

Notice is given that a Submissions Hearing meeting will be held on:

**Date:** Thursday 5 June 2025  
**Time:** 1:30pm - Māpua Masterplan Deliberations  
**Meeting Room:** Tasman Council Chamber  
**Venue:** 189 Queen Street, Richmond  
**Zoom conference link:** <https://us02web.zoom.us/j/87080473325?pwd=1t7SpLTOvIEXGPaprw4No14SB9qbMk.1>  
**Meeting ID:** 870 8047 3325  
**Meeting Passcode:** 814853

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## Māpua Masterplan Deliberations

### AGENDA

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#### MEMBERSHIP

<b>Chairperson</b>	Councillor K Maling	
<b>Deputy Chairperson</b>	Councillor C Butler	
<b>Members</b>	Mayor T King	Councillor C Hill
	Deputy Mayor S Bryant	Councillor M Kininmonth
	Councillor G Daikee	Councillor C Mackenzie
	Councillor B Dowler	Councillor B Maru
	Councillor J Ellis	Councillor D Shallcrass
	Councillor M Greening	Councillor T Walker

(Quorum 7 members)

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# AGENDA

## 1 OPENING, WELCOME, KARAKIA

## 2 APOLOGIES AND LEAVE OF ABSENCE

### Recommendation

That the apologies be accepted.

## 3 DECLARATIONS OF INTEREST

## 4 LATE ITEMS

## 5 REPORTS

3.1 Māpua Masterplan Deliberations..... 4

## 6 HEARING OF SUBMISSIONS

Nil

## 7 CONFIDENTIAL SESSION

Nil

## 8 CLOSING KARAKIA

## 3 REPORTS

### 3.1 MĀPUA MASTERPLAN DELIBERATIONS

Decision Required

<b>Report To:</b>	Submissions Hearing
<b>Meeting Date:</b>	5 June 2025
<b>Report Author:</b>	Anna McKenzie, Principal Planner – Environmental Policy; Michael Goldingham, Team Leader – Infrastructure Planning; Bill Rice, Senior Infrastructure Planning Advisor - Transportation; Ian McComb, Senior Infrastructure Planning Advisor - Stormwater, Rivers and Coasts; Dwayne Fletcher, Strategic Policy Manager
<b>Report Authorisers:</b>	John Ridd, Group Manager - Service and Strategy
<b>Report Number:</b>	RSH25-06-1

#### 1. Purpose of the Report / Te Take mō te Pūrongo

- 1.1 The purpose of this report is to:
  - 1.1.1 provide a summary of the submissions received on the Draft Māpua Masterplan (the Masterplan) and Catchment Management Plan and supporting information and an analysis of key submission themes; and
  - 1.1.2 provide the Council with an opportunity to discuss the matters raised in submissions and during the hearing and officers' advice on these; and
  - 1.1.3 seek decisions on amendments to the Masterplan to be included in the final Māpua Masterplan to be presented for adoption by the Council.
- 1.2 This report is structured to align with the submission questionnaire and key themes raised through the submissions on the masterplan.

#### 2. Summary / Te Tuhinga Whakarāpoto

- 2.1 Following a nearly two year process of engagement with the community, the Council approved a draft Māpua Masterplan and Māpua Catchment Management Plan for formal consultation. The Council received 128 submissions on the drafts and at a public hearing on 26 March 2025, 24 submitters attended and presented their submission.
- 2.2 The submission process included a questionnaire. Submitters were asked for their comments on certain locations and particular aspects of the masterplan. In addition to questionnaire responses, several key themes have emerged from the submissions.
- 2.3 Analysis of the submissions and officers' recommendations are grouped in this report as follows:
  - 2.3.1 Waterfront Area (Section 6 of this report);
  - 2.3.2 Higgs Road Area (Section 7 of this report);
  - 2.3.3 Seaton Valley Area (Section 8 of this report);

**Note:** The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted.



- 2.3.4 Theme 1 – Housing and Business (Section 9 of this report);
  - 2.3.5 Theme 2 - Heritage, Open Space and Community Facilities (Section 10 of this report);
  - 2.3.6 Theme 3 – Movement (Section 11 of this report);
  - 2.3.7 Theme 4 – Infrastructure (Section 12 of this report);
  - 2.3.8 Theme 5 - Natural Hazards and Climate Change (Section 13 of this report);
  - 2.3.9 Theme 6 –Other Matters (Section 14 of this report); and
  - 2.3.10 Catchment Management Plan (section 15 of this report).
- 2.4 Feedback was often divided, although there was strong support for several elements of the draft masterplan. Overall, officers recommend retaining much of the masterplan as consulted on. Changes are proposed in response to submissions and are summarised in **Attachments 1 and 2 to the agenda report**. Officers have also provided advice or information on matters raised by councillors in the hearings (**Attachment 5 to the agenda report**).
- 2.5 The majority of points raised in the submissions have been addressed. However, only changes to the masterplan itself are recommended. Changes suggested in submissions to the Consultation Supporting Information have not been recommended, as the document was intended only to support public submissions during the consultation process. The exception is changes to the Catchment Management Plan (Appendix 7), as the final Catchment Management Plan will be appended to the final masterplan.
- 2.6 If supported by the Council, Officers will incorporate the changes that the Committee request and prepare the final Māpua Masterplan (including Catchment Management Plan) for consideration by the Council at the next available Council meeting. A Tasman Resource Management Plan change process will follow, and the Council will report annually on progress against the masterplan

### **3. Recommendation/s / Ngā Tūtohunga**

#### **That the Submissions Hearing**

- 1. **receives the Māpua Masterplan Deliberations report RSH25-06-1; and**
- 2. **agrees to the following changes to the draft Māpua Masterplan (including the Catchment Management Plan):**
  - Waterfront Area***
    - 2.1 **amend the maps of Kite Park (land parcels 6, 8, 10, 12, 14, 16 Tahi Street) to state ‘Future Park’ as set out in Attachment 1 to the agenda report; and**
    - 2.2 **add ‘Future Recreation Zone’ to Kite Park maps (land parcels 6, 8, 10, 12, 14, 16 Tahi Street) as set out in Attachment 1 of the agenda report; and**
    - 2.3 **retain Action #1 with minor amendments as set out in Attachment 2 to the agenda report; and**
    - 2.4 **retain Action #13 with minor amendments as set out in Attachment 2 to the agenda report.**
  - Higgs Road Area***
    - 2.5 **amend the maps of the Higgs Road Greenfield Land to ‘Future Mixed Standard and Medium Density Housing’ and include a notation stating ‘Outline Development Plan to be**

developed for the Higgs Road Greenfield Land in consultation with landowners' as set out in Attachment 1 to the agenda report; and

- 2.6 amend the maps to show 35 Higgs Road as 'Future Medium Density Housing' as set out in Attachment 1 to the agenda report; and
- 2.7 remove from the maps 'Future Commercial' on 86 Higgs Road and add 'Future Mixed Standard and Medium Density Housing' as set out in Attachment 1 to the agenda report; and
- 2.8 include in the maps the deferred area of 166 Māpua Drive as 'Future Medium Density Housing' as set out in Attachment 1 to the agenda report.

#### ***Seaton Valley Road Area***

- 2.9 amend the maps of Seaton Valley Road Greenfield Land to 'Future Mixed Standard and Medium Density Housing' and include a notation stating 'Outline Development Plan to be developed for the Seaton Valley Road Greenfield Land in consultation with landowners' as set out in Attachment 1 to the agenda report; and
- 2.10 amend the maps and reduce the residential area on the lower portion of 49 Stafford Drive to more closely reflect inundation mapping as set out in Attachment 1 to the agenda report; and
- 2.11 remove from the maps 'Future Commercial' from 12 and 20 Seaton Valley Road as set out in Attachment 1 to the agenda report; and
- 2.12 remove from the maps 'Future Reserve' at 12 and 20 Seaton Valley Road and add to the maps 'Significant Vegetation' around 12 Seaton Valley Road as set out in Attachment 1 to the agenda report.

#### ***Theme 1 – Housing and Business***

- 2.13 add to the maps 'Future Medium Density Housing' to 109 and 119 Aranui Road as set out in Attachment 1 to the agenda report; and
- 2.14 add to the maps 'Future Rural Residential' to 107a/b Aranui Road as set out in Attachment 1 to the agenda report; and
- 2.15 add to the maps 'Future Light Industrial' to 18 Stafford Drive as set out in Attachment 1 to the agenda report; and
- 2.16 add to the maps 'Future Standard Density Housing' to 29 and 53 Seaton Valley Road as set out in Attachment 1 to the agenda report; and
- 2.17 add to the maps 'Utility Reserve' to 0 Seaton Valley Road as set out in Attachment 1 to the agenda report; and
- 2.18 add to maps 'Future Rural Residential Housing' to 57, 59 and 69 Stafford Drive as set out in Attachment 1 to the agenda report; and
- 2.19 add to the maps 'Future Commercial' to 152 Māpua Drive with a note 'pending further assessment and landowner consultation through a plan change process' as set out in Attachment 1 to the agenda report; and
- 2.20 add to the maps 'Network Utility' to 5 Seaton Valley Road as set out in Attachment 1 to the agenda report; and
- 2.21 add a new Action - through a plan change process propose relevant changes to the zones of all deferred land in Māpua as set out in Attachment 2 to the agenda report.

## ***Theme 2 – Heritage, Open Space and Community Facilities***

- 2.22** amend the map location of ‘Future Reserve’ to fall entirely within 53 Seaton Valley Road as set out in Attachment 1 to the agenda report; and.
- 2.23** amend the map of ‘Future Walking/Cycling Link’ to extend along the boundary of 59 Seaton Valley Road as set out in Attachment 1 to the agenda report; and.
- 2.24** add a new Action – ‘Investigate amending the policy framework of the Tasman Resource Management Plan to include a new ‘emergency service facilities’ definition and enabling provisions for new emergency service facilities. This would require a Tasman Resource Management Plan plan change and would be a change that affects the entire District as set out in Attachment 2 to the agenda report.

## ***Theme 3 - Movement***

- 2.25** remove Action #15 which references parking surveys as set out in Attachment 2 to the agenda report; and
- 2.26** amend Action #12 to align with the Setting of Speed Limits Rule 2024, as set out in Attachment 2 to the agenda report; and
- 2.27** add a new Action – ‘Work with NZTA Waka Kotahi to identify and implement upgrade(s) to the SH60 / Māpua Drive Intersection’ as set out in Attachment 2 to the agenda report; and
- 2.28** add a new Action – ‘Investigate through consultation with landowners extending the walking track from Māpua School along the seawall through to the Leisure Park’ as set out in Attachment 2 to the agenda report; and
- 2.29** add a new Action – ‘To protect the habitat of significant bird species, remove the doggy dispenser on the Causeway’ as set out in Attachment 2 to the agenda report; and
- 2.30** add a new Action – ‘To protect the habitat of significant bird species, undertake consultation with the landowner of 33 Toru Street to investigate the feasibility of creating a walking track around the boundary of the camping ground to the Controlled Dog Exercise Area’ as set out in Attachment 2 to the agenda report; and
- 2.31** add a new Action and mapping labels of ‘Significant bird habitat’ at the Māpua Embankment and Shell Bank as set out in Attachment 1 and 2 to the agenda report; and
- 2.32** add to the maps ‘Future Walking and Cycling Link’ to extend along boundary of 71 and 75 Seaton Valley Road as per the Tasman Resource Management Plan as set out in Attachment 2 to the agenda report.

## ***Catchment Management Plan***

- 2.33** agree to clarify wording in the Catchment Management Plan that extensive flood modelling has been undertaken and that this will be available on the Council’s website as set out in Attachment 10 to the agenda report; and
- 2.34** agree to add text to the Catchment Management Plan to acknowledge that the relationship between Tasman Resource Management Plan and Land Development Manual needs to be strengthened to give effect to WSD principles as set out in Attachment 10 to the agenda report; and

**Either:**

- 2.35** agree to remove the portion of Seaton Valley future detention and wetland and walkway that sits within 179 Māpua Drive;

OR

- 2.36 retain the portion of Seaton Valley future detention and wetland and walkway that sits within 179 Māpua Drive, shift the walkway alignment to connect with a drain through 175 Māpua Drive; and
- 2.37 recommends to Tasman District Council that it approve capital expenditure budget of \$1 million in 2025/2026 for acquiring the Seaton Valley future detention and wetland that sits within 179 Māpua Drive;

*Finalising the Masterplan*

- 2.38 agrees to replace the maps and action plan of the Māpua Masterplan with the revisions, noted in Attachments 1 and 2 to the agenda report, adjusted as required to give effect to any changes agreed in clause 2; and
- 2.39 agrees that no other changes be made to the Māpua Masterplan in response to submissions, other than minor and editorial amendments; and
- 2.40 authorises staff to include all changes agreed above into a final Māpua Masterplan and to submit the final Māpua Masterplan to the Tasman District Council for adoption; and
- 2.41 delegates authority to the Strategy and Policy Committee Chair and the Chief Executive Officer to approve any minor changes and minor editorial amendments to the Māpua Masterplan, prior to the plan being submitted for consideration to the Tasman District Council; and
- 2.42 notes that the Māpua Masterplan supporting information – draft for public consultation, November 2024 will not be revised and will remain as a draft document for the purposes of public consultation on the draft Māpua Masterplan; and
- 2.43 confirms that the [minutes](#) of the 26 March 2025 draft Māpua Masterplan Submissions Hearing meeting as a true and correct record.

*Finalising the Māpua Catchment Management Plan*

- 2.44 agrees to the amendments to the Māpua Catchment Management Plan with the revisions noted in Attachment 10 to the agenda report, adjusted as required to give effect to any changes agreed in clause 2; and
- 2.45 agrees that no other changes be made to the Māpua Catchment Management Plan in response to submissions, other than minor and editorial amendments; and
- 2.46 notes that the Catchment Management Plan will become an appendix of the Māpua Masterplan; and
- 2.47 authorises staff to include all changes agreed above into a final Māpua Catchment Management Plan and to submit it to the Tasman District Council for adoption; and
- 2.48 delegates authority to the Strategy and Policy Committee Chair and the Chief Executive Officer to approve any minor changes or minor editorial amendments to the Māpua Catchment Management Plan, prior to the plan being submitted for consideration to the Tasman District Council.

## Recommendation to the Tasman District Council

That the Tasman District Council:

1. adopts the Māpua Masterplan, including the Māpua Catchment Management Plan; and
2. approves budget in 2025/2026 for acquiring the portion of Seaton Valley future detention and wetland that sits within 179 Māpua Drive (*subject to confirmation in preceding resolutions*).

### 4. Background / Horopaki

- 4.1 In 2023, various Council departments were planning on undertaking planning processes in Māpua. This included a review of several key documents such as the Māpua Waterfront Area Masterplan 2018-2028, Māpua Structure Plan 2010 and Māpua Catchment Management Plan. Ngā iwi expressed concern around their ability to resource the Council's high number of consultation processes and members of the Māpua community expressed concerns around consultation fatigue. The development of a single masterplan for Māpua was considered an opportunity to bring the Council's multiple planning processes into a single plan to inform:
- 4.1.1 implementation of the Future Development Strategy 2022-2052 (FDS);
  - 4.1.2 Stormwater Catchment Management Plan and infrastructure Asset Management Plans;
  - 4.1.3 reserve management and development;
  - 4.1.4 the LTP; and
  - 4.1.5 changes to the Tasman Resource Management Plan (TRMP).
- 4.2 The masterplan project was approved by the Council on 16 February 2023. The methodology and timeline for developing the masterplan is outlined in the following diagram:



- 4.3 Community consultation during development of the Masterplan has been extensive and has utilised a range of methods to inform and engage with the public. This has included developing a dedicated masterplan information webpage, media articles, social media posts, letter drops and four drop-in sessions at the Māpua Community Hall over September 2023 and February 2024. These public events were attended by Council officers covering all the key specialist areas of infrastructure, planning, reserves and transport. Elected members were also present at the community events. During the second consultation session, Ngā iwi representatives attended, and a video and material displayed. Feedback was captured through feedback forms (available online and in hardcopy) and during the first event, feedback was documented directly on maps.
- 4.4 This extensive and varied consultation approach has helped ensure the project had a wide reach and enabled as many people to provide feedback as possible. At the first and second engagement

events, Council officers spoke to over 300 people from a variety of ages and demographics and received over 1000 pieces of feedback during the September 2025 consultation.

- 4.5 Following the testing of scenarios during community consultation in February 2024, a preferred option was developed, it formed the basis of the draft masterplan which was released for submissions along with supporting information from 1 November 2024 until 16 February 2025.
- 4.6 This report outlines the submissions received and provides recommendations for the final Māpua Masterplan.
- 4.7 Having considered all of the submissions, officers recommend that the masterplan is adopted with amendments.

## **5. Analysis and Advice / Tātaritanga me ngā tohutohu**

- 5.1 A masterplan approach is intended to ensure that the Council has an integrated plan that provides an overarching framework to support growth and development in Māpua. It is also intended to be the next step in implementing the FDS in Māpua. The development of the Masterplan has involved several stages of Ngā iwi and community engagement including testing issues, opportunities, principles and options.
- 5.2 To guide the process, a set of overarching principles were developed in consultation with Ngā iwi and the community. These principles have guided the Masterplan development process and have been used to test options. Options were also tested during the community engagement to identify community preferences. Ngā iwi representatives were consulted at each development step and contributed to the development of the mana whenua principle and community consultation events. Engagement has been facilitated through both physical events and online platforms. Council workshops provided an elected member perspective.
- 5.3 The masterplan process has resulted in a masterplan illustrating a series of housing, business, cultural, open space, ecological, infrastructure, recreational and movement actions which set the direction for Māpua. The masterplan includes:
  - 5.3.0 proposed zoning changes;
  - 5.3.1 future infrastructure upgrades;
  - 5.3.2 planned recreational linkages and open spaces; and
  - 5.3.3 catchment management planning.
- 5.4 The masterplan is supported by an action plan that outlines all the proposed actions required to achieve the masterplan principles, many of which cannot be illustrated spatially. A Masterplan Supporting Information Document also accompanied the masterplan. This document provided supporting information for community consultation purposes. It also included the draft Catchment Management Plan.
- 5.5 Submitters were asked how much they agreed with certain aspects of the masterplan. The submission questionnaire was divided into the following sections:
  - 5.5.0 Waterfront Area;
  - 5.5.1 Higgs Road Area;
  - 5.5.2 Seaton Valley Area; and
  - 5.5.3 Catchment Management Plan.

- 5.6 One of the limitations to these questions was that when a submitter mostly or somewhat disagreed, it could be for a wide range of reasons. When free text comments were left officers were able to identify circumstances where submitters either disagreed because they felt the masterplan was too enabling of factors such as housing densities, or because it had not gone far enough. Where the free-text section was unrelated to a specific question it was analysed as part of the key themes.
- 5.7 There were circumstances where the submission questionnaire was not completed, and people provided extensive multi-page submissions instead. This made analysis challenging; however, these detailed submissions have provided ample material to consider the varying views of the community. Where relevant, free text and detailed submissions have been summarised into key themes and included within the analysis.
- 5.8 The following sections address submissions and officer's advice in three parts:
- 5.7.1 **Specific Areas** relates to land use and development proposals included in the Masterplan:
- Waterfront Area (Section 6 of this report)
  - Higgs Road Area (Section 7 of this report)
  - Seaton Valley Area (Section 8 of this report).
- 5.7.3 **Key Themes** relates to themes raised in submissions:
- Housing and Business (Section 9 of this report)
  - Heritage, Open Space and Community Facilities (Section 10 of this report)
  - Movement (Section 11 of this report)
  - Infrastructure (Section 12 of this report)
  - Natural Hazards and Climate Change (Section 13 of this report)
  - Other (Section 14 of this report)
- 5.7.2 **Catchment Management Plan** relates to feedback related to the Stormwater Catchment Management Plan (Section 15 of this report).

## 6. Waterfront Area

### Question 1 – Kite Park

- 6.1 Submitters were asked '*Do you support the council owned land at 6, 8, 10, 12, 14, 16 Tahi Street (also known as 'Kite Park') which is currently zoned for residential use being proposed for future use as Open Space?*'
- 6.1.1 Yes – 83 submitters chose this option
- 6.1.2 No – 17 submitters chose this option
- 6.1.3 Not sure – 12 submitters chose this option.

### **Officers' comments**

- 6.2 The majority of submitters were in support of the Council owned land at 6, 8, 10, 12, 14, 16 Tahi Street (Kite Park) being formalised for use as open space (Figure 1). Formalisation of this land would consist of rezoning the land in the TRMP as either recreation or open space zone.





**Figure 1 - Land parcels referred to as Kite Park**

- 6.3 A few submitters were opposed to the loss of residential zoned land, suggesting that Kite Park could be used to provide affordable homes or small homes for the elderly while others were concerned that the formalisation of the land as an area of open space could facilitate a boat ramp and parking development which they did not support.
- 6.4 Some submitters expressed concerns about the inclusion of 'Kite Park' within the Māpua Waterfront Park. Several submitters opposed this, and others requested clear planning and community consultation to ensure that integration of Kite Park within the Waterfront Park did not lead to restricted public access.
- 6.5 Concerns were also raised about the impact of changes and the development of Kite Park on the South Island Pied Oystercatcher (tōrea), with a request to ensure any development is managed to protect these and other native bird species.
- 6.6 The draft masterplan mapping currently identifies 6, 8, 10, 12, 14, 16 Tahiti Street (Kite Park) as 'Future Reserve'. The community has expressed support for formalising Kite Park as a future park for open space and recreation use (Action #13). They have also suggested a range of activities for the use of this land. These activities include picnic areas, seating and playground facilities, use for recreational activities and community events, tree plantings and the preservation of its open character as a feeding ground for bird species.



- 6.7 The land is low-lying and coastal and is vulnerable to natural hazards and climate change effects. A principle of the masterplan is to promote resilience against natural hazards and climate change. The masterplan does this by promoting residential growth on areas outside of natural hazard risk such as the elevated or hilly areas of Māpua, rather than low lying coastal locations. The proposal for Kite Park to be used as an area of public open space (rather than residential development) aligns with this principle.
- 6.8 Waterfront Park adjoins Kite Park to the east and is currently zoned Recreation. Tahi Esplanade (to the west) is zoned Open Space. To ensure that a range of activities are provided for, it is recommended that Kite Park is considered for rezoning from Residential to Recreation Zone. This would involve undertaking a TRMP plan change to change the zoning of the land from Residential to Recreation Zone to align with the Waterfront Parks zoning. A TRMP plan change would involve submissions, hearings and decisions under Schedule 1 of the Resource Management Act. This recommendation would involve a map amendment with a notation of 'Future Recreation Zone'.
- 6.9 Changing the zoning of Kite Park to recreation would enable activities (as permitted activities) such as indoor and outdoor sporting and recreational activities, playgrounds, picnic facilities, walkways, public toilets, car parking, fairs and activities consistent with an approved Reserve Management Plan (RMP) – which may include retaining areas open for the South Island Pied Oystercatcher. This recommended zone change aligns with the communities' feedback to retain the area as public open space and provide for a range of recreational activities. Appropriate activities would be identified through the development of a RMP for Kite Park which would be developed in consultation with the community.
- 6.10 Masterplan Action #13 refers to undertaking a partial review of the Mouere-Waimea Ward RMP. A review of the Mouere-Waimea Ward RMP (including consultation) will determine whether it is appropriate to include Kite Park within Waterfront Park or not, and also the appropriate use for the land. It is recommended that a minor amendment is made to the maps to amend the notation of Kite Park to 'Future Park'. This is a minor wording technicality as under the Local Government Act the land would be defined as a park rather than a reserve.

### Officers' recommendations

6.11 Officers recommend the following:

Location	Recommendation	Reason
6,8,10,12,14,16 Tahi Street – Kite Park	<i>Masterplan Maps</i> Amend to 'Future Park'.	Support future use of Kite Park as a park for public open space and recreation. This change is recommended to provide clarity as the area would be a park as defined under the Local Government Act.
6,8,10,12,14,16 Tahi Street – Kite Park	<i>Masterplan Maps</i> Add 'Future Recreation Zone'.	Provides clarity on proposed zone change. This zone change would be required as it would not be appropriate to retain the areas zone as Residential when it is proposed to be used for open space and recreation use.
6,8,10,12,14,16 Tahi Street – Kite Park	<i>Masterplan Action Plan</i>	This action already refers to rezoning identified areas. Minor

	Action #1 – Minor amendments.	edits proposed for clarity – refer Attachment 2.
6,8,10,12,14,16 Tahī Street – Kite Park	<i>Masterplan Action Plan</i> Retain Action #13 with minor amendments.	Minor edits to provide more clarity around the RMP review process. - refer to Attachment 2 for proposed wording.

## **Question 2 - Additional commercial land near waterfront**

6.12 Submitters were asked ‘*Do you support the council owned land at 23 and 25 Aranui Road, which is currently zoned residential being proposed for a future use as Commercial?*’

6.12.1 Yes – 49 submitters chose this option

6.12.2 No – 40 submitters chose this option

6.12.3 Not sure – 16 submitters chose this option.

## **Officers’ comments**

6.13 Submitters commented on the importance of protecting the unique character and the vibrancy of the wharf area with some expressing concerns about how additional commercial development might affect traffic, and the character of the area. Concerns were also expressed around infrastructure servicing.

6.14 The land adjoining 23 and 25 Aranui Road to the south, west and north is currently zoned Residential. The Council owned land to the east (17, 19 and 21) of 23 Aranui Road is zoned Commercial – refer to Figure 2.

6.15 The Council’s latest Housing and Business Assessment 2024 shows that commercial land capacity in Māpua is limited over the next 30 years and this is based on a business land demand model (Sense Partners updated 2023) that officers consider to be conservative. When the projected model’s demand is compared with recent commercial/retail building consents 2016-2022, projected retail/commercial land in Tasman’s urban environment would be 15 ha instead of 6ha 2024-2054. Existing commercial capacity is restricted to existing zoned areas in Iwa Street, Aranui Road and the wharf. Given additional residential land is being proposed in Māpua it is prudent to add additional business opportunities for future residents. 43% of people who live in Māpua and work, worked from home, or walked or cycled to work (2023 census data). These proportions may change with a changing demographic in Māpua.

6.16 Officers consider it appropriate to extend the commercial zoning (and rezone the residential parcels) of the Council owned land to provide a cohesive area of commercial land which reinforces the existing facilities within Māpua.

6.17 The land is also low-lying in nature and vulnerable to future sea level rise. The natural hazard policy framework will be strengthened by the Council’s promulgation of Plan Change 85 (Natural Hazards) and it is likely that the development of this land will be the subject of policy restrictions, including around timeframes and building relocation. Therefore, the land is more suitable for commercial development rather than residential.

6.18 In addition, identifying the land as a future commercial will assist in providing long term resilience for the Māpua wharf commercial area ensuring that sufficient commercially zoned land is available in the long term within the waterfront/wharf area as the majority of the commercial land at the wharf area is vulnerable to natural hazards and the effects of climate change.



Figure 2:TRMP Zone Map

## Officers' recommendations

6.19 The following changes are recommended to the Masterplan:

Location	Recommendation	Reasons
23 and 25 Aranui Road	<i>Masterplan Maps</i> No change.	Support future use of land as commercial.
23 and 25 Aranui Road	<i>Masterplan Action Plan</i> Amend Action #1 – minor changes.	To provide more clarity in the documentation – refer Attachment 2.

## 7. Higgs Road Area

### Question 3 - Intensification of Elevated Land in Higgs Road Area

7.1 Submitters were asked 'Do you support enabling intensification (more than one house) within existing residential areas to the west of Aranui road – on the elevated or hilly land?'

7.1.1 No – 45 submitters chose this option

7.1.2 Yes – 40 submitters chose this option

7.1.3 Not sure – 19 submitters chose this option

## Officers' comments

- 7.2 Some submitters support intensification in specific areas to provide greater housing choice whilst others strongly oppose it, citing concerns over land stability, infrastructure capacity, existing covenants and the impact on the character of Māpua.
- 7.3 Submitter #34692 (Mr and Mrs Talley) suggests that the masterplan fails to signal where housing infill should occur or examine this option. They consider that the Council should encourage infill housing to provide a more balanced and appropriate level of growth within Māpua that infrastructure can handle.
- 7.4 The FDS identified residential infill potential in Māpua of an approximate yield of 220 dwellings, around the Aranui Road and Higgs Road area<sup>1</sup>. The masterplan proposes intensification (infill) on the elevated and hilly areas of Māpua and excludes the low-lying areas of Māpua (areas which the FDS included).
- 7.5 A high-level assessment of potential intensification uptake was completed as part of the development of the masterplan and it was considered that intensification uptake would be minimal due to the age and layout of the housing stock, topography and financial viability.
- 7.6 Submission #34679 (Nelson Tasman 2050) recommends providing further detail on the shape or form that intensification should take. Since releasing the masterplan a policy framework for Medium Density Residential developments within brownfield sites (land that is already developed) has been released as a draft as part of the Plan Change 81 (PC81) consultation. A review of the PC81 consultation feedback has indicated that two Māpua residents provided feedback on the Medium Density Zone.
- 7.7 It is recommended that any brownfield areas identified for intensification within Māpua align with the draft Medium Density Residential Zone which is proposed through PC81 in other urban areas of the district including Richmond, Motueka, Wakefield and Brightwater.
- 7.8 The Māpua community has not been directly provided the detail of the draft Medium Density Residential Zone (aside from an opportunity to provide feedback on PC81) and have therefore not provided comment on it through the masterplan process. They have however provided comment on the proposal to intensify the existing residential zoned land outside of inundation areas.
- 7.9 Infrastructure servicing (water, wastewater and stormwater) is considered sufficient for the area of land identified for brownfield intensification.
- 7.10 A TRMP plan change to change the zoning to enable intensification (infill) will include detail around the Medium Density Residential Zone Policy Framework and an opportunity for the community to submit through the Schedule 1 RMA process. This process includes submissions, hearings and decisions by independent commissioners. Issues such as existing residential covenants will be explored during this more detailed assessment process.
- 7.11 In addition, the Government proposes to make it easier to build small, self-contained and detached houses on properties with an existing home on it which would assist in providing an increase in housing supply, a mixture of housing types and improve housing affordability.
- 7.12 Intensification is an important means of achieving a mixture of dwelling types, providing affordable homes and providing for growth, and enabling intensification through the TRMP policy framework will support achieving these outcomes. It is therefore recommended to retain the mapping notations and Action #1 in the masterplan.

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<sup>1</sup> Nelson Tasman Future Development Strategy 2022-2052 Technical Report 19 September 2022. Table 10, page 91 Sites Recommended for Inclusion. Future Development Strategy Figure 11, page 27

## Officers' recommendations

7.13 Officers recommend the following:

Location	Recommendation	Reasons
Elevated or hilly areas west of Aranui Road	<i>Masterplan Maps</i> No change.	Support intensification of brownfield land outside of natural hazards to provide greater housing choice.
Elevated or hilly areas west of Aranui Road	<i>Masterplan Action Plan</i> No change to Action #1	Support intensification of brownfield land outside of natural hazards to provide greater housing choice.

## Question 4 - Higgs Road Housing and Business

7.14 Submitters were asked '*To enable greater housing choice do you support enabling a mixture of standard (minimum 450m<sup>2</sup> lots) and medium density housing (averaging 200-300m<sup>2</sup>) on currently deferred residential land on Higgs Road?*'

- 7.14.1 Yes – 45 submitters chose this option
- 7.14.2 No – 43 submitters chose this option
- 7.14.3 Not sure – 16 submitters chose this option.

## Officers' comments

7.15 Submitters were mixed in their views around providing for a mixture of standard and medium density residential development on the undeveloped greenfield land adjoining Higgs Road (The Higgs Road Greenfield Land - Figure 3). The Higgs Road Greenfield Land includes 120 Higgs Road, 86 Higgs Road and 29 Jessie Street and is predominately zoned Rural 1 deferred Residential with small pockets of Residential and Rural 1 zoned land.



**Figure 3: Extract from the Draft Masterplan Map Higgs Road**

- 7.16 Several submitters supported allowing a mix of residential sized lots, citing potential benefits around enabling greater housing choice and increased housing supply. Other submitters opposed allowing mixed-density housing in the area, citing concerns about the impacts to the village character, privacy, decline in property values and infrastructure capacity.
- 7.17 Submitter #34679 (Nelson Tasman 2050) recommends that any new greenfield development zoning should exclude standard density housing, suggesting that there is already more than sufficient standard density housing available within the current housing stock.
- 7.18 Nelson Tasman 2050 recommends a more compact urban form for Māpua. They oppose the mixed density approach of the masterplan and suggest an alternative proposal advocating for lot sizes of 175 m<sup>2</sup> or smaller to accommodate the next 30 years of growth within the Higgs Road Greenfield Land and 35 Higgs Road (Figure 4).
- 7.19 Servicing of the Higgs Road Greenfield Land (currently deferred) is planned after year 10 and 29 Jessie Street (land zoned Residential) has sufficient services for the anticipated growth. A detailed assessment of servicing requirements will be undertaken during any plan change process.
- 7.20 While Nelson Tasman 2050 (#34679) makes valid points about compact urban form, infrastructure costs and urban expansion onto rural land, it is considered that enabling medium density of lot sizes less than 175 m<sup>2</sup> or less across the entire Higgs Road Greenfield Land (approximately 21 ha) would significantly depart from the character of the surrounding area which is predominately single storey homes on larger residential lots. Whilst such a solution may be suitable in other urban environments such as Richmond, and although design guidance aims to ensure the character of the village is maintained, officers do not support the density levels proposed by the submitter which include 3 storey dwellings and walk-up apartments. It is considered that medium density at the scale suggested by the submission would not be appropriate across the 21 ha.
- 7.21 The masterplan currently includes medium density housing along open space corridors and adjoining existing wetlands and reserve areas and includes the development (by Council) of an Outline Development Plan as part of a TRMP plan change. Officers recommend amending the masterplan to



indicate 'Future Mixed Standard and Medium Density Housing' within the Higgs Road Greenfield Land to provide more flexibility through the development of an Outline Development Plan rather than defining density areas at the high level of the Masterplan. It is recommended that the mix of densities is determined through the development of an Outline Development Plan to clearly set-out the policy requirements around densities, road connections, reserves and walkways.

## Officers' recommendations

7.22 The following is recommended:

Location	Recommendation	Reasons
Higgs Road Greenfield Land - 29 Jessie Street 86, 120 Higgs Road	<i>Masterplan Maps</i> Amend to 'Future Mixed Standard and Medium Density Housing'.	Recommend removing the finer detail of the densities until an Outline Development Plan is prepared for the greenfield area which includes more detail around policy provisions, and the location of indicative reserves, roads and walkways.
Higgs Road Greenfield Land - 29 Jessie Street 86, 120 Higgs Road	<i>Masterplan Maps</i> Include - A notation stating 'Outline Development Plan to be developed of the Higgs Road Greenfield Land in consultation with landowners'.	As above – It is important that this plan is developed in consultation with landowners.
Higgs Road Greenfield Land – 29 Jessie Street 86, 120 Higgs Road	<i>Masterplan Action Plan</i> No change to Action #1	Recommend providing for a mixture of housing (standard and medium density housing) to provide greater housing choice.

## 29 Jessie Street - Mixed Use

### Officers' comments

- 7.23 Ridgeview Development Ltd (Submitter #34698) are the landowners of 29 Jessie Street and have requested that their land fronting Aranui Road is identified as 'future Mixed Use' in the masterplan.
- 7.24 The TRMP Commercial Zone is the closest equivalent to a Mixed-Use Zone as it allows for ground floor businesses, and residential uses above the ground floor. A Commercial Zone in this location is considered to be too removed from the Aranui Road Commercial Area. The Medium Density Residential Zone would be more suitable in this location as it would allow for a strong and attractive residential frontage to Aranui Road.
- 7.25 It is recommended that the entire Higgs Road Greenfield Land is identified more broadly as 'Future Mixed Standard and Medium Density Housing' with a notation that an Outline Development Plan for the area is to be developed in consultation with landowners. As mentioned above, this plan will detail the density requirements and details around appropriate activities, road connections, reserves and walkways. This change is recommended as the finer details around the appropriate residential zone mix can be developed with supporting policy in an Outline Development Plan which would provide more clarity to the community who are currently mixed in their views on the masterplan residential mix within the Higgs Road Greenfield Land. Note that the Outline Development Plan would be developed

as part of a TRMP plan change process involving submissions, hearings and decisions in accordance with a Schedule 1 RMA process providing the community an opportunity to submit on the detail of the Outline Development Plan.

### **Officers' recommendations**

7.26 Officers' recommendations for 29 Jessie Street are included in Section 7.22 above.

### **35 Higgs Road – Medium Density Housing**



*Figure 4: 35 Higgs Road*

### **Officers' comments**

- 7.27 Nelson Tasman 2050 (#34679) also suggests that 35 Higgs Road (Figure 4), currently zoned Rural 1 deferred Residential should be considered for intensive development (Medium Density Residential).
- 7.28 The landowner and adjoining landowners of 35 Higgs Road were contacted to seek feedback on their views about rezoning 35 Higgs Road to Medium Density Residential. The landowner has provided verbal support for the proposed change, however feedback from several adjoining residents indicates opposition to increasing the density of the land due to visual and privacy issues. Adjoining landowner feedback is included in Attachment 8.
- 7.29 There is currently no servicing planned for 35 Higgs Road in the medium to long term which means this land is likely to be deferred for servicing. Infrastructure requirements will be explored in more detailed through any plan change process.



7.30 Officers are in support of including this land parcel as medium density in the masterplan and providing for higher density development within the existing Māpua village urban footprint provided that areas of mature vegetation are largely retained. This parcel of land is approximately 3 ha and is partially visible from the estuary. As part of a plan change process indicative reserves would be identified to direct the future development of this area. It is recommended that the indicative reserves encompass the mature vegetation on this site to break up the visual density over the site. Officers are in support of this recommendation and as such recommend that this parcel of land is identified as medium density housing in the masterplan.

### Officers' recommendations

7.31 The following is recommended:

Location	Recommendation	Reasons
35 Higgs Road	<i>Masterplan Maps</i> Amend to identify 35 Higgs Road as 'Future Medium Density Housing'.	Considered an appropriate location for higher density development.

### Question 6 – Business area off Higgs Road

7.32 Submitters were asked 'Do you support the inclusion of commercial land off Higgs Road for future development as retail such as hairdressers, café etc?'

- 7.32.1 No – 57 submitters chose this option
- 7.32.2 Yes – 32 submitters chose this option
- 7.32.3 Not sure – 13 submitters chose this option.

### Officers' comments

7.33 The majority of submitters oppose the proposed future commercial area off Higgs Road (Figure 5). The key reasons for opposition include:

- there is enough commercial space within the existing village with questions around the need with existing commercial areas currently under-utilised; and
- traffic congestion and safety.



**Figure 5: Draft Masterplan Future Commercial Area (Pink) Higgs Road**

- 7.34 Several submitters suggested that if any commercial space was added, it should be **used for essential services** like a **medical centre, or a new fire station/ civil defence emergency centre**. Submitter #34608 (Mr and Mrs Thawley) are the landowners and are in support of the commercial area commenting about how the future commercial area would support the redevelopment of an existing apple packing shed into a museum with associated services such as a cafe.
- 7.35 The TRMP Residential Zone rules include, as a permitted activity home occupation provided it complies with certain conditions. Community activities such as doctors' surgeries, education facilities and fire stations are a restricted discretionary activity within the Residential Zone. Commercial activity such as cafes and retail shops would fall under a discretionary consent pathway.
- 7.36 Fire and Emergency New Zealand (FENZ) submitted (#34681) that they had not decided on the exact location of a new facility.
- 7.37 FENZ is not a requiring authority, and land is therefore unable to be designated under the RMA. The Council can only enable (support) the development of facilities through the policy framework of the TRMP. Facilities such as medical centres are privately developed and owned and government departments such as FENZ are responsible for the purchase of land and development of their fire stations.
- 7.38 The Council's latest Housing and Business Assessment 2024 shows that commercial land capacity in Māpua is limited over the next 30 years - and this is based on a business land demand model (Sense Partners updated 2023) that officers consider to be conservative. Existing commercial capacity is restricted to existing zoned areas in Iwa Street, Aranui Road and the wharf. When the projected model's demand is compared with recent commercial/retail building consents 2016-2022, projected retail/commercial land in Tasman's urban environment would be 15 ha instead of 6 ha 2024-2054.
- 7.39 The commercial land off Higgs Road was included in the masterplan to support the proposed residential development and the development of an apple industry museum. It was also included to provide a commercial option should other commercial land parcels not be considered appropriate, however other commercial options are now supported through this report and it is recommended that this commercial area is removed from the masterplan.

### Officers' recommendations

- 7.40 Officers recommend the following:

Location	Recommendation	Reasons
Higgs Road – 86 Higgs Road	<i>Masterplan Maps</i>  Remove 'Future Commercial' identified on 86 Higgs Road and replace with 'Future Mixed Standard and Medium Density Housing'.	<ul style="list-style-type: none"> <li>• There is a TRMP consenting pathway for the types of commercial and community activities likely to occur within the Higgs Road Residential Zone; and</li> <li>• Officers' recommendations within this report include the provision of sufficient land for commercial use elsewhere; and</li> <li>• The proposal to identify the Higgs Road Greenfield Land as mixed residential will include a series of indicative</li> </ul>

		walkways providing direct access to the Aranui Road Commercial Area.
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### **Question 7 – Business area off Māpua Drive**

7.41 Submitters were asked ‘*Do you support the inclusion of commercial land off Māpua Drive for future development for an activity such as a supermarket?*’

7.41.1 Yes – 51 submitters chose this option

7.41.2 No – 43 submitters chose this option

7.41.3 Not sure – 12 submitters chose this option.

### **Officers’ comments**

7.42 Submitters comments were mixed with regards to the inclusion of future commercial land off Māpua Drive as indicated in the draft masterplan mapping (Figure 6).



**Figure 6: Draft Māpua Masterplan – Future Commercial land off Māpua Drive (Pink)**

7.43 Several submitters opposed providing for commercial land on Māpua Drive, particularly for a supermarket or large retail area, citing concerns around a loss of the village character and a desire for Māpua to avoid large-scale commercial development. Traffic and stormwater concerns were also expressed. Some submitters suggested alternative locations for commercial activities such as Warren Place, 175 Māpua Drive or 49 Stafford Drive. **Supporters of future commercial** on Māpua Drive mainly cited the **convenience of the location** and the need for more commercial land to accommodate population growth.

7.44 Submitter #34636 (Mr Ford) spoke at the hearing on behalf of the landowners of 120 Higgs Road, who oppose the rezoning of part of 120 Higgs Road to commercial due to concerns around its suitability due to soil stability and stormwater constraints.

- 7.45 Appropriate commercial greenfield land for large retail outside of inundation risk, centrally located and close to major transport links is limited in Māpua. It is considered that 120 Higgs Road (Figure 7) is appropriate because it meets all of these requirements.
- 7.46 The Council's latest Housing and Business Assessment 2024 shows that commercial land capacity in Māpua is limited over the next 30 years - and this is based on a business land demand model (Sense Partners updated 2023) that officers consider to be conservative. Existing commercial capacity is restricted to existing zoned areas in Iwa Street, Aranui Road and the wharf. When the projected model's demand is compared with recent commercial/retail building consents 2016-2022, projected retail/commercial land in Tasman's urban environment would be 15 ha instead of 6ha 2024-2054. Given additional housing is being added in Māpua it is prudent to add additional business opportunities for future residents. 43% of people who live in Māpua and work, worked from home, or walked or cycled to work (2023 census data).



**Figure 7: 120 Higgs Road**

- 7.47 Advice from Council's Senior Infrastructure Planning Advisor – Stormwater, Rivers and Coasts has indicated that the stormwater drain indicated as a constraint by submitter #34636 (Mr Ford) can be mitigated through design. The detail of which would be provided during a resource consent application.
- 7.48 New services are planned by year 10 for this land parcel. More detailed assessments around infrastructure servicing will be undertaken during the plan change process.
- 7.49 Mr Ford (#34636) indicated that he would provide further information around the soil constraints of site. This information has been limited to an email from the landowner<sup>2</sup> stating that geotechnical advice was sought several years ago which indicated that the land was unsuitable for the building of storage units. Officers have commissioned a geotechnical assessment of the land to determine the

<sup>2</sup> Email from Andy and Jane Brown, dated 28.04.25 to Anna McKenzie, TDC Principal Planner



soil suitability for commercial development. This assessment indicates that the land would be suitable for commercial development – refer Attachment 9.

7.50 The area of land at 120 Higgs Road is currently zoned Rural 1 deferred Residential. It is located close to transport links and relatively central to the Higgs Road and the Seaton Valley Greenfield Land. It adjoins an existing commercial development at 152 Māpua Drive and provides a logical place for a reasonably large commercial development such as a supermarket. Importantly it is also outside of the inundation area.

7.51 It is recommended to retain the proposed future use of the land as commercial in the masterplan.

#### **Officers' recommendations**

7.52 The following is recommended:

Location	Recommendation	Reasons
Higgs Road – 120 Higgs Road	<i>Masterplan Maps</i> No change.	Considered an appropriate area for commercial development.

#### **166 Māpua Drive – Medium Density Housing**

##### **Officers' comments**

- 7.53 Submitter (#34682) has requested the inclusion of part of the deferred portion of their land at 166 Māpua Drive within the masterplan and the inclusion of it in the masterplan as 'Future Medium Density Housing'.
- 7.54 As mentioned previously in this report Plan Change 79 – Deferred Zoning introduces a new deferred zone framework to replace the existing deferred zone method in the TRMP.
- 7.55 New servicing of water supply, wastewater and stormwater is planned for this area after year 10 to enable growth.
- 7.56 The submitters recommendation to include the undeveloped (and unconsented) area of 166 Māpua Drive as a Future Medium Density Housing is supported and would align with the proposed adjoining commercial zoning and consented residential zoned land to the north (RM210630). It would also meet an objective of the masterplan to provide for a variety of housing options that are resilient to natural hazard and climate change.
- 7.57 Even with the identified capacity, Tasman remains short of dwellings in the next 10 years in its urban environment. Any further medium density capacity that can be realised is therefore helpful in making up for some of the identified shortfall.



**Figure 15: 166 Māpua Drive TRMP Zoning**

## Officers' recommendations

7.58 Officers recommend the following:

Location	Recommendation	Reasons
166 Māpua Drive	<i>Masterplan Maps</i> Include deferred section of 166 Māpua Drive as 'Future Medium Density Housing'.	The recommendation to include it as Medium Density Housing is supported and would align well with the adjoining proposed future commercial use and residential housing.

## 8. Seaton Valley Road Area

### Question 10 - Housing

8.1 Submitters were asked 'To enable greater housing choice do you support enabling a mixture of standard (minimum 540m<sup>2</sup> lots) and medium density housing (averaging 200-300m<sup>2</sup>) on current greenfield land off Seaton Valley Road?'

8.1.1 No – 59 submitters chose this option

8.1.2 Yes – 36 submitters chose this option

8.1.3 Not sure – 12 submitters chose this option.

### Officers' comments

8.2 There continues to be opposition to housing development in Seaton Valley with many submitters voicing concerns that housing development threatens the rural and village character of the area and will increase traffic congestion. Some submitters have requested that Seaton Valley be retained as Rural 1 Zone and that it is withdrawn from the masterplan. Concerns around inundation were also included within the submissions.

- 8.3 These opinions on the development of the Seaton Valley area are similar to the FDS consultation responses in 2022, where 51% strongly disagreed or disagreed (55% in the masterplan); 32% strongly agreed, agreed or were neutral (34% in the masterplan) and 11% did not know (11% in the masterplan). Concerns of submitters on the FDS were also similar on increase in greenhouse gas emissions, and loss of productive land. In fact, 43% of Māpua residents who work worked from home or walk or cycle to work (2023 travel to work and school census data). These proportions may change with a changing demographic in Māpua.
- 8.4 Despite its distance from Richmond and Nelson, based on 2018 census data, it is estimated that while Māpua has higher greenhouse gas emissions for journey to work and school from transport than Richmond or Motueka, it has lower emissions than Wakefield.
- 8.5 Submission processes do not amount to a poll or vote on any proposal. They are a means of allowing the committee to gather an indication of the views and preferences of our community. They are one input into the committee's recommendations along with other information and advice the committee seeks or is provided by officers. The content of the submissions is important to consider, not just the quantity. Submissions are not the sole source of knowledge about community views and preferences on growth. The committee will have a broad understanding of these issues already through other engagement exercises and consultations on other recent Council plans (including the FDS), as well as through experience of speaking with the community.
- 8.6 There are suggestions from submitters that growth statistics are inaccurate and submitters question the need for residential development in the Seaton Valley Area. Infrastructure servicing is also considered a concern. Some submitters feel the masterplan process lacks transparency and consultation with changes being made to benefit developers rather than the broader community.
- 8.7 The Seaton Valley greenfield land identified for rezoning to Residential – Standard and Medium Density Residential is land that has been identified in the FDS for residential development and is currently zoned rural, rural residential or deferred rural residential. The FDS went through a robust Local Government Act Special Consultative Procedure which involved community engagement and consultation, hearings and deliberations.
- 8.8 The Seaton Valley greenfield land is classified as a mixture of Land Use Capability Class 3, 4 and 6. Land classified as LUC 1, 2 and 3 is recognised as highly productive under the National Policy Statement on Highly Productive Land (NPS-HPL). However, the Government is currently consulting on removing LUC 3 from the definition of highly productive land and it is likely to occur later this year.
- 8.9 The land identified for residential housing in Seaton Valley sits outside the natural hazard risk area. Information around how the Masterplan responds to Hazards and Climate Change is provided in the Māpua Masterplan Supporting Information (November 2024) and in Theme 5 – Natural Hazard and Climate Change of this report. Additional technical information is also included in Attachment 7 – Coastal Inundation.
- 8.10 The parcel of land identified for 'Future Medium Density Housing' and 'Future Commercial' on 49 Stafford Drive (and identified by the red circle in Figure 8) aligns with a relatively elevated section of land. It is noted that this area may need some further refinement to align more closely with the inundation maps (Attachment 7). As such, it is recommended that the width of the area associated with Figure 8 is amended.
- 8.11 The Māpua Masterplan Supporting Information (November 2024) sets out in detail the Council's requirements under the National Policy Statement on Urban Development (NPS-UD) and Council's Housing and Business Assessment 2024 that underpin the need to provide for more residential zoned land in the Nelson Tasman shared urban environment to meet forecast demand. Māpua (although contested by some submitters) comprises part of Tasman's urban environment under the NPS-UD

and is legally required to assist in meeting the housing demand of the urban environment along with Brightwater, Wakefield, Motueka and Richmond. Additional information is provided below in Theme 1 – Housing and Business of this report and a summary of the Housing and Business Assessment for Tasman undertaken in 2024 is provided in **Attachment 6** to the agenda report.



**Figure 8: Extract from the draft Masterplan Seaton Valley Area Map**

- 8.12 The Council's infrastructure team has confirmed that new servicing (water, wastewater and stormwater supply) of the Seaton Valley Road Greenfield Land is planned by year 10 to enable growth.
- 8.13 The landowner of 75 Seaton Valley Road (Submitter #34678, Mr and Mrs Lynch) are supportive of the masterplan but have suggested that the medium density and standard residential mix identified in the masterplan be amended to accommodate their concept plan which was tabled at the hearing.



**Figure 9: 75 Seaton Valley Road**

- 8.14 Submitter #34683 (Mr Orrah) the landowner of 59 Seaton Valley Road is generally supportive of the masterplan but has requested clarification that the mixed density notation in the masterplan does not predetermine that some of the land must be zoned as standard density, should it be determined



through the future plan change process that the entirety of the site be suitable for Medium Density Residential.



**Figure 10: 59 Seaton Valley Road**

8.15 It is recommended that the future residential housing identified within the Seaton Valley Greenfield Land including 59 and 75 Seaton Valley Road is amended to show 'Future Mixed Medium and Standard Density Housing'. These changes are recommended to enable a more detailed analysis of appropriate densities as part of the development of an Outline Development Plan as the finer details around the appropriate residential zone mix can be developed with supporting policy in an Outline Development Plan which would provide more direction around expected densities, landscaping, and indicative roading and reserve requirements. It would also provide clarity to the landowner and the community who are currently mixed in their views of residential development in Seaton Valley. The community would have a chance to submit and provide comment on the detail of the Outline Development Plan as part of the Schedule 1 RMA plan change process.

#### Officers' recommendations

8.16 The following is recommended:

Location	Recommendation	Reasons
Seaton Valley Greenfield Land – 59, 69, 71, 97, 107, 109, 113, 120, 122, 125, 129, 131, 132, 140, 154, 156, 164, Seaton Valley, 49 Stafford Drive	<i>Masterplan Maps</i>  Amend to 'Future Mixed Standard and Medium Density Housing'.	Recommend retaining proposed residential zoning as outlined in the Masterplan to provide for a mixture of housing, and support Council's statutory requirements to provide for growth under the NPS-UD.
Seaton Valley – 59, 69, 71, 75, 97, 107, 109, 113, 120, 122, 125, 129, 131, 132, 140,	<i>Masterplan Maps</i>  Add notation 'Outline Development Plan to be developed of the Seaton	This change is recommended as the finer details around the appropriate residential density mix can be determined with

154, 156, 164, Seaton Valley, 49 Stafford Drive	Valley Road Greenfield Land in consultation with landowners’.	supporting policy through the development of an Outline Development Plan which would provide more clarity to the community who are currently mixed in their views on the residential mix partially due to a lack of policy detail. Consultation on the Outline Development Plan would occur through the Schedule 1 RMA plan change process. It is important that this plan is developed in consultation with landowners.
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### **Question 12 – Business Seaton Valley Road**

- 8.17 Submitters were asked ‘*Do you support the introduction of two parcels of commercial land off Seaton Valley Road for future development as commercial for activities such as a café, retail hub?*’
- 8.17.1 No – 42 submitters chose this option
- 8.17.2 Yes – 39 submitters chose this option
- 8.17.3 Not sure – 9 submitters chose this option.

### **Officers’ comments**

- 8.18 Some submitters support the introduction of commercial land off Seaton Valley Road, particularly for a café, retail hub, or shared office facilities. The commercial land was seen by some as a logical addition to residential growth, allowing for a mix of housing and business uses. Others oppose the inclusion of commercial areas because the area is primarily residential and rural and because of increased traffic congestion. Concern for the protection of native vegetation was also expressed.
- 8.19 As mentioned previously in this report, the Council’s latest Housing and Business Assessment 2024 shows that commercial land capacity in Māpua is limited over the next 30 years - and this is based on a business land demand model (Sense Partners updated 2023) that officers consider to be conservative. Existing commercial capacity is restricted to existing zoned areas in Iwa Street, Aranui Road and the wharf. When the projected model’s demand is compared with recent commercial/retail building consents 2016-2022, projected retail/commercial land in Tasman’s urban environment would be 15 ha instead of 6 ha 2024-2054. Given additional housing is being added in Māpua it is prudent to add additional business opportunities for future residents. 43% of people who live in Māpua and work, worked from home, or walked or cycled to work. (2023 census data). These proportions may change with a changing demographic in Māpua.
- 8.20 The proposed commercial land off Seaton Valley Road has generated mixed opinions. While some see it as an opportunity to support local business and reduce travel needs, others oppose it due to concerns about traffic, stormwater, impacts to native vegetation and imposed zoning changes.

### **Question 12a – Business 12 and 20 Seaton Valley Road**

8.21 Submitters were asked '*Future commercial land directly off Seaton Valley Road (12 and 20 Seaton Valley Road)?*'

8.21.1 No – 54 submitters chose this option

8.21.2 Yes – 28 submitters chose this option

8.21.3 Not sure – 20 submitters chose this option.

#### **Officers' comments**

8.22 The landowner, Submitter #34753 of 12 Seaton Valley Road opposes the identification of their land as future commercial (Figures 11 and 12) noting at the hearing the significant mature trees and vegetation that borders their property and their intentions to retain the use of the land for residential purposes. They also oppose a walkway around the boundary of their property.



**Figure 11: Draft Masterplan Future Commercial Area (Pink) at 12 and 20 Seaton Valley Road**



**Figure 12: 12 and 20 Seaton Valley Road**

- 8.23 The land at 12 and 20 Seaton Valley Road (Figure 9) was identified for future commercial in the masterplan because of its central location within Seaton Valley and its elevation outside of the hazard risk area. This land was not identified in the FDS for commercial use.
- 8.24 The masterplan includes an area of reserve surrounding both land parcels to accommodate the protection of the mature native vegetation that exists on the boundary of the properties. No walkway was proposed in the masterplan. 12 Seaton Valley Road contains notable mature native vegetation and it is recommended that this area is notated as significant vegetation, and discussions are held with the landowners to determine how best to provide protection for the vegetation. It is recommended that the mapping notation is changed to 'Significant Vegetation' for clarity.
- 8.25 Both properties currently contain existing residential dwellings. 20 Seaton Valley Road is currently the subject of a subdivision application (RM220377) to create two additional lots and the owners of 12 Seaton Valley Road are opposed to the future commercial use of the land and have indicated that they are considering subdividing to create additional residential lots. As such, it is unlikely that these properties would be developed as commercial in the short to medium term.
- 8.26 This report recommends the inclusion of future commercial land off Māpua Drive (120 Higgs Road) and a small part of 49 Stafford Drive in the final masterplan. The inclusion of these parcels would be considered sufficient to meet future commercial needs in Māpua and these parcels are considered more feasible to develop due to the greenfield nature of the land and the fact that they are currently in single ownership.
- 8.27 It is not considered necessary at this stage to rezone or indicate 12 and 20 Seaton Valley Road for 'Future Commercial' in the masterplan. It is therefore recommended that the masterplan is amended, and the land remains in Rural 1 zoning as per the adjoining land parcels.



## Officers' recommendations

8.28 The following changes are recommended:

Location	Recommendation	Reasons
Seaton Valley – 12 and 20 Seaton Valley Road	<i>Masterplan Maps</i> Remove future commercial shown at 12 and 20 Seaton Valley Road.	More suitable commercial land has been identified.
Seaton Valley – 12 Seaton Valley Road	<i>Masterplan Maps</i> Amend from 'Future Reserve' to 'Significant Vegetation'	Change recommended to provide clarity

### **Question 12b – Business Land 49 Stafford Drive**

8.29 Submitters were asked '*Future commercial land within 49 Stafford Drive adjoining the proposed recreation area and wetland area?*'

8.29.1 No – 48 submitters chose this option

8.29.2 Yes – 38 submitters chose this option

8.29.3 Not sure – 18 submitters chose this option.

## Officers' comments

8.30 The Masterplan includes a small future commercial area on the elevated land of part of 49 Stafford Drive (Figure 13). 49 Stafford Drive is a greenfield site and development of a commercial area is therefore considered feasible as part of an integrated Outline Development Plan for the site. It is considered that the location of this commercial area – on elevated land, adjoining the proposed wetland and recreational facilities and residential housing would create an excellent central small commercial node to cater for residents within the Seaton Valley Area and Māpua. It is not expected that this commercial area would detract from the larger commercial areas on Aranui Road or the wharf.



**Figure 13: Draft Masterplan future commercial area (Red circle) within 49 Stafford Drive**

- 8.31 A preliminary geotechnical assessment has been undertaken (Attachment 9) which indicates that the soils on the hillslopes are not anticipated to be an issue in terms of either bearing capacity for lightweight timber-framed buildings with shallow foundations, or slope stability. Further work will need to be undertaken at the plan change stage to confirm the feasibility of commercial in this location from a geotechnical perspective. At this stage, it is recommended that this commercial node remain in the masterplan.
- 8.32 Discussions have been held with the landowner, and they have indicated support for the inclusion of this future commercial area on their land.
- 8.33 It is recommended that the future commercial area be retained and refined further through a Council developed Outline Development Plan which would form part of a TRMP plan change to rezone the land.

#### **Officers' recommendations**

- 8.34 The following changes are recommended:

<b>Location</b>	<b>Recommendation</b>	<b>Reasons</b>
Seaton Valley – 49 Stafford Drive	<i>Masterplan Maps</i> Retain Future Commercial area on 49 Stafford Drive.	A strategically located parcel of commercial land within 49 Stafford Drive would provide significant benefits to the future development of the surrounding area.

#### **6 Seaton Valley Road, 175-177 Māpua Drive and 179 Māpua Drive – Commercial**

#### **Officers' comments**

- 8.35 Submitters #34626, #34569 and #34596 seek consideration of their land at 6 Seaton Valley Road, 175-177 Māpua Drive and 179 Māpua Drive for future commercial use (Figure 16). The submitters comment that there is a significant shortage of commercially zoned land in Māpua and considers that these areas would make an ideal new town centre. They consider that their land, with proper design can be made resilient to flooding and consider that the flat terrain and strategic location make the parcels ideal for commercial development.



Figure 16: 6 Seaton Valley Road, 175 -177 Māpua Drive and 197 Māpua Drive

- 8.36 These properties were all considered for inclusion within the FDS (T-125/ T-009 Māpua Drive/Seaton Valley Road Intersection). The sites were discounted for the following reasons *‘Low lying site subject to coastal inundation and stormwater discharge challenges. Mitigation could potentially exist but iwi raised strong concerns over cultural heritage significance in this location due to a long history of occupation and inaccurate location of archaeological sites on the NZAA database<sup>3</sup>’*.
- 8.37 While it is recognised by officers that these sites are well located for commercial development, it is still considered that they are constrained due to the low-lying nature of the land and natural hazard risk (refer to Attachment 7 – Coastal Inundation). While the sites may be able to be designed to mitigate stormwater and flood effects it is likely that mitigation required for the sites will be significant.
- 8.38 Ngā iwi strongly objected to the inclusion of this land in the FDS due to cultural heritage significance concerns. The landowners were provided iwi contact details to consult with iwi directly regarding their concerns. No information has been provided on the outcomes of these discussions.
- 8.39 In addition, the Natural Hazard Plan Change (Plan Change 82) is currently being prepared and will strengthen the natural hazards policy framework, which would update a number of settlement-specific policies, rules and the ‘Coastal Risk Area’ overlay. It is unknown at this stage how this plan change may affect the development of low-lying sites such as these.
- 8.40 The landowners could pursue a private plan change should they wish to rezone their land.

<sup>3</sup> Nelson Tasman Future Development Strategy 2022- 2052 – Technical Report, 19 September 2022.



## Officers' recommendations

8.41 Officers recommend the following:

Location	Recommendation	Reasons
Commercial rezoning - 6 Seaton Valley Road, 175-177 Māpua Drive and 179 Māpua Drive	No change	Natural hazard risk and cultural concerns.

### **154 and 156 Seaton Valley Road - Housing**

#### **Officers' comments**

- 8.42 There are objections to the recommendation of 'Future Standard Residential Housing' for 154 and 156 Seaton Valley Road with submitters commenting that these properties are not large enough to maintain their existing sewerage fields and that intensive housing should be avoided close to Seaton Valley Stream.
- 8.43 The masterplan proposes that 154 and 156 Seaton Valley Road is recommended as 'future standard residential development', this is not considered intensive development which is more aligned with medium density housing. The land is currently zoned Rural. Both 154 and 156 Seaton Valley Road were identified for residential development as part of the FDS.
- 8.44 All new development on land proposed to be rezoned for residential will be connected to infrastructure services including wastewater, water and stormwater. As reticulated servicing is anticipated for residential development in a residential zone, onsite wastewater systems are not required. New water supply, wastewater and stormwater services will be available by year 10 of 2024/34 Long Term Plan (LTP).
- 8.45 The existing lots sizes are 0.4759 and 1.18 hectares. The Council's inundation modelling identifies a small portion of these parcels are impacted by AEP 1% flooding.
- 8.46 The Seaton Valley Stream Esplanade Reserve (Figure 17) extends partly along the waterway and will create a setback for all new housing development.
- 8.47 The masterplan indicates an extension to the Seaton Valley Stream Esplanade Reserve to create an ecological and public access corridor along the watercourse to link with Seaton Valley Road.



**Figure 17: Existing Seaton Valley Stream Esplanade Reserve**




## Officers' recommendations

8.48 Officers recommend the following:

Location	Recommendation	Reasons
154 and 156 Seaton Valley Road	No change	Land is proposed to be indicated for future standard residential housing. A setback will be incorporated from the waterway as part of any resource consent requirement.

## Action #36 – Cat Ownership

	36	Investigate through a plan change the requirement for a condition of consent, restricting ownership of cats for properties adjoining the proposed new wetland area at Seaton Valley.	Seaton Valley	Short term	TDC Environmental Policy – Plan Change
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## Officers' comments

- 8.1 Action #36 includes restrictions to cat ownership for properties adjoining the proposed wetland area at 49 Stafford Drive. Views on this action were mixed with some people in support and recommending restrictions to dogs as well and others expressing concerns around increased rodent and rabbit populations with the removal of cats from an area.
- 8.2 Further investigation around the enforceability of this action and the extent of restrictions would need to be undertaken to determine its worth. It is expected that the recommended future wetland area will become an important ecological habitat and it is therefore important to retain and investigate how restricting cat ownership would work in a policy framework.

## Officers' recommendations

8.3 Officers recommend the following:

Location	Recommendation	Reasons
49 Stafford Drive	<i>Masterplan Action Plan</i> No change to Action #36.	It is expected that the future wetland area will become an important ecological habitat and it is therefore important to retain and investigate how restricting cat ownership would work in a policy framework.

## 9. Theme 1 – Housing and Business

### Question 8 – Design

- 9.1 Submitters were asked '*Do you support the development of a Māpua Design Guide to direct the design of all new development?*'
- 9.1.1 Yes – 55 submitters chose this option
- 9.1.2 No – 21 submitters chose this option
- 9.1.3 Not sure – 27 submitters chose this option.

**Note:** The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted.

## Officers' comments

- 9.2 The majority of submitters supported the development of a design guide to direct new development in Māpua. Submitters commented that the design guide should reflect the historical and architectural character of Māpua, particularly near the wharf area. There was strong support for mandatory and enforceable design standards providing clear expectations for developers.
- 9.3 Submitter #34679, Nelson Tasman 2050 suggests that the masterplan lacks detailed strategies to ensure timeless, cohesive and high-quality urban design outcomes and that it would be appropriate to elaborate on how the design guide would function and how it would be expected to achieve best practice outcomes.
- 9.4 The Masterplan is a high-level strategic document and it is not expected that it would provide detailed design information. The development of a design guide would require specific public consultation on the character and identity of Māpua, and a revision of the TRMP policy framework to look at how to integrate appropriate design guidance within it.
- 9.5 To provide the design guide with legislative 'teeth' it would need to form part of the TRMP which would require a plan change. A detailed design guide would be developed as part of a plan change and consulted on through the Schedule 1 RMA process.

## Officers' recommendations

- 9.6 The following is recommended:

Location	Recommendation	Reasons
Māpua Urban Area	<i>Masterplan Action Plan</i>  No change to inclusion of development of a Māpua Design Guide under Action #1.	Recommend to retain the development of a Design Guide to direct new development in Māpua.

## Growth Predictions

- 9.7 A number of submitters questioned the methodology for determining the growth numbers and the population projections. Similar questions were raised during the FDS and LTP hearings.

## Officers' comments

- 9.8 Councils have a legal obligation under sections 30 and 31 of the Resource Management Act 1991 to provide sufficient development capacity in relation to housing and business land to meet the expected demands of the region/district. Under the NPS-UD councils also have a legal requirement to provide for sufficient housing and business land capacity to meet demand at all times (Policy 2 of the NPS-UD).
- 9.9 Expected growth in housing and business land is determined by the population projections (see [Growth model | Tasman District Council](#)) that the Council adopts for its LTP. The Housing and Business Assessment (HBA) 2024 provides the analysis to assess whether sufficient urban development land, of the right type and in the right place, can be provided by the Council. The Council's latest iteration of the Growth Model and HBA was adopted by the Council as part as the LTP in 2024. The draft Māpua Masterplan Supporting Information (Section 7.4) provides information on the projected growth numbers and refers to associated documents such as the HBA and FDS.
- 9.10 The FDS and the LTP were adopted by the Council after a robust Local Government Act process of submissions, hearings and deliberations. The 2024 Growth Model and the HBA were adopted as part of the 2024 LTP. These documents provide strategic direction for the Council and underpin the direction of the masterplan in terms of growth, and housing and business requirements. The next

HBA will be prepared to accompany the 2027-2037 LTP, using updated population projections. The process of reviewing growth demands is therefore iterative and land will only be zoned and serviced where it is known it is required.

- 9.11 Additional information is included in Attachment 6 which provides a Summary of the Housing and Business Assessment for Tasman 2024 as required by the NPS-UD.

### Officers' recommendations

- 9.12 Officers recommend the following:

Location	Recommendation	Reasons
NA	No change to the masterplan documentation	The 2024 Growth Model and HBA have been adopted by Council and the masterplan is not considered the appropriate forum for debating the accuracy of this data.

### The Nelson Tasman Future Development Strategy 2022-2052 (FDS)

#### Officers' comments

- 9.13 Submitter #34601 (Mr Heijs) has requested that the FDS is not used as a non-negotiable starting point and has requested that the need for new greenfield development is properly justified. The submitter has also requested that Māpua is no longer regarded as an urban growth area in the next FDS.
- 9.14 The FDS is a 30-year high-level strategic plan that identifies areas where there is potential for future housing and business growth. It was developed following months of community engagement, detailed feedback and information and deliberations and was adopted by the Council.
- 9.15 The land identified in the FDS in Seaton Valley for residential development is considered appropriate for residential development and is needed to address the growth needs of the community. Given the natural hazard constraints some other areas of Māpua face, there were few options for growth areas in Māpua. When the FDS was prepared in 2021/2022 no less than seven different spatial scenarios were evaluated to accommodate growth in Tasman and additionally a further five broad growth scenarios were also considered. Full details are in the FDS technical report.
- 9.16 As detailed above in this report, similar proportions of submitters to the masterplan were not in favour of the greenfield development of Seaton Valley as submitters on the FDS in 2022. The land is already zoned for rural residential development or deferred rural residential development in the TRMP. The masterplan (and FDS) seeks to make more efficient use of this land by developing at increased densities. Even with the identified capacity, (including Seaton Valley), Tasman remains short of dwellings in the next 10 years in its urban environment.
- 9.17 The FDS is a statutory plan under the RMA because the NPS-UD requires tier 2 authorities like Tasman to adopt an FDS. Under the NPS-UD, the effect of an FDS is that a tier 2 local authority must have regard to it, when preparing or changing RMA planning documents and is strongly encouraged to use the relevant FDS to inform any other relevant strategies and plans. The Māpua Masterplan will progress to a plan change under the RMA.
- 9.18 The current Government is to replace the RMA with two new Acts by the third quarter of 2026. The new Planning Act will apparently detail Regional Spatial Plans which will replace FDSs in the future. There are therefore currently no plans to review the FDS 2022.

- 9.19 The NPS-UD defines an urban environment as meaning ‘any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that:
- (a) is, or is intended to be, predominantly urban in character; and
- (b) is, or is intended to be, part of a housing and labour market of at least 10,000 people<sup>4</sup>
- 9.20 The towns in Tasman forming part of the shared Nelson Tasman tier 2 urban environment were decided on by the Joint Committee of the Nelson City and Tasman District Councils on 10 November 2020. There was no requirement to consult on this. The Tasman urban environment towns (Richmond, Brightwater, Wakefield, Māpua, Motueka) were included in the urban environment, in recognition that these communities are part of the same labour and housing market, and these areas are or are intended to be predominantly urban in character. Stats census data (travel to work and school) was used in this analysis.

### Officers’ recommendations

- 9.21 Officers recommend the following:

Location	Recommendation	Reasons
Entire Area	No change	It is reasonable to use the FDS to inform the Māpua Masterplan and subsequent RMA plan change to identify areas for residential and business growth in Māpua.

### **109 and 119 Aranui Road – Medium Density Housing**

#### Officers’ comments

- 9.22 Submitter #34684 (Mr Toll) has requested the inclusion of his land at 109 and 119 Aranui Road (Figure 14) in the masterplan proposing it should be rezoned from Rural Residential deferred residential to Medium Density Residential due to its central location, topography and overall suitability for intensive development.
- 9.23 Notified Plan Change 79 – Deferred Zoning introduces a new deferred zone framework to replace the existing deferred zone method in the TRMP. The new framework relies on a trigger rule mechanism rather than deferred zoning. This plan change also proposes to formally rezone some existing deferred land on the basis that the matters leading to the initial deferral have been satisfied or are no longer relevant. The Māpua deferred land locations are excluded from Plan Change 76 due to the development of the masterplan. The masterplan and consequent plan change will address the rezoning of all deferred zone locations in Māpua.

<sup>4</sup> National Policy Statement on Urban Development 2020 – updated May 2022



**Figure 14: 109 and 119 Aranui Road**

- 9.24 The properties at 109 and 119 Aranui Road combined are approximately 4600 m<sup>2</sup> and are largely vacant with a single residential dwelling located to the rear of 119 and an existing shed on 109. They are directly adjoined by Rural Residential Deferred Residential land.
- 9.25 A letter was sent to all adjoining landowners seeking feedback on the submitters request to rezone the land to medium density residential. One response was received objecting to the proposal on the basis of traffic impacts, privacy and concerns around liquefaction and Tsunami risk (refer to Attachment 8).
- 9.26 A desk-top assessment was undertaken by the Council's Natural Hazard and Geomorphology Team Leader, Alastair Clement, and is included in Attachment 7. This assessment concludes that the future coastal inundation hazard is not an impediment to rezoning these properties to Medium Density Residential, provided that the ground levels on the properties were raised to recommended levels. Other natural hazard issues, such as liquefaction susceptibility, are also not an impediment to rezoning or future development of these properties, as this can be managed effectively through geotechnical investigation and site-specific foundation design.
- 9.27 An assessment of infrastructure requirements was undertaken and indicates that the current services (water, wastewater, and stormwater supply) are sufficient for growth.
- 9.28 It is recommended that 109 and 119 Aranui Road are included and recommended for inclusion in the masterplan as 'Medium Density Housing' with further assessments undertaken during the plan change process to ensure that this is the appropriate residential zoning for the sites. Even with the



identified capacity, Tasman remains 365 dwellings short in the next 10 years in its urban environment. Nelson also has an identified shortage of an additional 240 dwellings in the shared urban environment in the next 10 years, totalling 608 dwellings. The identified shortage of attached dwellings in the shared urban environment amounts to 845 dwellings in the next 10 years. Any further medium density capacity that can be realised is therefore helpful in making up for some of the identified shortfall.

- 9.29 It is noted that adjoining properties 107A and 107B Aranui Road (refer Figure 14) is also zoned Rural Residential deferred Residential in the TRMP. Parts of 107A and 107B are low lying and contain existing wetlands. It is recommended that these land parcels are identified as future Rural Residential in the masterplan pending further assessment as part of a plan change process (noting that the existing wetlands are protected from any development in the TRMP).

### Officers' recommendations

- 9.30 Officers recommend the following:

Location	Recommendation	Reasons
109 and 119 Aranui Road	<i>Masterplan Maps</i> Add 109 and 119 Aranui Road as Future Medium Density Housing.	Suitable change with further investigation required at the plan change phase.
107A/B Aranui Road	<i>Masterplan Maps</i> Add 107A/B Aranui Road as Future Rural Residential.	The land is currently zoned as Rural Residential with a deferred Residential status.

### Second dwellings

### Officers' comments

- 9.31 Submitter #34658 requested that an emphasis should be made on making it easier for existing home/property owners to add tiny homes etc. The Government is focussed on increasing the supply of affordable homes for New Zealanders. As part of this, the Government is proposing to make it easier to build small, self-contained and detached houses of up to 70 m<sup>2</sup>, commonly known as 'granny flats' on properties in rural and residential zones with an existing home on it. The Government expects that this legislation will be passed before the end of 2025.

- 9.32 No changes are recommended to the masterplan as a result of this submission.

### Officers' recommendations

- 9.33 Officers recommend the following:

Location	Recommendation	Reasons
General	No change	The Governments 'granny flat' legislation will make it easier for smaller homes to be added to existing properties in rural and residential zones.



## **Deferred Land**

### **Officers' comments**

- 9.34 Submission #34692 (Mr and Mrs Talley) states that the masterplan does not show either existing or future residential development such as 53 Seaton Valley Road meaning that the masterplan leaves out large elements of the anticipated spatial framework for Māpua resulting in uncertainty about the intentions of those areas.
- 9.35 It is agreed that all deferred land within the focus area of the masterplan should be recognised in the masterplan to provide more clarity on the future zone framework of Māpua. It should be acknowledged that further assessment of these sites will be required including a detailed infrastructure assessment at the plan change stage to ensure that any zoning identified in the masterplan is appropriate.
- 9.36 18 Stafford Drive (Figure 25 refers) is currently being used for light industry purposes and is zoned Rural 1 deferred Light Industrial in the TRMP. It is recommended to include an action in the masterplan to undertake assessments as part of a plan change to consider rezoning 18 Stafford Drive as Light Industrial. It is recommended to amend the mapping to include this change.



**Figure 25: 18 Stafford Drive**

- 9.37 At the time of preparing the masterplan, 29 and 53 Seaton Valley Road (Figure 26 refers) were the subject of an active resource consent application (RM240148). Consent was granted on 6 March for a 33 Lot subdivision at 29 and 53 Seaton Valley Road. 0 Seaton Valley Road sits between these two properties and is also zoned Rural 1 deferred Residential and is a Council owned stormwater detention basin.
- 9.38 It is recommended to include an action in the masterplan to investigate rezoning these parcels to Residential as part of a plan change and to include parcels 29 and 53 as 'future standard density housing' on the masterplan maps and 0 Seaton Valley Road as 'Utility Reserve'.



**Figure 26: 29 and 53 Seaton Valley Road**

- 9.39 57, 59 and 69 Stafford Drive (Figure 27 refers) are currently zoned Rural 1 deferred Rural Residential Serviced. These land parcels along with a small section of 49 Stafford Drive have been excluded from the masterplan as they are not considered suitable for further residential development due to their size, inundation and the presence of a wetland. It is recommended that an action is included in the masterplan to provide clarity to the landowners and align with the requirements of Plan Change 79 to investigate rezoning these parcels to Rural Residential (serviced) as part of a plan change. It is recommended to include this change on the masterplan maps.



**Figure 27: 57, 59 and 69 Stafford Drive**



- 9.40 The property at 152 Māpua Drive (Figure 28) is currently zoned Rural 1 deferred Residential and is used for commercial purposes. 5 Seaton Valley Road (Figure 28) is also zoned Rural 1 deferred Residential and is owned by Network Tasman and used as a network utility.
- 9.41 Further discussions are required with the landowners to determine an appropriate future zone for these sites. It is however recommended that 152 Māpua Drive is considered for rezoning as Commercial which is in line with its existing use. It is recommended that it is included in the masterplan as 'future Commercial' pending further consultation with the landowners.
- 9.42 5 Seaton Valley Road is not designated and is used as a network utility. It is recommended that it is identified in the masterplan maps as a "Network Utility" and appropriate zoning is explored through a plan change process.



*Figure 28: 152 Māpua Drive and 5 Seaton Valley Road*

- 9.43 55 Higgs Road (Figure 29) is currently partially zoned Rural 1 deferred Residential. The land is the subject of a Queen Elizabeth II National Trust Open Space Covenant for the protection of native flora and fauna.
- 9.44 Further assessments and discussions are required with the landowner to determine an appropriate zone for this land. It is recommended that a new action is included in the Masterplan Action Plan to address this. The masterplan currently shows this land as 'QEII Covenants' it is recommended this is retained.



Figure 29: TRMP Zone Map 55 Higgs Road (hatched Rural 1 deferred Residential)

## Officers' recommendations

9.45 Officers recommend the following:

Location	Recommendation	Reason
18 Stafford Drive	<i>Masterplan Maps</i> Add as 'Future Light Industrial'.	To provide more clarity of future land uses through the masterplan
29 and 53 Seaton Valley Road	<i>Masterplan Maps</i> Add as 'Future Standard Density Housing'.	To provide more clarity of future land uses through the masterplan
0 Seaton Valley Road	<i>Masterplan Maps</i> Add as 'Utility Reserve.	To align with current use.
57, 59 and 69 Stafford Drive	<i>Masterplan Maps</i> Add as 'Future Rural Residential Housing'.	To provide more clarity of future land uses through the masterplan
152 Māpua Drive	<i>Masterplan Maps</i> Add as 'Future Commercial' Note pending further assessment through a plan change process.	To provide more clarity of future land uses through the masterplan
5 Seaton Valley Road	<i>Masterplan Maps</i> Add as 'Network Utility'.	To provide more clarity through the masterplan.
All deferred land	<i>Masterplan Action Plan</i>	To provide more clarity of future land uses through the masterplan

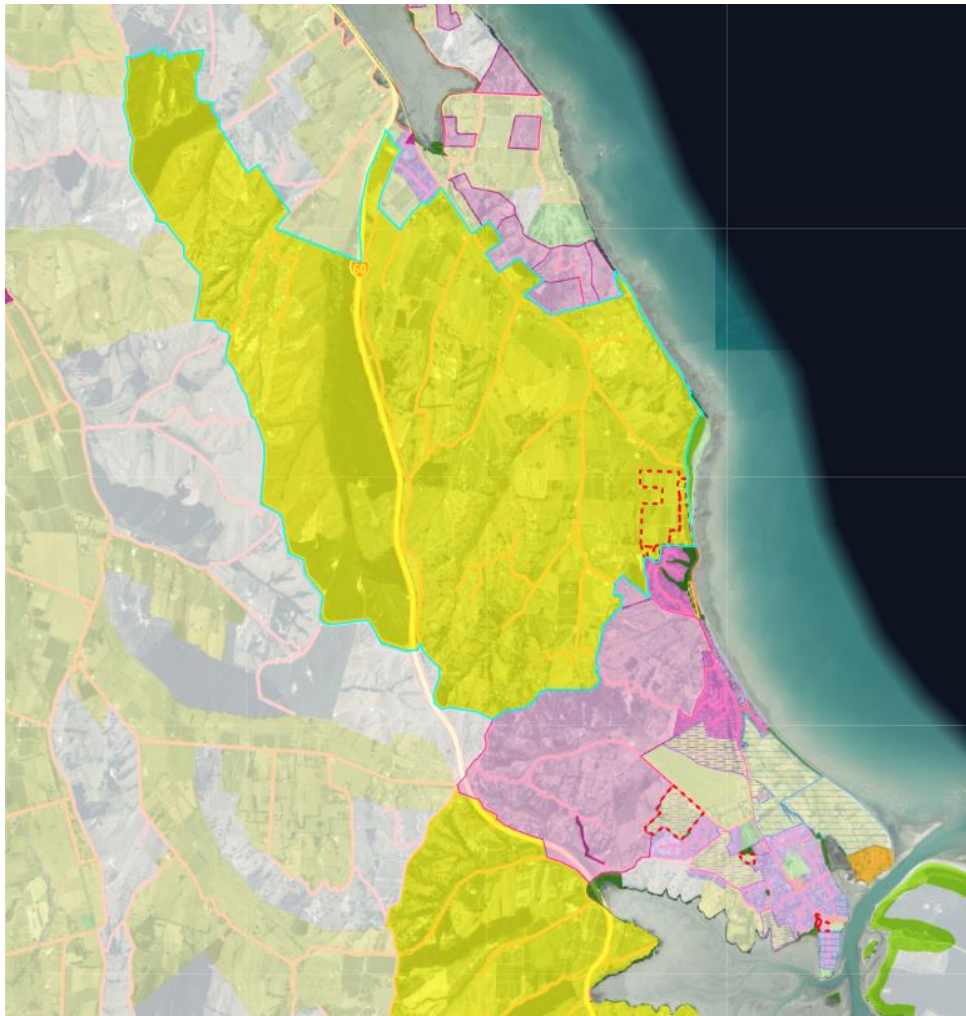
	<i>New Action - Through a plan change process propose relevant changes to the zones of all deferred land in Māpua.</i>	
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## **Māpua Spatial Area**

### **Officers' comments**

- 9.46 Submitter #34691 (Tasman Bay Estates) has requested an extension to the spatial extent of the masterplan to include Rural 3 land north of Māpua, and land proposed by Tasman Bay Estates for residential development. A submitter (#34692: (Mr and Mrs Talley) also suggests that the spatial extent of the masterplan is unclear and other submitters (#34690) question the impact subdivisions immediately and closely adjacent to the masterplan area will have on infrastructure.
- 9.47 Submitter #34691 (Tasman Bay Estates) owns Rural 3 zoned land to the north of the Masterplan Spatial Area that is approximately 1 km from the Masterplan Spatial Area. Tasman Bay Estates currently holds an existing resource consent for the development of approximately 100 lots to the north of Māpua and has a current subdivision application being processed for 58 rural lifestyle allotments off Mamaku Road. They are also in the process of investigating options for a 'village concept' which would involve the development of a significant number of dwellings. Tasman Bay Estates has an existing agreement with Council for an allocated water supply, sufficient to supply up to 400 dwellings with 1 m<sup>3</sup> per day for domestic use. This agreement is subject to network extension works.
- 9.48 They submit that their land is well placed to contribute to accommodating growth in the Māpua and Ruby Bay area even under its Rural 3 zoning and have requested that the spatial extent is extended to include all Rural 3 land north of Māpua. They also submit that the masterplan extent should be extended to any surrounding land that shares in servicing infrastructure with the Māpua urban area. Specifically, this should include the submitters land and any other Rural 3 land served by or intended to be served by water infrastructure.
- 9.49 Figure 22 shows the TRMP zoning of land surrounding Māpua and Ruby Bay. The spatial extent of the masterplan currently extends to the Rural Residential Zoning (identified as pink in Figure 22). The submitter has requested that the masterplan spatial area be extended to include the Rural 3 zoned land to the north of Māpua - Rural 3 zoned land is identified as yellow in Figure 22.





**Figure 22: TRMP Zone Map**

- 9.50 The spatial extent of the masterplan aligns with the TRMP Rural Residential zoning and the Stormwater Catchment Area. The masterplan is focused on the urban environment of Māpua including land identified in the FDS for residential development.
- 9.51 An objective of the masterplan is to provide for a variety of housing options. Officers agree with the submitter in their view that Rural 3 land supports housing choice. This is the case whether Rural 3 land is included in the spatial extent of the masterplan or not.
- 9.52 It is acknowledged that recognising infrastructure agreements to align infrastructure planning is important however it is not considered essential to extend the spatial extent of the masterplan to align with infrastructure agreements. A resource consent has not been granted for the 'village concept' and the submitters land (nor the other parcels include in the water supply agreement) were not included in the FDS.
- 9.53 Extending the spatial extent of the masterplan to include Rural 3 land would significantly increase the area of land included by the masterplan and increase the complexity of the masterplan. As well as Rural 3 land to the north, there is also a significant area of Rural 3 land to south-west of Māpua which would need to be considered for inclusion. Extending the spatial extent of the masterplan is likely to increase the timeframes and costs associated with developing the masterplan due to factors such as additional public consultation and further assessments.



## Officers' recommendations

9.54 Officers recommend the following:

Location	Recommendation	Reasons
Rural 3 zoned land	No change to the masterplan maps or Action Plan.	The spatial extent of the masterplan is aligned with TRMP Rural Residential zoning and the Stormwater Catchment Area. The spatial extent is also aligned with the urban areas identified for residential development in the FDS. The submitters land is not included in the FDS and is not within the urban extent of Māpua.

## 10. Theme 2 – Heritage, Open Space and Community Facilities

### HERITAGE

#### Action #3 – Heritage Precinct

	3	Investigate extending the TRMP Māpua Cultural Heritage Precinct through a plan change. Investigate amending rules to provide a higher level of protection of cultural values.	Entire area	Short term	TDC Environmental Policy Department Funded Plan Change
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### Officers' comments



- 10.1 Action #3 references investigating extending the TRMP Cultural Heritage Precinct through a plan change. This action would involve significant involvement from Ngā iwi.
- 10.2 Te Runanga o Ngāti Rārua (#34693) submitted that it supported the protection of wāhi tapu (sacred sites) and wāhi taonga (treasured places) and iwi involvement in any works where cultural material may be discovered.
- 10.3 The Council's Environmental Policy Team are currently progressing TRMP work on Sites and Areas of Significance to Māori which will look at recognising and protecting cultural values including, wāhi tapu and wāhi taonga areas. Action #3 would be integrated into this work program and would form part of a TRMP plan change.

## Officers' recommendations

10.4 Officers recommend the following:

Location	Recommendation	Reasons
Entire area	<i>Action Plan</i> No change to Actions #3	Mapping and assessments are currently being undertaken to prepare for a plan change to support this action.

#### Action #18 – Cultural Heritage Management Plan

 	18	Grossi Point – Develop a Cultural Heritage Management Plan to identified management requirements for the reserve.	Grossi Point	Short term	TDC Reserves – Department Funding
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## Officers' comments

- 10.5 Action #18 includes reference to the development of a Cultural Heritage Management Plan for Grossi Point. Those that submitted on this point indicated support for this action to be undertaken. This is an action that is required as part of the management of the reserve and is recommended to be retained.

## Officers' recommendations

- 10.6 Officers recommend the following:

Location	Recommendation	Reasons
Grossi Point	<i>Masterplan Action Plan</i> No change to Action #18.	The development of a Cultural Heritage Management Plan for Grossi Point is important for the management of the reserve.

## Actions #19 and #20 – Information Panels and Pou

	19	In partnership with ngā iwi, Installation of pou in relevant locations.	Māpua	Long term	TDC Reserves – Department Funding
	20	In partnership with ngā iwi and the community develop information panels and install at the waterfront and Grossi Point. Panels to incorporate both European and Māori history.	Waterfront Grossi Point	Long term	TDC Reserves – Department Funding

## Officers' comments

- 10.7 Action #19 includes reference to the installation of pou in partnership with Nga iwi and Action #20 refers to installation of information panels at the waterfront and Grossi Point incorporating both European and Māori history. Submitters indicated support for these actions and the importance of recognising the European and Māori history of the area. It is recommended to retain these actions which are supported by Ngā iwi and submitters.

## Officers' recommendations

- 10.8 Officers recommend the following:

Location	Recommendation	Reasons
Waterfront and Grossi Point	<i>Masterplan Action Plan</i> No change to Action #19 and #20.	Important for recognition of cultural significance of these areas.

## Action #21 – Historical Pa Site

Principles achieved	No	Action	Area	Term	Implementation method
	21	In partnership with ngā iwi develop a neighbourhood park with cultural information boards in recognition of the historical pa site and other areas of cultural value within the broad area around 49 Stafford Drive. This will occur following development of 49 Stafford Drive.	Seaton Valley	Long term	TDC Reserves – Department and external funding

## Officers' comments

- 10.9 Action #21 includes reference to the development of a neighbourhood park on the elevated area of 49 Stafford Drive in recognition of the historical pa site. Submitters were generally in support of the creation of open space and recreational areas to support the communities health and wellbeing.

## Officers' recommendations

10.10 Officers recommend the following:

Location	Recommendation	Reasons
49 Stafford Drive	<i>Masterplan Action Plan</i> No change to Action #21.	Open space is highly valued for health and wellbeing benefits.

## OPEN SPACE

### Future Reserve – 53 and 59 Seaton Valley Road

#### Officers' comments

10.11 The masterplan includes a future reserve within 53 Seaton Valley Road extending through 59 Seaton Valley Road (Lot 1 DP 496479 – refer Figure 18) alongside a future walking/ cycling track. Submitter #34683, the landowner of 59 Seaton Valley Road has requested the removal of the future reserve from their land. The submitter supports the TRMP indicative walkway which is shown in the masterplan extending along the rear boundary of 59 Seaton Valley Road, however they seek an amendment to its location to provide greater separation from their home for privacy purposes.



**Figure 18: Extract from Development Plans for 53 Seaton Valley Road - Resource Consent Application RM240349**

10.12 A subdivision consent has recently been granted (RM240148) for a 33 lot subdivision which is stage 1 of a two-stage proposal for 29 and 53 Seaton Valley Road. The area identified in Figure 18 is Stage 2 of an active subdivision application (RM240349). This application is currently being processed and includes a reserve within the boundary of 53 Seaton Valley Road as depicted in Figure 18. It should be noted that this reserve boundary may change prior to a final decision on the resource consent application.

10.13 It is recommended that the following changes are made to the masterplan:

- the reserve location is amended to be located entirely within the boundary of 53 Seaton Valley Road; and
- the walkway is aligned along the boundary of 59 Seaton Valley Road rather than cutting through a portion of it.

10.14 More refined mapping will be provided of indicative walkways and reserves when Outline Development Plans are developed for greenfield land as part of a Māpua Plan Change. Figure 19 includes an extract of the masterplan and highlights the reserve area recommended to be amended.



Figure 19 – Extract draft Māpua Masterplan – reserve (red circle) associated with recommendation


### Officers' recommendations

10.15 Officers recommend the following:

Location	Recommendation	Reasons
Future Reserve and walkway– 53 and 59 Seaton Valley Road	<i>Masterplan Maps</i> Amend mapping so that the reserve location is amended to fall within the boundary of 53 Seaton Valley Road.	Logical to make changes to align with property boundaries and the active resource consent application (RM240349).
Future Reserve and walkway– 53 and 59 Seaton Valley Road	<i>Masterplan Maps</i> Amend mapping and align the future walkway along the boundary of 59 Seaton Valley Road rather than cutting through a portion of it	Logical change.



## Action #10 – Seaton Valley Recreation Area

	10	49 Stafford Drive – Develop an area adjoining Seaton Valley Road into a recreation area with supporting facilities.	Seaton Valley Stafford Drive	Long term	TDC Reserve Department Funding – Timeframes dependent on land development
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### Officers' comments


- 10.16 Action #10 refers to the creation of a new recreation area off Seaton Valley Road. There was general support for the new recreational area. Some argued that developers should contribute to the cost of these recreational areas, rather than shifting the financial burden to ratepayers. Other submitters commented that the existing Māpua domain appears to be under used.
- 10.17 As part of any development, developers pay development financial contributions to assist in the funding of infrastructure such as roads, reserves and community facilities. The development of the recreation area is anticipated to be partly funded by reserve financial contributions.
- 10.18 With an increase in residents, it is considered appropriate to retain this area which has been earmarked for sporting fields and associated facilities in the TRMP for many years.

### Officers' recommendations

10.19 Officers recommend the following:

Location	Recommendation	Reasons
49 Stafford Drive	<i>Masterplan Action Plan</i> No change to Action #10	Additional recreational facilities are required to support an increase in population.

## Action #11 - Wetland

	11	Seaton Valley Wetland and Stream restoration. Facilitate the Council purchase of portions of 49 Stafford Drive and surrounding area and develop as managed stormwater wetland utilising for recreational, ecological and stormwater purposes.	Seaton Valley	Long term	TDC Development Contributions – Long Term Plan funding and development contributions
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### Officers' comments


- 10.20 Action #11 includes reference to the wetland development and facilitating the Council's purchase of portions of 49 Stafford Drive. This is generally supported by submitters. Submitter #34599 (Ms Castle) expressed concern that building boardwalks, clearing and upgrading waterways and plantings would fall on the community. She recommends that a schedule of wetland and reserve work is put in place early in the development process.
- 10.21 Development of the site would be financed through Development Contributions and Reserve Financial Contributions, once established maintenance would be undertaken through the Council's operational budgets. The community would be invited to participate with planting and other enjoyable/environmental aspects of the development.
- 10.22 The creation of the wetland will provide multiple benefits including recreational, ecological and stormwater and it is considered that it will be a valuable addition to the Māpua open space network. It is recommended to be retained in the masterplan.

## Officers' recommendations

10.23 Officers recommend the following:

Location	Recommendation	Reasons
49 Stafford Drive	<i>Masterplan Action Plan</i> No change to Action #11	Multiple benefits including recreational, ecological and stormwater

## Action #37 – Native Vegetation Protection

	37	Investigate the development of policy provisions for new developments which incentivise the protection of existing native vegetation, the planting of specimen trees and increasing green cover.	Entire area	Short term	TDC Environmental Policy – Plan Change
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## Officers' comments


10.24 Action #37 includes investigating policy provision to incentivise the protection of existing native vegetation and the planting of new specimen trees and vegetation. The importance of the natural environment and improvement is highlighted through submitter comments and community feedback. It is recommended that this action is retained. Submitter #34601 (Mr Heijs) has requested stronger wording for this action rather than 'investigate'. This action is in relation to changes to the TRMP so it is appropriate to use the terminology of investigate as the extent of the policy change is not known at the time of the development of the masterplan.

## Officers' recommendations

10.25 Officers recommend the following:

Location	Recommendation	Reasons
Entire area	<i>Masterplan Action Plan</i> No change to Action #37	Support the protection of native vegetation.

## Action #29 – Catherine Road Recreation Reserve

	29	Catherine Road Recreation Reserve – construct a playground and install a picnic table. Council staff are working with the landowners of 53 Seaton Valley Road (via a subdivision consent application) to expand the size of this reserve and provide a recreational linkage to Seaton Valley Road Reserve when the surrounding area is subdivided.	Seaton Valley	Short term	TDC Reserves – Department Funding and reserves contributions
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## Officers' comments

10.26 Action #29 includes reference to improvements to the Catherine Road Recreation Area. Several submitters supported expanding the reserve and creating a playground with associated picnic facilities. There was also support for the recreational walking/cycling linkages to other reserve areas. There are some trees planted in Catherine Reserve along the boundary. Further development of the reserve is expected including tree planting as the land is subdivided to the north and a new walkway linkage is constructed.

10.27 Creating recreational and open space areas within residential areas is vital for providing for people's wellbeing. This action is supported and recommended to be retained.






## Officers' recommendations

10.28 Officers recommend the following:

Location	Recommendation	Reasons
Catherine Road Recreation Area	<i>Masterplan Action Plan</i> No change to Action #29.	Open space is highly valued for health and wellbeing benefits.

## Actions #32, #33 and #35 – Māpua Recreation Reserve

	32	Māpua Recreation Reserve – To reduce flooding impacts on the sports fields and skatepark area install a drain from the southern to northern end of the reserve discharging into the Morley Drain Reserve.	Māpua Reserve	Long term	TDC Reserves and Infrastructure – Department Funding
	33	Māpua Recreation Reserve – upgrade interior of the public toilets and enhance their accessibility.	Māpua Reserve	Short term	TDC Reserves – Department Funding
	35	Māpua Recreation Reserve – Work with the Māpua community to prepare a development plan for the northern end of Māpua Recreation Reserve, incorporating multiple uses. Ensure that development of the area provides for stormwater from the southern part of Māpua Recreation Reserve to be directed north into the Morley Drain Reserve.	Māpua Reserve	Short term	TDC Reserves – Department Funding

## Officers' comments

10.29 Actions #32 and #33 reference improvements to drainage and the toilet facilities associated with the Māpua Recreation Reserve. These improvements have been recognised as required by the community during consultation and Council staff. They are recommended to be retained.

10.30 Action #35 relates to the Māpua Recreation Reserve and working with the Māpua community to prepare a development plan for the northern end of Māpua Recreation Reserve, incorporating multiple uses. It is recommended that this action is retained to support effective use of this area of the reserve.

## Officers' recommendations

10.31 Officers recommend the following:

Location	Recommendation	Reasons
Māpua Recreation Reserve	<i>Masterplan Action Plan</i> Retain Actions #32, #33 and #35	Important improvements to community facilities.

## COMMUNITY FACILITIES

### Fire Station

## Officers' comments

10.32 Several submissions referred to the fire station and the need for it to move and/or the Council to provide land for a new fire station. Submitter #34601 (Mr Heijs) requests the inclusion of an action which commits the Council to continue to pressure FENZ to move the location of the fire station to a better accessible spot.

10.33 Over the past few years, Council officers have held several meetings with FENZ to discuss their future plans. FENZ have advised that they are in the process of investigating the relocation of the Māpua Fire Station however land has not been purchased.

- 10.34 FENZ in their submission (#34681) have requested the inclusion of a 'new' action with words to the following effect; *'Working with Fire and Emergency to locate a suitable site for a new fire station'*. Finding a location for a new fire station is not an action within the control of the council and will be a process led by FENZ, however identifying the need for a new site would align with the Masterplan principles to *'ensure asset provision including community facilities meet Council and community needs'*.
- 10.35 FENZ in their submission also seek a change to the TRMP Chapter 2 - Meaning of Words and the definition of fire stations. The TRMP currently defines fire stations as a *'community activity'*. The provision for *'community activity'* across the various zones of the TRMP is variable and are provided for as restricted discretionary or discretionary activities. FENZ seek that *'emergency service facilities'* are provided a specific definition in the TRMP.
- 10.36 FENZ have also requested an amendment to the TRMP policy framework to support the provision for new emergency service facilities and the inclusion of permitted activity rules and enabling performance standards for emergency service facilities across all zones of the District.
- 10.37 The wording proposed in the submission (#34681) is not considered appropriate because the Council has no control over the location of a suitable site as the land negotiations and purchase is the responsibility of FENZ. The Council does however have the ability to provide an enabling TRMP policy framework and officers recommend including an additional action in the masterplan which investigates amending the TRMP to include a new definition with supporting policies. It is likely that this investigation would be undertaken as part of a full review of the TRMP as it is a change that impacts the entire District not just Māpua or a specific zone.

#### **Officers' recommendations**

10.38 Officers recommend the following:

Location	Recommendation	Reasons
Entire area	<p><i>Masterplan Action Plan</i></p> <p>Add an addition action which includes the following wording;</p> <p><i>"Investigate amending the policy framework of the TRMP to include a new 'emergency service facilities' definition and enabling provisions for new emergency service facilities. This would require a TRMP plan change and would be a change that effects the entire District'.</i></p>	<p>Aligns with FENZ request. It is reasonable to investigate policy amendments as part of a full plan review of the TRMP.</p>

#### **Health and Social Services**

##### **Officers' comments**

- 10.39 Some submitters have indicated that there is a need for more health services in Māpua, noting that this need will only increase with an increased population and the aging demographics and suggest that the masterplan needs to plan for social services infrastructure or include the implications for other infrastructure such as health, social services, education, access to council services.

- 10.40 As part of the consultation on the FDS, government departments such as the Ministry of Education and Te Whatu Ora were consulted so they are aware of the population growth anticipated for Māpua. In addition, officers hold regular meetings with government agencies to discuss policy work programmes including areas identified for residential development.
- 10.41 As with the Fire Station, the Council is not responsible for developing facilities such as health centres. The Council however does have the ability to ensure that the TRMP policy framework enables the development of community activities such as doctors' surgeries.
- 10.42 A community activity is described in the TRMP as meaning *'the use of land and buildings for the primary purpose of health, welfare, care, safety, education, culture or spiritual well-being, but excludes recreational and temporary military training activities. A community activity includes schools, preschools, day-care facilities, hospitals, doctors' surgeries and other health professionals, churches, halls, libraries, community centres, stations (including police and fire stations), courthouses, and probation and detention centres'*<sup>5</sup>.
- 10.43 The provision for *'community activity'* across the various zones of the TRMP is variable and they are provided for generally as restricted discretionary or discretionary activities and there is therefore provision in the policy framework of the TRMP to support their development.





### Officers' recommendations

10.44 Officers recommend the following:


Location	Recommendation	Reasons
Entire area	No change	TRMP policy provision supports the development of community activities.

## 11. Theme 3 – Movement

### Actions #5, 6, 14, 28, 30 and 31 – Recreation Connections

	5	Create a recreational connection from Stafford Drive to upper Seaton Valley Stream, opportunity to provide with the development of 49 Stafford Drive.	Stafford Drive to Seaton Valley	Long term	TDC Reserve Department and reserve contribution funding – Timeframes dependent on development of 49 Stafford Drive
	6	Install a boardwalk from the causeway to Moreland Park and extend access in consultation with private landowners.	Estuary	Long term	TDC Reserve Department Funding
	14	Investigate options for creating a safe walking/ cycling corridor from Seaton Valley to Māpua School.	Māpua Drive	Long term	TDC – Transport Development funded through Council Capital Expenditure
	28	Aranui Road – Māpua School Walkway Reserve; work together with Māpua School to investigate the possibility of securing an easement over the strip of school land to ensure the existing linkage between Aranui Road- Māpua School Reserve and Old Mill Walkway Reserve is protected in the future.	Aranui Road	Long term	TDC Reserves – Department Funding

<sup>5</sup> Tasman Resource Management Plan, Chapter 2 Meaning of Words.

	30	Aranui Road Esplanade Reserve – Continue to work with adjoining property owners to secure easements across the private right-of-ways at either end of the reserve and improve reserve standard via revegetation and fencing.	Aranui Road	Long term	TDC Reserves – Department Funding
	31	Aranui Road to Langford Drive Walkway Reserve – Extend the gravel path connection and install a footbridge across the stream mouth to Tahī Esplanade.	Estuary	Long term	TDC Reserves – Department Funding

### Officers' comments


- 11.1 Actions #5, 6, 14, 28, 30 and 31 relate to improved recreational connections throughout Māpua. There was a strong level of submission support for improved walking and cycling routes, including connections from the Causeway to Moreland Park, to the village, estuary, school and existing parks and reserves.
- 11.2 Creating and maintaining safe and well-connected open spaces and links for walking, cycling and recreation in the natural environment is a principle of the masterplan. It is recommended to retain these actions.

### Officers' recommendations

- 11.3 Officers recommend the following:

Location	Recommendation	Reasons
Various areas	<i>Masterplan Action Plan</i>  No change to Action #5, 6, 14, 28, 30, 31.	Creating and maintaining safe and well-connected open spaces and links for walking, cycling and recreation in the natural environment is a principle of the masterplan.

### Action #7 – Recreation Link

	7	Establish a recreational pathway loop in the Seaton Valley Area. Negotiate access through 101 Dawson Road to connect to indicative reserve at 71 Seaton Valley.	Seaton Valley	Long term	TDC Reserves Department Funding – Timeframes dependent on land development
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### Officers' comments


- 11.4 Action #7 refers to establishing a recreational pathway loop through 101 Dawson Road to connect with the indicative reserve at 71 Seaton Valley Road.
- 11.5 Submitter #34589 (Ms Clark) does not believe that a walkway is needed along the end of Dawson Road as there is a walkway further up the road which does not inflict any inconvenience to existing property owners.
- 11.6 The inclusion of the path would enable a connection to Seaton Valley linking Dawson Road and the path to the Dominion Flats Reserve and Dominion Road through the underpass. The connection would become part of a wider network of paths enabling the community to walk and cycle off road.

### Officers' recommendations

- 11.7 Officers recommend the following:

Location	Recommendation	Reason
Seaton Valley	<i>Masterplan Action Plan</i>  No change to Action #7	Support the providing recreational linkages and networks.

## Action #8 – Parking Strategy

	8	Investigate through the parking strategy review installing paid parking near waterfront area.	Waterfront	Long term	TDC Parking Strategy
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### Officers' comments


- 11.8 Action #8 refers to 'investigate through the parking strategy review installing paid parking near the waterfront area'. Several submitters commented on this action suggesting that it was not needed and may create a negative experience for the public visiting Māpua.
- 11.9 It is recommended that this action is retained as presented in the masterplan. This action refers to an assessment into the feasibility of paid parking rather than any immediate change. The adoption of any recommendations from the parking strategy review will be decided by the Council.

### Officers' recommendations

11.10 Officers recommend the following:

Location	Recommendation	Reasons
Waterfront	<i>Masterplan Action Plan</i> No change to Action #8	Investigative action only.

## Action #12 – Speed Limits

	12	The Nelson Tasman Speed Management Plan 2024 – 2034 was adopted on the 23 July 2024. Any changes to speed limits on Council managed roads will be undertaken following certification from the New Zealand Transport Agency (Waka Kotahi).	Entire area	Short term	TDC Community Infrastructure and Transport Department funding
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### Officers' comments


- 11.11 The 2024 Setting of Speed Limits Rule changed the process for setting speed limits and the available speed limits for different road classifications. At the time of writing speed limit changes outside schools have been approved by the Council and are awaiting certification by NZTA Waka Kotahi. It is proposed to consult on wider speed limit changes in Māpua (and the remainder of the District in quarter 2 of 2025).

### Officers' recommendations

11.12 Officers recommend the following:

Location	Recommendation	Reasons
Entire Area	<i>Masterplan Action Plan</i> Amend action #12 to 'Changes to speed limits to be consulted on and implemented in accordance with the Setting of Speed Limits Rule 2024'.	The 2024 setting of speed limits rule has changed the process for setting speed limits.

## Action #15 – Summer Parking Survey

	15	During the summer period undertake parking surveys to understand parking at the wharf during the peak period of summer.	Waterfront	Short term	TDC Transport Department
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## Officers' comments


11.13 Action #15 refers to undertaking a summer parking survey to understand parking at the wharf/waterfront area during peak season. The Tasman Carpark Survey 2024-2025 (Attachment 3) was undertaken during December 2024. The survey was undertaken of two pre-defined routes (North of Toru Street and South of Toru Street). The survey concluded that Māpua met the Councils LTP goal in both occupancy and compliance, the total average occupancy for Māpua was 46%.

## Officers' recommendations

11.14 Officers recommend the following:

Location	Recommendation	Reason
Wharf/ Waterfront	<i>Masterplan Action Plan</i> Remove Action #15 from the Action Plan.	This action has been completed.

## Action #16 – Parking Aranui Park

	16	Formalised parking on Aranui Road fronting Aranui Park.	Aranui Road	Short term	TDC Transport Department Funding
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## Officers' comments

11.15 Action #16 refers to formalising parking on Aranui Road in front of Aranui Park. It is considered appropriate to retain this improvement to Aranui Road which was not included as part of the Aranui Road Streets for People Project.

## Officers' recommendations

11.16 Officers recommend the following:

Location	Recommendation	Reasons
Aranui Road	<i>Masterplan Action Plan</i> No change to Action #16	An appropriate improvement to Aranui Road and the parking entrance to Aranui Park.

## Transport Strategy and Employment

### Officers' comments

11.17 The submission from Nelson Tasman 2050 (#34679) suggests that the masterplan lacks a comprehensive transport strategy including improved bus connections. The submission suggests that the strategy (and masterplan) needs to consider the car-dependent travel for employment in Māpua and the ways to address this which include creating more employment opportunities, expanding alternative transport options and providing for growth in main centres instead of Māpua.

11.18 The Regional Public Transport Plan 2024-2025<sup>6</sup> details the investment programme required to increase the role public transport plays in delivery of a multimodal sustainable transport future for Tasman and Nelson. It has been prepared to deliver ongoing improvements to the public transport network over the next 10 years building on the recently introduced eBus services. In addition, the

<sup>6</sup> [Regional Public Transport Plan | Tasman District Council](#)

Tasman Walking and Cycling Strategy 2022-2052<sup>7</sup> sets out how the Council will encourage a shift by improving safety and convenience of walking and cycling in the district. These documents consider the entire District including Māpua and have been considered as part of the development of the masterplan. It would not be cost effective or appropriate to prepare an individual transport strategy for Māpua.

- 11.19 The current eBus service will be reviewed periodically and services increased as growth occurs, and demand increases.
- 11.20 The submission (#34679) suggests that the Council needs to consider mixed use zoning opportunities rather than standard residential or commercial zoning.
- 11.21 The TRMP currently contains provisions for a Mixed Business Zone which provides for a specific range of large format retail activities which are car-oriented destinations, often involving bulky goods. The TRMP Mixed Business Zone is not suitable for the retail activities that would be anticipated in Māpua. The TRMP Residential Zone rules enable as restricted and discretionary activities community activities such as doctors' surgeries, and commercial activity such as cafes and retail shops and the Commercial Zone currently enables dwellings above the ground floor as a permitted activity. It is considered that the existing TRMP Zone provision support a consenting pathway for mixed use development as recommended by the submitter.
- 11.22 It is acknowledged that people in Māpua who travel to work or education in places such as Richmond or Nelson are likely to travel further than those who live in Richmond or Nelson. However, according to 2023 census travel to work and school data, 43% of people who live in Māpua and work, worked from home, or walked or cycled to work, noting that Māpua's new commercial building on Māpua Drive includes a space for people to work and connect. This compares with 25% of workers in Richmond who worked from home, or bused, walked or cycled.
- 11.23 Māpua's new commercial building on Māpua Drive includes a space for people to work and connect, and the proposed increase in commercial zoned land will also provide further employment opportunities within Māpua.
- 11.24 These numbers reflect the current demographic of Māpua, which possibly includes a higher than typical proportion of people employed in work which can reasonably readily be done from home. There is a risk that if the demographic of Māpua changes, including with a higher proportion of "affordable" housing, then the proportion of people able to work from home may become more typical, resulting in more people having to drive to work.

### Officers' recommendations

- 11.25 Officers recommend the following:

Location	Recommendation	Reasons
Entire Area	No change recommended	Adequate transportation documentation and TRMP provision exist to accommodate the submitters feedback.

### Traffic Congestion and Safety

#### Officers' comments

- 11.26 Several submitters comment on the increased congestion and safety impacts, particularly at the SH60, Māpua Drive intersection, that will be caused through an increased population in Māpua.

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<sup>7</sup> [Walking and Cycling Strategy | Tasman District Council](#)

- 11.27 There have been several crashes at the intersection of Māpua Drive and SH60, including serious injury crashes, and a fatal crash. The Council are working in collaboration with NZTA Waka Kotahi to identify options to address the crash rate at this intersection. Upgrades to Seaton Valley and Stagecoach Roads will be proposed for inclusion in the Council's 2024-34 LTP.
- 11.28 To ease congestion submitters have suggested a new round about on Aranui Road at the Higgs Road and Toru Street intersection. There have been no reported crashes at this intersection in the 10 year period to the end of 2024. Higgs Road is classified as a Local Road in the One Network Framework. Māpua Drive is classified as an Urban Connector. Aranui Road is classified as an Activity Street north of Higgs Road, and as an Urban Connector to the south. The main function of a Local Road, such as Higgs Road is to provide access to properties, rather than to act as a through road. Making the right turn out of Higgs Road easier is likely to make Higgs Road a more attractive route to the wharf and increase traffic on that route. A roundabout in this location is therefore not considered appropriate.
- 11.29 Submitters also commented on the safety of the Ministry of Education bus service and the safety of the stop on Dominion Road. Officers continue to have ongoing discussions with the Ministry of Education regarding this issue. It is not an issue that can be resolved by officers as the operation of school buses is not managed by the Council. However, officers continue to pressure the Ministry for a more suitable solution.

### Officers' recommendations

11.30 Officers recommend the following:

Location	Recommendation	Reasons
Māpua area	<p><i>Masterplan Action Plan</i></p> <p>New action for plan as follows;</p> <p>Work with NZTA Waka Kotahi to identify and implement upgrade(s) to the SH60 / Māpua Drive Intersection.</p>	<p>Discussions are currently being undertaken with NZTA Waka Kotahi around the SH60 and Māpua Drive intersection. No further roundabouts are considered appropriate at this time.</p> <p>Upgrades to other intersections, such as the Seaton Valley Road, Māpua Drive intersection are in scope of the proposed upgrades to those roads.</p>

### Stafford Drive 'The Bluffs'

#### Officers' comments

- 11.31 Several submitters comment on the road connection at 'The Bluffs' and the length of time it took to reopen the road. They also spoke of the importance of restoring the area to two way traffic.
- 11.32 Advice from Geotechnical Engineers is that the cost of effectively stabilising the cliff above Stafford Drive to a point where it can reliably withstand future severe weather events is likely to be very high. In addition, the lower section of Stafford Drive immediately adjacent to the foreshore is vulnerable to damage from storm surges and sea level rise. Stafford Drive may not be reinstated in the future should it be extensively damaged by either of these scenarios.
- 11.33 Should that happen, SH60 is a viable alternative route for traffic between Māpua and north of Tasman Village. Local roads are likely to require upgrading to accommodate increased local traffic.

## Officers' recommendations

11.34 Officers recommend the following:

Location	Recommendation	Reasons
The Bluff – Stafford Drive	No change	Costs, safety and hazard risk.

## Walkway Extension

### Officers' comments

11.35 Several submitters have requested an extension to the walking track from Māpua School along the waterfront/Seawall to the Leisure Park at 33 Toru Street. Figure 20 illustrates the current walking tracks managed by Council. The walking track adjoining the school currently extends to the waterfront/seawall and partially along the waterfront. This access is currently limited by restrictions from private property owners meaning that recreational users need to wait till low tide to access the entire track.

11.36 Additional sections would be over private property where support from landowners would be required. Officers have consulted on extending the walking track in the past and have not been successful but would support including this action in the masterplan as overtime landowner's change.



Figure 20: Existing Council managed walking tracks (Bright Green) and reserves (Light Green) within Māpua

## Officers' recommendations

11.37 Officers recommend the following:

Location	Recommendation	Reasons
School to seawall - walking track	<i>Masterplan Action Plan</i> New action for plan as follows;	Creating and maintaining safe and well-connected open spaces

**Note:** The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted.

	<i>Investigate through consultation with landowners extending the walking track from Māpua School along the seawall through to the Leisure Park.</i>	and links for walking, cycling and recreation in the natural environment is a principle of the masterplan.
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### **Protection of habitat of significant bird species**

#### **Officers' comments**

- 11.38 Submitter #34629 (Waimea Inlet Forum) provided information on the importance of the Waimea inlet for internationally important migratory bird species and nationally significant endangered and threatened species.
- 11.39 The submission from Waimea Inlet Forum focused on the saltmarsh at the mouth of the Seaton Valley Stream (the Māpua Embankment, Significant Natural Habitat MO79) and the sand spit on the east side of the causeway to the Māpua Leisure Park as important nesting and feeding grounds for a range of bird species including the Tōrea Pango/Variable Oystercatcher which is currently listed as 'At Risk – Recovering' by the Department of Conservation.
- 11.40 It is noted that the submission refers to the importance of the entire shoreline (above and below the Mean High-Water Spring) as a bird roosting and feeding ground.
- 11.41 The Waimea Inlet Forum is concerned about the impact domestic animals (dogs and cats) are having on the bird life around Māpua and how an increase in population will escalate the problem. They are particularly concerned about the existing walking route from Māpua Village, across the causeway to the Leisure Park and the impact unleashed dogs are having on the nesting and hatching of Variable Oystercatchers.
- 11.42 The submission notes that the recent Dog Control Bylaw Review 2024 overlooked restricting dogs at the sandpit, beach, shellbank and adjoining mudflats (below MHWS). Refer to Figure 21 for an illustration of the areas of concern.





**Figure 21: Appendix E of Submission #34629: Map illustrating Tōrea Pango (Variable Oystercatcher) nesting spots, bird feeding area and shellbank.**

- 11.43 There is currently a doggy bag dispenser located on the causeway, it is recommended that this is removed to discourage dog walkers. It is also recommended that the Council undertake consultation with the landowners of the Māpua Leisure Park (33 Toru Street) to investigate the possibility of creating a new walking track around the edge of the park to the controlled dog exercise area (refer Figure 22). It is recommended that this action is included in the masterplan.
- 11.44 It is important that the masterplan maps acknowledge the significant bird habitat and nesting sites identified in Figure 21 above. It is recommended that the masterplan maps are amended to include reference to the Māpua Embankment, (Significant Natural Habitat MO79) and the sand spit (including the shellbank) on the east side of the causeway and that these are identified as significant bird habitat sites.



**Figure 22:** In consultation with landowner, investigate new walkway (red) through to Controlled Dog Exercise Area (green hatched)

## Officers' recommendations

11.45 Officers recommend the following:

Location	Recommendation	Reason
Causeway area/ 33 Toru Street	<p><i>Masterplan Action Plan</i></p> <p>Include new actions as follows;</p> <p>Action # - To protect the habitat of significant bird species, remove the doggy dispenser on the Causeway.</p> <p>Action # - to protect the habitat of significant bird species, undertake consultation with the landowner of 33 Toru Street to investigate the feasibility of creating a walking track around the boundary of the camping ground to the Controlled Dog Exercise Area.</p>	Support protecting significant bird species habitat.
Causeway area	<p><i>Masterplan Maps</i></p> <p>Add labels of significant bird habitat at the Māpua Embankment and Shell bank.</p>	Support protecting threatened species.



## **Richmond Cycle Connection**

### **Officers' comments**


- 11.46 Several submitters suggested that a connection should be created to enable commuters to commute via bicycle to Richmond. Submitters suggested options such as a coastal cycleway, a bridge or a series of boardwalks across the estuary.
- 11.47 A bridge (for services, walking and cycling) across the inlet to Moturoa/ Rabbit Island was explored during the options phase of consultation on the masterplan. The bridge option was discounted on the basis of cost and feasibility (refer page 42 of the Māpua Masterplan Supporting Information – Draft for public consultation, November 2024).
- 11.48 There are several factors to take account of when considering a bridge to Rabbit Island:
- 11.48.1 the vulnerability of Rabbit Island, and the causeway to Richmond to sea level rise and severe weather events in the long term;
  - 11.48.2 the long term viability of the Best Island wastewater treatment plant;
  - 11.48.3 the visual and amenity impacts of a bridge;
  - 11.48.4 the travel distance of the rabbit island route vs alternatives;
  - 11.48.5 the cost of developing a bridge; and
  - 11.48.6 cultural values.
- 11.49 The coastline around the estuary is convoluted, the distance for cycling would far exceed the existing path adding kilometres to the route. The Council would need to purchase land from multiple willing landowners and the costs of land purchase and construction would be extensive. When land is subdivided the Council does consider land suitable for creating links around the estuary and this will continue.
- 11.50 Submitters also recommended subsidised ferry tickets and more frequent ferry service to allow for commuters. Several years ago, the Council's Community Partnerships Team paid for extra commuter ferries as part of bike week promotions. The demand during this promotion was low and as a result it was not considered feasible to continue this incentive.

### **Officers' recommendations**

- 11.51 Officers recommend the following:

Location	Recommendation	Reason
Māpua - Richmond	No change	The options (bridge, estuary edge, subsidised ferry) for creating a cycle connection to Richmond are not feasible.

## **Action #9 - Langford Drive/ Aranui Road Walkway**

	9	Continuation of the Langford Drive/Aranui Road walkway to connect to Higgs Road – Extending the connection relies on the subdivision of 35 Higgs Road and consultation with relevant landowners.	Higgs Road	Long term	TDC Reserve Department Funding – Timeframes dependent on land development
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### **Officers' comments**

- 11.52 Action #9 includes the continuation of the Langford Drive/Aranui Road walkway. Several submitters support extending the Langford Drive Walkway to Higgs Road, seeing it as a positive addition for

pedestrian connectivity. There were also submissions objecting to the walkway due to concerns about privacy, security, and its potential impact on property values.

- 11.53 Figure 23 includes a map of the existing reserve showing the existing local purpose walkway reserve that extends along the waterfront to the boundary with 35 Higgs Road.



**Figure 23: Existing Local Purpose Reserves**

- 11.54 Any future subdivision of 35 Higgs Road will enable council to expand the local purpose reserve adjoining the estuary and create a walkway connection to Higgs Road. This would provide an important linkage from Higgs Road to the estuary.
- 11.55 This connection would have a secondary purpose of directing the public along a defined path rather than the public accessing the estuary edge (and disturbing habitat) through private land which is the subject of a Queen Elizabeth II National Trust Open Space Covenant established in part for the protection of native flora and fauna and specifically the coastal margin of indigenous forest. Unauthorised public access to this land has been identified as a problem by the landowners.

### Officers' recommendations

- 11.56 Officers recommend the following:

Location	Recommendation	Reason
Langford Drive/Aranui Road Walkway	No change retain Action #9	It is recommended that this connection be retained to enable a future connection to the estuary from the Higgs Road area.

### TRMP Indicative Walkway

#### Officers' comments

- 11.57 Submitter #34678 (Mr and Mrs Lynch) have requested further clarification on a TRMP indicative walkway extending along the boundary of 71 and 75 Seaton Valley Road to connect with Dawson Road. Figure 24 shows the TRMP indicative walkway (red) extending along the boundary of the Seaton Valley Road properties through to Dawson Road. The indicative walkway is not shown clearly on the Masterplan and should be illustrated on the masterplan maps as per the TRMP

indicative walkway mapping identified in Figure 24.



Figure 24: TRMP indicative walkway (red line)

### Officers' recommendations

11.58 Officers recommend the following:

Location	Recommendation	Reasons
71 and 75 Seaton Valley Road	<i>Masterplan Mapping</i> Amend the Masterplan Mapping to clearly show the indicative walkway as identified in the TRMP.	Existing indicative walkway in the TRMP.

### TRMP Indicative Road connection to Aranui Road

#### Officers' comments

- 11.59 Submitter #34608 (Mr Thawley) supports the cycle/walkway areas shown on the masterplan but recommends the inclusion of a road connection linking Higgs Road, Lionel Place and Jessie Street to Aranui Road to support accessibility from the mixed housing area to the health centre/shops on Aranui Road.
- 11.60 The inclusion of a road connection to Aranui Road is not supported (Action #1 refers) by Officers as additional vehicle access to Aranui Road is considered problematic due to the existing high traffic volumes of Aranui Road.
- 11.61 Action#1 of the masterplan recommends the removal of the TRMP indicative road to Aranui Road (29 Jessie Road) and a replacement with an indicative walking/cycling connection. Further details around indicative road, reserve and walkway layouts will be developed in more detail as part of an Outline Development Plan which will form part of a plan change.



## Officers' recommendations

11.62 Officers recommend the following:

Location	Recommendation	Reasons
Aranui Road	No change	Creating additional vehicle access to Aranui Road is not supported by the Councils Transport Department.

## 12. Theme 4 – Infrastructure

### Action #4 – Capital Infrastructure Projects

	4	Ensure that infrastructure planning is carried out and funding allocated to support residential and business development in identified areas.	Entire area	Short and long term	TDC Infrastructure planning; Long Term Plan Funding
		Tasman's Long Term Plan includes a range of capital infrastructure projects to support residential and business development in identified growth (FDS) areas. These includes roading improvements to Seaton Valley Road, water and wastewater network upgrades /extensions, the Seaton Valley stormwater facility, and some specific wastewater upgrades related to pump stations.			

## Officers' comments

- 12.1 Several submitters were concerned about the impact growth may have on the infrastructure servicing Māpua. Submitters' comments suggested shortfalls in the masterplans information on infrastructure planning and its ability to support new development.
- 12.2 Submitter #34691 (Tasman Bay Estates) has also requested an amendment to Action #4 as follows: *Ensure that infrastructure planning is carried out and funding allocated to support residential and business development in identified areas whilst maintaining or enhancing existing water supply services to areas outside of the Māpua urban area.*
- 12.3 Action #4 refers to ensuring that infrastructure planning supports residential and business development. It is vital that infrastructure planning supports development and is adequately sequenced. Much of the infrastructure is in place or has been identified in the Masterplan and provided for in the LTP and officers have no concerns about Council's ability to meet expected growth over the long term. A brief summary of current and planned infrastructure is below.
- 12.4 In relation to submitter #34691 (Tasman Bay Estates) request, the Council made water supply commitments to this development prior to the 2022 FDS. We will ensure our water upgrades account for this, but not more. Officers are focusing on ensuring prioritise servicing for the urban areas included in the 2022 FDS.

### Water Supply

- 12.5 In general, the water supply infrastructure along with the planned projects supports the aspirations of the masterplan. Capacity for growth is either built into the existing infrastructure or planned for in the LTP and/or the Infrastructure Strategy. Any substantial changes from the FDS may require additional investigation and may change the timing of some of the projects and have some impact on the scope of planned projects.
- 12.6 Approximately \$7 million is staged to support growth in the Māpua area in the next 10 years and approximately \$1 million between 2034 and 2044 (A new pipeline under Māpua estuary).

## Wastewater

- 12.7 The Māpua wastewater network and LTP projects are designed to plan and provide capacity for servicing growth demand for wastewater in the area. Approximately \$6.4 million of projects are planned for completion over the next 10 years, in addition to those already completed to service the planned growth in the area. There is approximately \$2 million planned between 2034 and 2044 (a new rising main under Māpua estuary).
- 12.8 Recently installed network upgrades along with investigations and consequential fixes have aided in the reduction of overflows.
- 12.9 Changes arising from the masterplan process may mean further investigation is required into the timing and scope of planned projects or if additional projects are required. An example of this is the possible intensification of the Higgs Road area.

## Stormwater

- 12.10 The planned infrastructure requirements/works will ensure any flooding occurring now will not be made worse. Additional investigations may be required if option B is chosen in relation to 179 Māpua Drive. This is discussed in the catchment management plan section (section 15) of this report below.


## Transport

- 12.11 The current roading network has substantial capacity for growth. As traffic volumes increase, there will be the naturally occurring requirement for projects to maintain safety levels. Officers have planned upgrades to Seaton Valley Road and its intersection with Māpua Drive in the masterplan and in the LTP 2024. The Council is working with NZTA Waka Kotahi on the future requirements to maintain safety levels at the SH60/Māpua Road intersection.

### Officers' recommendations

Location	Recommendation	Reasons
Entire area	<i>Masterplan Action Plan</i> No change to Action #4	Ensuring adequate capacity in current and future networks is a key action needed to support growth. Officers are confident that the Council's current and planned infrastructure can support growth plans.  Water allocation commitments made prior to the 2022 FDS are already taken into account in planning. Beyond this, planning is focused on areas zoned for development in the FDS 2022.

### Action #17 – Pipe Renewal

	17	Continue to fund and carry out annual pipe renewal programmes and look for opportunities to increase capacity in key areas.	Entire area	Short and long term	TDC Infrastructure – Long Term Plan
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### Officers' comments


- 12.12 Submitter #34691 (Tasman Bay Estate) has requested an amendment to Action #17 to state '*Continue to fund and carry out annual pipe renewal programmes and look for opportunities to increase capacity in key areas, including rural water supply services.*'

- 12.13 Action #17 refers to the annual pipe renewal programme. This is an essential programme of work and may need to include pipe upgrades to support the expected increase in capacity required to meet growth requirements. As noted above, water allocation commitments made prior to the 2022 FDS are already taken into account in planning. Beyond this, planning is focused on areas zoned for development in the FDS 2022.

#### Officers' recommendations

Location	Recommendation	Reasons
Entire Area	<i>Masterplan Action Plan</i> No change to Action #17	The action point adequately represents and supports the area of the Māpua Masterplan and prior commitments have already been factored into planning.

#### Action #23 – Wastewater Pump Station

	23	New wastewater pump station and rising main in Seaton Valley Road and upgrade the Ruby Bay/ Stafford Drive pumpstation to mitigate overflows. These infrastructure projects have been included as part of the capital infrastructure programme with funding identified in the Long Term Plan.	Seaton Valley/ Stafford and Māpua Drive	Long term	TDC Infrastructure – Department Funding and Long Term Plan
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#### Officers' comments

- 12.14 Submitter #34601 (Mr Heijs) questions the long-term nature of this action as the network still experiences overflows and the allowance of new connections would cause more wastewater overflows.
- 12.15 Action #23 is part of the capital infrastructure programme and is identified in the LTP. Providing this infrastructure is necessary to support development in the Seaton Valley area. It is recommended that this action is retained (refer to overflow comment at #24 below).

#### Officers' recommendations

Location	Recommendation	Reasons
Seaton Valley/ Stafford and Māpua Drive	No change	Support infrastructure improvements where required.

#### Action #24 – Wastewater Overflows

	24	To mitigate wastewater overflows, 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.	Entire area	Long term	TDC Infrastructure – Funding under capital budget and operational budgets
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- 12.16 Submitter #34601 (Mr Heijs) suggests that new development cannot proceed until the Council can demonstrate that there will be no wastewater overflows in Māpua.

#### Officers' comments

- 12.17 Action #24 refers to improvements to mitigate wastewater overflows. This action is part of the capital works and operational program and is recommended to be retained.
- 12.18 Actions #23/24 reflect the current upgrades and development for the wastewater network programmed for the Seaton Valley area to accommodate future growth anticipated in this locality.



Alongside this, operational programmes to manage inflow and infiltration are ongoing. Network upgrades anticipate reducing the frequency of wastewater overflows for events within the scope of Council control.

- 12.19 Prohibiting all developments until the Council can guarantee no wastewater overflows is neither practical nor a standard we can adhere to. There will always be storms which exceed our design specifications and blockages caused by abuse of the wastewater network that we cannot safeguard against.


### Officers' recommendations

Location	Recommendation	Reasons
Entire area	No change	Support infrastructure improvements where required.

### Actions #25, #26 and #27 - Stormwater

	25	Investigate stormwater improvement project – 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.	Seawall	Short term	TDC Infrastructure – Funding under the minor stormwater improvements budget
	26	Identification of potential retrofit sites in Māpua – 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).	Entire area	Short term	TDC Infrastructure – Funding under the minor stormwater improvements budget

The Māpua Masterplan • Draft for engagement

Principles achieved	No	Action	Area	Term	Implementation method
	27	Investigate measures to 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.	Entire area	Short term	TDC Environmental Policy Department Funded Plan Change

### Officers' comments

- 12.20 Actions #25, #26 and #27 refers to investigating stormwater improvement projects and retrofit sites in Māpua for improved stormwater outcomes and investigating measures to incorporate tidal constraints.
- 12.21 Submitter #34601 (Mr Heijs) expresses disappointment that the catchment management plan does not identify solutions and that they are still 'investigate actions'.
- 12.22 Any improvements to stormwater management are supported. However, as funds are limited, these will be pursued on a priority basis as determined by a project prioritizing tool developed for Community Infrastructure.
- 12.23 Coastal processes related to sea walls and inundation are specifically outside the scope of the urban stormwater catchment management plan and will be further investigated under the Natural Hazards Plan Change (PC85) which is likely to lead to consequential changes to the Coastal Structures AMP and bids for funding under the 2027 and later LTP processes.


**Note:** The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted.

## Officers' recommendations

12.24 Officers recommend the following:

Location	Recommendation	Reasons
Entire area/ Seawall	No change to Actions #25, #26 and #27	Improvements to services are supported and will be actioned on a priority basis as funds allow.

### Action #34 - Lighting

Principles achieved	No	Action	Area	Term	Implementation method
	34	Council to investigate lighting requirements around the wharf, Toru and Tahi Street and Māpua Drive.	Entire area	Short term	TDC Infrastructure Department Funding

## Officers' comments and recommendations

12.25 Action #34 refers to investigating lighting improvements around the wharf, Toru, Tahi Street and Māpua Drive. This action is supported by submitters. This action is recommended for retention.

## Officers' recommendations

12.26 Officers recommend the following:

Location	Recommendation	Reasons
Wharf, Toru, Tahi Street and Māpua Drive	<i>Masterplan Action Plan</i> No change to Action #34	Investigating opportunities to improve services are supported

### Rainwater Retention

## Officers' comments

12.27 Submitters #34611, #34701, #34699 and #34623 request that all new housing developments collect rainwater for gardens and outside use.

12.28 Requiring rainwater retention for reuse is not supported by officers due to the extra costs added to new builds and the minimal benefits to all.

## Officers' recommendations

12.29 Officers recommend the following:

Location	Recommendation	Reasons
Entire area	No change	Rainwater collection is not supported as a mandatory requirement due to the extra costs imposed on landowners and the minimal benefits to all.



## 13. Theme 5 – Natural Hazards and Climate Change

### Greenhouse Gas Emissions

#### Officers' comments

- 13.1 Several submitters question the increased carbon footprint and emissions due to an increased Māpua population travelling in private vehicle between Māpua and Richmond for work, shopping and recreation.
- 13.2 The Climate Change Response Act 2002 sets a legal framework to enable New Zealand to meet domestic and international climate change obligations and adapt to the effects of climate change. In 2019 the Climate Change Response (Zero Carbon) Amendment Act committed New Zealand to reducing greenhouse gas emissions by 2050 in line with global commitments under the Paris Agreement. To meet this target, central government must set a series of five yearly emissions budgets and an emissions reduction plan showing how these will be met. Tasman's Climate Response and Resilience Strategy and Action Plan 2024-2035<sup>8</sup> includes emissions reduction goals and targets. The Council also reports on Greenhouse Gas (GHG) Emissions annually.
- 13.3 As part of the development of the FDS, an analysis of GHG emissions was undertaken of proposed FDS sites for the Future Development Strategy Hearing Committee and included as supporting information to the FDS Deliberations Report. The analysis (GHG Modelling Memorandum<sup>9</sup>) helped to identify the FDS development areas that contributed the greatest to transport GHG emissions. As expected, this analysis showed that rural residential and non-Nelson Richmond Urban Area greenfield development - a long way from Nelson Richmond Urban Area produces the most Vehicle Kilometres Travelled (VKT) due to a high proportion of residents travelling to work or school.
- 13.4 Transport GHG emissions of an area are influenced largely by the area's proximity to key destinations such as employment, education, and recreation. However, there are also other factors, such as the proportion of the population working from home, which affect GHG emissions. According to the 2023 census travel to work data, 30% of workers who live in Māpua worked from home, with a further 18% working elsewhere in Māpua. A total of 43% of workers worked from home or walked or cycled to work. By comparison, 16% of workers worked from home in Richmond. These proportions may change with a changing demographic in Māpua.
- 13.5 Despite its longer distance from Nelson and Richmond, it is estimated that Māpua has lower transport GHG emissions for the journey to work than Wakefield. These estimated emissions are, however, significantly greater than those in Nelson, Richmond and Motueka<sup>3</sup>. Māpua journey to work emissions are largely affected by the numbers who work from home.
- 13.6 An increased residential population within Māpua has the potential to better support local services and employment opportunities, reducing the need to travel outside of the town for day-to-day living. The proposed increase in commercially zoned land in the masterplan, and initiatives such as the new Mahitahi Colab commercial development in Māpua will provide some increased local employment, reducing the need to travel out of the area for employment.
- 13.7 The Council adopted the FDS sites within Māpua (as well as Wakefield and Brightwater), taking the GHG estimates, the requirement to provide more housing, and the practicalities or intensification, into account. The Māpua FDS sites form the basis of the Masterplan and future residential housing areas.

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<sup>8</sup> [Tasman Climate Response and Resilience Strategy and Action Plan 2024-2035 | Tasman District Council](#)

<sup>9</sup> GHG Emissions Modelling Memorandum v3 - Future Development Strategy Hearing Committee: Household Transport Emissions Analysis. 31 May 2022. [Memorandum](#)

13.8 The Council will continue to report on any GHG emissions annually and seek to meet the objectives of the Tasman's Climate Response and Resilience Strategy and Action Plan 2024-2035.

13.9 It should also be noted that a bus service operates from Māpua to Richmond, Nelson and Motueka. This current e-bus service will be reviewed periodically, and services increased as growth occurs, and demand increases, subject to funding.

### Officers' recommendations

13.10 Officers recommend the following:

Location	Recommendation	Reasons
Māpua urban area	No change	As part of the development of the FDS, a significant analysis of GHG emissions was undertaken. The Mayor and Councillors decided to adopt the FDS sites within Māpua which form the basis of the masterplan and future residential housing areas.

## Energy

### Officers' comments

13.11 Submitter #34690 (Mr Vause) expressed concerned about the current deficits in the power system in Māpua and the limitation in the Network Tasman Network to accommodate additional energy requirements. Included in Attachment 4 is a response from Network Tasman to the submitters concerns. The response from Network Tasman's Network Manager confirms that electricity supplies for the future load development in Māpua are well catered for.

13.12 This submitter also commented on the digital infrastructure and the lack of planning for the expansion of the connectivity to meet the population increase. During the FDS, discussions were held with fibre providers on fibre availability and the Council's residential and business growth plans. It is the responsibility of developers to connect properties to the fibre network.

### Officers' recommendations

13.13 Officers recommend the following:

Location	Recommendation	Reasons
Māpua urban area	No change	Network Tasman have confirmed (Attachment 4) that electricity supplies for new development in Māpua is catered for in the network.  Fibre providers were contacted during the development of the FDS and are aware of the expected population growth in Māpua.

## **Low-lying areas of Māpua and sea-level rise**

### **Officers' comments**

- 13.14 The masterplan provides strategic direction on how Māpua will grow and develop over the next 30 years by promoting residential growth on the surrounding elevated or hilly areas of Māpua. Officers' response to natural hazards and climate change through the masterplan has considered a longer-term planning horizon of 100+ years (as required under the New Zealand Coastal Policy Statement 2010). This ensures that new development and growth opportunities signalled through the Masterplan over the next 30 years will be natural hazards and climate resilient over the longer-term.
- 13.15 Longer-term climate change adaptation for areas of existing development are outside the scope of the masterplan process and will be addressed as part of a future Council work programme. Central government is currently developing an 'adaptation framework' which aims to establish an enduring, long-term approach to adaptation in New Zealand. This will set out the Government's approach to sharing the costs of adapting to climate change.
- 13.16 The effects of climate change and the consequent impacts on sea-level rise considered for the masterplan is consistent with legislative requirements and national guidance for coastal hazards management.
- 13.17 Some submitters have questioned the 'best practice' guidelines and do not support Council aiming for best practice requesting rather that council aim for the barest minimum that is legally permitted. The New Zealand Coastal Policy Statement 2010 (NZCPS) and MfE's 2024 Coastal Hazards and Climate Change Guidance require Council to take a precautionary planning approach (Policy 3), particularly for coastal subdivision, greenfield developments and major new infrastructure (Policy 25). The Council is also required to have regard to the National Adaptation Plan 2022. The amount of future sea-level rise considered for the masterplan is consistent with these legislative requirements and national guidance for coastal hazards management.
- 13.18 The susceptibility of land to the effects of natural hazards has been assessed in developing the masterplan. Areas where there is a significant exposure to natural hazards have not been proposed for rezoning (or development) in the masterplan, consistent with national direction and guidance. Instead, as mentioned above the masterplan promotes residential growth on the surrounding elevated or hilly areas of Māpua.
- 13.19 For the low-lying coastal plain of Māpua that is susceptible to coastal hazards and rising sea levels, the suitability of any future land uses and activities will be considered through the Council's TRMP Natural Hazards Plan Change (Plan Change 85). Plan Change 85 will provide a framework for assessing the natural hazard risk (where applicable) on a specific site and will relate to the type of activity that is being proposed. Depending on the type of hazard and type of activity, this may range from engineering solutions for hazards such as slope instability, to floor level heights for inundation.
- 13.20 Some submitters suggested that there was a lack of up-to-date natural hazard mapping and analysis and stormwater modelling in the masterplan. Rather than a blanket whole-of-area natural hazards assessment, the masterplan screened individual sites where it was proposed to intensify or change the land-use for natural hazards, including the future effects of sea-level rise. The mapping used to inform the masterplan takes into account the effects of climate change including cumulative effects of sea level rise, storm surge etc taking account of the best available information.
- 13.21 Detailed information on the legislative requirements and national guidance for coastal hazard management and the Council's 'bathtub' modelling and the process to assess areas susceptible to coastal inundation including details on the assessment of Māpua Masterplan sites for impacts to coastal inundation is included Attachment 7.

## Officers' recommendations

13.22 Officers recommend the following:

Location	Recommendation	Reasons
Low-lying areas of Māpua	No change	The masterplan aligns with legislative requirements and national guidance for coastal hazards management.

## 14. Theme 6 – Other Matters

### Highly Productive Land

#### Officers' comments

- 14.1 Several submitters (#34688, #34679, #34699, #34708) seek the preservation of Seaton Valley as rural productive land. The land in Seaton Valley is identified as a mixture of LUC3, LUC4 and LUC6.
- 14.2 The National Policy Statement – Highly Productive Land (NPS-HPL) provides government direction on how highly productive land is managed under the RMA. It sets an objective to protect highly productive land for use in land-based primary production which is primary production that is reliant on the lands soil resource such as agricultural, forestry, pastoral or horticultural activities.
- 14.3 The NPS-HPL currently identifies land that is LUC1, LUC2 and LUC3 as highly productive. The NPS-HPL<sup>10</sup> excludes any land that has been identified for future urban development. Seaton Valley (including the LUC3 land) was identified for future urban development in the FDS. Additionally, the Government has signalled its intention to remove LUC3 from the definition of highly productive land. It intends to consult on changes in June with the actual changes taking effect by the end of 2025.

#### Officers' recommendations

14.4 Officers recommend the following:

Location	Recommendation	Reasons
Seaton Valley	No change	Only a small portion of the land within Seaton Valley is defined as highly productive under the NPS-HPL. As outlined above the land in Seaton Valley identified for residential zoning has been identified in the FDS for future urban development.

### Hail Sites

#### Officers' comments

- 14.5 Several submitters requested that Hail sites (contaminated land) be mapped and included in the masterplan.
- 14.6 The Council's Hail information is currently not directly available to the public via a mapping system (i.e. Top of the South Maps). Each site is dealt with on an individual case-by-case basis by the

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<sup>10</sup> National Policy Statement for Highly Productive Land 2022 – Amended August 2024

Council's Resource Scientist – Contaminations. Officers deal with HAIL information on this basis to ensure that accurate site-specific information is provided to customers. Inclusion on the HAIL register indicates, based on past land use, that a site may potentially be contaminated. Actual contamination will be determined through a site investigation at the time of development.

- 14.7 Contaminated material is able to be managed and remediated through the resource consent stage for all sites identified for a change of use (rezoning) in the masterplan. Details around the management of contaminated materials is required at the time of a Resource Consent Application, once the development plans for a land parcel are known.
- 14.8 The masterplan is a high-level strategic document which does not provide site specific details. Site specific details such as contamination and soil assessments are best suited to the resource consent stage when development details for a site are known.

#### Officers' recommendations

14.9 Officers recommend the following:

Location	Recommendation	Reasons
Entire area	No change	Information on contaminated land is provided on a site-by-site basis and is verified by Council contaminated land specialists.

#### New Zealand Coastal Policy Statement (NZCPS)

#### Officers' comments

- 14.10 Submitter #34692 (Mr and Mrs Talley) noted the omission of reference to the NZCPS in the masterplan documentation. The submitter is correct in that the TRMP, including any proposed changes to it, must 'give effect' to the NZCPS.
- 14.11 NZCPS policies were taken into account in considering Māpua's susceptibility to coastal hazards and the location of growth areas signalled in the masterplan. For example, the masterplan takes into consideration NZCPS Policy 25(b) '*avoid redevelopment or a change in land use that would increase risk of adverse effects of coastal hazards*' by proposing to rezone land that is on higher ground and outside inundation areas etc.
- 14.12 The masterplan is a high-level strategic document and is a non-statutory document. Direct reference to the NZCPS is not considered necessary in the context of the document. A detailed assessment against the NZCPS would be undertaken as part of a Schedule 1 RMA Plan Change.

#### Officers' recommendations

14.13 Officers recommend the following:

Location	Recommendation	Reasons
Entire area	No change	The inclusion of reference to the NZCPS is not considered to materially change the proposed masterplan and it is not considered necessary to be incorporated into the final masterplan. Any subsequent TRMP plan change will provide a



		detailed assessment of the NZCPS.
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## **The Masterplan Principles**

### **Officers' comments**

- 14.14 Submitter #34601 (Mr Heijs) has requested a detailed assessment of how the masterplan Principles have been met.
- 14.15 The Masterplan Action Plan includes Masterplan Principle Symbols which show the Masterplan Action as it relates to each principle. The submitter has not identified specific cases where a principle has not been met and has not provided a sufficient reason to undertake a more detailed assessment. No further assessment is considered warranted.

### **Officers' recommendations**

- 14.16 Officers recommend the following:

Location	Recommendation	Reasons
Entire Area	No change	The relationship of each principle to the actions is included in the Action Plan.

## **Sedimentation into Estuary**

### **Officers' comments**

- 14.17 Several submitters raised concerns about the impact of development on sedimentation into the Estuary. Sedimentation is a key management issue for the Waimea Estuary and is closely managed by development controls through the consenting process. Ongoing monitoring of the impacts of sedimentation occur through both the cyclic State of the Environment monitoring and other sediment/contamination modelling undertaken by Community Infrastructure.
- 14.18 Any earthworks or discharges are managed by land disturbance rules in the TRMP (Chapter 18.5). The Nelson Tasman Erosion and Sediment Control guidelines ([Land disturbance, erosion and sediment control | Tasman District Council](#)) outlines best practice for a range of earthworks activities. An erosion and sediment control plan is a requisite condition for many land resource consent applications.

### **Officers' recommendations**

- 14.19 Officers recommend the following:

Location	Recommendation	Reasons
Entire Area	No change	The TRMP manages earthworks or discharges from developments. Environmental monitoring and other sediment/contamination modelling is undertaken by the Council's Community Infrastructure Department.

## **15. Catchment Management Plan (CMP)**

### **Question 11 – Future wetland and detention**

15.1 Submitters were asked ‘To support residential development in the Seaton Valley Basin, do you support the Council purchasing land to develop a large wetland for recreational, ecological and stormwater purposes?’

15.1.1 Yes – 75 submitters chose this option

15.1.2 No – 23 submitters chose this option

15.1.3 Not sure – 10 submitters chose this option

### **Officers’ comments**

15.2 Submitters are generally in support of the proposed future wetland development. Those objecting to the wetland include the landowners at 179 Māpua Drive (#34569: Mr Vermeer and #34596; Ms Drewery) who oppose the recognition of part of their land as ‘future wetland’. In particular, having the land classified in this way with no intention for the Council to act on acquiring the land for several years.

15.3 Concerns were also raised by submitters that stormwater treatment and wetland restoration cannot be effectively combined because natural wetlands serve different ecological functions than engineered stormwater detention basins. Concerns were also raised that the proposed recreational area – playing fields will create an environmental hazard to the wetland from pesticides, herbicides and fertilizers.

15.4 It is recommended that the wetland, detention and recreation area proposed in the Masterplan within 49 Stafford Drive is retained as a minimum to provide a valuable recreational, ecological and stormwater retention area for the Seaton Valley and the wider Māpua area.

15.5 The Council’s Community Infrastructure Department will work with the Council’s Environmental Science Ecologists to develop the recreation area and the wetland. Both teams have a common interest in providing and protecting ecological values including health of wetlands and waterways.

15.6 The development of this wetland cannot be achieved without the residential development of the surrounding land. This development will ultimately pay for most of the acquisition of land, and much of its development for detention. Officers consider that it would be a lost opportunity if this unproductive low-lying area cannot be utilised as an area of significant public open space, providing valuable ecological and recreational opportunities.

### ***Future detention and wetland at 179 Māpua Drive***

15.7 Regarding the portion of the future detention and wetland that is within 179 Māpua Drive (see Figure 31).



**Figure 31: Draft masterplan future detention and wetland extent within 179 Māpua Drive**

- 15.8 This land's inclusion maximises the advantages of the wider Seaton Valley basin (which is largely within 49 Stafford Drive). Including it (Option A) ensures a corridor to connect:
- stormwater runoff from the Māpua Drive/Higgs Road and Aranui Park catchments to the future detention and wetland in Seaton Valley (via a drain within 175 Mapua Drive); and
  - the future Seaton Valley sports grounds and wetland with the rest of Māpua via a walkway.
- 15.9 Excluding it (Option B) will compromise these functions, but there are alternatives. The Council would need to work with developers to increase detention in the Māpua Drive/Higgs Road and Aranui Park catchments. Active travel to and through the Seaton Valley detention and wetland will need to be from Stafford Drive and Seaton Valley Road.
- 15.10 Officers can also confirm that there would be sufficient detention capacity for Seaton Valley growth within the basin land at 49 Stafford Drive for the next 30 years, once work is completed. However, as rainfall intensity increases over the next 100 years, the Council may need to evaluate options to increase the storage capacity of the detention. Officers are confident there are feasible options for doing this, including upgrading within 49 Stafford Drive or expanding the land used for detention in the future.
- 15.11 The advantages of these options are finely balanced, when accounting for the additional cost of the land at 170 Māpua Drive. There is a total of \$9 million programmed in the LTP 2024 for the Seaton Valley detention land purchase and construction for stormwater. Option A will likely require additional budget, resulting in higher debt. Around 75% of the stormwater project costs are funded from development contributions.
- 15.12 Officers are also conscious of the imposition on the owners of 179 Māpua Drive. Consequently, if the Council wishes to progress with Option A, officers recommend it be on the basis that additional budget is provided for in 2025/2026. The total project costs will be reviewed as part of the LTP 2027.

- 15.13 The submitters #34569: Mr Vermeer and #34596; Ms Drewery have also sought a change to where the proposed walkway connects onto Māpua Drive. Officers support this should Council elect Option A. A change will not be needed should Council elect Option B as the walkway will no longer connect to Māpua Drive.

Location	Recommendation	Reasons
Seaton Valley future detention and wetland – 49 Stafford Drive	<i>Masterplan Maps</i> No change to reference to future stormwater detention and wetland.	Retain future wetland development and stormwater detention area in the plan as a valuable recreational, ecological and open space area for the community.
Seaton Valley future detention and wetland – 179 Māpua Drive	<p><b><u>Either</u></b></p> <p><b>Option A.</b></p> <p>Retain the portion of Seaton Valley future detention and wetland and walkway that sits within 179 Māpua Drive, shift the walkway alignment to connect with a drain through 175 Māpua Drive; and</p> <p>Recommends to Council that it approve capital expenditure budget of \$1 million in 2025/2026 for acquiring the Seaton Valley future detention and wetland that sits within 179 Māpua Drive</p> <p>OR</p> <p><b>Option B</b></p> <p>Agree to remove the portion of Seaton Valley future detention and wetland and walkway that sits within 179 Māpua Drive.</p>	<p>Officers prefer Option A but are conscious of the extra cost and impact on the owners of 179 Māpua Drive. The cost is likely to be circa \$1 million 80% development contributions funded. We recommend progressing this option quickly if is preferred by the Council.</p> <p>If that is not considered affordable in the short term, officers recommend Option B.</p>

#### **Question 16 – Catchment Management Plan (CMP)**

- 15.14 Submitters were asked ‘Do you agree with the Key Issues, Aspirations and Targets identified in the draft Catchment Management Plan (Appendix 7 of Supporting Document)?’:
- 15.14.1 Yes – 24 submitters chose this option
- 15.14.2 No – 5 submitters chose this option
- 15.14.3 Not sure – 0 submitters chose this option.

## **Officers' comments**

- 15.15 The relatively low numbers of respondents to this question reflect its more specific area of interest. A few submitters provided detailed comments. The key themes for these comments are summarised below, along with the officers' response:

### **Purchase of land and reestablishment of the natural wetland at Seaton Valley is supported but not necessarily the stormwater treatment from development**

- 15.16 This reflects a belief that the two functions cannot be combined. However, the large area of the main site (within 49 Stafford Drive) allows for both functions with good design. It is also important to note that the need for the site and development is fundamentally linked. Development will largely fund the acquisition of the site, and the restoration of wetlands is an advantage that can be leveraged from this. While restoring the wetland is seen as a positive outcome, it's important to clarify that natural wetland restoration would be funded through rates and/or community efforts, while the stormwater treatment areas would be funded mainly by development contributions. Some submitters may expect more natural wetland restoration than Council funding can realistically deliver.

### **Protection and enhancement of riparian areas is widely supported**

- 15.17 Staff note support and propose no change.

### **The inappropriateness of development in Seaton Valley**

- 15.18 A number of submitters felt that development in Seaton Valley is inappropriate. Their concerns were based on issues such as low projected population growth, the area's rural character, and a general resistance to urban sprawl. However, these are broader planning concerns and are not specific to the Catchment Management Plan itself. They are addressed elsewhere in the report.

### **Managing existing stormwater problems within the low-lying areas of Māpua**

- 15.19 Another concern raised was the lack of detail about how existing stormwater issues in low-lying parts of Māpua will be managed, particularly in the context of growth and infrastructure.
- 15.20 Māpua has a history of both nuisance flooding and coastal flooding. So far, investigations have not identified any large scale cost-effective solutions for existing problems. The Council does have funding available for minor stormwater improvements, along with a prioritisation process that helps determine where and how this funding is used. Some of these improvements may eventually be implemented in Māpua.
- 15.21 Staff are confident that the masterplan and CMP has identified the key projects needed to manage the impacts of growth, although these may need some adjustment depending on which option the Council elects to pursue in relation to 179 Mapu Drive (discussed above).
- 15.22 Coastal flooding, which typically occurs when storm surges coincide with high tides, falls outside the scope of the Catchment Management Plan. It will be addressed through the Natural Hazards Plan Change (PC85) and possibly through future updates to the Long-Term Plan and Coastal Asset Management Plan.

### **Weak commitment to stormwater quality treatment and other aspirations in the CMP**

- 15.23 Some submitters also felt that the plan does not go far enough in committing to stormwater quality improvements and environmental goals. The aspirations of this submitter are laudable, and the proposed wetland and detention at Seaton Valley is a major initiative that supports these aspirations. However, the Council must balance further action against affordability.



15.24 In addition, there is currently no requirement to fully embed Water Sensitive Design (WSD) principles into all planning. This gap is expected to be addressed through a new clause in the upcoming Māpua and other related Plan Changes, ahead of a more comprehensive rewrite of the TRMP.

#### Officers' recommendations

Issue	Recommendation	Reason
CMP WSD and Hazards coverage	No change.	The CMP complies with current legislation, consents and regulations. Further enhancements will be driven by new legislation/rules and will be pursued as funding allows.
Water sensitive Design (WSD) mandate within CMP/TRMP	Change CMP to acknowledge that the relationship between TRMP and Land Development Manual needs to be strengthened to give effect to WSD principles.	The lack of an absolute requirement to implement the WSD design requirements has hampered implementation in the past. The intention is to introduce provisions in PC86 to require implementation of WSD as documented in the NTLDM or further specified by government.

#### Question 17 – Catchment Management Plan

15.25 Submitters were asked '*Do you have any other comments on the draft Catchment Management Plan?*;

15.25.1 Yes – 21 submitters chose this option

15.25.2 No – 6 submitters chose this option

15.25.3 Not sure – 0 submitters chose this option

#### Officers' comments

15.26 A small number of, sometimes detailed, comments were made on the CMP with the following themes:

#### **Nomination of zoning, wetland, over private land where residents were upset with communications from Council, respecting their rights etc**

15.27 Further conversations have been held with some residents and adjustments to the area of the Seaton Valley Wetland are now recommended and other proposed changes are addressed elsewhere in this report.

#### **In-completeness of the CMP including current state and predicted future impacts, and modelling is a theme pursued by a few of the submissions**

15.28 The submitters have expectations of the content of the CMP that go beyond what the Council is required to do by consent or legislation, and that are also, to some degree, currently beyond its funding capacity. The CMP works within a framework of the TRMP, LTP and consenting processes and is not the sole means by which the Aspirations will be met. Apart from the reduced online accessibility (addressed below) the initial Māpua CMP is compatible with previous CMPs issued by Council and via the Masterplan process has had wider interaction with Ngā iwi and the community than previous plans. The CMP will be reviewed on a cyclic basis, as is happening for the Richmond CMP this year, and additional content will be provided with each update.

### **The change in presentation format from Story Maps and associated reduced accessibility compared to information presented in the Richmond and Motueka CMPs**

15.29 The Council shifted away from the previous StoryMaps format following criticism from the public and Councillors with the Motueka CMP StoryMaps format. However, officers accept the need to improve the online accessibility of the CMP and in particular the flood mapping and officers are exploring options. The final CMP will be accessible online.

### **Insufficient Modelling of flooding/sea level rise/vertical land movement hazards**

15.30 This concern is partly related to the presentation of the modelling information with the consultation documentation. Through the recently released Natural Hazards viewer and proposed future improvements in the online presentation of the model results, this concern will be addressed. Further modelling is also expected in the future in response to changing government requirements to;

1. Manage overland flowpaths,
2. Meet stormwater environmental standards and
3. Adapt to climate change.

### **Insufficient consideration of water sensitive design as a driving force for the planning of Māpua**


15.31 This concern is addressed in the previous section.

### **Officers' recommendations**

Issue	Recommendation	Reason
Online accessibility	No change to CMP	No change to CMP needed, but it will be converted into an online accessible format following adoption.
Modelling accessibility	Clarify wording in the CMP that extensive flood modelling has been undertaken and that this will be available on the Council's website.	The existing documentation within the Master Plan and CMP was not sufficiently clear in this regard.
Modelling updates, potentially including contaminant load modelling	No change to CMP	Government legislation is foreshadowed to create new requirements to:  1. Manage overland flowpaths,

		<p>2. Meet stormwater environmental standards and</p> <p>3. Adapt to climate change.</p> <p>If and when this is finalised, Council will need to run a programme of modelling updates and incorporate into future reviews of the CMP.</p>
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## **Action #2 – Tasman Resource Management Plan Stormwater Rules**

Principles achieved	No	Action	Area	Term	Implementation method
	2	Investigate strengthened stormwater rules requiring the adoption of Water Sensitive Design Principles for all new residential development in Māpua through a plan change.	Entire area	Short term	TDC Environmental Policy Department Funded Plan Change

### **Officers' comments**

- 15.32 Submitters supported this action, but concern was expressed that the masterplan does not clearly define how water sensitive design will be implemented in practice and submitter #34601 requests that wording should be changed to '*it is required to implement water sensitive design*'.
- 15.33 Action #2 includes strengthening rules around adopting water sensitive design principles for all new development. This would require an amendment to the TRMP and possibly the Nelson Tasman Land Development Manual.
- 15.34 The masterplan is a high-level document and the action to investigate is considered appropriate to indicate that further work will be undertaken to determine appropriate measures to incorporate water sensitive design principles. It is recommended that this action be retained.

### **Officers' recommendations**

15.35 Officers' recommend the following:

Location	Recommendation	Reason
Entire area	<p><i>Action Plan</i></p> <p>No change to Actions #2</p>	The masterplan is a high-level document. Instead, Water Sensitive Design is to be incorporated into subsequent Plan Change

## **16. Financial or Budgetary Implications / Ngā Ritenga ā-Pūtea**

- 16.1 Work on the masterplan is included as part of the Environmental Policy and Strategic Policy work programmes. No new budget is required. Most actions proposed in the masterplan are either funded by department funding, development contributions or through funds factored into the Council's LTP. Officers have identified a potential need to increase the budget for the Seaton Valley Detention Wetland and include part of this budget in 2025/2026, depending on which option the Council

chooses in relation to 179 Māpua Drive. Some refinements to projects in the LTP 2024 may be needed as part of the normal review cycle associated with LTPs.

## 17. Options / Kōwhiringa

17.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Accept officers' recommendations to matters raised in the submissions.	Officers', including subject matter experts, have considered the submissions and have made recommendations on changes to make to the masterplan.	Some submitters may still feel that their concerns have not been addressed.
2.	Makes changes to the officers' recommendations on the matters raised in submissions.	Elected members demonstrate they have exercised their governance responsibilities by critically assessing officers' recommendations.  Other advantages will depend on the changes the Council makes.	Some submitters may still feel that their concerns have not been addressed.  The disadvantages will depend on the changes the Council makes.
3	Do not make any changes to the Draft Māpua Masterplan.	Administrative ease.	The views of submitters following consultation will not have been adequately addressed.

17.2 Option 1 is recommended. Where the committee seek potential changes to the recommendations, officers will seek to provide advice on these at the meeting.

## 18. Legal / Ngā ture

- 18.1 At the Council meeting on 24 October 2024 the Council adopted the Draft Māpua Masterplan for consultation.
- 18.2 Public consultation on the Draft Māpua Masterplan was carried out using a similar process to the Local Government Act 2002 Special Consultative Procedure involving submissions, hearings and deliberations.
- 18.3 If the masterplan is not adopted there is a high risk that the project timeframes may be extended into 2026 due to the Local Government Elections which commence in late 2025. This would significantly delay the project and the Council's policy work programme.
- 18.4 There is a risk that the Council's consultation processes might be challenged. The process so far to develop the masterplan has been thorough and has included:
- extensive early consultation processes involving community open days and individual meetings as requested;

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- providing an extended consultation period of three and half months on the draft masterplan;
- ensuring people that may have an interest have, and are kept informed through a variety of communication channels;
- providing several different ways for people to make submissions;
- providing communications technology that enables people to present their submissions to hearings remotely;
- the development and release of a Māpua Masterplan Supporting Information Document to assist the community with making submissions on the masterplan; and
- the Strategy and Policy Committee members considering submissions on the masterplan with an open mind before making decisions.

## **19. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori**

- 19.1 Ngā iwi were provided a copy of the masterplan documentation (20 September 2024) including the supporting document to provide comment on prior to community consultation. At this time, Nga iwi were also advised of the dates and timeframe for public submissions.
- 19.2 No comments were received on the draft documentation.
- 19.3 Te Rūnanga o Ngāti Rāua (#34693) submitted on the masterplan.

## **20. Significance and Engagement / Hiranga me te Whakawhitiwhiti ā-Hapori Whānui**

- 20.1 At the Council meeting on 24 October 2024, it was determined that the Masterplan would be of high interest to the general public, especially people living or owning property within Māpua.
- 20.2 The decision for the Committee to consider in this report is whether to make any changes to the Draft Māpua Masterplan as a result of public feedback.
- 20.3 These decisions may be of higher significance to some members of the community and moderately significant to the general public. However, the decisions have been consulted on through an appropriate process and the deliberations at this meeting are in response to that consultation. The changes recommended by officers are not a substantial departure from what was consulted on. Where there is a departure from what was consulted on as a result of a recommendation made in a submission, the landowner or adjoining landowners have been consulted via letter to seek their feedback. Any feedback has been documented in this report.
- 20.4 Staff consider that the Committee can make the amendments without further consultation.

	<b>Issue</b>	<b>Level of Significance</b>	<b>Explanation of Assessment</b>
1.	Is there a high level of public interest, or is decision likely to be controversial?	High	The early engagement and consultation attracted a significant number of responses from the community. There are some highly contested areas where community division on the best way to proceed has been identified.



	Issue	Level of Significance	Explanation of Assessment
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Moderate	The masterplan provides strategic direction on how Māpua will grow and develop over the next 30 years. The direction is considered to positively impact social, economic, environmental and cultural wellbeing for the present and future communities of Māpua. There are however elements of the plan which may be considered by some to negatively impact community well-being as land is rezoned to accommodate residential growth.
3.	Is there a significant impact arising from duration of the effects from the decision?	Yes	The final plan will shape the future development of Māpua and the Council's investment in this area.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	No	
5.	Does the decision create a substantial change in the level of service provided by Council?	No	
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Yes	The masterplan proposes a change in zoning of Council owned land.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	No	
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater or particular consideration of current legislation relating to water supply,	No	

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	Issue	Level of Significance	Explanation of Assessment
	wastewater and stormwater infrastructure and services?		

## 21. Communication / Whakawhitiwhiti Kōrero

- 21.1 Public communication and consultation on the masterplan was undertaken using a similar process to the LGA special consultative procedure. The community consultation process utilised a range of methods to inform and engage with the public, including various media channels, pamphlet distribution and public information sessions.
- 21.2 Communications for the Māpua Masterplan Project has included the Council's range of media channels including Newsline, social media and the dedicated Māpua Masterplan Shape Tasman website. The Shape Tasman website has been used as the platform for providing information on the project and for directing the community to the Council's submissions tool for submissions.
- 21.3 The Māpua, Richmond and Motueka Libraries, and Richmond Service Centre displayed information about the masterplan including hard copies of the masterplan.
- 21.4 Information pamphlets were distributed to households in the Māpua urban area advising people of the consultation, the opportunity to submit on the masterplan and the process for submitting. Targeted landowner letters were sent to all landowners with land affected by a proposal in the masterplan.
- 21.5 The masterplan submission form included specific questions relating to the masterplan and included a requirement for names and addresses to be provided. A demographic question was also included to help understand who in the community is participating in consultation.
- 21.6 Individual landowner letters were sent to all adjoining residents seeking feedback where submissions recommended changes that were not signalled through the masterplan, for example from Standard Residential to Medium Density Residential.

## 22. Risks / Ngā Tūraru

- 22.1 Failing to progress with the masterplan review will delay the process and create a risk to the policy work programme and the ability of Council to meet its requirements under the NPS-UD where sufficiently zoned land must be provided.
- 22.2 Not adopting a masterplan will mean the status quo will continue. This is likely to include development that does not meet the needs or desires of the Māpua community.

## 23. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

- 23.1 The masterplan aligns with the Council's and Government's plans, policies and legal obligations relating to climate change, specifically the Tasman Climate Response Strategy and Action Plan (TCRSAP). It relates to TCRSAP goal/s to mitigate and adapt to climate change, particularly in supporting intensification of housing so that more people can live close to urban centres, and through identifying residential growth outside of areas subject to future inundation. The masterplan supports active transport and reductions in vehicle use through improving walking and cycling connections and providing additional business land in Māpua.

## 24. Alignment with Policy and Strategic Plans / Te Hangai ki ngā aupapa Here me ngā Mahere Rautaki Tūraru

24.1 The masterplan assists in implementing the FDS and assists the Council in meeting its obligations under the NPS-UD. The development of the Stormwater Catchment Management Plan also assists the Council in meeting its requirement under the Council's Urban Stormwater Discharge Resource Consent, which was granted in May 2021.

## 25. Conclusion / Kupu Whakatepe

25.1 The masterplan aims to provide a 30 year strategic vision for Māpua.











25.2 The development of the masterplan has involved two years of engagement with the community, including formal consultation on a draft masterplan. Officers recommend retaining most of the draft masterplan, although several changes are proposed in response to submissions.

25.3 Officers will incorporate the changes that the Committee request and, if the Committee recommends, prepare the final Māpua Masterplan for adoption by the Council.

## 26. Next Steps and Timeline / Ngā Mahi Whai Ake

Process
<b>5 June 2025</b> - The Masterplan Deliberation Report is presented to the Council with recommendations.
Final Māpua Masterplan presented to the Council and approved for adoption.
Public notice in Newsline and on the Council's website advising that the Māpua Masterplan has been adopted.
Preparation of Māpua Plan Change 86 for notification in 2025

## 27. Attachments / Tuhinga tāpiri

1. <a href="#"></a>	Table 1 Mapping Changes recommended by staff	93
2. <a href="#"></a>	Table 2 Action Plan Changes and Staff recommendations - Deliberations Report	98
3. <a href="#"></a>	2024-2025 Tasman Carpark Survey	114
4. <a href="#"></a>	Network Tasman email 28 March 2025	166
5. <a href="#"></a>	Information requests from Committee during submission hearing	168
6. <a href="#"></a>	Summary of HBA Final 2024-06-12	179
7. <a href="#"></a>	Coastal Inundation	184
8. <a href="#"></a>	Adjoining Landowner Feedback Combined	201
9. <a href="#"></a>	Geotech Commercial viability	210
10. <a href="#"></a>	Table 3 Catchment Management Plan recommendations	215

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Table 1: Māpua Masterplan Mapping Changes in response to submissions

Location	Proposed Map Change	Reason For Change
<b>Waterfront Area</b>		
<b>6,8,10,12,14,16 Tahi Street – Kite Park</b>	Add 'Future Recreation Zone'.	Provides clarity on proposed zone change. This is required as it would not be appropriate to retain the areas zone as Residential when it is proposed to be used for open space and recreation use.
<b>6,8,10,12,14,16 Tahi Street – Kite Park</b>	Amend to 'Future Park'.	Support future use of Kite Park as a park for public open space and recreation. This change is recommended to provide clarity as the area would be a park as defined under the Local Government Act.
<b>Higgs Road Area</b>		
<b>Higgs Road Greenfield Land – 29 Jessie Street 86 and 120 Higgs Road</b>	Amend to 'Future Mixed Standard and Medium Density Housing'.	Recommend removing the finer detail of the densities until an Outline Development Plan is prepared for the greenfield area which includes more detail around policy provisions, and the location of indicative reserves, roads and walkways.
<b>Higgs Road Greenfield Land –</b>	Add notation 'Outline Development Plan to be developed of the Higgs Road Greenfield Land in consultation with landowners'.	As above – It is important that this plan is developed in consultation with landowners.

Location	Proposed Map Change	Reason For Change
<b>29 Jessie Street</b> <b>86 and 120 Higgs Road</b>		
<b>35 Higgs Road</b>	Amend to identify 35 Higgs Road as 'Future Medium Density Housing'.	Considered an appropriate location for higher density residential development.
<b>86 Higgs Road</b>	Remove 'Future Commercial' from 86 Higgs Road and add 'Future Mixed Standard and Medium Density Housing'.	A TRMP consenting pathway exists for any anticipated commercial and community activities within the Residential Zone. Additionally, it is considered that there is sufficient provision in the Masterplan of commercial land elsewhere within Mapua.
<b>166 Māpua Drive</b>	Add 'Future Medium Density Housing'.	The recommendation to include it as Medium Density Housing is supported and would align well with the adjoining proposed future commercial use and residential housing.
<b>Seaton Valley Road</b>		
<b>Seaton Valley Greenfield Land - 59, 69, 71, 75, 97, 107, 109, 113, 120, 122, 125, 129, 131, 132,</b>	Amend to 'Future Mixed Standard and Medium Density Housing'.	Recommend removing the finer detail of the densities until an Outline Development Plan is prepared for the greenfield area which includes more detail around policy provisions, and the location of indicative reserves, roads and walkways.








<b>140, 154, 156, 164, Seaton Valley, 49 Stafford Drive</b>		
<b>Seaton Valley – 59, 69, 71, 75, 97, 107, 109, 113, 120, 122, 125, 129, 131, 132, 140, 154, 156, 164, Seaton Valley, 49 Stafford Drive</b>	Add notation 'Outline Development Plan to be developed of the Seaton Valley Road Greenfield Land in consultation with landowners'.	This change is recommended as the finer details around the appropriate residential density mix can be determined with supporting policy through the development of an Outline Development Plan which would provide more clarity to the community who are currently mixed in their views on the residential mix partially due to a lack of policy detail. Consultation on the Outline Development Plan would occur through the Schedule 1 RMA plan change process. It is important that this plan is developed in consultation with landowners.
<b>49 Stafford Drive</b>	Amend the 'Future Medium Density' to Future Standard and Medium Density' and reduce the extent of the area.	Align the mapping more closely with inundation maps.
<b>12 and 20 Seaton Valley Road</b>	Remove 'Future Commercial'.	More suitable commercial land has been identified.

<b>12 Seaton Valley Road</b>	Remove 'Future Reserve' from 12 and 20 Seaton Valley Road and Add 'Significant Vegetation'.	Change recommended to provide clarity.
<b>Theme 1 – Housing and Business</b>		
<b>109 and 119 Aranui Road</b>	Add 'Future Medium Density Housing'.	Suitable change with further investigation required at the plan change phase.
<b>107a/b Aranui Road</b>	Add 'Future Rural Residential Housing'.	The land is currently recognised as Residential with a deferred status however the land contains a large wetland area and the land area is limited in its ability to support further residential development.
<b>18 Stafford Drive</b>	Add as 'Future Light Industrial'.	To provide more clarity through the Masterplan.
<b>29 and 53 Seaton Valley Road</b>	Add as 'Future Standard Density Housing'.	To provide more clarity through the Masterplan.
<b>0 Seaton Valley Road</b>	Add as 'Utility Reserve'.	To align with current use as a stormwater detention basin.
<b>57, 59 and 69 Stafford Drive</b>	Add as 'Future Rural Residential Housing'.	To provide more clarity through the Masterplan.
<b>152 Māpua Drive</b>	Add 'Future Commercial' Note pending further assessment and landowner consultation through a plan change process.	To provide more clarity through the Masterplan.

<b>5 Seaton Valley Road</b>	Add 'Network Utility'.	To provide more clarity through the Masterplan.
<b>Heritage, Open Space and Community Facilities</b>		
<b>53 Seaton Valley Road</b>	Amend location of 'Future Reserve' to fall entirely within 53 Seaton Valley Road.	Logical to make changes to align with property boundaries and the active resource consent application (RM240349).
<b>59 Seaton Valley Road</b>	Amend and align the 'Future Walking/Cycling Link' along the boundary of 59 Seaton Valley Road rather than cutting through a portion of it.	Logical change.
<b>Waimea Inlet</b>	Add labels of significant bird habitat at the Māpua Embankment and Shell Bank.	Recognised that this addition will provide greater public awareness of significant bird species habitat.
<b>Theme 3 – Movement</b>		
<b>71 and 75 Seaton Valley Road</b>	Add 'Future Walking/Cycling Link'.	Already identified in the TRMP.

Table 2: Masterplan Masterplan **Action Plan** Changes in response to submissions




~~Red~~ – Removed; Green – new wording





Principles Achieved	No	Action	Area	Proposed Change	Reason for Change
    	1	<p>Develop plan change(s) to the TRMP to introduce new zones and rules for identified areas that are currently zoned residential, rural residential or rural 1 deferred residential; and strengthen the natural hazards policy framework. The changes will be guided by the final Masterplan.</p> <p>This would include:</p> <ul style="list-style-type: none"> <li>○ Rezoning identified areas</li> <li>○ Provide policy direction relating to density, open space, infrastructure corridors and active recreational links and other requirements through an Outline Development Plan</li> <li>○ Higgs Road Greenfield Land - Identification of</li> </ul>	Entire Area	<p>Develop plan change(s) to the TRMP to introduce new zones and rules for identified areas <del>that are currently zoned residential, rural residential or rural 1 deferred residential</del>; and strengthen the natural hazards policy framework. The changes will be guided by the final Masterplan.</p> <p>This would include:</p> <ul style="list-style-type: none"> <li>○ Rezoning identified areas</li> <li>○ Provide policy direction relating to density, open space, infrastructure corridors and active recreational links and other requirements through a Higgs</li> </ul>	Provide more clarity in the Masterplan. Noting that any plan change will involve public consultation as part of the Schedule 1 RMA plan change process.








Principles Achieved	No	Action	Area	Proposed Change	Reason for Change
		<p>indicative walkway/ cycleway connections, roads and reserves including the removal of the existing TRMP indicative road connection between Aranui Road and Jessie Street- Replace with an indicative walkway/ cycleway connection</p> <ul style="list-style-type: none"> <li>○ Seaton Valley Greenfield Land – Identification of indicative walkway/cycleway connections, roads and reserves prioritising linkages to existing connections and reserves</li> <li>○ Enabling intensification within residential areas that are climate resilient</li> </ul>		<p>Road Greenfield Land and a Seaton Valley Greenfield Land Outline Development Plan</p> <p><del>○ Higgs Road Greenfield Land – Identification of indicative walkway/ cycleway connections, roads and reserves including the removal of the existing TRMP indicative road connection between Aranui Road and Jessie Street- Replace with an indicative walkway/ cycleway connection</del></p> <ul style="list-style-type: none"> <li>○ Seaton Valley Greenfield Land</li> </ul>	







Principles Achieved	No	Action	Area	Proposed Change	Reason for Change
		<ul style="list-style-type: none"> <li>○ Requirements to promote high quality design – Specific Māpua Design Guide</li> <li>○ Strengthen the natural hazards policy framework, which would update a number of settlement-specific policies, rules, and ‘Coastal Risk Area’ overlay and ensure Māpua is resilient to natural hazards and adapts to climate change effects over the longer term</li> </ul>		<p><del>–Identification of indicative walkway/cycleway connections, roads and reserves prioritising linkages to existing connections and reserves</del></p> <ul style="list-style-type: none"> <li>○ Enabling intensification within residential areas that are climate resilient</li> <li>○ Requirements to promote high quality design – Specific Māpua Design Guide</li> <li>○ Strengthen the natural hazards policy framework, which would update a number of settlement-specific policies,</li> </ul>	






Principles Achieved	No	Action	Area	Proposed Change	Reason for Change
				rules, and 'Coastal Risk Area' overlay and ensure Māpua is resilient to natural hazards and adapts to climate change effects over the longer term	
	2	Investigate strengthened stormwater rules requiring the adoption of Water Sensitive Design Principles for all new residential development in Māpua through a plan change.	Entire Area	No change	Retain
	3	Investigate extending the TRMP Māpua Cultural Heritage Precinct through a plan change. Investigate amending rules to provide a higher level of protection of cultural values.	Entire Area	No change	Retain
	4	Ensure that infrastructure planning is carried out and funding allocated to support residential and business development in identified areas.	Entire Area	No change	Request for more infrastructure information. Inclusion of additional infrastructure information in the Deliberation Report.






Principles Achieved	No	Action	Area	Proposed Change	Reason for Change
		Tasman's Long Term Plan includes a range of capital infrastructure projects to support residential and business development in identified growth (FDS) areas. These includes roading improvements to Seaton Valley Road, water and wastewater network upgrades /extensions, the Seaton Valley stormwater facility, and some specific wastewater upgrades related to pump stations.			
	5	Create a recreational connection from Stafford Drive to upper Seaton Valley Stream, opportunity to provide with the development of 49 Stafford Drive	Stafford Drive to Seaton Valley	No change	Retain
	6	Continue connection linkages along Seaton Valley Stream Trail. Install a boardwalk from the causeway to Moreland Park and extend access in consultation with private landowners.	Estuary	No change	Retain
	7	Establish a recreational pathway loop in the Seaton Valley Area. Negotiate access through 101 Dawson Road to connect to indicative reserve at 71 Seaton Valley.	Seaton Valley	No change	Retain









Principles Achieved	No	Action	Area	Proposed Change	Reason for Change
	8	Investigate through the parking strategy review installing paid parking near waterfront area.	Waterfront	No change	Retain
	9	Continuation of the Langford Drive/ Aranui Road walkway to connect to Higgs Road - Extending the connection relies on the subdivision of 35 Higgs Road and consultation with relevant landowners.	Higgs Road	No change	Retain
 	10	49 Stafford Drive – Develop an area adjoining Seaton Valley Road into a recreation area with supporting facilities.	Seaton Valley Stafford Drive	No change	Retain
  	11	Seaton Valley Wetland and Stream restoration. Facilitate the council purchase of portions of 49 Stafford Drive and surrounding area and develop as managed stormwater wetland utilising for recreational, ecological and stormwater purposes.	Seaton Valley	No change	Retain





Principles Achieved	No	Action	Area	Proposed Change	Reason for Change
	12	The Nelson Tasman Speed Management Plan 2024-2034 was adopted on the 23 July 2024. Any changes to speed limits on Council managed roads will be undertaken following certification from the New Zealand Transport Agency (Waka Kotahi).	Entire Area	Amend wording:  Changes to speed limits to be consulted on and implemented in accordance with the Setting of Speed Limits Rule 2024.	The 2024 Setting of Speed Limits Rule has changed the process for setting speed limits.
  	13	Formalise part of the land known by Māpua locals as 'Kite Park' as open space. This consists of council owned land (6, 8, 10, 12, 14, 16 Tahi Street) as open space. Undertake a partial review of the Mouere-Waimea Ward Reserve Management Plan (s5.7.29) to include these land parcels within the Māpua Waterfront Park and outline appropriate activities for the new area of the reserve. Investigate inclusion of signage for this area.	Waterfront	Amend wording;  Formalise part of the land known by Māpua locals as 'Kite Park' (land parcels 6, 8, 10, 12, 14, 16 Tahi Street) as areas of open space. <del>This consists of council owned land as open space.</del> Undertake a partial review of the Mouere-Waimea Ward Reserve Management Plan (s5.7.29) to include these land parcels within the <del>Māpua Waterfront Park Plan</del> and outline appropriate activities for the <del>new area of the reserve area</del> . Investigate inclusion of signage for this area and whether it is appropriate to include it within Māpua Waterfront Park.	Amendment to provide more clarity.








Principles Achieved	No	Action	Area	Proposed Change	Reason for Change
	14	Investigate options for creating a safe walking/ cycling corridor from Seaton Valley to Māpua School.	Māpua Drive	No change	Retain
	15	During the summer period undertake parking surveys to understand parking at the wharf during the peak period of summer.	Waterfront	Remove action <del>During the summer period undertake parking surveys to understand parking at the wharf during the peak period of summer.</del>	The Tasman Carpark Survey 2024-2025 concluded that Mapua's parking met the Long-Term Plan goals for both occupancy and compliance.
	16	Formalised parking on Aranui Road fronting Aranui Park.	Aranui Road	No change	Retain
	17	Continue to fund and carry out annual pipe renewal programmes and look for opportunities to increase capacity in key areas.	Entire Area	No change	Retain
	18	Grossi Point - Develop a Cultural Heritage Management Plan to identified management requirements for the reserve.	Grossi Point	No change	Retain






Principles Achieved	No	Action	Area	Proposed Change	Reason for Change
					
	19	In partnership with ngā iwi, Installation of pou in relevant locations.	Mapua	No change	Retain
	20	In partnership with ngā iwi and the community develop information panels and install at the waterfront and Grossi Point. Panels to incorporate both European and Māori history.	Waterfront Grossi Point	No change	Retain
	21	In partnership with ngā iwi develop a neighbourhood park with cultural information boards in recognition of the historical pa site and other areas of cultural value within the broad area around 49 Stafford Drive. This will occur following development of 49 Stafford Drive.	Seaton Valley	No change	Retain
	22	Implement the Catchment Management Plan	Entire Area	Reword to clarify the requirements for Water Sensitive Design and the existing stormwater and coastal	Provide better clarity of current and proposed future positions.



Principles Achieved	No	Action	Area	Proposed Change	Reason for Change
				inundation flooding information that is already available	
  	23	New wastewater pump station and rising main in Seaton Valley Road and upgrade the Ruby Bay/ Stafford Drive pumpstation to mitigate overflows. These infrastructure projects have been included as part of the capital infrastructure programme with funding identified in the Long Term Plan.	Seaton Valley/ Stafford and Māpua Drive	No change	Retain
 	24	To mitigate wastewater overflows, 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.	Entire Area	No change	Retain
 	25	Investigate stormwater improvement project - 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.	Seawall	No change	Retain

Principles Achieved	No	Action	Area	Proposed Change	Reason for Change
	26	Identification of potential retrofit sites in Māpua - 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).	Entire Area	No change	Retain
 	27	Investigate measures to 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.	Entire Area	No change	Retain
	28	Aranui Road – Māpua School Walkway Reserve; work together with Māpua School to investigate the possibility of securing an easement over the strip of school land to ensure the existing linkage between Aranui Road- Māpua School Reserve and Old Mill	Aranui Road	No change	Retain

Principles Achieved	No	Action	Area	Proposed Change	Reason for Change
		Walkway Reserve is protected in the future.			
 	29	Catherine Road Recreation Reserve – construct a playground and install a picnic table. Council staff are working with the landowners of 53 Seaton Valley Road (via a subdivision consent application) to expand the size of this reserve and provide a recreational linkage to Seaton Valley Road Reserve when the surrounding area is subdivided.	Seaton Valley	No change	Retain
 	30	Aranui Road Esplanade Reserve – Continue to work with adjoining property owners to secure easements across the private right-of-ways at either end of the reserve and improve reserve standard via revegetation and fencing.	Aranui Road	No change	Retain
	31	Aranui Road to Langford Drive Walkway Reserve – extend the gravel path connection and install a footbridge across the stream mouth- to Tahī Esplanade.	Estuary	No change	Retain



Principles Achieved	No	Action	Area	Proposed Change	Reason for Change
	32	Māpua Recreation Reserve - To reduce flooding impacts on the sports fields and skatepark area install a drain from the southern to northern end of the reserve discharging into the Morley Drain Reserve.	Māpua Reserve	No change	Retain
	33	Māpua Recreation Reserve – upgrade interior of the public toilets and enhance their accessibility.	Māpua Reserve	No change	Retain
	34	Council to investigate lighting requirements around the wharf, Toru and Tahi Street and Māpua Drive.	Entire Area	No change	Retain
 	35	Māpua Recreation Reserve – Work with the Māpua community to prepare a development plan for the northern end of Māpua Recreation Reserve, incorporating multiple uses. Ensure that development of the area provides for stormwater from the southern part of Māpua Recreation Reserve to be directed north into the Morley Drain Reserve.	Māpua Reserve	No change	Retain

Principles Achieved	No	Action	Area	Proposed Change	Reason for Change
	36	Investigate through a plan change the requirement for a condition of consent, restricting ownership of cats for properties adjoining the proposed new wetland area at Seaton Valley.	Seaton Valley	No change	Retain
	37	Investigate the development of policy provisions for new developments which incentivise the protection of existing native vegetation, the planting of specimen trees and increasing green cover.	Entire Area	No change	Retain
		NA - New	Entire Area	Include new action; <i>Investigate amending the policy framework of the TRMP to include a new 'emergency service facilities' definition and enabling provisions for new emergency service facilities. This would require a TRMP plan change and would be a change that effects the entire District.</i>	Proposed action to support FENZ in the development of new facilities once land is secured
		NA - New	Seawall	Include new action; <i>Investigate through consultation with landowners</i>	Staff support facilitating the creation of walking and cycling tracks

Principles Achieved	No	Action	Area	Proposed Change	Reason for Change
				<i>extending the walking track from Māpua School along the seawall through to the Leisure Park</i>	
		NA - New	Inlet/ Causeway	Include new action; <i>To protect the habitat of significant bird species, remove the doggy dispenser on the Causeway</i>	Staff support protecting habitats for threatened bird species and providing appropriate walking tracks for dog walkers
		NA - New	Inlet/ Causeway	Include new action: <i>To protect the habitat of significant bird species, undertake consultation with the landowner of 33 Toru Street to investigate the feasibility of creating a walking track around the boundary of the camping ground to the Controlled Dog Exercise Area</i>	Staff support protecting habitats for threatened bird species and providing appropriate walking tracks for dog walkers
		NA - New	Higgs Road	Include a new action: <i>Through a plan change process propose relevant changes to the zones of all deferred land in Māpua</i>	To provide more clarity of future land uses through the Masterplan.

Principles Achieved	No	Action	Area	Proposed Change	Reason for Change
		NA - New	SH60/ Māpua Drive	<p><i>Include a new action:</i></p> <p>Work with NZTA Waka Kotahi to identify and implement upgrade(s) to the SH60 / Māpua Drive Intersection.</p>	<p>Discussions are currently being undertaken with NZTA Waka Kotahi around the SH60 and Māpua Drive intersection. No further roundabouts are considered appropriate at this time.</p> <p>Upgrades to other intersections, such as the Seaton Valley Road, Māpua Drive intersection are in scope of the proposed upgrades to those roads.</p>

# Tasman Carpark Survey

2024-2025

Report prepared by Ellen Hammond  
and Cameron McKenzie





## 1. Summary

The 2024-2025 Tasman Parking survey aimed to determine if carparking in Tasman District is meeting targets outlined in the council's 2018-2038 carparking strategy. Data was collected in December 2024. Surveyors walked pre-determined loops every 30 minutes between 9.00 am and 3.30 pm and recorded the number of cars in each location. 10% of parks were randomly selected and numberplates recorded to determine average duration of stay.

**Richmond's** overall total carpark occupancy remained below 80%. Restricted parks were 80% or below throughout the day, meeting the Council's goal of being below 90% occupancy. Unrestricted parks were very full, constantly exceeding 90% occupancy during the survey period. Compliance across all car parks was 93%, a decrease from 96% in the 2023-2024 survey. Compliance in Council owned car parks was 87%, below the 90% goal. Parks can easily be found within a ten-minute walk from the central business district (CBD). Richmond had a ten park decrease in carparks since 2023-2024.

**Motueka's** overall occupancy peaked at 72% at 11.00 am. Restricted occupancy peaked at 85%, meeting the below 90% aim. The unrestricted occupancy fluctuated between 77% and 96%. Motueka also met the goals of time limit compliance above 90% and free unrestricted parks within a ten-minute walk from the CBD. Most locations in Motueka have decreased in occupancy since 2023-2024.

**Māpua** had a low total occupancy rate of between 38% and 55%. Māpua also met the restricted parking goal with occupancy peaking at 60%. Unrestricted parking got to 55% occupancy. The compliance in Māpua was 93% a significant increase from 50% in the 2023-2024 survey.

**Tākaka's** overall occupancy peaked at 66% around the middle of the day. Restricted parking occupancy reaches 88%, still below the 90% limit. Compliance in Tākaka was 87%, not meeting the Council's goals. However, compliance has still improved from 79% in 2023-2024.

**Pōhara** had a maximum total occupancy of 20%. Restricted parking reached 50% and unrestricted reached 17%. Pōhara had a 100% compliance rate.

**Commented [EH1]:** Want to colour these ones like the conclusion?





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### 3. Introduction

An annual parking survey is performed by the Tasman District Council to determine if the current parking in the District is meeting the targets outlined in the 2018-2038 carparking strategy. As outlined in the strategy, the Tasman District Council aims to keep time restricted parking at less than 90% occupancy, which is deemed effectively full.

The other targets set by Council in the 2018-2038 car parking strategy are to keep parking compliance at 90% and to have all day parking accessible within a ten-minute walk from the town centres.

The 2024/2025 survey follows previous years surveying Richmond, Māpua, Motueka and Tākaka. Pōhara was added in 2023/2024 after the removal of car parks to make room for a cycle path. Pōhara was surveyed again this year to ensure it was still meeting the targets. The collected data was added to past data in order to analyse parking trends.



## 4. Methodology

Before collecting data, Prechecks were completed to confirm the location and restrictions on all carparks involved in the survey. Carparks on private land were generally excluded, unless they were proportionally large enough to have a significant impact on the occupancy of Council owned carparks. The main example being the mall carpark, which holds over 48% of Richmond's carpark capacity, and therefore plays a significant role in the general occupancy of carparks in Richmond.

Carparks were mapped, labelled with the correct restrictions and then numbered. These maps were used to randomly select carparks for data collection, and then identify the carparks while surveying.

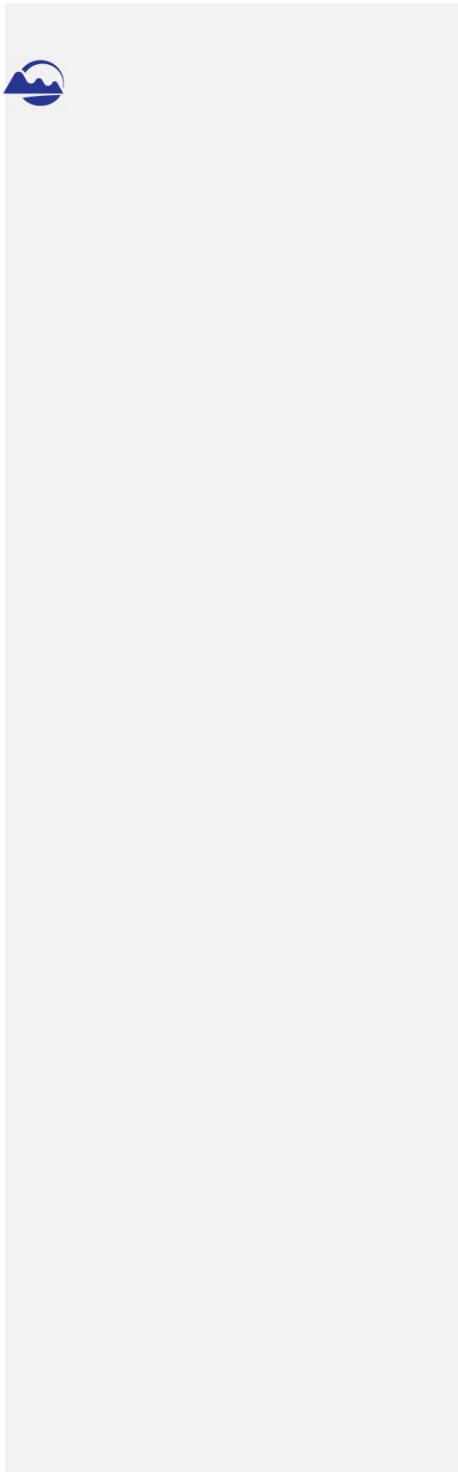
Data collection was done in 30-minute loops over a seven hour period (first loop started 9.00 am, last loop at started 3.30 pm) in accordance with previous years' surveys. Each loop was completed in the same direction, to ensure the time gap between the recordings of individual carparks was close to 30 minutes each time.

To get a representative picture of the occupancy and average durations of stay, it was determined all carparks should be counted for occupancy and 10% of carparks should be randomly pre-selected and have the first three letters of occupant's number plates recorded on each loop.

Richmond was surveyed on the first week of December. The Mall carpark was done using 1 loop on the 2<sup>nd</sup> of December, and required two people (one to count occupancy and one to record numberplates). All other loops were completed on the 3<sup>rd</sup> and 4<sup>th</sup> of December as shown below. Each loop only required one person to do both tasks and included multiple roads/smaller carparks.

Richmond (3 <sup>rd</sup> December)	Richmond (4 <sup>th</sup> December)
Warring Carpark	Oxford Street
Cambridge Street	Washbourn Carpark
Papps Carpark	Wensley Road
Library Carpark	Queen Street

Sundial Square Carpark	Salisbury Road
Small Mall Carpark	
McGlashen Avenue	
Talbot Street	





Motueka, Tākaka, and Māpua were surveyed on the second week of December, (11<sup>th</sup>, 12<sup>th</sup> and 13<sup>th</sup> respectively). Each town's CBD was split into two loops to make them walkable in 30 minutes.

Motueka (11 <sup>th</sup> December)	Tākaka (12 <sup>th</sup> December)	Māpua (13 <sup>th</sup> December)
High Street (North)	Willow Street Carpark	Aranui Road (North of Toru St)
Pah Street	Motupipi Street	The Village Carpark
Greenwood Street	Motupipi Carpark	Community Hall Carpark
Decks Reserve Carpark		
Salvation Army Carpark		
High Street (South)	Commercial Street	Aranui Road (South of Toru St)
Wallace Street	Work Centre Carpark	
Tudor Street	Reilly Street	Tahi Street
Hickmott Carpark	Library Carpark	Tahi Street Carpark
TDC Carpark	Junction Street	Iwa Street

Pōhara was surveyed on the 17<sup>th</sup> of December using a single route

The other aim of this survey was to find the expected walking distance, and therefore time, between carparks in residential streets and the CBD. Council goals indicate that all day parking must be within a ten-minute walk of the CBD. To determine whether this metric is being met, the distance between the ends of parked car rows and the CBD was measured to then be compared to the goal distances. Surveying was done on around midday on the 6<sup>th</sup> of December for Richmond and the 20<sup>th</sup> of December for Motueka.





## 5. Results and Analysis

### 5.1 Richmond

Richmond was surveyed between the 2<sup>nd</sup> and 4<sup>th</sup> of December. A notable change to parking in the area was the removal of car parks on south Oxford Street and south Salisbury Road as highlighted in orange below. The removal was due to the addition of new cycle lanes.



Figure 1. Area Covered in the Richmond Carpark Survey.

#### 5.1.1 Carpark Occupancy

On street carparking saw no noticeable trend in occupancy between streets. Figure 2 shows the occupancy of on street car parks throughout the day, with all occupancies seeming to rise and fall at random. Oxford Street had consistently high occupancies, whereas most car parks randomly fluctuated between 30%-90% occupancy. The other notable exception to this was Salisbury Road, which fluctuated between 0%-100% as it only has two car parks after the addition of bike lanes.

Figure 3 shows the occupancy of off-street car parks throughout the day. Off-street carparking showed a more consistent trend of an increase between 9.00 am and 10.00 am and a slow overall decrease from midday onwards. Once again, the smaller car parks, Sundial



Square and Washbourn, had the greatest fluctuations in occupancy due to their smaller size. The Mall carpark had the outlying occupancy trend with a much slower increase to peak occupancy, at 11:30 am compared to 10:00 am for most other car parks.

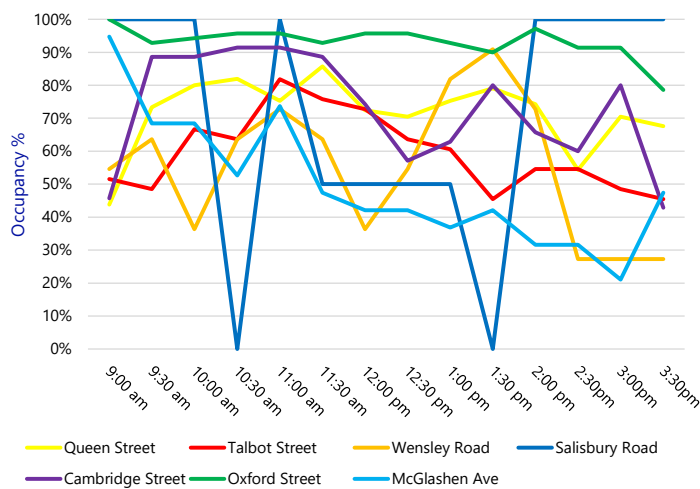


Figure 2. On-street carparking occupancy between 9.00 am and 3.30 pm.

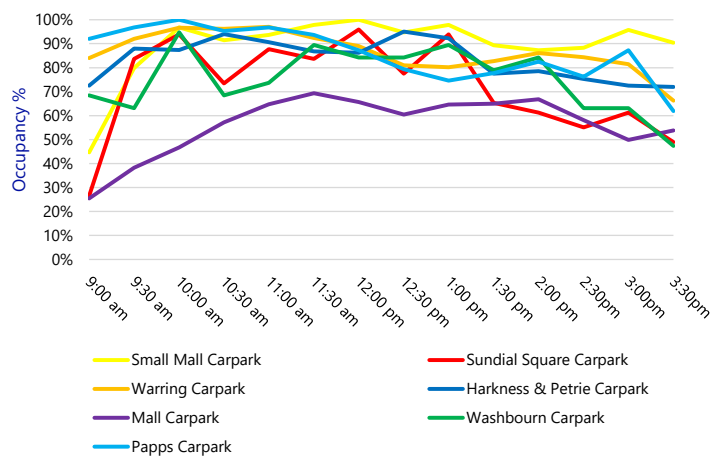


Figure 3. Off-street carparking occupancy between 9.00 am and 3.30 pm.



2024-2025 Tasman Carpark Survey

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Average occupancies were calculated and shown alongside maximum occupancies in Table 1. Figure 4 shows the overall occupancy of the sampled restricted and unrestricted carparks, alongside the total occupancy of Richmond's carparks.

Table 1. Average and maximum occupancies of carparks in Richmond.

Location	Average Occupancy	Maximum Occupancy
Queen Street	72%	86%
Talbot Street	60%	82%
Small Mall Carpark	89%	100%
Sundial Square Carpark	72%	96%
Wensley Road	55%	91%
Salisbury Road	71%	100%
Warring Carpark	86%	97%
Harkness & Petrie Carpark	83%	95%
Cambridge Street	73%	91%
Oxford Street	93%	100%
McGlashen Ave	50%	95%
Mall Carpark	56%	69%
Washbourn Carpark	75%	95%
Papps Carpark	86%	100%

Average occupancies in Table 1 vary from 50% to 93%. There is little consistency between average and maximum occupancies, with the maximum occupancy being on average 30% greater than the average occupancy. Wensley Road and McGlashen Avenue, had 65% and 89% differences respectively.

Oxford Street, Small Mall Carpark and Papps Carpark had consistently high average and maximum occupancies. Oxford and Papps have high proportions of unrestricted parking and are occupied by long term parkers. The Small Mall Carpark has restricted parks, but is busy throughout the day, resulting in the constantly high occupancy.

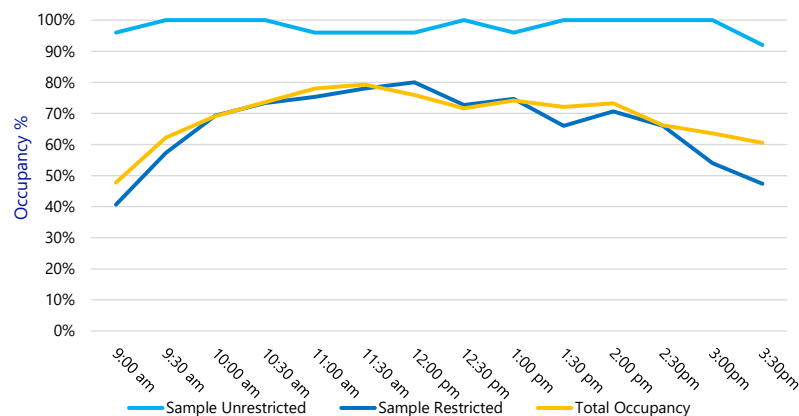


Figure 4. Restricted, unrestricted, and total occupancies between 9.30 am and 3.00 pm in Richmond.

Unrestricted parking occupancy is expectedly high, consistently hovering above 95% occupancy. Comparatively, restricted occupancy is low, staying below 80% throughout the day. This is a positive result, safely meeting the Council's goal of less than 90% occupancy of restricted parking. The total occupancy is also low, as 79% of Richmond's CBD car parking is restricted.

As the unrestricted and restricted occupancies were calculated using a 10% sample they do not perfectly line up with the total occupancy trends. This means the total occupancy will sometimes be lower or higher than both the restricted and unrestricted occupancies. This applies to occupancy graphs for all locations.

### 5.1.2 Duration of Stay and Compliance

In order to collect duration data 10% of parks from each carpark were randomly selected. Once per loop, the first three characters of occupant's numberplates were recorded. Due to the surveying loops being completed in 30-minute intervals, occupancy duration data is only accurate to the nearest 30 minutes. Unfortunately, the lowest recordable time for a park is therefore 30 minutes, meaning the duration data for P10 carpark is somewhat obsolete.



Figure 5 shows the average and longest stays of each carpark type and Figure 6 shows the percentage of cars that stayed longer than the carpark's time restriction allows for.

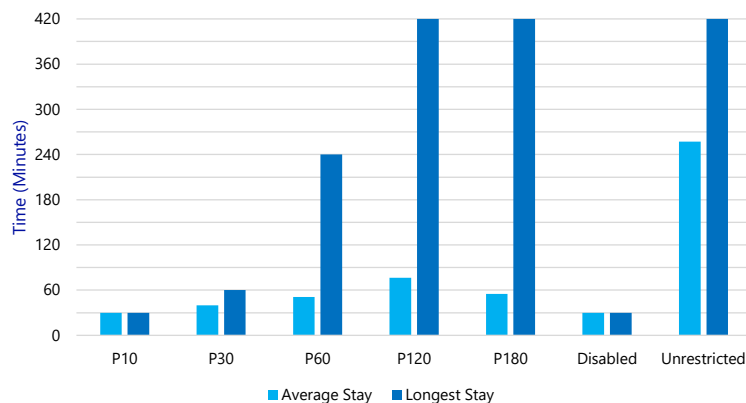


Figure 5. Average and longest stay of different carpark types in Richmond.

Ignoring 10-minute parks, all restricted parking had average durations less than their restrictions. Surprisingly, 180-minute parks had a lower average stay duration than 120-minute parks. The longest stays of restricted parks were significantly higher than the restricted time, with 120 and 180-minute parks having some occupants parked for the entire duration of the survey.

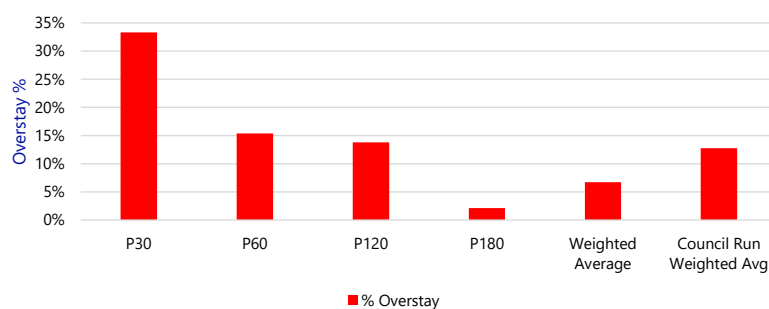


Figure 6. Percentage of occupants that parked longer than the time restriction allowed for.





The percentage of cars overstaying the allowed time is lower for longer restriction parks. 30-minute parks appear to have a very high rate of overstaying and could possibly be affected by the lower P30 sample size when compared to the other park types.

If overstay rates are assumed to be representative, the overall rate of compliance is 93%. When only Council operated carpark are considered, the compliance rate drops to 87%, which is below the Councils 90% compliance goal. This was calculated by removing both Mall carpark from the dataset, increasing the P180 non-compliance from 2% to 17%. The Mall carpark's large size and high compliance meant it had a large effect on the capacity weighted data.

All 10-minute carparks had an occupancy duration of 30 minutes or one recording. Because of this it is impossible to determine whether any of the cars parked in 10-minutes parks were compliant. Therefore, the P10 parks have not been included in the weighted average.

### 5.1.3 Access to unrestricted Carparks

For many commuters, surrounding residential areas are a good option for all day parking while at work. Council targets indicate no commuter should have to walk more than 10 minutes from their carpark to the CBD, so part of this report aims to determine the average and maximum walking times into the CBD. The data collection was done by recording the location of the ends of rows of parked cars in residential streets, and then calculating the distance to the CBD. Figure 7 shows the area enclosed by the ends of rows of parked cars (red) as well as the area coverable by foot in ten minutes (green) from the CBD (blue).



*Figure 7. Areas enclosed by rows of parked cars and 10-minute walkable distance in Richmond.*

Parked car row distances ranged from 170m to 410m with the average distance being 300m. For an average walking pace of 5km/h this is a 3.6-minute walk, which is well within the Council's target of 10 minutes (~800m walk).

## 5.2 Motueka

Motueka was surveyed on the 11<sup>th</sup> of December using two predefined routes.



Figure 8. Carparks and roads surveyed in Motueka.

### 5.2.1 Carpark Occupancy

Analysis of on and off-street parking in Motueka was combined due to its smaller size.

Figure 9 shows the occupancy of all surveyed car parks in Motueka. Most parks occupancies fluctuated between 40% and 80%, with the outlying carpark being decks reserve, with a generally higher occupancy. Hickmott & TDC Carpark and Decks Reserve Carpark both had the consistently highest occupancies aligning with the highest number of unrestricted parks. Similarly to Richmond, occupancy increased between 9.00 am and 10.00 am for most parks and then had random fluctuations for the rest of the day.

Table 2 shows the average and maximum occupancies of carparks in Motueka. Average and maximum occupancies appear to be at good levels throughout the day, with only decks reserve exceeding 80% occupancy at any point throughout the day. Decks Reserve Carpark is both very close to the centre of town and has a large number of unrestricted cars, making it a highly appealing carpark for commuters so it is expected to have a consistently high occupancy.

Occupancy was also consistent throughout the day, with maximum occupancies not exceeding 30% more than average occupancies for all carparks except Pah Street.

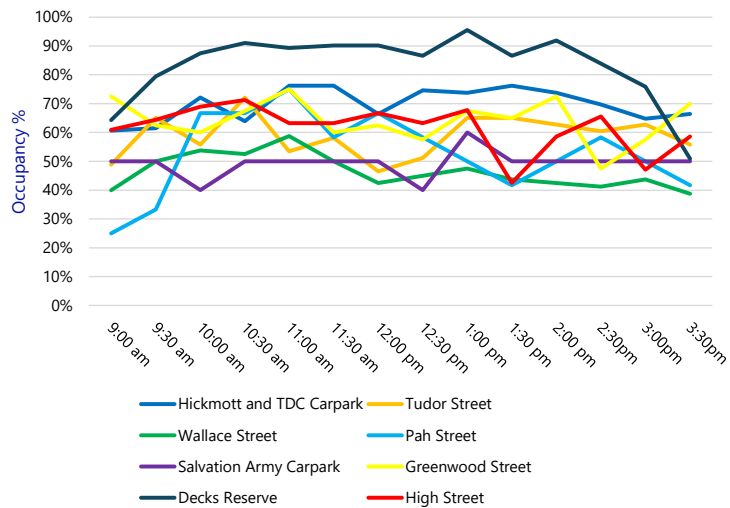


Figure 9. Occupancy of carparks in Motueka between 9.00 am and 3.30 pm.

Table 2. Average and maximum occupancies of carparks in Motueka.

Location	Average Occupancy	Max Occupancy
Hickmott and TDC Carpark	70%	76%
Tudor Street	59%	72%
Wallace Street	46%	59%
Pah Street	53%	75%
Salvation Army Carpark	49%	60%
Greenwood Street	64%	75%
Decks Reserve	83%	96%
High Street	62%	71%

Figure 10 Shows Unrestricted, restricted and total occupancies between 9.00 am and 3.30 pm. Unrestricted occupancies were consistently high throughout the day, mostly hovering



between 80-96%. Restricted occupancies fluctuated significantly, only breaching 80% capacity at one point throughout the day, and staying well under the target of less than 90% occupancy.

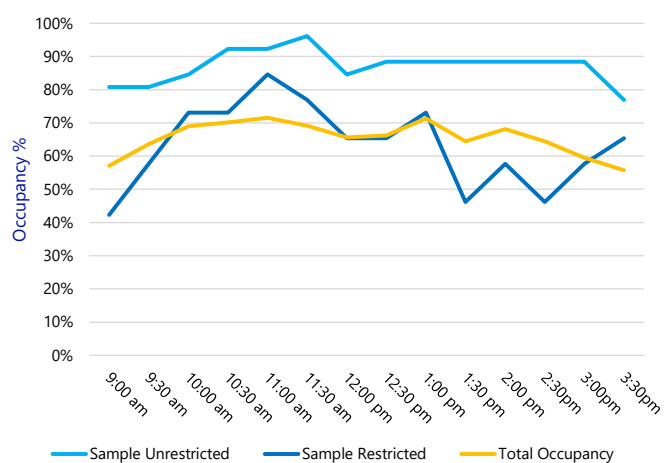


Figure 10. Restricted, unrestricted and total carpark occupancies in Motueka.

### 5.2.2 Duration of Stay and Compliance

As with Richmond, a 10% sample was used to determine the duration of carpark occupancies. Figure 11 shows the average and maximum stay of carpark types in Motueka.

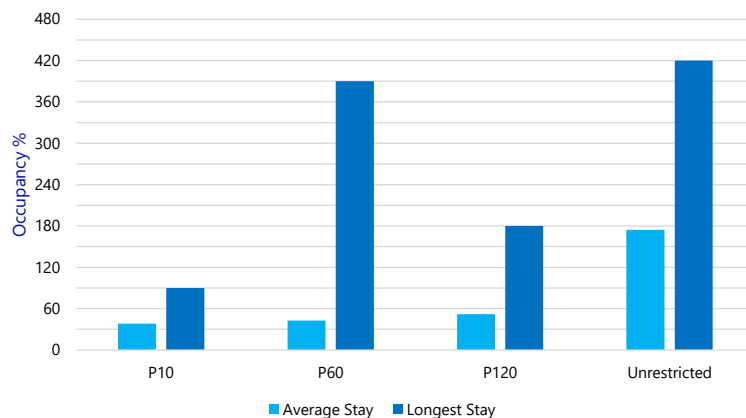


Figure 11. Average and longest stays of carpark types in Motueka.

Once again, ignoring 10-minute parks, average occupancy durations were all less than the restriction times. For all restricted parking, occupancy times were similar, roughly between 30 and 60 minutes. Unlike Richmond, it is known that 10-minute compliance is not 100% in Motueka, as there were occupancy durations above the minimum 30 minutes. The P10 overstay value in Figure 12 is therefore the percentage of occupants that stayed longer than 30 minutes.

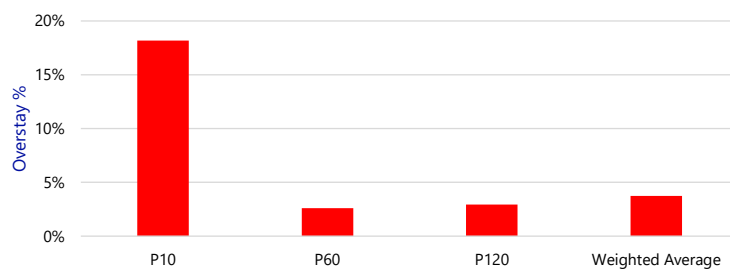
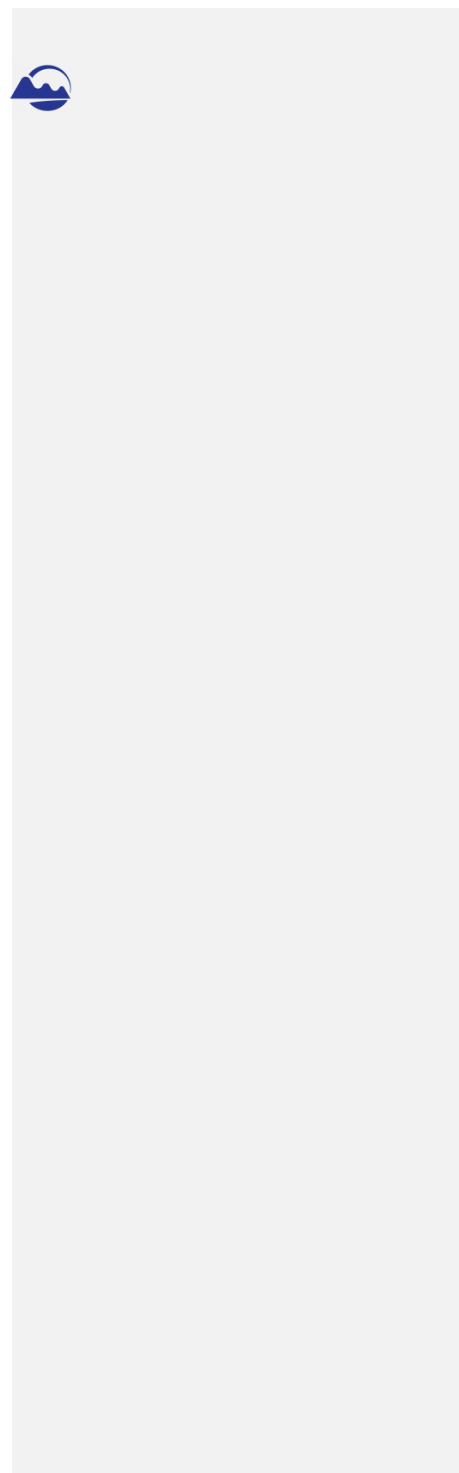


Figure 12. Percentage of occupants that parked longer than the time restriction.

It still cannot be confirmed whether any of the P10 occupants who were recorded as 30-minutes were compliant, so the P10 overstay value and weighted average was taken as a minimum. The weighted average compliance was 96%, which is above the target of a 90%





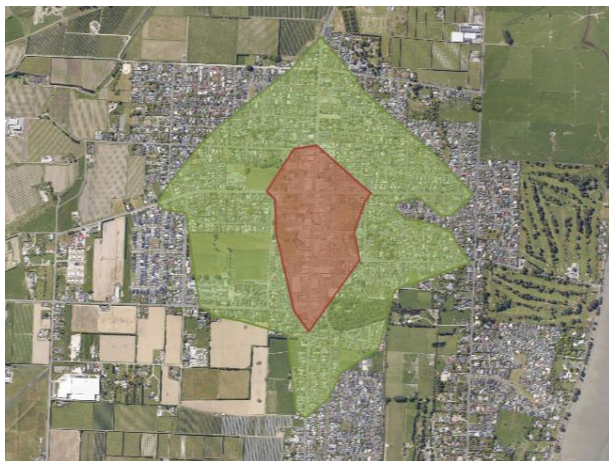


compliance rate. Due to the low number of P10 parks, even if all the parks were treated as overstay, the weighted average would not be significantly affected

### 5.2.3 Access to Unrestricted Carparks

As with Richmond, the positions of rows of parked cars were recorded in Motueka to determine the walking distances from the CBD to all day carparks. The CBD was assumed to be the stretch of High Street that lies between Greenwood and Tudor Street.

Figure 13 displays the areas coverable by a 10-minute walk from the CBD (green) and the region where all day carparks were unavailable, or rows of cars stretched too (red)



*Figure 13. Areas enclosed by rows of parked cars and walkable in ten minutes (green) distance in Motueka.*

Parked car row distances ranged from 150m to 400m with the average distance being 280m. For an average walking pace of 5km/h this is a ~3.4-minute walk, which is well within the Council's target of 10 minutes (~800m walk).



## 5.3 Māpua

Māpua was surveyed on the 13<sup>th</sup> of December using two pre-defined routes (North of Toru Street and South of Toru Street)



Figure 14. Area Covered in the Māpua Carpark Survey (left & middle: north route, right: south route).

### 5.3.1 Carpark Occupancy

Māpua's on and off-street parking was combined for analysis.

Figure 15 shows the occupancy of all surveyed carpark over time in Māpua. Māpua had seemingly random occupancies throughout the day. Overflow carpark occupancy was



consistently low, but all other carparking highly fluctuated, with Aranui Road North fluctuating between 0% and 87% occupancy.

Table 3 shows average and maximum occupancies of carparks in Māpua. Maximum occupancies were significantly higher than average occupancies, again pointing towards significant fluctuations in occupancy.

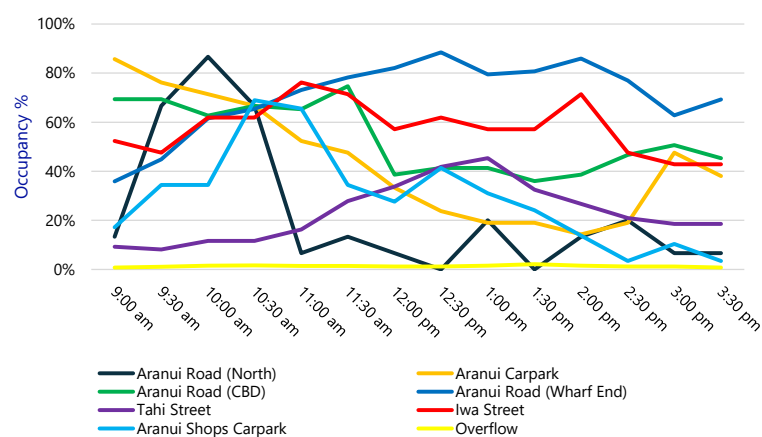


Figure 15. Occupancy of carparking in Māpua between 9.00 am and 3.30 pm.

Table 3. Average and maximum occupancies of carparks in Māpua.

Location	Average Occupancy	Maximum Occupancy
Aranui Road (Māpua Drive)	23%	87%
Aranui Carpark	44%	86%
Aranui Road CBD	53%	75%
Aranui Road (Wharf End)	70%	88%
Tahi Street	23%	45%
Iwa Street	58%	76%
Aranui Shops Carpark	29%	69%
Overflow	2%	5%



Figure 16 shows restricted, unrestricted and weighted average occupancies over time in mapua. Occupancies fluctuated insignificant between ~40% and 60%, with restricted occupancy dropping later in the afternoon. Māpua was the only centre that had generally higher restricted occupancy than unrestricted occupancy in this survey's sample.

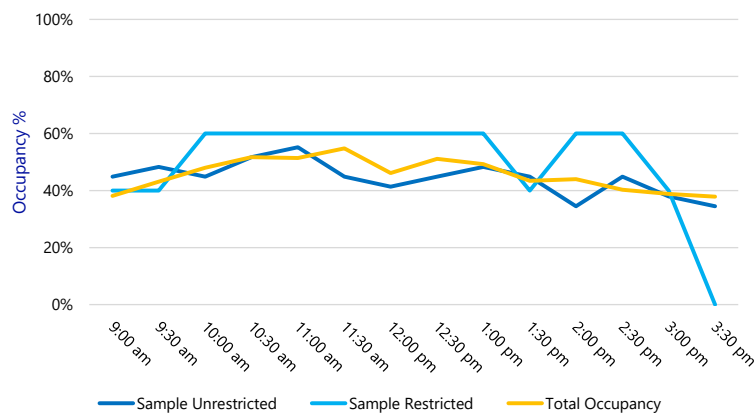


Figure 16. Restricted, unrestricted and total occupancies between 9.00 am and 3.30 pm in Māpua.

### 5.3.2 Duration of Stay and Compliance

Only 3 types of car parks exist in Māpua as of 2025; P120, disabled and unrestricted. Disabled carparks had both P120 and no restrictions. Restricted carparks also only made up ~15% of Māpua's carpark capacity.

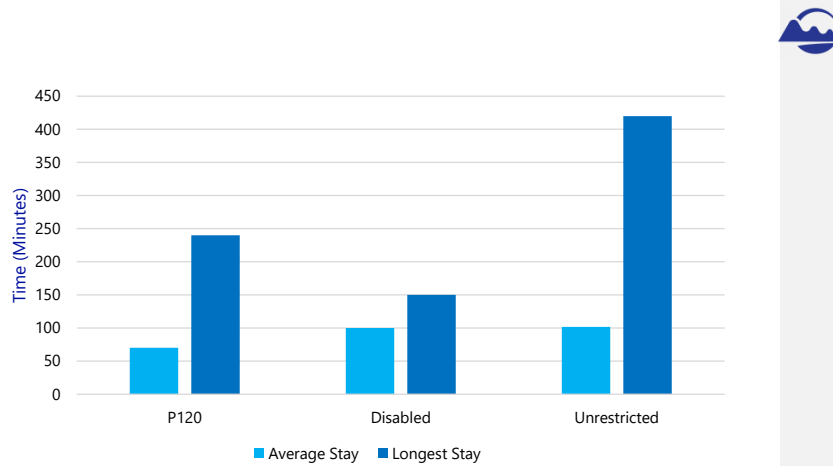


Figure 17. Average and longest stays of carpark types in Māpua.

The average stay of restricted parks was less than the restriction time, but the maximum stay was double the restriction time. Duration compliance in Māpua was 93%, meeting the target of 90%.



## 5.4 Tākaka

Tākaka was surveyed on the 12<sup>th</sup> of December and was split into two routes. Figure 18 shows all the surveyed area.

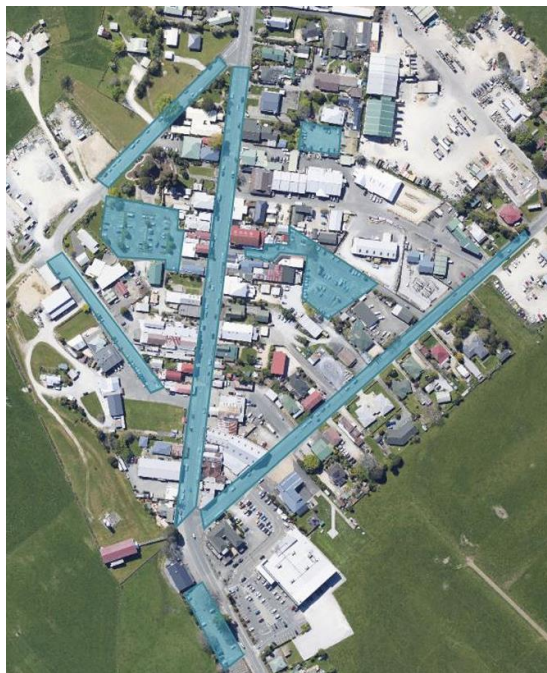


Figure 18. Area Covered in the Tākaka Carpark Survey.

### 5.4.1 Carpark Occupancy

On and off-street car parks were combined for analysis. Figure 19 shows the occupancy levels of each location over the day. Occupancy ranges greatly between different car parks and streets. Some Tākaka locations had consistently low occupancy. Reilly Street never exceeded 25% occupancy, whereas others had high occupancy throughout most of the day. Most locations have low occupancy in the early morning and peak in occupancy around midday.



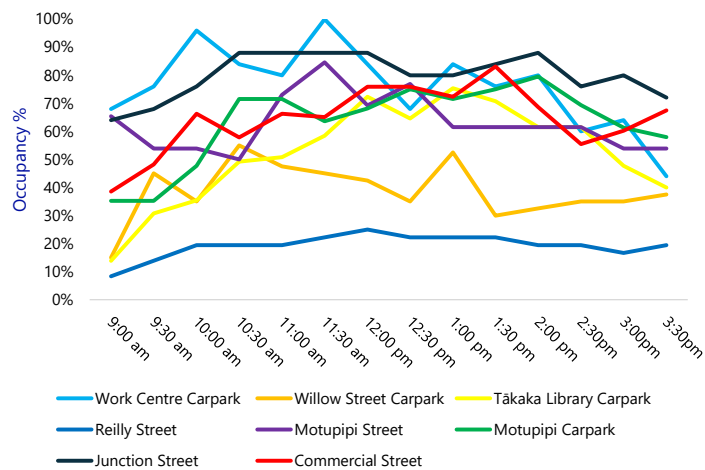


Figure 19. Tākaka carparking occupancy between 9.00 am and 3.30 pm.

Average occupancies were calculated and shown alongside maximum occupancies in Table 4. Figure 20 shows the overall occupancy of restricted and unrestricted carparks, alongside the total occupancy.

Table 4. Average and maximum occupancies of carparks in Tākaka.

Location	Average Occupancy	Maximum Occupancy
Work Centre Carpark	76%	100%
Willow Street Carpark	39%	55%
Tākaka Library Carpark	52%	75%
Reilly Street	19%	25%
Motupipi Street	63%	85%
Motupipi Carpark	63%	80%
Junction Street	80%	88%
Commercial Street	64%	83%

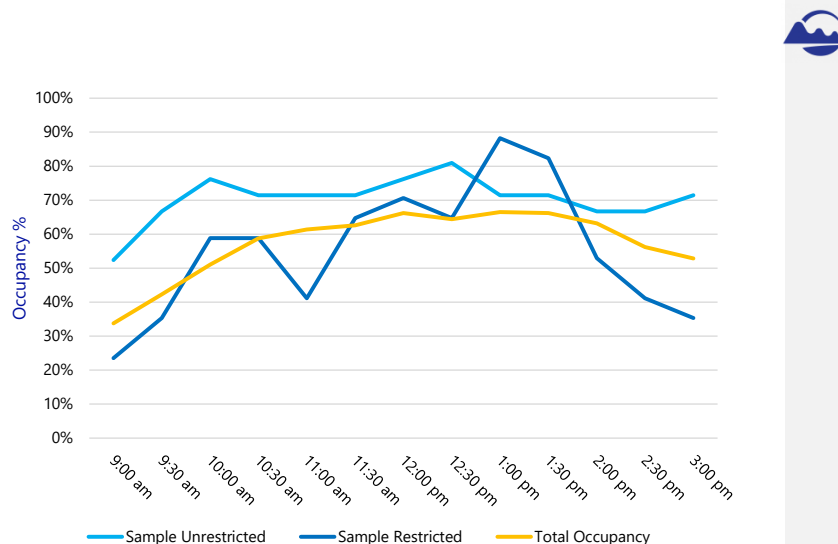


Figure 20. Restricted, unrestricted, and total occupancies between 9.30 am and 3.00 pm in Tākaka.

Table 4 shows most locations average occupancy sits between 50% and 80%. The exceptions to this were Reilly Street (19%) and the Willow Street carpark (29%). The Work Centre carpark did exceed 90% occupancy at times, however the average occupancy was only 76% and all the Work centres parks are unrestricted.

Figure 20 shows restricted parking peaks at 88% at 1.00 pm, just below the target maximum of 90%. The average occupancy remains below 70% all day.

#### 5.4.2 Duration of Stay and Compliance

A 10% sample of carparks was taken to estimate the duration of stays in each carpark. Figure 21 shows the average and maximum stay times for each restriction type in Tākaka. Figure 22 shows the percent of occupants that overstayed the restriction time in each type of carpark.

Figure 22 shows Tākaka's parking compliance did not meet the Councils target of 90%. Instead having a compliance rate of 87%. The low compliance rate is mainly due to overstaying in the P60 parks which had a 20% overstay rate.

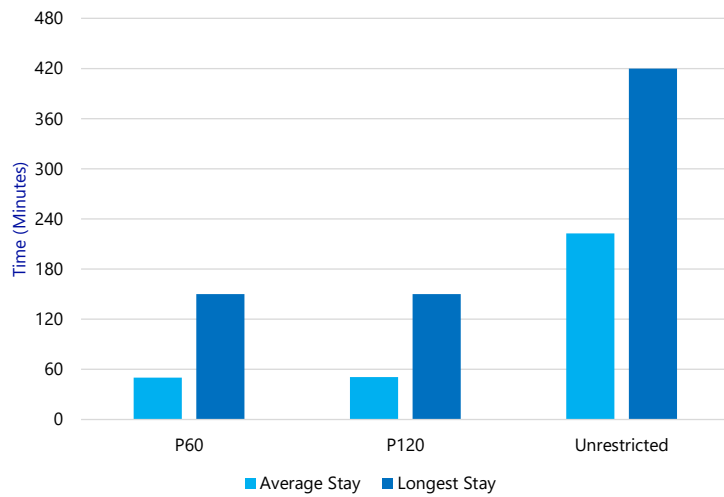


Figure 21. Average and maximum parking times by carpark type in Takaka.

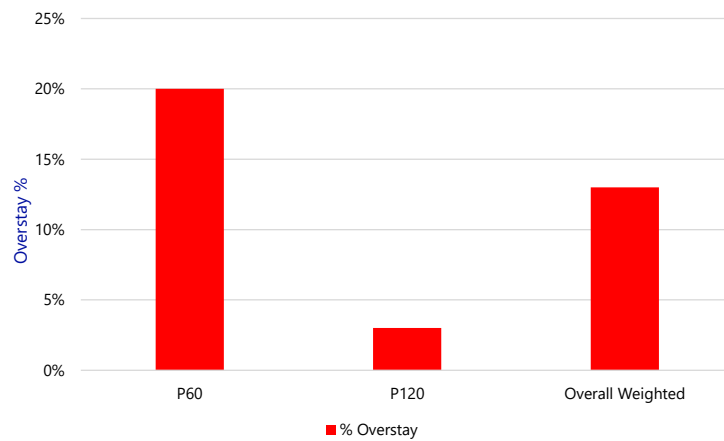


Figure 22. Takaka Overstay percentage by carpark type.



## 5.5 Pōhara

Pōhara was surveyed on the 17<sup>th</sup> of December using a single route



Figure 23. Area covered by the car park survey in Pōhara.

### 5.5.1 Carpark Occupancy

Occupancy was generally low in Pōhara. Figure 24 shows the occupancies of carparks throughout the day as well as the weighted average total occupancy. Occupancy of carparks did not exceed 50% at any point and Total occupancy did not exceed 20%. This figure would be lower if more of Abel Tasman drive was included in the survey. Table 5 shows the average and maximum occupancies.

Table 5. Average and maximum occupancies of carparks in Pōhara.

Location	Average Occupancy	Maximum Occupancy
Store-Front	24%	40%
Richmond Rd	10%	50%
Abel Tasman Drive	4%	8%

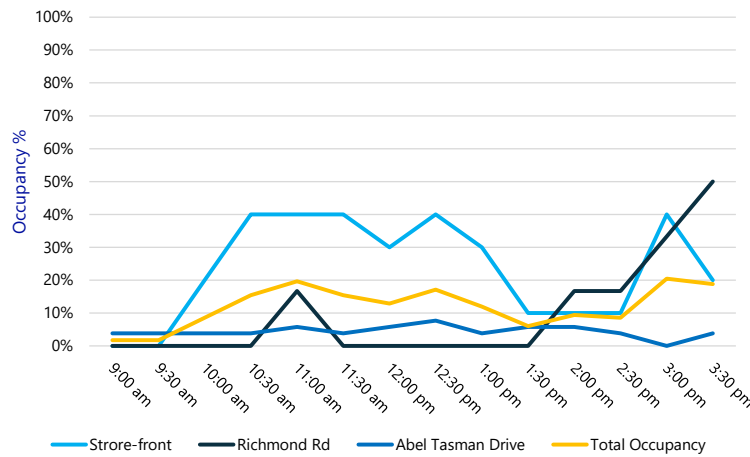


Figure 24. Total and individual carpark occupancy in Pōhara between 9.00 am and 3.30 pm.

### 5.5.2 Duration of Stay and Compliance

Figure 25 shows the average and longest stays of P30, P120, and unrestricted carparks. There were no recorded occupancies of the sampled P120 park. Duration compliance was 100% for sampled carparks meeting the 90% compliance goal.

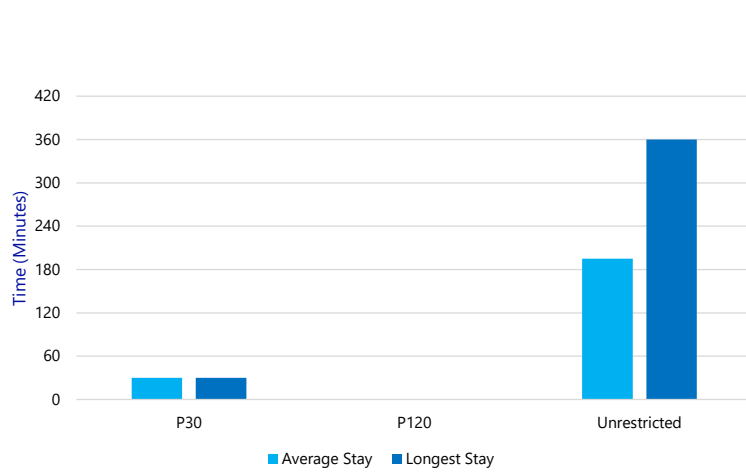


Figure 25. Average and longest stays of carpark types in Pöhara.





## 6 Historical Comparison

### 6.1 Richmond

#### 6.1.1 Number of Carparks

The total number of carparks in Richmond decreased by ten since 2023-2024 (from 1769 to 1759). Figures 26 and 27 show the number of on and off-street carparks respectively, since 2019-2020. Salisbury road had an 80% decrease in parks due to the addition of a cycleway. The new cycleway also removed some of the parks on Oxford Street. None of the other locations differed significantly since the 2023-2024 survey.

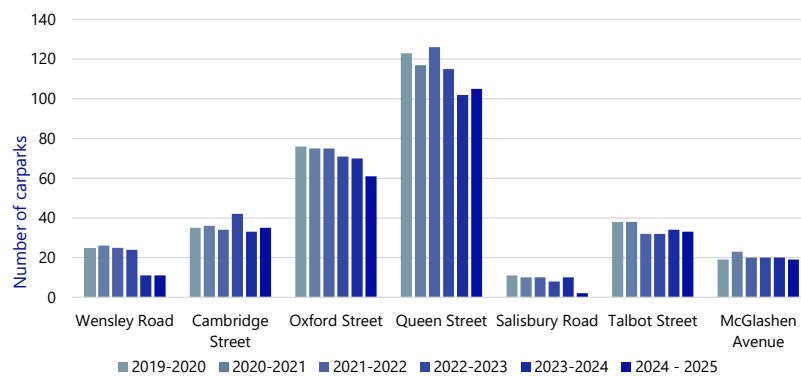


Figure 26. Historical number of on-street carparks by location in Richmond.

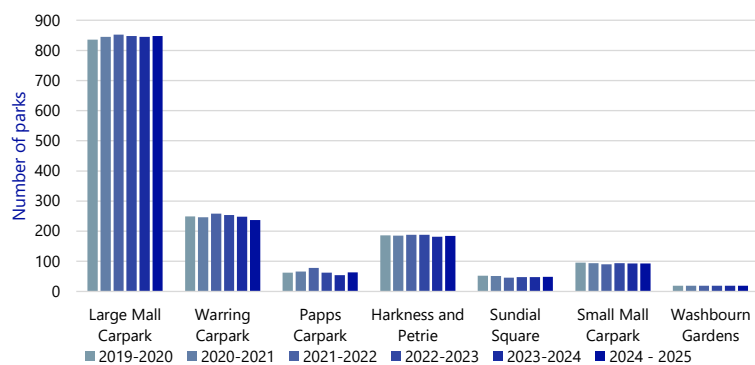
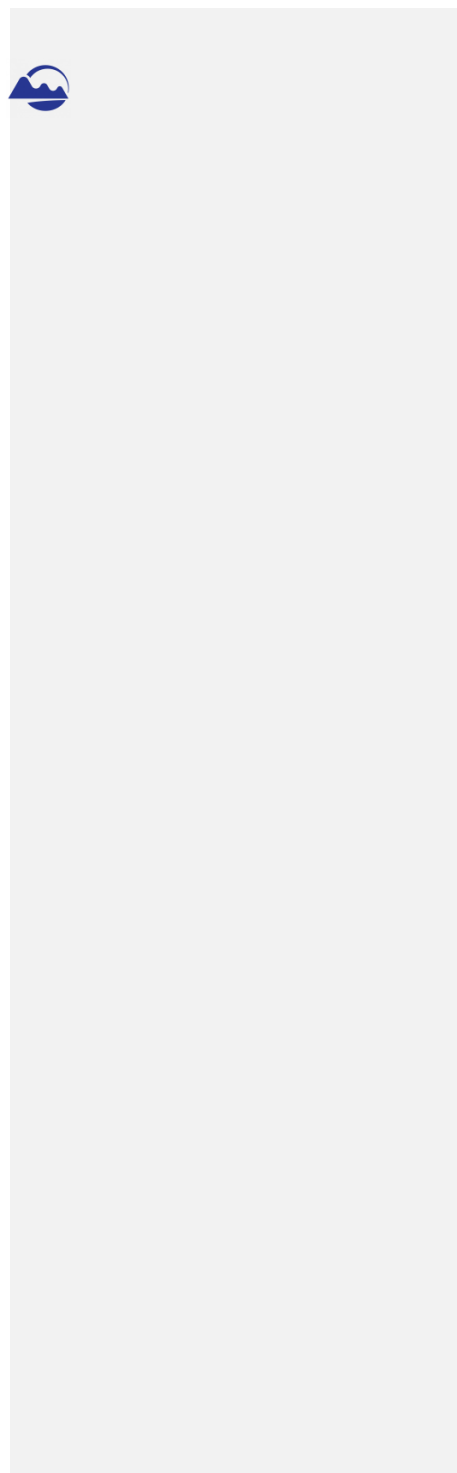


Figure 27. Historical number of off-street carparks by location in Richmond.

### 6.1.2 Carpark Occupancy

Figure 28 shows the average occupancy of restricted carparks in Richmond over a day. The 2024-2025 occupancies follow the trend set in previous years until 2.00 pm. From there, the 2024-2025 occupancy is lower than previously recorded. Restricted carpark occupancy is mostly lower than the average of the previous 5 years' surveys



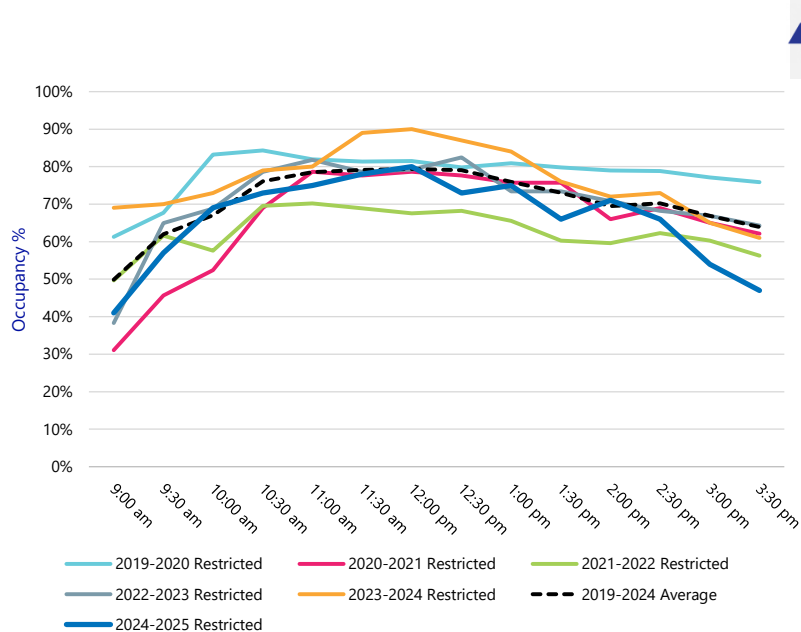


Figure 28. Historical restricted carpark occupancy in Richmond.

The Unrestricted occupancy of Richmond carparks over a day is shown in Figure 29. Opposite to the restricted parks in 2024-2025 the unrestricted occupancy is higher in afternoon than in previous years. Unrestricted occupancy remains above 90% all day. Unrestricted occupancy is mostly higher than the 2019-2024 average.

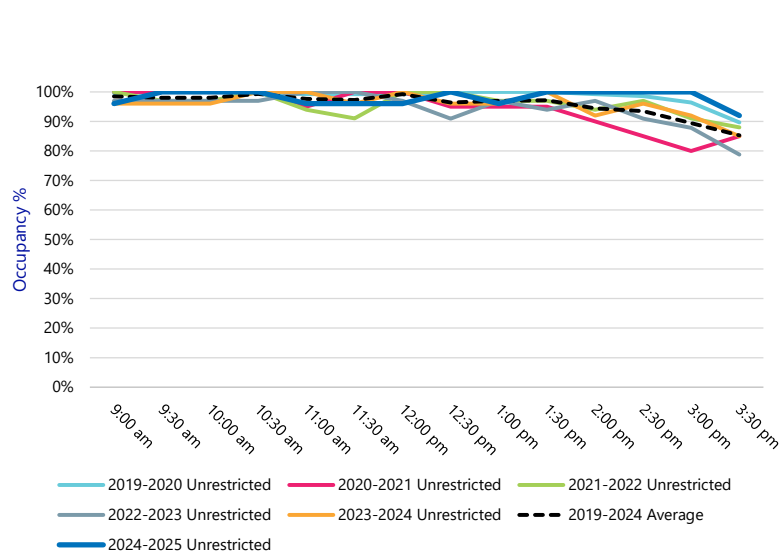


Figure 29. Historical unrestricted occupancy in Richmond.

Figure 30 shows the average occupancy of on street parks since 2019-2020. Some data is missing from 2019 to 2022. The Salisbury Road occupancy has increased because the number of parks has significantly decreased. Cambridge Street has also had an increase in average occupancy. The other streets have similar occupancies to previous years.

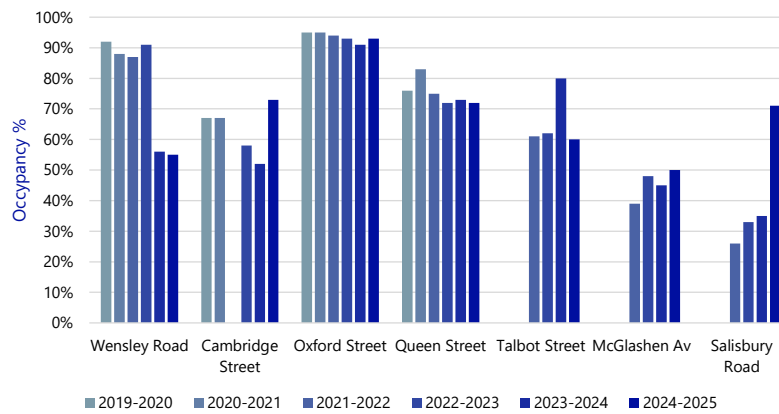


Figure 30. Historical average occupancies of on-street carparks in Richmond.



Figure 31 shows the historical comparison of off-street carparking occupancy in Richmond. Occupancy did not deviate significantly from the general results of the previous 5 years and there appears to be no overall trend in occupancy. The greatest increases in occupancy from 2023-2024 were small Mall carpark and Washbourn gardens at +10%. The greatest decrease in occupancy was the Mall carpark at -11%.

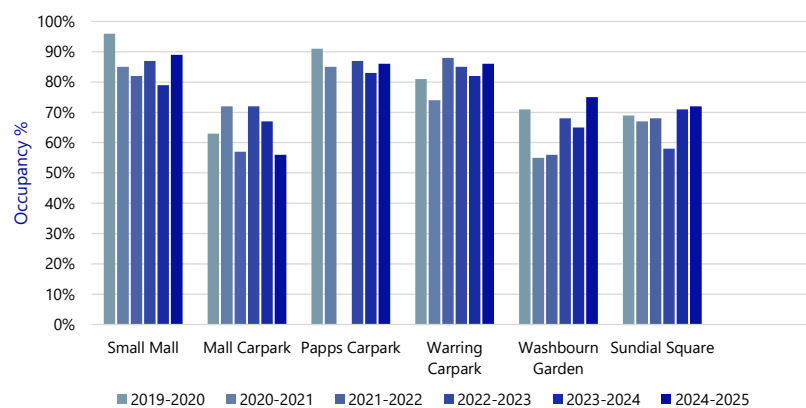


Figure 31. Historical average occupancies of off-street parking in Richmond.

### 6.1.3 Duration of Stay and Compliance

Figure 32 shows the average durations of stay in each location in Richmond. It should be noted that this does not consider each carpark's restriction type. Roads and carparks with multiple parking restrictions, such as Warring carpark, may have a different random selection of carpark types from previous years. This would certainly have an impact on average duration results, for example, a sample with a greater proportion of P180 parks than P60 parks will likely result in a longer average stay duration. This consideration holds true for carparks like this in all five major centres. In the 2023-2024 survey the overall Richmond compliance was 96% and has since decreased to 93%.

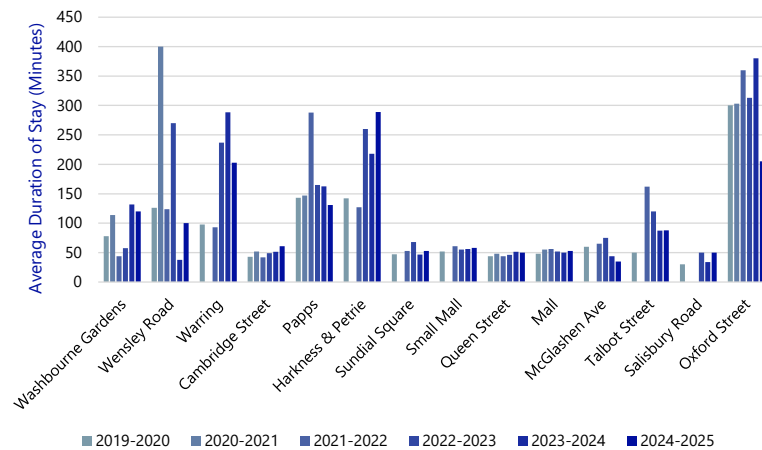
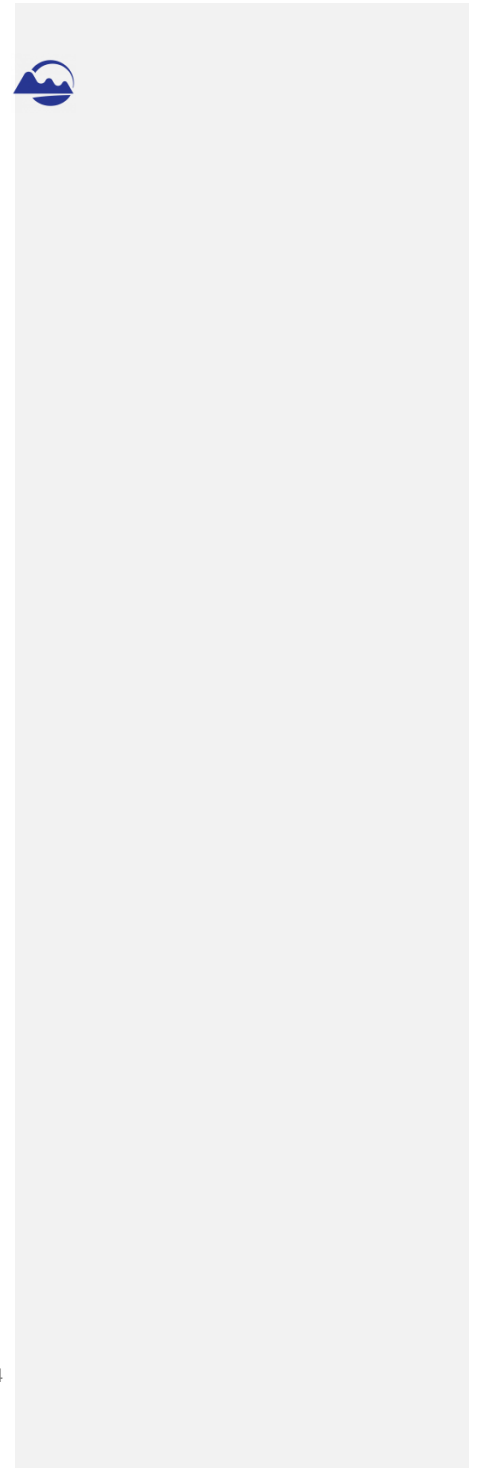


Figure 32. Historical average duration of stay by location in Richmond.

## 6.2 Motueka

### 6.2.1 Number of Carparks

The number of carparks in Motueka has decreased by one carpark since the 2023-2024 survey (from 507 to 506). Figure 33 shows the number of carparks in Motueka over the past five years. Pah street increased by five parks. High street decreased by six. No other changed by more than two.



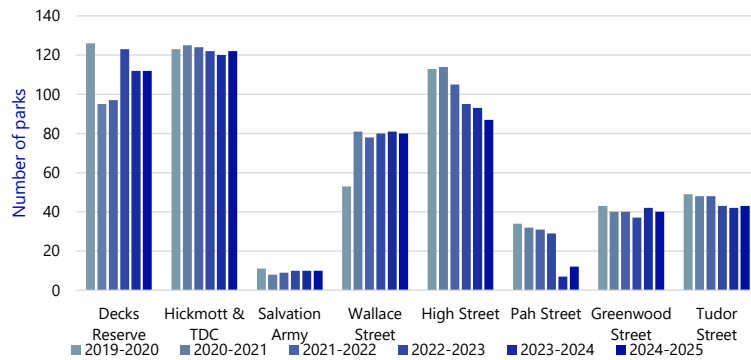


Figure 33. Number of carparks by location in Motueka.

## 6.2.2 Carpark Occupancy

Figure 34 shows the Motueka carpark occupancy over a day. It shows that occupancy in 2024-2025 decreased from the previous year, though it is only lower than the previous five-year average around midday. 2024-2025 follows the common trend of having lower occupancy in the morning and afternoon and higher in the midday.

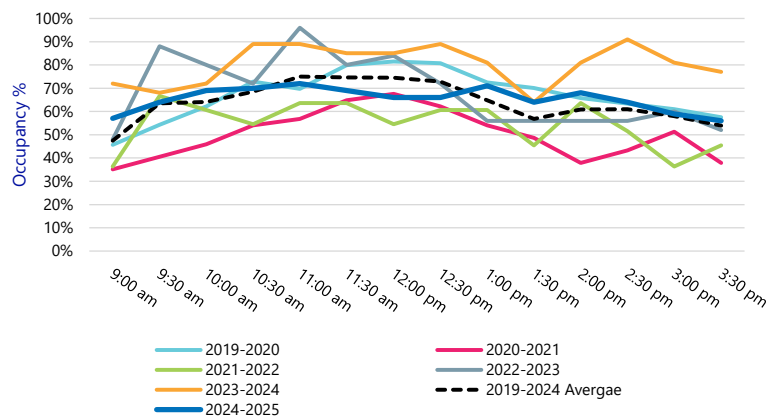


Figure 34. Historical total occupancy of carparking in Motueka.





Figure 35 displays the average occupancy since 2019-2020. Only Decks reserve and Pah street have increased in average occupancy since the last survey. Most 2024-2025 occupancies are lower than in previous years.

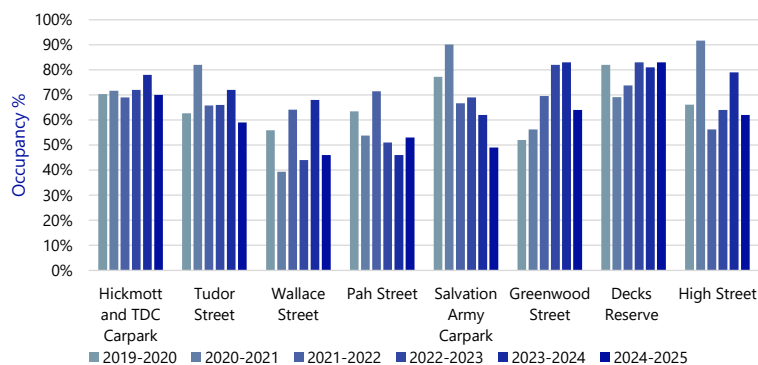


Figure 35. Historical occupancies of car parks over time in Motueka.

### 6.2.3 Duration of Stay and Compliance

Figure 36 shows the average duration of stay in each Motueka carpark since the 2019-2020 survey. Tudor street and the Hickmott & TDC carpark both increased in average duration of stay. With the latter returning to close to normal levels after a significant decrease last year. The Salvation army decreased by an average of 75 minutes. All other locations had a small increase or decrease. Motueka's compliance has decreased slightly from 97% in the 2023-2024 survey to 96% this year.

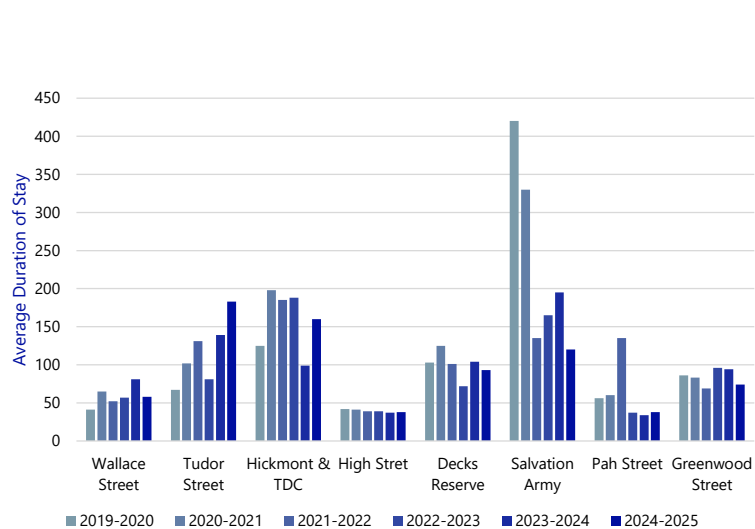


Figure 36. Historical average durations of stay by location in Motueka.



## 6.3 Māpua

### 6.3.1 Number of Carparks

Figure 37 shows the capacity of carparks in Māpua compared to previous years. The number of carparks in Māpua increased by 17, from 308 to 325 since 2023-2024 (excluding the 650 overflow carparks). The greatest change in capacity was Tahi Street and Tahi Carpark which increased by 25 parks from the previous year. The change in park number was likely a miscount in the 2023-2024 survey as the current value is consistent with the previous 3 years before 2023-2024. Aranui Road (wharf end), Aranui shops carpark and Iwa Street were all very similar or the same to the previous year.

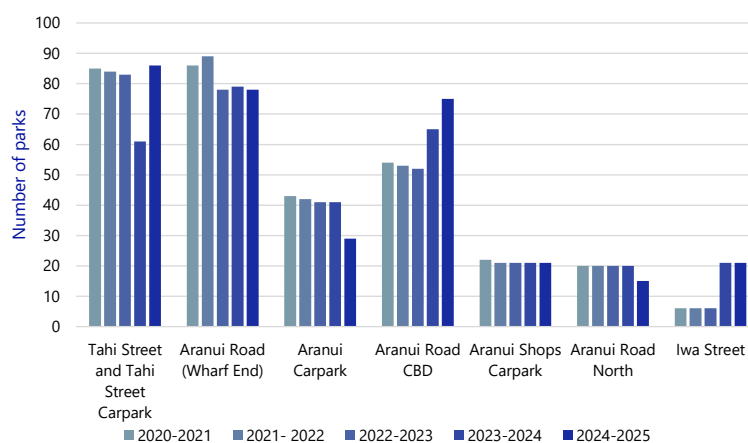


Figure 37. Historical number of carparks by location in Māpua.

### 6.3.2 Carpark Occupancy

Figure 38 shows the occupancy of carparks in Māpua throughout the day in different years. Occupancy has decreased from 2023-2024, and is lower than the previous 5 years' average except for before 10.00 am. Occupancy was consistent this year, hovering between 35% and 55%. The trend of an increase in occupancy between 9.00 am and 11.30 am continued this year but was less extreme than previous years.

38

2024-2025 Tasman Carpark Survey

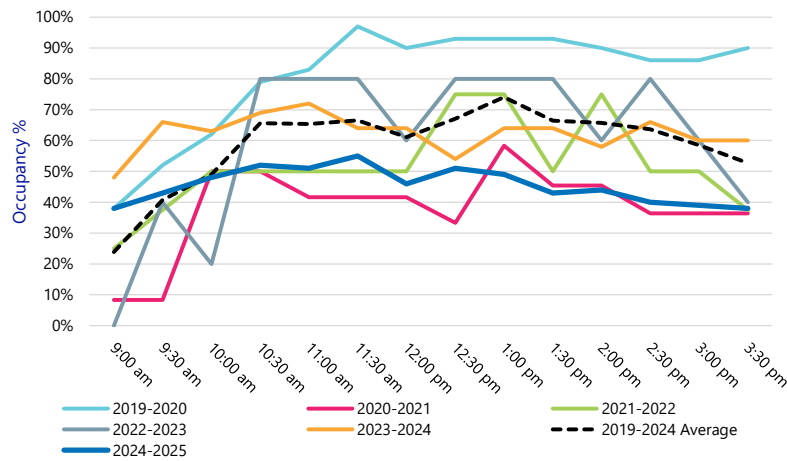


Figure 38. Historical total occupancy of carparking in Māpua.

Figure 39 details the average occupancy of different carparks each year. Tahi Street and Aranui shops carpark had significant decreases in average occupancy from 2023-2024. Tahi street likely had a drop in occupancy due to the change in number of parks from 2023-2024 as mentioned previously. Iwa street had the greatest increase in average occupancy from 2023-2024, though it was still lower than the previous 3 years. Aranui Road (CBD) and Aranui Road Carpark both continued their upward trend in average occupancy

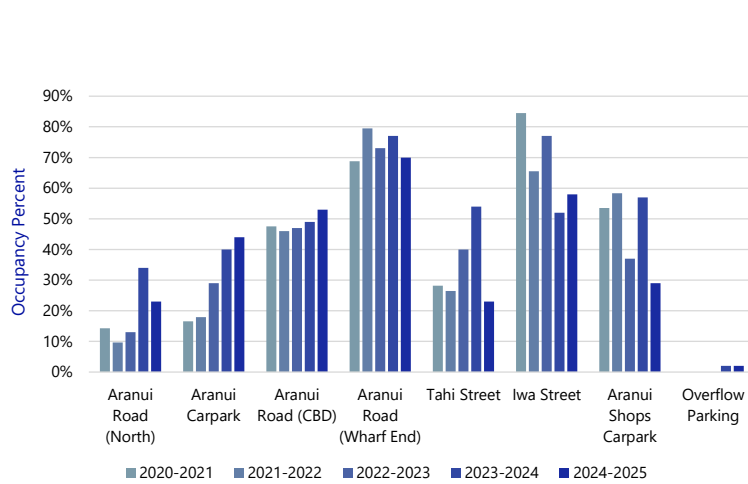


Figure 39. Historical occupancies of different carparks in Māpua.



### 6.3.3 Duration of Stay and Compliance

Figure 40 shows the average duration of stay by carpark for each year in Māpua. Average duration varied significantly from 2023-2024. Other than Pōhara, Māpua has the lowest number of carparks so is likely to have the greatest variation in results for sampled data as evidenced below. Māpua's compliance has significantly improved since the 2023-2024 survey where it was 50%. The compliance is now 93% meaning it is now meeting the 90% goal.

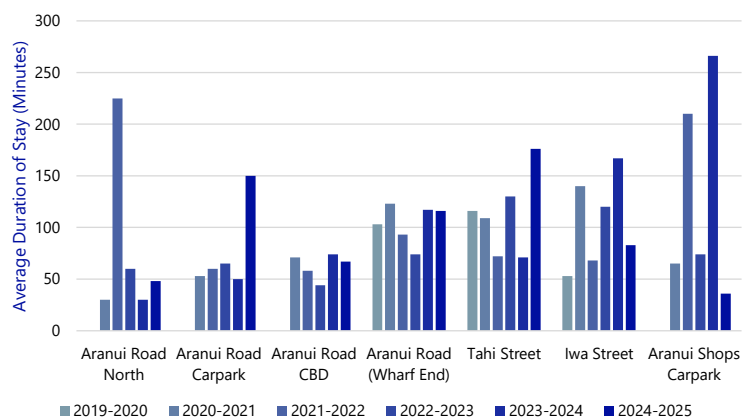


Figure 40. Historical average duration of stay by location in Māpua.



## 6.4 Tākaka

### 6.4.1 Number of Carparks

The number of carparks in Tākaka increased by 24 this year (from 364 to 388). Figure 41 shows the change in number of carparks over time in Tākaka. Willow street had the greatest increase (+9 parks). The decrease was potentially just a miscount in 2023-2024, as evidenced by the dip in parks that year.

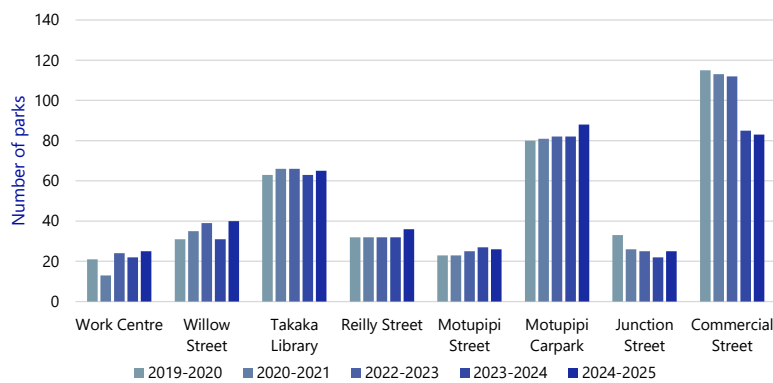


Figure 41. H Historical number of carparks by location in Tākaka.

### 6.4.2 Carpark Occupancy

Figure 42 shows the Tākaka carpark occupancy over a day. Carpark occupancy in Tākaka decreased from 2023-2024 though it was still higher than 2020-2021 during COVID-19. Occupancy was very similar to the 2022-2023 results. Occupancy was mostly lower than the previous five-year average and followed the same rise-then-fall trend.



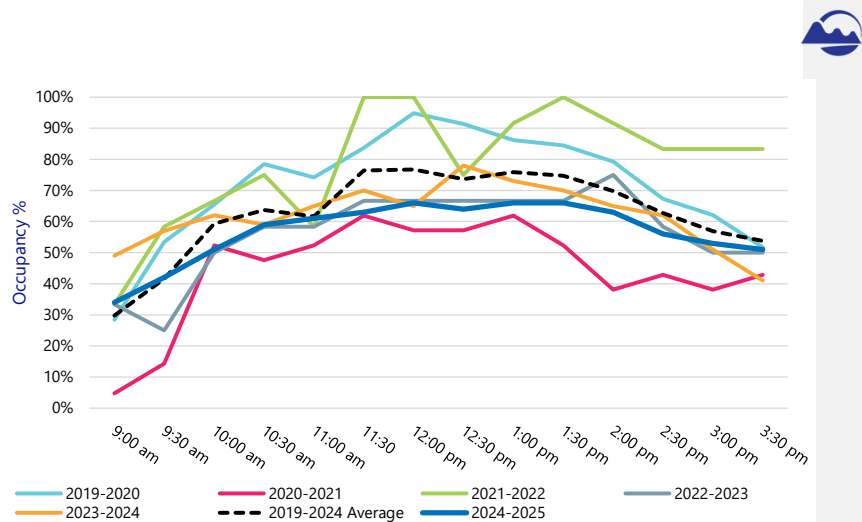


Figure 42. Historical total carparking occupancy in Takaka.

Figure 43 shows the average occupancies of carparks in Takaka between 2019 and 2025. Road works are likely the cause of the significant drop on Reilly Street. Willow street carpark continued a consistent trend of a decrease on average occupancy.

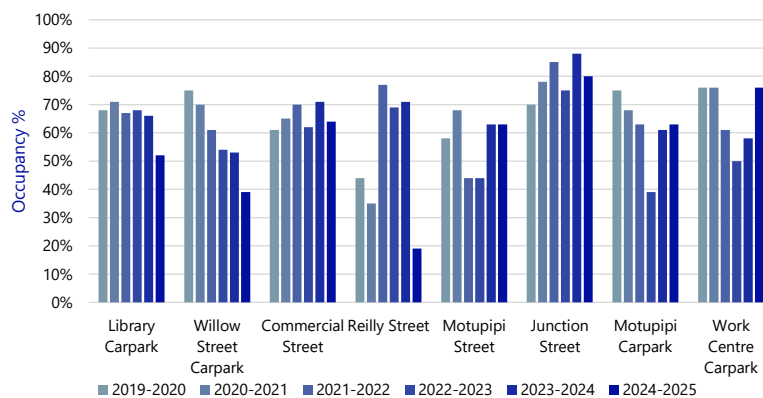


Figure 43. Historical average occupancies of carparks in Takaka.



### 6.4.3 Duration of Stay and Compliance

In Figure 44, average stay durations are shown. Motupipi carpark, library carpark, commercial street and junction street, were consistent with results from 2023-2024. The average stay at Motupipi street more than doubled from last year, whereas the average stay on Reilly Street almost halved. The Reilly Street datapoint is likely to be an outlier, as sampled carparks were blocked by road works, resulting in a smaller sample size. While current compliance is at 87%, below the goal, it is still a large improvement from 2023-2024 when it was 79%.

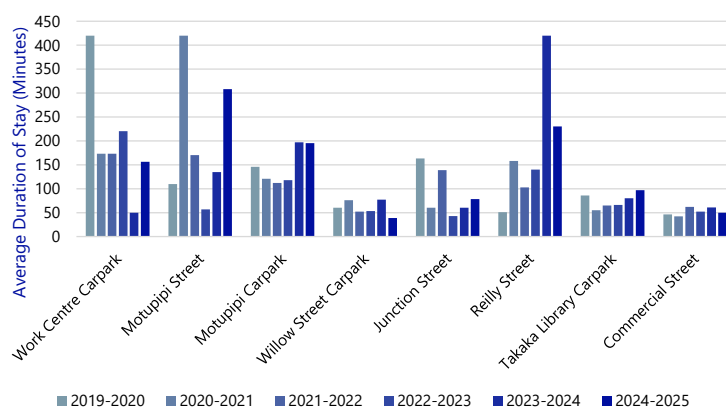


Figure 44. Historical average duration of stay by location in Tākaka.



## 6.5 Pöhara

### 6.5.1 Number of Carparks

The number of carparks included in the Pöhara survey was different to 2023-2024. Less of the Abel Tasman Drive was surveyed this year, and more carparks were recorded at the store front and on Richmond Road. Figure 45 shows the change in number of carparks in 2023-2024 and 2024-2025

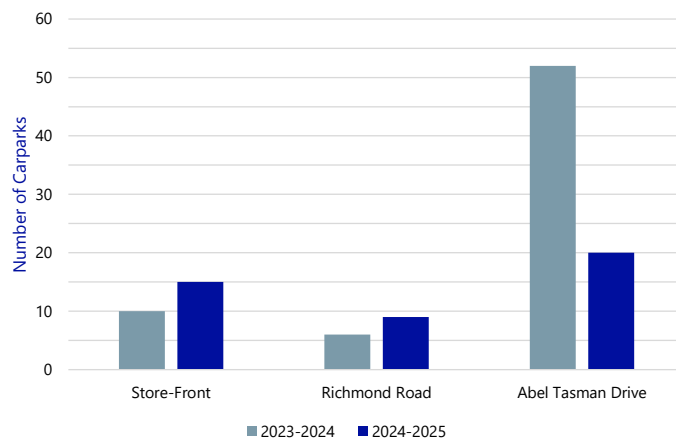


Figure 45. Change in number of parks surveyed since 2023-2024 in Pöhara.



### 6.5.2 Carpark Occupancy

Figure 46 shows the total occupancy of available parks in Pöhara since 2023-2024. Average occupancy peaked earlier in the day this year, and a jump at 3:30 pm was also observed. Figure 47 shows the occupancy of carpark in Pöhara by year. Store front occupancy remained like 2023-2024. Richmond Road's average occupancy increased by 9% and Abel Tasman Drive's average occupancy decreased by 19%

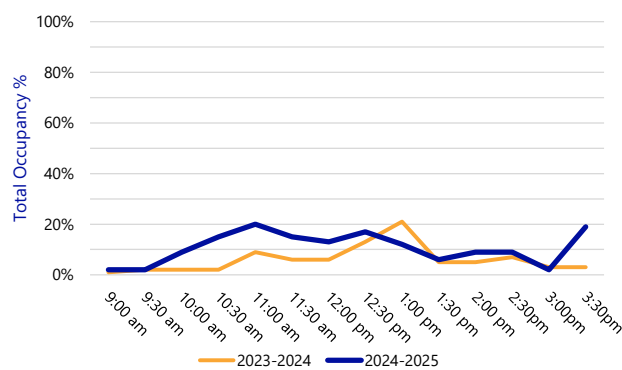


Figure 46. Historical total carparking occupancy in Pöhara.

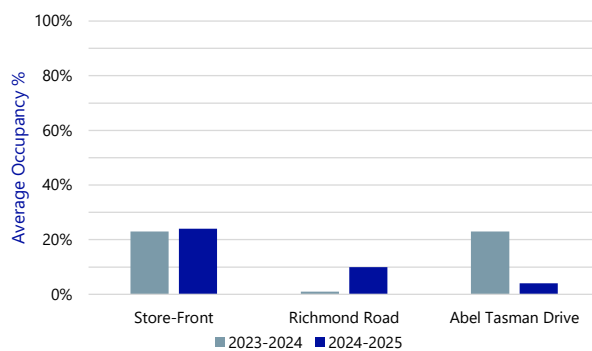


Figure 47. Historical average Occupancy of each carpark in Pöhara.



## 7. Conclusion

The 2024-2024 Tasman Carpark Survey aimed to identify how well car parking in Tasman's major centres aligns with the councils 2018-2038 car parking strategy goals. Tasman District Council's long term plan goals are to keep occupancy under 90%, compliance above 90% and unrestricted all-day parking within a ten-minute walk from the CBD in Richmond and Motueka.

**Richmond** had changes made to Salisbury Road and Oxford street since the previous survey, losing carparks to new bike lanes. Despite this, Richmond's carparking occupancy was similar to, or lower than, the previous five year's surveys, only having a higher occupancy than COVID affected 2021-2022.

Restricted and total occupancies were both well within Tasman District Council's 90% occupancy goals averaging at 66% and 69% and peaking at 79% and 80% respectively. Unrestricted occupancy was high in Richmond this year, with the sample averaging 98% full throughout the day, and peaking at 100%. Residential all-day parking all fell well within the council 10-minute walking distance goals though, meaning convenient, all-day parking is still easily findable for commuters.

Average compliance with restricted parking times was 93% in Richmond, but only 87% when excluding the privately run Mall carparks. Meaning overall, carparking in Richmond is meeting Tasman District Council's compliance goals, but council owned parks have dropped slightly below the goal.

**Motueka** did not see much change in carpark numbers this year and Occupancy throughout the day remained in accordance with the previous five year's results. Occupancy also mostly met TDC's long term plan goals, with Total and restricted occupancies staying under 90% at all points throughout the day and only 12% of unrestricted carparks exceeding the 90% limit at any point. Average restricted, average unrestricted, and average total occupancies for Motueka were 63%, 87% and 65% respectively. Restricted parking compliance was high in Motueka, exceeding the council's goal at 96%.

**Māpua** entirely met Tasman Councils long term plan goal in both occupancy and compliance. Occupancy did not exceed 60% for overall restricted or overall unrestricted parking and no individual carpark exceed 90% at any point throughout the survey. Total average occupancy for Māpua was 46%. Average restricted parking duration compliance was 93%

**Tākaka** met occupancy goals, with total occupancies not exceeding 90% for either restricted or unrestricted parking. As with Motueka, only 12% of individual carparks exceed 90% at any point throughout the survey. Average Total occupancy for Tākaka was 57%. Compliance in Tākaka was below the Council's goal at only 87% in this survey.

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2024-2025 Tasman Carpark Survey



**Pōhara** saw continued low occupancy in 2024-2025, with an average total occupancy of 12%. Peak occupancy for restricted and unrestricted parks was 50% and 17% respectively, and no carpark exceeded 90% occupancy at any point in the survey. All day parking on Abel Tasman drive did not exceed 8% occupancy, and averaged 4% occupancy throughout the day, allowing beach goers to easily find a park. Store front occupancy averaged 24% and did not exceed 40% meaning parking for store visits is readily available throughout the day. Restricted parking duration compliance was 100% for Pōhara in 2024-2025.

## Tara Fifield

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**From:** Murray Hendrickson <Murray.Hendrickson@networktasman.co.nz>  
**Sent:** Friday, 28 March 2025 3:45 pm  
**To:** Anna McKenzie  
**Subject:** RE: Network Capacity in Mapua

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Anna

Thanks for this.

Network Tasman is well abreast of the proposed development plans for Mapua and we can provide assurance that electricity supplies for the future load developments in Mapua are well catered for. We have a major substation at the corner of Mapua Drive and Seaton Valley Road and this has plenty of spare capacity for the future.

Your submitters comment about residential solar hosting capacity limitations is unrelated to the load capacity. Solar hosting capacity is very much a localised issue down to the level of the individual street that the person resides in. It is dependant on the low voltage street cabling mainly and the on amount of solar generation already in place in that street. Due to a relatively high penetration of solar in our network generally, we have localised constraints for incremental generation in some spots but these are not a reflection of the capability of the network to handle more load.

I hope this addresses your query. If more information is required please call me on 021 229 4722.

Regards  
Murray

**Murray Hendrickson** | Network Manager, Strategy & Development

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**From:** Anna McKenzie <anna.mckenzie@tasman.govt.nz>  
**Sent:** Friday, 28 March 2025 2:38 pm  
**To:** Murray Hendrickson <Murray.Hendrickson@networktasman.co.nz>  
**Subject:** Network Capacity in Mapua



Hi Murray,

I am working on the Māpua Masterplan ([Māpua Masterplan | Shape Tasman](#)) which looks at growth within Māpua in the next 30 years. This growth includes the expansion of residential land up Seaton Valley Road and within land already deferred as residential within the Higgs Road area. These areas were identified within the Future Development Strategy which I understand you were involved in.

At the hearing earlier this week, one of the submitters questioned the expansion of energy supply to meet the population increase. The Submitter stated that *'Already there are deficits in the power system in Māpua. We have 5 kilowatt output from solar panels on our property on Seaton Valley Road but because of the limitation in the Network Tasman, we can only export a maximum of 3 kilowatts'. There will need to be a significant improvement in electricity transmission and supply to Māpua'.*

I wondered if you had any comments on the supply and the ability of the energy supplies capacity to meet the increased population (approx. 670 new homes)?

Give me a call if you would rather discuss over the phone or meet.

Kind regards  
Anna

**Anna McKenzie**

Principal Planner – Environmental Policy

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## Attachment Six; Information requests from the Committee during the submission hearings

Related submission/ source of request	Information Request	Response
Cllr Dowler	Network Tasman Power Supply – Information on supply requested.	Email sent to Martin Henderson from Network Tasman 28/03/25 – Email response attached to report as Attachment 4.
Cllr MacKenzie	Changes to RMA – how does this fit?	<p>The Māpua Masterplan is a non-statutory document so is not impacted by changes to the RMA. However, any subsequent TRMP Plan Change will be impacted by the RMA reform.</p> <p><b>Key changes proposed by the Expert Advisory Group to the RMA legislation:</b></p> <ul style="list-style-type: none"> <li>• Two new Acts are proposed: <ul style="list-style-type: none"> <li>◦ <u>The Natural Environment Act</u> to manage environmental protection and limits.</li> <li>◦ <u>The Planning Act</u> to enable land use, development, and infrastructure delivery.</li> </ul> </li> <li>• A National Policy Direction under each Act is proposed to provide succinct, central guidance to resolve tensions between development and protection.</li> <li>• Clear direction on how the Treaty of Waitangi is to be reflected in the exercise of functions under both Acts.</li> <li>• There will be one regulatory plan per region with the aim of simplifying and standardising planning processes. There is no suggestion of requiring Nelson and Tasman to produce a combined plan. However, given the current Nelson Tasman Future Development Strategy, consideration of a single spatial plan covering both Nelson and Tasman would be prudent.</li> </ul>

		<p>Property rights are emphasised with land use presumed allowed unless it causes harm to others or the environment (basically the same as under the RMA). In some cases, overlays that significantly limit land use may require compensation for affected landowners.</p> <p><b>To plans and consenting:</b></p> <ul style="list-style-type: none"> <li>• District Plan chapters will use nationally standardised zones, with limited bespoke local variations if they can be justified.</li> <li>• Reduced scope of regulation, including material externalities and only regulating more than minor effects.</li> <li>• Expanded use of permitted activities, more activities proceeding without consents.</li> <li>• Councils would have to justify any bespoke rules that deviate from national direction.</li> <li>• Controlled and non-complying consent categories will be removed; restricted discretionary consents become the key tool.</li> </ul> <p><b>To introduce spatial plans:</b></p> <ul style="list-style-type: none"> <li>• Regional Policy Statements to be removed, with their role to be partially replaced by regional spatial plans.</li> <li>• Regional and district councils will need to work together to deliver these.</li> <li>• Spatial plans are proposed to be forward-looking, enabling development by identifying: <ul style="list-style-type: none"> <li>○ Major environmental constraints</li> <li>○ Existing and future infrastructure</li> <li>○ Future urban areas</li> <li>○ Growth and development opportunities</li> </ul> </li> <li>• Spatial and regulatory plans to be highly standardised/accessible via a national e-plan.</li> <li>• There will be greater legislated requirement to implement spatial plans.</li> </ul>
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		<p><b>To Compliance Monitoring Enforcement functions and allocation of resources:</b></p> <ul style="list-style-type: none"> <li>• A national compliance and enforcement regulator, with a regional presence, is proposed to build a centre of excellence, strengthen compliance performance, support the system’s shift away from ex ante consenting</li> <li>• It’s proposed that communities will need to agree on how to manage overallocated resources and transition away from “first-in, first-served” where resources are fully allocated, over allocated or reaching full allocation.</li> </ul> <p><b>When will this happen?</b> Not immediately. The current system under the RMA will still guide us for the near future, and Government is actively progressing amendments to the existing RMA in the meantime. The new legislation needs to be drafted, and those Bills will go through the parliamentary process before the final legislation become law. The Government has indicated it intends to introduce the Bills later this year with them becoming law by mid-2026.</p> <p>Refer to: <a href="#">Report from the Expert Advisory Group on Resource Management Reform</a></p>
Cllr MacKenzie	Data re: growth forecasts to much uncertainty	The 2024 Growth Model and the Housing and Business Assessment were adopted as part of the 2024 Long Term Plan. These documents provide strategic direction for council and underpin the direction of the Masterplan in terms of growth, and housing and business requirements.
Cllr MacKenzie	Processes on how to respond to each sub-point?	There were circumstances where the submission questionnaire was not completed, and people provided extensive multi-page submissions instead with multiple sub-points. This has made analysis challenging. Where relevant, free text and detailed submissions have been summarised into key themes and included within the analysis of the Deliberations Report.

		Officers' have attempted to respond to sub-points through this analysis process. Many of the sub-points were made with regards to the supporting information which was a document provided to support submissions on the Masterplan – this document is not being revised.
Cllr MacKenzie	Alternative dog walking options impact on threatened species	<p>A new action is recommended in the Deliberation Report which involves undertaking consultation with the landowners of the Māpua Leisure Park to determine whether a dog walking track around the edge of the camping ground to the dog activity area is feasible.</p> <p>Additional mapping notations are also proposed in the Deliberation Report to highlight key threatened species habitat areas.</p>
Cllr MacKenzie	Geographic polygon/ area of Masterplan to be explained?	The spatial area of the Masterplan is defined by zoning (excludes Rural 2 and 3 zoned land) and the boundary of the stormwater catchment area. It is focused on the urban environment of Māpua.
Cllr MacKenzie	Inconsistencies between the Nelson Tasman Land Development Manual (NTLDM) and Catchment Management Plan (CMP). Clarity requested.	Due to the TRMP revision delays associated with central government RMA reforms, we currently have an undesirable situation whereby there are stormwater quality treatment aspirations (low impact design) in the NTLDM that are not backed up by requirements in the TRMP. Hence, the draft CMP reflects the harsh reality that we cannot currently enforce water quality treatment requirements on all stormwater discharges from developments. The NTLDM is used for education and encouragement of developers. The CMP wording has been reviewed to clarify this aspect.
Cllr MacKenzie	Understand Hail Sites – why can't we get more information?	<p>Hail information is currently not directly available to the public via a mapping system (eg, Top of the South Maps).</p> <p>Each site is dealt with on an individual case-by-case basis by the Councils Resource Scientist – Contaminations. This is to ensure that accurate site specific information is provided to customers.</p>

Cllr Daikee	Commercial Zone- more detail required re: Gary and Melanies land and omission from Masterplan	The land owned by these submitters includes 6 Seaton Valley Road, 175 177 Māpua Drive and 179 Māpua Drive. While it is recognised by officers that these sites are well located for commercial development, it is still considered that they are high-risk due to the low-lying nature of the land, cultural significance and natural hazard risk. While the sites may be able to be designed to mitigate stormwater and flood effects it is likely that mitigation for the sites will be significant. Additionally, the Natural Hazard Plan Change (Plan Change 82) is currently being prepared and will strengthen the natural hazards policy framework, which would update a number of settlement-specific policies, rules and the 'Coastal Risk Area' overlay. It is unknown at this stage how this plan change may affect the development of low-lying sites such as these properties. It should also be noted that nga iwi objected to the inclusion of this land in the FDS due to cultural concerns.
Cllr Daikee	Also look at alternative walkway through Melanies property.	A recommendation is included in the Deliberations Report to either:  1. Agree to remove the portion of Seaton Valley future detention wetland and walkway that sits within 179 Mapua Drive; or  2. Retain the portion of Seaton Valley future detention and wetland and walkway that sits within 179 Mapua Drive, shift the walkway alignment to connect with a drain through 175 Mapua Drive; and Recommends to Council that it approve budget in 2025/2026 for acquiring the Seaton Valley future detention and wetland that sits within 179 Mapua Drive;
Cllr Daikee	Catchment Management Plan – Question around completeness and management of stormwater	The Catchment Management Plan has been developed in response to the Discharge Consent requirement upon Council and whilst supporting the Master Plan process, it was never intended to have all the answers as some submitters are suggesting it <i>should</i> have. Further investigations will occur as part of future plan change processes and for other engineering/community/environmental purposes and these will all assist to enhance the CMP. The state of the CMP and modelling around stormwater

		(and coastal inundation) is regarded as being sufficient for the stage of the process that Council is currently at.
Cllr Kininmonth	12 Seaton Valley Road – Protection of vegetation on property	The draft Masterplan included a future reserve (not a walkway) around the boundary of 12 and 20 Seaton Valley Road to protect the significant mature vegetation present on the boundary of these properties. Officers have spoken with the landowner of 12 Seaton Valley Road and explained that the draft Masterplan included this reserve for the protection of the significant mature vegetation. It is recommended to retain this future reserve in the Deliberations Report.
Cllr Bryant	Medium Density Zone how and where?	<p>Since releasing the draft Masterplan, a draft policy framework for the Medium Density Zone (MDZ) including an urban design scorecard, has been prepared and is currently being circulated for comment as part of the Plan Change 81 consultation material.</p> <p>The draft Masterplan identifies specific areas of greenfield land for Medium Density housing and intensification of brownfield land –the Medium Density Zone will be used to achieve both of these outcomes, but the policy and rule settings differ depending on whether it is greenfield or brownfield land.</p> <p>A mixture of standard and medium density housing is proposed within greenfield land off Seaton Valley Road and Higgs Road. It is difficult to identify specific areas for medium density housing at the strategic level of the Masterplan. The draft Masterplan has attempted to provide some indication as to what is envisaged and states that detail around densities, open space, infrastructure corridors and active recreation links and other requirements will be directed through Outline Development Plans for all greenfield land. The Outline Development Plans will give direction and will form part of the TRMP.</p>
Cllr Bryant	Consider Queenstown Lakes Home Strategy	The Queenstown Lakes Home Strategy includes inclusionary zoning where for example a greenfield development of 20 sections contributes one section to Council and the Community Housing Trust as affordable



		<p>housing. One of the outcomes of the strategy is to deliver an inclusionary zone plan change for the District Plan. An Inclusionary Plan Change was prepared by Queenstown Lakes Council but was withdrawn following the hearing in 2023.</p> <p>The Long-Term Plan engagement feedback highlighted affordability of housing as a key issue and as a result on the 2<sup>nd</sup> August 2023 an affordable housing workshop was conducted. At the workshop officers went through the pros and cons of inclusionary zoning. The Council decided not to do further work due to the following reasons; it may slow/stop development, concerns over who would benefit financially, the need to build inclusionary zoning into a change to the TRMP and the risk of legal challenge.</p>
Cllr Bryant	Kite Park – what is the appropriate zoning open space or recreation?	To ensure that a range of activities are provided for at Kite Park, it is recommended that Kite Park is rezoned from Residential Zone to Recreation Zone. This would align with the Waterfront Parks zoning and enable activities (as permitted activities) such as indoor and outdoor sporting and recreational activities, playgrounds, picnic facilities, walkways, public toilets, carparking, fairs and activities consistent with an approved Reserve Management Plan.
Cllr Ellis	Issues raised about sedimentation into Estuary	Sedimentation is a key management issue for the Waimea Estuary and is closely managed by development controls through the consenting process. Ongoing monitoring of the impacts of sedimentation occur through both the cyclic State of the Environment monitoring and other sediment/contamination modelling undertaken by Community Infrastructure (2 outfall sites in Māpua). Any earth works or discharge rule changes needed will be implemented in future TRMP updates. In addition to the land disturbance rules in the TRMP (Chapter 18.5), the Nelson Tasman Erosion and Sediment Control guidelines ( <a href="#">Land disturbance, erosion and sediment control   Tasman District Council</a> ) outlines best practice for a range of earthworks activities. An erosion and sediment

		control plan is a requisite condition for many land resource consent applications.
Cllr Ellis	Further information around Drewery history/relationship	<p>Please find below background information on the Māpua Masterplan as it relates to 179 Māpua Drive. This information was emailed to the Mayor (29/11/2024) by Dwayne Fletcher.</p> <p><b>Background</b> Council is undertaking a Māpua masterplan which includes where/how Mapua will growth is help meet the need for housing and business over the next 30 years. A draft masterplan is currently out for consultation can be found at <a href="#">Māpua Masterplan   Shape Tasman</a>. The same link provides a history of the community engagement and options considered to date. Part of the Masterplan includes outlining major infrastructure projects needed in the future for growth, including stormwater.</p> <p><b>Stormwater and wetland area for Seaton Valley</b> A major part of the proposed masterplan includes the creation of a new stormwater detention and wetland area in Seaton Valley alongside sports facilities. This will provide stormwater attenuation and treatment for several hundred new homes in the Seaton Valley area and one other, smaller catchment adjacent to Māpua Drive. It will also provide a major new habitat for flora and fauna that the community can connect with nature through. See the area in the map below.</p>



The proposed detention area includes part of the overall land currently owned by Melanie Drewery - outlined in light blue and shaded in the image below. This proposed extension of the stormwater detention area into part of the Drewery land is proposed to ensure we have sufficient detention area and to facilitate connection with stormwater coming in from the Mapua Drive side. For the Mapua Dr catchment, stormwater passes through Melanie's neighbor's property (175 Mapua Drive) to get to the land proposed for detention.

		 <p><b>Walkway</b></p> <p>Also proposed is walking and cycling access to and through the detention and wetland area. This includes the part of Melanie’s property earmarked for detention as well as a walkway on the northern boundary of her neighbor’s property (again, 175 Mapua Drive).</p> <p><b>LTP and budgets</b></p> <p>The Council's Long Term Plan includes funding for acquisition and (some of the) development of the detention in Seaton Valley. Approx. \$9m in years 6-10. Longer term community programmes will create the wetlands.</p> <p><b>Exploring an early land purchase</b></p> <p>TDC staff met with Melanie on 25 January 2024. The meeting was to review how the Masterplan was evolving and potential implications for Melanie’s property, as well as to float a potential Council acquisition of her property to enable what we thought the Masterplan outcome would be. At that stage,</p>
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		<p>the concept was focused on the entire property, carving off the bits we needed for stormwater, and then on-sell the rest.</p> <p>TDC staff made it clear that any such acquisition would depend on the outcome of the Masterplan and on Council approval.</p> <p>At the meeting, staff discussed obtaining a joint valuation of her property as a starting point for discussion, and this was followed up with an email to her on 7 February 2024 with contact details for a few of our usual valuers, with the idea that Melanie would select one that she was comfortable with and we would pay the fees.</p> <p>Ultimately, Lindsay Williams from Duke &amp; Cooke was retained in May 2024 to undertake the valuation, following an April site visit to Melanie's property and various scoping discussions; the valuation was received on 6 June 2024. The amount was a fair bit higher than we anticipated, likely due to the recent QV update of properties in Tasman. For this reason, we also sought a valuation for acquiring only the part of the property needed for future detention, which was also high (in our view) given the low-lying nature of the land.</p> <p>Given the uncertainty this was creating for the Drewery's, staff put some options in front of Council at a workshop on 20 Sep 24 to see if an acquisition was supported at this stage. This would require budgets to be brought forward from year 6-7 of the LTP. The council indicated it would not support this. A key reason for this was the desire to avoid further increasing spending in current years, esp. given the increasingly difficult financial climate. This was communicated to Melanie and staff visited in person to answer follow-up questions.</p>
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# **National Policy Statement on Urban Development: Summary of Housing and Business Assessment for Tasman 2024**

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## Summary of Housing and Business Assessment

In August 2020 the National Policy Statement on Urban Development (NPS UD) came into effect. The main purpose of the NPS UD is to encourage competitive land and development markets to improve housing affordability. The NPS UD proposes this by requiring councils to compile evidence which would better inform council planning decisions. Part of this evidence base includes the three-yearly Housing and Business Assessment (HBA). Tasman District Council (TDC) has produced HBAs previously in 2018 and 2021.

Due to its size and growth rate, TDC (together with Nelson City Council), needs to ensure that there is sufficient capacity of residential and business land to meet demand in their “urban environments”, over the short term (3 years), medium term (10 years) and long term (30 years). The Joint Committee of the Nelson City and Tasman District Councils resolved on 10 November 2020 that the Nelson Tasman urban environment comprises the following city and towns: Nelson, Richmond, Motueka, Māpua, Wakefield, Brightwater, Cable Bay and Hira, in recognition that these communities are part of the same labour and housing market, and these areas are or are intended to be predominantly urban in character.

The HBA provides the analysis to assess whether sufficient development land, of the right type and in the right place, can be provided by the Council. There is also a joint HBA with Nelson City Council (NCC) that provides the same analysis for the combined Nelson Tasman urban environment. Since Tasman comprises both an urban and rural environment, the HBA assesses demand and capacity for both parts.

The NPS UD is prescriptive in nature and makes the HBA a rather technical document. This summary highlights important aspects of the evidence, to aid Council planning decisions. TDC’s annual dwelling supply has remained high, above 400 dwellings per year since 2018, peaking at 600 dwellings in 2021 and 577 dwellings in 2023. The key findings and implications of this latest HBA are summarised below.

### Demand for housing and business land

Population growth in Tasman has been higher in the past 5 years than historically, reaching 2.4% between 2019 and 2020 and averaging 1.2% p.a. between 2020-2023. Latest estimates find there are 59,400 people living in Tasman (June 2023).

Council’s population projections for Tasman forecast 12% growth between 2024 and 2034 to 67,900 people, then slowing to 16% growth between 2035 and 2054, totalling 78,800 people. Tasman typically experiences a net loss of young adults (usually 15-19 year-olds) and some older groups (70 years and older) but with a net gain in most other age groups. The ageing population is driving a change in the average household size across the District, with smaller households leading to further demand for more dwellings.

Demand for dwellings is expected to be relatively constant over the next 20 years, at approximately 400 dwellings per year for the whole District. Lower dwelling demand is projected for years 20-30 (300 per year) based on slower population growth. In total, 11,430 dwellings are needed over the 30 years to meet demand in the District.

A competitiveness margin of 20% is added to the demand for dwellings for years 1-10 and 15% for years 11-30, to try and ensure sufficient capacity is planned for in the event that some may not materialise. This increases demand to 12,644 dwellings for the whole District.



Most new dwellings are expected to be needed in Richmond and then Motueka, with smaller amounts in other towns. Using Council's Housing Preferences Survey 2021 which explored the Nelson-Tasman urban community's choice of housing type, it is clear that as at 2018 there was an undersupply of attached dwellings or apartments in Tasman. In 2018 only 10% of Tasman's housing stock comprised such dwellings whereas the survey showed 29% of people preferred and could afford such a dwelling. In 2022/23 stand-alone houses continue to be the dominant housing typology, with attached dwellings at 19% of Tasman's total dwellings in 2022/2023. This includes retirement village units and townhouses.

Demand for industrial and retail/commercial land in Tasman, including the competitiveness margin is for 25.76 hectares of industrial land and 9.77 hectares of retail/commercial land over the next 30 years. The business land demand forecasts in this HBA are significantly different from the 2019 HBA and are generally lower for Tasman. This is due to the reliance on models by different consultants, which use varying assumptions and methodology. Given the uncertainty in assessing business land demand and capacity in Tasman's towns, it is important for Council to keep up to date with anecdotal evidence of shortages of sites for particular businesses, through discussions with applicants and developers.

#### Capacity of housing land in Tasman

The main objective of the HBA is to demonstrate whether sufficient capacity of housing and business land exists in the Nelson Tasman tier 2 urban environment. In Tasman, there is insufficient capacity of housing land in the medium term in Motueka, Brightwater and Wakefield. Some of this shortfall can be provided for in Richmond, but not all, hence an insufficiency exists overall in the medium term (2028-2034). Sufficient housing capacity exists in the short and long terms. The shortfall of capacity in the medium term may have an impact on affordability of housing by restricting new capacity, although its impact is likely to be small, as the 365 dwelling shortfall is 4% of the overall 30 year capacity of 8,644 dwellings in Tasman's urban environment. This is the first shortfall that TDC has identified in a HBA, with previous assessments in 2018 and 2021 finding sufficient capacity for 30 years for Tasman.

In Tasman District overall (including the rural environment), more than 13,000 dwellings will be provided for over the 30 years. Most housing land capacity will be provided in Richmond in the short, medium and long terms. The largest shortfall of housing land capacity is in Motueka over all time periods, amounting to over 1,300 dwellings, some of which can be provided for in Richmond. There are constraints to the growth of Motueka including its low lying nature, natural hazard risks and highly productive land. Significant servicing investment including a new wastewater treatment plant and a stormwater corridor is also needed for future developments in Motueka and this is phased over time in the Long Term Plan and Infrastructure Strategy.

Over the next 30 years there is insufficient capacity for attached dwellings in Tasman's urban environment across all time periods. Of the 8,644 dwellings that can be provided for in Tasman's urban environment, approximately 20% of these are expected to be attached dwellings, in existing and planned intensification areas. The shortfall amounts to at least 735 attached dwellings, with 295 in the first ten years. In respect of this shortfall, forthcoming housing plan changes (greenfield and brownfield) will strive to require as many attached dwellings as is commercially feasible.

Since the end of 2018, intensification of brownfield housing in Richmond has provided a net gain of 79 dwellings. This uptake shows the demand that exists for small medium density dwellings. Before intensification was enabled in Richmond by Plan Change 66, it was thought that the land should represent at least 70% of the value of the property, for intensification (by redevelopment) of a site

to occur. However in 2021 QV reported that the very introduction of the intensification rules in parts of Richmond has pushed land values up markedly, where the section has potential for redevelopment for multi-unit housing. Analysis of recent intensification in Richmond shows that several sites are being intensified where the land represents just over 50% of the value of the property.

#### Capacity of housing land in Nelson

In Nelson, sufficient general housing capacity exists in the short term and long term but not in the medium term, due to insufficient infrastructure in time.

Further broken down, for attached dwellings, there is sufficient capacity in Nelson's urban environment in the short term but not the medium or long term. However for detached dwellings in Nelson's urban environment, sufficient capacity exists for all time periods.

#### Capacity of business land in Tasman

Suitable development capacity of industrial and retail/commercial land can be provided in Tasman's urban environment overall. Approximately 60 hectares of industrial land and 75 hectares of retail/commercial land can be provided with no shortfalls over any time period.

The latest model forecasts relatively low amounts of demand for such business land. Should demand instead follow past building consent trends, it would be higher at 15 ha of retail/commercial (instead of 7.32 ha) and 60 ha of industrial land (instead of 15.77 ha). However there remains sufficient capacity to meet this potentially higher demand.

#### Capacity of business land in Nelson

NCC's HBA shows a shortfall of retail/commercial and industrial land across the medium and long terms, amounting to 27 ha of industrial land and 8 ha of retail/commercial land. The surplus of business land in Tasman is therefore needed to provide capacity for Nelson's shortfall. Further, if Tasman's industrial land demand follows recent building consents trends, rather than the model's latest projection, industrial land capacity could be tight for Nelson and Tasman.

#### Infrastructure ready land

The sequencing of development capacity informs the growth-related capital expenditure in the Long Term Plan. Water supply and wastewater infrastructure is inadequate to cater for growth over the medium term in Tasman, leading to a shortfall of housing capacity. This is despite Council investing \$409 million in growth related infrastructure over the next 30 years and having a dynamic debt cap of 160% (\$452 million by 2033/34). Some infrastructure projects in the Long Term Plan are planned for years 2-10, meaning the capacity for new dwellings will not be realised until after year 10.

By the long term (years 11-30) all the feasible housing land capacity will be zoned, serviced and able to be developed. The difference exists in the medium term as there is capacity that will not be serviced by year 10.

The growth predicted affects the busiest roads especially State Highway 6, which is not in Council's ownership. The area of most concern is between Richmond aquatic centre (boundary of TDC) and Three Brothers corner (Richmond South). In this respect, the Hope bypass is Tasman's number 1 project in the 2024-2027 Nelson Tasman Regional Land Transport Plan. Investigations would start in the 2024/25 financial year and construction in 2027/28, lasting 3 years (funded by Central Government).

### Housing affordability

According to the Ministry of Housing and Urban Development's dashboard, house prices have increased by 113% in Tasman since 2015 and the Real Estate Institute of NZ finds that the median house price in Tasman is still above the national average in 2023. Corelogic also reports that Tasman's house value to income ratio is higher than the national average (2023).

The Nelson Tasman Housing Preferences Survey 2021 found that 34% of respondents in the region could not afford to buy any dwelling and only 5% of these could afford a rental. The remaining 28% could not afford to buy or rent a dwelling.

There exists a significant mismatch in Tasman between demand for attached dwellings (generally smaller and potentially cheaper) and the supply of such dwellings. This is something that Council can influence with the rules in forthcoming plan changes to rezone land for housing.

While councils have a role to play in ensuring sufficient development capacity is provided, factors such as interest rates and banks' lending practices (particularly the percentage of pre-sales required), greatly influence the end product and ultimate affordability of housing. The market delivering more dwellings does not currently mean that lower income households will be able to buy a dwelling.

### Nelson Tasman combined HBA conclusions

The HBA for the combined Nelson-Tasman urban environment concludes that for housing land:

	Attached Dwellings			Detached Dwellings		
	Tasman urban environment	Nelson urban environment	Combined urban environment	Tasman urban environment	Nelson urban environment	Combined urban environment
Short Term	X	✓	X	✓	✓	✓
Medium Term	X	X	X	X	✓	✓
Long Term	X	X	X	✓	✓	✓

For housing overall (attached and detached), there is sufficient capacity in the combined urban environment in the short term and long term but not in the medium term, with a shortfall expected to occur around 2033, amounting to a deficit of approximately 600 dwellings by 2034.

The combined HBA concludes that overall for business land:

- There is sufficient industrial and retail/commercial land capacity in the combined urban environment in the short, medium and long term, based on demand in the latest model (rather than Tasman's recent building consent trends)
- Sufficient business land (industrial and retail/commercial) capacity in the Tasman urban environment for all time periods
- Insufficient industrial and retail/commercial land capacity in the Nelson urban environment in the medium and long terms.

## Coastal inundation assessment of Māpua Masterplan sites

### 1 Introduction

This appendix details how coastal inundation and sea-level rise has been considered in relation to low-lying coastal sites included in the Māpua Masterplan, namely:

- Sections 2 and 3 sets out the legislative requirements and national guidance for coastal hazards management, including the associated climate change scenarios;
- Section 4 and 5 details Council's 'bathtub' modelling and the process to assess areas susceptible to coastal inundation;
- Section 6 describes the assessment of Māpua Masterplan sites for impacts of coastal inundation; and
- A list of references used in this appendix is included in Section 7.

### 2 Legislative Requirements

#### 2.1 Resource Management Act 1991 and coastal hazard management

The Māpua Masterplan will ultimately inform a plan change to the Tasman Resource Management Plan (TRMP) to rezone land and review relevant policy provisions. The Resource Management Act 1991 (RMA 1991), the New Zealand Coastal Policy Statement 2010 (NZCPS), and the National Adaptation Plan 2022 are therefore relevant documents to consider in the development of the Māpua Masterplan.

The RMA 1991 Sections 61, 66, and 74 specify a number of matters to be considered by councils when preparing or changing their regional policy statements and regional and district plans. Because these requirements will be relevant to the future plan change, it is prudent to consider them as part of the Māpua Masterplan, particularly in relation to assessing the impacts from relative sea-level rise and coastal storms for coastal areas facing irreversible and ongoing sea-level rise. Policy statements or plans are to be prepared or changed:

- (a) In accordance with the provisions of **Part 2 of the RMA 1991**, with relevant sections being:
- Section 5: Purpose – The purpose of this Act is to promote the sustainable management of natural and physical resources, whereby 'sustainable management' means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety...
  - Section 6: Matters of National Importance – (h) the management of significant risks from natural hazards.
  - Section 7: Other Matters – (i) the effects of climate change.
- (b) In accordance with the **NZCPS**. One of the NZCPS's goals is to manage coastal hazards and climate change risks to avoid increasing the risk of adverse effects. The risk from coastal hazards over at least 100 years must be identified. Objective 5 seeks to ensure that coastal hazard risks, taking account of climate change, are managed including by locating new development away from areas prone to such risks. Key NZCPS policies are:
- Policy 3 Precautionary Approach

- Policy 24 Identification of coastal hazards
  - Policy 25 Subdivision, use, and development in areas of coastal hazard risk
  - Policy 26 Natural defences against coastal hazards
  - Policy 27 Strategies for protecting significant existing development from coastal hazard risk
- (c) Having regard to the **National Adaptation Plan 2022**. The first National Adaptation Plan (2022 NAP) contains Government-led strategies, policies and proposals that will help New Zealanders adapt to the changing climate and its effects.

The 2022 NAP states that when making or changing policy statements or plans under the RMA 1991, councils should use recommended climate change scenarios (as a minimum) to identify and assess risk from coastal hazards and the effects of climate change. Councils should screen for hazards and risks in coastal areas using the SSP5-8.5 scenario and use at least two IPCC scenarios<sup>1</sup> (SSP2-4.5 and SSP5-8.5) for detailed hazard and risk assessments, adding the relevant rate of vertical land movement (VLM) locally. Additionally, the 2022 NAP recommends councils should stress-test plans, policies and strategies using a range of scenarios as relevant to the circumstances.

## 2.2 Coastal Hazards and Climate Change Guidance 2024

NZCPS Policy 24 Identification of Coastal Hazards requires councils to 'take into account national guidance and the best available information on the likely effects of climate change on the region or district'. Of relevance are the Ministry for the Environment's Coastal Hazards and Climate Change Guidance documents issued in 2017, 2022 and 2024, in conjunction with the [NZ SeaRise: Te Tai Pari O Aotearoa programme](#) (launched 2022).

Since the early 2000s, the Ministry for the Environment has provided guidance to councils on adapting to coastal hazards and the risks presented from climate change, particularly sea-level rise. The 2017 Coastal Hazards and Climate Change Guidance introduced a 10-step decision making process for councils to work with their communities to develop long-term adaptive planning strategies to respond to coastal hazards and sea-level rise. In 2022, interim guidance updated the 2017 Guidance with new information on both updated sea-level rise projections and VLM at local scales for New Zealand. The 2024 Guidance revises the 2017 publication with a number of updates (many drawn from the 2022 interim document), including advances in sea-level rise science and global projections<sup>2</sup> and the application of vertical land movement (VLM) – as displayed on the NZ SeaRise online platform.

Through the Council's 'Coastal Management Project' work programme (2019-2022) staff progressed initial work to help inform the development of an adaptive planning strategy following the 2017 Guidance. This included release of an online coastal hazards map viewer (2019), coastal hazards risk assessment (2020), and educational engagement on high-level coastal management options (2021). However, the work programme was paused in 2022 for reasons including the uncertainty around the resource management system reform. Funding was allocated in the 2024 Long Term Plan for a 'community adaptation planning' work programme which will replace and expand on the Coastal

<sup>1</sup> The Intergovernmental Panel on Climate Change (IPCC) have developed five climate change scenarios, being SSP1-1.9, SSP2-2.6 M, SSP2-4.5 M, SSP3-7.0, and SSP5-8.5. The scenarios span a wide range of plausible futures, from 1.5 degrees Celsius 'best-case' low-emissions scenario (SSP1-1.9) to over 4 degrees Celsius warming scenario (SSP5-8.5) by 2100 (2024 Guidance).

<sup>2</sup> Based on the 2021 Intergovernmental Panel on Climate Change (IPCC) Sixth Assessment Report sea level data, downscaled to Aotearoa New Zealand.

Management Project by taking an all-hazards approach. The coastal hazards element of the work programme will nonetheless incorporate best practice from the 2024 Guidance.

While some initial work has been completed, the Council is yet to prepare an adaptive planning strategy or local community adaptation plans. In these circumstances, the 2024 Guidance provides recommended relative sea-level rise<sup>3</sup> (RSLR) allowances for councils to use in decision-making processes (e.g., plan making and land-use decisions) in the interim until such time that a council and their community have developed an adaptive planning strategy. These RSLR allowances form a precautionary initial planning and design response and is consistent with the precautionary approach set out in the NZCPS Policy 3<sup>4</sup>.

In 2023 when coastal inundation and sea-level rise was considered for the Māpua Masterplan, the 2017 Guidance and 2022 Interim Guidance was used as the 2024 Guidance had not yet been released.

The 2022 Interim Guidance for new development (page 18) states “...avoid long-term risks for new developments along the coast, on cliffs and in coastal lowlands and the lower reaches of rivers. These activities should now use the “medium confidence” RSLR projection for SSP5-8.5 H+....”

The 2024 Guidance (page 51) subsequently expanded on this, stating: *“For making interim decisions on new coastal development or infrastructure and change in land use, such as intensification and upzoning, the precautionary interim allowance recommended (before an adaptive planning strategy is developed) is to use the SSP5-8.5 H+ based RSLR projection to identify areas ‘potentially affected’<sup>5</sup> by coastal hazards and climate change. Timeframes are also informed by the risk of being affected by coastal hazards, with greater or longer-term investments, such as infrastructure or new suburbs, needing assessment over at least a 100-year period out to 2130.”*

Table 1 below shows the recommended precautionary RSLR projections to use as interim allowances, sourced from the 2022 Interim Guidance. The 2024 Guidance also includes a table (Table 8, pages 52–53) that is substantially the same as the 2022 table below.

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<sup>3</sup> The 2024 Guidance (page 42) describes relative sea level rise as the net rise in mean sea level from both: i) the absolute rise in height of sea level; and ii) local vertical land movement. It is therefore the net rise in sea level relative to the local land surface or sea-bed elevation on which assets and people are placed.

<sup>4</sup> NZCPS Policy 3 Precautionary Approach:

- (1) Adopt a precautionary approach towards proposed activities whose effects on the coastal environment are uncertain, unknown, or little understood, but potentially significantly adverse.
- (2) In particular, adopt a precautionary approach to use and management of coastal resources potentially vulnerable to effects from climate change, so that:
  - (a) Avoidable social and economic loss and harm to communities does not occur;
  - (b) Natural adjustments for coastal processes, natural defences, ecosystems, habitat and species are allowed to occur; and
  - (c) The natural character, public access, amenity and other values of the coastal environment meet the needs of future generations.

<sup>6</sup> For more information, refer to ‘Box 3: Should the high-end SSP5-8.5 scenario be used in coastal planning?’ on page 41 of the 2024 Guidance.

**Table 1:** Interim precautionary relative sea-level rise allowances recommended to use for coastal planning and policy before undertaking a dynamic adaptive pathways planning approach for a precinct, district or region (Source: Table 3, pages 18-19 of the 2022 Interim Guidance).

Category	Description	Transitional allowances in the 2017 coastal hazards guidance (s. 5.7.3) or table 2 of the Summary (Ministry for the Environment, 2017a)	Transitional allowances to use now, until the refresh of the coastal guidance
A	Coastal subdivision, greenfield developments, and major new infrastructure	<i>Avoid hazard risk by using sea-level rise over more than 100 years and the H+ scenario</i>	Avoid new hazard risk by using “medium confidence” sea-level rise out to <b>2130</b> for the SSP5-8.5 H+ (83 <sup>rd</sup> percentile SSP5-8.5 or p83) scenario that includes the relevant VLM for the local/regional area (from table 1; typically 1.7 m rise in regional MSL before including VLM). Also, check the lifetime and utility of new developments using the median RSLR projections for the “low confidence” SSP scenarios out to 2150 and beyond.
B	Changes in land use and redevelopment (intensification)	<i>Adapt to hazards by conducting a risk assessment using the range of scenarios and the pathways approach</i>	Adapt to hazards by conducting a risk assessment using the range of updated “medium confidence” RSLR scenarios (including VLM) out to <b>2130</b> with the dynamic adaptive pathways planning approach; or if a more immediate decision is needed: <ul style="list-style-type: none"> <li>avoid new and increased hazard risk by using “medium confidence” sea-level rise out to <b>2130</b> and the SSP5-8.5 H+ (83<sup>rd</sup> percentile SSP5-8.5 or p83) scenario that includes the relevant VLM for the local/regional area (from table 1; typically 1.7 m rise in regional MSL before including VLM).</li> </ul>
C	Land-use planning controls for existing coastal development and assets planning. Use of single values at local/district scale transitional until dynamic adaptive pathways planning is undertaken	<i>1.0 m sea-level rise</i>	Use the SSP5-8.5 M scenario out to <b>2130</b> , which includes the relevant VLM for the local/regional area (from table 1; typically 1.2 m rise in regional MSL before including VLM).
D	Non-habitable, short-lived assets with a functional need to be at the coast, and either low-consequences or readily adaptable (including services)	<i>0.65 m sea-level rise</i>	Use the SSP5-8.5 M scenario out to <b>2090</b> that includes the relevant VLM for the local/regional area (from table 1; typically 0.7 m rise in regional MSL before including VLM).

**Notes for table 1:** Recommended updates (last column) to the minimum transitional procedures or RSLR allowances, are for use in planning instruments while in transition towards a DAPP strategy. *VLM = vertical land movement; p83= 83<sup>rd</sup> percentile (top of shaded likely range).*

### 3 Climate Change Scenario Applied

IPCC’s five shared socio-economic pathways (SSPs) each present a different scenario of how future societal choices, demographics, and economics will influence greenhouse gas emissions. The emissions under each SSP will in turn influence the amount of energy that is trapped in the atmosphere by greenhouse gasses, a process referred to as radiative forcing.

The best way to minimise and reduce long-term coastal hazard risk is to avoid areas that are, or will become, exposed to coastal hazards and sea-level rise. This will avoid costly and avoidable risk which the Council and community would otherwise have to address in the future. To inform the Mapua Masterplan, the Council has screened for hazards and risks in coastal areas using the SSP5-8.5 climate change scenario – both the M (medium, 50<sup>th</sup> percentile or *p50*) and the upper-bound H+ (83<sup>rd</sup> percentile or *p83*) (see Table 2).

**Table 2:** Climate Change Scenarios

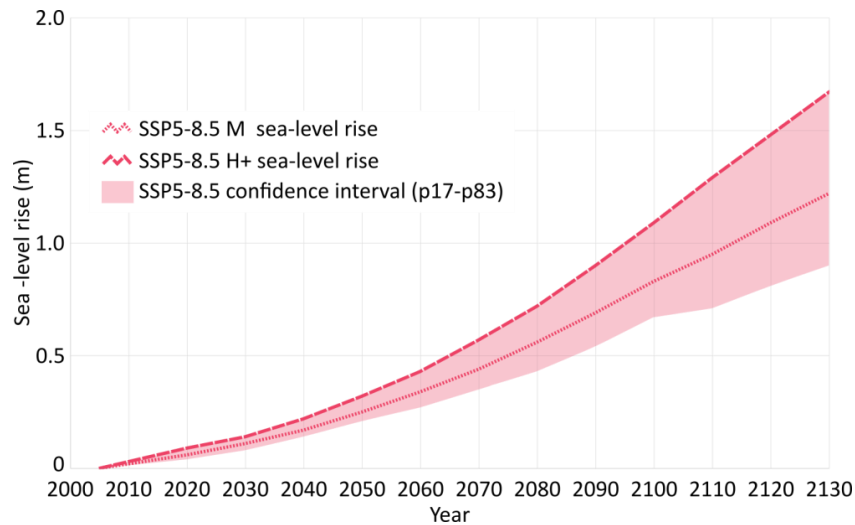
Year	Scenario	Confidence Level
2130	<ul style="list-style-type: none"><li>SSP5-8.5 M including VLM</li><li>SSP5-8.5 H+ including VLM</li></ul>	Medium

SSP5-8.5 is a very high emissions scenario in which the global economy grows rapidly on the back of CO<sub>2</sub> emissions that double by 2050 and triple by 2100. SSP5-8.5 projects a radiative forcing of 8.5 W m<sup>-2</sup> at the end of the century, with a consequently large temperature increase of over 4°C by 2100. The warming of the Earth system under the scenarios results in sea-level rise due to changes in terrestrial water storage, the melting of land-based ice, and the thermal expansion of ocean water (Figure 4). The 2024 Guidance recommends the use of this high-end emissions scenario in coastal planning. This is to reflect that the world has been on a high emissions trajectory in the past few decades, combined with the very long timeframes for sea-level rise to respond to released emissions and the deep uncertainty about future emissions and tipping points<sup>6</sup>.

Sea-level rise projections under each of the climate change scenarios have been produced by the NZ SeaRise programme (e.g., Levy et. al, 2020). Use of these projections is supported by NZCPS Policy 24 which recommends the use of best available information on the likely effects of climate change.

<sup>6</sup> For more information, refer to ‘Box 3: Should the high-end SSP5-8.5 scenario be used in coastal planning?’ on page 41 of the 2024 Guidance.





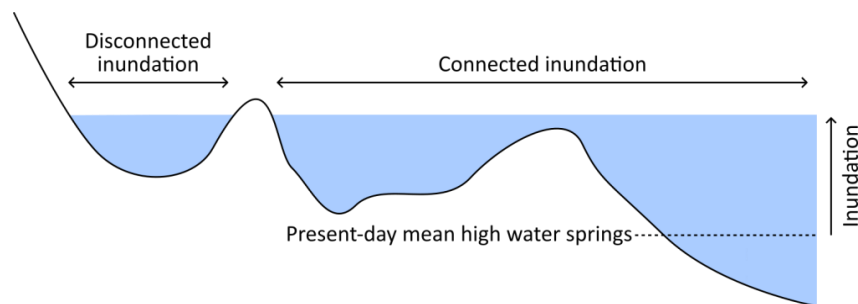
**Figure 1:** Example for Separation Point (NZ SeaRise site 6361) of SLR under SSP5-8.5. The H+ scenario for SSP5-8.5 corresponds to the upper margin of the red-shaded confidence interval (p17-p83).

Council's screening process has been used to identify localities at high risk of being affected by coastal inundation over the next 100 years (as required by NZCPS Policy 24), considering both long-term and more imminent areas at high risk. To determine the landward boundary for each location for assessing the impacts from relative sea-level rise and coastal storms the SSP5-8.5 H+ scenario has been applied (using the precautionary approach supported by NZCPS Policy 3). In doing so, Council has given regard to the 2022 NAP and taken into account the 2024 Guidance.

## 4 Bathtub modelling

Council has used 'bathtub' modelling to visualise the areas susceptible to coastal inundation from sea-level rise and coastal storms under the SSP5-8.5 climate change scenario (Table 1). Bathtub modelling is so named because it treats the ocean like a bathtub that fills up when water is added.

Bathtub modelling maps areas as susceptible to inundation where land elevations are at or below the inundation level that is being mapped. Land elevations are derived from LiDAR surveys of the coast, where land elevations are measured by laser pulses from a plane. Different inundation levels can be mapped for different amounts of relative sea-level rise and/or storm events of different magnitudes. Areas mapped as susceptible to inundation may be either directly connected to the ocean (e.g., via drains or other waterways), or may be disconnected, being at a low elevation but not directly connected to the ocean (Figure 2). Disconnected areas may still be susceptible to inundation as relative sea-level rises despite not being directly connected to the ocean, due to difficulties in evacuating stormwater from these areas. In the same way that water that fills a bathtub is still and does not have waves, bathtub mapping is for a 'static' water level that does not include factors that can dynamically change water levels such as waves and currents. Council's bathtub modelling displays relative sea-level rise in 0.5m increments up to 2.0m on the [online Environmental Map Viewer](#).



**Figure 2:** A conceptual illustration of an elevation cross-section of a coastal location where bathtub modelling has been used to identify areas susceptible to inundation due to relative sea-level rise. Areas of connected inundation are directly connected to the present-day coast, while areas of disconnected inundation are not directly connected but are at or below the elevation that may be inundated.

## 5 Process of assessment of potential impacts of coastal inundation

For each site the assessment of potential impacts of coastal inundation from sea-level rise and coastal storms has involved consideration of the following elements:

- (1) relative sea-level rise (due to future climate change using SSP5-8.5 M and H+ scenarios, and vertical land movement).
- (2) extreme storm events (1% AEP), including the effects of storm tide and wave setup.

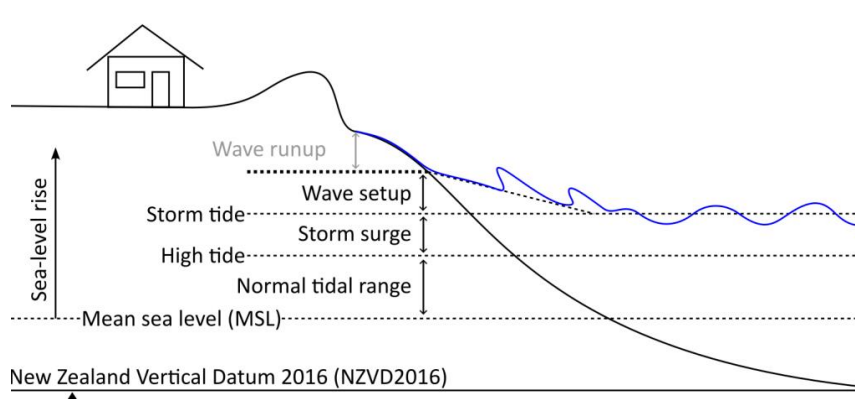
Additionally, to determine the landward boundary of the area susceptible to inundation for planning purposes (e.g. the application of planning objectives, policies and rules), a third consideration was also included:

- (3) a 'factor of safety', to account for unknown factors and potential uncertainties.

This is summarised as the following:

Year	Screening Assessment	Landward Boundary of area susceptible to coastal inundation for Planning Purposes
2130	<ul style="list-style-type: none"> <li>Relative sea level rise (SSP5-8.5 M including VLM), and 1% AEP coastal storm (storm tide and wave setup)</li> <li>Relative sea level rise (SSP5-8.5H+ including VLM), and 1% AEP coastal storm (storm tide and wave setup)</li> </ul>	Relative sea level rise (SSP5-8.5H+ including VLM), 1% AEP coastal storm (storm tide and wave setup), and 'factor of safety'

Each of the elements used in the screening assessment and to determine the landward boundary for planning purposes are explained in the next sections. Figure 3 provides an illustration of the elements of coastal inundation included within the bathtub modelling and screening assessments.



**Figure 3:** Conceptual illustration of the elements of coastal inundation included within the bathtub modelling and screening assessments. Wave runup is shown in light grey as while this is a component of coastal inundation it is not included within the bathtub modelling and screening assessment.

### 5.1 Relative sea-level rise

Relative sea-level rise includes both the effects of sea-level rise due to projected future climate change and the effects of vertical land movement.

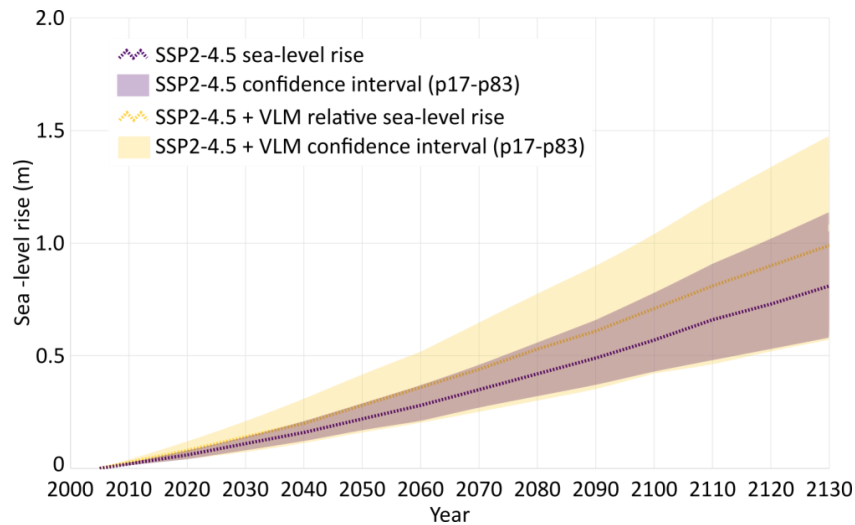
### 5.2 Future climate and sea-level rise

The landward boundary of the area susceptible to inundation considers relative sea-level rise under the SSP5-8.5 H+ scenario, while the screening assessment considers sea-level rise under both SSP5-8.5 M and SSP5-8.5 H+. Both have been undertaken for the year 2130.

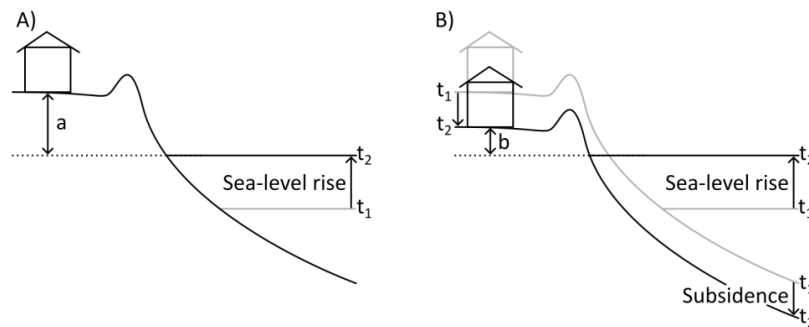
For Tasman, at 2130 the median (*p*50) sea-level rise projection for SSP5-8.5 is 1.21–1.22 m, while the projected H+ (*p*83) sea-level rise for SSP5-8.5 is 1.66–1.67 m (NZ SeaRise Programme). There is some very minor spatial variability in SSP5-8.5 sea-level rise projections across the district, with values increasing by one-centimetre in the very north of the district compared to the south.

### 5.3 Vertical land movement

Relative sea-level change can be driven by a change in the level of the ocean or vertical movement of the land. Where the land is subsiding, this increases rates of relative sea-level rise (Figure 3). Following the 2022 NAP and 2024 Guidance, VLM is added onto the projected future sea-level rise for both the screening assessment and to determine the landward boundary of the area susceptible to coastal inundation. For the bathtub mapping at the district-scale the rates of VLM produced by the NZ SeaRise Programme for sites every 2 km along the coastline have been averaged across sections of the coast. These sections correspond to areas of the coastline that have broadly similar shoreline characteristics and storm inundation levels, as well as similar rates of VLM, and are largely similar to the coastal cells used in the report Coastal Hazards Assessment in Tasman Bay/Te Tai o Aorere and Golden Bay/Mohua (Tasman District Council, 2019). Subsidence is experienced across the district, with the averaged rates of VLM ranging from 4.00 mm yr<sup>-1</sup> near Richmond to 0.41 mm yr<sup>-1</sup> at Patons Rock. These rates of subsidence have the effect of increasing the rates sea-level rise experienced along the coast (Figures 4 and 5).



**Figure 4:** Example for Separation Point (NZ SeaRise site 6361) site showing the effect that subsidence (VLM) has on the rate of relative sea-level rise projected for the site under SSP2-4.5.



**Figure 5:** Conceptual illustration showing the effect of subsidence on relative sea-level rise. (A) Sea-level rises between two points in time  $t_1$  and  $t_2$  without any vertical land movement. (B) Sea-level rises the same amount between the same two points in time, while at the same time the land subsides. From the point of view of someone on the land, the sea-level has risen much more in (B) compared to (A)—this can be seen by comparing the difference in the height of the sea at  $t_2$  with respect to the house, distance (a) compared to distance (b).

#### 5.4 Extreme storm events

Extreme storm events inundate low-lying areas of the coast, with sea-level rise progressively increasing the height reached by storm surge and wave setup processes (Figure 3). Storm surge is the elevation in ocean water levels along the coast produced by the low air pressure and strong onshore winds that accompany storms. The height reached by the storm surge above the predicted tide level is referred to as the storm tide (Figure 3). Wave setup is a component of storm inundation that is caused by water being pushed up along the shoreline by the transfer and release of energy from waves breaking at the coast.

For open coast sites storm tide and wave setup values have been taken from the NIWA Coastal Calculator (Niwa 2018<sup>7</sup>). For sheltered estuary sites storm tide values have also been taken from the NIWA Coastal Calculator (NIWA 2018<sup>7</sup>) and correspond to the storm tide value for the open coast adjacent to the estuary, while wave setup values follow the methodology applied in the report Coastal Hazards Assessment in Tasman Bay/Te Tai o Aorere and Golden Bay/Mohua (Tasman District Council, 2019). The 1% AEP storm tide elevation is approximately 2.36 m NZVD2016<sup>8</sup> in Golden Bay (approximately 0.62 m above mean high water springs, MHWS), and approximately 2.27 m NZVD2016 in Tasman Bay (approximately 0.59 m above MHWS). Wave setup varies from 0.2 m in sheltered estuary locations across Golden and Tasman Bays, to a maximum of 0.71 m at Tata Beach.

Wave runup is not included in the static inundation levels used for the bathtub modelling as runup is a dynamic wave effect that is highly site-specific.

### 5.5 Factor of safety

A factor of safety of 0.50 m has also been added above the projected 2130 static inundation level to account for unknown factors and potential uncertainties:

- **Uncertainties and variations in the rates of VLM.** The NZ SeaRise Programme has published rates of VLM for locations every 2 km around the New Zealand coastline. These rates of VLM are averages of all the VLM estimates within 5 km of the averaging location. Error estimates and the maximum and minimum VLM estimate are provided for each average VLM rate. In Tasman and Golden Bays the error estimates range from 0.62 mm a<sup>-1</sup> near Puponga, to a maximum of 2.86 mm a<sup>-1</sup> near Tamatea Point. Over 100 years, these rates compound to an uncertainty of between 0.06-0.29 m. VLM rates have been averaged for sections of the coastline with broadly similar shoreline characteristics, storm inundation levels, and rates of VLM. However, in some areas local rates of VLM may be higher than the average rate used for the bathtub modelling.
- **Vertical uncertainties with the land elevations represented by the LiDAR elevation surface.** This vertical uncertainty is typically ~0.15-0.20 m (e.g., LINZ 2020, 2022).
- **Uncertainties with projections of storm-tide and wave setup elevation.** Storm-tide and wave setup values have been derived from the NIWA Coastal Calculator for Tasman and Nelson Districts for sections of the coast that have broadly similar shoreline characteristics and wave climate. The Coastal Calculator presents the central (best) estimate of storm-tide plus wave setup. The upper 95% confidence interval of the extreme wave analysis is typically 0.02-0.04 m greater than the central (best) estimate. Wave setup is calculated using an empirical relationship between beach slope and offshore significant wave height—wave setup is therefore highly sensitive to beach slope. For localities where the local beach slope is steeper than the representative beach slope used for that section of the coast local wave setup will be underestimated.
- **Omission of dynamic components of inundation from storms such as wave runup.** The bathtub modelling approach deliberately does not include dynamic components of inundation from storms such as wave runup. Wave runup is principally of concern to locations close to the coastline. However, when considering a 100-year timeframe out to the year 2130, it is not clear where the coastline may be at 2130. For areas close to the coastline

<sup>7</sup> This analysis was first undertaken in late 2023. The Coastal Calculator was subsequently updated in March 2024. The March 2024 numbers are substantially the same (within a few centimetres) as the 2018 numbers.

<sup>8</sup> New Zealand Vertical Datum 2016.

at 2130, the static bathtub water level will therefore underestimate susceptibility to inundation during coastal storms.

## 6 Assessment of Mapua Masterplan sites for impacts of coastal inundation

### 6.1 Coastal inundation levels for the wider Mapua area

For the wider Mapua area the amount of sea-level rise out to 2130 under SSP5-8.5 H+ is 1.66 m (NZ SeaRise Project). Vertical land movement must be included on top of this amount of sea-level rise as subsidence of the land contributes to relative sea-level rise. For Mapua vertical land movement averages  $-2.75 \text{ mm yr}^{-1}$  (averaged from NZ SeaRise Project sites 6450–6454). Projected out to 2130, this subsidence results in an additional 0.29 m of sea-level rise, for a total amount of relative sea-level rise of 1.95 m by the year 2130.

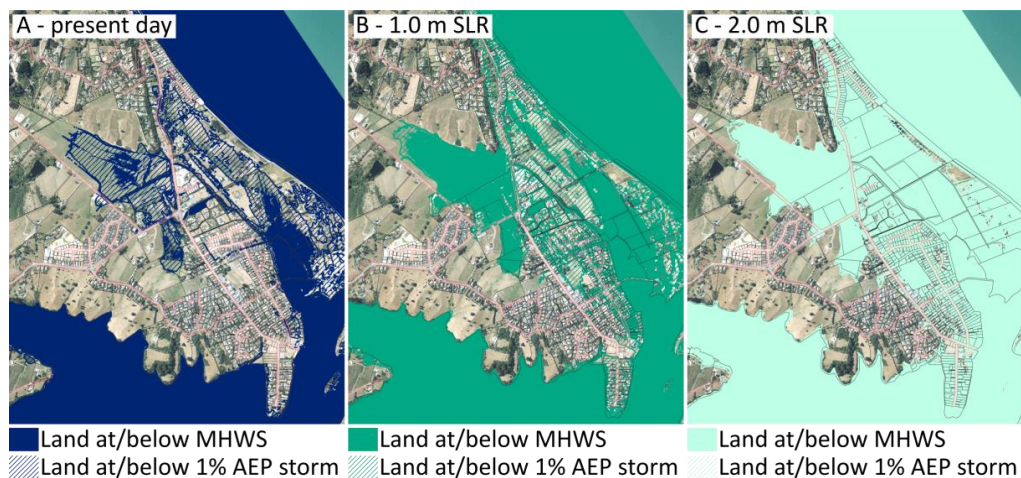
At Mapua the storm tide and wave setup for a present-day storm event with a 1% annual exceedance probability (AEP; which means that there is a 1% chance of an event of this magnitude or greater occurring in any given year) reaches 2.54 m NZVD2016 within Waimea Inlet and/or areas away from the open coast, and 2.91 m NZVD2016 on the open coast. For context, mean high water springs (MHWS) is currently 1.71 m relative to New Zealand Vertical Datum 2016 (NZVD2016) (Andrews, 2023). This means that a 1% AEP event has a magnitude of  $\sim 0.83 \text{ m}$  above MHWS in Waimea Inlet, and 1.20 m above MHWS on the open coast.

When all of these components of future coastal inundation are added together, at 2130 the coastal inundation level during a 1% AEP storm event will be 4.49 m NZVD2016 for areas of Mapua proximal to Waimea Inlet or further away from the open coast, and 4.86 m NZVD2016 for areas of Mapua proximal to the open coast of Tasman Bay. For development purposes (e.g., building or resource consents), freeboard of 0.5 m is typically added to these inundation levels to provide a factor of safety, to account for dynamic water effects, and to account for modelling limitations.

Council's bathtub modelling illustrates the areas of Mapua that may be inundated by normal tidal cycles and during coastal storms for different increments of relative sea-level rise (Figure 6). At the present day (Figure 6A), only limited areas of Mapua are at or below the current level of MHWS, including a small area of Seaton Valley and the estuary pocket situated north of the causeway to the Mapua Leasure Park.

Following 1 m of relative sea-level rise (Figure 6B), much of Seaton Valley will be below the level of MHWS. The tidal area around the estuary pocket north of the Mapua Leasure Park causeway will increase in size, and areas of the wider coastal plain will also be at elevations below MHWS. All of the coastal plain east of Stafford Drive will also be below the elevation reached by the storm tide and wave setup during a 1% AEP storm event, as will large areas of the coastal plain east of Aranui Road.

After 2 m of relative sea-level rise, which is the approximate amount of relative sea-level rise projected for Mapua for the year 2130 under SSP5-8.5 H+, the majority of the coastal plain east of Stafford Drive and Aranui Road will be at or below the level of the high tide (MHWS; Figure 6C). The areas on the coastal plain not inundated by normal high tides following 2 m of relative sea-level rise will almost entirely be at or below the storm tide and wave setup level during a 1% AEP storm event, with only a few isolated areas of higher dune topography poking above the bathtub inundation levels (Figure 6C). A large area of Seaton Valley is also at or below the level of MHWS following 2 m of relative sea-level rise.



**Figure 6:** Council’s bathtub modelling for the wider Mapua area. Areas at or below MHWS for a given increment of relative sea-level rise are shown in solid colours; areas at or below the 1% AEP storm tide and wave setup level for a given increment of relative sea-level rise are shown with hatching. (A) present day; (B) following 1 m of relative sea-level rise; (C) following 2 m of relative sea-level rise.

## 6.2 Impacts of coastal inundation for Kite Park sites

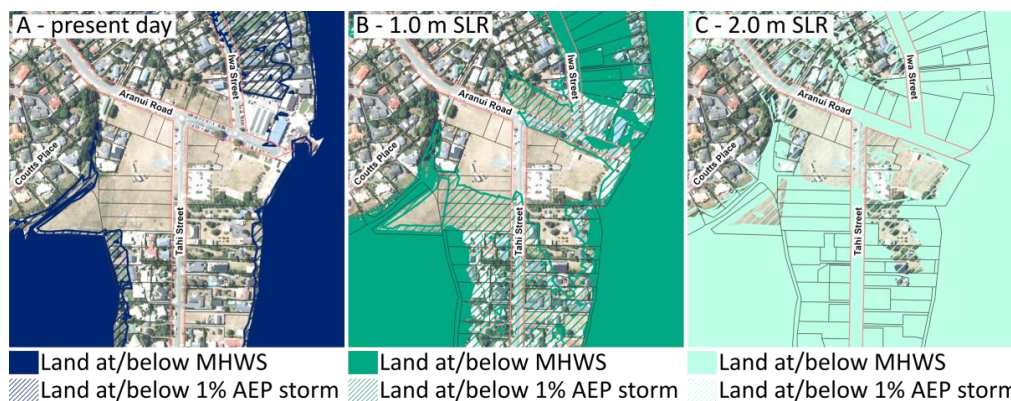
Kite Park is situated at the eastern end of Aranui Road, immediately adjacent to Mapua Inlet which connects the western arm of Waimea Inlet to Tasman Bay (Figure 7). An arm of Waimea Inlet also lies directly to the southwest of the site. Land elevations across this area are approximately 3.8–4.2 m NZVD2016.

At present day the Kite Park site is well above both MHWS and the inundation level from a 1% AEP storm (Figure 8A). As this site is proximal but not immediately adjacent to the open coast it is recommended to use the storm inundation level for areas away from the open coast. However, wave runoff will affect sites proximal to the coastline, which potentially includes this location as sea-levels rise. Council’s bathtub modelling doesn’t include wave runoff, as it is highly site specific, and so the bathtub modelling may underrepresent the area of the Kite Park site susceptible to inundation during coastal storms through the combination of storm tide, wave setup, and wave runoff. As sea-levels rise, this area is progressively surrounded by water (Figure 8B). By 2130, when relative sea-level rise under SSP5-8.5 H+ will be approximately 2 m higher than present, the area is surrounded at high tide to the south, east, and north (Figure 8C). The area is also at or below the 1% AEP storm tide and wave setup level which is projected to reach 4.5 m NZVD2016 following 2 m of relative sea-level rise. However, as discussed above this should be considered conservative as in the future this site will be highly exposed to storm impacts due to its proximity to Mapua Inlet and the open coast.





**Figure 7:** Context map for the wider Mapua area showing sites and extents of site maps presented in this assessment.



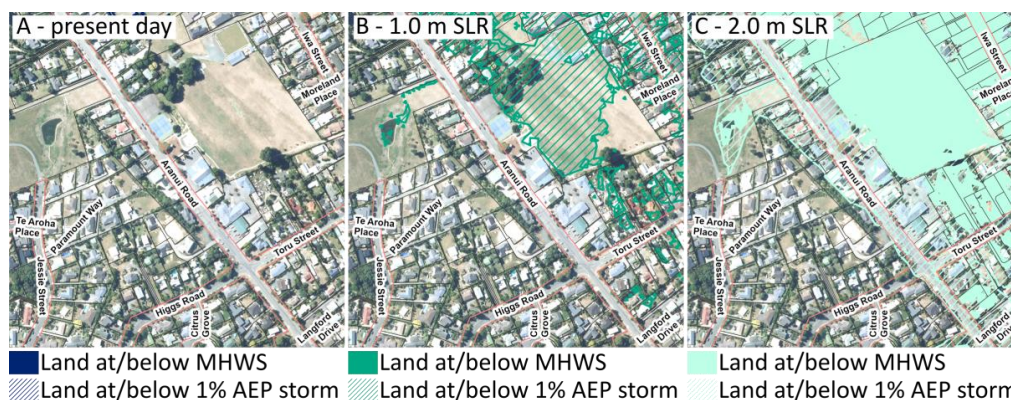
**Figure 8:** Council's bathtub modelling for the Kite Park area. Areas at or below MHWS for a given increment of relative sea-level rise are shown in solid colours; areas at or below the 1% AEP storm tide and wave setup level for a given increment of relative sea-level rise are shown with hatching. (A) present day; (B) following 1 m of relative sea-level rise; (C) following 2 m of relative sea-level rise.



### 6.3 Impact of coastal inundation for Jessie Street / Aranui Road sites

The Aranui Road site (29 Jessie Street, 85 Aranui Road and properties south along Aranui Road to Higgs Road) is situated on the western side of Aranui Road (Figure 7). The site lies on the inland edge of the coastal plain, with low hills rising to the west of the site. The open coast of Tasman Bay is situated approximately 1 km to the east, with Mapua Inlet being approximately 700 to the southeast. Land elevations at this site are approximately 3.6–4.4 m NZVD2016.

These Aranui Road sites are well above both MHWS and the inundation level from a 1% AEP storm at the present day (Figure 9A). Areas of the drain and pond located on the Jessie Street site are at or below the level reached by a storm following 1 m of relative sea-level rise (Figure 9B). However, these areas are isolated or disconnected from wider coastal inundation. By 2130, when relative sea-level rise under SSP5-8.5 H+ will be approximately 2 m higher than present, much of the site will be at or below the 1% AEP storm tide and wave setup level which is projected to reach 4.5 m NZVD2016 (Figure 9C). Following this amount of relative sea-level rise parts of the coastal plain to the east of Aranui Road may be inundated at high tide. The pond on the Jessie Street site is also at or below the level reached by the high tide following 2 m of relative sea-level rise, but is disconnected or isolated from the wider coastal inundation east of Aranui Road.



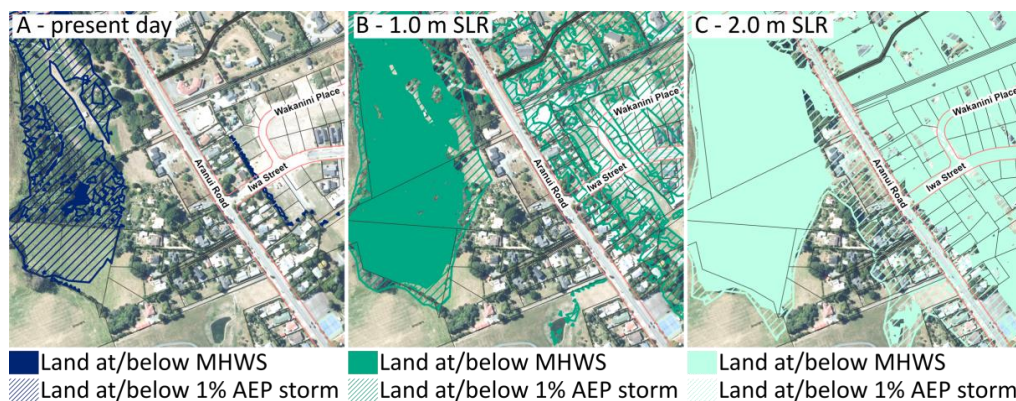
**Figure 9:** Council's bathtub modelling for the Aranui Road site. Areas at or below MHWS for a given increment of relative sea-level rise are shown in solid colours; areas at or below the 1% AEP storm tide and wave setup level for a given increment of relative sea-level rise are shown with hatching. (A) present day; (B) following 1 m of relative sea-level rise; (C) following 2 m of relative sea-level rise.

### 6.4 Impact of coastal inundation for Aranui Road (numbers 109 and 119)

Numbers 109 and 119 Aranui Road are located on the landward edge of the Mapua coastal plain (Figure 7). A low ridge is located to the south of the sites, while to the southwest lies a valley that forms part of the coastal plain. The valley is occupied by a wetland approximately 60 m southwest of the sites. The open coast is approximately 1.1 km east of the properties, with a pocket of the Waimea Estuary adjacent to Mapua Inlet located approximately 675 m southeast of the properties. Land elevations across the properties range from 3.5–3.7 m New Zealand Vertical Datum 2016 (NZVD2016) in a swale that runs down the centre of the properties parallel to Aranui Road, to around 4.2–4.4 m NZVD2016 along the front and rear boundaries of the properties (i.e. along Aranui Road and along the rear boundary of both properties).

These Aranui Road sites are well above both MHWS and the inundation level from a 1% AEP storm at the present day and following 1 m of relative sea-level rise (Figure 10A and Figure 10B). Much of the

valley and wetland area to the west of the sites is at or below the level reached by level reached by a 1% AEP storm at the present day, with small areas at the centre of the wetland being below the level of MHWS at the present day (Figure 10A). Much of the valley to the west is also at or below the level of MHWS following 1 m of relative sea-level rise (Figure 10B). However, the valley to the west is isolated or disconnected from wider coastal inundation. By 2130, when relative sea-level rise under SSP5-8.5 H+ will be approximately 2 m higher than present, most of the valley to the west of the site is at or below the level of MHWS, as is much of the coastal plain to the east of Aranui Road (Figure 10C). Following 2 m of relative sea-level rise the sites themselves will be at or below the 1% AEP storm tide and wave setup level which is projected to reach 4.5 m NZVD2016.

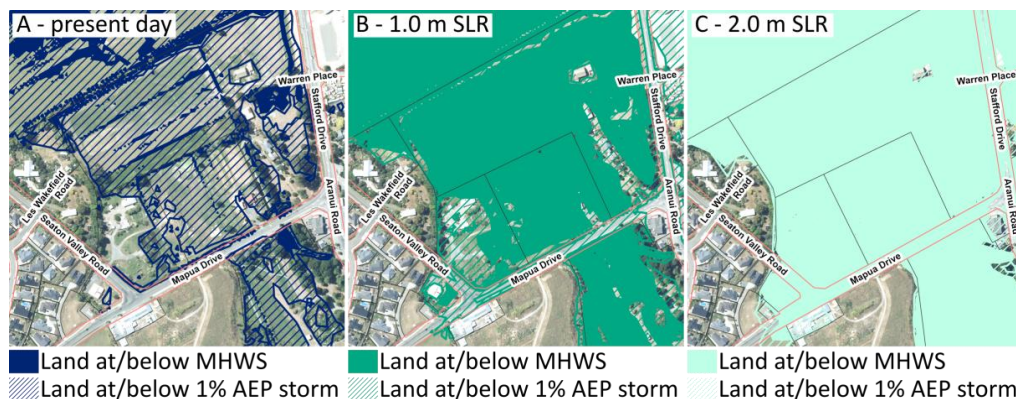


**Figure 10:** Council's bathtub modelling for 109 / 119 Aranui Road. Areas at or below MHWS for a given increment of relative sea-level rise are shown in solid colours; areas at or below the 1% AEP storm tide and wave setup level for a given increment of relative sea-level rise are shown with hatching. (A) present day; (B) following 1 m of relative sea-level rise; (C) following 2 m of relative sea-level rise.

## 6.5 Impact of coastal inundation for Mapua Drive

The Mapua Drive sites (6 Seaton Valley Road, and 175 and 179 Māpua Drive) are located on the margin of the coastal plain close to the mouth of Seaton Valley (Figure 7). These sites are located approximately 950 m southwest of the open coast and are low-lying with land elevations across the sites being approximately 1.7–3.4 m NZVD2016. For context, MHWS in this region of Tasman Bay is currently approximately 1.71 m NZVD2016 (Andrews, 2023).

Land elevations across the majority of the Mapua Drive sites are at or below the 1% AEP storm tide and wave setup level at the present day with no sea-level rise (Figure 11A). However, given the distance to the open coast there is very low likelihood of the sites being inundated by inundation originating from the open coast. Following 1 m of relative sea-level rise the majority of the Mapua Drive sites are at or below the level reached at MHWS (Figure 11B), with the remainder of the sites being at or below the level reached by the 1% AEP storm tide and wave setup. All of the site is at or below the level of MHWS following 2 m of relative sea-level rise (Figure 11C).



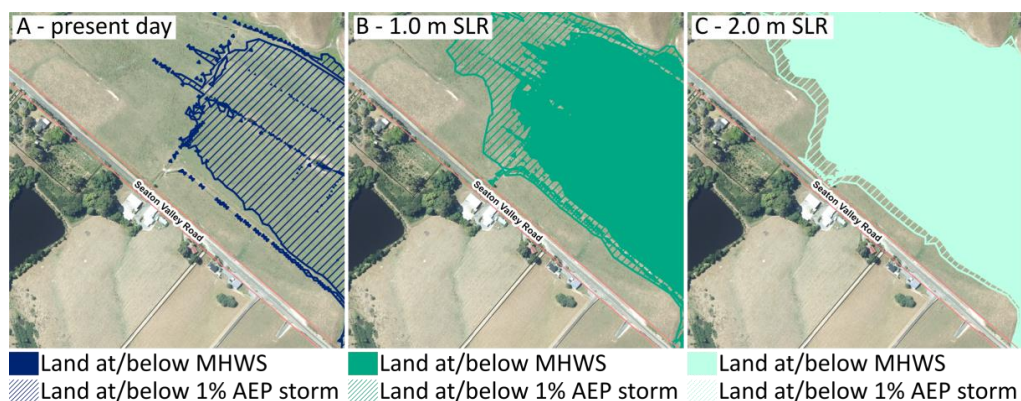
**Figure 11:** Council's bathtub modelling for the Mapua Drive site. Areas at or below MHWS for a given increment of relative sea-level rise are shown in solid colours; areas at or below the 1% AEP storm tide and wave setup level for a given increment of relative sea-level rise are shown with hatching. (A) present day; (B) following 1 m of relative sea-level rise; (C) following 2 m of relative sea-level rise.

## 6.6 Impact of coastal inundation for Seaton Valley Road

The Seaton Valley Road site is located on the northeastern side of Seaton Valley Road. The site lies on the lower slopes of the southern valley margin of the valley (Figure 7). Land elevations across this site are variable, as the land elevations change along the length of the valley and also laterally across the valley side. Land elevations adjacent to Seaton Valley Road fall from a maximum of around 13 m NZVD2016 in the northwestern (up-valley) part of the site, dropping to a low of 4.5 m NZVD 2016 in the middle of the site, before rising to around 8.8 m NZVD2016 in the southeastern (down-valley) area of the site. Adjacent to the valley floor, land elevations fall from around 4.0–5.0 meters in the upper part of the valley, to around 2.3–2.7 meters in the lower part of the valley.

The Seaton Valley Road sites are above both MHWS and the inundation level from a 1% AEP storm at the present day (Figure 12A), and following 1 m and 2 m of relative sea-level rise (Figure 12B and Figure 12C). Much of the valley floor is below the elevation reached by the 1% AEP storm tide and wave setup at present day; however, during such a storm this area of Seaton Valley is disconnected or isolated from the wider coast (Figure 12A). As relative sea-level rises the sites on the slopes of the valley margin remain above the inundation levels while the valley floor is increasingly inundated, though the inundation at MHWS is only widely connected to the open coast following 2 m of relative sea-level rise.





**Figure 12:** Council's bathtub modelling for the Seaton Valley Road site. Areas at or below MHWS for a given increment of relative sea-level rise are shown in solid colours; areas at or below the 1% AEP storm tide and wave setup level for a given increment of relative sea-level rise are shown with hatching. (A) present day; (B) following 1 m of relative sea-level rise; (C) following 2 m of relative sea-level rise.

## 7 References

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Ann Pearson

Personal Information redacted

0101525

Attention : Jeremy Butler, Team Leader - Urban and rural Policy

Good afternoon -

I own a property adjoining 35 Higgs Road in Mapua.

I have no objection to there being a change in the zoning for 35 Higgs Road to Medium Density Residential Housing.

Kind regards,

Ann Pearson

28 April 2025

**Tasman District Council**

**Richmond.**

**Urban & Rural Policy:**

**[environmentplan@tasman.govt.nz]**

**Attn: Jeremy Butler.**

**RE: 35 Higgs Road Mapua.**

Thank you for your letter of 7th April concerning the Residential zoning of the land at 35 Higgs Road.

Frankly my wife and I would much prefer that this land continued to be zoned as Rural 1 deferred Residential.

I must say we are aghast that another wonderful section of Mapua semi rural and coastal land can be considered for urban sprawl - especially in the 'Medium Density' scale that supports intensive construction of multiple unit dwellings that can at best be described as 'Town Houses' and designed for large residential areas - not semi rural and coastal towns like Mapua.

In recent years the Council identified the special nature of properties on the Waimea Estuary and on the sea coast, and in its plans described both the coastal hazards, but particularly the coastal attributes, and special features to be conserved and protected. This included as I recall limits on building and uses of land, maintaining shorelines, and protection of flora and fauna. It seems political or public pressures may have undermined this initiative despite the increased need for protection of the estuary environment. We have to question how No. 35 with its potential to detrimentally impact on the estuary can be seen as a future residential area.

We are aware also of efforts to create 'green corridors' in properties between the estuary shoreline and the higher ground in Mapua and beyond. These corridors allow birds and animals to migrate between the water and the inland areas free of human intervention. And for vegetation to spread and habitats to develop. It is wonderful that one family had the vision to put their land into a QEII trust in perpetuity. Such foresight makes Mapua what it is. Any more housing on the ridge as is proposed at No. 35 undermines this work and foresight.

We understand that many people wish to share the Mapua environment that we so fortunately enjoy. And don't wish to limit the opportunity for people to share this paradise. But we really wonder who

these people are (moving out from Nelson, or from other centres?), how the TDC has reached its data on population growth, and for what reason would anyone think high density multiple unit residential construction is beneficial for people, or beneficial to Mapua.

The urban sprawl in Iwa Street of recent years adds nothing to the community other than providing accommodation. Aesthetically and structurally the set of modular boxes is uninspiring, and the lack of any new green spaces adjoining or within the Iwa Street block shows a lack of vision, and a desire by the so called 'Developers' to make the maximum financial gain.

The new subdivision being constructed between upper Iwa and Mapua Drive looks to be another uninspiring project, with questions raised over drainage, and with destruction of large native trees. And the proposals to overwhelm Seaton Valley Road really begs the question of 'Why ?'

It does seem to be the nature of construction in New Zealand. We were recently north of Auckland. Places like Orewa were once like Mapua, but now part of a bigger city expansion. The sprawl across the hills of Albany (known colloquially as 'Albania') is like a science fiction vision of the future - endless white and grey boxes spreading as far as one can see.

And flying over Auckland and seeing Stonefields and other areas illustrates how desperate the need for housing is in that city, but mostly how hideous these new suburbs are with cramped multi unit housing without gardens, nor green spaces or parks for families.

Is this the vision that the applicants of 35 Higgs road have? A series of multi unit buildings dominating the skyline?

Have you listened to Peter Paul & Mary sing 'Little Boxes' ?

*Little boxes on the hillside*

*Little boxes made of ticky-tacky*

*Little boxes on the hillside*

*Little boxes all look the same ....*

Compare that with Langford Drive where we live - generous sections that allow for gardens, trees, and comfortable but low impact houses. And at the corner of Aranui road is a lot that hasn't been built on so we have a space to walk and relax. While people of that time may have lamented the loss of the orchards, the houses were built to the environment.

**Now some specifics:**

1. Our property adjoins 35 Iwa for only a very short boundary length, and mostly our rear boundary adjoins 33 Higgs. However both 33 and 35 are immediately adjacent with the same land profile - a substantial slope. And separated only by a wire and post fence.



2. Currently during heavy rain the land soaks up the water and only on rare occasions does the land become saturated and some water soak into a small drain at the rear of our land and to neighbours adjacent to us. A workable arrangement for us all.

3. However if 35 Higgs is built on with hard surfaces, then water cannot soak away and problems with run-off occur. For us it could mean either water flows onto our section directly from No. 35, or across No. 33 then on to us. Every budding Law student learns early on of the case 'Rylands V Fletcher'.

4. So that means we cannot consent to any work on No. 35 that is going to allow water to flow onto our land, or affect current arrangements with our neighbours. We would need to be consulted on all drainage plans for No. 35 and be assured that we are not affected in any way. Does the owner of No. 35 envisage holding tanks for stormwater or sewerage, pumping to Higgs Rd., or drainage to the Waimea estuary ?

5. As the 'Medium Density' concepts include multi unit, and multi level dwellings we again would require consultation to ensure heights and sight- lines do not impact on us, nor that light noise and air are affected.

6. Access to No. 35 is currently a long driveway from Higgs road, on a corner on a twisting and narrow part of Higgs Road, with a single footpath. How does the owner of No. 35 foresee access for a considerable number of dwellings (40 by our estimate?), safe passage on and off Higgs Road, and how to mitigate the impact of another 40 plus vehicles on a quiet residential road? Indeed what plans does the Council have to manage the the access to all the lots off Higgs road that are proposed ?

In summary we are fearful that the wonderful town that is Mapua is coming under threat from several quarters, and one cannot but think the motivation of some is to make money from their land with little consideration for the future. Some have voiced the view that smaller residences are required for those wanting to downsize from larger older homes so to remain in this area. We believe that can be achieved within Standard Residential zoning. We would hate to think this is an argument for 'Medium Density' zoning for land such as No. 35. It is too high a profile lot to be given over to that idea.

Lastly we have read in the Masterplan -

(will be ) ***A Māpua Design Guide to direct all new development in Māpua, promoting a high quality design in keeping with the character and identity of Māpua.***

We must ask who will identify what the 'character and identity' of Mapua really is, who will draft a design guide, and how do you measure and ensure 'high quality design' is real ?

We look forward to your response and learning more about the plans for this important area.

Yours sincerely,

David Glenday and Barbara Burns.

Personal Information Redacted

MAPUA  
1<sup>ST</sup> May 2025

Jeremy Butler  
Team Leader  
Urban and Rural Policy  
Tasman District Council  
RICHMOND

Dear Jeremy

In reference to your letter dated 7th April 2025 re Mapua Masterplan, please read the following.

Both Glenys and Noel Forbes are strongly against the re-zoning of land at 35 Higgs Road to Medium Density Residential.

This change, would not only drop our property values, but make life here for us unlivable. The very reason we bought here was the rural outlook.

Apologies for the lateness of reply, we have been away.

Regards  
Glenys and Noel Forbes

Original Message-----

From: Rhyll Hawthorne **Personal Information Redacted**  
Sent: Monday, 21 April 2025 11:02 am  
To: Environment Plan <environmentplan@tasman.govt.nz>  
Subject: Rezoning Land 109-119

Good morning Jeremy

In response to your recent letter in my mail box regarding the rezoning of land across the road from my property I am not happy about this at all, I have lived in the Mapua area for 56yrs an seen the massive changes in this village, we have been built out on the other side of my property with so many houses, there are now triple the amount of cars coming an going down the narrow road, not to mention all the trucks in an out of the village, it is getting harder to get out your own drive. The council surveyed the district after the Christchurch earthquakes an came up with 'No more building on coastal land due to liquidation of the land, which is mostly sand, then next thing the subdivision was going ahead out behind my property, raising the land an making Aranui road properties now in the ditch given that ours are lower than Aranui Rd! Which council was fully aware of an never have addressed! Then a survey was done on the Tsunami risk area in the Mapua\ Ruby Bay area, ah yes, well there is only 2 ways out of Aranui Rd isnt there?, now with all the houses that have been allowed to be built on firstly unsuitable land, an secondly now we are at risk from a Tsunami, so how does counsel expect everyone to get out of Mapua all at once? Its not going to happen, they wont get out!

The property across the road from my house, as I understand it, was not allowed to put another dwelling on it for a number of years, now suddenly council want to rezone it, so they can! so the rezoning is in actual fact ,to suit the current land owner of that piece of land, so he can make money off it! We have next to no areas now that a house hasnt been planted on!

I am against this happening mainly for the safety of yet more cars coming out of driveways, speeding traffic an the noise is also a factor, children going to school, the safety of getting out onto Aranui Rd an the lack of any privacy now. There are two new subdivisions going in that I am aware of, we dont need anymore houses crammed into Aranui Road at all!

All of which council is fully aware of!

Yours

Rhyll Hawthorne  
**Personal Information Redacted**  
Mapua

Original Message-----

From: **Personal Information Redacted**

Sent: Thursday, 1 May 2025 9:39 AM

To: Environment Plan <[environmentplan@tasman.govt.nz](mailto:environmentplan@tasman.govt.nz)>

Subject: Mapua Masterplan: 109 /119 Aranui Road

To Jeremy Butler

I apologise for not replying sooner than your cut off date (today) but I have had many distractions recently.

While in Christchurch recently I saw the kind of housing you described (smaller scale semi detached or duplex) and some was done well, others not so. I can see this could be desirable in a community where so many houses are large.

I have two concerns:

1. We would not like to see three storey units, they would be very out of place and dominant in Mapua as residents have asked to keep its village style. There needs to be a height restriction. We would also like to know if there is a limit to how close to the boundary they can be built.
2. There is a covenant affecting the purchaser of our land 109 Aranui Road to the old church building, that there be no further development for ten years from date of purchase. I think there are two years left to run on that. I assume that is included in any future plans.

Sincerely

Judy Mitchell

**Personal Information Redacted**

**From:** Personal Information Redacted  
**Sent:** Monday, 12 May 2025 10:36 pm  
**To:** Anna McKenzie <[anna.mckenzie@tasman.govt.nz](mailto:anna.mckenzie@tasman.govt.nz)>  
**Subject:** Fwd: Mapua Masterplan: 109 /119 Aranui Road

Morena Anna

Thank you for your reply 9 May and here are some clarifications on (1) the covenants and (2) the zoning.

#### 1. Covenants

The covenants affect the Burdened Land Lot 1 DP 546114 (Record of Title 928982) and Lot 2 DP 546114 (Record of Title 928983). I believe this covers 109 - 119 Aranui Road, fronting the road.

It came into effect when Mick Toll (Phoenix Property Trust) purchased our land to subdivide as 109 - 119 Aranui Road, the sale completed on 1 December 2018.

The covenant stipulates that there shall not be "erected or placed on the Servient Tenement any more than two dwellings and associated outbuildings for a period of ten (10) years from 21st December 2018".

Nor can the owner "make or allow to be made any application to the relevant Territorial Authority for further subdivision of the Burdened Land for a period of ten (10) years from 21st December 2018".

The owner can not "make or allow to be made any application to the Territorial Authority for a change in the zoning of the Burdened Land to any other use than residential use".

There is more relating to heights, fences and ground water extraction.

May be I could send you a copy of the relevant page as an attachment.

#### 2. Re our property 107 A and B Aranui Road (two dwellings, same family):

We request that this property be zoned Rural Residential for the foreseeable future. It is currently landlocked but in particular our access to the Mapua Wetland which is under QE11 but owned by us, depends on existing as it is, one property. We need the access to the wetland on foot from the house and by vehicle along a "pedestrian right of way" easement we kept next to the old church (adjoining 119). The longest boundary is also the Aranui Park boundary.

We believe a change to standard residential zoning would be inappropriate and even unworkable, and put pressure on the viability of the wetland forest.

I hope this is helpful for you. If you need to ring me please use our land line as I am unable to hear well enough on my cellphone. Personal Information  
Redacted

Kind regards  
Judy Mitchell

Our Ref.: 25048  
27 May 2025

Tasman District Council  
By PDF to: [Jeremy.Butler@tasman.govt.nz](mailto:Jeremy.Butler@tasman.govt.nz)

**Attention: Jeremy Butler**

Dear Jeremy

**PRELIMINARY GEOECHANICAL EXECUTIVE SUMMARY  
FOR POTENTIAL LAND REZONING AT  
120 HIGGS ROAD & 49 STAFFORD DRIVE, MAPUA**

**1.0 Introduction**

This preliminary executive summary has been prepared before the issuance of our geotechnical assessment report to inform an upcoming Tasman District Council (TDC) committee deliberation.

We understand that TDC is looking to rezone a portion of property along Higgs Road and another along the northeastern side of Seaton Valley Road as part of the Mapua Masterplan, and one option is to allow commercial development here. You have provided us with marked-up aerial photographs showing the general areas of interest, but you have also stated that the final extent is not fixed. You have asked us to investigate the feasibility of developing these two areas on a commercial or residential basis, perhaps with a supermarket or two-storey townhouses.

We completed test pit investigations and site walkover surveys across both of the above sites on 20 May 2025. We returned on 26 May 2025 to capture aerial photographs using a drone.

We anticipate that our completed preliminary geotechnical assessment report (*our current scope*) will be issued in approximately two weeks.

The preliminary executive summary below provides both sites' key findings and development opportunities. As we have not yet completed our full assessment and reporting, it should be noted that there may be further key recommendations that are not identified here.

**2.0 Preliminary Executive Summary**

**2.1. 120 Higgs Road Site**

1. We understand that this property is a HAIL site based on its previous use as an orchard and the pesticides used during that time. We know that the current landowners have previously had soil contamination testing completed, but we have not been provided with those results. Further work will be required at this site to determine the level of soil contamination, which will inform the options for its potential re-use or disposal off-site. Disposal of contaminated soils can be costly, particularly if they need to go to an approved landfill.
2. Part of the site is located in a gully with an ephemeral stream with a sizable catchment from the surrounding undeveloped properties (*primarily in grass and vineyard at present*)

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- *attached Photograph 1 refers*). Whilst we have not been engaged to complete a stormwater assessment, based on the size of the catchment, we consider that engineering a suitable stormwater system in the gully should be feasible. Depending on how the site is developed, it could involve either an open stormwater channel or a buried piped solution (*or a combination of both*). In any case, either stormwater detention within the site itself or upgraded stormwater infrastructure downstream of the site will be required.
3. The soils encountered in the gully near the northeastern corner of the site consist of a generous layer of topsoil (*around 500 mm*), soft silts and buried organic peats and swamp deposits to a depth of at least 2 m. Beneath were competent, gravelly alluvial deposits, and we anticipate that there will be competent Moutere Gravel Formation silty/gravelly soils beneath. We expect the depth of the soft silts and swamp deposits should lessen further up the gully. Due to the existing vineyard in this gully area, we were not able to verify this with test pit investigations. The adjacent hillside comprised competent *in situ* silty soils with increasing gravels, of the Moutere Gravel Formation.
  4. There are large gum trees adjacent to Mapua Drive. There will be disturbed ground around their root balls which will need to be removed and potentially replaced with certified fill if these areas are to be developed.
  5. From a geotechnical perspective, we consider that the most resilient option that would also provide long-term versatility of the site would be to remove ALL of the soft silts and organic swamp deposits, and replace them with certified fills. This will result in a significant volume of unsuitable soils to be disposed of elsewhere on the property, or off-site. Fills will need to be placed back into the gully and be certified by a GeoProfessional<sup>1</sup> in accordance with NZS 4431:2022, if buildings, hardstandings and accessways are to be founded on them. We consider that the area/volume involved should not be prohibitive in the context of the likely development as a whole.
  6. Site-won fill could be sourced from the adjacent hillsides comprising Moutere Gravel Foundation silts and gravels. There may be an opportunity to source suitable fill materials from the slopes within the site, or from the adjacent undeveloped lot (*Pt Lot 1 DP 950*) should subdivision earthworks ever be completed there.
  7. Whilst it could be possible to found new building on piled foundations into competent soils at depth below the swamp deposits and leaving the majority of the unsuitable soils *in situ*, there would still be some level of earthworks required to stabilise the surrounding hardstandings, parking areas etc. We do not consider this option particularly appealing from an engineering or versatility perspective (*i.e. there could be issues locating utilities in soft soils, and any future redevelopment of the site could be challenging*).
  8. Development of the hillsides would likely require earthwork cuts to create level platforms for buildings and hardstandings. The earthwork cuts could be cut at 1V:2H (26°) without resulting in a slope instability hazard, and would allow for topsoil and planting of them. The current slopes range from approximately 5-10°, so there is scope to create level building platforms that could be at least 30-40 m wide on the southeastern side of the gully (*possibly wider depending on the elevation of the platforms*). The cut material from this hill could be placed in the adjacent gully once the unsuitable soils are removed.

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<sup>1</sup> CPEng(Geotechnical) or PEngGeol, both as administered by Engineering NZ.

## 2.2. 49 Stafford Drive Site

1. This site consists of gently sloping land adjacent to Seaton Valley Road and a low-lying valley downslope (*refer Photograph 2*).
2. The sloping land should be primarily composed of silty soils with an increasing amount of gravel with depth (*Moutere Gravel Formation*). No groundwater was encountered in our test pit on these slopes.
3. The general soil profile in the valley floor consists of a layer of topsoil, overlying a layer of alluvial SILT (*to between 700 mm and 1.5 m*), overlying a layer of silty fine SAND (*to between 1.5 m to 2.3 m*), and then GRAVELS below (*i.e. a general fining up sequence of alluvial deposits*). Some of the silty/sandy soils could be susceptible to co-seismic liquefaction, however this layer should be relatively thin. Groundwater seepages infiltrated the test pit side walls from all levels in most excavations. Whilst several drainage channels through the valley will help drain the soils, we expect these soils to remain moist to wet for most of the year. This is also indicated by reed grasses which exist across much of the valley, suggestive of generally wet conditions.
4. From a potential development perspective, the soils in the hillslopes are not anticipated to be an issue in terms of either bearing capacity for lightweight timber-framed buildings with shallow foundations, or slope stability.
5. We do not consider that development should occur on the valley floor in its current form due to:
  - a. the soft and wet soils that we anticipate existing throughout the year, and;
  - b. the current stormwater situation.
6. Structural earthwork filling to raise the land in the valley is recommended if these areas are to be developed. Whilst further investigations would be required to confirm the earthworks design, we envisage that the following could be required:
  - a. Strip 300 mm to 400 mm of topsoil and where needed, a small undercut of any soft/weak silty soils;
  - b. Place Bidim A29 geotextile (*or similar approved product*) on the exposed subgrade;
  - c. Place a 300 mm thick layer of free-draining rockfill to be fully wrapped by Bidim A29 (*creating a 'drainage blanket'*);
  - d. Place compacted layers of engineered hardfill (*i.e., AP100/AP65*) and/or certified earthfill in accordance with NZS 4431:2022 to achieve the desired finished level. We understand that there could be a scenario where site-won Moutere Gravel derived soils are sourced from the opposite side of the valley, as part of the potential land development of that part of the site;
  - e. Provisional: Pending the outcome of further geotechnical investigations and a detailed geotechnical assessment (*including an evaluation of the potential effects of liquefaction*), a shear key (*i.e., hardfill or rockfill trench*) at the toe of the fill batters could be required.
  - f. Provisional: Layers of geogrid near the bottom of the fills could also be required and this could potentially be in lieu of a shear key.

7. A new well-defined stormwater channel will be required beyond the filled ground and through the valley floor. We envisage that this could connect to a lake, wetland or stormwater detention pond, which could be required as part of the site's development.

### 3.0 Applicability

This report has been prepared solely for the use and benefit of Tasman District Council in relation to the specific project described. No liability is accepted in respect of its use for any other purpose or by any other person or entity. Data or opinions contained in it may not be used in other contexts, by other parties or for any other purpose without our prior review and agreement.

Please refer any further enquiries or correspondence to Rob Hunter.

For and on behalf of Terra Firma Engineering (2016) Ltd.

Yours sincerely

Reviewed by:



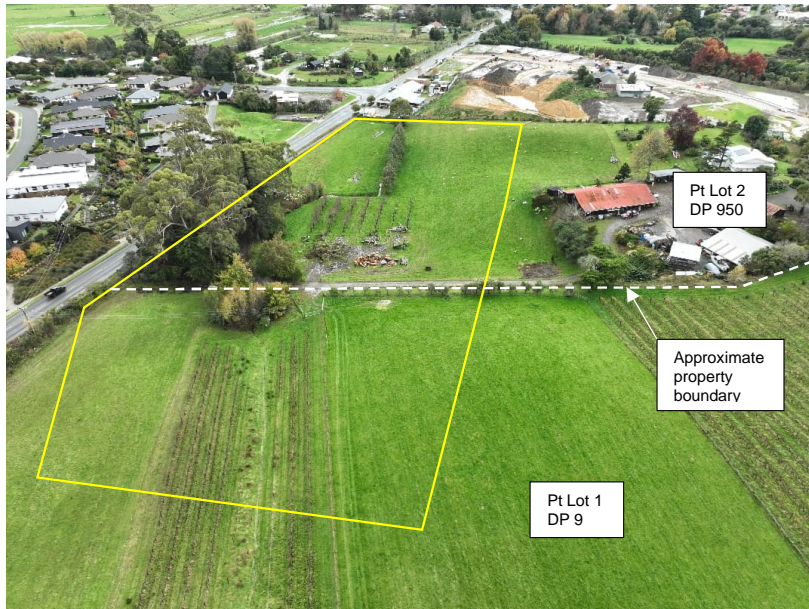
Rob Hunter  
Engineering Geologist

Andrew Palmer  
Principal

Attachments: Photographs 1 & 2

27/05/25  
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FIN.docx

## APPENDIX – Photographs 1 & 2



*Photograph 1: Looking northeast, showing 120 Higgs Road site. The yellow line shows the approximate extent that we understand is being considered for re-zoning.*



*Photograph 2: Looking northwest, showing 49 Stafford Drive site. Seaton Valley Road on left. Note multiple drainage channels and elevated land near top-lefthand corner of frame. The yellow line shows the approximate extent that we understand is being considered for re-zoning.*

Table 3: Māpua Catchment Management Plan changes in response to submissions

Location	Recommendation	Reason For Change
Seaton Valley future detention and wetland – 49 Stafford Drive	<i>Masterplan Maps</i>  No change	Retain future wetland development and stormwater detention area in the plan as a valuable recreational, ecological and open space area for the community.
Seaton Valley future detention and wetland – 179 Mapua Drive	<b><u>Either</u></b>  <b>Option A.</b>  Retain the portion of Seaton Valley future detention and wetland and walkway that sits within 179 Mapua Drive, shift the walkway alignment to connect with a drain through 175 Mapua Drive;  <b>and</b>  Recommends to Council that it approve budget in 2025/2026 for acquiring the Seaton Valley future detention and wetland that sits within 179 Mapua Drive  <b>OR</b>  <b>Option B.</b>  Agree to remove the portion of Seaton Valley future detention and wetland and walkway that sits within 179 Mapua Drive.	Officers prefer Option A but are conscious of the extra cost and impact on the owners of 179 Mapua Drive. We recommend progressing this option quickly if is preferred by Council. If that is not considered affordable in the short term, officers recommend Option B.
CMP Water Sensitive Design and Hazards coverage	No change.	The CMP complies with current legislation, consents and regulations. Further enhancements will be driven by new legislation/rules and will be pursued as funding allows.

Location	Recommendation	Reason For Change
Water Sensitive Design (WSD) mandate within CMP/TRMP	Change CMP to acknowledge that the relationship between Tasman Resource Management Plan and Land Development Manual needs to be strengthened to give effect to WSD principles.	The lack of an absolute requirement to implement the WSD design requirements has hampered implementation in the past. The intention is to introduce provisions in PC86 to require implementation of WSD as documented in the NTLDM or further specified by government.
Online accessibility	No change to CMP	No change to CMP needed, but it will be converted into an online accessible format following adoption.
Modelling accessibility	Clarify wording in the CMP that extensive flood modelling has been undertaken and that this will be available on the Council's website.	The existing documentation within the Masterplan and CMP was not sufficiently clear in this regard.
Modelling updates, potentially including contaminant load modelling	No change to CMP	Government legislation is foreshadowed to create new requirements to:  1. Manage overland flowpaths,  2. Meet stormwater environmental standards and  3. Adapt to climate change.  If and when this is finalised, Council will need to run a programme of modelling updates and incorporated into future reviews of the CMP.
<b>Entire area</b>	<i>Action Plan</i>  No change to Action #2	The Masterplan is a high-level document. Instead, Water Sensitive Design is to be incorporated into subsequent Plan Change