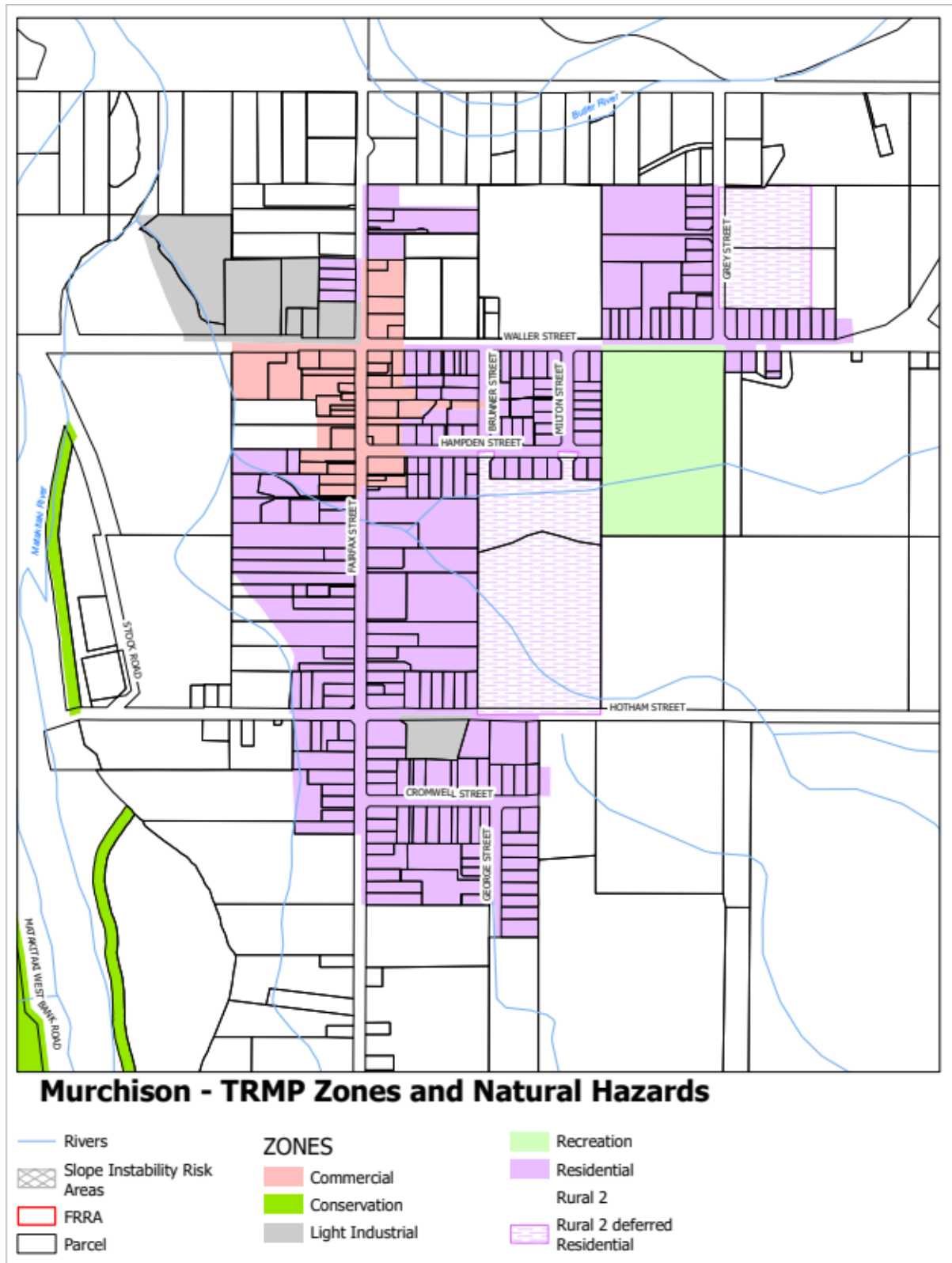
	Rezone all Commercial zoned land as Commercial - Local Centre.
3	Support landscape and streetscape initiatives and the retention of heritage buildings and trees that contribute to the character and amenity of Murchison. Addresses issue 3iii and 5. (Likely a general policy.)
4	Cluster industrial activities on periphery of towns or where potential cross boundary effects with sensitive and residential activities are minimised. Addresses issue 5. (Likely a general policy.)
4.1	Option 4a FDS proposal for rezoning T-148 at 155 Waller / Chalgrave Streets for Light Industrial activity. Addresses issue 5 and implements policy 4.
5	Maximise opportunity that (limited) greenfield expansion presents to increase housing choice, with active connections town centre and greenspace (e.g. through Growth Plan Change that is being prepared). Addresses issues 3i, 3ii and 6.
5.1	Option 5a FDS proposal for rezoning sites T-146 T-120 and T-176 from Rural 2 and Rural Residential respectively to Residential with an average site size of 500 m2 (TRMP currently 600m2).

	Outcome sought
	The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation). The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.
	Assumptions, Uncertainties, Further work, Information Gaps
	When TEP cultural mapping, and centre character reviews are available, policies relating to distinct character be refined.

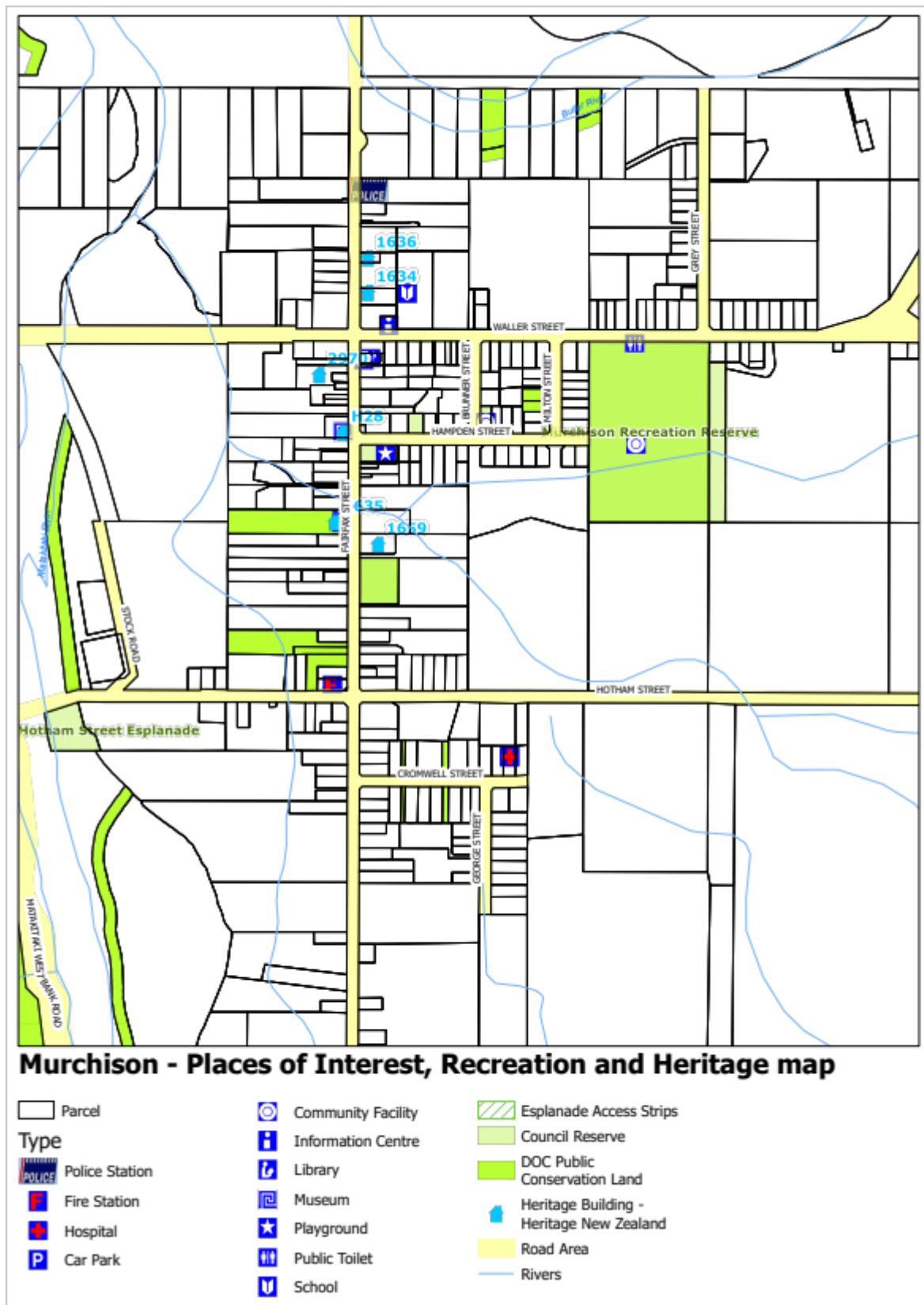
10.8 Possible questions for community discussion

- What do you think about consolidating commercial activities along Fairfax Street to the south toward the park on corner Fairfax and Hampden Streets and 5 Hamden Street restrooms (facilities owned by Council) to create a commercial hub that is not located on SH6?
- Do you support providing some more intensive housing for the elderly, near the town centre. If so – where do you think it should be located?

Attachment A: Murchison Zone and Natural Hazard Risk Map



Attachment B: Murchison Places of Interest, Recreation and Heritage Map



11 Richmond

11.1 Existing Centre – What We Know

11.1.1 Context

Introduction

Richmond is the Tasman District's main urban centre and is rapidly transforming from a rural service town to a metropolitan urban centre and commercial hub. Population growth since 2015 has occurred more quickly than Stats NZ predicted, which has meant housing and business land is being consumed at a faster rate. Careful planning is required now to ensure Richmond remains a functional, healthy and vibrant place to live, work and play. ^{lxv}.

Population and growth

Over past 30 years, the resident population has nearly doubled (from about 7,960 residents in 1991 to 15,400 in 2021).

The LTP, 2021, growth projection for Richmond for the next 10 years is shown below. Richmond is expected to continue to grow into the future.



Accommodating past and future growth

Council decisions on Richmond Development Study growth planning process (2003-2005) has provided a framework for the growth of Richmond over the past 20 years. A series of plan changes implemented the RDS directions:

Richmond South - Defined southwards expansion of Richmond, between State Highway 6 north of Hope and Hill Street to create a high amenity residential environment (PC 5, operative, 2010).

Richmond West - Defined urban expansion in Richmond West to create a high amenity environment for residential and business development (PC 10 operative, 2014).

Richmond East - Richmond East – Limited residential intensification in areas not limited by natural hazards, and limited rural residential expansion on the south east hill slopes. (PC 20 operative, 2012).

Central Richmond - Residential and business intensification of central Richmond (PC66, operative 2019).

Hope - Limited expansion to accommodate residential and business development - (being implemented).

At 2021 the RDS growth directions, as amended by several Special Housing Areas, were largely implemented.

The FDS 2022 has proposed a further combination of expansion and intensification to accommodate growth in Richmond as follows:

Richmond South - Limited southward residential expansion between SH6 north of Hope and Hill Street, and a local commercial node, with Stage 1 being defined by Spur Ridges between Hart Road and Whites Road. Development in this area is underway. Land here is proposed for a range of densities with lots from 300 square metres to 1,000 square metres in the foothills. This area is adjacent to Richmond and is easily served by extensions of existing infrastructure and public transport network

Richmond central - Further intensification of central residential and business areas.

Further structure planning is required to ensure that the FDS proposals are well integrated into the town as a whole and that the town continues to be healthy and vibrant place to live, work and play.

Environmental opportunities and constraints

The environment of Richmond poses some constraints but also offers opportunities:

- To the north the Waimea Inlet is a coastal boundary, with development to the north of Lower Queen Street and around Beach Road being vulnerable to coastal hazards and rising sea levels over the longer term.
- To the northwest expansion of Richmond West Development Area is limited by low-lying coastal land and the ongoing use of productive land.
- To the west are the twin arterial roads of SH 60 and SH 6 in northwest and southwest alignment. The roads provide a hard boundary between Richmond and the Waimea Plains. Current Council policy constrains further fragmentation of the productive land of the Waimea Plains which is zoned Rural 1.
- To the south west is the urban/rural boundary along Clover Road East. Parts of the Rural 1 land is relatively fragmented by rural residential development and the ribbon residential area of Hope on the SH 6.
- To the south east run the Richmond foothills of the Barnicoat Range. The Waimea-Flaxmore Faultline is located within the foothills, which are also susceptible to potential slope instability. This boundary, which continues into Nelson, is a hard environmental constraint. Only low density, well sited residential development is feasible on these hill slopes.
- To the northeast the Tasman District boundary lies along Champion Road. Beyond Champion Road, the residential precinct of Nelson South, including the significant urban greenspace area of Saxton Field, is located on flat land contiguous with Richmond.
- Richmond has developed on productive land, and on three main small surface water catchments draining north from the eastern foothills through the town in both natural and modified channel and pipe networks, to the Inlet. These catchments are:
 - Borck in the west. This drains through the Hope, Richmond South, and Richmond West precincts.
 - Jimmy Lee in the south. This drains through the CBD.
 - Reservoir in the south. This drains through the eastern Richmond Central and Richmond East precincts.
- A fourth catchment – Saxton on the eastern margin of Richmond flows from the Richmond East precinct north through the Nelson south precinct and enters the Waimea Inlet at the Richmond North Gateway precinct.

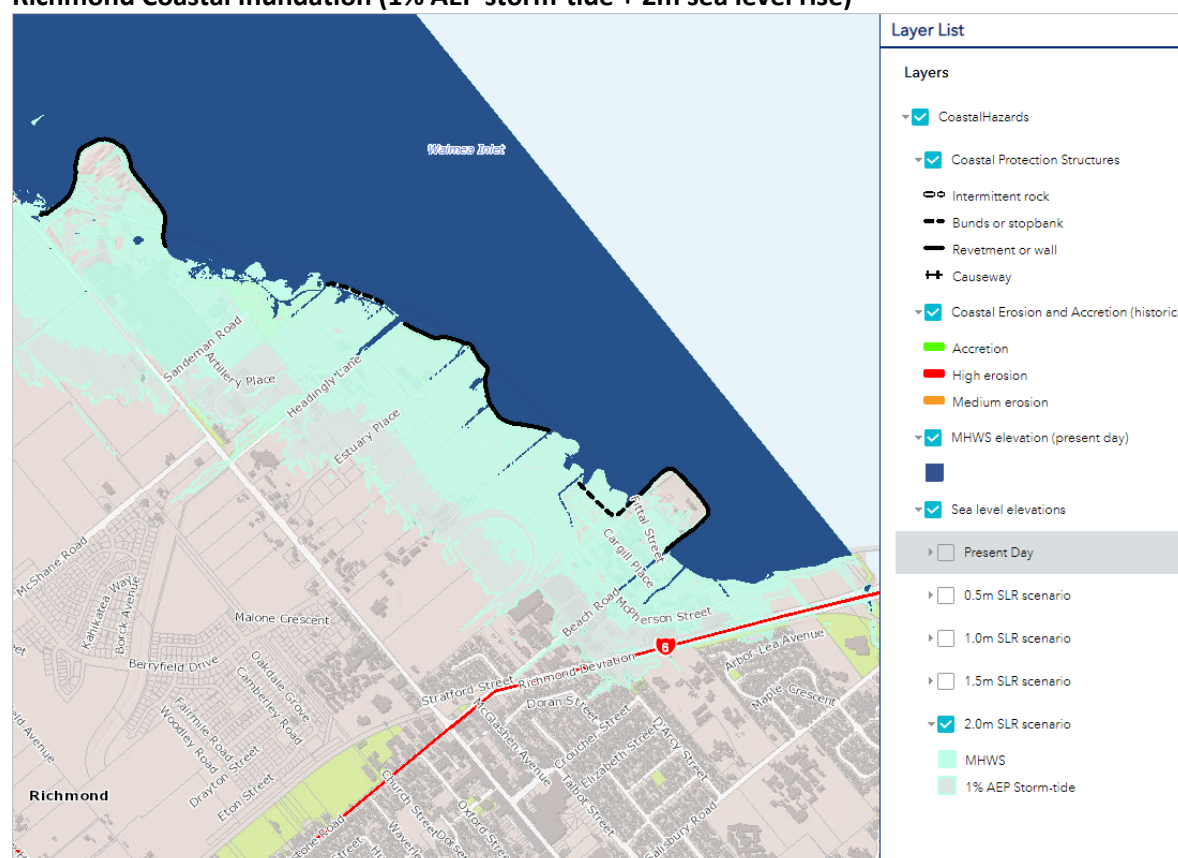
Natural hazards

As noted above, Richmond is vulnerable to a number of natural hazards including coastal hazards and rising sea levels, flooding, earthquake fault rupture, slope instability, and liquefaction.

Coastal Inundation

Council's mapping indicates that parts of Richmond is within the extent of the 1% AEP coastal storm-tide + 2m sea level rise scenario and is included within the scope of Council's [Coastal Management Project](#). Whilst Richmond is the district's largest town, much of its urban area is sufficiently inland and elevated to be outside the extent of the mapped coastal storm inundation and sea level rise scenarios. However, land adjacent to the Waimea Inlet is vulnerable and includes a large area of business and industrial land; open space/recreation, and horticulture and pastoral farming on the Waimea Plains. The information contained within this report will be used to help inform next steps in the Coastal Management Project, looking at options at the local level around Tasman.

Richmond Coastal Inundation (1% AEP storm-tide + 2m sea level rise)

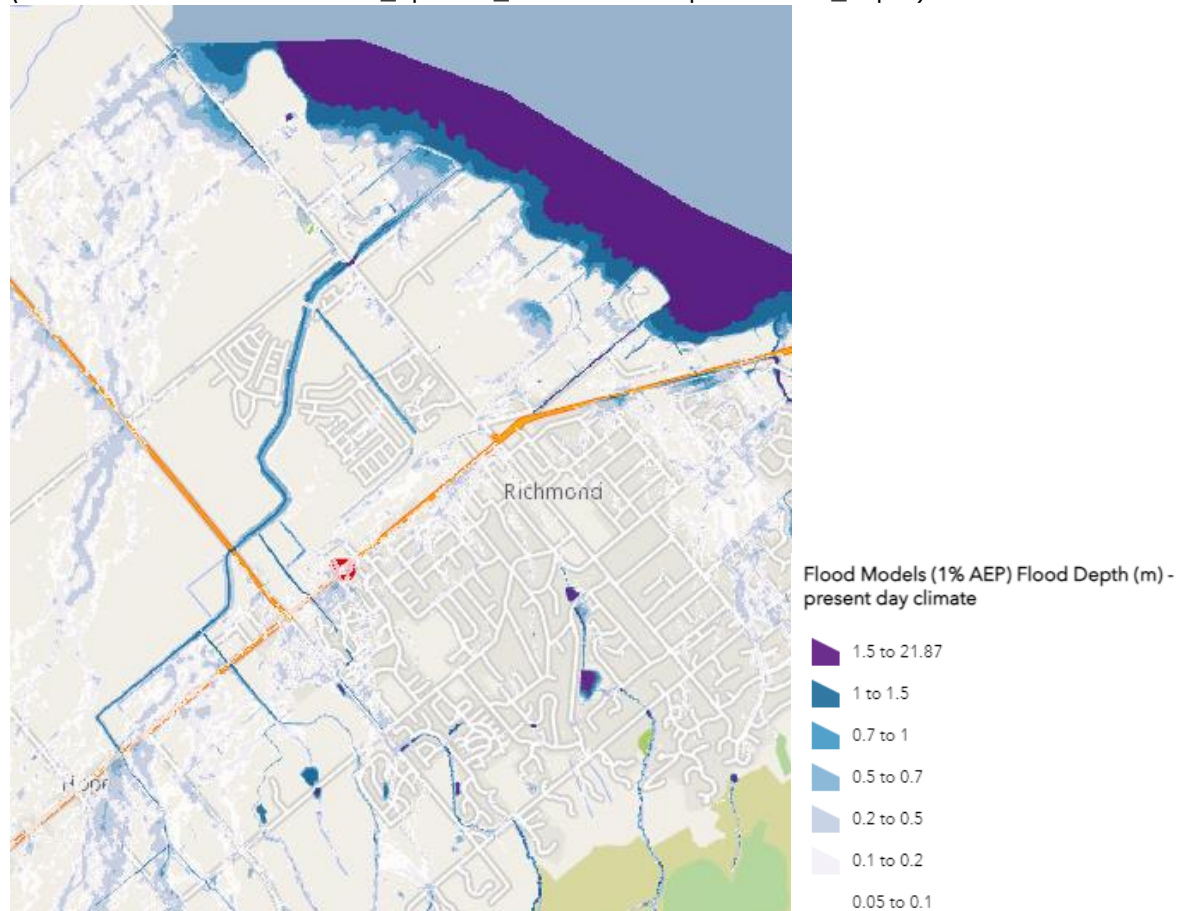


Stormwater and flooding

Council's mapping shows that for most of Richmond, away from the coastal edge, managing stormwater and flooding is a key issue. Richmond experienced high intensity rainfall events in 2011 and 2013 which caused significant flooding in parts of the town and subsequently has resulted in an ongoing programme of stormwater infrastructure improvements.

Richmond Flood Modelling (1%AEP)

(Flood Model Name: Richmond_1pctAEP_withPlannedImprovements_depth)



Liquefaction

The area to the north and northwest of SH6 and northeast of SH60 in Richmond are identified as an area where 'liquefaction damage is possible' based on a desktop study of available geological information - 'Level A' mapping based on MBIE's Planning and Engineering Guidance for Potentially Liquefaction-prone Land (2017). It is important to note that the areas mapped as 'liquefaction is possible' do not necessarily mean liquefaction will occur across the entirety of these areas.

Landowners may hold site specific information, such as a detailed geotechnical assessment, which provides more accurate detail than what is shown in Council's liquefaction map viewer. For example, whilst the 'Berryfields' subdivision in Richmond West is included within the 'liquefaction damage is possible' area, a comprehensive geotechnical assessment was completed at the time of subdivision which included assessing the liquefaction potential and concluded that liquefaction was unlikely. Waimea-Flaxmore Faultline is located in the foothills of Richmond (and Nelson).

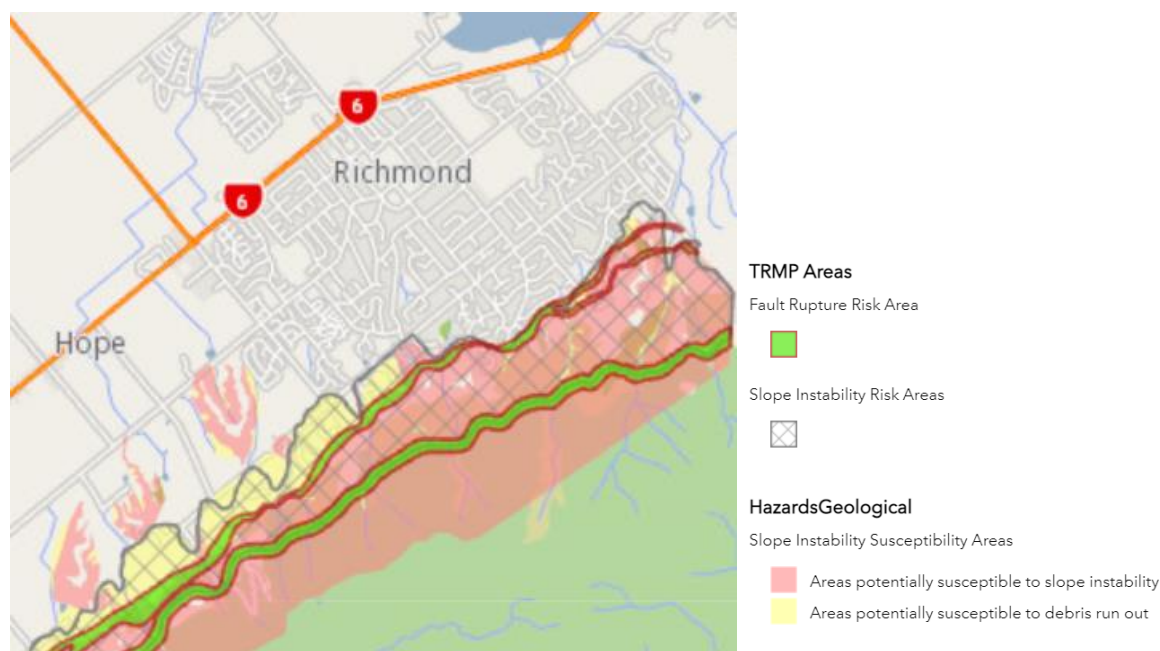
Fault Rupture and Slope Instability hazards

The TRMP includes the fault within the 'Fault Rupture Risk Area' overlay as shown on the TRMP planning maps. The associated planning rules seek to avoid establishing buildings and other structures directly over these active fault lines to protect people and property. The overlay and rules act as a flag to pay extra attention when developing a site or undertaking new building work in that area and requires a geotechnical assessment to confirm the location of the fault line.

Similarly, the TRMP identifies an area of the Richmond foothills with a higher likelihood of slope failure within the 'Slope Instability Risk Area' (SIRA) overlay. The associated planning rules seek to control the location of habitable buildings and earthwork activities in these areas to protect people and property. The overlay and rules act as a flag to pay extra attention to slope stability when

developing a site or undertaking new building work. More recent technical work has reviewed the SIRA and has updated the area which is potentially susceptible to slope instability.

Richmond Foothills – Fault and Slope Instability Hazards



11.1.2 Form

Urban form

Richmond has a generally concentric settlement pattern with a town centre at its core and residential surrounding it. In recent years, growth has predominantly occurred along a northeast – southwest axis following SH6 and out to the foothills of the Richmond Ranges.

“Richmond’s built form is generally low density, low rise, characteristic of suburban regional New Zealand.”^{lxvi}

Business centre

Role

The centre consists of a core (the CBD along Queen Street) and a north western end (along Gladstone Road – west toward SH6 and north toward Beach Road - with a mix of both commercial and industrial activities.

The CBD is well catered for in both the comparison and convenience goods sector, with diverse retailer representation. There are two large supermarkets and a range of other convenience outlets. This is a reflection of the economic health of the centre which attracts customers from beyond its core market. The CBD includes the Mall and Large Format retail (Kmart and Warehouse) served by a large continuous surface carpark which detract from the urban experience and walkability.

The role of the centre is that of a metropolitan centre, which reflects its size and role in the hierarchy of the Nelson Tasman region and Tasman District’s town centres.^{lxvii}

The role of the town centre, as distinct from the roles of neighbourhood commercial centres that have developed or are developing in Richmond (Richmond North; Three Brothers Corner; Richmond South-

Hope and Berryfields in Richmond West) needs to be clarified through the policy and rule framework to ensure that the CDB remains the primary business centre for Richmond.

Vibrancy

The town centre appears to be performing well as indicated by the low vacancy rate of 4.9%. The town centre has a low number of pubs, leisure activities and hotels which in turn leads to little in the way of an evening economy.”^{lxviii} Recently in 2022, a cinema has been developed in Berryfields, Richmond West (neighbourhood centre). This is unlikely to improve the evening economy of Richmond town centre.



Potential for further Commercial development

The long, linear structure of Queen Street means a relatively large commercial centre exists and extension of the centre is not needed at this time.

Queen Street, Richmond

Attractiveness

The town centre is well maintained but lacks identity due to a number of the buildings being similar and of similar age. While the Queen Street reinstatement project has helped improve the appearance of the centre, the building fabric itself is largely unchanged.^{lxix} The large proportion of services/offices on ground floor of buildings has a negative effect on the vitality of the centre.

Recent Development

In the last 10 years there has been significant new development in Richmond CBD, including:

- 2020 - The Richmond Mall was extended building slightly into the car park. The mall has also recently had some interior cosmetic upgrades.
- 2020 and 2013 - the Upper Queen development Phase 1 and 2 was completed and opened.
- 2015 - BP at 177 Queen St underwent significant upgrades.
- The former Cash Converters shop in Sundial Square has been converted into four smaller retail/service units
- G.J. Gardner at 195 Queen St extended their premises by adding an additional storey.

Residential areas

“Most of the residential development is single storey detached housing. However, in recent years, multi-storey and multi-unit development has started occurring within Richmond Central and adjacent to open space corridors within Richmond West. This signals a significant shift in housing diversity for Richmond, a positive step toward meeting the demands of the changing demographics.”

^{lxx}

There is some variation in density and lot sizes within the town, due in part to a mix of TRMP density standards.

For standard residential development, TRMP provides for a range of lot sizes in Richmond (minimum lot size: 350m², average 450m². For subdivision greater than 1ha – a range of lot sizes is required 350m²-700m². In Richmond East above Hill St: lot sizes are 600m² or 900m² depending on hill slope and in Waimea Village 160m². There is no maximum limit on lot size.

Medium density development is encouraged and enabled in Richmond central, near the CBD (Richmond Intensive Development Area) and in Richmond South and West, but overall minimal medium density development has occurred.

A recent assessment calculated densities of:

- 12 dwellings per ha for RIDA, and
- 11 (10.76) dwellings per ha for the area between Queen Street and Chelsea Avenue, below Hill Street and above Wensley Road but excluding Washbourne Garden and Jimmy Lee Creek reserve (essentially the FDS 2022 proposal for further intensification).

Looking forward residential zones that are not specifically earmarked for medium or mixed density development are likely to be rezoned General Residential to align with the NPStds.

Recent residential development

This is largely occurring in Richmond west and south.

The urban form of Richmond is shown on the Zone and Natural Hazard map (Attachment A).

11.1.3 Functionality

Network Services

Council currently provides Richmond with water, wastewater and stormwater services, as well as a well-established road and footpath network. Tasman's Great Taste Trail passes through Richmond providing a cycle connection to Brightwater and Nelson

At present there is a bus service between Nelson and Richmond and a Richmond loop bus service that connects Richmond West, South and East with the town centre.

Parks, reserves, green corridors and community facilities

The Richmond community is currently serviced by a range of parks, reserves and community facilities. Sundial Square is the primary town centre urban open space. Washbourne Gardens, adjacent to the town centre connects southern suburbs to the town centre through green/ walkways along Jimmy Lee Creek.

Richmond reserves and facilities include four pools at the Richmond Aquatic Centre and pools at Waimea and Henley Schools. A total of 27 meeting rooms are provided in the community including ones in Council facilities, Sports Club Rooms, Churches and at Schools. Hope Recreation Reserve provides a community hall and Lodge. Ben Cooper Park provides for junior football and cricket. Hope Recreation Reserve has ten tennis courts, a petanque area and dog agility area. At Jubilee Park there are tennis courts, a skate park, cricket block, football and rugby and touch fields. There are additional sportsfields at Henley School, Waimea Intermediate and Waimea College. There are over 15 kilometres of walkways within Richmond area including 2 kilometres (acquired in 2020) in the Richmond West development area. Dellside Reserve and Kingsland Forest Park provide 150 hectares of recreational area containing walking and mountain biking tracks close to the Richmond urban centre. There are over 10 hectares of neighbourhood reserves including 2.3 hectares recently

acquired in the Richmond West development area. There are 15 playgrounds on reserves and additional playgrounds at Henley, St Paul's and Waimea Intermediate Schools. Fifteen toilets are provided at the Richmond Mall and there are eight toilets within reserves. The development of Tasman's Great Taste Trail adjoining the western boundary of the town is popular and has added to provision of cycleways in Richmond. The Richmond library provides a range of programmes, services and resources for the community.



Overview of the site, Borck Creek shown in red and Poutama Stream shown in yellow.

Borck Creek and Poutama Drain shared paths provide a connection through Jubilee Park to the Richmond West housing development.

Richmond Park Racecourse on Lower Queen Street and Saxton Fields (within Nelson) provide further large green spaces for organised sport. Waimea College, Garin College and the Alexandra Hospital each have large areas of open space, in the east of Richmond.

While Richmond has a good supply of large open spaces, it has relatively few smaller spaces within in central Richmond, close to housing intensification areas.

11.1.4 Sense of Place, Identity and Character

Key destinations and places

As part of the development of the Richmond Transport Network Operating Framework key destinations were identified and classified into 4 levels of priority. Destinations, generally, are distributed across the entire Richmond area, however the highest priority places are mostly focussed along an L-shaped corridor following Lower Queen and Queen Streets and Salisbury Road.^{lxxi}

Landscape setting

Richmond, along with Brightwater, Wakefield and Māpua/Ruby Bay, forms part of the Waimea River Plains and Coastal Flats Landscape Character Area. The towns and villages are within a similar land type that relates to the major Waimea River valley.^{lxxii}

Other than for the boundary with Nelson, the local area around Richmond is largely rural in character. Although it is near to the coast, access to the coastal margin is difficult both physically and visually. The shoreline of the Waimea estuary has been modified through reclamation and industrial development.

Waimea Inlet, with its barrier islands, spits, beaches, and sand dunes are considered important local resources on the coast to be protected. It is also considered to be of national significance due to the presence of endangered bird species, namely white heron, threatened royal spoonbill, Australasian bittern and banded rail.^{lxxiii}

The Richmond Ranges to the south and east of the township are distinctive features, along with views to the Mt Arthur Range and Tākaka Hills in the distance.^{lxxiv}

^{lxxv}

Amenity and Sense of Place

Not yet available

Distinct Characteristics

Not yet available

Cultural and historic sites and places

TRMP protects a significant number of listed heritage buildings and trees in the Richmond urban area but there are no listed cultural heritage sites.

Both historic and cultural heritage information is being updated through current TEP work projects and will include cultural heritage findings located at Waimea Inlet.

Richmond key places, recreation and community facilities and heritage sites are mapped on Attachment B.

11.2 Iwi Interests and Values

Waimea River and its tributaries and the Te Tau Ihi Coastal Marine Area are statutory acknowledgement areas for te tau ihi iwi.

11.3 What's Planned by Council

11.3.1 LTP 2021

Council plans further investment, to address anticipated growth, improve the services we provide, and make sure our public infrastructure is maintained and fit for purpose.

LP 2021 summarises the infrastructure network services planned for the next 10 years.



RICHMOND WEST AND SOUTH STORMWATER IMPROVEMENTS, LAND ACQUISITION 2021 – 2029 Stream widening and other network upgrades, including associated land acquisition, to convey flows from future development areas.



RICHMOND SOUTH RESERVOIR AND MAIN 2021 – 2030 New water trunk main and storage reservoir to service growth and improve resilience.



RICHMOND SOUTH WASTEWATER INFRASTRUCTURE 2021 – 2031 \$6 million New pump station and pressure main to support growth in Richmond South.



RICHMOND AQUATIC CENTRE 2021 – 2031 Various works (building maintenance and improvements, and pool plant renewals) to the Centre to provide a safe and comfortable environment for our communities, and a fit for purpose facility.



RICHMOND RESOURCE RECOVERY CENTRE SITE IMPROVEMENTS 2021 – 2031 New bunker to divert dry waste, second weighbridge and improvements to the waste pit and waste bin storage area.



RICHMOND WEST ROAD CORRIDOR AND IMPROVEMENTS 2021 – 2031 Upgrade of McShane Road, Lower Queen Street and intersections in Richmond West to cater for traffic growth and residential development.



RICHMOND BUS TERMINAL 2022 – 2028 Creation of a new bus terminal in Richmond to cater for new bus routes.



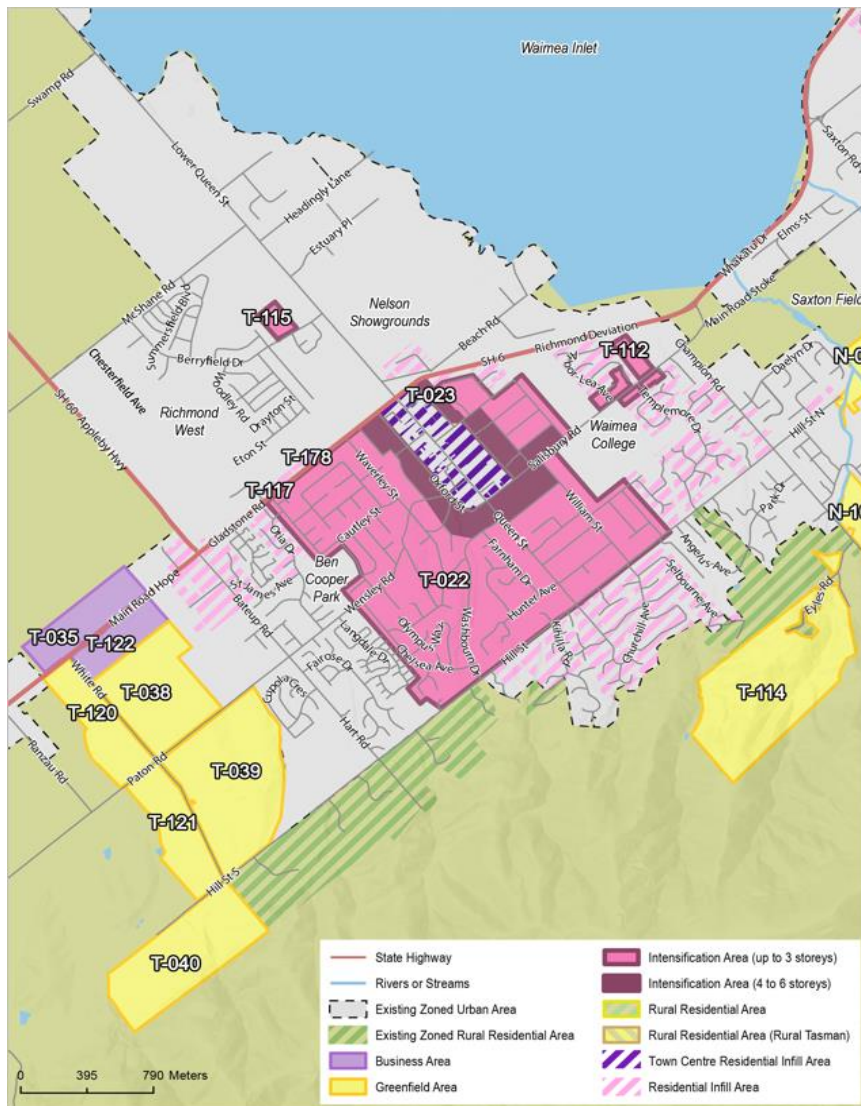
RICHMOND CYCLEWAY PRIMARY ROUTE 2024 – 2030 Creation of a safe cycle route through Richmond.



RICHMOND CENTRAL STORMWATER IMPROVEMENTS 2025– 2031 Diversion of stormwater from Washbourn Gardens to Poutama Stream to protect Richmond Central from flooding.

11.3.2 Nelson Tasman Future Development Strategy

Following public consultation, FDS 2022 proposals for accommodating growth in Richmond are shown below.



“The FDS plans for consolidation and growth in Richmond and medium density residential in the surrounding area. Combined with intensification of existing urban areas (approximately 2,500 new homes) and the development of already zoned greenfield residential areas (approximately 1,300 new homes) this (including greenfields) could provide for about 3,800 new homes and supporting services in and around Richmond over the next 30 years. Large scale greenfield opportunities that could deliver around 2,600 new homes are identified on Champion Road, Richmond West and Richmond South. 29 ha of business land is included in Richmond South in a well-located area along State Highway 6 and close to productive uses across the Waimea plains. This also provides greater options to cater for the demand of low-intensity business uses in Richmond. These sites are also well-located to support a growing population in Richmond South and Brightwater. TA site has been identified for Mixed-Use development to the north of the Richmond town centre (T-115) in Lower Queen Street catering for both commercial and residential activities above ground floor within a higher density environment, together with mixed use development in the Richmond CBD itself. Options for achieving this will

be explored through the Tasman Resource Management Plan review. Supporting infrastructure will include improved bus services already planned and connecting Richmond to Nelson, Brightwater/Wakefield and Māpua/Motueka.”^{lxxvi}

11.3.3 Transport

Richmond Transport Programme Business Case developed by Council and Waka Kotahi, 2021 focuses on making Richmond a safer and more reliable place to travel around by offering everyone improved transport choices, whether you are driving, walking, cycling or taking the bus. The Richmond Urban Design strategy which formed part of the programme, with a focus on transport and movement, identified key urban design issues, a future vision for Richmond and 13 key interventions to address issues and implement the vision which are incorporated into the ‘Issues Policy Directions and Options’ assessment below.^{lxxvii}

Public transport

Regular bus services between Wakefield, Brightwater and Richmond-Nelson and Motueka, Tasman, Māpua /Ruby Bay and Richmond-Nelson are planned to commence mid 2023.

Cycling and Walking Strategy, May 2022

The proposed cycleway map for Richmond is shown below.^{lxxviii}



11.3.4 RMA Plan Changes

Currently the Richmond South – Hope structure planning process that is likely to result in a plan change, is progressing the FDS proposals to rezone FDS sites T-120, T-121, T-122, T-035, T-038, T-039 and T-040 around White / Paton Road for integrated urban development. The plan change includes residential and business precincts, green space and movement networks and will create policies around managing flood risk on this site.

11.4 What the Community has told us

A summary of the top ten general themes from the TEP 2019 engagement process is attached as Appendix 4:

Community feedback from and about Richmond specifically mentioned:

Urban Form and Function

- Restrict urban sprawl, and subdivision on the Waimea plains, protect productive land.
- Richmond air quality needs improvement.
- More housing options and diversity needed.
- Mixed use (business on ground floor and residential above) is most efficient land use in urban space.

Community facilities

- Not enough for teenagers to do in Richmond.
- More nightlife for Richmond.
- More family friendly places e.g.: pram friendly, places for when it's raining too (to take the kids to).
- Need more playgrounds in easy walking distance in Richmond.
- Saxton Field is great but need more seating on walking circuits.

Transport / movement

- Entrances to Richmond need better identification and look.
- Traffic congestion needs traffic management especially between Nelson-Tasman, Lower Queen Street and Gladstone Road. Public transport? Park & Ride? Active transport?
- Footpaths for pedestrians not cyclists.

Our special place

- Access to nature and bush walks - bikes and walking tracks.
- Jimmy Lee Creek and Kingsland Forest, hill drop back and views.
- Close to everything.
- Family friendly.
- Mall, town centre shops and facilities.

Working vision for Richmond

"A Richmond that....

Is inspirational, affordable and place people want to live. A place that offers variety in housing, retail and entertainment – including night life. Schools and intensive development are connected by walking and cycling paths.

Has connected communities (not severed by the state highway) and an accessible town centre, especially for walking and cycling. Has safe streets for all modes of travel with rat-running discouraged. Has efficient public transport and good provision of cycleways that connect green spaces together.

Is green and biodiverse (not sterile), including community gardens and native bush. That utilises existing green space better, including the use of schools. Has pocket parks within new developments and outdoor dining pockets in town. Streets are green and enable 'people activities', like play and events."^{xxix}

11.5 Issues, Opportunities and Policy Directions

11.5.1 Introduction

Some issues, options and policy directions that have been identified in the past have occurred or are no longer relevant. Others remain relevant for the future. The rest of this report highlights:

- Issues and policy directions already identified in blue, and
- New issues, and policy directions (with options) in green.

The policy set for Richmond (28 policies) remains current, but due to the series of plan changes that have provided for the town's growth over a period of nearly 20 years, the set is repetitive. The drafting recommendation is to rationalise, update and focus the policy set on the town. Due to the size of the policy set, policy directions and options will be considered in topic groups.

11.5.2 Issues and Opportunities

	Issues and Opportunities
1	Managing the high demand for serviced land for housing and business in Richmond and high level of district growth proposed to be accommodated in Richmond (FDS, 2022) when expansion opportunities are constrained by land that is of high productive value, hillslopes that are unstable and low lying land near the coast that is subject to risk of sea level rise.
2	Managing the intensification of central Richmond in a way that enables Council to upgrade services efficiently and effectively to levels that will support sustainable urban outcomes.
3	As Richmond grows and changes, there is a risk that it can: <ul style="list-style-type: none"> i. Lose internal movement and connectivity ii. Lack sufficient reserve, recreation and community facilities iii. Lose its distinctive sense of place, identity and character.
4	There is a risk that the Richmond Central Business Zone may not maintain its vibrancy and role as the focal precinct for pedestrian orientated intensive retailing, administration, community services and interactions due to growth of neighbourhood centres on the periphery of the town. Clarification and management of the respective roles of metropolitan and neighbourhood commercial centres in the plan is likely to assist this issue.
5	The current Central Business zone in Richmond lacks identity and character.
6	There is a risk of cross boundary effects between proximate residential and industrial activities in Richmond West.
7	Range of housing choice in Richmond is limited and for many residents is increasingly unaffordable.

The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).

The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.

11.5.3 Policy Directions - with options, recommendations and reasons

	Policy Group Direction	Assessment	Recommendation and Reasons
1	Status Quo - Retain existing policies for Richmond as updated incrementally over past 20 years by plan changes.		In context of FDS and national direction, status quo is not considered a viable option.
2	<p>Directions for the limited and serviced urban expansion of Richmond to East, South, South – Hope, West and central intensification.</p> <p>Policies 6.8.3.1, 6.8.3.6, 6.8.3.7, 6.8.3.8, 6.8.3.1, 6.8.3.10, 6.8.3.11, 6.8.3.11, 6.8.3.12</p> <p>Addresses issues 1 and 2.</p>		<p>Retain policy direction but update to align with implemented pattern of development and planned pattern of development in Richmond South-Hope.</p> <p>Reason: Policy directions still relevant as support past and current pattern of expansion.</p>
3	<p>Directions for Richmond integrated and environmentally sustainable urban development.</p> <p>Ensure that development in Richmond links the hills to the sea by establishing multipurpose open space networks of greenways from Richmond South-Hope Development Area to Richmond West Development Area and from Richmond East Development Area through Richmond north and Nelson south, and:</p> <p>(a) creates waterway networks that ensure effective stormwater management;</p> <p>(b) enhances stream ecosystem values;</p> <p>(c) links pedestrian and cycleway networks to residential and business environments;</p> <p>(d) enhances public access and recreation opportunities in the networks that link with other reserves.</p> <p>Policy 6.8.3.24, Policy 6.8.3.5 Policy 6.8.3.9, Policy 6.8.3.19, Policy 6.8.3.25.</p> <p>Addresses issues 1, 2 and 3.</p>	<p>Section 35 assessment identified that this group of policies may have been intended to operate at strategic level (i.e. identify these spaces in advance of development), but the subdivisions rules also need to address the multifunctional design and integration of corridors in a way that can ensure this policy is implemented efficiently and effectively.</p>	<p>Retain policy direction.</p> <p>Reason: Still relevant.</p> <p>Further action: Ensure that policy directive is reflected in relevant subdivision rules to continue to implement this mode shift more effectively and efficiently.</p>
		<p>Option 3a</p> <p>Develop a structure plan for Richmond for purpose of providing for growth and retaining momentum of mode shift described by policy group 3 (multipurpose open space networks of greenways for management of stormwater), and in addition to mode shift away from passive to active and public transport and mode shift away from low density to medium density residential development in brownfields and greenfields locations.</p>	<p>Recommend Option 3a.</p> <p>Reason: Structure plan for Richmond needed if three key modal shifts together with environmentally sustainable compact urban development outcomes are to be achieved for Richmond.</p>

4	<p>Directions for development near coast and at risk from sea level rise and flooding through:</p> <ol style="list-style-type: none"> 1. Provision for Open Space zoning below 3m contour line. 2. Management of risk between the 0-3.0m and 3-4.6m contour line in RWDA. 3. Widening of Borck Creek to 70m to accommodate 1%AEP flood. 4. Development of reserve network along the coastal margin where practicable to protect high conservation values of the Waimea Inlet and to provide reserve linkages between the coastline and the Richmond hills. <p>Policies 6.8.3.4 and 6.2.3.10. Addresses issue 1.</p>	Policy particularly relevant to Richmond and to be located in Richmond policy set.	<p>Retain policy direction.</p> <p>Reason: Remains relevant to further development but may require update as Councils Coastal Management projects proceeds.</p>
5	<p>Directions for the use of land for Commercial development include:</p> <p>Ensure the Richmond town centre (Central Business zone) (Commercial – Metropolitan Centre zone) continues to develop as the central focus of intensive retail and office commercial development, and the core pedestrian-oriented area for Richmond includes residential use above ground floor)</p> <p>Policy 6.6.3.2</p> <p>Addresses issue 4.</p>	<p>Option 5a</p> <p>Option provides for FDS recommendations for intensification of the central business zone and includes:</p> <ul style="list-style-type: none"> -extending southern perimeter of existing CBD to Salisbury Road / Oxford Street, and - rezoning Central Business zone to Commercial -Metropolitan Centre zone to align with NPStds. and Tasman town centre hierarchy. -new zoning to enable development up to 6 storeys high. 	<p>Retain policy but update in line with changes shown and as provided for in option 5a and support with policy 5.2.</p> <p>Reason:</p> <p>Aligns with national direction to provide for compact urban footprint and with FDA proposals to accommodate growth needs of Richmond, Richmond Nelson urban area and Tasman.</p>
5.2	<p>New policy/ies to manage role of Commercial - Neighbourhood centres, i.e.</p> <p>Ensure Richmond locations zoned Commercial - Neighbourhood Centre provide for small to medium scale activities that service the day to day needs of the neighbourhood and contribute to the amenity of the surrounding residential environment.</p>	<p>Option 5b</p> <p>Change zoning from Commercial zone to Commercial – Neighbourhood Centre zone for centres at Richmond North; Three Brothers Corner; Richmond South-Hope and Berryfields in Richmond West)</p> <p>Policy and rule framework to ensure that the CDB / Metropolitan Centre zone</p>	<p>Introduce new policy/ies.</p> <p>Reason: Provide a policy framework for new Commercial centre hierarchy that aligns with NPStds.</p>

	(New policy) Addresses issue 4.	remains the primary business centre for Richmond.	
6	<p>Directions for the use of land for Mixed Business (TRMP) / Light Industrial (TEP) development that provides for a wide range of activities including commercial, large format retail, recreational, and residential above the ground floor. Locations intended to buffer commercial zones from residential zones.</p> <p>(Policies 6.8.3.13(c), 6.8.3.14, 6.8.3.15.)</p> <p>Addresses issue 4.</p>		<p>Retain existing TRMP 'general' Mixed Business zone policies as the basis for policy and rule framework for TEP Light Industrial zone (new name to align with NPStds).</p>
7	<p>Directions for large format retail 'only' activities along the frontage of Lower Queen Street in a Retail Precinct.</p> <p>Policy 6.8.3.16</p> <p>Addresses issue 4.</p>		<p>Retain policy but update mapping to align with location of Mixed Business / Light Industrial zone boundaries adjacent to Lower Queen Street.</p>
8	<p>Directions for the use of land for Industrial development and to provide a future location for the expansion of industrial land within Richmond central, Richmond West-Development Area - that avoids adverse effects on the coastline and the Waimea Inlet, productive land and sensitive activities or in Richmond South in a well-located area along State Highway.</p> <p>(Policies 6.8.3.20, 6.8.3.21, 6.8.3.22, 6.8.3.23, 6.8.3.26)</p> <p>Addresses issues 1 and 2.</p>	<p>Land zoned for deferred Light Industrial development opposite and adjacent to Nelson Pine Industries together with the legacy industrial and rural Industrial zoned locations northeast of Lower Queen Street between Headingly Lane and Swamp Road are at risk of inundation from coastal processes and sea level rise.</p> <p>The next steps in the Coastal Management Project will inform the options for this land.</p> <p>The above direction remains relevant for higher lying land between McShane and Swamp Roads (zoned Rural 1) in Richmond West but outside (south) of existing RWDA boundary.</p> <p>Policy needs to include FDS proposal to zone land for business (T-035 and T-122) in Richmond South in a well-located area along SH6, with Light Industrial to north of highway</p>	<p>Retain policy direction but update and include FDS proposal for a business park in Richmond South-Hope.</p> <p>Reason: Policy still relevant.</p>

9	<p>Directions for the use of land for Residential development</p> <p>To provide for a range of residential densities and a wide range of housing choices that include housing suitable for young families and older persons and housing that is affordable.</p> <p>Policy 6.8.3.27A</p> <p>Addresses issues 1, 2 and 7.</p>		<p>Retain, but update policy direction.</p> <p>Reason: Exclude general residential and housing policy from Richmond specific policy set and include in general urban 'Land for Residential use policy set.</p> <p>Reason: Policy relevant to all residential areas.</p>
9.1	<p>Maximise the opportunity that (limited) greenfield expansion presents to increase housing choice, with active or public transport connections to town centre and greenspace.</p> <p>Addresses issues 1, 2 and 7.</p>		<p>Introduce new policy.</p> <p>Reason: In line with national direction to consolidate urban footprints and reduce urban expansion on to high productive land. (Likely a general urban policy.)</p>
10	<p>Policy directions for medium density residential development in Richmond</p> <p>In Richmond enable medium density housing up to 6 storeys high on suitable sites in specified locations in or near the town centre, or where one or more of the following apply: (i) where there is high demand for housing or business land, (ii) the area is near employment opportunities, (iii) the area is well-served by existing or planned public transport.</p> <p>Updates policy 6.8.3.27C</p> <p>Addresses issues 1, 2 and 7.</p>	<p>FDS proposals for accommodating growth in Richmond include expanding the current Richmond Intensive Development Area to include intensive housing in a much larger area of central Richmond and in greenfield locations in Richmond East (T-114) and Richmond South – Hope (T-120, T-121, T-038, T-039 and T-040 and. The updated policy supports this proposal.</p>	<p>Retain but update policy.</p> <p>Reason: Updated policy aligns with NPS-UD requirements for medium density housing.</p>
11	<p>Policy directions relating to town edge and cross boundary effects between incompatible land uses</p> <p>To define the urban and rural edge of the Richmond West Development Area through the use of a planted amenity setback at McShane Road and at the interface of the Light Industrial and Rural 1 zones to protect rural land from urban encroachment and to mitigate adverse visual <u>and cross</u></p>	<p>Although this policy was not implemented on the south east side of McShane Road – due to the SHA led development, there is opportunity for it to be implemented on the north west side of the road.</p>	<p>Retain policy but update to reflect current context.</p> <p>Reason: Policy necessary to buffer incompatible uses from one another and to maintain amenity of town edge as industrial development proceeds on west boundary of McShane Road.</p>

	<p><u>boundary</u> effects of built <u>industrial and residential</u> development.</p> <p>Policy 6.8.3.26</p> <p>Addresses issue 6.</p>		
12	<p>Policy that protects the regional electricity transmission corridor in RWDA.</p> <p>Policy 6.8.3.28.</p> <p>Addresses issue 1.</p>		<p>Retain policy.</p> <p>Reason:</p> <p>Remains relevant and as yet no other provisions exist.</p>
13	<p>Policy that provides for community activities and facilities within the Residential Zone where the nature, scale and intensity of the development is compatible with the residential environment, and adverse effects on visual amenity, noise and traffic safety can be avoided, remedied or mitigated.</p> <p>Policy 6.8.3.27</p>		<p>Retain policy but <u>relocate to general residential policy</u>.</p> <p>Reason:</p> <p>Policy relevant to general Residential zone, not just Richmond</p>
14	<p>Delete policy 6.8.3.2 which provided for a change to Light Industrial zoning in Gladstone Road)</p>		<p>Delete policy</p> <p>Reason: Implemented</p>
15	<p>Delete policy 6.8.3.18 relating to management of Beach Road</p>		<p>Delete policy.</p> <p>Reason: Proposal withdrawn.</p>

11.6 Scale and Significance

Table 2: Scale and Significance

	Comments	Assessment
Degree of change from the Status Quo		Low / Med / High
Effects on matters of national importance (s6 RMA)	S6 matters already accounted for and will be accounted for further by TEP cultural mapping project	Low
Scale of effects – geographically (local, district wide, regional, national)	Local	Medium
Scale of effects on people (how many will be affected – single landowners, multiple landowners, neighbourhoods, the public generally, future generations?)	Local community	Medium
Scale of effects on those with particular interests, e.g. Tangata Whenua		Low

Degree of policy risk – does it involve effects that have been considered implicitly or explicitly by higher order documents? Does it involve effects addressed by other standards/commonly accepted best practice?	Implements NPS-UD policy to enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply: the area is in or near a centre zone or other area with many employment opportunities the area is well-served by existing or planned public transport there is high demand for housing or for business land in the area, relative to other areas within the urban environment and FDS proposals.	Medium
Likelihood of increased costs or restrictions on individuals, businesses or communities.	Implements NPS - UD policy relating to NPStd. zoning.	Medium

11.7 Summary

	Issues
1	Managing the high demand for serviced land for housing and business in Richmond and high level of district growth proposed to be accommodated in Richmond (FDS, 2022) when expansion opportunities are constrained by land that is of high productive value, hillslopes that are unstable and low lying land near the coast that is subject to risk of sea level rise.
2	Managing the intensification of central Richmond in a way that enables Council to upgrade services efficiently and effectively to levels that will support sustainable urban outcomes.
3	As Richmond grows and changes, there is a risk that it can: <ul style="list-style-type: none"> i. Lose internal movement and connectivity ii. Lack sufficient reserve, recreation and community facilities iii. Lose its distinctive sense of place, identity and character.
4	There is a risk that the Richmond Central Business Zone may not maintain its vibrancy and role as the focal precinct for pedestrian orientated intensive retailing, administration, community services and interactions due to growth of neighbourhood centres on the periphery of the town. Clarification and management of the respective roles of metropolitan and neighbourhood commercial centres in the plan is likely to assist this issue.
5	The current Central Business zone in Richmond lacks identity and character.
6	There is a risk of cross boundary effects between proximate residential and industrial activities in Richmond West.
7	Range of housing choice in Richmond is limited and for many residents is increasingly unaffordable.

	Recommended Policy Directions and Options
1	Directions for the limited and serviced urban expansion of Richmond Retain policy directions but update to align with implemented pattern of development and planned pattern of development in Richmond South-Hope and Richmond East. Addresses issues 1 and 2.
2	Directions for Richmond integrated and environmentally sustainable urban development.

	<p>Retain policy directions but update to align with implemented pattern of development and planned pattern of development in Richmond South-Hope and Richmond East.</p> <p>Ensure that development in Richmond links the hills to the sea by establishing multipurpose open space networks of greenways from Richmond South, South-Hope Development Area to Richmond West Development Area and from Richmond East Development Area through Richmond north and Nelson south, and:</p> <ul style="list-style-type: none"> (a) creates waterway networks that ensure effective stormwater management; (b) enhances stream ecosystem values; (c) links pedestrian and cycleway networks to residential and business environments; (d) enhances public access and recreation opportunities in the networks that link with other reserves. <p>Addresses issues 1, 2 and 3.</p>
3.	<p>Option 3a</p> <p>Develop a structure plan for Richmond for purpose of providing for growth and retaining momentum of mode shift described by policy group 3 (multipurpose open space networks of greenways for management of stormwater), and in addition to mode shift away from passive to active and public transport and mode shift away from low density to medium density residential development in brownfields and greenfields locations.</p> <p>Addresses issues 1, 2 and 3 and will assist to achieve policy 3.</p>
4	<p>Directions for development near coast and at risk from sea level rise and flooding through:</p> <ol style="list-style-type: none"> 1. Provision for Open Space zoning below 3m contour line. 2. Management of risk between the 3-4.6m contour line in RWDA. 3. Widening of Borck Creek to 70m to accommodate 1%AEP flood. 4. Development of reserve network along the coastal margin where practicable to protect high conservation values of the Waimea Inlet and to provide reserve linkages between the coastline and the Richmond hills. <p>Direction may require update to align with Coastal Management project recommendations.</p> <p>Addresses issue 1.</p>
5	<p>Directions for the use of land for Commercial development include:</p> <p>Ensure the Richmond town centre (Central Business zone) (Commercial – Metropolitan Centre zone) continues to develop as the central focus of intensive retail and office commercial development, and the core pedestrian-oriented area for Richmond includes residential use above ground floor)</p> <p>Addresses issue 4.</p>
5.1	<p>Option 5a</p> <p>Option provides for FDS recommendations for intensification of the central business zone and includes:</p> <ul style="list-style-type: none"> -extending southern perimeter of existing CBD to Salisbury Road / Oxford Street, and - rezoning Central Business zone to Commercial -Metropolitan Centre zone to align with NPStds. and Tasman town centre hierarchy. -new zoning to enable development up to 6 storeys high (General Issues and Options recommendations refers). <p>Addresses issue 4 and implements policy 5.</p>
5.2	<p>New policy/ies to manage role of Commercial - Neighbourhood centres, i.e.</p>

	<p>Ensure that Richmond locations zoned Commercial - Neighbourhood centre provide for small to medium scale activities that service the day to day needs of the neighbourhood and contribute to the amenity of the surrounding residential environment.</p> <p>Per option 5b, change zoning from Commercial zone to Commercial – Neighbourhood Centre zone for centres at Richmond North; Three Brothers Corner; Richmond South-Hope and Berryfields in Richmond West).</p> <p>Policy and rule framework to ensure that the CDB remains the primary business centre for Richmond.</p> <p>Addresses issue 4.</p>
6	<p>Directions for the use of land for Mixed Business (TRMP) / Light Industrial (TEP)</p> <p>Retain existing TRMP ‘general’ Mixed Business zone policies as the basis for policy and rule framework for new TEP Light Industrial zone (new name to align with NPStds.)</p> <p>Addresses issue 4.</p>
7	<p>Directions for large format retail ‘only’ activities along the frontage of Lower Queen Street in a Retail Precinct.</p> <p>Retain policy but update mapping to align with location of new Light Industrial zone boundaries</p> <p>Addresses issue 4.</p>
8	<p>Update directions for the use of land for Industrial (TEP – General Industrial zone) development to incorporate FDS proposals i.e:</p> <p>Provide future locations for the expansion of industrial land within Richmond central and Richmond South in a well-located area along State Highway and in Richmond West-Development Area - in locations that avoid adverse effects on the coastline and the Waimea Inlet, productive land and sensitive activities.</p> <p>Addresses issues 1 and 2.</p>
9	<p>Exclude general directions for the use of land for Residential development from Richmond policy set and locate in general district wide policy set.</p>
9.1	<p>Maximise the opportunity that (limited) greenfield expansion presents to increase housing choice, with active or public transport connections to town centre.</p> <p>(Likely a general urban policy.)</p> <p>Addresses issues 1, 2 and 7.</p>
10	<p>Update policy directions for medium density residential development in Richmond to align with national direction, specifically with NPS-UD i.e:</p> <p>In Richmond enable medium density housing up to 6 storeys high on suitable sites in specified locations in or near the town centre, or where one or more of the following apply:</p> <ul style="list-style-type: none"> (i) there is high demand for housing or business land, (ii) the area is near employment opportunities, (iii) the area is well-served by existing or planned public transport. <p>Addresses issues 1, 2 and 7.</p>
11	<p>Retain but update policy directions in relation to town edge and cross boundary effects between incompatible land uses to reflect current context i.e.:</p>

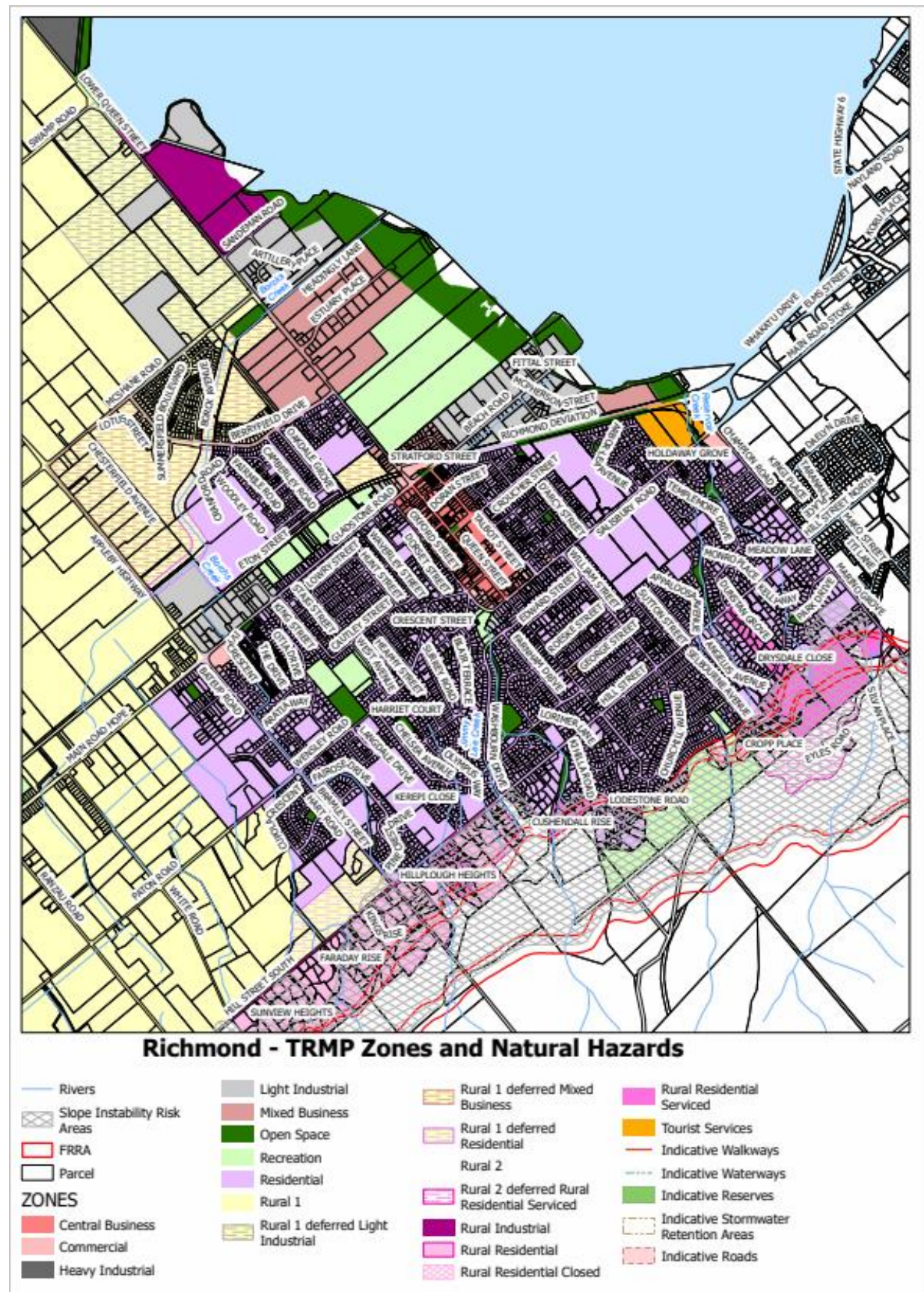
	Define the urban and rural edge of the Richmond West Development Area through the use of a planted amenity setback at McShane Road and at the interface of the Light Industrial and Rural 1 zones to protect rural land from urban encroachment and to mitigate adverse visual <u>and cross boundary</u> effects of <u>built industrial and residential</u> development. Addresses issue 6.
12	Retain policy that protects the regional electricity transmission corridor in RWDA. Addresses issue 6.
13	Move policy that provides for community activities and facilities within the Residential Zone to general residential policies.

	Outcome sought
	The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation). The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.
	Assumptions, Uncertainties, Further work, Information Gaps
1	Develop a structure plan for Richmond, for the purposes of implementing growth proposals for Richmond and achieving three modal shifts, simultaneously. Three modal shifts are: 1. Continue to establish multipurpose open space networks of greenways to: (a) create waterway networks that ensure effective stormwater management; (b) enhance stream ecosystem values; (c) links pedestrian and cycleway networks to residential and business environments 2. Shift from passive to active and public transport networks. 3. Shift from low density to medium density residential development in brownfields and greenfields locations.
2	When TEP cultural mapping, and centre character reviews are available, policies relating to distinct character be refined.
3	Council directions on Coastal Management project are likely to affect the lower lying, coastal area of Richmond.

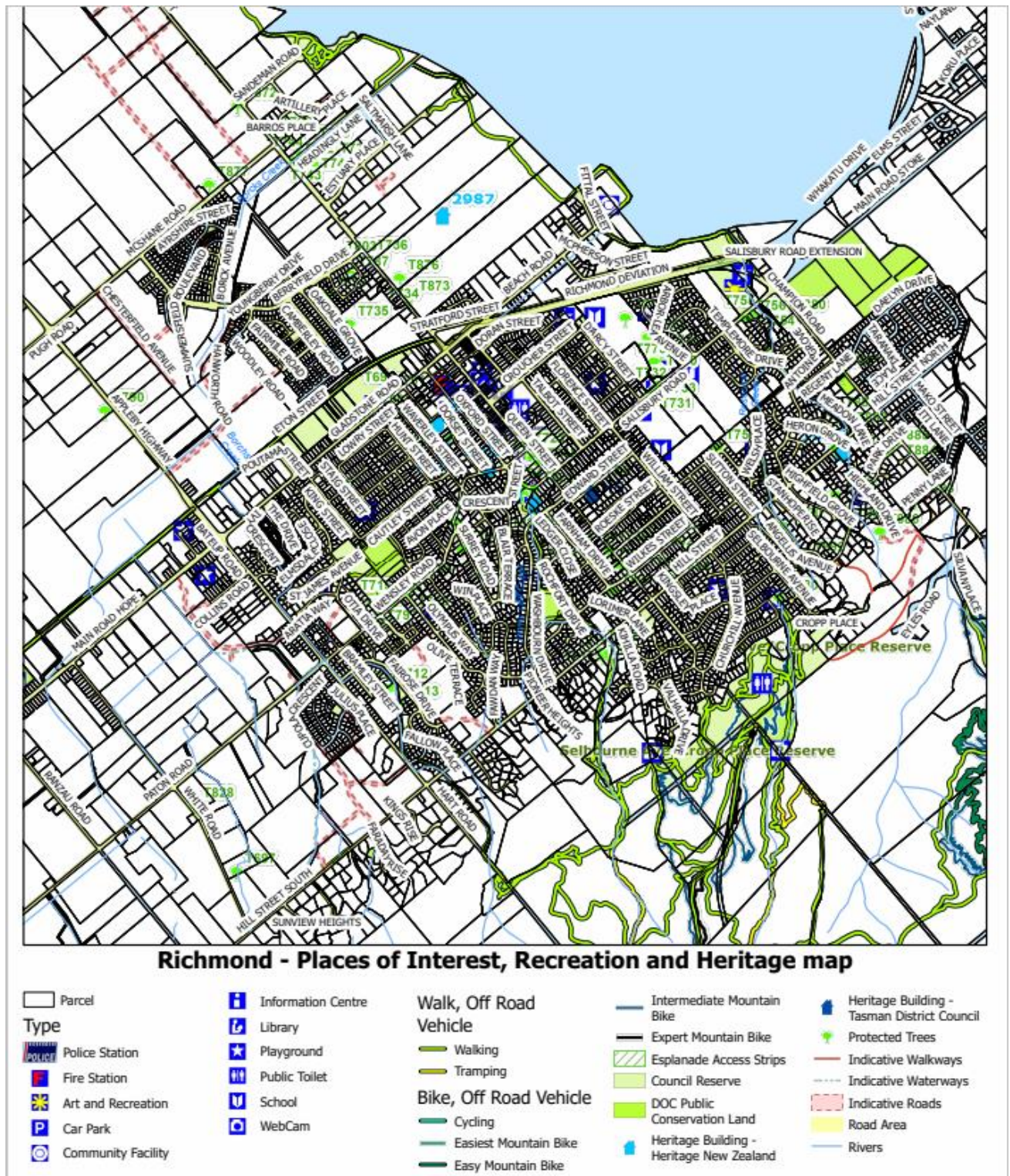
11.8 Possible questions for community discussion

- Where would you like to see more town house development in Richmond?
- Where should Council improve cycleway connections so that more of us residents commute on bikes?

Attachment A: Richmond Zone and Natural Hazard Risk Map



Attachment B: Richmond Places of Interest, Recreation and Heritage Map



12 St Arnaud

12.1 Existing Centre – What We Know

12.1.1 Context

Introduction

St Arnaud is located at the northern end of Lake Rotoiti, is the primary gateway to Nelson lakes National Park and is the only alpine village in Tasman district.

The village is part of the Lakes-Murchison Ward and located within the Upper Buller waahi/catchment.

Population and growth

The resident population of St Arnaud was 120 people at 2021. A modest increase in population is projected peaking during 2028 -2038 to about 140.

There is a significant proportion of holiday homes in St Arnaud (approximately 80% of dwellings) and a corresponding increase in the population during holiday seasons. The estimates for future residential growth include future demand for holiday home properties.

The LTP growth projection for the next 10 years for the Lakes Murchison ward (comprising Murchison, Tapawera and St Arnaud) is shown below.



Environmental opportunities and constraints

Nelson Lakes National Park largely surrounds the village. The village is located within the TRMP landscape Priority Area so that ecosystems, indigenous vegetation, and important landscape features can be protected.

Natural hazards

There are several natural hazards that have the potential to affect St Arnaud and surrounds. The Alpine Fault crosses the village, and a significant earthquake has the potential to cause other hazards such as liquefaction, lake seiche or tsunami, and slope instability. Parts of the township in close proximity to Black Valley Stream are at risk of flooding. While the area is treasured for its natural values such as indigenous vegetation and mountainous topography, these features (in combination with weather conditions) heighten the risk of wild fire.

TRMP Fault Rupture Risk Area (Alpine Fault)



12.1.2 Form

Urban form

Adjacency to the national park on three sides constrains the development of St Arnaud.

The village has a small commercial centre, school, education facilities, and community hall. The commercial centre comprises a linear group of buildings on both sides of Main Road (SH60). Behind this, but with limited direct connectivity is another Commercial zoned area on Beechnest Drive. The built form of the centre is predominately single-storey buildings, bar the Alpine Lodge, which has two double storey buildings on its premises.

St Arnaud guidelines for subdivisions, buildings and plantings is designed to ensure that new developments in the Landscape Priority Area blend in with the unique natural qualities and landscape values of the area. The presence of significant natural areas including wetlands; and current policy directive to avoid ribbon development constrain development between the Tophouse junction and St Arnaud.

Business centre



Role

The main function of the commercial centre is to serve the primary 'top up' convenience needs of the local residents and visitors, reflecting the role of the centre as a local service centre. The General Store anchors the centre.^{lxxx}

Vibrancy

There are no vacant Commercial zoned units, indicating that the centre is performing well. The commercial centre lacks an active shop frontage.

Observations from a January 2020 site visit indicated that the central village area with the highest footfall was outside of the General Store in the middle of the centre.^{lxxxi}

Potential for further Commercial development

The sites adjacent to the General Store on the eastern side (66-70 Main Road, St Arnaud) are appropriate for potential commercial development. Except for number 70, the sites are currently occupied by single-storey residential dwellings.^{lxxxii} If these sites were redeveloped for commercial uses, it would help to link the commercial sites on Beechnest Drive with those on Main Road and improve the legibility of the commercial centre.

Attractiveness

The Main Road is not pedestrian friendly, with a footpath provided along one side and no pedestrian crossings. The public realm of the village centre is minimal, but it could be improved with increased provision of street furniture, landscaping and a pedestrian crossing.

Recent development

Observations from a 2020 site visit indicate that there has been no recent investment by retailers.

Residential areas

Residential zoned area in St Arnaud is low density, with TRMP minimum lot sizes being 1,800 m² if the site is crossed by the Alpine Fault and otherwise 1000m². A recent density assessment shows the average density of the residential dwellings around Glacial Terrace is about 6.25 per ha and Rototai Street about 7.7 per ha. The low density is due to its adjacency to the NLNP, location within in the TRMP Landscape Priority Area and to ensure that development does not impact on the natural values of the area.

Existing residential zones are likely to be rezoned Low Density Residential or Large Lot Residential to align with the NPStds.

Recent development

New residential development has been occurring along Glacial Terrace in the village, round Brookvale Drive / Borlase Avenue, and in the Rural Residential zone eastwards, along the Wairau Valley Highway. Priority Landscape Area Protections and a Design Guide for subdivisions, buildings and plantings control the design and appearance of buildings and management of vegetation in the LPA.

The urban form of St Arnaud is shown on the Zone and Natural Hazard map (Attachment A).

12.1.3 Functionality

Network Services

Council currently provides St Arnaud with wastewater and stormwater services. Water is self-servicing.

There is no public transport service to St Arnaud. Pre-covid, private touring bus and shuttle companies offered services to St Arnaud from Nelson, the West Coast and Christchurch.

Parks, reserves, green corridors and community facilities

The community is served by the facilities provided at the Lake Rotoiti Hall. Council provides a subsidy for the maintenance of the pool at St Arnaud School. Much of the open space surrounding the village is within the Nelson Lakes National Park which is administered by the Department of Conservation. Council has one reserve area (Borlase Ave Reserve) and a public access strip off Beechnest Drive to provide walking and mountain bike access into the Department of Conservation land (Big Bush). The community relies on regional facilities for much of its more formal recreation.

In 2020, the community initiated the 'Rotorua Smart Fire Project' to reinstate a firebreak to protect the village from wild fires. The 20-metre wide "green break" runs for 600 metres alongside Lodge Rd to the top of the West Bay track in the Nelson Lakes National Park, with the effect of limiting the potential spread of wild fire from the west into the village. It was endorsed by the Department of Conservation and Fire and Emergency New Zealand (FENZ) and is being undertaken by the Rotorua District Community Council.^{lxxxiii}

12.1.4 Sense of Place, Identity and Character

Landscape setting

St Arnaud, together with Murchison, forms part of the Mountain Valleys Landscape Character Area. The town and village are within a similar land type that relates to the major Southern Mountain valleys. Both are backed by relatively steep forested hills and mountains, within, or close to, national parks and both retain a remote, rural, and occasionally, an isolated character.^{lxxxiv}

Significant features and landscapes within or close to the village include wetlands (between Massey Road and Coates Street and the raised bog on the hillside above Baxter Street), alpine fault system, and glacial terraces warrant identification and protection in the plan.

Amenity and Sense of Place

"St Arnaud has a small, alpine village feel with a strong sense of remoteness, wildness and isolation due to its proximity within the mountainous landscape. The small population and scale of built development are dominated by the surrounding unmodified alpine landscape which creates a unique sense of place."

The significant landscapes and features such as wetlands, alpine fault and glacial terraces and the lake are located within or close to the village. These larger scale elements contribute to St Arnaud's distinctive identity.

There is easy access to the natural environment and recreational activities from St Arnaud, such as fishing, boating, skiing, tramping, hunting and camping. Native birdsong is also prevalent throughout all parts of St Arnaud, especially within the forest canopy near Lake Rotorua.

Distinct Characteristics

- *St Arnaud is a small, holiday alpine village that provides a gateway to Nelson Lakes National Park. It is situated near several large rivers, lakes, mountains and a ski field.*
- *The densely forested mountain landscape with distinct sculpted peaks and ridgelines are visible throughout the village. The sheer scale of the mountains coupled with the village location amongst an alpine environment create a truly distinctive character and special place.*
- *St Arnaud is predominately contained within a cohesive vegetated framework that integrates a majority of the built form into the landscape. The development pattern of the village has been sympathetic to its unique alpine environment which articulates its legibility.*
- *The built forms within the commercial zone reflect an alpine, mountain style with natural materials and muted colour schemes. The scale and bulk of the buildings fit well within the landscape due to landscaping and being setback from the streetscape.*
- *Most of residential areas within St Arnaud display a consistent, vegetated character with dwellings setback from the streetscape and located discreetly amongst a dense forest canopy.*
- *St Arnaud has a strong sense of remoteness, wildness and isolation due to its limited accessibility within the mountains. The significant landscapes and features such as wetlands, alpine fault and glacial terraces contribute to St Arnaud's distinctive identity.*

- *Easy access to the natural environment and recreational activities coupled with prevalent native birdsong create a special sense of place within St Arnaud.*^{lxxxv}

Cultural and historic sites and places

Currently TRMP lists a midden cultural heritage site at both St Arnaud and the historic Tophouse Accommodation House in the St Arnaud locality.

Both historic and cultural heritage information is being updated through current TEP work projects.

Key places, recreation and community facilities and heritage sites are mapped on Attachment B.

12.2 Iwi Interests and Values

Iwi value the spiritual qualities of the area, lakes and rivers.

Major trade routes traversed the area. Middens are recorded, although no evidence of permanent habitation has been found.

A site in Massey Street has been transferred to Ngāti Apa through the treaty settlement process and is being proposed for Papakainga development.

Statutory Acknowledgements^{lxxxvi} relevant to Te Tau Ihu are set out below.

Iwi	Lake Rotoiti	Lake Rotoroa	Buller river and tributaries	Motupiko river and tributaries
Ngāti Apa	*	*	*	*
Ngāti Kui	*	*		*
Ngāti Kōata				
Ngāti Rārua	*	*	*	
Ngāti Tama	*	*		
Ngāti Toa	*	*	*	
Rangitāne	*	*		*
Te Ātiawa	*	*		

12.3 What's Planned by Council

12.3.1 LTP 2021

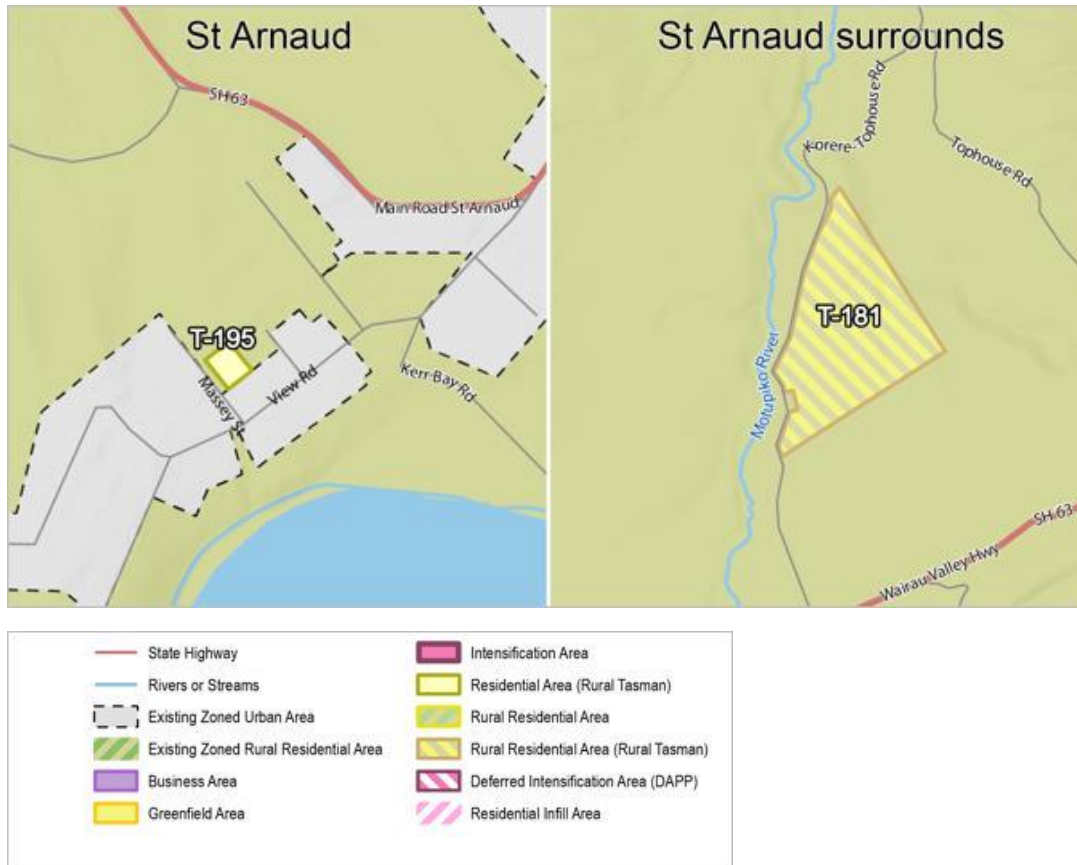
Council plans further investment, to address anticipated growth, improve the services we provide, and make sure our public infrastructure is maintained and fit for purpose.

As the current services are considered adequate, no new infrastructure network services are planned for St Arnaud for the next 10 years.

12.3.2 Nelson Tasman Future Development Strategy

Following public consultation, the FDS 2022 proposals for accommodating growth in St Arnaud are shown below.

“Modest demand, mainly for holiday homes will be needed in St Arnaud in the future. The strategy provides for an area at Korere-Tophouse Road for rural residential housing along with a small site in Massey Road for residential development nearer the town centre (T-195). Rural residential housing is considered more likely to attract permanent residents. Development of the Korere-Tophouse Road growth area (T-181) will need to take into account the wetlands and support improved ecological values.”^{lxxxvii}



12.3.4 RMA Plan Changes

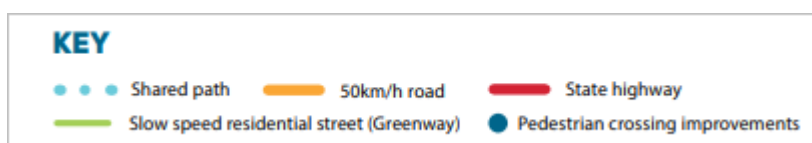
The St Arnaud Growth Plan Change process is progressing a proposal to rezone the Massey Street FDS site T-195 to Papakainga zone.

12.3.5 Transport

Cycling and Walking Strategy, May 2022

The proposed cycleway map for St Arnaud is shown below.^{lxviii}





12.4 What the Community has told us

A summary of the top ten general themes from the TEP 2019 engagement process is attached as Appendix 4:

Community feedback from St Arnaud specifically mentioned:

Urban Form and Function

- Keep St Arnaud village character.
- More bins for tourist rubbish in town centre.
- More tourism - develop more horse riding trails

Our special place

- Saint Arnaud is a special place.
- Build forest, soil and ecosystem health.

12.5 Issues, Opportunities and Policy Directions

12.5.1 Introduction

Some issues, options and policy directions that have been identified in the past have occurred or are no longer relevant. Other remain relevant for the future. The rest of this report highlights:

- Issues and policy directions already identified in blue, and
- New issues, and policy directions (with options) in green.

12.5.2 Issues and Opportunities

	Issues and Opportunities
1	There is a risk that additional development in St Arnaud (including Tophouse/Wairau Saddle) may adversely affect Nelson Lakes National Park, natural and rural character.
2	There is a risk that additional development in St Arnaud (including Tophouse/Wairau Saddle) will be affected by natural hazards.
3	As St Arnaud grows and changes, there is a risk that it can lose its distinctive sense of place, identity and character.
4	Land currently zoned for Commercial use is taken up.

The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).


The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.

12.5.3 Policy Directions - with options, recommendations and reasons

	Policy direction	Assessment	Recommendation and Reasons
1	Protect ecosystems, indigenous vegetation and other outstanding natural features adjoining and within St Arnaud township to enhance their settings close to a national park. Policy 16.13.3.5. Addresses issue 1.	Status quo - Current TRMP policy. Status quo method - Landscape Priority Area controls built development to maintain natural values.	Retain policy direction and TRMP Landscape Priority Area to cover land <u>outside</u> of the proposed Nelson Lakes- Southwestern Ranges, Outstanding Landscape Area 6 (adjust LPA to exclude ONLA 6). Reasons: Policy and method remains relevant to village alpine landscape adjacent to a national park but not included within the ONLA.
		Option 1a Include in policy description specific natural features that require protection within the Landscape Priority Area.	Option 1a is recommended. Reason: description of specific natural features that require protection will assist to implement the policy.
2	Maintain the distinct character and amenity of St Arnaud by managing the scale, type and adverse effects of built development. Update of wording for Policy 16.13.3.12. Addresses issue 1 and 3.	Status quo method - St Arnaud Guidelines for subdivisions, buildings & plantings.	Update policy wording but retain policy direction. Also update Design Guide to include new information obtained from recently character assessment. Reason: Policy and design guide remains relevant to limit adverse effects on surrounding natural environment.
		Option 2a Include in policy description of specific built character features that require management.	Option 2a is recommended. Reason: Description of specific built character features that require protection will assist to implement the policy.
3	Re-subdivision of existing residentially-zoned allotments crossed by the Alpine Fault in Robert Street, Holland Street and Borlase Avenue at St Arnaud is discouraged. Policy 16.13.3.10. Addresses issue 2.	Status quo - current TRMP policy supported by Fault Rupture Risk Area subdivision rules (Non-complying status).	Retain policy direction. Reason: Still relevant - to mitigate risk of fault rupture.
4	Maintain a residential lot size at St Arnaud township	Status Quo - current TRMP policy supported by minimum lot size rules.	Retain policy direction.

	sufficient to retain the area's natural character. Policy 16.13.3.9. Addresses issue 1 and 3.		Reason: Still relevant.
		Option 4b Rezone St Arnaud Residential zone as Low Density or Large Lot Residential to align with NPStds.	Option 4b is recommended. Reason: Aligns with policy 4.
		Option 4b Reduce minimum lot size. <i>Strengths:</i> Encourages village to maintain a compact form close to amenities. <i>Weaknesses:</i> 1. Loss of existing vegetation and amenity, and natural character of the margins of the lake and the national park. 2. Upgrade of existing wastewater and stormwater networks in older part of village south of Main Road required.	Option 4b is not recommended.
5	Enable a limited amount of new residential growth in(specified locations) Policy 6.13.3.6 Addresses issue 1 and 2.	Status Quo: Policy originally introduced to enable the development of Glacial Terrace/ Beechnest Drive and Borlase Avenue locations for Residential and Commercial development.	Retain policy. Reason: May be required for residential development if village services are upgraded.
		Option 5a Plan change process to rezone Treaty Settlement land transferred by DoC to Ngāti Apa for Papakainga development in Massey Street.	Option 5a supported. Reason: Contributes to consolidated urban form of village.
6	Provide a further alternative growth area for St Arnaud in the form of rural residential locations in the Tophouse locality. Policy 16.13.3.7. Addresses issue 1 and 2.	Policy originally introduced to enable the development of the two Rural Residential locations in the Tophouse locality. New locations proposed by FDS are also in the vicinity of Tophouse.	Retain policy. Reason: Still relevant.
		Option 6a FDS proposal to establish a new Rural Residential location on the <u>Korere Tophouse Road between the Tophouse Junction and the Korere Tophouse Road and SH60 junction.</u> (T-181 and T-219)). <i>Strengths</i> 1. Assessed positively by FDS multicriteria assessment. 2. Will be less visible from public realm (road) and is further from	Option 6a supported. Reasons: 1. Assessed positively by FDS multicriteria assessment. 2. Will be less visible from public realm (road) and is further from NLNP park boundaries and LPA than Alpine Meadows.

		<p>NLNP park boundaries and LPA than Alpine Meadows.</p> <p><i>Weakness</i></p> <p>1. Alpine Meadows is not yet fully developed and establishment of a further Rural Residential zoned location may not be needed.</p> <p>2. If take up is for permanent residents and not for holiday homes, location increases traffic and disperses (rural) residential development.</p>	
7	<p>Retain a clear rural character which avoids ribbon development between Tophouse junction and St Arnaud.</p> <p>Policy 16.13.3.8.</p> <p>Addresses issue 1.</p>	Status quo - TRMP	<p>Retain policy.</p> <p>It relevant to consolidation of urban form of St Arnaud.</p>
8	<p>Promote consolidation of commercial development and tourist accommodation near the centre of St Arnaud.</p> <p>Policy 16.13.3.11.</p> <p>Addresses issue 1.</p>	Options for achieving this policy are set out below	<p>Retain policy.</p> <p>Reason: still relevant to consolidation of urban form of St Arnaud.</p>
		<p>Option 8a:</p> <p>Status Quo – except rezone current Commercial zone to Commercial – Local Centre zone.</p> <p><i>Strength</i></p> <p>Aligns with NPStds.and proposed Tasman business centre heirarchy.</p> <p><i>Weakness</i></p> <p>Some cost associated with change.</p>	<p>Option 8a recommended.</p> <p>Reason:</p> <p>Aligns with NPStds.and proposed Tasman business centre heirarchy.</p>
		<p>Option 8b</p> <p>Rezone sites adjacent to the General Store on the eastern side (70, 68, 66 Main Road, St Arnaud) for commercial development and re/zone all commercial sites in village from Commercial to Commercial - Local Centre zone.</p> <p><i>Strengths</i></p> <p>1. Would help to link the commercial sites on Beechnest Drive with those on Main Road and improve the legibility of the commercial centre.</p> <p>2. Implements policy 8 by consolidating the Commercial centre.</p> <p>3. Addressees issue 4.</p>	<p>Option 8b recommended.</p> <p>Reasons:</p> <p>1. Improve the legibility of the commercial centre by linking commercial sites on Beechnest Road with those on Main Road.</p> <p>2. Implements policy 8 - by consolidating the commercial centre.</p> <p>3. Aligns with NPStds.and proposed Tasman business centre heirarchy.</p>

		<p><i>Weaknesses</i></p> <p>Non identified.</p>	
9	<p>Support landscape and streetscape initiatives contribute to the character and amenity of the commercial centre of St Arnaud.</p> <p>Addresses issue 3.</p>	New policy direction	<p>Introduce new policy.</p> <p>Reasons:</p> <ol style="list-style-type: none"> 1. Policy relevant to new development. 2. Policy relevant to maintaining and enhancing the amenity (look and feel) of commercial centre. <p>(Likely a general district wide policy).</p>

12.6 Scale and Significance

Table 2: Scale and Significance

	Comments	Assessment
Degree of change from the Status Quo		Low / Med / High
Effects on matters of national importance (s6 RMA)	S6 matters already accounted for and will be accounted for further by TEP cultural mapping project	Low
Scale of effects – geographically (local, district wide, regional, national)	Local	Low
Scale of effects on people (how many will be affected – single landowners, multiple landowners, neighbourhoods, the public generally, future generations?)	St Arnaud community	Low
Scale of effects on those with particular interests, e.g. Tangata Whenua	Local community and landowners	Medium
Degree of policy risk – does it involve effects that have been considered implicitly or explicitly by higher order documents? Does it involve effects addressed by other standards/commonly accepted best practice?	Implements NPS UD and FDS proposals.	Low
Likelihood of increased costs or restrictions on individuals, businesses or communities.	Implements NPStd. zoning.	Low

12.7 Summary

	Issues
1	There is a risk that additional development in St Arnaud (including Tophouse/Wairau Saddle) may adversely affect Nelson Lakes National Park, natural and rural character.
2	There is a risk that additional development in St Arnaud (including Tophouse/Wairau Saddle) will be affected by natural hazards.
3	As St Arnaud grows and changes, there is a risk that it can lose its distinctive sense of place, identity and character.
4	Land currently zoned for Commercial use is taken up.

	Recommended Policy Direction and Options
1	Protect ecosystems, indigenous vegetation and other outstanding natural features adjoining and within St Arnaud (and Mārahau) townships to enhance their settings close to a national park. Addresses issue 1.
1.1	Option 1a Include in policy a description of specific natural features that require protection within the TRMPpe Priority Area. Addresses issue 1 and clarifies policy 1.
2	Maintain the distinct character and amenity of St Arnaud by managing the scale, type and adverse effects of built development. Addresses issue 1 and 3.
2.1	Option 2a Include in policy a description of specific built character features that require management. Addresses issue 1 and 3 and clarifies policy 2.
3	Re-subdivision of existing residentially-zoned allotments crossed by the Alpine Fault in Robert Street, Holland Street and Borlase Avenue at St Arnaud is discouraged. Addresses issue 2.
4	Maintain a residential lot size at St Arnaud township sufficient to retain the area's natural character. Addresses issue 1 and 3.
4.1	Option 4b Rezone St Arnaud Residential zone as Low Density Residential / Large Lot Residential to align with NPStds. Aligns with policy 4.
5	Enable a limited amount of new residential growth in specified locations. Addresses issue 1 and 2.
5.1	Option 5a Enable Papakainga zoned development in Massey Road. Addresses issue 1 and 2 and implements policy 5.

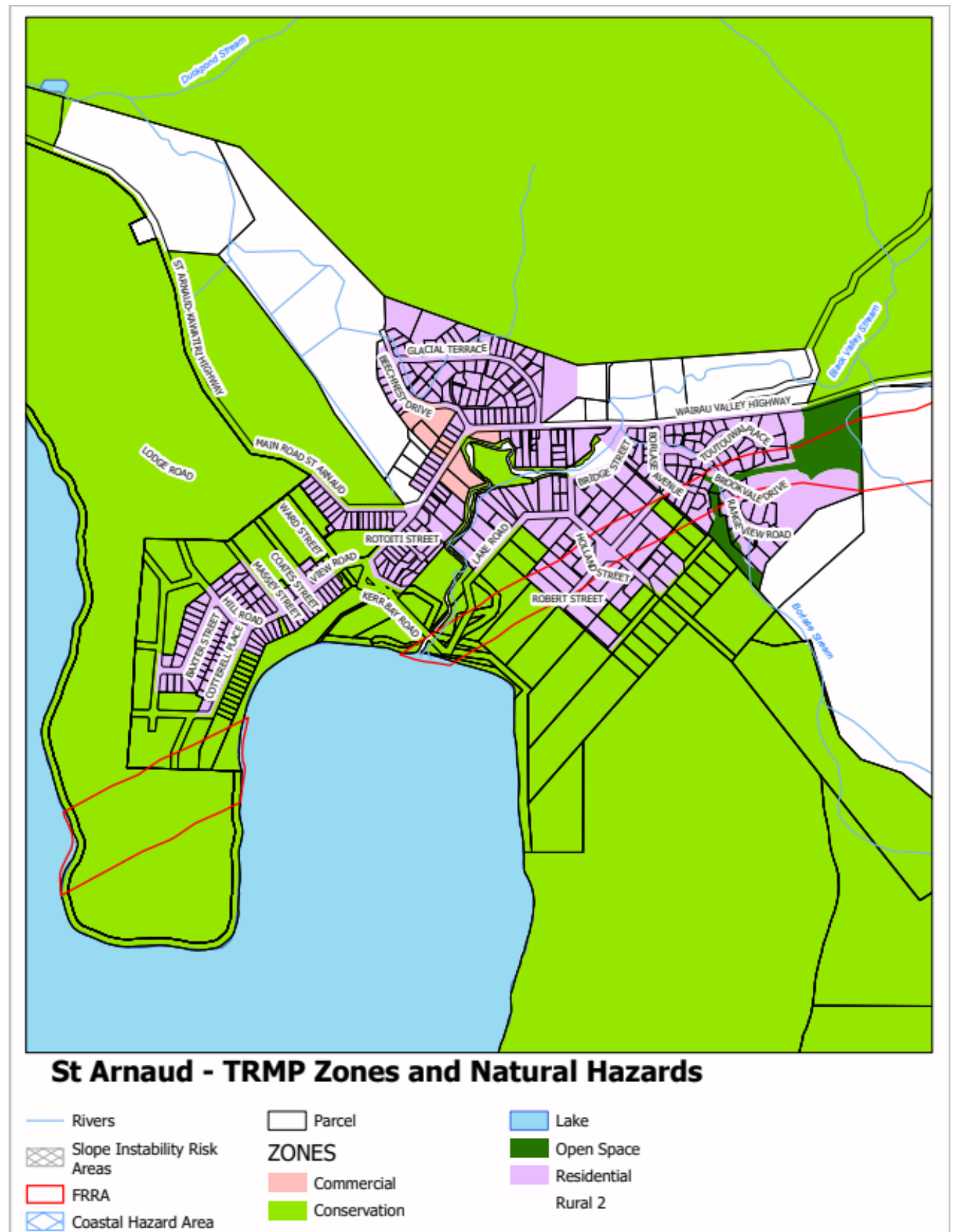
6	Provide a further alternative growth area for St Arnaud in the form of rural residential locations in the Tophouse locality. Addresses issue 1 and 2.
6.1	Option 6a Establish a new Rural Residential location on the Korere Tophouse Road between the Tophouse Junction and the Korere Tophouse Road and SH60 junction. Addresses issue 1 and 2 and implements policy 6.
7	Retain a clear rural character which avoids ribbon development between Tophouse junction and St Arnaud.
8	Promote consolidation of commercial development and tourist accommodation near the centre of St Arnaud. Addresses issue 1.
8.1	Option 8b Rezone sites adjacent to the General Store on the eastern side for commercial development and re/zone all commercial sites in village from Commercial to Commercial - Local Centre zone. Addresses issue 1 and 4 and implements policy 8.
9	Support landscape and streetscape initiatives that contribute to the character and amenity of the commercial centre of St Arnaud. Addresses issue 3. (Likely a general district wide policy).

	Outcome sought
	The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation). The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.
	Assumptions, Uncertainties, Further work, Information Gaps
	When TEP cultural mapping, and centre character reviews are available, policies relating to distinct character be refined.

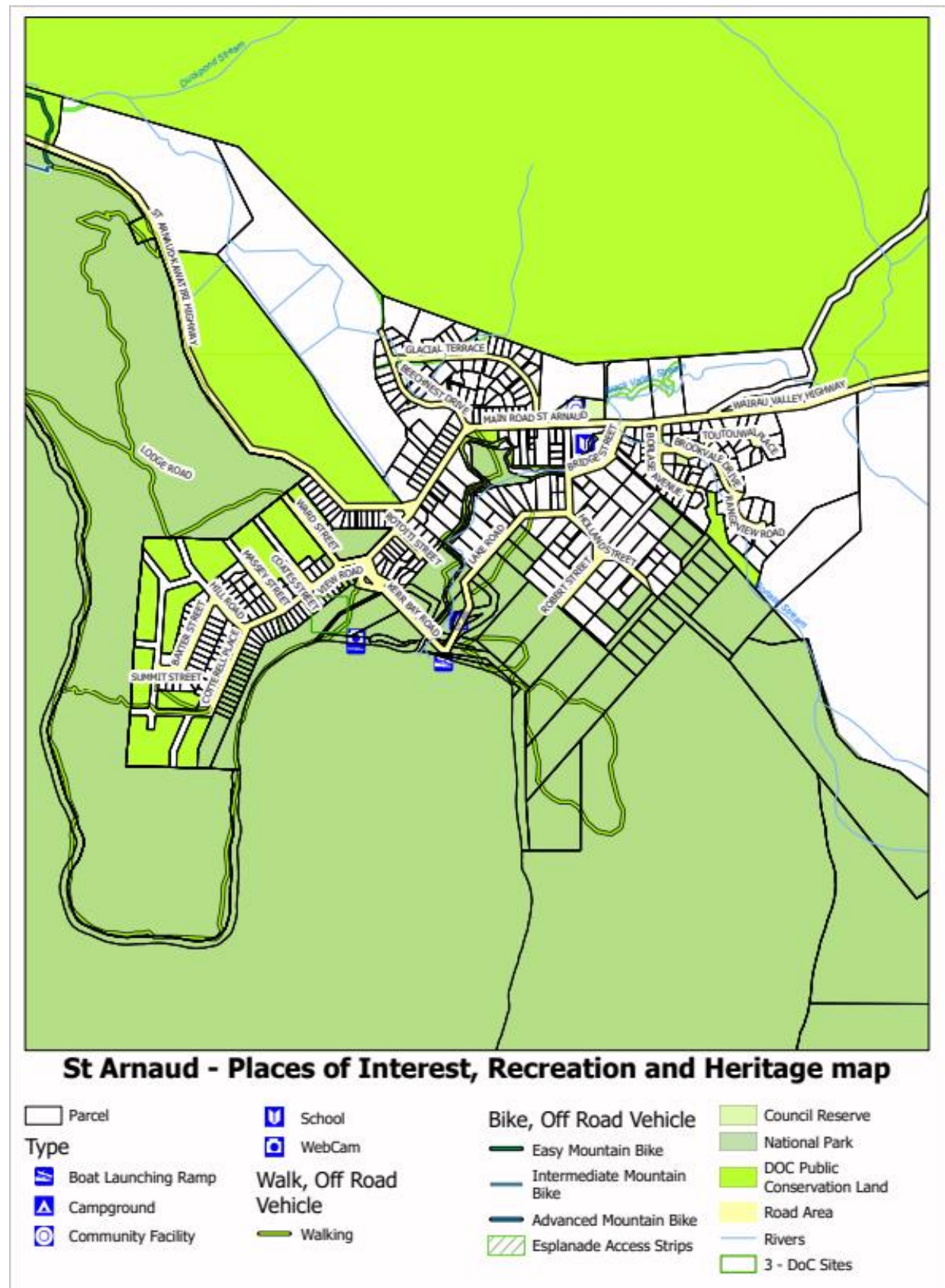
12.8 Possible questions for community discussion

- Do you think there is a need for more shops and commercial services in St Arnaud so residents do not need to travel to Murchison or Richmond so often? If so, where should they be located?
- What special natural features in and around St Arnaud do you think require protection?

Attachment A: St Arnaud Zone and Natural Hazard Map



Attachment B: St Arnaud Places of Interest, Recreation and Heritage Map



13 Tākaka

13.1 Existing Centre – What We Know

13.1.1 Context

Introduction

Tākaka is located at the lower end of the Tākaka Valley catchment within the floodplain of the Tākaka River. It is bounded by the Te Kakau stream to the west and the Motupipi Stream and its floodplain to the east.

It forms part of the Golden Bay ward and is located withing the Aorere-West Coast waahi.

Population and growth

Over past 30 years, the resident population of Golden Bay/ Mohua has increased significantly from about 3,000 (in 1991) to 5,500 (in 2021), whilst that of Tākaka has increased marginally from 1,220 (in 1991) to about 1,400 residents in 2021. This shows that the number of Golden Bay residents is increasing faster than the number of people living in the town.

Modest growth is expected for Tākaka the future. LTP 2021 growth projection for Tākaka is that population will peak in the late 2030s at about 1,470 residents and decrease slightly into the future.

The LTP growth projection for the next 10 years for the Golden Bay / Mohua ward (including Collingwood, Tākaka and Pohara /Ligar / Tata) is shown below.



Environmental opportunities and constraints

“The topography of Tākaka is relatively flat with an elevation of less than 10masl. It is immediately surrounded by a flat to gently undulating landscape consisting of patches of vegetated gullies, rural land uses, small pockets of orchards, river systems and isolated, vegetated hill forms that are scattered across the valley.”^[xxxix]

Productive land

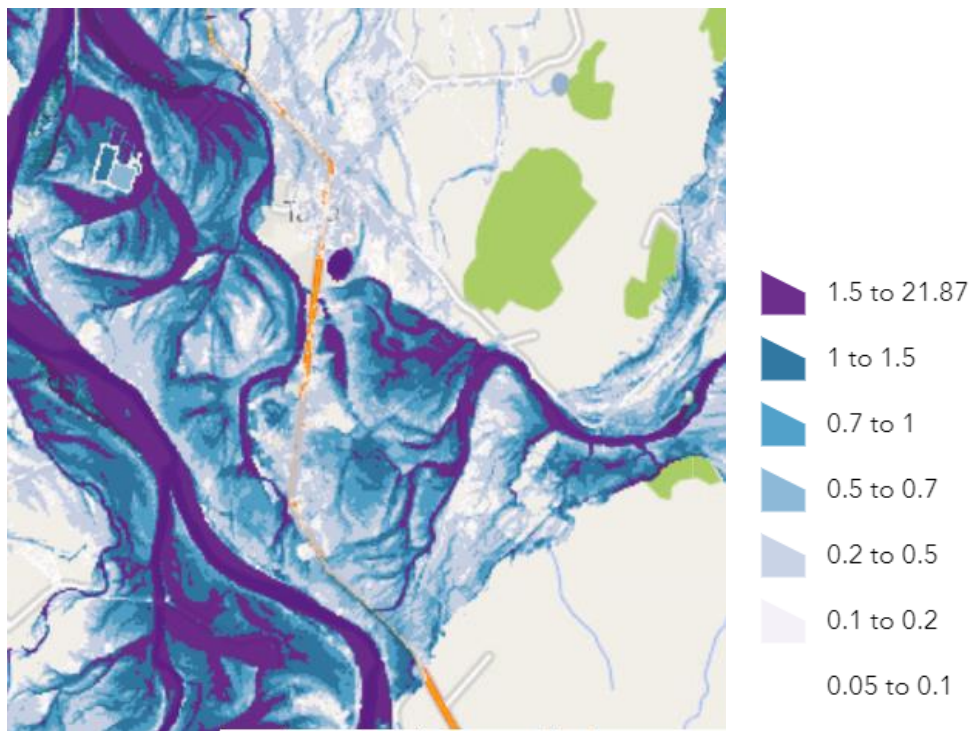
Tākaka is located on and surrounded by land of high productive value which provides a constraint to development.

Risk from natural and other hazards

Risk of flooding from the Tākaka River and Motupipi Stream are a well known constraint to the development of Tākaka. Extensive flooding of the township and surrounding rural land has occurred on a number of occasions, most notably in 1983. Modelling of the Tākaka River Flood Hazard in 2010-11, under several storm event scenarios, has confirmed that a significant portion of the urban zoned area is subject to flood hazard risk. An updated flood model which is expected toward the end of 2022, will inform this issue further.

Tākaka Flood Modelling (1% AEP)

(Flood Model Name: Tākaka_1pctAEP_withNoMcKenzieBank_depth)

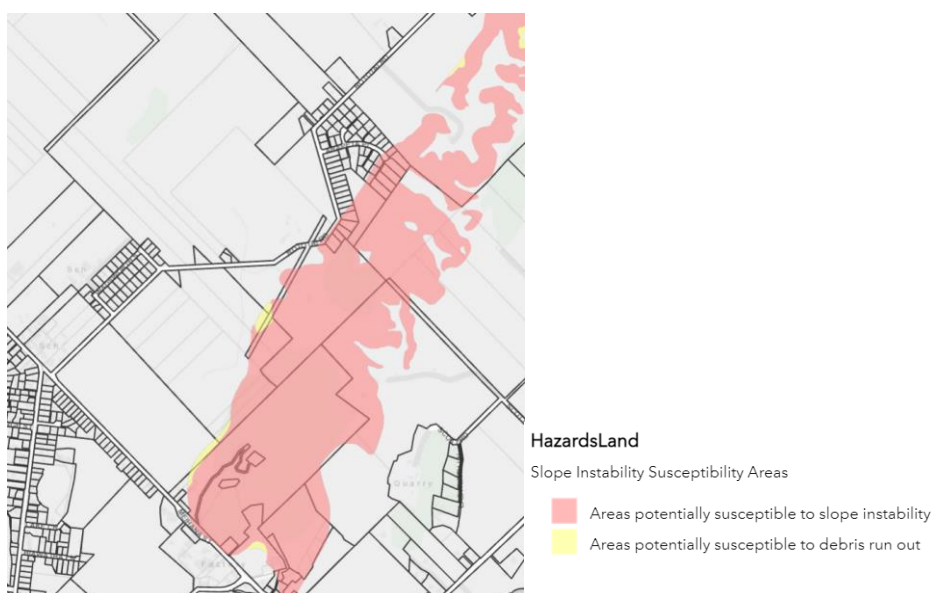


Slope Instability

The TRMP identifies areas with a higher likelihood of slope failure within the 'Slope Instability Risk Area' (SIRA) overlay. The associated planning rules seek to control the location of habitable buildings and earthwork activities in these areas to protect people and property. The overlay and rules act as a flag to pay extra attention to slope stability when developing a site or undertaking new building work.

Recent technical work has reviewed the SIRA and adjacent areas extending southwards from Clifton to Takaka River and additional areas that have been previously impacted by the run-out from debris flows). An updated area which is potentially susceptible to slope instability has been identified, including sloping land between Meihana Street and Rototai Road on the outskirts of Takaka.

Takaka Slope Instability



Liquefaction

Takaka and the surrounding flat areas are located in an area where 'liquefaction damage is possible', based on a desktop study of available geological information - 'Level A' mapping based on MBIE's Planning and Engineering Guidance for Potentially Liquefaction-prone Land (2017). It is important to note that the area mapped as 'liquefaction is possible' does not necessarily mean liquefaction will occur across the entirety of these area. Landowners may hold site specific information, such as a detailed geotechnical assessment, which provides more accurate detail than what is shown in Council's liquefaction map viewer.

13.1.2 Form

Urban form

The current footprint of Tākaka is roughly triangular with residential, commercial and industrial development clustered along the three main streets: Commercial Street (SH60), Meihana Street and Motupipi Street. State Highway 60 (Commercial Street) runs through the town.

Satellite residential developments are located to the east, north east and south east of the centre – Dodson Road, Park Avenue, Sunset Crescent, Abel Tasman Drive, Glen View Road and Arapeta Place.

Built form is largely single with some two storey buildings.

Tākaka



Business centre

Role

Tākaka town centre serves a wide catchment and has a good provision of comparison, convenience and service units, reflecting its role as a town centre rather than a local service centre. It is expected to have retail expenditure leakage out of its core market, to Motueka and Richmond.^{xc}

Fresh Choice supermarket provides an anchor at the southern end of the centre. There is a reasonable range of comparison shops and services in Tākaka, but an over-representation of books, arts and crafts. There are a several independent shops, studios and galleries providing specialist shopping opportunities in Tākaka. The town lacks an evening economy.

Motupipi Street is home to the more functional type services, and small industries.

Vibrancy

The business centre has a healthy and vibrant public realm, with Commercial Street being the major hub of activity. The observations from a site visit during January 2020 round midday indicated that

the centre was busy with both local residents and visitors / travellers, with the middle of Commercial Street being the busiest area. ^{xci}

In terms of vitality, the centre is well connected for pedestrians and the presence of mixed use buildings, as well as attractive shop frontages, enriches the vitality of the centre. Public seating provision and public open space near the centre is good.

At January 2020, there was one vacant unit in the centre, indicating that the centre is performing well.

Potential for further Commercial development

There are vacant, Commercial zoned sites located on Junction Street that are suitable for future development. (10, 12, 15 Junction Street shown below).



10, 12, and 15 Junction Street, Tākaka

Attractiveness

The town centre is attractive and characterful due to the presence of historic buildings, handcrafted street furniture, and unique shop frontages. Hanging baskets (seasonal) are suspended along the main road, which adds vibrancy to the street and helps to create consistency in the appearance of the shop frontages.

Recent development

A new commercial building was constructed at 27 Commercial Street in 2021.

Residential areas

For Tākaka, TRMP provides for standard density development with minimum lot sizes at 450m² and an average lot size of 600m² if more than three lots are created, except for the Rototai Road Residential location where minimum lot size is 600m². Existing residential zones are likely to be rezoned General Residential to align with the NPStds.

A recent assessment of Tākaka residential density indicates that on average there are about 9 dwellings per hectare.

Recent development

New residential development has been occurring within the town in Meihana Street, Commercial Road and within satellite residential areas particularly around Park Road, and along Abel Tasman Drive.

Tākaka urban form is shown on the Zone and Natural Hazard map (Attachment A).

13.1.3 Functionality

Network Services

Council currently provides Tākaka with wastewater and stormwater services and limited water reticulation for fire fighting.

There is no public transport that serves Tākaka, but private touring buses and shuttles connect the town with the rest of the Tasman region.

Parks, reserves, green corridors and community facilities

The Tākaka community is currently serviced by a range of parks, reserves and community facilities. These include meeting rooms at the Golden Bay Community Centre, Golden Bay Recreation Facility and one meeting room each at Golden Bay High and Tākaka Primary Schools. Council provides a subsidy for the pools at Golden Bay High School, Central Tākaka School and Tākaka Primary School to allow for public use out of school hours. The Tākaka Memorial Reserve on Commercial Street hosts an upgraded playground and Memorial Garden. The Golden Bay Recreation Facility provides rugby clubrooms/function room, two squash courts, indoor court and changing rooms. The facility has four tennis courts, two rugby pitches, two football pitches and two netball courts, sheep shearing stands, the Brownies Inn, a Scout Den, Drama Club rooms and public toilets.

Tākaka is the major hub for recreation and sport activity in Golden Bay, Golden Bay High School also provides significant recreation and sport assets that are extensively used by the community. Many of the residences within the town are located within the desired distance from a reserve. Some residences have direct access to Te Kakau Stream, Feary Crescent Reserve and Lake Killarney Recreation Reserve which assists in providing for open space and recreational opportunities. There are 4.8 hectares of neighbourhood reserves but very limited walkways within the urban area. There are two playgrounds on existing reserves and additional playgrounds at Golden Bay High and Tākaka Primary Schools. There are ten visitor toilets within existing reserves and seven visitor toilets within the town. There are sufficient burial plots at Rotoiti Cemetery for a further 50 years.

13.1.4 Sense of Place, Identity and Character

Landscape setting

Tākaka forms part of the Mohua/Golden Bay Landscape Character Area along with Collingwood, Pōhara, Ligar Bay and Tata Beach. All of the Golden Bay towns and villages, except for Tākaka, are located close to the coastal waters of Mohua/Golden Bay. All significantly increase in population during the summer months due to visitors.

The wider landscape features surrounding Tākaka include Te Waikoropupū springs located at the base of Parapara Peak (within Kahurangi National Park) to the west, Tākaka and Motupipi River mouths along with the waters of Mohua/Golden Bay to the north, the Pikikirunga Range (within Abel Tasman National Park) to the east and the long, linear Tākaka river valley to the south. The Tākaka river valley features several notable rivers including Tākaka, Waingaro, Anatoki and Te Waikoropupū Rivers.^{xcii}

Tākaka is not included in the current TRMP or updated draft TEP coastal environment area. Near Tākaka, the Rototai area is one of eight areas of international importance in District coast as a roosting site for resident and/or migratory shorebirds, especially South Island pied oystercatcher. Despite this, site is heavily disturbed by people.^{xciii}

Amenity and Sense of Place

“Tākaka has two small, green spaces located centrally in the town, namely Memorial Reserve and Pioneer Park. The largest recreation reserve is located 1.4kms south of the centre and features sports fields. Several protected trees are located throughout the town which contribute to Tākaka’s urban amenity.

Streetscape planting including trees and low growing vegetation along Commercial Street establish a ‘green’ character amongst diverse, colourful shop fronts further emphasising a vibrant public realm.

Local artisan markets are a regular occurrence within the town centre which displays the vast range of arts and creativity that contribute to Tākaka’s sense of place.

Other notable natural features near the town that contribute to its amenity and sense of place include the Tākaka River and Te Waikoropupū Springs. The area surrounding Te Waikoropupū Springs features several short walks through lush native forest access to the largest freshwater springs in New Zealand.”^{xciv}

Lake Killarney sink hole is an outstanding natural feature located within the town.

Distinct Characteristics

- *“Tākaka, the largest town in Mohua/Golden Bay, known for its relaxed ambiance, vibrancy and art-focussed community. ...*
- *The views surrounding Tākaka very much relate to rural land uses and retain an open, expansive character with steep mountains forming the backdrop which create a sense of containment.*
- *Tākaka is highly legible in the landscape due to the distinct change in land use from open, grassy rural paddocks with scattered trees to built development varying in height, scale and bulk delineated with fences. Several historic buildings and protected trees are located along Commercial Street in the centre of Tākaka which contribute to the character of the town and its historical past.*
- *The Central Business zone in Tākaka is the commercial ‘heart’ of the town and the wider Golden Bay area. Independently owned colourful shop fronts and murals add to the vibrancy and charm along Commercial Street. Pocket parks in between buildings and public seating outside of cafes create a lively atmosphere.*
- *While the pockets of residential development are slightly scattered, their character is generally similar in terms of low density, low rise and small scale.*
- *Tākaka’s creative and arty community contribute to its sense of place through local artisan markets that are a regular occurrence within the town centre. Small pocket parks and streetscape planting along Commercial Street establish a ‘green’ character amongst diverse, colourful shop fronts further emphasising a vibrant public realm.*
- *The town of Tākaka is easy accessed via State Highway 60 which essentially splits the town into two parts, with, the community also being well connected through the street network and footpaths are located on most streets.”^{xcv}*

Cultural and historic sites and places

TRMP protects several listed historic buildings, and heritage trees within the town that contribute to its character.

There are no TRMP cultural heritage sites listed within the Tākaka urban area, although many in the wider Tākaka East Golden Bay area.

Both historic and cultural heritage information is being updated through current TEP work projects.

Tākaka key places, recreation and community facilities and heritage sites are mapped on Attachment 3.

13.2 Iwi Interests and Values

Cultural heritage information is being updated through current TEP work projects.

Statutory Acknowledgements^{xvii} relevant to Te Tau Ihu in and near Tākaka are set out below. ^{xviii}

Iwi	Coastal Marine Area	Tākaka River and tributaries
Ngāti Apa	*	*
Ngāti Kui	*	
Ngāti Kōata	*	
Ngāti Rārua	*	
Ngāti Tama	*	*
Ngāti Toa	*	
Rangitāne	*	
Te Ātiawa	*	*

13.3 What's Planned by Council

13.3.1 LTP 2021

Council plans further investment, to address anticipated growth, improve the services we provide, and make sure our public infrastructure is maintained and fit for purpose.

LP 2021 summarises the infrastructure network services planned for the next 10 years.



TĀKAKA AERODROME RUNWAY EXTENSION 2021 – 2022 Extension and sealing of the cross runway to improve safety during strong winds.



GOLDEN BAY RECREATION PARK GRANDSTAND 2021 – 2024 (incl. Community contribution) Upgrade the grandstand at Golden Bay Recreation Park.



CYCLE LANES 2026– 2028 New cycle lanes on key transport routes.



TOWN CENTRE CYCLING IMPROVEMENTS 2027 – 2029 Facilities to support walking and cycling in the Tākaka town centre.



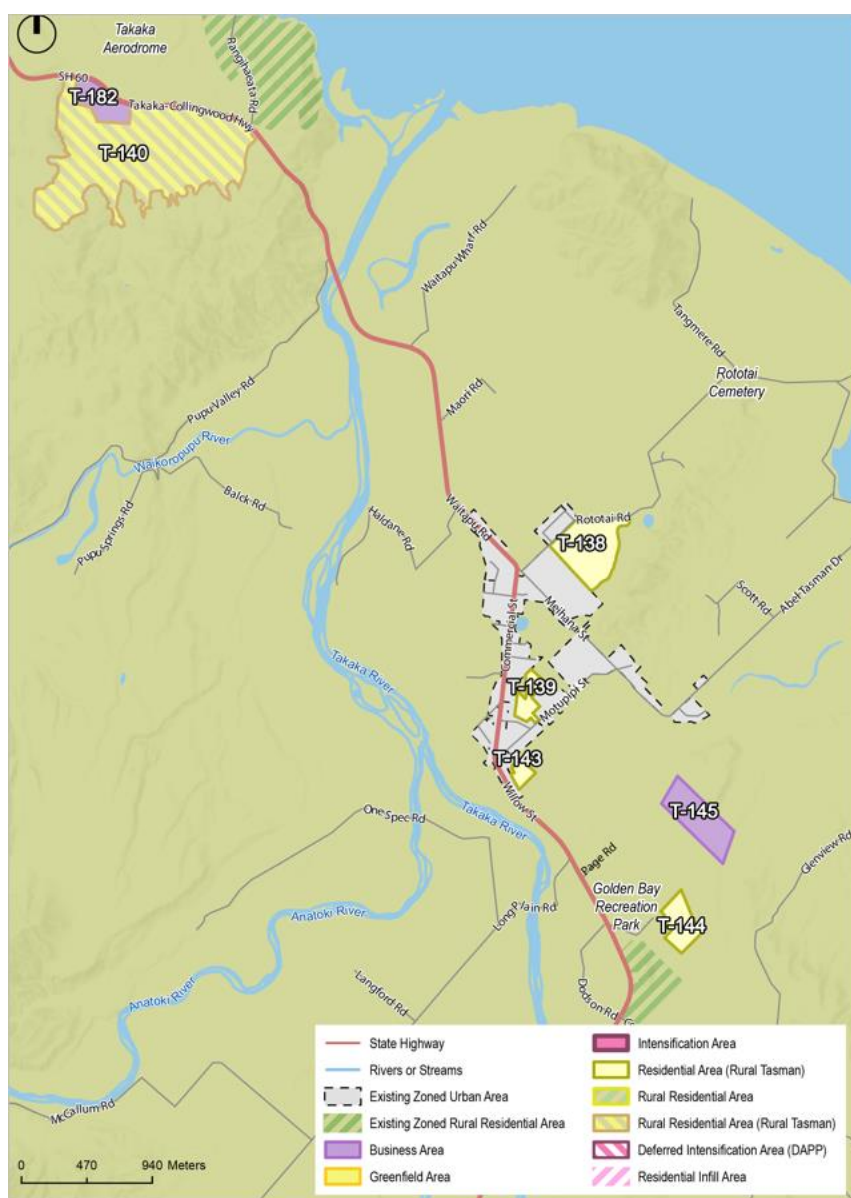
TĀKAKA STORMWATER IMPROVEMENTS 2027 – 2029 Network upgrades and water quality improvements.

13.3.2 Nelson Tasman Future Development Strategy

Following public consultation, FDS 2022 proposals for accommodating growth in Tākaka are shown below.

“Tākaka is projected to grow modestly over the next 30 years. However, according to latest Stats NZ population estimates (June 2021) the Golden Bay ward grew by 230 people in the 12 months prior, which is relatively high population growth. Several growth options are therefore identified, in case this unexpected trend continues. There are limited options for expansion immediately around the existing town given the highly productive land, flood risk and coastal inundation constraints. Working within that, options for growth are identified at the eastern urban edge.

Options for rural residential expansion and light industrial land are also located close to the Tākaka Airport and in the south near the Golden Bay recreation park centre.”^{xcviii}



13.3.3 RMA Plan Changes

Tākaka Eastern Golden Bay Settlement Policies, Plan Variation 57, 2010 provided a policy framework for possible ‘future direction’ and the following key issues: protection of landscape and natural values; avoiding flood risk and ensuring that settlements are serviced. At the time, it was anticipated that further plan changes associated with proposed new zones, new rules and standards for development, would follow.

Further planning for Tākaka did not progress due to potential flood risk and low actual and projected population growth. Consequently, the planning framework for Takaka has not been substantially updated since the inception of the TRMP.

Once the updated Tākaka flood model is available (end 2022) structure planning followed by a plan change is recommended for Tākaka.

13.3.4 Transport

Public transport

None is planned.

Cycling and Walking Strategy, May 2022

The proposed cycleway map for Tākaka is shown below.^{xcix}



13.4 What the Community has told us

A summary of the top ten general themes from the TEP 2019 engagement process is attached as Appendix 4:

Community feedback from Tākaka relating to the urban environment specifically mentioned:

Urban Form and Function

- Rezone more land for residential development in Tākaka.

Movement network

- Improve walking and cycling accessibility, e.g.: links to Pupu Springs.
- Speed limits too high on SH60 between Tākaka and Collingwood.
- Improve road visibility - cut grass edges.
- Advance the Tākaka-Collingwood cycleway ahead of new district plan for safety, the environment, community connection and sustainable tourism.

Tourism / Business

- We are losing use of our spaces to tourists e.g. Waitapu Bridge.
- Freedom campers – problems - Tauputa reserve is next to bird site.
- Tourists are making a difference to volunteer environmental programs.
- 16 Willow Street is a possible freedom camping area.

Our special place

- Pupu Springs.

13.5 Issues, Opportunities and Policy Directions

13.5.1 Introduction

Some issues, options and policy directions that have been identified in the past have occurred or are no longer relevant. Other remain relevant for the future. The rest of this report highlights:

- Issues and policy directions already identified in blue, and
- New issues, and policy directions (with options) in green.

13.5.2 Issues and Opportunities

1	Recognition of flood hazard in Tākaka.
2	The need to separate the adverse effects of activities associated with the dairy factory site from other urban activities.
3	The risk of flooding and the presence of high productive land is constraining residential growth in the town.
4	The town contains an industrial zone and industrial activities that are not well located. The town also has a shortage of available industrial land.
5	There is a shortage of open space areas and passive walking and cycling recreation routes in and around the town.
6	As Tākaka grows and changes, there is a risk that it will lack internal connectivity as there are residential developments that are remote from the main town. <ul style="list-style-type: none">• A strong residential area is developing at the Dodson Road / Park Avenue area. This is developing a population base which is physically separated from the town centre.• State Highway 60 is the only active transport link between the residential areas to the north of the town, and commercial areas to the south.
7	As Tākaka grows and changes, there is a risk that it will lose its distinctive sense of place, identity and character.

The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).

The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.

13.5.3 Policy Directions - with options, recommendations and reasons

	Policy direction	Assessment	Recommendation and Reasons
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1	To ensure that land that is made available for residential settlement is either not subject to flood risk, or the flood risk can be mitigated. Policy 6.10.3.1 Addresses issue 1	Option 1a When updated flood model for Tākaka is available, commence a structure plan process with community for purpose of: 1.Consolidating existing urban form; 2.Implementing FDS proposals that provide for additional residential and industrial locations to accommodate growth; and 3.Considering and likely developing the current approach of satellite residential / neighbourhood centres close to and connected with the Tākaka town centre.	Retain policy. Reason: Flood hazard risk remains relevant.
2	To rezone part of the Commercial Zone in Motupipi Street for light industrial activities. Policy 6.10.3.3	.	Delete policy. Reasons: 1. Not implemented, and 2. Replace with policy that provides for industrial locations that will minimise potential for cross boundary effects with other more sensitive urban activities.
2	To provide opportunities for urban growth away from areas of versatile and productive land, where practicable. Addresses issue 3.		Introduce new policy Reason: Comply with national policy direction to protect high productive land from urban development, if possible.
3	To provide appropriately zoned land for a wide range of industrial activities within a business park near the airport and the Golden Bay Recreation Facility and provide a green buffer to minimise adverse effects on neighbours. Addresses issue 2 and 4.	Option 3a Provides policy direction for FDS proposal to provide for two new light industrial locations near the airport (to the north) and the Golden Bay Recreation Facility (to the south) of the town.	Introduce new policy Reason: To minimise risk of cross boundary effects between industry and other more sensitive urban activities.
4	To provide a buffer area of rural land around the Tākaka dairy factory site. Policy 6.10.3.4 Addresses issue 2.	Option 4a Tākaka structure plan to review zoning and rule framework in context of buffer intention.	Retain policy. Reason: Still relevant.
5	To ensure service lane access and off-street parking are provided to enhance development of the Tākaka town centre Policy 6.10.3.5		Retain policy. Reason: Remains relevant and supports better urban design now and in future.

	Addresses issue 6.		
6	To avoid, remedy or mitigate adverse effects of on-street parking, loading and unloading in the commercial area of Tākaka. Policy 6.10.3.6.	For new developments, the TRMP has rules to require loading areas are located on site. For Arterial, Distributor and Collector roads, loading areas are to also include an onsite turning area.	Delete Policy. Reason: Policy unnecessary as provided for by Nelson Tasman Development Manual and current TRMP rules.
7	Ensure the Tākaka proposed Commercial –Town Centre zone (currently Central Business and Commercial zone) continues to develop as the central focus of intensive retail and office commercial development, and the core pedestrian-oriented area for Tākaka including residential use above ground floor). Addresses issue 6.	Option 7a Option provides for - rezoning Central Business and Commercial zone to Commercial – Town Centre zone to align with NPStds. and Tasman town centre hierarchy.	Introduce new policy and option 7a relating to role of town centre. Reason: Aligns with national direction to provide for a compact urban footprint.
8	Provide for a Commercial - Neighbourhood Centre zone in the vicinity of Central Tākaka Road or Dodson Road or Park Avenue to provide for small to medium scale activities that service the day to day needs of the neighbourhood and contribute to the amenity of the surrounding residential environment. Addresses issue 6.		Introduce new policy/ies to manage role of Commercial - Neighbourhood centres, i.e. Reasons: 1. Provides a policy framework for new Commercial centre hierarchy that aligns with NPStds. 2. Policy and rule framework to ensure that the Tākaka Commercial -Town Centre zone remains the primary business centre for Tākaka.
9	To ensure streets are well connected to reduce travel distances for vehicle, cycle and pedestrian traffic both in Tākaka and between Tākaka and satellite residential neighbourhoods. Addresses issues 5 and 6.		Introduce new policy. Reason: Relevant to Tākaka where access is via SH60. (Likely a general district wide policy).
10	To maintain the distinct character and amenity of Tākaka by managing the scale, type and adverse effects of built development. Addresses issue 7.		Introduce new policy. Reason: Design Guidance from Tākaka character assessment will assist to maintain the character of Tākaka.

13.6 Scale and Significance

Table 2: Scale and Significance

	Comments	Assessment
Degree of change from the Status Quo		Low / Med / High
Effects on matters of national importance (s6 RMA)	S6 matters already accounted for and will be accounted for further by TEP cultural mapping project.	Low
Scale of effects – geographically (local, district wide, regional, national)	Local	Low
Scale of effects on people (how many will be affected – single landowners, multiple landowners, neighbourhoods, the public generally, future generations?)	Tākaka and Golden Bay community	Medium
Scale of effects on those with particular interests, e.g. Tangata Whenua		Low
Degree of policy risk – does it involve effects that have been considered implicitly or explicitly by higher order documents? Does it involve effects addressed by other standards/commonly accepted best practice?	Implements NPS-UD and FDS proposals.	Low
Likelihood of increased costs or restrictions on individuals, businesses or communities.	Implements NPStd. zoning.	Low

13.7 Summary

	Issues
1	Recognition of flood hazard in Tākaka.
2	The need to separate the adverse effects of activities associated with the dairy factory site from other urban activities.
3	The risk of flooding and the presence of high productive land is constraining residential growth in the town.
4	The town contains an industrial zone and industrial activities that are not well located. The town also has a shortage of available industrial land.
5	There is a shortage of open space areas and passive walking and cycling recreation routes in and around the town.
6	<p>As Tākaka grows and changes, there is a risk that it will lack internal connectivity as there are residential developments that are remote from the main town.</p> <ul style="list-style-type: none"> • A strong residential area is developing at the Dodson Road / Park Avenue area. This is developing a population base which is physically separated from the town centre. • State Highway 60 is the only active transport link between the residential areas to the north of the town, and commercial areas to the south.

7	As Tākaka grows and changes, there is a risk that it will lose its distinctive sense of place, identity and character.
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	Recommended Policy Directions and Options
1	To ensure that land that is made available for residential settlement is either not subject to flood risk, or the flood risk can be mitigated. Addresses issue 1
1.1	Option 1a When updated flood model for Tākaka is available, commence a structure plan process with community for purpose of: 1.Consolidating existing urban form; 2.Implementing FDS proposals that provide for additional residential and industrial locations to accommodate growth; and 3.Considering and likely developing the current approach of satellite residential / neighbourhood centres close to and connected with the Tākaka town centre. Addresses issue 1 and assists to implement policy 1.
2.	To provide opportunities for urban growth away from areas of versatile and productive land, where practicable. Addresses issue 3.
3	To provide appropriately zoned land for a wide range of industrial activities within a business park near the airport and the Golden Bay Recreation Facility and provide a green buffer to minimise adverse effects on neighbours. Addresses issue 2 and 4.
3.1	Option 3a Implement FDS proposal to provide for two new light industrial locations near the airport (to the north) and the Golden Bay Recreation Facility (to the south) of the town. Addresses issue 2 and 4 and implements policy 3
4	To provide a buffer area of rural land around the Tākaka dairy factory site. Addresses issue 2.
4.1	Option 4a Tākaka structure plan process to review zoning and rule framework in context of buffer intention. Addresses issue 2 and 4 and implements policy 4.
5	To ensure service lane access and off-street parking are provided to enhance development of the Tākaka town centre Addresses issue 6.
7	Ensure the Tākaka proposed Commercial –Town Centre zone (currently Central Business and Commercial zone) continues to develop as the central focus of intensive retail and office commercial development, and the core pedestrian-oriented area for Tākaka including residential use above ground floor). Addresses issue 6.
7.1	Option 7a Provides for

	<p>- rezoning Central Business and Commercial zone to Commercial – Town Centre zone to align with NPStds. and Tasman town centre hierarchy.</p> <p>Addresses issue 6 and implements policy 7.</p>
8	<p>Provide for a Commercial - Neighbourhood Centre zone in the vicinity of Central Tākaka Road or Dodson Road or Park Avenue to provide for small to medium scale activities that service the day to day needs of the neighbourhood and contribute to the amenity of the surrounding residential environment.</p> <p>Addresses issue 6.</p>
9	<p>To ensure streets are well connected to reduce travel distances for vehicle, cycle and pedestrian traffic both in Tākaka and between Tākaka and satellite residential neighbourhoods.</p> <p>Addresses issues 5 and 6. (Likely a general district wide policy).</p>
10	<p>To maintain the distinct character and amenity of Tākaka by managing the scale, type and adverse effects of built development.</p> <p>Addresses issue 7.</p>

	Outcome sought
	<p>The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).</p> <p>The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.</p>
	Assumptions, Uncertainties, Further work, Information Gaps
	<p>When TEP cultural mapping, and centre character reviews are available, policies relating to distinct character be refined.</p>
	<p>Updated Tākaka flood model awaited before Tākaka structure planning process commences in early 2023.</p>

13.8 Possible questions for community discussion

- Do you think it would be useful to start a community-based spatial planning project to develop a plan for Tākaka for the next 30+years?
- What do you think the opportunities are for Tākaka in the medium to long term?

Takaka - Places of Interest, Recreation and Heritage map

Type

- Parcel
- Police Station
- Fire Station
- Car Park
- Community Facility
- Information Centre
- Library
- Museum
- Playground
- Public Toilet
- School
- Bike, Off Road Vehicle
 - Cycling
 - Esplanade Access Strips
 - Council Reserve
 - DOC Public Conservation Land
- Heritage Building - Heritage New Zealand
- Heritage Building - Tasman District Council
- Protected Trees
- Indicative Walkways
- Road Area
- Rivers

14 Tapawera

14.1 Existing Centre – What We Know

14.1.1 Context

Introduction

Tapawera is a small rural town, in the Motueka valley. In the past, the centre served the forestry industry. Today the town services the surrounding agricultural and horticultural land uses, recently the fast growing hop sector.

Tapawera is part of the Lakes -Murchison ward and is located in the Motueka waahi / catchment.

Population and growth

Over past 30 years, the resident population has decreased slightly (from about 390 residents in 1991 to about 310 in 2021).

Modest growth is expected for the future. LTP, 2021, growth projection for Tapawera is that by 2031, population will have peaked at about 330 people and remain around this number into the future.

The LTP growth projection for the next 10 years for the Lakes Murchison ward (comprising Murchison, Tapawera and St Arnaud) is shown below.



Environmental opportunities and constraints

The area is characterised by steep hills and flat valleys.

Productive land

Some of the surrounding land is of high productive value and needs to be protected. Forestry, dairy, sheep and beef, and more recently hops, are predominant activities.

Natural hazards

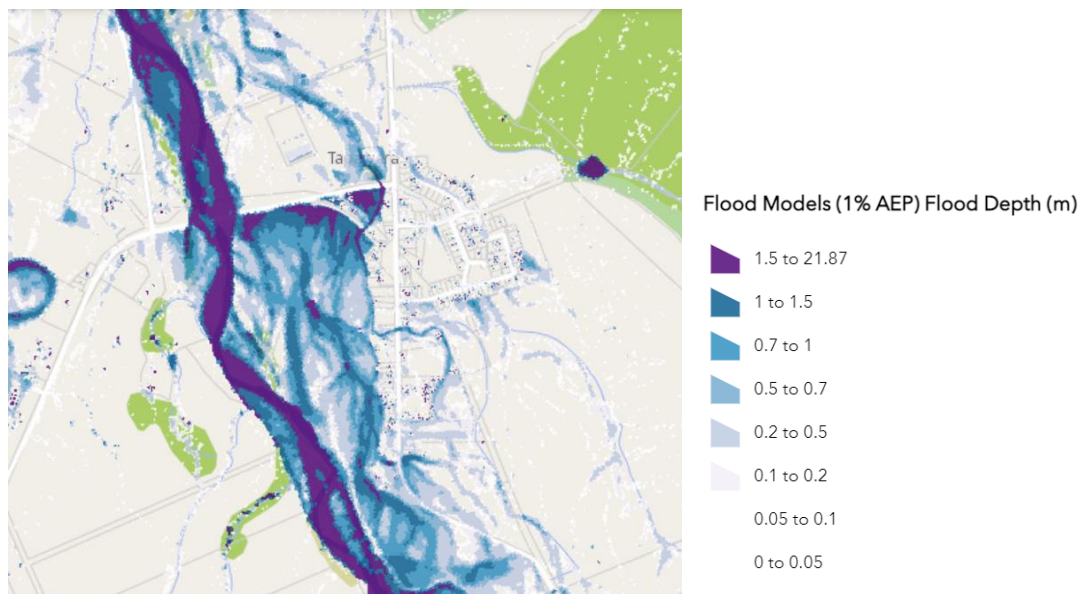
Tapawera settlement is constrained by the Motueka River to the west. There is some flood risk to the town from Motueka River.

The town is located in an area where 'liquefaction damage is unlikely', based on the underlying geology. However, the margins of the nearby Motueka River have been identified as being 'liquefaction damage is possible'.

Tapawera Flood Modelling (1% AEP)

(Flood Model Name:

UpperMotueka_262_203v01_Floodplain_Existing_100y_24h_WL_113p7m_noCC_Base)



14.1.2 Form

Urban form

Tapawera is located on both sides of the Main Road (Motueka Valley Highway) which transects the town. The main residential area is located to the north east. In the hub of the town, a mix of business activities and community services (on industrial and commercial zoned land) front on to Main Road.

The Tapawera Settler Motels and Campground is located about 500kms to the north of the centre on Tadmor Valley Road. The School and Community Library are located just south of the centre.

Tapawera is a gateway to the Kahurangi National Park and so the town experiences a number of tourist and locals stopping before either entering or leaving the national park.

Business centre

Role

Tapawera commercial centre consists of a convenience store, food and beverage establishments and a service station that all line one side of the main road with a mix of industrial services and community facilities fronting the other.

A Four Square anchors the centre. The centre's cafe attracts local residents and visitors, in particular, cyclists on the Tasman Great Taste Trail which passes through the centre.

The centre serves only the 'top up' convenience and some service needs of its residents and visitors. The role of the commercial centre is as a local service centre rather than a town centre, which reflects its size and proposed role in the hierarchy of the Tasman District's town centres. It is expected to have retail expenditure leakage out of its core market to Richmond and Motueka.

Vibrancy

There are no vacant units in the centre, indicating that the centre is performing well.

Tapawera has a hotel and tavern, a café, an 'Op shop' and more than one community hall.

At the time observed, most pedestrian activity occurred outside of the Four Square and café^c. Anecdotally, the 'Op shop' attracts both locals and visitors.

Potential for further commercial development

The sites at 88 and 90 Main Road, Tapawera (the land between the Tapawera Hotel and Tapawera Tavern) are vacant. The sites are located in the middle of the centre so would be suitable for further development of comparison/convenience/café units. The sites are zoned Commercial.

Attractiveness

Some of the buildings in the centre are outdated and landscaping is minimal. There is a large amount of grey impervious surface in the business centre.

Residential areas

Generally, Tapawera residential area is dominated by traditional, free-standing, one to two storey low-density housing, with a typical residential lot being about 800sqm in size. There is limited diversity or choice of housing.

The uptake of residential sections in the town has been slow over the years, although recently, property interest in Tapawera has increased. Recently the demand for rental accommodation has increased due to increased hop production.

The TRMP residential zone provides for standard residential development in Tapawera with a minimum lot size of 450m² (Permitted) and an average lot size 600m² if more than three sites are developed. A recent assessment indicates Tapawera residential zone density is about 8 dwellings per hectare.

Existing residential zones that are not specifically earmarked for medium density development are likely to be rezoned Low Density Residential to align with the NPStds.

Recent Development

Tapawera is well serviced and has capacity for further development.

The proposed Kohatu Motorsport Park and formation of Tasman's Great Taste Trail (GTT) through the town are expected to provide local economic opportunities. Anecdotal information indicates that the growth in the surrounding hop industry is stimulating the town's economy. Currently, during 2022, the GTT is being developed from the town toward Motueka.

The urban form of Tapawera is shown on the Zone and Natural Hazard map (Attachment A).

14.1.1 Functionality

Network Services

Council currently provides Tapawera with water, wastewater and stormwater services, plus road and footpath network.

There is no public transport that connects Tapawera with the rest of the Tasman region; although, private touring buses go through Tapawera to access the Kahurangi National Park.

Parks, reserves, green corridors and community facilities

Council is exceeding the desired levels of service due to the historic development of the town by the NZ Forest Service. Regional facilities provide part of the level of service for some facilities but require a commute. The Tapawera community is serviced by a meeting room provided at the Tapawera Memorial Hall and community rooms at Shedwood Lodge. Council provides a subsidy to

assist in the maintenance of the two pools at Tapawera Area School. The School provides recreation assets that are extensively used by the community, particularly the outdoor seasonal swimming pool and the small multipurpose hall. The Tapawera community is serviced by a range of parks and reserves. There are 12ha of sportsgrounds provided at the Tapawera Recreation Reserve. There are 105 plots available at the cemetery at Mararewa. The town has three kilometres of walkways, two playgrounds, a skate park and six toilets. The development of Tasman's Great Taste Trail through the town is popular and has added to provision of cycleways in Tapawera. GTT connected to Tapawera in 2020.

The Kohatu Motorsport Park is being developed on the outskirts of Tapawera by the Central Motorsport Incorporated Society. Council supports the development of the Park and recognises its value to the community as a regional adventure and motorsport park. Over the past few years, Council has contributed to the facility by providing funding for a feasibility study, and absorbing about \$15,000 of costs for the project. Council also contributed approximately \$300,000 to the upgrade of the intersection to the Motorsport Park at Olivers Road and Motueka Valley Highway.

14.1.2 Sense of Place, Identity and Character

Landscape setting

Tapawera, along with Motueka and Riwaka, form part of the Motueka River Valley and Coastal Flats Landscape Character Area. These towns have a similar land type that relates to the major Motueka River valley. The towns are located within proximity to the Motueka River and on flat valley land, backed by relatively steep forested hills. The size of each town varies however they all retain a rural character due to surrounding productive land uses.^{ci}

Amenity and Sense of Place

“Tapawera has access to numerous open green spaces within close proximity to the residential areas, including Totara Street Reserve, Tapawera Playground Reserve, Tawa Place Playground and Tapawera Recreation Reserve. Shedwood Bush Scenic Reserve, east of Tapawera, includes a loop track and viewpoint. The reserves contain numerous mature trees that provide a vegetated framework to Tapawera's residential areas. Several mature trees are also located along the highway across the street from the commercial strip.

Several community buildings and a local school are also located along the main road in Tapawera which creates a family-friendly connected community.

Distinct Character

- *Tapawera is a small, quiet rural centre surrounded by open rural paddocks and hop fields with rural outlooks and mountain vistas.*
- *The backdrop of Tapawera consists of relatively steep hills and mountains which provide visual amenity and a sense of being 'inland'.*
- *Tapawera's location on the Motueka Valley Highway makes it a gateway to the Kahurangi National Park located to the west.*
- *The compact and small-scale nature of Tapawera amongst a larger rural setting makes it very legible in the wider landscape.*
- *The commercial and residential built forms within Tapawera are relatively similar in scale and character displaying a cohesive pattern of development that is mostly single storey.*
- *Tapawera has access to several open green spaces in addition to natural features such as the Motueka River which is close by.*
- *The Motueka Valley Highway transects Tapawera which provides easy access to the small, rural centre from the north and south. The Great Taste Trail also links Tapawera to the wider district through a bike trail.”^{cii}*

Cultural and historic sites and places

There are no listed heritage sites in Tapawera town.

Both historic and cultural heritage information is being updated through current work projects for the new TEP.

Tapawera key places, recreation and community facilities and heritage sites are mapped on Attachment B.

14.2 Iwi Interests and Values

The Motueka and Motupiko Rivers and their tributaries are a statutory acknowledgement area for Ngāti Kuia; the Motueka for Ngāti Rārua, Ngāti Tama, Ngāti Toa Rangatira, Te Ātiawa and the Motupiko and tributaries for Ngāti Apa, Rangitāne

Currently there are no listed cultural heritage sites or precincts within Tapawera.

Both historic and cultural heritage information is being updated through current TEP work projects.

14.3 What's Planned by Council

14.3.1 LTP 2021

Council has planned further investment, to address anticipated growth, improve the services we provide, and make sure our public infrastructure is maintained and fit for purpose.

LP 2021 summarises the infrastructure network services planned for the next 10 years.



Tapawera Water Treatment Plant Upgrade, 2025 - 2026

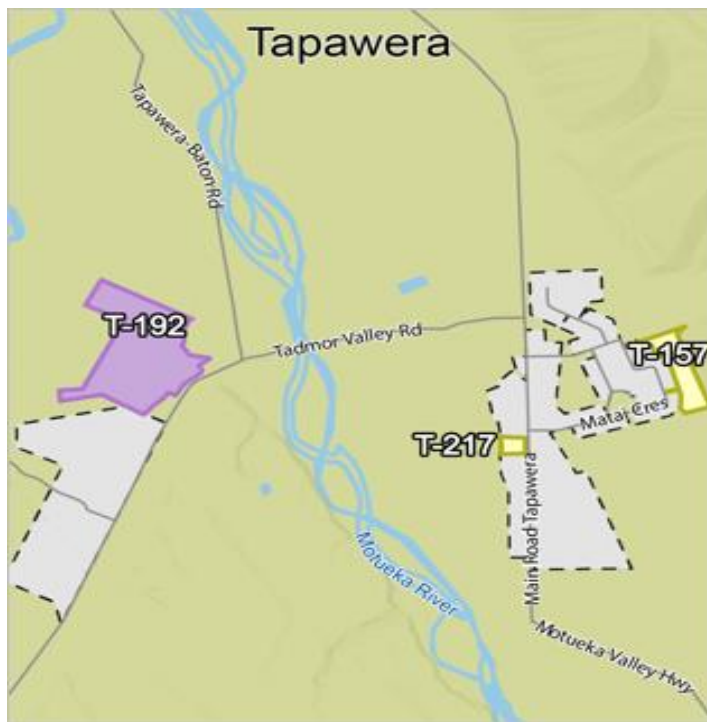


Tasman Great Taste Trail Construction, Tapawera to Motueka, 2022

14.3.1 Nelson Tasman Future Development Strategy

Following public consultation, FDS 2022 proposals for accommodating growth in Tapawera are shown below.

“Modest growth is projected for Tapawera over the next 30 years, but there is a fast-growing hop sector meaning that more business land and more housing opportunities may be needed in the future. An option for a light industrial site is identified on the western side of the Motueka River along Tadmor Valley Road to cater for the growing rural economy. Two areas for future residential development are identified at the western and southern edge of the town.”^{ciii}



FDS 2022 site T157 is in preference to the already Residential zoned site on the northern development edge beyond Totara Street. The FDS site is less at risk from flood and debris flows.

Also, following consultation on the FDS, 79 Main Road Tapawera (T-217) is proposed for residential development.

14.3.2 RMA Plan Changes

There have been no significant TRMP plan changes relating to Tapawera since the original TRMP was publicly notified in 1996 other than a small change of zoning for land located in Main Street from Recreation to Residential as alternative reserve land was acquired.

In future, no plan changes specific to Tapawera are planned other than the overall TEP plan change.

14.4 What the Community has told us

A summary of the top ten general themes from the TEP 2019 engagement process is attached as together with centre based feedback is attached as Appendix 4:

Community feedback from Tapawera specifically mentioned:

Urban Form and Function

- Would like to see Tapawera grow.
- Look forward to cycle trail down the Motueka valley.
- Not far to travel to Richmond.
- More health services, facilities and support.

Our Special Place

- In dry times, the nearby rivers run too low.
- Tapawera is quiet, peaceful away from the hustle and bustle.
- Love the rural outlook and lifestyle and we are close to the natural environment - rivers and native bush (e.g. Shedwood Bush) swimming holes, kayaking & hiking.
- Our community and school are friendly, family orientated and connected.

14.5 Issues, Opportunities and Policy Directions

14.5.1 Introduction

Some issues, options and policy directions that have been identified in the past have occurred or are no longer relevant. Other remain relevant for the future. The rest of this report highlights:

Issues and policy directions already identified in blue, and

New issues, and policy directions (with options) in green.

14.5.1 Issues and opportunities


	Issues
1.	As Tapawera grows and changes, there is a risk that the productive land resource surrounding the town may be used inefficiently.
2.	Town centre lacks character and visual amenity.
3.	Range of housing choice is limited.
4.	There is some risk of flooding to town from Motueka River.

The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).

The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.

14.5.2 Policy Directions - with options, recommendations and reasons

	Policy Direction	Status / Comment	Recommendation and Reasons
1	Minimise effects of urban expansion on productive land. Policy 6.20.3.1 Addresses Issue 1.	Status quo - Current TRMP policy	Retain policy direction Reason: Remains relevant. (A general policy if no specific direction for Tapawera.)
2	(Continue) to encourage suitable landscape and streetscape initiatives that contribute to character and amenity of Tapawera. Addresses issue 2.	Status quo - Current TRMP policy	Retain policy direction Reason: Remains relevant.
3	Support further business development in Tapawera and consolidate commercial activities in the Main Street.	Currently the business centre of Tapawera is a mix of zoning – primarily Commercial, and Light Industrial.	Introduce new policy. Reasons: (i) Encourages a consolidated commercial hub suitable for a rural town.

	Addresses issue 2.	<p>Currently (at 2020) there are a couple of vacant Commercial zoned sites in the town centre.</p> <p>FDS 2022 has identified a new site for Light Industrial activity on the western side of the Motueka River along Tadmor Valley Road to service the hop sector.</p> <p>Options for creating a consolidated Commercial - Local Centre zone are set out below.</p>	
	<p>Option 3a Status quo, except rezone current Commercial zone to Commercial - Local Centre zone.</p> <p>Reason: Aligns with NPStds.and proposed Tasman business centre heirarchy.</p>	<p>Option 3b Rezone current Commercial zone and 95 Main Road (opposite and owned by Council) from Light Industrial to Commercial - Local Centre zone.</p> <p><u>Advantages:</u> Includes existing activities that are appropriate to a local commercial centre. Addresses Issue 2 in that provisions can encourage an active street frontage.</p> <p><u>Disadvantages:</u> Local Centre crosses the Main Road.</p>	<p>Option 3b (shown below) is recommended.</p> <p>Reasons:</p> <ol style="list-style-type: none"> 1. Implements new policy 3. 2. Aligns with NPStds.and proposed Tasman business centre heirarchy. <p>Option 3b</p> 
4	<p>Maximise opportunity that (limited) greenfield expansion presents to increase housing choice, with active connections to town centre and greenspace.</p> <p>Addresses Issue 3.</p>	<p>New policy option.</p> <p>FDS 2022 has identified an additional location for new residential development at the eastern edge of the town that has the potential to enable greater housing choice.</p>	<p>Introduce new policy.</p> <p>Reason: In line with national direction to consolidate urban footprints and reduce urban expansion on to high productive land.</p> <p>(Likely a new general urban policy.)</p>
5	<p>Minimise urban expansion on land prone to flooding</p> <p>Addresses issue 4.</p>	New policy option	<p>Introduce new policy.</p> <p>Reason: In line with national direction to reduce risks of natural hazard.</p> <p>(Likely a new general urban policy.)</p>
6	Delete policy 6.20.3.2 that enables the development of the former Forest Services headquarter site for industrial or business activities.		<p>Delete policy.</p> <p>Reason:</p> <p>Site is zoned Light Industrial and privately owned.</p>

14.6 Scale and Significance

Table 2: Scale and Significance

	Comments	Assessment
Degree of change from the Status Quo		Low / Med / High
Effects on matters of national importance (s6 RMA)	S6 matters already accounted for and will be accounted for further by TEP cultural mapping project	Low
Scale of effects – geographically (local, district wide, regional, national)	Local	Low
Scale of effects on people (how many will be affected – single landowners, multiple landowners, neighbourhoods, the public generally, future generations?)	Tapawera and surrounding rural community	Low
Scale of effects on those with particular interests, e.g. Tangata Whenua		Low
Degree of policy risk – does it involve effects that have been considered implicitly or explicitly by higher order documents? Does it involve effects addressed by other standards/commonly accepted best practice?	Implements NPS UD and FDS proposals.	Low
Likelihood of increased costs or restrictions on individuals, businesses or communities.	Implements NPStd. zoning. Local centre zoning in Main Street Tapawera is likely to reduce the costs of change.	Low

14.7 Summary

	Issues
1.	As Tapawera grows and changes, there is a risk that the productive land resource surrounding the town may be used inefficiently.
2.	Town centre lacks character and visual amenity.
3.	Range of housing choice is limited.
4.	There is some risk of flooding to town from Motueka River.

	Recommended Policy Directions and Options
1.	Retain policy to minimise effects of urban expansion on productive land. Addresses Issue 1.
2.	Retain policy to encourage suitable landscape and streetscape initiatives that contribute to character and amenity of Tapawera.

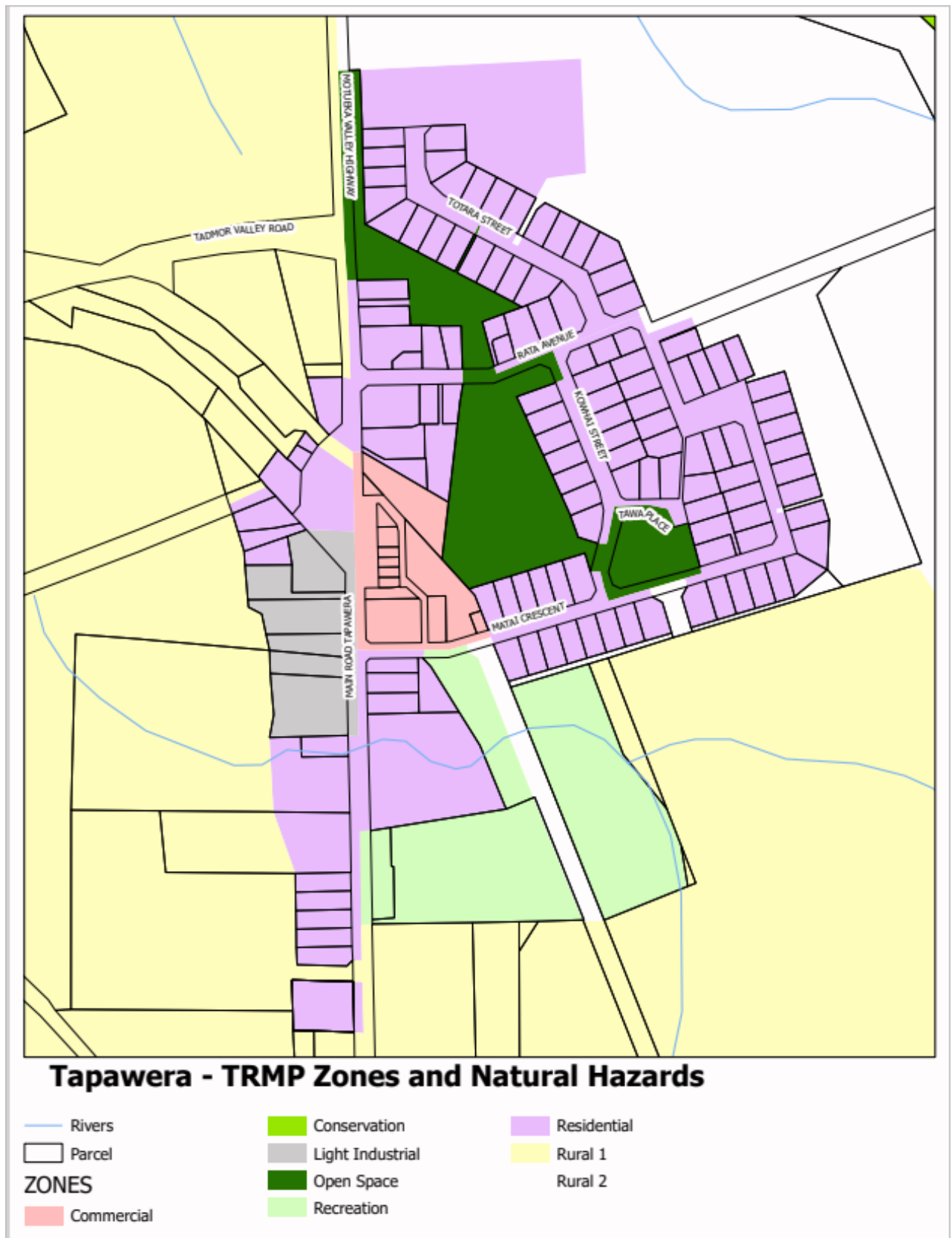
	Addresses Issue 2.
3.	Support further business development in Tapawera and consolidate commercial activities on Main Street. Addresses issue 2.
3.1	Option 3b Rezone current Commercial zone and 95 Main Road (opposite and owned by Council) from Light Industrial to Commercial - Local Centre zone. Addresses issue 2 and implements recommended policy 3.
4	Maximise opportunity that (limited) greenfield expansion presents to increase housing choice, with active connections to town centre and greenspace. Addresses issue 3.
5	Minimise urban expansion on land prone to flooding. (Likely a new general urban policy.)

	Outcome sought
	The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation). The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.
	Assumptions, Uncertainties, Further work, Information Gaps
	When TEP cultural mapping, and centre character reviews are available, policies relating to distinct character be refined.

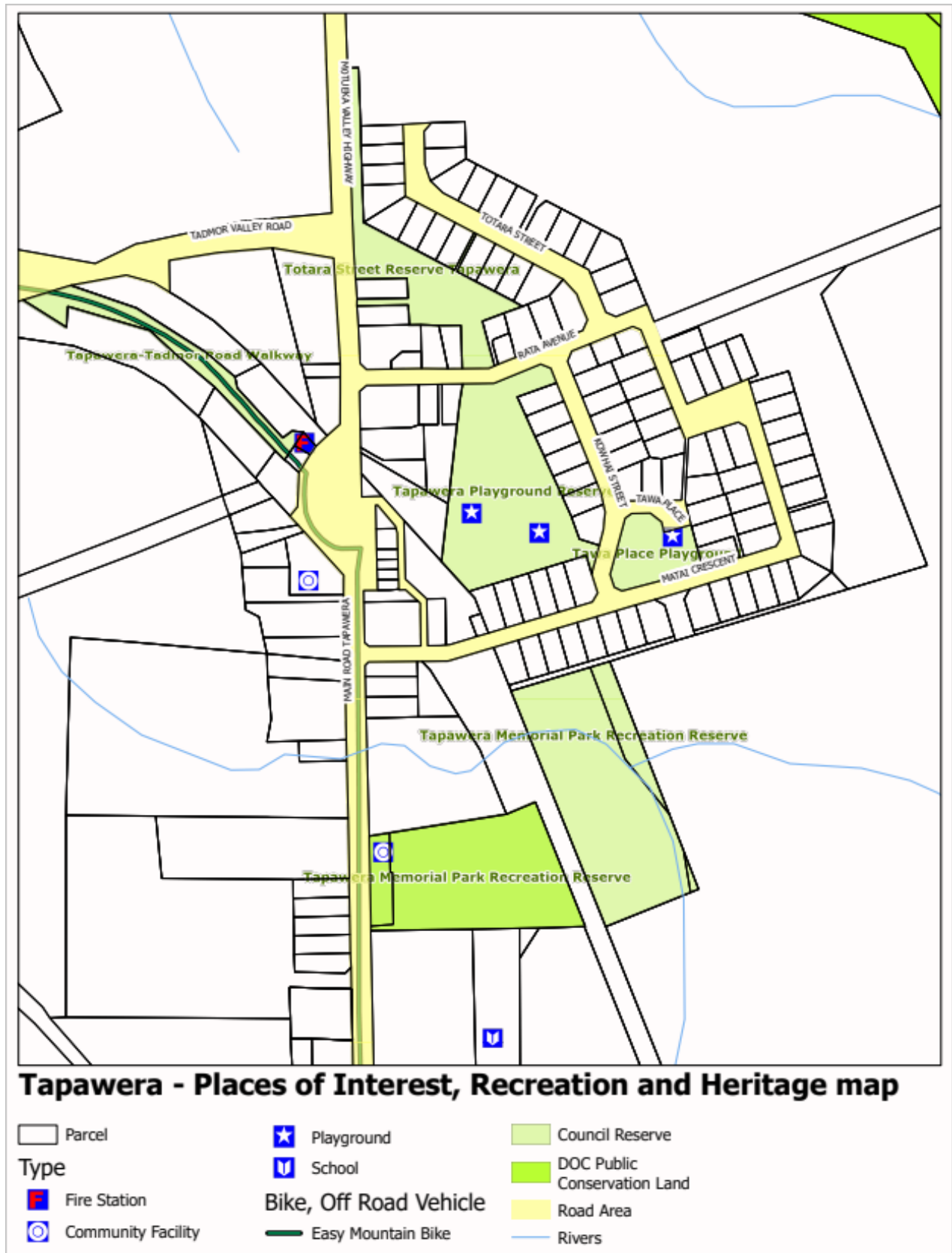
14.8 Possible questions for community discussion

- Do you think there is a need for more accommodation for rural farm workers and contractors in Tapawera?
- If so, what kind of accommodation? Rental accommodation such as flats or units or stand alone housing?
- What ideas do you have for improving the visual appeal of the town / main street.

Attachment A: Tapawera Zone and Natural Hazard Risk Map



Attachment B: Tapawera Places of Interest, Recreation and Heritage Map



15 Tasman

15.1 Existing Centre – What We Know

15.1.1 Context

Introduction

Tasman is a small, low-lying rural village, on the southern edge of the Moutere Inlet.

The village is located on poorly draining Moutere clay soils. These soils pose a constraint on any increase in the density of development, unless significant infrastructure is supplied to service the village.

Today, the recently developed Great Taste Trail traverses and brings tourists to the village. Also, growth in the Rural 3 zoned area to the east of the settlement is changing the surrounding context of the village and impacting on its social services such as the school.

The Ruby Bay campground is located about 2 kilometres to the south of the village and the Tasman Memorial Recreation reserve is located at the northern edge of the village.

Tasman is located partly in the Moutere-Waimea ward and forms part of the Moutere catchment /waahi.

Population and growth

Tasman forms part of the Moutere area (Stats NZ statistical areas Lower Moutere and Moutere Hills). This area includes Lower Moutere, Tasman Village, Mahana, Bronte and the coastal area between Māpua and Motueka. It also extends inland west of Motueka, including the Mytton Heights Hills area.

In 2018, the resident population of Tasman was about 205, projected to increase to about 215 in 2028 (about 5%).

At 2021, the current and projected population for the Moutere area for the next years 10 years is set out below.^{civ}



Although projected population growth within Tasman village itself is modest, the number of people living in the wider Moutere area, particularly in the Rural 3 zone, is growing.

Environmental opportunities and constraints

Productive land

Tasman village is surrounded by land of productive value, some of which has high productive value and some of which is lower value Moutere Clay hills. Containment of urban development enables the continued use of the surrounding productive land for plant and animal production activities.

Natural hazards

Most of Tasman village lies between the 5-10m contour but the lower part of Tasman is low lying - with some of the Residential zoned land located below the 5 metre contour and as such is subject to coastal inundation particularly when considering sea level rise.

There is a flooding risk in some parts of Tasman Village and Aporo Road which can experience flooding in extreme rainfall events. Much of the village is located in an area where 'liquefaction damage is possible', based on the underlying geology.

Council mapping shows the parts of Tasman village that lie within the extent of the 1% AEP coastal storm-tide + 2m sea level rise scenario. This means that the area falls within the scope of Council's [Coastal Management Project](#). The project aims to enable our Golden Bay/Mohua and Tasman Bay/Te Tai o Aorere communities to work towards long-term adaptive planning for sea level rise and coastal hazards. The information contained within this report will help inform next steps in the Coastal Management Project, looking at options at the local level around Tasman.

Tasman Coastal Inundation Modelling (1% AEP storm-tide + 2m sea level rise)



15.1.2 Form

Urban form

Historically, SH60 transected the village and had an adverse effect on Tasman centre in terms of traffic impacts and associated noise. Consequently urban development was contained to the west of SH60 predominantly for safety reasons. The rerouting of the Coastal Highway, SH60 has removed this constraint.

Tasman has a compact urban form much of which fronts Aporo Road (currently, the coastal route). A rural industrial site is located on its northern periphery and two separate commercial zoned areas fronting Aporo Road adjoin the Residential area located on the western side of Aporo Road.

Business centre

Role

The centre services the top up convenience needs of its residents and visitors.

A general store (with coffee roasting business) and art gallery /café provide coffee, snacks and light meals in the southern commercial node an art gallery/facility in the northern node. Three to four art galleries are located within the village, and several bed and breakfast type accommodation activities

are located in the rural area surrounding the village. The Great Taste Trail cycleway which runs through the village, attracts custom to the retail outlets.

The role of the business centre is as a local service centre rather than a town centre, which reflects its size and proposed role in the hierarchy of the Tasman District's town centres.



Vibrancy

There are no vacant units in the Tasman centre, indicating that the centre is performing well.

Tasman has a general store and gallery both with café/ light meal facilities and two other art galleries in the village. The opportunities are (i) to link these hubs more closely together (through signage, and (ii) to enhance main commercial hub (around the general store) with some public facilities (water fountain, seating and toilets). A bus stop is being planned for Tasman, with a preliminary choice of location being opposite the general store.

Potential development sites

As both Commercial zoned sites are taken up, there is opportunity to investigate the rezoning of a residential site/s adjacent or close to the southern commercial zone (general store) for commercial use.

Attractiveness

The centre is attractive in appearance. The commercial nodes lack public seating and facilities and given the route of the Great Taste Trail – a water fountain. It is acknowledged that these facilities and play area are provided in the Tasman Memorial Recreation Reserve located a kilometre away at the northern edge of the village.

Residential areas

Tasman residential area is low density and almost 'rural residential' in character, dominated by traditional, free-standing, one to two story housing with lot sizes varying between 600m² -800m² to 6,000m², the majority between 1,000m² – 2,000m². A recent assessment of Tasman village residential density indicates that are about 4 to 5 dwelling per hectare.

The TRMP residential zone provides for residential development in Tasman with a minimum lot size of 1,000 m² due to the on-site waste water servicing.

Existing residential zones are likely to be rezoned Low Density Residential to align with the NPStds.

Recent development

There has been little recent development in Tasman, with just a handful of infill lots being created over the last few years. As above, the ground conditions and servicing, and limitations on zoned land, constrain further development.

There have been some small rural residential and Rural 3 developments in the surrounding area.

The urban form of Tasman is shown on the Zone and Natural Hazard map (Attachment A).

15.1.3 Functionality

Network Services

The Council provides a rural residential road network and stormwater services to the settlement. It is self-servicing for water and wastewater. The TRMP Wastewater Management Area provisions apply to Tasman.

Due to the Residential zoning in Tasman but lack of reticulated water supply service, there is no private (individual household) or public (Council) provision for water for firefighting purposes.

Currently there is no public transport that connects Tasman to the rest of the district, but a bus service is planned for mid 2023.

Parks, reserves, green corridors and community facilities

The Tasman community is principally serviced by community facilities in Motueka, Māpua and the Moutere Hills Community Centre. Council provides a subsidy for the pool at Tasman Primary School. There is a large open space reserve provided at the Tasman Memorial Recreation Reserve and a neighbourhood reserve on Deck Road in the Tasman Bay Estates development which via a right of way over private property provides a walkway to the coast. The community is also serviced by one playground, a pump track and one public toilet. The development of Tasman's Great Taste Trail is popular and has added to the existing levels of service for cycleways.

15.1.4 Sense of Place, Identity and Character

Landscape setting

Tasman, together with Upper Moutere, forms part of the Moutere Hills Landscape Character Area. Both villages are located within an undulating and vegetated landscape surrounded by rural productive land uses which maintain their rural character and amenity.^{cv}

The northern tip of Tasman village, i.e. the recreation reserve and adjacent residential area are located within the with the TRMP current and (including the rural industrial site) within the new, draft TEP coastal environment area.^{cvi}

Amenity and Sense of Place

"The Moutere Inlet and surrounding productive rural land uses contribute a coastal and rural amenity to the small centre of Tasman. The vegetation framework within and containing Tasman conveys an established 'village' feel in addition to the Tasman Memorial Recreation Reserve. Due to its scale, Tasman is easily walkable.

Distinct Characteristics

- *Tasman has a 'village' feel due to its small-scale development along Aporo Road and its setting amongst a vegetated rural landscape within close proximity to the coast.*
- *The flat nature of Aporo Road offers open views across the Moutere Inlet and towards the*

Wharepapa/Arthur Range, while Kina Peninsula forms the immediate backdrop. The vegetated and undulating nature of the residential areas, west of Aporo Road, have a rural outlook of productive land uses with intervening, mature vegetation in the view.

- *Due to the small rural centre being contained to the western side of Aporo Road amongst established vegetation, the residential component of Tasman is discretely located, beyond the main road.*
- *The existing commercial pockets and low density residential built forms are similar in scale, character and relate well to each other in their rural context.*
- *The easy access to nature and green space as well as urban amenities such as the Great Taste Trail, Moutere Inlet and Recreation Reserve enhance Tasman's quiet countryside qualities.*
- *Tasman is located in close proximity to State Highway 60 (the Coastal Highway) which provides easy access to some of the larger centres and towns in the district."* ^{cvii}

15.1.5 Cultural and historic sites and places

Other than a heritage tree in the school grounds, TRMP lists no heritage sites or buildings in the village.

Both historic and cultural heritage information is being updated through current TEP work projects and is likely to include the many New Zealand Archaeological Association heritage sites located around or near the coast.

Tasman - key places, recreation and community facilities and heritage sites are mapped on Attachment 3.

15.2 Iwi Interests and Values

Currently there are no listed cultural heritage sites or precincts within Tasman village. As mentioned above, Council information is in the process of being updated.

The Te Tau Ihu Coastal Marine area adjacent to Tasman village is a statutory acknowledgement area for all Top of the South iwi.

15.3 What's Planned by Council

15.3.1 LTP 2021

Council plans further investment, to address anticipated growth, improve the services we provide, and make sure our public infrastructure is maintained and fit for purpose. LTP 2021 summarises the infrastructure network services planned for the next 10 years.

Based on the demographic trends above, the latest Tasman growth model (2021) anticipates that the actual supply of residential lots will meet demand and no new rezoning of land is required. The existing infrastructure is fit for purposes and no major upgrades are required.



Improvements to the Mariri Resource Recovery Centre which serves Tasman and the surrounding area are being planned over the next 10 years.

15.3.2 Nelson Tasman Future Development Strategy

The draft FDS 2022 consulted on a proposal for the development of a new community near Tasman Village and development of a large site at Braeburn Road in Lower Moutere.^{cviii} Together these would potentially have formed a new community with rural residential zoned land in between.

Following consultation this proposal does not form part of the FDS. This was due to significant iwi cultural heritage concerns, lack of community support and the fact that the sites are not needed to meet housing demand.

However, should any of the above developments proceed, in some form in the future (e.g. by a private plan change), the changed context is likely to impact on the current village.

15.3.3 RMA Plan Changes

There have been no significant TRMP plan changes relating to Tasman since the inception of the plan in 1996.

In future, no plan changes specific to Tasman are planned other than the overall TEP plan change.

15.3.4 Transport

Public transport

Tasman is expected to be serviced by a daily commuter bus that will run from Motueka to Nelson from mid-2023. A bus stop is being planned for Tasman. A preliminary location for the stop is opposite the general store.

15.4 What the Community has told us

A summary of the top ten general themes from the TEP 2019 engagement process is attached as Appendix 4:

Community feedback about Tasman specifically mentioned:

Urban form and function

- Opportunity for infill in village centre
- Commercial buildings are underutilised
- Improve and connect footpaths and cycleways
- Public transport is needed - a bus service from Motueka to Nelson would be good.
- Open ditches fronting some properties in residential area around Goddard Road are safety issue for children walking / cycling to school.

Our special place

- Tasman is lovely, quiet. Keep it as it is.
- Small town with NZ feel.
- Feel safe.
- Access to nature – natural fauna and flora, domains and the beach.

15.5 Issues, Opportunities and Policy Directions

14.5.1 Introduction

Some issues, options and policy directions that have been identified in the past have occurred or are no longer relevant. Others remain relevant for the future. The rest of this report highlights:

Previously identified issues and policy directions in blue, and

New issues, and policy directions (with options) in green.

14.5.2 Issues and Opportunities


	Issues and Opportunities
1	Poorly draining soils pose a constraint to any increase in density of development in Tasman unless reticulated waste and water infrastructure is supplied to service the settlement.
2	Land with productive value, some with high productive value, surrounds the village and poses a constraint to urban development.
3	Due to its low lying location, Tasman village is vulnerable to coastal hazard risks associated with climate change.
4	Taman facilities and services (e.g. increase in the school role) are affected by growth in the surrounding rural area much of which is zoned Rural 3, although no provision for addition growth is provided for in Tasman village itself.
5	No vacant Commercial zoned land in the village.

The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).

The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.

14.5.3 Policy Directions - with options, recommendations and reasons

	Policy directions	Assessment	Recommendation and Reasons
1	<p>Maintain high performance standards for the use of on-site disposal of domestic wastewater in the Upper Moutere Special Domestic Wastewater Disposal Area.</p> <p>Policy 6.21.3.1 and Policy 6.21.3.4</p> <p>Addresses Issue 1.</p>	<p>Current TRMP policy refers to establishment of high performance standards for wastewater.</p> <p>This is achieved in so far as the wastewater management area applies to the urban zoned land in the settlement, but high standards need to be maintained.</p>	<p>Retain policy but update status quo policy direction to maintain (rather than establish) high performance standards for wastewater.</p> <p>Reason: Policy remains relevant.</p>
2	<p>Avoid urban development on land of high productive value to the south of the village.</p> <p>Policy 6.21.3.2</p> <p>Addresses Issue 2.</p>	New policy option	<p>Retain policy with specific reference to Tasman context</p> <p>Reason: Specific to Tasman village and in line with national direction to protect land of high productive value from urban development.</p>
3	<p>Avoid new urban development on land that is vulnerable to coastal storm inundation and sea level rise over the longer term.</p> <p>Addresses Issue 3.</p>	New policy	<p>Recommend new policy.</p> <p>Reason: In line with national direction to minimise risk from natural hazards.</p>

			(Likely a general district wide policy).
4	<p>Provide for limited residential development on hill slopes to south of Tasman village to avoid risk of coastal hazard, while avoiding land with high productive value.</p> <p>Addresses Issue 2 and 3.</p>	<p>4a New policy option</p> <p>Rezone 'limited' land (shown below) from Rural 1 to Residential zone on hill slope to south of Tasman village for residential growth, while avoiding land with high productive value.</p> <p><i>Strengths</i></p> <ol style="list-style-type: none"> 1. If "<u>new</u> Tasman village" does not proceed, this provides an opportunity to accommodate growth in the locality, around an existing community on land that is productive but not of 'high' productive value (2021 classification). 2. Provides residential opportunity away from the lower lying land near coast. <p><i>Weaknesses</i></p> <p>Right hand column refers.</p> 	<p>Policy and option 4a not recommended at this stage.</p> <p>Reasons:</p> <ol style="list-style-type: none"> 1. Accommodating additional growth requires provision of reticulated network services (3 waters). 2. Does not align with FDS 2022 strategic direction. 3. Residents have indicated a preference for better servicing and infill, rather than for expansion of Tasman village. 4. Land of productive value and some of high productive value surrounds village. 5. There is opportunity for infill within some large existing residential sites.
5	<p>Extend the Commercial zoning on higher lying land in the vicinity of the southern (general store) commercial node.</p> <p>Addresses issue 4.</p>	<p>Option 5a</p> <p>Extend the Commercial zoning adjacent or in the vicinity of the southern (general store) commercial node and rezone Commercial zoned sites to Commercial – Local Centre zoning. Extension of Commercial zone to South onto land owned by Council may be appropriate.</p> <p><i>Advantages:</i></p> <p>Supports concept of business centre to serve Tasman residents and the growing number of Rural 3 residents.</p> <p><i>Disadvantages:</i></p> <p>Both Commercial zoned nodes in the village are low lying.</p>	<p>Policy and option 5a not recommended at this stage.</p> <p>Reasons: Existing Commercial nodes are low lying and currently water and wastewater are self-servicing.</p>
		<p>Option 5b</p> <p>Status quo except Rezone Commercial zoned sites to Commercial – Local Centre zoning</p>	<p>Option 5b recommended.</p> <p>Reasons:</p>

			<p>1. Aligns with NPStds.and draft Tasman business centre heirarchy.</p> <p>2. Assist to consolidate commercial activity in a vibrant commercial hub.</p>
6	<p>Support landscape and streetscape initiatives that contribute to the character and amenity of Tasman commercial nodes on Aporo Road round bus stops and Tasman Great Taste Trail</p> <p>Addresses issue 4 in part.</p>	<p>New policy option</p> <p>Supports opportunity for an increase in public facilities (toilets, seating, drinking fountain at southern commercial node (General Store).</p>	<p>Introduce new policy.</p> <p>Reasons:</p> <p>1. Aligns with community feedback.</p> <p>2. Provides facilities for increased visitors to Tasman from GTT cyclists and Rural 3 dwellers and proposed new bus stop.</p>
7	<p>Delete policy 6. 21.3.3 which directs the containment of the effects of urban development to the western side of State Highway 60.</p>		<p>Delete policy</p> <p>Reason: No longer relevant as SH has moved.</p> <p>Development to east of Aporo Road will be limited to reduce risk of coastal hazard and inundation on urban development (new policy 3 above.)</p>

15.6 Scale and Significance

Table 2: Scale and Significance

	Comments	Assessment
Degree of change from the Status Quo		Low / Med / High
Effects on matters of national importance (s6 RMA)	S6 matters already accounted for and will be accounted for further by TEP cultural mapping project	Low
Scale of effects – geographically (local, district wide, regional, national)	Local	Low
Scale of effects on people (how many will be affected – single landowners, multiple landowners, neighbourhoods, the public generally, future generations?)	Local community . Owners of those residential sites in low lying portion of residential zone – potentially are affected by flooding, coastal inundation and sea level rise.	Low - Medium
Scale of effects on those with particular interests, e.g. Tangata Whenua		Low

Degree of policy risk – does it involve effects that have been considered implicitly or explicitly by higher order documents? Does it involve effects addressed by other standards/commonly accepted best practice?	Aligns with policy direction of NPS-UD and NT-FDS proposals and national level climate change adaption proposals.	Medium
Likelihood of increased costs or restrictions on individuals, businesses or communities.	Implements NPStd. zoning.	Low

15.7 Summary

	Issues
1	Poorly draining soils pose a constraint to any increase in density of development in Tasman unless reticulated waste and water infrastructure is supplied to service the settlement.
2	Land with productive value, some with high productive value, surrounds the village and poses a constraint to urban development.
3	Due to its low lying location, Tasman village is vulnerable to coastal hazard risks associated with climate change.
4	Taman facilities and services (e.g. increase in the school role) are affected by growth in the surrounding rural area much of which is zoned Rural 3, although no provision for addition growth is provided for in Tasman village itself.
5	No vacant Commercial zoned land in the village.

	Recommended policy directions / options
1	<u>Maintain</u> high performance standards for the use of on-site disposal of domestic wastewater in the Upper Moutere Special Domestic Wastewater Disposal Area. Addresses issue 1.
2	Avoid urban development on land of high productive value to the south of the village. Addresses issue 2.
3	Avoid new urban development on land that is vulnerable to coastal storm inundation and sea level rise over the longer term. Addresses issue 3.
4	Rezone Commercial zoned sites to Commercial – Local Centre zoning to align with National Planning Standards and draft Tasman business centre hierarchy (option 5b).
6	Support landscape and streetscape initiatives that contribute to the character and amenity of Tasman commercial local centre nodes on Aporo Road, round bus stops and Tasman Great Taste Trail. Addresses issue 4 in part.

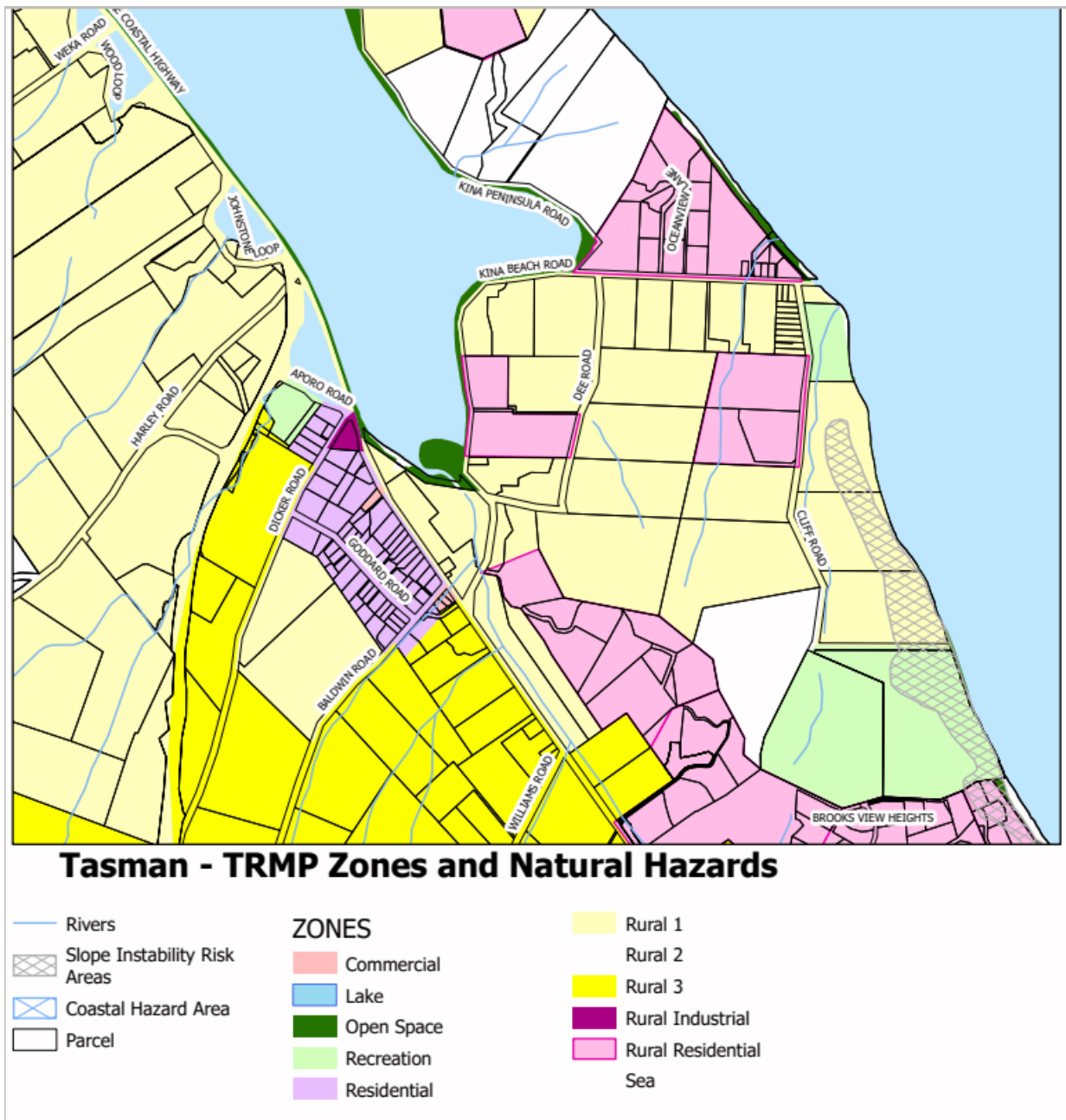
	Outcome sought
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	<p>The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).</p> <p>The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.</p>
	Assumptions, Uncertainties, Further work, Information Gaps
1	When TEP cultural mapping, and centre character reviews are available, policies relating to distinct character be refined.
2	Council directions on Coastal Management project are likely to affect the lower lying, areas of Tasman.

15.8 Possible questions for community discussion

- Do you think that Tasman needs more shops and commercial services so there is less need to travel to Richmond or Motueka?
- If so where would they best be located? Near the general store or some other place?

Attachment A: Tasman Zone and Natural Hazard Risk Map



Attachment B: Tasman Places of Interest, Recreation and Heritage Map



16 Upper Moutere

16.1 Existing Centre – What We Know

16.1.1 Context

Introduction

Upper Moutere is a small rural village with an attractive located in the rolling Moutere hills. The Moutere Highway transects the village. Commercial and industrial activities are located in is centre on land zoned for that purpose. The village has a school. Moutere Hills Community centre is located about a kilometre down the road from the commercial centre in the surrounding rural area.

Upper Moutere is located in the Moutere-Waimea ward and forms part of the Moutere catchment /waahi

Population and growth

In 2018, the resident population of Upper Moutere was about 165, projected to increase to about 175 in 2028.

Upper Moutere forms part of the Moutere area (Stats NZ statistical areas Lower Moutere and Moutere Hills). This area includes Lower Moutere, Tasman village, Mahana, Bronte and the coastal area between Māpua and Motueka. It also extends inland west of Motueka, including the Mytton Heights Hills area.

At 2021, the current and projected population for the Moutere area for the next years 10 years is set out below.^{cix}



Although projected population growth within Upper Moutere village itself is modest, the number of people living in the wider Moutere rural area is increasing. Growth in the rural area is changing the context of the village and impacting on its services such as the school and shops.

Environmental opportunities and constraints

Productive land

Surrounding land is productive, with horticulture and agriculture dominating.

Natural hazards

Few environmental constraints and hazards exist in Upper Moutere, other than the existence of Moutere clay soils which causes drainage difficulties and results in flooding. Poorly draining soils pose a constraint on any increase in density of development, unless significant infrastructure is supplied to service the village.

16.1.2 Form

Urban form

The rural village has a ribbon like form that has developed along both sides of the Moutere highway.

The business centre fronts onto the highway and consists of a mix of industrial and commercial activities located on land zoned for these purposes. The Moutere Hills Community Centre is 1.4km north of the village.

Business centre

Role

The centre services the primary convenience needs of its residents, the surrounding areas of Neudorf, Dovedale, Ngatimoti, Mahana and Orinoco and visitors.

A general store, bakery and garage anchor the centre. There is also a speciality grocery store in the Residential zone. The Moutere Inn serves as both a pub and a restaurant, whilst Upper Moutere Takeaways provides for the takeaway needs of residents and visitors.

The role of the business centre is as a local service centre rather than a town centre, which reflects its size and proposed role in the hierarchy of the Tasman District's town centres. ^{cx}

Vibrancy

There are no vacant units in the Upper Moutere centre, indicating that the centre is performing well. 1381 Moutere Highway zoned Residential currently is being used for commercial retail purposes, while 1389 Moutere Highway zoned Commercial, currently is being used for Residential purposes.

Upper Moutere has a pub, café and store and community facility, all hubs of activity serving a diverse range of needs. The opportunities are (i) to link these hubs more closely together through safe walking and cycling connections, and (ii) to enhance the historic and quaint commercial area with some public green space (e.g. pocket park) and facilities (seating and toilets).

The observations from the site visit at the time indicated the pedestrian footfall was highest outside of the Upper Moutere General Store and the Upper Moutere Bakery, but the Inn was closed at the time. ^{cxii}



Upper Moutere General Store

Potential development sites

The residential zoned sites adjacent to the general store at 1381 and 1391 Moutere Highway potentially could be rezoned for commercial uses. These sites are currently occupied by older single-storey residential buildings. The site at 1381 Moutere Highway is home to the Old Post Office gourmet grocery store. The above mentioned sites would be appropriate for commercial use as they are situated on the main road, flat, and have on-street parking available nearby.

There is also a significant amount of land that has not been developed on the Moutere Inn site. However, this land has a sloping gradient so it might not be suitable for development.

Attractiveness

The centre is attractive and quaint in appearance. Upper Moutere has an active shop frontage. The landscaping increases the vibrancy of the centre. There are mature trees planted on the road side and hanging baskets and planter boxes outside of the general store and bakery. However public realm lacks a public recreation and seating area, e.g. park/play area.

Recent development

In 2019, the Upper Moutere Bakery demolished an existing building on the back of its premises to make way for a new bakery.^{cxii}

Residential areas

Generally Upper Moutere residential areas are low density and almost 'rural residential' in character, dominated by traditional, free-standing, one to two storey housing with lot sizes varying between 800m² -5,000m². A recent assessment of Upper Moutere residential density indicates there are about 4 dwellings per hectare. The low density is due to issues associated with wastewater disposal.

The TRMP residential zone provides for residential development in Tasman with a minimum lot size of 1,000 m² due to on-site wastewater servicing.

Existing residential zones are likely to be rezoned Low Density Residential to align with the NPStds.

The urban form of Upper Moutere is shown on the Zone and Natural Hazard map (Attachment A).

16.1.3 Functionality

Network Services

The settlement is serviced for water by the Dovedale water supply scheme. Current Council projects are improving this supply. There is limited stormwater infrastructure in the settlement. Wastewater is self servicing. Special Domestic Wastewater Disposal Area (SDWDA) applies to the Residential zone and both the settlement and adjacent Rural Residential area are located within a Surface Water Protection Yield Area.

Parks, reserves, green corridors and community facilities

The Upper Moutere community is principally serviced by the Moutere Hills Community Centre on the Upper Moutere Recreation Reserve, located one kilometre from the settlement. The Centre provides services to Māpua, Tasman and Motueka communities as well. The Centre provides playgrounds, sportsfields, a community room, fitness gym, kitchen, toilets and tennis courts. There is also a public toilet attached to the Centre. Council provides a subsidy to assist with the maintenance of the pool at Upper Moutere School. The community is serviced by libraries in Māpua, Motueka and Richmond. Some residents also use recreation and sport services provided by facilities in Richmond and Motueka.

The community is continuing to work with landowners towards providing safer access from the school to the Community Centre.

16.1.4 Sense of Place, Identity and Character

Landscape setting



Upper Moutere, together with Tasman village, forms part of the Moutere Hills Landscape Character Area. Both villages are located within an undulating and vegetated landscape surrounded by rural productive land uses which maintain their rural character and amenity. ^{cxiii}

“The topography of Upper Moutere is gently undulating and is centred along a ridge landform that is immediately surrounded by a lower lying valley landscape. The wider landscape context

that surrounds Upper Moutere is scenic and comprises rolling, rural hills to the east and the Wharepapa/Arthur Range to the west. The Moutere River is located 300m west of the rural village. The surrounding landscape consists mostly of viticulture, forestry and pastoral farming.

Amenity and Sense of Place

Upper Moutere is valued by its local community as a place to live and work due to its setting within a working rural landscape. However, the village centre lacks public space, seating and footpaths for pedestrian connections between the centre and Moutere Inn. There is also a noted lack of public, open green space or park within the village centre. Approximately 1.5kms north of the village centre is the Upper Moutere Recreation Reserve, which includes a community centre, tennis courts and open green spaces for recreation. The mature and established vegetation framework within Upper Moutere contribute to its rural character and sense of place while also enhancing its amenity.

Distinct characteristics

- *Upper Moutere retains a strong rural village character which is conveyed through its historic buildings, central commercial hub and vegetation framework.*
- *The undulating and vegetated nature of Upper Moutere provides partial views of the surrounding rolling, rural landscape and glimpses of Wharepapa/Arthur Range from within the centre.*
- *The compact nature of the village is enhanced by its position on an elevated landform surrounded by productive rural land uses, notably wineries and boutique type farms.*
- *Upper Moutere reads as a legible and compact village with clear edges between residential development and rural land uses amongst the rolling, rural Moutere Hills.*
- *The commercial and industrial built forms within the village vary in scale, shape, character and street frontages in each of the zones. The residential development however is mostly integrated into the undulating landform, displaying a sympathetic response to their surroundings”*
- *Upper Moutere is valued by its local community as a place to live and work due to its setting within a working rural landscape. The mature and established vegetation framework within the village contribute to its rural character and sense of place while also enhancing its amenity.*

- *The Moutere Highway is a ‘scenic highway’ between the Waimea Plains and Motueka which provides an alternative route to State Highway 60 (the Coastal Highway)."* ^{cxiv}

Cultural and historic sites and places

The historic value and scenic character of Upper Moutere (Sarau) are important to the district.

TRMP protects a few heritage buildings and trees in the village.

Both historic and cultural heritage information is being updated through current TEP work projects.

Upper Moutere - key places, recreation and community facilities and heritage sites are mapped on Attachment B.

16.2 Iwi Interests and Values

The Moutere River and its tributaries are a statutory acknowledgement area for Te Ātiawa o Te Waka-a-Māui.

Currently there are no listed cultural heritage sites or precincts within Upper Moutere village. Updated information may change this.

16.3 What's Planned by Council

16.3.1 LTP 2021

Council plans further investment, to address anticipated growth, improve the services we provide, and make sure our public infrastructure is maintained and fit for purpose.

LP 2021 summarises the infrastructure network services planned for the next 10 years.



Improvements to the Mariri Resource Recovery Centre which serves Upper Moutere and the surrounding area are being planned over the next 10 years.

16.3.2 Nelson Tasman Future Development Strategy

The FDS 2019 earmarked land at Kelling Road and Supplejack Valley for future rural residential development. However the sites were excluded from FDS 2022 as they do not align with the current spatial scenario and are not required to meet housing demand.

The current draft FDS 2022 assesses that expected demand in Upper Moutere can be met through existing zoned capacity as well as proposed growth areas around Māpua, Brightwater and Motueka. ^{cxv}

16.3.3 RMA Plan Changes

There have been no significant TRMP plan changes relating to Upper Moutere since the inception of the plan in 1996.

In future, no plan changes specific to Upper Moutere are planned other than the overall TEP plan change.

16.3.4 Transport

Public transport

There is no planned public transport service for Upper Moutere.

16.4 What the Community has told us

A summary of the top ten general themes from the TEP 2019 engagement process is attached as Appendix 4:

Community feedback from Upper Moutere specifically mentioned:

Urban form and function

- Retain productive land, keep houses on hills and off productive land.
- More housing for young families, encourage denser housing more than one house on a property. Go up not out.
- Rezone main street lots that are zoned residential but used for business activities - as business.
- Improve and connect footpaths and cycleways e.g. from school to community centre.
- Fast traffic on busy highway that intersects village - reduce speed limit, provide pedestrian crossings.
- Public transport / Park & Ride to help commute to Richmond and Nelson.
- A park would be good with barbeque facilities & paths.

Our special place

- Upper Moutere Pub is special.
- Architectural and historical values.
- Rural character.
- Access to nature - rivers and native bush, kayaking & hiking.
- Our community - connected and creative.

16.5 Issues, Opportunities and Policy Directions

16.5.1 Introduction

Some issues, options and policy directions that have been identified in the past have occurred or are no longer relevant. Others remain relevant for the future. The rest of this report highlights:

Previously identified issues and policy directions in blue, and

New issues, and policy directions (with options) in green.

16.5.2 Issues and Opportunities

	Issues
1	Poorly draining soils pose a constraint on any increase in density of development, unless significant infrastructure is supplied to service the settlement.
2	The location of business activities on either side of the Moutere highway creates potentially hazardous traffic effects.
3	Shortage of Commercial zoned sites on west of Moutere highway.
4	Lack of public recreation and public community facilities at Upper Moutere shops.
5	Key places within and around Upper Moutere not connected through active movement networks (walk and cycleways).

The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).

The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.

16.5.3 Policy Directions - with options, recommendations and reasons

	Policy direction	Assessment	Recommendation and Reasons
1	<p>Maintain high performance standards for the use of on-site disposal of domestic wastewater in the Upper Moutere Special Domestic Wastewater Disposal Area.</p> <p>Policy 6.21.3.1</p> <p>Addresses Issue 1.</p>	<p>Current TRMP policy refers to establishment of high performance standards for wastewater.</p> <p>This is achieved in so far as the SDWDA applies to the urban zoned land in the settlement, but high standards need to be maintained.</p>	<p>Update status quo policy direction to maintain (rather than establish) high performance standards for wastewater.</p> <p>Reason: Policy remains relevant.</p>
		<p>Option 1a Status quo - on site provision for wastewater and stormwater retained.</p> <p>Option 1b Provide reticulated waste and stormwater services to enable the consolidation and growth of the village</p>	<p>Option 1a is recommended.</p> <p>Reasons:</p> <ol style="list-style-type: none"> 1. Stats NZ and LTP population projections anticipate limited growth in Upper Moutere into the future. 2. Community feedback on recent FDS 2019 process did not support providing for some of the district residential demand in or near Upper Moutere. 3. In alignment with this feedback, the current FDS 2022 no longer proposes growth locations in or close to the village. The current FDS high level growth strategy focuses on the SH6 corridor with a potential new community near the existing Tasman village as a secondary proposal.
2	<p>Consolidate new commercial development on the western side of the Moutere Highway and industrial development on the eastern side and within this area to promote traffic safety through control over parking and access and improvements to speed patterns.</p> <p>Policy 6.21.3.1</p> <p>Addresses Issue 2 and 3.</p>	<p>Status quo - Current TRMP policy. Planning options to implement policy set out below.</p> <p>Option 2a</p> <p>In future, consider rezoning Residential sites located adjacent to existing commercial zoning (1381 and 1391) (shown in column to right)</p> <p>Strengths</p> <ol style="list-style-type: none"> 1. Needed as Commercial zoned sites on western side of Upper Mouter highway are taken up or being used for residential 	<p>Retain policy direction.</p> <p>Reason: Policy remains relevant.</p> <p>Option 2a is not recommended at this stage.</p> <p>Reasons: Footpath along Moutere Highway from village centre to Motere Hills Community Centre is a priority for the community.</p>

		<p>purposes and commercial activities are extending into Residential zoned sites.</p> <p>2. Promotes traffic safety.</p> <p>3. Aligns with policy direction.</p> <p><i>Weakness/ cost</i> Footpath along Moutere Highway is first priority.</p>	
		<p>Option 2b</p> <p>Rezone all Commercial sites Commercial – Local Centre zone</p>	<p>Option 2b is recommended.</p> <p>Reason: Aligns with NPStds.and proposed Tasman business centre heirarchy.</p>
3	<p>Support landscape and streetscape initiatives that contribute to the character and amenity of Upper Moutere local centre.</p> <p>Addresses issue 4 in part.</p>	<p>New policy option</p> <p>Opportunity for a linear/ park to be addressed on subdivision of land and with road network upgrades.</p>	<p>Introduce new policy.</p> <p>Reason: Aligns with community feedback and with Tasman Town Audit Report recommendations to provide public seating and facilities in local centre.</p> <p>(Likely a general policy.)</p>
4	<p>General urban policy (TRMP 6.1.3.1) provides for a high degree of connectivity within road networks and providing for safe walking and cycling.</p> <p>Addresses Issue 5.</p>	<p>Issue 5 is being addressed in that a shared pathway between Upper Moutere centre and the Community Recreation facility is in process. Construction will commence when arrangements with all landowners are finalised.</p>	<p>Retain (general) policy direction.</p>

16.6 Scale and Significance

Table 2: Scale and Significance

	Comments	Assessment
Degree of change from the Status Quo		Low / Med / High
Effects on matters of national importance (s6 RMA)	S6 matters already accounted for and will be accounted for further by TEP cultural mapping project	Low
Scale of effects – geographically (local, district wide, regional, national)	Local	Low
Scale of effects on people (how many will be affected – single landowners, multiple landowners, neighbourhoods, the public generally, future generations?)	Local community	Low

Scale of effects on those with particular interests, e.g. Tangata Whenua		Low
Degree of policy risk – does it involve effects that have been considered implicitly or explicitly by higher order documents? Does it involve effects addressed by other standards/commonly accepted best practice?	Aligns with policy direction of NPS-UD and NT-FDS proposals.	Low
Likelihood of increased costs or restrictions on individuals, businesses or communities.	Implements NPStd. zoning.	Low

16.7 Summary

	Issues
1	Poorly draining soils pose a constraint on any increase in density of development, unless significant infrastructure is supplied to service the settlement.
2	The location of business activities on either side of the Moutere highway creates potentially hazardous traffic effects.
3	Shortage of Commercial zoned sites on west of Moutere highway.
4	Lack of public recreation and public community facilities at Upper Moutere shops.
5	Key places within and around Upper Moutere not connected through active movement networks (walk and cycleways).

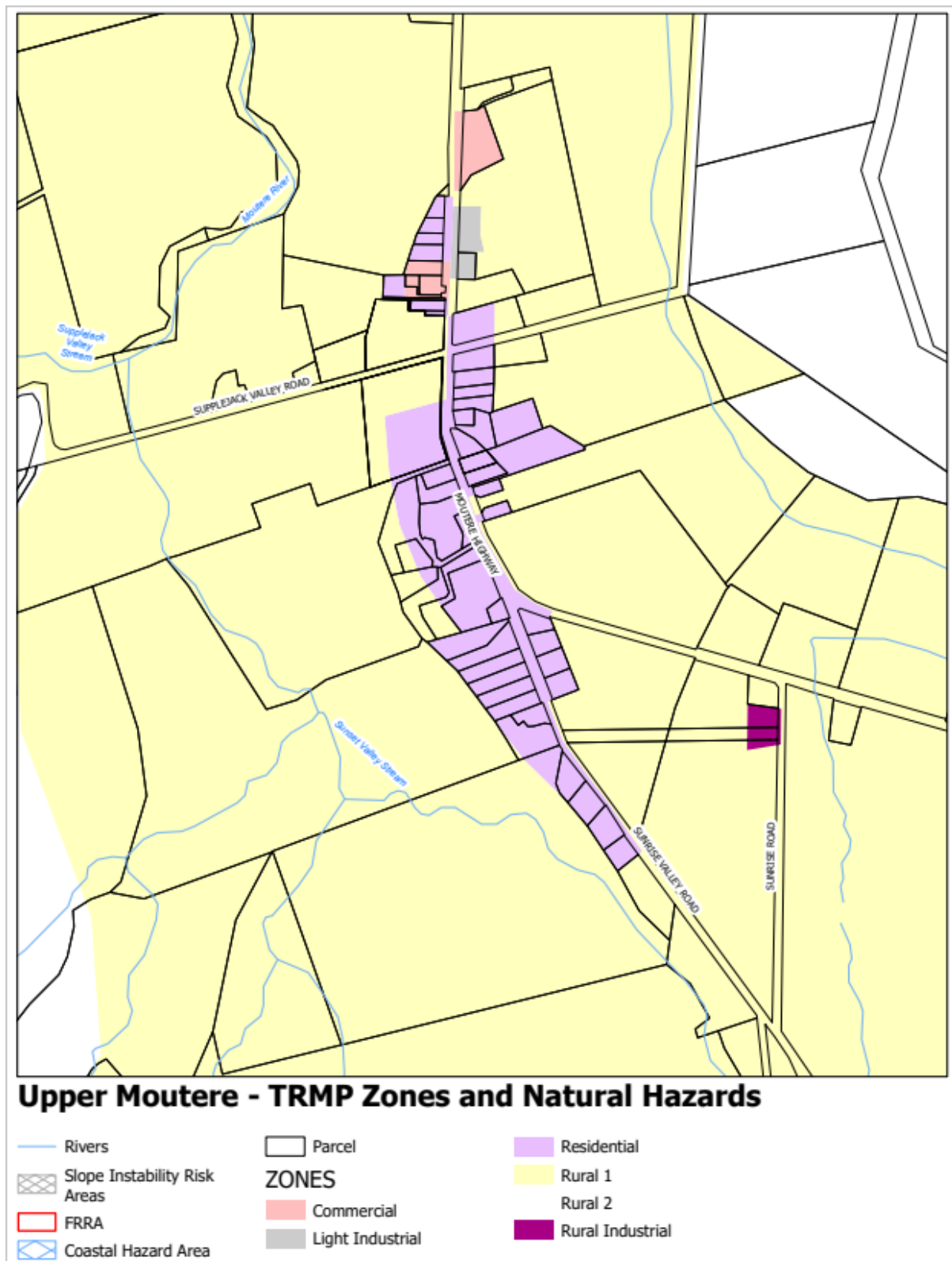
	Recommended Policy directions / options
1	Maintain (rather than establish) high performance standards for wastewater. Addresses issue 1.
2	Consolidate new commercial development on the western side of the Moutere Highway and industrial development on the eastern side and within this area to promote traffic safety through control over parking and access and improvements to speed patterns. Addresses issue 2.
2.1	Option 2b: Rezone all existing Commercial zoned sites to Commercial – Local Centre to align with National Planning Standards and Tasman business centre hierarchy.
3	Support landscape and streetscape initiatives that contribute to the character and amenity of Upper Moutere local centre. Addresses issue 4. (Likely a general policy.)
4	Retain existing general urban policy (TRMP 6.1.3.1) which provides for a high degree of connectivity within road networks and providing for safe walking and cycling. Addresses issue 5.

	Outcome sought
	<p>The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).</p> <p>The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.</p>
	Assumptions, Uncertainties, Further work, Information Gaps
	When TEP cultural mapping, and centre character reviews are available, policies relating to distinct character be refined.

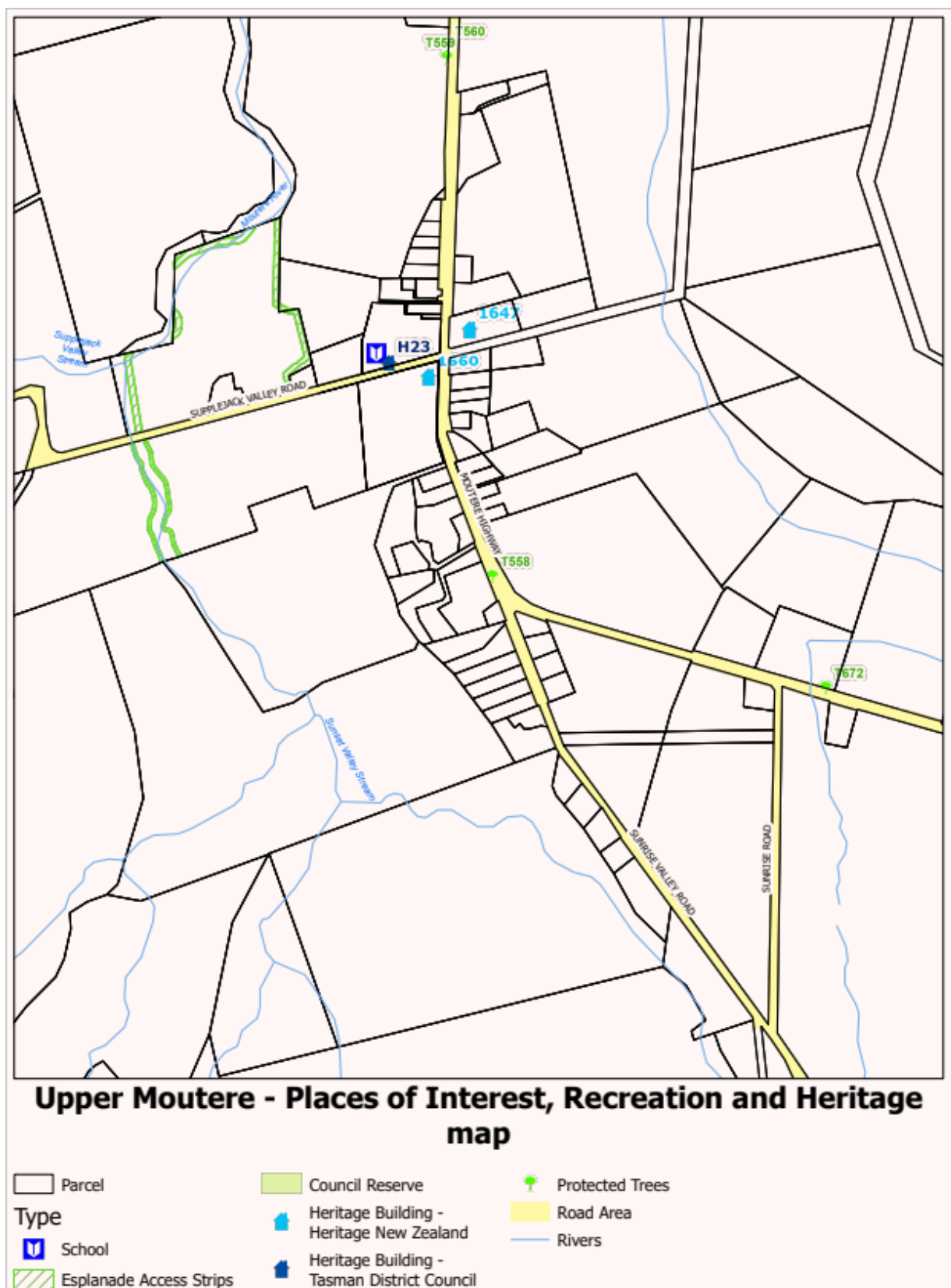
16.8 Possible questions for community discussion

- Do you think that Upper Moutere needs more shops and commercial services so there is less need to travel to Richmond or Motueka?
- If so where would they best be located? Near the existing shops or some other place?

Attachment A: Upper Moutere Zone and Natural Hazard Risk Map



Attachment B: Upper Moure Places of Interest, Recreation and Heritage Map



17 Wakefield

17.1 Existing Centre – What We Know

17.1.1 Context

Introduction

Wakefield is one of the older towns in Tasman and is notable for Wakefield Primary School, the oldest school in continuous usage in New Zealand and which is now expanding to include years seven and eight.

The town is located at the southern end of the Waimea Plains about 15km south of the Richmond CBD. The town forms part of the Moutere Waimea ward, except for the large Rural Residential zone to the south of Wakefield which is located in the Lakes Murchison. The town is located within in the Waimea waahi/ catchment.

Population and growth

Over past 30 years, the resident population has more than doubled (from about 1,200 residents in 1991 to 2,500 in 2021).

To accommodate this growth, in 2017 and 2018, TRMP plan changes zoned additional land for residential and rural residential purposes. The plan changes adopted and integrated approach to urban development and updated the overall planning framework for Wakefield.

The LTP, 2021, growth projection for Wakefield for the next 10 years is shown below. Wakefield is expected to continue to grow into the future.



Environmental opportunities and constraints

Productive land

Productive land surrounds Wakefield, with high productive land zoned Rural 1 to the north and west of the town.

Natural hazards

The Wai-iti River, the Eighty-Eight Valley Stream and the Pitfure Stream are prone to flooding. For this reason, development is directed to the upper river terraces. In urban context, low-lying land still has value for recreational and rural purposes.

Council, in 2013 and more recently in 2020, completed a flood hazard mapping project for the area. This information assists Council in assessing the suitability of land for future growth based on demand and capacity for efficient servicing.

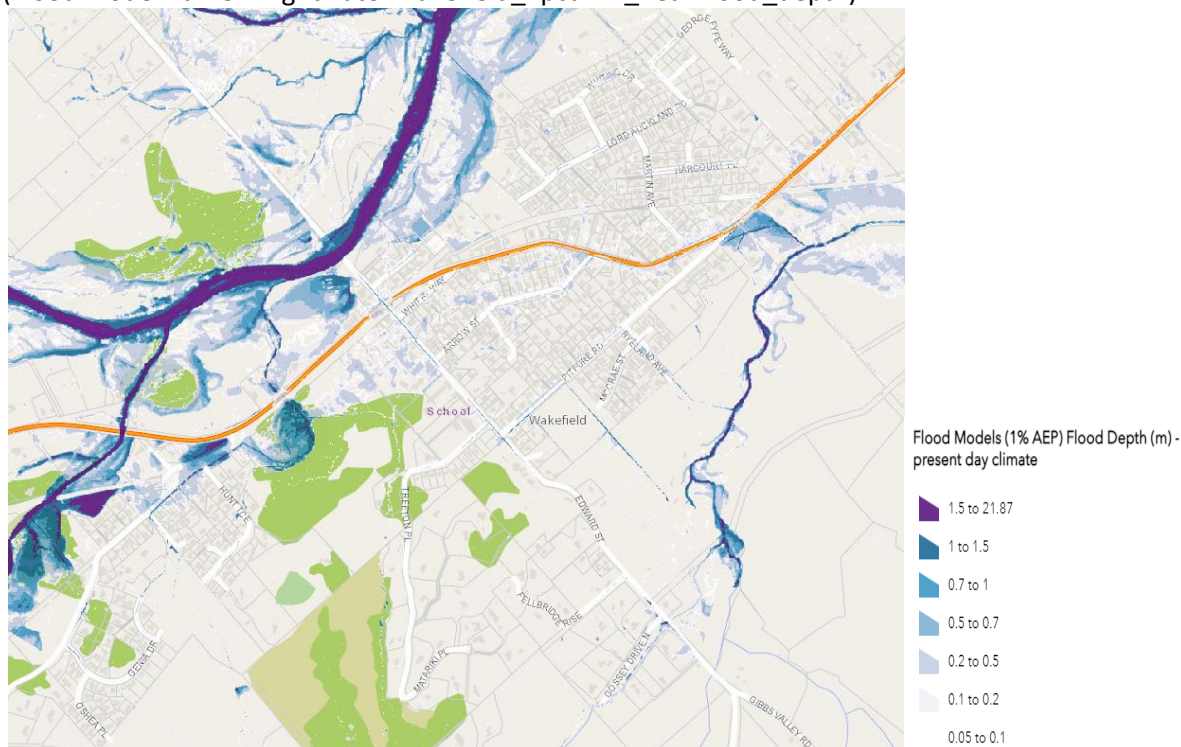
On 5 February 2019, the Pigeon Valley fire was started following a spark caused by farming equipment. The fire burnt 2,300 hectares of land, including significant areas of pine plantation, over

February and March 2019. In total, approximately 3,000 people and 700 livestock and pets were evacuated over the course of the wild fire, including the township of Wakefield.

The Waimea and Eight-Eight Faults are located in the distance to the south-east of the township near Mt Heslington and surrounds.

Wakefield Flood Modelling (1%AEP)

(Flood model name: BrightwaterWakefield_1pctAEP_PeakFlood_depth)



17.1.2 Form

Urban form

State Highway 6 traverses the village in a gentle 'S'. The east west axis comprises Edward Street to the east and Pigeon Valley Road to the west. Edward Street leads through the commercial centre to the school and rises up to the historic St John's Anglican Church and cemetery. Pigeon Valley Road leads out to the west past the fire station, McGazzaland, the popular multipurpose pump and jump track, and across the Wai-iti River. The residential areas are located north and south of the commercial centre, separated by Faulkners Bush.

A mix of commercial and community services, residential and recreation activities located on land zoned for these purposes front onto Edward Street and Whitby Way, the hub of the town.^{cxvi}

Business centre

Role

The Wakefield town centre serves a small catchment for top-up convenience shopping and basic services. A Four Square anchors the centre. The Wakefield Health Centre is located in Edward Street close to the hub of the town.

There is a high proportion of residential units in the centre, and the dominance of services rather than retail suggests Wakefield centre is performing a limited retail role and as expected has retail

expenditure leakage out of its core market. The role of the centre is a local service centre, which reflects its size and role in the hierarchy of the district's town centres.

For its size, the centre has a high proportion of public facilities such as the Wakefield Village Hall, Memorial Community Hall and Wakefield Toy / Library.^{cxvii}

Vibrancy



“At the time observed, pedestrian footfall was highest in the middle of the centre by Four Square on Edward Street, and in the far north-western end of the centre by Café Rhubarbe. There was also a high pedestrian footfall outside of The Bakery at Wakefield on Clifford Road.”

“In terms of public amenities, there are rubbish bins and seating provided but no drinking fountains. As Wakefield is a popular destination on the Great Taste Trail, visitors would expect a drinking fountain.”^{cxviii}

Wakefield's independent cafés and bakery help to create a local distinctiveness and assist in attracting local residents and visitors to the commercial centre.

Potential for further Commercial development

There are vacant sites, currently zoned for Commercial use, that are suitable for development:

- Sites 21 and 33 Edward Street both have land available along the street frontage in the main area of the centre. Therefore, these sites would be suitable for the development of retail/café uses.
- Site 30 Whitby Way (far east of the centre) has land available located at the back of the property and so would be suitable for the development of office or service uses.^{cxix}

The residential sites located at 48. 50, 54 and 56 Whitby Way are sandwiched between Commercial and Industrial zoned land and given their location, would be suitable for Commercial activities if more space for commercial activity is needed.

Attractiveness

“There is a strong presence of historic buildings within the centre which contributes to its character. The centre, however, appears run down and to lack vibrancy. This could be attributed to the run down buildings, bland shop frontages and minimal landscaping.”^{cxx}

Recent Development

The Wakefield Hotel was refurbished recently.

Residential areas

Generally, Wakefield residential areas are suburban in character, dominated by traditional, free-standing, one to two story low-density housing. There is some variation in lot sizes within the town, with lots round Martin Avenue/ Harcourt Place between 600m² -800m² and other areas such as south east of George Fyfe Way between 1,500m² – 5,000m² (south east of George Fyfe way). There are several smaller lots (about 400m²) where a larger lot has been subdivided.

A recent assessment of Wakefield residential density indicates there are about 9 to 10 dwellings per hectare.

The TRMP residential zone provides for standard residential development in Wakefield with a minimum lot size of 450m² (Permitted) and an average lot size 600m² if more than three sites are developed.

Existing residential zones that are not specifically earmarked for medium density development are likely to be rezoned General Residential to align with the NPStds.

Recent development

Recent subdivision and building (from about 2016 on) has occurred particularly in south western Wakefield and north eastern Wakefield as well as south eastern Wakefield, around Edward Street and Pitfure Road.

The urban form of Wakefield is shown on the Zone and Natural Hazard map (Attachment A).

17.1.3 Functionality

Network Services

Council currently provides the Wakefield settlement with water, wastewater and stormwater services, as well as a well-established road and footpath network. Tasman's Great Taste Trail passes through Wakefield providing a cycle connection to Brightwater and Richmond.

If Wakefield is to accommodate further growth, substantial upgrades to waste and water networks are required and currently are programmed in the LTP.

The Wakefield community bus offers a service to Richmond once a week. This is the only form of public transport for Wakefield at present. Improved public transport is planned for 2023.

Parks, reserves, green corridors and community facilities

The Wakefield community is serviced by a range of parks, reserves, and two community rooms provided at the Wakefield Village Hall. As a result of recent seismic assessments, the capacity of Wakefield Village Hall is restricted to below 300 persons. There is a community pool at Wakefield School. Faulkners Bush Scenic Reserve, Robsons Scenic Reserve, Edward Baigent Memorial Scenic Reserve and Baigents Bush Scenic Reserve (acquired in 2021) provide 31ha of bush and the main open spaces within the town. Sportsfields are provided at the Wakefield Recreation Reserve, Lord Rutherford Park in Brightwater and at Saxton Field, Nelson. There are four kilometres of walkways within the town and 1.2ha of neighbourhood reserves. The development of Tasman's Great Taste Trail through the town is popular and has added to the existing levels of service for cycleways. There are three playgrounds on Council reserves and one at Wakefield School. There is one toilet provided for visitors and eight on existing reserves. The Wakefield community is serviced by the Richmond, Foxhill and Spring Grove Cemeteries. The Wakefield Recreation Reserve has facilities for tennis, football, cricket and shooting. McGazzaland, the multipurpose pump and jump track is drawing visitors into Wakefield from the wider area.

As the community is growing, Council has purchased 7.5ha of land between the Wakefield Recreation Reserve and Edward Baigent Memorial Scenic Reserve for the provision of future sportsfields, recreational activities and facilities.

17.1.4 Sense of Place, Identity and Character

Landscape setting

Wakefield, together with Richmond, Brightwater and Māpua/Ruby Bay, form part of the Waimea River Plains and Coastal Flats Landscape Character Area. These towns/villages are within a similar land type that relates to the Waimea River valley. ^{cxxi}

“The wider landscape features surrounding Wakefield includes the Pigeon Valley and the Wai-iti River to the north and the Richmond Ranges to the south. Rolling to moderately steep hills form the backdrop to Wakefield in most directions. The surrounding land use consists of forestry on the hills to the north and pastoral farming to the south.

Amenity and Sense of Place

The ‘village green’ within the centre of Wakefield creates a central hub for the community which features mature trees, seating and pedestrian connections. The historic nature of the buildings within the urban centre display Wakefield’s heritage while also contributing to its sense of place.

Wakefield retains a rural amenity and character through its extensive vegetation framework, rural outlooks and surrounding rural land uses. The nearby Richmond Ranges also provide several recreational opportunities in the natural environment including, the nationally known Wairoa Gorge mountain bike park. A BMX park is also located south of the Wai-iti River, near the town centre.

Located at the western entrance to Wakefield, Falkner Bush Scenic Reserve features a diverse native vegetation cover with remnants of kahikatea forest and several pathways to explore the lush bush. It is an important community asset as it provides easy access to a natural environment and offers an elevated viewpoint across the surrounding landscape. Faulkners Bush, Baigents Bush and Wakefield Recreation Reserve play an important role in contributing to the town’s amenity and sense of place while also providing a buffer between the northern and southern residential areas.

Distinct characteristics

- *Wakefield is a rural town, located at the southern end of the Waimea Plains, surrounded by productive rural land and framed by a rolling hill landscape.*
- *Nestled into the foothills of the Gordon Range, Wakefield retains a rural outlook along its residential edges and distant views towards the Richmond Ranges north of State Highway 6.*
- *Established and mature vegetation amongst low-rise development coupled with historic features, create a legible urban centre with a pleasant, small-town feel.*
- *The commercial zone is located centrally in Wakefield, forming the ‘heart’ to the village. Built forms within the ‘heart’ are relatively similar in size, scale and bulk with several notable heritage buildings.*
- *Residential development within Wakefield mostly consists of typical low-density suburban, single storey dwellings with small pockets of recent medium-density residential development.*
- *The ‘village green’ within the centre of Wakefield creates a central hub for the community which features mature trees, seating and pedestrian connections. The historic nature of the buildings within the urban centre display Wakefield’s heritage while also contributing to its sense of place.*
- *Wakefield retains a rural amenity and character through its extensive vegetation framework, rural outlooks and surrounding rural land uses.*

- *Wakefield has access to several large open, green spaces with notable, mature vegetation within close proximity to the urban centre in addition to natural features such as the Wai-iti River and Richmond Ranges.*
- *State Highway 6 transects Wakefield which provides easy access to the rural centre from the east and west. The Great Taste Trail also links Wakefield to the wider district through a bike trail.” cxxii*

Cultural and historic sites and places



Current TRMP protects several listed heritage buildings, all except one of which is located in Edward Street. There are also several heritage trees within the urban area.

Both historic and cultural heritage information is being updated through current TEP work projects.

Wakefield key places, recreation and community facilities and heritage sites are mapped on Attachment B.

17.2 Iwi Interests and Values

Waimea, Wai-iti, and Wairoa Rivers and tributaries are a statutory acknowledgement area for all Top of the South Iwi except for Ngati Toa.

Currently there are no TRMP listed cultural heritage sites or precincts within Wakefield town.


17.3 What's Planned by Council


17.3.1 LTP 2021


Council plans further investment, to address anticipated growth, improve the services we provide, and make sure our public infrastructure is maintained and fit for purpose.

LP 2021 summarises the infrastructure network services planned for the next 10 years.

 **EIGHTY-EIGHT VALLEY NETWORK IMPROVEMENTS 2021 – 2025** Extend urban water supply to Eighty-Eighty Valley including new water mains and pump station upgrades.

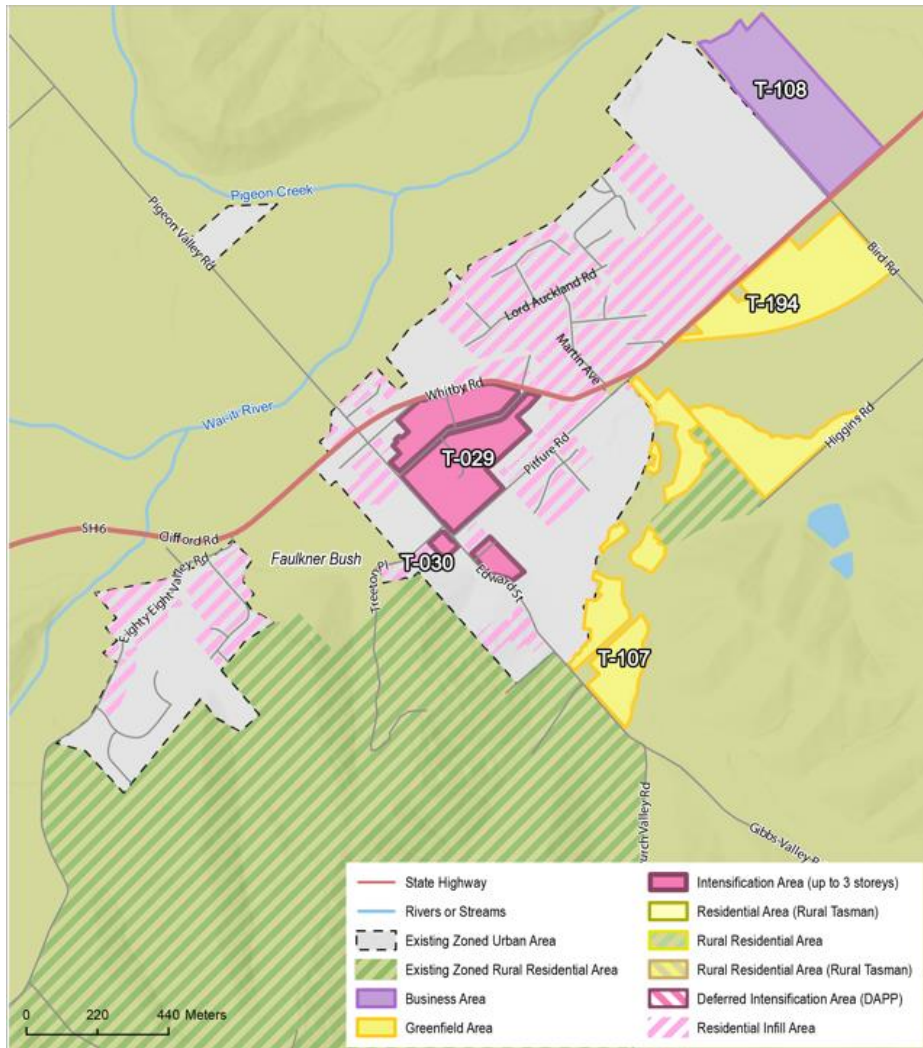
 **WAIMEA WATER NETWORK CAPACITY UPGRADES 2023– 2031** Programme of work to upgrade capacity of bores, treatment plant, trunk mains, reticulation, pump stations and reservoirs to support growth and improve resilience.

 **WAIMEA WASTE WATER NETWORK IMPROVEMENTS 2021– 2031** Programme of work to replace and upgrade capacity of trunk mains and pump stations to support growth and improve resilience.

 **BRIGHTWATER/WAKEFIELD MULTI-PURPOSE COMMUNITY FACILITY 2026– 2029** (1/3 community contribution) A new community facility to service the Brightwater, Wakefield and surrounding communities. A feasibility study will take place, and a location is still to be decided.

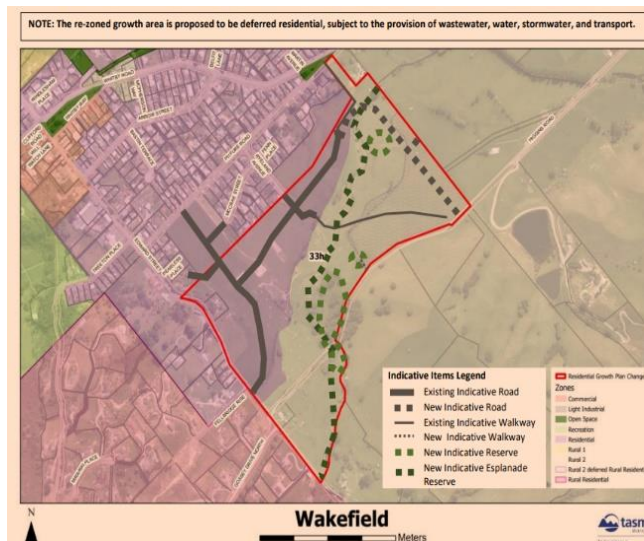
17.3.2 Nelson Tasman Future Development Strategy

Following public consultation, FDS 2022 proposals for accommodating growth in Wakefield are shown below.



“The strategy is for growth in and around Wakefield mostly through managed greenfield expansion including some medium densities on the eastern urban edge of Wakefield. Highly productive land and the Wai-iti River surrounds these areas. It will be important to integrate these future communities with quality walking and cycling connections linking to Wakefield Town Centre across State Highway 6 and through to Richmond and beyond. Modest levels of intensification are anticipated close to the centre. Supporting upgrades to the wastewater network will be needed through to the existing wastewater treatment plant at Bell Island. Extension of public transport services is already planned and enhanced cycling connections will improve frequent access to Richmond and Brightwater via more sustainable modes of transport. The level of growth anticipated for Wakefield would likely need to be supported by further frequency enhancements to planned bus routes. We will also need to encourage the development of a broader range of services in the Wakefield centre in the future to improve local amenities, employment opportunities and encourage more local trips.” ^{xxiii}

17.3.3 RMA Plan Changes



The Wakefield Growth Plan Change process is progressing the proposal to rezone FDS site T-107 and T-194 from Rural and Rural Residential for housing of mixed density. The plan change includes consideration of green space and movement networks and will create policies around managing flood risk on this site.

Public feedback is generally supportive of the changes with particular support for smaller lots to accommodate the elderly and well designed intensification. There were concerns around infrastructure servicing, flooding and stormwater.

17.3.4 Transport

Public transport

A regular bus service between Wakefield, Brightwater and Richmond is planned to commence in mid-2023. A transport hublet is planned for the southern side of the village green/ parking area.

Cycling and Walking Strategy, May 2022

The proposed cycleway map for Wakefield is shown below.^{cxxiv}



17.4 What the Community has told us

A summary of the top ten general themes from the TEP 2019 engagement process is attached as Appendix 4:

Community feedback from Wakefield specifically mentioned:

Urban Form and Function

- Make most of land between Sportsground and Baigents bush.
- Concern about traffic effects of new growth on existing roads (e.g. Edward St).
- Improve connectivity between the two sides of our community that is separated by the highway. What about a pedestrian/cycle underpass?
- Continue to grow connecting walk and cycleways as a requirement of all new subdivisions.
- Connectivity from Kilkenny to Matariki Places – nice to have a loop.
- Connectivity from Totora View Road down to the town is needed
- Public transport to Richmond / Nelson is needed.

Our special place

- Ernest Rutherford memorial.
- Our community and doing 'local' in Wakefield.
- Faulkner Bush: a model to the rest of the district.
- Access to nature and bush walks.
- Quinneys Bush is a favourite place.

17.5 Issues, Opportunities and Policy Directions

17.5.1 Introduction

Some issues, options and policy directions that have been identified in the past have occurred or are no longer relevant. Others remain relevant for the future. The rest of this report highlights:

- Issues and policy directions already identified in blue, and
- New issues, and policy directions (with options) in green.

The policy set for Wakefield was updated recently, in 2017. It is still relevant and needs minimal amendment other than to accommodate development proposed in the Wakefield Growth Plan Change.

17.5.2 Issues and Opportunities

	Issues and Opportunities
1	Managing the high level of district growth proposed to be accommodated in Wakefield (FDS, 2022) and demand for serviced land for housing and business in Wakefield which is surrounded by land that is both productive and prone to flooding.
2	As Wakefield grows and changes, there is a risk that it can: <ul style="list-style-type: none">i. Lack sufficient reserve, recreation and community facilitiesii. Lose internal connectivity (active movement networks within Wakefield, particularly due to SH6 severance)iii. Lose its distinctive sense of place, identity and character.
3	There is a risk of potential contamination associated with the former Brookside Mill site on Bird Lane.


4	There is a risk of cross-boundary effects between residential and industrial activities in proximity to the Light Industrial Zone on Bird Lane.
5	Wakefield centre around the village green/parking area appears run down and lacks vibrancy.
6	Range of housing choice in Wakefield is limited and for many residents increasingly unaffordable.

The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).

The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.

17.5.3 Policy Directions - with options, recommendations and reasons

	Policy direction	Assessment	Recommendation and Reasons
1	<p>Ensure suitable land and infrastructure is available in Wakefield for residential and business use, and active and passive recreation needs</p> <p>Policy 6.17.3.1</p> <p>Addresses issue 1.</p>	<p>Status quo - Current TRMP policy.</p> <p>FDS has proposed several sites in and around Wakefield to accommodate growth. The Wakefield Growth Plan Change currently is rezoning two FDS proposed greenfield sites (T-194 and T-107) for residential development north east of Edward Street.</p> <p>FDS notes the need to encourage a broader range of business (commercial and industrial) services in Wakefield to improve local amenities and encourage more local trips.</p> <p>FDS 2022 also proposes a new site for Light Industrial activity on land currently zoned Rural 1 adjacent to the Bird Lane Industrial site (T-108).</p> <p>Options for creating a consolidated local commercial 'hub' are set out below.</p>	<p>Retain policy.</p> <p>Reason: Remains relevant to future growth of Wakefield.</p>
2	<p>Consolidate commercial activities along Whitby Way, Will Watch Lane and Edward Street to the school - in the heart of the village around the village green.</p>		<p>New policy option 2 is recommended</p> <p>Reasons:</p> <ol style="list-style-type: none"> 1. Encourages greater diversity of services, local business and employment opportunities for growing population 2. Consolidates a commercial hub in heart of village to

			<p>support the growing population.</p> <p>3. Supports transport hublet planned for south west corner of village green.</p>
		<p>Option 2a: Rezone residential sites located at 48, 50, 54 and 56 Whitby Way to Commercial – Local Centre zone and rezone all Commercial sites in Wakefield Commercial – Local Centre zone.</p>  <p><i>Strengths:</i> Consolidates a commercial hub in heart of village to support the growing population.</p> <p><i>Weakness</i> There is still opportunity to use the existing Commercial zoned space both fully and optimally.</p>	<p>Option 2a is not recommended.</p> <p>Reason: There remains opportunity to use the existing Commercial zoned space both fully and optimally.</p>
		<p>Option 2b Rezone all Commercial sites in Wakefield Commercial – Local Centre zone.</p>	<p>Option 2b is recommended.</p> <p>Reasons:</p> <ol style="list-style-type: none"> 1. Aligns with NPStds.and proposed Tasman business centre heirarchy. 2. Assist to consolidate commercial activity in a vibrant commercial hub.
3	<p>Avoid flood hazard risk when enabling urban development of land.</p> <p>Policy 6.17.3.2</p> <p>Addresses issue 1.</p>	Status quo - Current TRMP policy.	<p>Retain policy as a general policy.</p> <p>Reason: General direction – not specific to Wakefield.</p>
4	Support landscape and streetscape initiatives to enhance	Status quo - Current TRMP policy.	Retain policy.

	<p>the heritage character of the heart of Wakefield; and apply good urban design principles to all development in the private and the public domain.</p> <p>Policy 6.17.3.4</p> <p>Addresses issues 2 iii and 5.</p>		Reason: Remains relevant to future growth of Wakefield.
5	<p>Liaise with Waka Kotahi to upgrade existing crossings on State Highway 6 and create a new pedestrian crossing close to the Village Green and proposed transport hublet.</p> <p>Policy 6.17.3.8</p> <p>Addresses issues 2ii.</p>	Status quo - Current TRMP policy.	<p>Retain policy.</p> <p>Reason: Remains relevant to future growth of Wakefield.</p>
6	<p>Mitigate any adverse effects from stormwater on the state highway and associated infrastructure.</p> <p>Policy 6.17.3.11</p> <p>Addresses issue 1.</p>	Status quo - Current TRMP policy.	<p>Retain policy.</p> <p>Reason: Remains relevant to future growth of Wakefield.</p>
7	<p>Support a range of rural residential and residential options on land zoned Rural Residential and Residential adjacent to the Great Taste Cycle Trail; to ensure access is designed to mitigate conflict with the cycle trail; and to require adequate stormwater mitigation to manage any overflow from uphill dams in an extreme rainfall or other event.</p> <p>Policy 6.17.3.3</p> <p>Addresses issue 1 and 2ii.</p>	<p>Current TRMP policy</p> <p>Policy requires updating to acknowledge draft Wakefield Growth plan changes proposals for residential development adjacent to great GTT, e.g. along Edward Street.</p>	<p>Retain updated policy.</p> <p>Reason: reflect proposed residential expansion of Wakefield adjacent to TGTT.</p>
8	<p>Encourage a diversity of lot sizes and a range of housing forms to facilitate well designed, lower cost housing development close to the village centre.</p> <p>Policy 6.17.3.7</p> <p>Addresses issue 1 and 6.</p>	Status quo - Current TRMP policy.	<p>Retain policy.</p> <p>Reason: Is specific and remains relevant to future growth of Wakefield.</p>
9	<p>Require larger residential lot sizes adjacent to the boundary of the Light Industrial Zone on Bird Lane and require a greater setback of</p>	<p>Status quo – Current TRMP policy.</p> <p>TRMP plan change 58 and 65 introduced relevant rules to give effect to policy direction.</p>	<p>Retain policy</p> <p>Reason: Remains relevant to management of lots adjacent to Light Industrial Zone on Bird Lane.</p>

	<p>dwelling from the Light Industrial Zone boundary.</p> <p>Policy 6.17.3.9</p> <p>Addresses issue 1 and 4.</p>		
10	Delete policy 6.17.3.5 that provides for the monitoring of protected trees.		<p>Delete Policy.</p> <p>Reason: Policy not specific to Wakefield, but a general policy, that applies district wide.</p>
11	Delete policy 6.17.3.6 that provides the protection and maintenance of historic places		<p>Delete Policy.</p> <p>Reason: Policy not specific to Wakefield, but a general policy, that applies district wide.</p>

17.6 Scale and Significance

Table 2: Scale and Significance

	Comments	Assessment
Degree of change from the Status Quo		Low / Med / High
Effects on matters of national importance (s6 RMA)	S6 matters already accounted for and will be accounted for further by TEP cultural mapping project	Low
Scale of effects – geographically (local, district wide, regional, national)	Local	Low
Scale of effects on people (how many will be affected – single landowners, multiple landowners, neighbourhoods, the public generally, future generations?)	Local community	Low
Scale of effects on those with particular interests, e.g. Tangata Whenua		Low
Degree of policy risk – does it involve effects that have been considered implicitly or explicitly by higher order documents? Does it involve effects addressed by other standards/commonly accepted best practice?	Implements NPS UD and FDS proposals.	Low
Likelihood of increased costs or restrictions on individuals, businesses or communities.	Implements NPStd. zoning. Commercial - Local centre zoning in town centre is likely neutral regarding the costs of change.	Low

17.7 Summary

	Issues
1	Managing the high level of district growth proposed to be accommodated in Wakefield (FDS, 2022) and demand for serviced land for housing and business in Wakefield which is surrounded by land that is both productive and prone to flooding.
2	As Wakefield grows and changes, there is a risk that it can: <ul style="list-style-type: none"> i. Lack sufficient reserve, recreation and community facilities ii. Lose internal connectivity (active movement networks within Wakefield, particularly due to SH6 severance) iii. Lose its distinctive sense of place, identity and character.
3	There is a risk of potential contamination associated with the former Brookside Mill site on Bird Lane.
4	There is a risk of cross-boundary effects between residential and industrial activities in proximity to the Light Industrial Zone on Bird Lane.
5	Wakefield centre around the village green appears run down and lacks vibrancy.
6	Range of housing choice in Wakefield is limited and for many residents increasingly unaffordable.

	Recommended Policy Directions and Options
1	Ensure suitable land and infrastructure is available in Wakefield for residential and business use, and active and passive recreation needs. Addresses issue 1.
2	Consolidate commercial activities along Whitby Way, Will Watch Lane and Edward Street to the school, in heart of village and around the green. Addresses issue 1 and complements policy 1.
2a	Option 2b: Rezone all Commercial sites in Wakefield Commercial – Local Centre zone.
3	Avoid flood hazard risk when enabling urban development of land. Addresses issue 1. Retain as general policy as not specific to Wakefield.
4	Support landscape and streetscape initiatives to enhance the heritage character of the heart of Wakefield; and apply good urban design principles to all development in the private and the public domain. Addresses issues 2 and 5.
5	Liaise with Waka Kotahi to upgrade existing crossings on State Highway 6 and create a new (pedestrian) crossing close to the Village Green and proposed transport hublet. Addresses issue 2ii.
6	Mitigate any adverse effects from stormwater on the state highway and associated infrastructure. Addresses issue 1.
7	Support a range of rural residential and residential options on land zoned Rural Residential and Residential adjacent to the Great Taste Cycle Trail; to ensure access is designed to mitigate conflict with the cycle trail; and to require adequate stormwater mitigation to manage any overflow from uphill dams in an extreme rainfall or other event. Addresses issue 1 and 2i and ii.
8	Encourage a diversity of lot sizes and a range of housing forms to facilitate well designed, lower cost housing development close to the village centre. Addresses issue 1 and 6.
9	Require larger residential lot sizes adjacent to the boundary of the Light Industrial Zone on Bird Lane and require a greater setback of dwellings from the Light Industrial Zone boundary. Addresses issue 4.

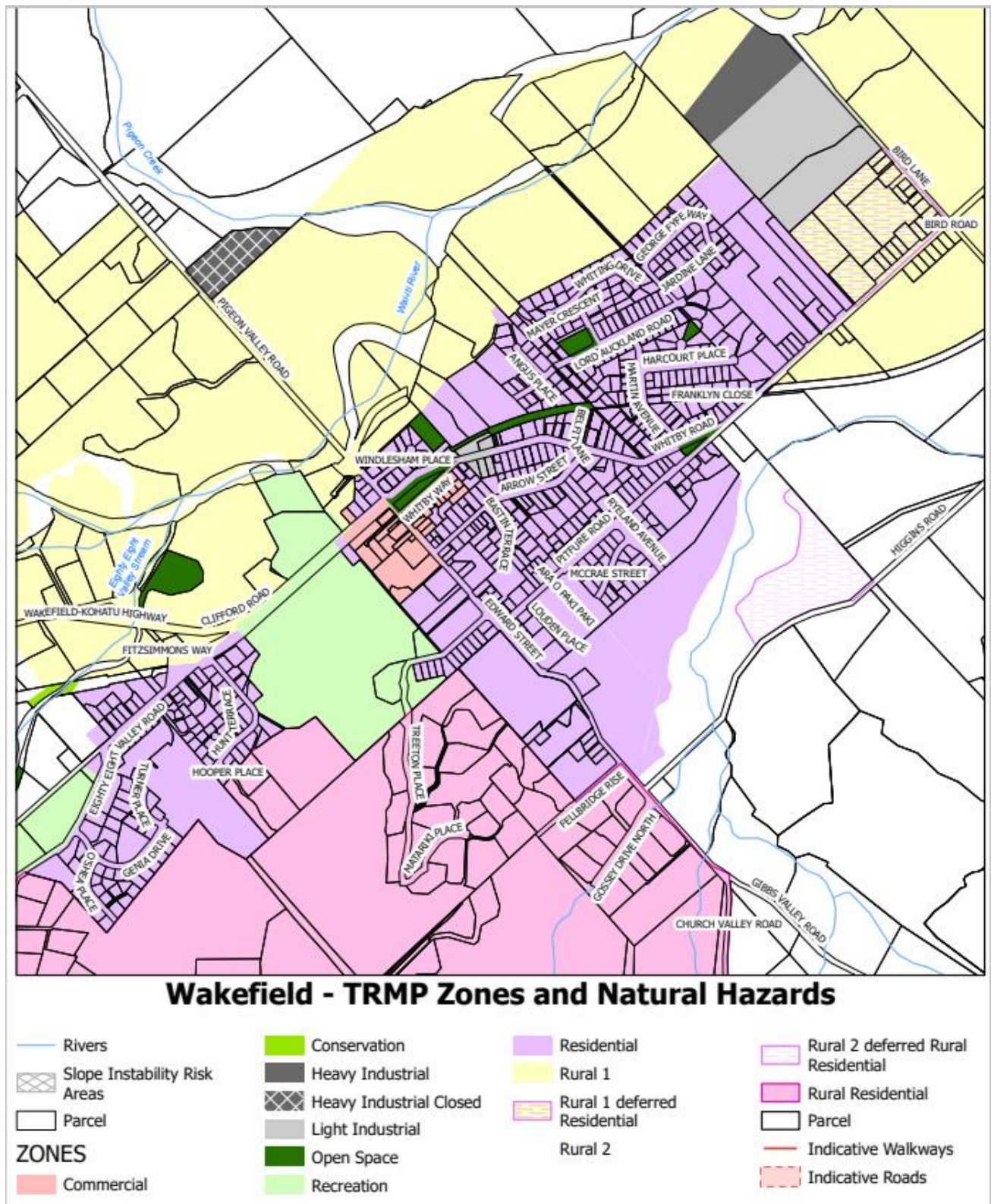
	Outcome sought
	<p>The opportunity is to adopt an integrated approach to providing sufficient zoned and serviced land for urban activities (for residential and business use, and for active and passive recreation).</p> <p>The outcome sought is an urban centre that is environmentally sustainable, that functions well and is a successful place for live, work and play.</p>
	Assumptions, Uncertainties, Further work, Information Gaps

	When TEP cultural mapping, and centre character reviews are available, policies relating to distinct character be refined.
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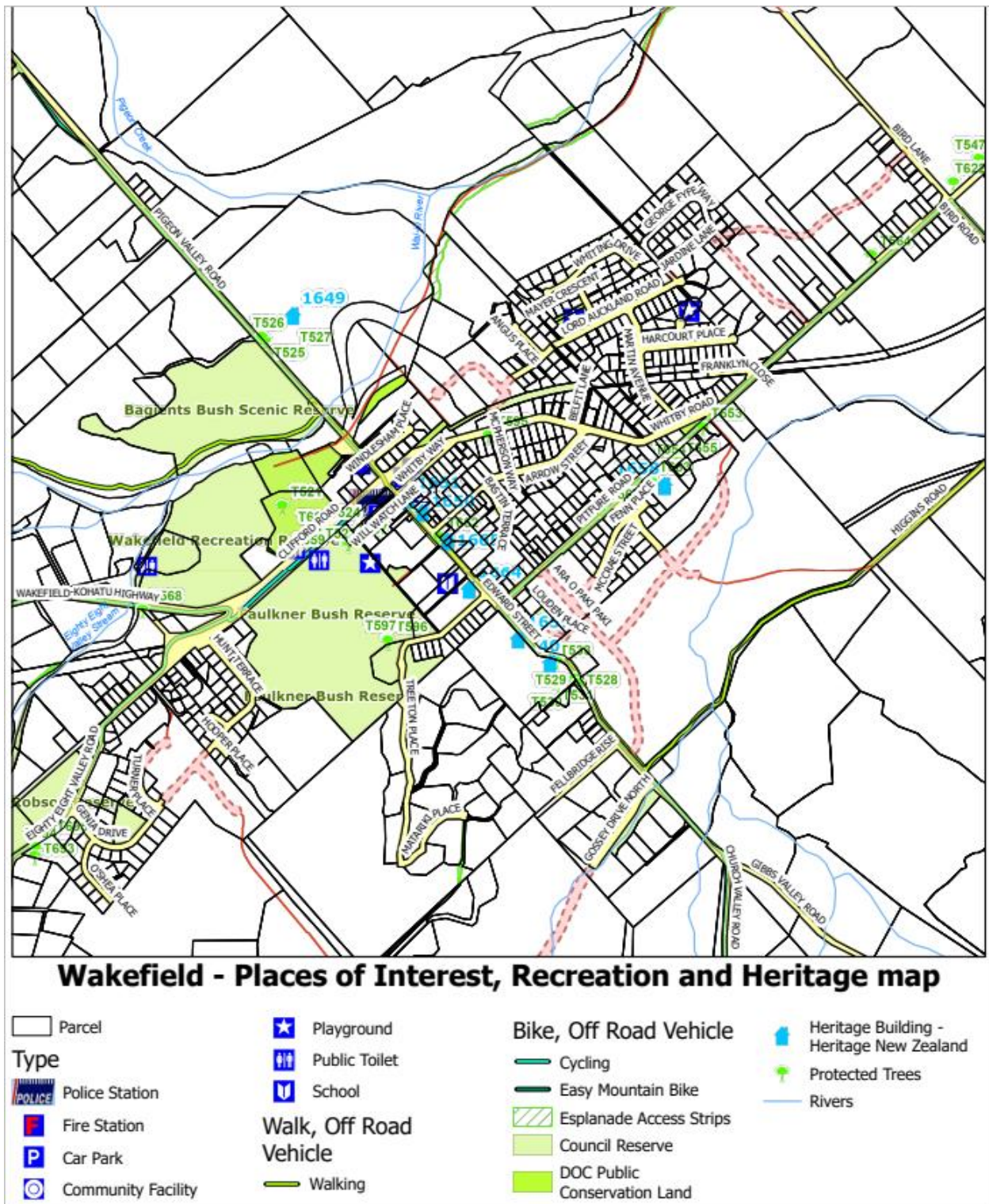
17.8 Possible questions for community discussion

- Do you support consolidating commercial activities along Whitby Way, Will Watch Lane and Edward Street to the school - in the heart of the village around the village green?

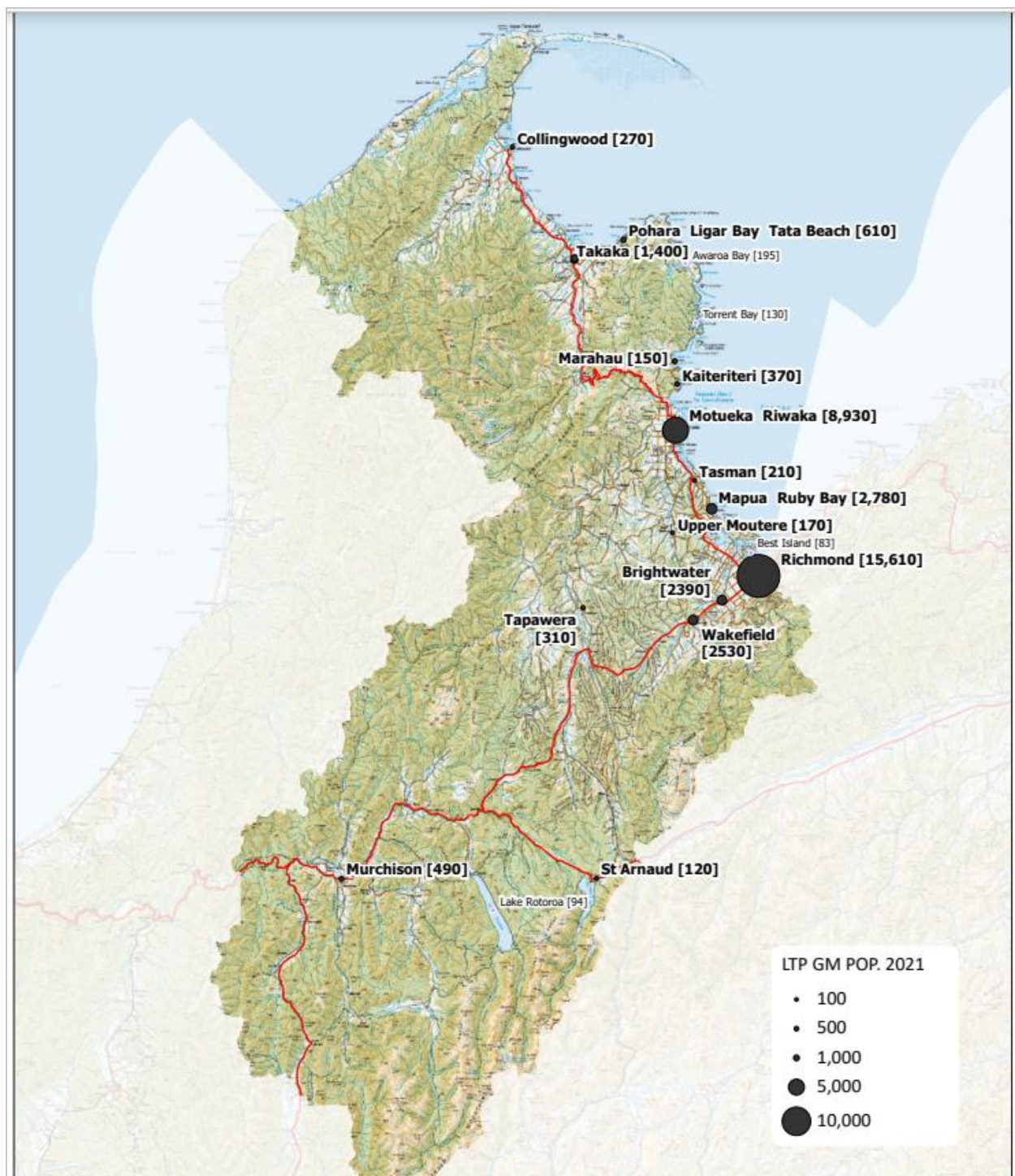
Attachment A: Wakefield Zone and Natural Hazard Risk Map



Attachment B: Wakefield Places of Interest, Recreation and Heritage Map



Appendix 1: Tasman Towns and Villages



Appendix 2: References

Reference	Detail
Boffa Miskell, 2020	Boffa Miskell. October 2020. Draft TeTaio Aorere/Tasman District Coastal Environment Study.
Boffa Miskell, 2022	Boffa Miskell July 2022. Working Draft Tasman Towns and Villages.
Gee, S. 2020.	Gee, S. 2020. St Arnaud community bands together to create 'green break'. https://www.stuff.co.nz/environment/118982690/st-arnaud-community-bands-together-to-create-green-break
Ryan, B, 2020	Ryan, B. 2020. Draft Tasman District Landscape Study.
TDC, 2018	Tasman District Council. 2018. Long Term Plan 2018-2028.
TDC, 2020	Tasman District Council (Melanie Hardiman and Jacqui Deans). April 2020. Tasman District Town Centre Audits.
TDC, 2020	Tasman District Council (Melanie Hardiman and Jacqui Deans). May 2020. Tasman Town Centre Surveys Report.
TDC, 2021	Tasman District Council. 2021. Long Term Plan 2021-2031.
TDC, NCC, 2022	Tasman District Council and Nelson City Council. August 2022. Nelson Tasman Future Development Strategy. 2022–2052. September 2022.
TDC, 2022	Tasman District Council. 2022. Walking and Cycling Strategy.
WSP, 2022	WSP. Rautaki. 2022. Rautaki, Te Rāhui Rēhia O Kaitereteri Kaiteriteri Recreation and Kākā Point Historic Reserves - Issues + Opportunities Report.
WSP, 2022	WSP. July 2022. Growth Plan Change – Motueka. Draft Background Report, WSP.
Waka Kotahi and TDC, 2021	Waka Kotahi and Tasman District Council. September 2021. Richmond Urban Design Strategy, Part of the Richmond Transport Programme Business Case.

Appendix 3: Draft Outcomes (from draft Natural and Built Environments Act)

Outcomes

1. To assist in achieving the purpose of this Act, those exercising functions and powers under it must provide for the following outcomes:

Natural environment

- a. enhancement of features and characteristics that contribute to the quality of the natural environment;
- b. protection and enhancement of:
 - i. nationally or regionally significant features of the natural character of the coastal environment (including the coastal marine area), wetlands, lakes, rivers and their margins;
 - ii. outstanding natural features and outstanding natural landscapes;
 - iii. areas of significant indigenous vegetation and significant habitats of indigenous fauna;
- c. enhancement and restoration of ecosystems to a healthy functioning state;
- d. maintenance of indigenous biological diversity and restoration of viable populations of indigenous species;
- e. maintenance and enhancement of public access to and along the coastal marine area, wetlands, lakes, rivers and their margins;

Built environment

- f. sufficient development capacity for housing and business to respond to demand and provide for urban growth and change;
- g. housing supply and choice to meet diverse and changing needs of people and communities;
- h. strategic integration of infrastructure with land use;

Tikanga Māori

- i. protection and restoration of the relationship of iwi, hapū and whanau and their tīkanga and traditions with their ancestral lands, cultural landscapes, water and sites;
- j. protection of wāhi tapu and protection and restoration of other taonga;
- k. recognition of protected customary rights;

Rural

- l. sustainable use and development of the natural and built environment in rural areas;
- m. protection of highly productive soils;
- n. capacity to accommodate land use change in response to social, economic and environmental conditions;

Historic heritage

- o. protection of significant historic heritage;

Natural hazards and climate change

- p. reduction of risks from natural hazards;
 - q. improved resilience to the effects of climate change including through adaptation;
 - r. reduction of greenhouse gas emissions;
 - s. promotion of activities that mitigate emissions or sequester carbon; and
 - t. increased use of renewable energy.
2. When providing for the outcomes in (1) local authorities must provide for the applicable regional spatial strategies prepared under the Strategic Planning Act 202X

Biophysical limits

1. Biophysical limits are the minimum standards prescribed through the National Planning Framework by the responsible Minister to achieve the purpose of this Act
2. Biophysical limits –
 - a. must provide a margin of safety above the conditions in which significant and irreversible damage may occur to the natural environment;
 - b. must be prescribed for, but are not limited to:
 - i. the quality, level and flow of fresh water:
 - ii. the quality of coastal water:
 - iii. the quality of air:
 - iv. the quality of soil:
 - v. the quality and extent of terrestrial and aquatic habitats for indigenous species:
 - c. may be quantitative or qualitative.
3. Local authorities are not precluded from setting standards that are more stringent than those prescribed by the Minister.

Appendix 4: Boffa Miskell, Working Draft - Tasman Towns and Villages, July 2022.

End Note References

- ⁱ Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans and Tasman Town Centre Surveys Report, May 2020, TDC - Melanie Hardiman and Jacqui Deans.
- ⁱⁱ Tasman District Council Long Term Plan 2018-2028, Tasman Growth Projections 2021 – 2051
- ⁱⁱⁱ Tasman District Council Long Term Plan 2018-2028, Tasman Growth Projections 2021 – 2051
- ^{iv} Tasman District Council, Walking and Cycling Strategy, 2022 - 2052
- ^v Tasman District Council Long Term Plan 2018-2028
- ^{vi} Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- ^{vii} As above
- ^{viii} As above
- ^{ix} Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- ^x Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- ^{xi} Nelson Tasman Future Development Strategy, 2022–2052, September 2022
- ^{xii} Nelson Tasman Future Development Strategy, 2022–2052, September 2022
- ^{xiii} Walking and Cycling Strategy 2022–2052, Tasman District Council
- ^{xiv} Tasman District Council Long Term Plan 2018-2028
- ^{xv} Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- ^{xvi} Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- ^{xvii} As above
- ^{xviii} Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- ^{xix} TeTaio Aorere/Tasman District Coastal Environment Study, October 2020
- ^{xx} Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- ^{xxi} Statutory Acknowledgements recognise the cultural, spiritual, historical and traditional association of iwi and hapu with particular areas. Council is required to have regard to the statutory acknowledgement when forming an opinion as to whether relevant iwi is adversely affected by a resource consent application. www.hastingsdc.govt.nz/services/district-plan/statutory-acknowledgements.
- ^{xxii} Nelson Tasman Future Development Strategy, 2022–2052, September 2022
- ^{xxiii} Walking and Cycling Strategy 2022–2052, Tasman District Council
- ^{xxiv} WSP Rautaki 2022 Rautaki, Te Rāhui Rēhia O Kaiteretere Kaiteriteri Recreation and Kākā Point Historic Reserves - Issues + Opportunities Report.
- ^{xxv} Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- ^{xxvi} WSP Rautaki 2022 Rautaki, Te Rāhui Rēhia O Kaiteretere Kaiteriteri Recreation and Kākā Point Historic Reserves - Issues + Opportunities Report.
- ^{xxvii} Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- ^{xxviii} TeTaio Aorere/Tasman District Coastal Environment Study, October 2020
- ^{xxix} WSP Rautaki 2022 Rautaki, Te Rāhui Rēhia O Kaiteretere Kaiteriteri Recreation and Kākā Point Historic Reserves - Issues + Opportunities Report.
- ^{xxx} Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- ^{xxxi} Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
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- ^{xxxiii} Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- ^{xxxiv} Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- ^{xxxv} Nelson Tasman Future Development Strategy, 2022–2052, September 2022
- ^{xxxvi} Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- ^{xxxvii} TeTaio Aorere/Tasman District Coastal Environment Study, Draft, October 2020

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- xxxviii Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- xxxix Tasman District Council Long Term Plan 2018-2028
- xl Convenience goods - Consumer goods purchased on a regular basis such as food/groceries, alcoholic beverages, newspapers and magazines and non-durable household goods.
Comparison goods - Durable goods such as clothing, shoes, durable household goods, furniture, DIY and electrical goods, sports equipment, garden products, books and stationery, jewellery.
National multiple traders/outlets National or regional 'chain store' retailers.
- xli Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- xlili Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- xlili Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- xliv Motueka Town Catchment Management Plan, Tasman District Council, June 2022.
- xlv Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- xlvi TeTaio Aorere/Tasman District Coastal Environment Study, draft, October 2020
- xlvi Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- xlvi Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- xlvi Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- xlvi Statutory Acknowledgements recognise the cultural, spiritual, historical and traditional association of iwi and hapu with particular areas. Council is required to have regard to the statutory acknowledgement when forming an opinion as to whether relevant iwi is adversely affected by a resource consent application.
www.hastingsdc.govt.nz/services/district-plan/statutory-acknowledgements.
- ¹ Nelson Tasman Future Development Strategy, 2022–2052, September 2022
- li Growth Plan Change – Motueka, Draft Background Report, WSP, July 2022
- lii Walking and Cycling Strategy 2022–2052, Tasman District Council
- lii Tasman District Town Centre Audits, April 2020, Melanie Hardiman and Jacqui Deans
- liv (Flood Model Name: BW_WF_Q100_peak_of_peaks_6and48hr_005_depth)
- lv Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- lvi Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- lvii Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- lviii As above
- lix Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- lx As above
- lxi Tasman District Landscape Study, Draft, 2020 (TDLS,2020)
- lxii Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- lxiii Nelson Tasman Future Development Strategy, 2022–2052, September 2022
- lxiv Walking and Cycling Strategy 2022–2052, Tasman District Council
- lxv Richmond Urban Design Strategy, Part of the Richmond Transport Programme Business case, 2021 - Waka Kotahi and Tasman District Council
- lxvi Richmond Urban Design Strategy, Part of the Richmond Transport Programme Business case, 2021 - Waka Kotahi and Tasman District Council
- lxvii Tasman District Town Centre Audits, April 2020, Melanie Hardiman and Jacqui Deans
- lxviii Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- lxix Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- lxx Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- lxxi Richmond Urban Design Strategy, Part of the Richmond Transport Programme Business case, 2021 - Waka Kotahi and Tasman District Council
- lxxii Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- lxxiii TeTaio Aorere/Tasman District Coastal Environment Study, Draft, October 2020
- lxxiv Richmond Urban Design Strategy, Part of the Richmond Transport Programme Business case, 2021 - Waka Kotahi and Tasman District Council
- lxxv Tasman District Landscape Study, 2020,
- lxxvi Nelson Tasman Future Development Strategy, 2022–2052, September 2022

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- lxxvii Richmond Urban Design Strategy, Part of the Richmond Transport Programme Business case, 2021 - Waka Kotahi and Tasman District Council
- lxxviii Walking and Cycling Strategy 2022–2052, Tasman District Council
- lxxix Richmond Urban Design Strategy, Part of the Richmond Transport Programme Business case, 2021 - Waka Kotahi and Tasman District Council
- lxxx Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- lxxxi Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- lxxxii As above
- lxxxiii Gee, S. (27 January 2020). St Arnaud community bands together to create 'green break'.
<https://www.stuff.co.nz/environment/118982690/st-arnaud-community-bands-together-to-create-green-break>
- lxxxiv Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- lxxxv Tasman Towns and Centres, working draft, Boffa Miskell, July 2022.
- lxxxvi Statutory Acknowledgements recognise the cultural, spiritual, historical and traditional association of iwi and hapu with particular areas. Council is required to have regard to the statutory acknowledgement when forming an opinion as to whether relevant iwi is adversely affected by a resource consent application.
www.hastingsdc.govt.nz/services/district-plan/statutory-acknowledgements.
- lxxxvii Nelson Tasman Future Development Strategy, 2022–2052, September 2022
- lxxxviii Walking and Cycling Strategy 2022–2052, Tasman District Council
- lxxxix Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- xc Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- xc Convenience goods - Consumer goods purchased on a regular basis such as food/groceries, alcoholic beverages, newspapers and magazines and non-durable household goods. Comparison goods - Durable goods such as clothing, shoes, durable household goods, furniture, DIY and electrical goods, sports equipment, garden products, books and stationery, jewellery. National multiple traders/outlets - National or regional 'chain store' retailers. Services - Commercial units that provide a walk-in service to the public, such as banks, hairdressers, travel agents, dry cleaners, and insurance, medical and automotive services.
 Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- xcii Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- xciii TeTaio Aorere/Tasman District Coastal Environment Study, draft, October 2020
- xciv Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- xcv Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- xcvi Statutory Acknowledgements recognise the cultural, spiritual, historical and traditional association of iwi and hapu with particular areas. Council is required to have regard to the statutory acknowledgement when forming an opinion as to whether relevant iwi is adversely affected by a resource consent application.
www.hastingsdc.govt.nz/services/district-plan/statutory-acknowledgements.
- xcvii Statutory Acknowledgements recognise the cultural, spiritual, historical and traditional association of iwi and hapu with particular areas. Council is required to have regard to the statutory acknowledgement when forming an opinion as to whether relevant iwi is adversely affected by a resource consent application.
www.hastingsdc.govt.nz/services/district-plan/statutory-acknowledgements.
- xcviii Nelson Tasman Future Development Strategy, 2022–2052, September 2022
- xcix Walking and Cycling Strategy 2022–2052, Tasman District Council
- c Tasman District Town Centre Audits, April 2020, TDC - TDC - Melanie Hardiman and Jacqui Deans
- ci Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- cii Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- ciii Nelson Tasman Future Development Strategy, 2022–2052, September 2022
- civ Tasman District Council Long Term Plan 2018-2028, and 2021-2031
- cv Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- cvi TeTaio Aorere/Tasman District Coastal Environment Study, Draft, October 2020
- cvi Tasman Towns and Centres, working draft, Boffa Miskell, July 2022

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- cviii Nelson Tasman Future Development Strategy, 2022–2052, September 2022
- cix Tasman District Council Long Term Plan 2018-2028, and 2021-2031
- cx Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- cxii Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- cxiii As above
- cxiii Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- cxiv Tasman Towns and Centres, working draft, Boffa Miskell, July 2022.
- cxv Nelson Tasman Future Development Strategy, 2022–2052, September 2022
- cxvi Tasman District Council Long Term Plan 2018-2028
- cxvii Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- cxviii Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- cxix Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- cxx Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- cxix Tasman District Town Centre Audits, April 2020, TDC - Melanie Hardiman and Jacqui Deans
- cxxi Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- cxix Tasman Towns and Centres, working draft, Boffa Miskell, July 2022
- cxixiii Nelson Tasman Future development strategy statement of proposal 2022–2052, March 2022
- cxixiv Walking and Cycling Strategy 2022–2052, Tasman District Council