

# MĀPUA MASTERPLAN OPTIONS AND ACTIONS

ISSUE / OPPORTUNITY	OPTION / ACTION	AREA	DETAIL
<p><b>More residential land is required to meet Tasman's growth requirements including more mixed housing options such as smaller homes</b></p> <p><i>Relating principles: P2, P7</i></p>	● <b>Option 2 – Higgs Road</b>	Higgs Road	Higgs Road Deferred Land – Medium density across full deferred zone area, pockets of parks. Include provisions to enable a retirement village. Policy provisions link to an Outline Development Plan and Design Guide. Staged to allow for servicing. <i>Implementation method: Plan change</i>
	● <b>Option 1 – Higgs Road</b>	Higgs Road	Higgs Road Deferred Land – Medium density residential on land adjoining Higgs Road. Mixed density across rest of deferred zone area, extended open space adjoining wetland. Design guide and Outline Development Plan. Provide provisions to enable a retirement village. Staged to allow for servicing. <i>Implementation method: Plan change</i>
	● <b>Option 3 – Higgs Road</b>	Higgs Road	TRMP standard density residential across full deferred zone area. Staged to allow for servicing. <i>Implementation method: Plan change</i>
	● <b>Option 1 – Higgs Road</b>	Higgs Road	Mixed density residential over whole 33 and 35 Higgs Road area with open space at estuary edge. Enables improvement of estuary connection. <i>Implementation method: Plan change</i>
	● <b>Option 1 – Aranui Village Centre</b>	Aranui Road	Mixed use along southwestern side of the road from Higgs Road to vacant land. Opposite existing village centre (2 Higgs Road to 29 Jessie Street) – enabling mixed use i.e. retail ground floor and residential or offices, co-working spaces above. Enable three storeys. <i>Implementation method: Plan change</i>
	● <b>Option 2 – Aranui Village Centre</b>	Aranui Road	Medium density residential along southwestern side of the road from Higgs Road to vacant land. Opposite existing village centre (2 Higgs Road to 29 Jessie Street) – up to three storey residential. <i>Implementation method: Plan change</i>
	● <b>Option 3 – Aranui Village Centre</b>	Aranui Road	Infill intensification south of Aranui Road. Very minimal infill numbers realistically due to topography, existing housing and economics – FDS indicates 220 infill houses. <i>Implementation method: Plan change</i>
	● <b>Option 1 – Seaton Valley</b>	Seaton Valley	Mixture of medium density and standard residential – Outline Development Plan required or rules requiring minimum density. Land closest to indicative sports ground, open space and road frontage proposed as higher density. Provide for retirement village. Design Guide required. FDS 675 homes. Staged to allow for servicing. Noting further cultural assessment work will be required and lower portion of 49 Stafford Drive is predominately within 2m SL rise mapping. <i>Implementation method: Plan change</i>
	● <b>Option 1 – Seaton Valley</b>	Seaton Valley	Green belt along ridgeline to south (Dawsons Road) of Seaton Valley Road. Outline Development Plan to delineate area and design guidelines. Mixed density residential including providing for retirement village. Staged to allow for servicing. Noting further cultural assessment work will be required. <i>Implementation method: Plan change</i>
	● <b>Option 3 – Waterfront / Grossi Point</b>	Kite Park	Retain TRMP commercial and standard residential zoning. Noting further cultural assessment work will be required.
<p><b>Boat ramp</b></p> <p><i>Relating principle: P10</i></p>	● <b>Resource consent process</b>	Waterfront	Resource Consent submitted under separate Resource Management Act process. <i>Implementation method: Resource consent</i>



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<b>Improved walking/cycling connectivity</b> <i>Relating principle: P6</i>	● <b>Option 1 – Aranui Village Centre</b>	Causeway	Boardwalk from causeway to Moreland Park and extend access through 130 Aranui Road, 132 Aranui Road. Continue connection linkages along Seaton Valley Stream trail. <i>Implementation method: Department funding</i>
	● <b>Action – Medium/long term</b>	Seaton Valley	Improved connection from Stafford Drive to upper Seaton Valley Stream, opportunity to provide with the development of 49 Stafford Drive. <i>Implementation method: Department funding</i>
	● <b>Action – Medium/long term</b>	Seaton Valley	Establish a recreational pathway loop in the Seaton Valley Area. Support access through 101 Dawson Road to connect to indicative reserve on 71 Seaton Valley. <i>Implementation method: Department funding</i>
	● <b>Action – Medium/long term</b>	Aranui Road	Connections through deferred land on Higgs Road and Aranui Road – indicative connections provided in TRMP. <i>Implementation method: Development contributions</i>
	● <b>Action – Medium/long term</b>	Estuary	Connection partially along estuary to link up with Higgs Road. <i>Implementation method: Department funding</i>
	● <b>No option or action</b>	Estuary	It is not a feasible long term option from a cost/consenting view to consider a service, walking/cycling bridge across the inlet to Moturoa/Rabbit Island.
<b>There is demand for more business land</b> <i>Relating principle: P7</i>	● <b>Option 3 – Waterfront / Grossi Point</b>	Kite Park	Retain zoning of council owned commercial land Kite Park and waterfront land. Commercial only on business zoned land, single storey shops, residential on remainder to western end, two storey townhouses. This site will be under threat from storm events, being highly exposed due to its proximity to Māpua Inlet and the open coast. <i>Implementation method: Long Term Plan</i>
	● <b>Option 1 – Aranui Village Centre</b>	Kite Park	Land to west (23 and 25 Aranui Road) currently zoned residential change to mixed use – mixed use development on full frontage to Aranui Rd, retail/office/residential or visitor accommodation, up to three storeys. This site will be under threat from storm events, being highly exposed to due to its proximity to Māpua Inlet and the open coast. <i>Implementation method: Plan change</i>
	● <b>Option 1 - Waterfront/ Grossi Point</b>	Kite Park	Retail on park corner (southeastern corner of Aranui and Tahī). This site will be under threat from storm events, being highly exposed to due to its proximity to Māpua Inlet and the open coast.
	● <b>Option 1 – Seaton Valley</b>	Māpua Drive	Zoning of 6, 175 and 179 Māpua Drive as business. Multi purpose parking to rear to adjoining sportsground/wetland and business. During the FDS process Te Atiawa requested that this land be recognised as culturally significant and not be developed. This land was not included in the FDS as a result. At 2130 all of this site will be vulnerable to sea level rise effects.
	● <b>Option 1 – Seaton Valley</b>	Seaton Valley	Change zoning from R1 to business. Land is elevated above 2m SL rise. <i>Implementation method: Plan change</i>
	● <b>Option 1 – Higgs Road</b>	Higgs Road	Change zoning from R1 deferred residential to business. Option to incorporate business land adjoining pack house museum proposal and land off Māpua Drive. <i>Implementation method: Plan change</i>
	● <b>Option 1 – Aranui Village Centre</b>	Aranui Road	Opposite existing village centre (2 Higgs Road to 29 Jessie Street) – enabling mixed use i.e. retail ground floor and residential or offices, co-working spaces above. Enable three storeys. At 2130 rising sea-levels will have caused the shoreline to move landward, placing this site under threat from storm events. <i>Implementation method: Plan change</i>



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<b>Additional and improved recreational and community facilities</b> <i>Relating principle: P10</i>	● <b>Option 1 – Aranui Village Centre</b>	0 Iwa Street	Opportunity for additional recreational facilities. Community consultation to determine facilities required i.e. tennis courts, pump track, basketball court, bowling green. Land 300m². <i>Implementation method: Department funding</i>
	● <b>Option 1 – Seaton Valley</b>	Seaton Valley	Seaton Valley – Indicative sports fields at 49 Stafford Drive abutting Seaton Valley Road. Community consultation to determine mix; i.e. mix of green and hard surface courts. <i>Implementation method: Department funding</i>
<b>Traffic safety and congestion</b> <i>Relating principle: P8</i>	● <b>Action – Short term</b>	Urban Area	Consultation is currently being undertaken on Council's Speed Management Plan which will look at assessing speeds on urban roads. <i>Implementation method: Part of district wide implementation</i>
	● <b>Action – Medium/long term</b>	Aranui Road	Remove indicative vehicle connection road to Aranui Road from 29 Jessie Street (deferred residential land) – Replace with an indicative walkway/ cycleway connection. <i>Implementation method: Plan change</i>
	● <b>Investigate – Council to do further investigative work</b>	Seaton Valley	Create a safe walking/cycling corridor from Seaton Valley to school. Feasibility Study to determine requirements. <i>Implementation method: Development contributions and Capex</i>
	● <b>Action – Short term</b>	Waterfront	Assessment to understand parking and congestion concerns at the wharf during peak period of summer. <i>Implementation method: Opex</i>
<b>Connection to Tasman's Great Taste Trail – Māpua to Moturoa (Rabbit Island)</b> <i>Relating principles: P6, P8, P9, P10</i>	● <b>No option or action</b>	Waterfront	It is not a feasible long term option from a cost, consenting view to consider a service, walking/cycling bridge across the inlet to Moturoa/Rabbit Island.
<b>More parking required particularly on Aranui Road and wharf area</b> <i>Relating principle: P10</i>	● <b>Action – Short term</b>	Waterfront	New parking with sealed angled parks both sides of Tahi Street for full length of Council owned land. Develop eastern side of Tahi street beside Council land as parking – road boundary is four metres from fence. Improved concrete parking on western side – funded via metering. <i>Implementation method: Parking meters</i>
	● <b>Option 1 – Waterfront / Grossi Point</b>	Waterfront	Area of parking on council owned land. Retain business zoning and retain the rest of the area for parking/open space. <i>Implementation method: Funded from property sale and parking meters</i>
	● <b>Action – Medium/long term</b>	Aranui Road	Improve parking signage. Provide signage indicating parking areas on Iwa Street for access to sports ground. <i>Implementation method: Opex</i>
	● <b>Action – Medium/long term</b>	Aranui Road	Formalise parking Aranui Park. Improved parking spaces on Aranui Road fronting Aranui Park. Currently it is grassy verge which is difficult for reserves to maintain. <i>Implementation method: Department funding</i>
<b>Water and wastewater pipes are in some cases old and not appropriately sized</b> <i>Relating principle: P10</i>	● <b>Action – Medium/long term</b>	Entire area	Continue to fund and carry out annual pipe renewal programmes, and look for opportunities to increase capacity in key areas. <i>Implementation method: Long Term Plan</i>



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<b>Grossi Point is a site of high cultural significance and enhancement is required</b> <i>Relating principle: P1</i>	● <b>Action – Medium/long term</b>	Grossi Point	Development of a Cultural Heritage Management Plan to identified management requirements for the reserve. This may include zoning changes, inclusion of pou sculptures and signage, no eating facilities or vehicle access and changing the name to former Māori name. <i>Implementation method: Department funding</i>
	● <b>Action – Medium/long term</b>	Grossi Point	Installation of a pou sculpture at Grossi Point. <i>Implementation method: Department funding</i>
	● <b>Action – Medium/long term</b>	Grossi Point	Cultural information boards. <i>Implementation method: Department funding</i>
<b>More family-friendly green space required</b> <i>Relating principle: P6</i>	● <b>Option 2 – Waterfront / Grossi Point</b>	Waterfront	Council owned land (Kite Park). Open space on full eastern block with parking on the rest of the western side. Continue open space area on western side by removing commercial zone. Remove commercial and residential zoning on western side and rezone entire area open space with parking. <i>Implementation method: Plan change</i>
<b>The core trunk mains run underneath the estuary, making them difficult and costly to maintain and we do not have accurate information on their depths to determine long-term resilience</b> <i>Relating principle: P9</i>	● <b>No option or action</b>	Waterfront	It is not a feasible long term option from a cost, consenting view to consider a service, walking/cycling bridge across the inlet to Moturoa/Rabbit Island.
<b>Restoration of the historical wetland located upstream of Stafford Drive</b> <i>Relating principle: P5</i>	● <b>Option 1 – Seaton Valley</b>	Seaton Valley	Wetland restoration. Council purchase lower portion of 49 Stafford Drive and develop as stormwater/natural wetland and recreational area. <i>Implementation method: Long Term Plan</i>
<b>Location of Māpua Fire Station problematic</b> <i>Relating principle: P10</i>	● <b>No option or action</b>	Waterfront	Fire station land is owned by FENZ. Continue discussions with FENZ to ensure any new proposed location is enabled through the planning framework and appropriate access is available.
<b>Recognition of the high cultural significance of Māpua to Māori and its important European heritage</b> <i>Relating principle: P1</i>	● <b>Action – Medium/long term</b>	Waterfront	Interpretative panels at waterfront on European and Māori history. <i>Implementation method: Department funding</i>
	● <b>Action – Medium/long term</b>	Waterfront	Installation of three pou sculptures; Ngaio Reserve, Waterfront Park, Grossi Point. <i>Implementation method: Department funding</i>
	● <b>Investigate – Council to do further investigative work</b>	Entire area	Extend TRMP Māpua Cultural Heritage Precinct and amend rules to provide a higher level of protection of cultural values. <i>Implementation method: Plan change</i>
<b>Stormwater flooding affects several areas within the existing village</b> <i>Relating principle: P4</i>	● <b>Investigate – Council to do further investigative work</b>	Entire area	Investigate areas prone to flooding through catchment modelling, and assess potential solutions. Some modelling has been completed as part of the CMP/ Masterplan, and found little benefit to 1% flood extents/depths through a range of potential upgrade measures. Potential solutions have been modelled for several of these areas that has shown varying levels of effectiveness in mitigating the issues. <i>Implementation method: Catchment Management Plan</i>



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<b>Limited footpaths and crossings in Māpua including Aranui Road, Māpua Drive, Higgs Road and Pomona Road</b> <i>Relating principle: P6, P8, P10</i>	● <b>No option or action</b>	Higgs Road	No feasible option for Higgs Road until development occurs. Footpaths will be provided as part of development of land.
	● <b>No option or action</b>	Pomona Road	Rural residential on both sides of Pomona Road – not feasible to provide footpaths. Council generally does not provide footpaths in rural residential areas. This area can be added to the Council priority footpath list but this has limited funding and it is unlikely to be prioritised due to higher priority footpaths in urban areas.
	● <b>Investigate – Council to do further investigative work</b>	Māpua Drive	Pedestrian refuge on Māpua Drive. <i>Implementation method: Department funding</i>
	● <b>Investigate – Council to do further investigative work</b>	Seaton Valley	Install pedestrian crossing – Seaton Valley – Māpua Drive link. <i>Implementation method: New footpath budget</i>
	● <b>Investigate – Council to do further investigative work</b>	Aranui Road	Continuation of footpath along frontage of Aranui Park. The footpath is only partially developed to the crossing, continuation of the footpath to the business land on corner. <i>Implementation method: New footpath budget</i>
<b>Identify restoration opportunities across the wider Māpua area to connect existing habitats</b> <i>Relating principle: P5</i>	● <b>Option 1 – Seaton Valley</b>	Seaton Valley	Restoration middle portion of stream (49 Stafford Drive) which is very degraded – potential to provide habitat for rare bird and fish species particularly with development of wetland. <i>Implementation method: Community engagement opportunities Battle banded rail planting/funding</i>
<b>Council owned undeveloped business and residential zoned land</b> <i>Relating principles: P3, P7, P10</i>	● <b>Option 2 – Waterfront / Grossi Point</b>	Kite Park	Council owned land (Kite Park). Continue open space area on western side by removing commercial zone. Remove commercial and residential zoning on western side and rezone entire area open space with parking. <i>Implementation method: Plan change</i>
	● <b>Option 1 – Waterfront / Grossi Point</b>	Kite Park	Council owned land (Kite Park). Extend mixed use zoning along Aranui Road. <i>Implementation method: Plan change</i>
	● <b>Option 3 – Waterfront / Grossi Point</b>	Kite Park	Kite Park – Retain TRMP commercial and standard residential zoning. <i>Implementation method: Plan change</i>
	● <b>Option 2 – Waterfront / Grossi Point</b>	Kite Park	Remove commercial and residential zoning and rezone entire area open space. <i>Implementation method: Plan change</i>
	● <b>Resource consent process</b>	Kite Park	Boat ramp application, which may involve overflow/trailer parking at Kite Park. <i>Implementation method: Resource Consent Application</i>
<b>The coastal plain of Māpua is vulnerable to coastal hazards, and rising sea levels. Ensuring new development is not placed in harm's way is a priority for Council.</b> <i>Relating principle: P9</i>	● <b>Investigate – Council to do further investigative work</b>	NE Aranui Road	When reviewing resource management plans, the Ministry for the Environment requires the Council to use a sea level rise scenario of 1.66m to 2130, in addition to vertical land movement  Extend the 'Coastal Risk Area' that provides a number of settlement-specific policies and rules that minimise new development in the area at risk: <ul style="list-style-type: none"><li>• Review the existing zoning, including the types of land uses and closing residential zones.</li><li>• Prohibit subdivision.</li><li>• Review building restrictions, including options for relocatable buildings or prohibiting construction of new habitable buildings.</li></ul> <i>Implementation method: Plan change</i>



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<b>Limited community use and facilities at Waterfront Park</b> <i>Relating principles: P3, P6, P10</i>	● <b>Option 2 – Waterfront / Grossi Point</b>	Kite Park	Use land for open space and/or partially car parking. <i>Implementation method: Plan change</i>
<b>Stafford Drive is vulnerable to both coastal hazards and slope instability. Without significant investment, it will not be a resilient transport link over the longer term</b> <i>Relating principle: P9</i>	● <b>No option or action</b>	Stafford Drive	Stafford Drive is not a long term economically strategic route. Existing high capacity link is the Ruby Bay bypass – no intention to upgrade alternative routes on local road. Council will maintain the erosion protection until un-economic to continue.
<b>Council must develop and implement a stormwater Catchment Management Plan for the Māpua Urban Development Area under the conditions of its stormwater discharge consent</b> <i>Relating principle: P4</i>	● <b>Action – Short term</b>	Entire area	The Catchment Management Plan (CMP) forms part of the Māpua Masterplan. Planning needs to consider Council's Stormwater Aspirations, which will be summarised and presented in the Masterplan. Additional options will be presented to satisfy requirements of the CMP and discharge consent, and will largely align with other options being presented (i.e., water sensitive design for new developments, improve quality of stormwater discharged to the environment, provide more/better aquatic habitat in urban streams and waterbodies, etc.). <i>Implementation method: Catchment Management Plan</i>
<b>School expansion and Secondary School</b> <i>Relating principle: P10</i>	● <b>No option or action</b>	Aranui Road	School expansion is managed by the Ministry of Education (MoE). Recent Council discussions with the MoE has indicated that there is capacity at the current school site to cater for a roll increase – current site can accommodate 600 children. Current role is 275 children. MoE have no intention of providing a secondary school in Māpua, the expectation is that students would travel to Motueka High School or others in the District.
<b>Lighting controls to maintain and enhance the darkness of the night sky</b> <i>Relating principle: P2</i>	● <b>No option or action</b>	Waterfront	Management of light will be included in the new district plan light chapter. Controls for maintaining darkness of the night sky have been identified as part of this work so provisions will be developed to address this in the new district plan.
<b>Visual identification of the gateway to Māpua (Dominion Road to Māpua School corner)</b> <i>Relating principle: P2</i>	● <b>No option or action</b>	Māpua Drive	Existing entrance displays. Two existing entrance displays, one on corner of Dominion Road and Māpua Drive.
<b>Wastewater overflows</b> <i>Relating principle: P10</i>	● <b>Action – Medium/long term</b>	Ruby Bay	Provide more storage at wastewater pump station and upgrades for capacity. <i>Implementation method: Long Term Plan</i>
<b>Enhancement of the Seaton Valley Stream to improve habitat for native fauna and flora</b> <i>Relating principle: P5</i>	● <b>Option 1 – Seaton Valley</b>	Seaton Valley	Seaton Valley Wetland and Stream restoration. Council purchase 49 Stafford Drive and surrounding area and develop as wetland and recreational area. There is potential to bring back moderate populations of rare species such as the giant kokopu and the Australian Britten, spotless crane and marsh birds. <i>Implementation method: Department funding</i>
<b>Māpua camping ground is currently for sale. Opportunities to investigate for public ownership/environmental restoration/future boat ramp</b> <i>Relating principle: P10</i>	● <b>No option or action</b>	Waterfront	This land is low lying and is subject to climate change impacts.
<b>Wastewater pumps and pipes along Stafford Drive are prone to infiltration and are vulnerable to sea level rise impacts</b> <i>Relating principle: P10</i>	● <b>Action – Medium/long term</b>	Entire area	Implement improvement measures such as raised manhole lids and pump stations lids/access points where necessary or possible. These measures may have an impact on the roading network that will need to be accommodated. <i>Implementation method: Some funding under capital budget and some under operational</i>



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<b>Planned growth and intensification will require effective stormwater management to mitigate effects to existing development and the environment</b> <i>Relating principle: P4</i>	● <b>Action – Medium/long term</b>	Entire area	Implement strengthened stormwater rules for new development areas in Māpua through a plan change. <i>Implementation method: Plan change</i>
	● <b>Option</b>	Seaton Valley	There is the opportunity to create a new wetland feature in Seaton Valley that can also provide stormwater treatment and attenuation. This would provide effective servicing for the surrounding development and allow a greater development yield from those areas, as land-intensive stormwater would be provided in an area that is otherwise unsuitable for housing. The facility would also have significant ecological and recreational benefits. Iwi have supported development of this area as a wetland in partnership. <i>Implementation method: Long Term Plan</i>
<b>Co-working spaces are required to meet residents needs</b> <i>Relating principle: P7</i>	● <b>All options</b>	Entire area	Include new mixed use and business zoning which would enable co-working office spaces. <i>Implementation method: Plan change</i>
<b>Boat storage area required for the Tamaha Sea Scouts</b> <i>Relating principles: P6, P10</i>	● <b>Resource consent process</b>	Waterfront	The boat ramp application includes Tamaha Sea Scout storage at the waterfront. <i>Implementation method: Resource Consent Application</i>
	● <b>Option 1 – Aranui Village Centre</b>	Aranui Road	Expansion of existing facility at Aranui sports field if boat ramp facilities do not go ahead. <i>Implementation method: Community funded</i>
<b>Improved lighting required around the wharf, Toru Street, Tahi Parking Area and Māpua Drive</b> <i>Relating principle: P10</i>	● <b>Investigate – Council to do further investigative work</b>	Entire area	Council to investigate lighting requirements through summer assessment. <i>Implementation method: Department funded</i>
<b>Retain the character of Māpua Village</b> <i>Relating principle: P2</i>	● <b>Investigate – Council to do further investigative work</b>	Entire area	Develop Māpua Design Guidelines to ensure urban design maintains Māpua's village character. Guidelines would form part of the consenting framework in the TRMP and would be relevant for all new development. <i>Implementation method: Plan change</i>
<b>Seaton Valley is a site of high historical and cultural significance</b> <i>Relating principle: P1</i>	● <b>Option 1 – Seaton Valley</b>	Seaton Valley	Seaton Valley Wetland Restoration. Opportunity to work with iwi in development of the wetland. <i>Implementation method: Long Term Plan</i>
<b>Parking issues on Iwa Street East</b> <i>Relating principle: P10</i>	● <b>Investigate – Council to do further investigative work</b>	Iwa Street	The Māpua carparking survey data showed existing parking provision is adequate, provided there continues to be overflow parking available in Kite park for peak events. Opportunity to explore this with the community by suggesting overarching principles for the supply of additional carparking – e.g. would they prefer this be done on-street (and if so which streets or parts of streets), or off-street? Provided by Council, or rely on land owners/developers to manage effects and parking demand of activities on their sites (noting Council may be a developer)? If provided by Council, should it be funded by general ratepayers, or by user pays (visitors)?
<b>The secondary school bus collects and drops children off on Māpua Drive and Dominion Road – dangerous congestion</b> <i>Relating principle: P10</i>	● <b>No option or action</b>	Māpua Drive	Council staff including the Mayor have spoken and written to the Ministry of Education to attempt to get the issue resolved.
<b>Continuity of public access around the wharf buildings</b> <i>Relating principle: P3</i>	● <b>No option or action</b>	Waterfront	High cost for a building/area that is subject to climate risk.



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<b>Drainage behind the Ruby Bay seawall is poor</b> <i>Relating principle: P10</i>	● Investigate – Council to do further investigative work	Ruby Bay	Council currently maintains a narrow path between the seawall and adjacent properties which could be used to improve drainage, in collaboration with the adjacent property owners. There is very little gradient available laterally behind the seawall, which may limit how much benefit would come from this improvement, but the objective would not be to reduce peak flood depths but instead to more rapidly drain water that gets trapped behind the wall, so a modest increase in drainage capacity could yield significant benefit for property owners.  <i>Implementation method: Long Term Plan</i>
<b>Existing stormwater discharges are largely unattenuated and untreated</b> <i>Relating principle: P4</i>	● Action – Medium/long term	Entire area	Ensure new developments are built with effective stormwater controls. Although this does not address existing discharges, it will help ensure the situation does not become worse.  <i>Implementation method: Catchment Management Plan and plan change</i>
	● Investigate – Council to do further investigative work	Entire area	Look for opportunities to cost-effectively retrofit quality treatment into existing stormwater systems. Such projects tend to be opportunistic as old infrastructure needs renewal, as Council does not have the resources to pro-actively retrofit quality treatment into relatively low-risk contamination areas like Māpua (i.e., largely residential in nature).  <i>Implementation method: Long Term Plan</i>
<b>Additional carparking required for sports ground at Māpua Reserve</b> <i>Relating principle: P10</i>	● Action – Medium/long term	Aranui Road	Improve parking signage. Provide signage indicating parking areas on Iwa Street for access to sports ground.  <i>Implementation method: Opex</i>
<b>There are a number of hard protection structures built along the Ruby Bay coastline, on both public and private property, to protect land, buildings and and/or community assets (e.g. roads, parks and reserves, etc) from coastal erosion and/or inundation from present day high tides. These structures were historically built to mitigate coastal erosion only (not inundation) and there is no certainty that they will continue to function in a protective capacity with rising sea levels</b> <i>Relating principle: P10</i>	● No option or action	Ruby Bay	The existing Council structures were built solely for erosion control, not flood protection. The long-term sustainability and effectiveness of these structures in the face of climate change is a significant issue for those properties that are currently protected by the walls. Council is planning to address coastal hazards through a future plan change which will follow this Masterplan, and it is recommended that the long-term fate of these coastal structures be considered in that process. Council has little direct control over private structures that have been build along the coast. When resource consents for these structures (if any) expire in the future, Council can take action then to assess their need moving forward.
<b>Stormwater runoff is hampered by tidal effects, leading to poor drainage in certain areas, and this restriction will increase in the future with climate change and sea level rise</b> <i>Relating principle: P4</i>	● Action – Short term	Entire area	Prevent development in areas which will pose a risk to life or property or be unable to drain in future sea level rise scenarios.  <i>Implementation method: Plan change</i>
	● Action – Short term	Entire area	Ensure new developments incorporate tidal constraints with sea level rise when designing stormwater attenuation, so that sufficient capacity is built to hold water during high tide times.  <i>Implementation method: Plan change and engineering standards</i>
<b>0 Iwa Street is vacant land vested in councils reserves – opportunity for community use</b> <i>Relating principle: P6, P10</i>	● Option 1 – Aranui Village Centre	0 Iwa Street	Opportunity for additional recreational facilities. Community consultation to determine facilities required i.e. tennis courts, pump track, basketball court, bowling green. Development required once understand whether the sea scouts are moving as part of boat ramp application. Land 300m².  <i>Implementation method: Concept/consultation plan with users – development plan and LTP funding</i>



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