

Notice is given that an ordinary meeting of the Strategy and Policy Committee will be held on:

**Date:** Thursday 7 August 2025  
**Time:** 9.30am  
**Meeting Room:** Tasman Council Chamber  
**Venue:** 189 Queen Street, Richmond  
**Zoom conference link:** <https://us02web.zoom.us/j/86518321812?pwd=oaqChNPt9h2tYDihdRS1pKLZ6gsvt2.1>  
**Meeting ID:** 865 1832 1812  
**Meeting Passcode:** 054403

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## Strategy and Policy Committee

### Komiti Rautaki me te Kaupapahere

# AGENDA

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#### MEMBERSHIP

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

Nil

### 4 DECLARATIONS OF INTEREST

### 5 LATE ITEMS

### 6 CONFIRMATION OF [MINUTES](#)

That the minutes of the Strategy and Policy Committee meeting held on Thursday, 26 June 2025, be confirmed as a true and correct record of the meeting.

That the minutes of the Mapua Masterplan Deliberations meeting held on Thursday, 5 June 2025, be confirmed as a true and correct record of the meeting.

That the minutes of the Draft Lakes Murchison and Bagents Bush Reserve Management Plan Hearing and Deliberations meeting held on Wednesday 9 July 2025, be confirmed as a true and correct record of the meeting.

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### 9 CLOSING KARAKIA



## 7 REPORTS

### 7.1 TASMAN STUDENTS FROM THE CLIMATE CHANGE LEARNING PROGRAMME

<b>Report To:</b>	Strategy and Policy Committee
<b>Meeting Date:</b>	7 August 2025
<b>Report Author:</b>	Yulia Panfylova, Community Partnerships Coordinator
<b>Report Authorisers:</b>	John Ridd, Group Manager - Service and Strategy
<b>Report Number:</b>	RSPC25-08-1

#### 1. Presentation / Whakatakotoranga

Tasman students from the Climate Change Learning Programme will make a presentation to the Strategy and Policy Committee on their thoughts about climate change.

#### 2. Attachments / Tuhinga tāpiri

Nil

**7.2 PLAN CHANGE 87 CONTROLLED FILL AND RECONTOURING REVIEW****Decision Required**

<b>Report To:</b>	Strategy and Policy Committee
<b>Meeting Date:</b>	7 August 2025
<b>Report Author:</b>	Lisa McGlinchey, Principal Planner – Environmental Policy; Erin Hawke, Policy Planner - Natural Resources
<b>Report Authorisers:</b>	Barry Johnson, Environmental Policy Manager; John Ridd, Group Manager - Service and Strategy
<b>Report Number:</b>	RSPC25-08-2

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

- 1.1 This report seeks the Council’s direction to pause Plan Change 87 (PC87) relating to Contaminated Soils and Recontouring, until the Resource Management reform process in 2026-29; and progress the recontouring rule changes as part of the Freshwater Protections Plan Change 84 (PC84).

**2. Summary / Te Tuhinga Whakarāpoto**

- 2.1 The Contaminated Soils and Recontouring Plan Change (PC87) originated from the previous Land and Freshwater Plan Change (LFPC) following the Council decision on 9 May 2025 to pause the LFPC until the revised National Policy Statement for Freshwater Management (NPS-FM) was gazetted. This also followed changes to the Resource Management Act (RMA) in October 2024 that prevent councils from notifying a plan change to implement the NPS-FM 2020.
- 2.2 Part of PC87 sought amendments to Class 4 Contaminated Soils rules in the Tasman Resource Management Plan (TRMP). The other component sought to address consequential issues arising from a legal interpretation change to the recontouring rule.
- 2.3 Discussions with industry members in May 2025 and subsequent staff review of the national context for contaminated soil management highlighted a risk that the proposed changes in PC87 would only codify a national issue into the TRMP and not fix the issue, when this issue may be addressed through the Resource Management Reform (RM reform) process in 2026-28 (as indicated by letters from the Ministers for the Environment and RM reform).
- 2.4 Pausing the contaminated soils aspect of PC87 would allow time for ongoing discussions with industry and Nelson City Council and provide for changes to occur through the RM reform. A comprehensive review could then be done in the context of the new plan required under the replacement acts for the RMA.
- 2.5 In addition, on 16 July 2025 the Minister for RM Reform indicated the intention to amend the RMA in August 2025 to stop all plan processes (with some exemptions). It is anticipated that the contaminated soils component would be captured by this stoppage and it is not yet clear if this topic would meet the scope of exemptions for ministerial approval to continue

(although it may support land development activities in alignment with the Government's housing and growth priorities).

- 2.6 While both changes to national regulation and guidance relating to contaminated soils and plan change processes remains uncertain, staff consider it is appropriate to pause this plan change and look to implement changes regarding contaminated soils with the reform process.
- 2.7 However, staff consider that the targeted recontouring aspect of PC87 is well defined and remains a priority plan change issue that can be progressed as part of PC84, including any necessary approvals required from the Minister for the Environment. This topic is covered in a separate paper to the Council.

### 3. Recommendation/s / Ngā Tūtohunga

#### That the Strategy and Policy Committee

1. receives the Plan Change 87 Controlled Fill and Recontouring Review report RSPC25-08-2; and
2. requests staff to pause the remainder of work on the Contaminated Soils and Recontouring Plan Change (Plan Change 87), until it can be progressed at a later date when there is more certainty from the Resource Management reform process; and
3. requests staff to progress the targeted recontouring rule amendments as part of the Freshwater Protections Plan Change (Plan Change 84).

### 4. Background / Horopaki

#### PC87 development

- 4.1 At the Strategy and Policy Committee meeting on 9 May 2025 (refer report RSPC25-05-7) the Council confirmed the pause of the Land and Freshwater Plan Change, and confirmed PC87 as a priority plan change in addition to PC84 for Freshwater protections. Council directed staff to progress PC87 and to go straight to notification without a draft plan change released to the public.
- 4.2 PC87 comprised of two main issues:
  - 4.2.1 **Tasman clean fill and controlled fill** – PC87 sought to formalise the definition of Tasman Class 5 and 4 soils (i.e. clean fill and controlled fill) using Tasman's background soil levels for key contaminants, and create a framework for managing controlled fill, and authorising sites to accept these soil classes for reuse or disposal.
  - 4.2.2 **Recontouring** - PC87 aimed to address the current ambiguity over the interpretation of the existing recontouring rule condition 18.5.2.1(q) in the TRMP, so that it is clear for all plan users, and to provide a permissive pathway for low-risk recontouring activities to avoid unnecessary resource consents.
- 4.3 The controlled fill issue became a priority in mid 2024 due to growing industry concern around the lack of local controlled fill receiving sites, and the limitations, constraints and costs to the construction and development sector of managing soil with contaminants slightly elevated above background levels, but low hazard risk (i.e. Class 4), and the subsequent need to dispose of those soils at controlled fill receiving sites. These costs are ultimately passed onto the home buyer increasing the price of new builds.

- 4.4 These additional costs and constraints arise as soils classed as above background levels trigger:
- a resource consent under the NES-CS;
  - a Tasman District Council notice on the property that soils are above background levels, i.e. contaminated, which is often undesirable from a property resale perspective; and
  - testing of exported material to show it is appropriate for disposal at an authorised facility which is costly (in addition to disposal fees).
- 4.5 The recontouring issue became a priority following receipt of legal advice in 2023 which changed the historic interpretation of the recontouring condition in the land disturbance permitted activity rule. This has created an unintended consequence in that low-risk activities now require resource consent. This creates an unnecessary cost to applicants and the Council. A proposed version of plan changes for this topic has been developed and is ready for public notification.

### **Controlled fill issues and national context**

- 4.6 In developing PC87 for contaminated soils and with the intention of going straight to public notification, staff undertook targeted stakeholder engagement to ensure the plan change addressed the issues raised by the construction and development sector.
- 4.7 However, the stakeholder engagement that took place in May 2025 identified that most of the issues could not be addressed through changes to the TRMP, and further highlighted a preference by industry for a co-ordinated response with Nelson City Council (NCC) to align the contaminated soil classifications and planning framework.
- 4.8 The key issues are associated with the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES-CS) and the national WasteMINZ guidelines, neither of which the Council can amend or control.
- 4.9 In November 2024, WasteMINZ provided a 'white paper' to the Minister for the Environment summarising the problems with reuse of soils and outlining an approach to a soil reuse framework in Aotearoa New Zealand. The Ministerial response to this indicated interest in further discussions and investigations on these issues with the sector, and consideration of opportunities for encouraging reuse, including further guidance or addressing this aspect nationally through the RMA reform process.
- 4.10 A similar response was received following a letter sent in September 2024 by Mayor King to Hon Chris Bishop and Hon Penny Simmonds (RMA Reform and Environment ministers) seeking amendment to the NES-CS.
- 4.11 Consequently, it is the advice of this paper that the contaminated land part of PC87 be paused to allow for the reform process to progress and further discussions to be had, while the land contouring rule part of PC87 is progressed through PC84.

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

- 5.1 The issue this paper seeks to address is the current Council direction to develop and publicly notify the Contaminated Soils and Recontouring Plan Change, PC87.
- 5.2 Due to a range of factors, staff advice is to pause PC87 where it relates to contaminated soils, but progress the recontouring part of PC87 through the Freshwater Protections Plan Change, PC84.

- 5.3 It is prudent to pause PC87 for the following reasons:
- 5.3.1 It avoids codifying a national issue arising with the interplay of the NES-CS and WasteMINZ guidelines where soil above background levels are considered 'contaminated', but this may not reflect hazard levels.
  - 5.3.2 Government is aware of the contaminated soils issues and has indicated this may be addressed at a national level with the RM reforms. Waiting for this to occur could avoid potential rework of planning provisions.
  - 5.3.3 It provides time for Nelson and Tasman councils to look at aligning their consenting and management frameworks and if possible, develop shared soil background levels and Class 4 and 5 definitions.
  - 5.3.4 A need for local 'authorised facilities' (ie controlled fill receiving sites) which have been limited has somewhat been relieved by the newly consented site in Richmond.
  - 5.3.5 Expected RMA changes in August 2025 to stop council plan processes may stop PC87 or require the Council to seek an exemption, which may not be approved.
- 5.4 Pausing of the contaminated soils part of PC87 will mean that the current issues with controlled fill receiving sites (that are within the scope of the TRMP), will remain until at least 2028. This is the timeframe indicated by the Ministry for the Environment for notification of replacement plans under the RM reform process.
- 5.5 This issue is primarily a lack of direction in the TRMP for consenting of controlled fill receiving sites and as part of this embedding Class 4 definitions within the TRMP (reflecting Tasman background levels). Consenting of new controlled fill sites is not impossible under the current plan (as shown by the recent granting of resource consent for a site), but the lack of policy and rules for this creates a complex and therefore potentially more costly process.
- 5.6 Continuing with the recontouring rule amendment is a key issue for Tasman. It is considered within scope of the Freshwater Protection Plan Change freshwater issue, as it relates to sediment management, which is important for freshwater protection generally. It is also a small targeted fix, is well defined and is ready for public notification.
- 5.7 The recontouring changes are intended to reduce the number of resource consents being sought for small scale recontouring, including building platforms and curtilage, which will help reduce the regulation and costs associated with housing development. This aligns with the Government's priorities for support of growth and housing.

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

- 6.1 The proposal to pause PC87 will reduce financial implications for the Council as it will not be notified as a separate plan change process this financial year, and any potential rework will be avoided with its amalgamation into the RM reform process.
- 6.2 Adding the recontouring rule into PC84 has negligible cost implications as it is considered a low-risk topic for public notification, and will be incorporated into current budgets and timeframes. It will also lead to reduced consenting and therefore reduced costs and time savings for the Council, developers and anyone else doing small scale earthworks.

## **7. Options / Kōwhiringa**

- 7.1 Three options are identified:

7.1.1 Option 1 – progress PC87 to notification this financial year (status quo);

7.1.2 Option 2 – pause PC87 altogether, and progress as part of the RM reform;

7.1.3 Option 3 - pause PC87 for contaminated soils and progress the recontouring topic this financial year with PC84.

7.2 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Progress PC87 to notification this financial year	Would provide a framework for authorisation of new controlled fill receiving sites.	<ul style="list-style-type: none"> <li>• Could codify the national issues relating to soils above background limits into the TRMP, which may result in increased submissions during Schedule 1 processes.</li> <li>• May require rework if the RM reform modifies the national approach.</li> </ul>
2.	Pause PC87 altogether and progress as part of the RM reform	<ul style="list-style-type: none"> <li>• Avoids a separate plan change process ahead of the RM reform.</li> <li>• Allows time for national direction and RM reform to become law and provide certainty to policy development.</li> <li>• Likely meets the Government's intention for stopping plan processes.</li> </ul>	<ul style="list-style-type: none"> <li>• Does not fix the issues with the recontouring rule resulting in unnecessary consenting costs for Council and community.</li> <li>• Does not address the issues with controlled fill and controlled fill receiving sites.</li> <li>• Reputational risk, with Council not being seen to be address a known issue raised by landowners and industry bodies.</li> </ul>



Option	Advantage	Disadvantage
3.	<p>Pause PC87 where it relates to contaminated soils and progress the recontouring rule matter through PC84 this financial year</p>	<ul style="list-style-type: none"> <li>• Avoids a separate plan change process ahead of the RM reform - as the recontouring aspect is included in the existing PC84 process, which needs to progress anyway.</li> <li>• Provides the urgent fix to the recontouring rule, minimising consenting requirements and providing interpretation clarity.</li> <li>• Allows time for national direction and RM reform to become law and provide certainty to policy development for contaminated soils.</li> <li>• Likely meets the Government’s intention for stopping plan processes for contaminated soils.</li> </ul>

7.1 Option 3 is recommended. This is because it allows more time for the contaminated soil issues to be addressed nationally, while enabling progression of the recontouring targeted fix with an existing plan change process this financial year. This approach also minimises the number of separate plan changes ahead of the RM reform process, and likely meets Government’s intentions for stopping of plan processes.

**8. Legal / Ngā ture**

8.1 One of the aims of the targeted recontouring change is to address the interpretation issues within the land disturbance rule in Chapter 18.5 relating to land recontouring. Progressing the recontouring with PC84 will help provide clarity around the interpretation changes that have been in place since 2023 following receipt of legal advice challenging the previous interpretation. This change improves the efficiency and effectiveness of the TRMP.

8.2 The change will avoid unnecessary consent requirements for the community and the Council, including the potential for consent-by-consent challenges given the low-risk nature of the activities being unnecessarily consented.

8.3 There are no anticipated legal issues from pausing the remainder of PC87, particularly given the upcoming RM reform and the messaging from Government about stopping plan changes (and the expected RMA changes for this in August 2025).

**9. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori**

9.1 Ngā Iwi o Te Taihū and Ngāti Waewae Pou Taiao have been invited to, and have attended, both the iwi-only pre-workshop hui and the Council Workshop on contaminated soils and recontouring. They are well informed of the land disturbance issues and support further work on contaminated soils, especially where Nelson and Tasman councils to work together. They acknowledge the reasons for needing to pause PC87 and support incorporation of recontouring with PC84 (having also provided their separate support for progression of PC84).

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

10.1 Overall, staff consider that progressing the recontouring rule through PC84 and pausing the remainder of PC87 has a low level of significance.

	<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?	Low	<p>Developers and landowners are likely to welcome a clarification of the <i>recontouring</i> rule with clear exceptions where small scale permitted activities can occur.</p> <p>Developers and industry bodies will be looking for relief in the rules relating to <i>contaminated soil</i> classes but would not want us to codify a national issue.</p>
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low	<p><i>Recontouring</i> will be more enabling for small-scale works while maintaining existing environmental and cultural protections.</p> <p>Delaying any changes to <i>soil contamination</i> provisions will enable national direction to evolve while Nelson and Tasman councils work together to align their management frameworks.</p>
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	<p>Impacts will be less than minor as result of clarifying the <i>recontouring</i> rule as protections are already embedded into the permitted activity rule.</p> <p>Any delay to the <i>contaminated soils</i> provisions within the TRMP</p>

	Issue	Level of Significance	Explanation of Assessment
			will enable better policy development and avoid rework, especially if Government changes the NES-CS to address the issues industry bodies in Tasman are facing.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	None	Not applicable
5.	Does the decision create a substantial change in the level of service provided by Council?	None	Not applicable
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	None	If anything, pausing PC87 could avoid rework and save the Council money this financial year.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	None	Not applicable
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?	None	Not applicable
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	None	Not applicable
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, wastewater and stormwater infrastructure and services?	None - Low	The recontouring rule clarification through PC84 does not seek to implement the NPS-FM or the associated hierarchy of obligations.

## 11. Communication / Whakawhitiwhiti Kōrero

- 11.1 Staff have engaged with ngā iwi, key stakeholders, Nelson City Council and Council staff across Environmental Information, Consents, Compliance and Infrastructure Planning in deciding how to address the land disturbance issues that PC87 was aiming to resolve.

- 11.2 In particular targeted stakeholder engagement for the contaminated soils topic highlighted that the key issues faced by local industry are national issues and not aspects that can be addressed through the TRMP.

## 12. Risks / Ngā Tūraru

- 12.1 With the notification of any plan change under the Schedule 1 RMA process there is always a risk of appeals. However, the recommended Option 3 will reduce the scope of the plan change and recontouring is anticipated to be a positive action that should be widely supported so is considered low risk topic.
- 12.2 Pausing of PC87 also appears to be aligned with current Government messaging for stopping plan changes, which will minimise Council risk of costs in progressing further work to notify PC87 and avoid future rework if national changes are made through the RM reform process.

## 13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

- 13.1 Pausing PC87 and progressing the changes to the recontouring rule has very little or no climate change implications.

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

- 14.1 The Strategy and Policy Committee has the delegations for decisions on changes to the TRMP, and their associated plan development and plan making processes under RMA Schedule 1.


## 15. Conclusion / Kupu Whakatepe

- 15.1 Considering the balance of legal, financial, operational and reputational risks to the Council, staff recommend progressing the recontouring rule through PC84 and pausing the remainder of PC87 until it can be restarted under a new resource management system.

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

- 16.1 If approved, the changes to the recontouring rule will accompany the proposed PC84 notification process in accordance with Schedule 1 of the RMA.
- 16.2 Plan Change 87 will not be notified this financial year, it will be paused while background work, especially working further with Nelson City Council staff to align soil contaminant classes continues. Any further plan change requirements for this topic will be included in the future reform plan change process, with anticipated notification in 2028.

## 17. Attachments / Tuhinga tāpiri

1.  Recontouring proposed rule changes

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## CHAPTER 18: SPECIAL AREA RULES

*[Unchanged or irrelevant text omitted]*

### 18.5.2 Land Disturbance Area 1

#### 18.5.2.1 Permitted Activities (Land Disturbance)

*[Unchanged or irrelevant text omitted]*

##### Cultivation

(p) Any cultivation is carried out predominantly on the contour.

##### Recontouring

**Advice note:** For the avoidance of doubt, for the purpose of (q) and (qa), recontouring does not include earthworks that is the temporary stockpiling of soils for up to 12 months, or earthworks to create water storage ponds or fire ponds.

- (q) Any cut batter, excavation, or infilling associated with recontouring of land must be both less is no more than 1 metre in height or depth and less is no more than 1 hectare, within any 12-month period, except ~~that~~:
- (i) there is no filling below the 4.6 metre contour in the Rural 1 Closed Zone and the Rural 1 Coastal Zone, both at Mapua and at the Tourist Services Zone at Mapua;
  - (ii) there is no filling in the Residential Closed Zone at Ruby Bay and the Residential Coastal Zone at Iwa Street, Mapua;
  - (iii) there is no filling in the Residential Coastal Zone at Tahi Street other than to create a building platform area; and
  - (iv) it is not filling on the land on area of land located at Higgs Road, Mapua (part of Pt Lot 2 DP 1697) as notated on the planning maps.
- (v) as provided for under rule 18.5.2.1 (qa) and 18.5.2.1 (p)

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(qa) Recontouring that does not meet the 1 metre in height or depth requirement of 18.5.2.1 (q) is a permitted activity provided:

- (i) the total area is no greater than 1000m<sup>2</sup>; and
- (ii) where any cut batter is greater than 1.5 metres, it has been approved by a suitably qualified and experienced GeoProfessional; and
- (iii) the distance to the property boundary of any cut is no closer than the height or depth of the cut; and
- (iv) the cut is stable.

*[Unchanged or irrelevant text omitted]*

## 7.4 STRATEGIC POLICY AND ENVIRONMENTAL POLICY ACTIVITY REPORT

Information Only - No Decision Required

<b>Report To:</b>	Strategy and Policy Committee
<b>Meeting Date:</b>	7 August 2025
<b>Report Author:</b>	Barry Johnson, Environmental Policy Manager; Dwayne Fletcher, Strategic Policy Manager
<b>Report Authorisers:</b>	John Ridd, Group Manager - Service and Strategy
<b>Report Number:</b>	RSPC25-08-3

### 1. Summary / Te Tuhinga Whakarāpoto

- 1.1 This report provides the Committee with an update on some of the key highlights of the Service and Strategy Group’s Strategic Policy and Environmental Policy work.

### 2. Recommendation/s / Ngā Tūtohunga

That the Strategy and Policy Committee



1. receives the Strategic Policy and Environmental Policy Activity Report RSPC25-08-3.


### 3. Strategic Policy Update – Dwayne Fletcher

#### Key Projects and Activities

- 3.1 The following tables contain an update of the key projects and activities that the Strategic Policy Team either manages or is involved in.

#### Community Policy

Project	Description	Status	Comments
<b>Corporate Planning</b>			
Annual Plan 2025/2026	Preparation of the Council’s Annual Plan for the 2025/2026 year.	Completed 	<b>TCD: 30 June 2025</b> The Annual Plan 2025/2026 was adopted by the Council on 25 June 2025. It has now been published and is available on the Council’s website: <a href="#">Annual Plan 2025 - 2026   Tasman District Council</a>
Development Contributions Policy Review	To review specific operational aspects of the Policy regarding development contributions.	Completed 	<b>TCD: 30 June 2025</b> The Council adopted the updated Policy on 25 June 2025, to come into effect from 1 July.

Schedule of Fees and Charges 2025/2026	Annual review of the fees and charges set by Council – in parallel with the Annual Plan 2025/2026 process.	Completed 	<b>TCD: 25 June 2025</b> The Council adopted the Schedule on 25 June 2025, they came into effect from 1 July.
Review of Water Supply Rates	Review the way in which we rate for water supply in the context of increasing costs impacting the affordability of some water schemes.	On track	<b>TCD: April 2026</b> Staff plan to recommence work on this project later in the year. See details in Strategic and Environmental Policy Activity Report 19 February 2025.
Annual Report 2024/2025	Preparation of the Council's Annual Report for the 2024/2025 year.	On track	<b>Target date: 30 October 2025</b> Staff have started compiling end-of-year results. The final audit is scheduled to start on 15 September.
Residents Survey	Annual survey of residents to gather feedback on the Council's performance.	On track	<b>Target date: 7 August 2025</b> The survey is now closed. The results will be presented at this Strategy and Policy Committee meeting. Results have been circulated with staff to use in the Annual Report reporting.
Community Funding Review	To review the funding framework for supporting and funding community organisations, schools, businesses and individuals.	On track	<b>TCD: 30 June 2026</b> A workshop is planned for 5 August 2025 to discuss the scope and options. Formal consultation is scheduled for March 2026.
<b>Reserves and community facilities</b>			
Review of Richmond and Lakes-Murchison Wards reserve management plans (RMP)	Project to review the two existing RMPs. See <a href="https://shape.tasman.govt.nz/rmp-reviews">https://shape.tasman.govt.nz/rmp-reviews</a> for detailed information about these projects.	On track	<b>TCD: 30 September 2025</b> Hearings and deliberations on the draft Lakes-Murchison Ward RMP and draft RMP section on Baigents Bush Scenic Reserve, Pigeon Valley were held on 3 July. The Hearing Panel has directed staff to amend the draft documents in response to submissions. The final version of both documents will be presented to Council for consideration and adoption at their meeting on 14 August 2025. Submissions on the draft Richmond Ward RMP closed on 16 July and hearings and deliberations are

			<p>scheduled for 29 July 2025. We received fast feedback on key consultation questions from hundreds of individuals via Shape Tasman. The final RMP will be considered by the Council at its meeting on 25 September 2025.</p>
<p>Community Occupancy Policy</p>	<p>Development of a new policy to guide operational decision-making around entering into and reviewing leases of Council owned land</p>	<p>Delayed</p>	<p><b>To be consulted on post-election</b> See reasons for delay in Strategic and Environmental Policy Activity Report 3 April 2025.</p> <p>A further workshop will be held on 3 September. A review of all current fees and charges, rateability status and area of occupancy has been completed, along with a further scan of other Council practices. The workshop will set out alternative options for structuring fees and changes, and revisit cost recovery scale.</p>
Climate change and environmental			
<p>Tasman Climate Response Strategy and Action Plan (2023-2035)</p>	<p>The Tasman Climate Response and Resilience Strategy and Action Plan 2024-2035 outlines investments and actions for climate mitigation and adaptation over the next 10 years.</p>	<p>On track</p>	<p>Quarterly Progress Report: Staff provide regular updates on progress implementing the Strategy and Action Plan in the 'Climate Change Update' reports to alternate Strategy and Policy Committee meetings. The first quarterly report for the 2025/2026 financial year will be presented to the 18 September meeting.</p>
<p>Community greenhouse gas inventory</p>	<p>Bi-annual monitoring of greenhouse gas emissions for the Tasman region</p>	<p>On track</p>	<p><b>TCD: April 2026</b> Data is currently being verified, and staff training has begun on regional greenhouse gas emission pathways and tool features.</p>
<p>Nelson-Tasman Climate Change Risk Assessment and Explorer (NTCCRA) project</p>		<p>Delayed</p>	<p><b>TCD: July 2025</b> Nelson City Council staff have completed their review of the regional climate change risk assessment. Tasman District Council staff are nearing completion. Demo sessions of the improved Resilience Explorer geospatial tool will be held in July and early August. Despite delays caused by workloads and other competing priorities, the project has remained on budget.</p>




Implementing climate actions from Waimea Inlet Action Plan	Actions guide climate adaptation by supporting ecosystems in the Waimea Inlet to adjust to climate change.	On track	<b>TCD: December 2025</b> Identification of impacts and risks to habitats and species is underway (phase 1: April-August 2025).
<b>Bylaws</b>			
Control of Alcohol in Public Places Bylaw	Cyclic review	On track	<b>TCD: Third Quarter 2025</b> Consultation on the draft bylaw was approved by the Environment & Regulatory Committee on 5 June and was extended to 14 July. Submission hearings and deliberations will be jointly held on 28 August, with adoption planned for September 2025.
Freedom Camping Bylaw	Prior bylaw revoked. If Council supports, make a new bylaw.	On track	<b>TCD: Third Quarter 2025</b> Consultation on the draft Responsible Camping Bylaw was approved by the Environment and Regulatory Committee on 5 June and was extended to 14 July.  Submission hearings and deliberations will be jointly held on 28 August, with adoption planned for September 2025.

**Infrastructure Planning and Policy**

Project	Description	Status	Comments
<b>General</b>			
Motueka West Development – Joint agreements (IAF) with Kāinga Ora Housing and Communities and Wakatū Inc.	3-Waters and roading infrastructure to support the first phase of the housing development by Wakatū in Motueka West	At risk  Previous TCD Q4 2024	<b>TCD: Q4 2025</b> The construction of the wastewater and stormwater pipelines are complete. The wastewater pumpstation construction tender is pending Wakatū confirmation of location. Manoy Street roundabout is on hold pending consent approval. The Wakatū resource consent application is on hold pending confirmation of non-vesting of roadways. Wakatū to decide whether to commence the process of seeking

			<p>registration of the roads as Maori roadways, which may then allow allocation of NZTA maintenance funding. IAF funding admin has now moved from Kāinga Ora to National Infrastructure Funding and Finance (NIFF) - formerly Crown Infrastructure Partners Ltd. Staff are to meet with NIFF to advise status of projects.</p>
Local Water Done Well	Task has transitioned into supporting approval and then submission of the Water Services Delivery Plan, led by Community Infrastructure	On track	<p><b>New TCD September 2025 Supporting approval and submission of WSDP</b></p> <p><b>TCD June 2025 to support drafting of WSDP (Complete)</b></p> <p>Workshop held on Water Services Delivery Plan (WSDP). Draft WSDP sent to DIA and feedback received. Finalising WSDP for approval at the 14 August Council meeting.</p>
TRMP Changes	Roading and three waters report to address servicing for the identified components of PC81 (incl. Mapua) and PC80. (and adding PC85 - Natural Hazards)	On track	<p><b>TCD:</b></p> <p><b>Hearings for PC 81 – Q1 2026</b></p> <p><b>Early PC85 workshops – Q1 2026</b></p> <p>PC81 notification in Q3 2025. The infrastructure reports are on track and are now risk based. There will be some work requirement for further investigations on options to service the proposed zoning changes e.g. Richmond Intensification.</p>
FDS Implementation – change management framework to support infrastructure planning	To support the implementation of FDS by way of having a change management process and infrastructure planning framework (in conjunction with the PMO)	On track	<p><b>Ongoing programme of work</b></p> <p>Working on basis of information and ways of holding this information for all to use. Initial scoping and way forward completed December 2024. GIS person has started, scoping of GIS improvements (FDS wise) to start (some delay due to internal priorities). Work progressing on other initiatives such as wastewater requirements for Richmond intensification.</p> <p>Stormwater and hazard clarity roles &amp; process in Plan Change process being developed</p>

Port Motueka Development Plan	Infrastructure advice for Port Motueka development plan notification	On hold Previous TCD Q3 2025	<b>TCD: TBA</b>  Change in approach after talking to stakeholders
<b>Transport</b>			
Joint Speed Management Plan	Undertake a review of speeds across Nelson and Tasman, culminating in a Joint Speed Management Plan to submit to Waka Kotahi. The new speed limits can be introduced over time once approved.	On track	<b>TCD:</b> <b>Approval of first tranche of changes - Q1 2025</b>  Approval gained from NZTA Waka Kotahi. Implementation delayed due to weather event – planning implementation in term 3.  <b>Approval of second tranche of changes – Q3 2025</b>  Phase 2 consultation document has been approved. Consultation closed 21 July. Report being prepared for 14 August Council meeting.
Transportation Policies and Procedures Manual	Update of the transportation policies and procedures manual	On track	<b>TCD: December 2025</b>  Three week consultation set 1 July to 20 July, has been extended two weeks due to the weather event. Decision report moved from August Strategy and Policy meeting to the September meeting.
Ebus Review	Ebus services are reviewed after one year. Phase one: provide data to NZTA  Phase two: review service optimisation.	On track	<b>TCD: December 2025</b>  Decision report will be sent to the Nelson Tasman Regional Transport Committee in August 2025.
Hope Bypass	Provide technical information to NZTA Waka Kotahi for their Hope Bypass Investment Case	Complete 	<b>TCD: Q2 2025</b>  Information given to NZTA. Awaiting to be advised on next stage (due mid 2025). Some work continuing on possible stormwater solutions.
Car Park Charging	Preparation of Implementation Plan for commuter car parking charging in Richmond CBD. Project brief to be developed and approved. Project to be handed over to PDO.	On track	<b>TCD: Q1 2026</b>  Implementation plan incorporated into project brief. Project Brief drafted and approved. PDO team to progress for an implementation date of Q1 2026.  Procurement of existing enforcement services being investigated. Moving into a monitoring/advising role.

Stormwater & Rivers			
Richmond South Stormwater Programme	Development of a stormwater management programme for existing and future development areas in Richmond South, including cross-section designs for planned drain upgrades.  Stormwater Management Plan will feed into a future structure plan for the area scheduled to commence later this year.	On track	<b>TCD: Ongoing programme of work</b>  The next report for the Strategy and Policy Committee (Q2 2026) is to confirm the design of the channel for works uphill of SH6. This report has been delayed by engineering technical issues. These include the need to consider the impact of development proposals beyond the current residential zoned land and the latest stormwater model outputs.  Several property purchases are in progress.  The Stormwater Structure Plan work is progressing on schedule.
Māpua, Ruby Bay, and Coastal Tasman Catchment Management Plan (CMP)  Now incorporated into the Māpua Master Plan - See above.	A stormwater model for Māpua, Ruby Bay, and Coastal Tasman to identify locations that are at risk of stormwater flooding in 1% and 10% AEP events was prepared in 2022, with the intention of completing the Catchment Management Plan as required under the Council's stormwater discharge consent.	On track	<b>TCD: Q2 2025</b>  The draft CMP has been approved with some modifications, and the final is now in preparation to accompany the final Masterplan for adoption on 14 August.
Brightwater and Wakefield Catchment Management Plan	Development of a stormwater catchment management plan for the Brightwater and Wakefield Urban Drainage Areas, as required by Tasman District Council's stormwater discharge consent.	On track	<b>TCD: Q3 2025</b>  The remaining issue delaying the request for approval for public consultation on the draft CMP is completion of Iwi engagement. This is being sought as a priority and almost all Iwi feedback has now been received.
Richmond Central Stormwater Business Case	Business case to assess the management of stormwater in the Richmond CBD catchment	On track	<b>TCD: Q1 2026</b>  The various options for cost-effective reductions in flood hazard to central Richmond are still being considered but are now in line for further modelling in 2025 behind the Richmond South investigations as noted above. Integration with design for FDS growth areas under PC81/Richmond on the Rise is

			proposed to maximise return on investment.
District-wide Stormwater Flood Modelling	Stormwater modelling covering the entire District at a high level to inform future CMP for smaller Urban Drainage Area, and to assist with rural stormwater management.	On track	<p><b>TCD: Q1 2026</b></p> <p>This modelling sits in the programme behind Richmond south and Richmond central. The most cost-effective method will vary across the District considering if an existing river model (eg Takaka), or partial urban model (eg Murchison, Pohara) or nothing exists (eg Patons Rock). Potential for the programme to be delayed by cost-cutting drivers.</p>
<b>Water and Wastewater</b>			
<p>Motueka Wastewater Solutions Project (to replace the current Motueka WWTP)</p> <p><i>In support of Programme Delivery</i></p>	<p>The Motueka Wastewater Reference Group has been restarted. The Motueka WW solutions project has started and the first-year pre-project planning and investigation phase for has commenced. (Alternative solution for the current site of the WWTP prior to the current consent expiry in 2035.)</p>	On track	<p><b>Phase 1 of the 10yr Motueka WWTP solution project has commenced 1 July 2024 -</b></p> <p><b>Year 1 – Pre-planning</b></p> <p>Goal 1 - Motueka WW working group with Juliet W and the Kaihautu team are developing criteria to remove rahui (involves ESR and shellfish testing). External funding sources are being explored with the integrated catchment team along with developing cultural monitoring skills, to ensure current consent conditions for WWTP discharge can be met. Estimated completion end of Q4 2025.</p> <p>Regular bi-monthly hui being held, ongoing commitment to the Motueka WW solution project.</p> <p>Goal 2 - The Te Tauihu iwi CEO's and Council CEO held discussions on what the governance oversight board and Motueka project board form should look like. Forming the Governance group with the three iwi CEOs is in progress with CI manager and PDO manager; the 'Together Te Tau Ihu Partnership' principles alongside using the outcomes and objectives of the RWWP work will guide and inform the wastewater project going forward. Potential for paper to go to Council workshop in August.</p>

			<p>Goal 3 - Lessons learned from WCD December 2024. Draft is complete and with the CEO and Mayor for comments.</p> <p>Goal 4 – Brief has gone to Beca to engage Troy Brockbank (Beca) to undertake initial hui to frame up wastewater engagement with Ngā iwi for locations, issues, solutions.</p> <p>Initial conversation with Martin Mould of Cambridge Water to understand the process for developing the Cambridge WWTP solution, planning to arrange a staff Q and A on this process with Martin.</p>
Inflow and infiltration management plan	Drafting plan to help reduce inflow and infiltration into wastewater network within available budget	Delayed	<p><b>TCD: Delayed until Q4 2025-Q1 2026</b></p> <p>Remains in early initiation phase, work continues with operations staff to form the basis for the plan.</p> <p>Final plan will go to the Community Infrastructure Group Manager for approval.</p>
Waimea trunk water and wastewater	Working with Project Delivery to draft project brief in conjunction with hydraulic modelling work. Continuation of involvement to feed into capital programme phasing and TRMP plan changes	On track	<p><b>TCD: Ongoing (changed from Phase 1 Feasibility July 2025)</b></p> <p>Work has commenced in the PMO team with Clare Tolan. Demand has been determined and an initial design completed.</p> <p>Full programme of construction projects being developed to inform timing of these future projects</p>
Wai-iti Dam augmentation design and consent application	Writing a resource consent application for the water intake and pipeline	On hold	<p><b>TCD: Initial application delayed until later in 2025</b></p> <p>Awaiting final pieces of information to complete and landowner agreements. 95% complete.</p> <p>Updates to TCD will be made once consent is submitted.</p>
<b>Coastal</b>			
Update of Coastal Protection Policy	Update of Overarching Coastal Protection Policy with linkages to Proposed Reserves and Roads (other land) policies	On track	<p><b>TCD: Q4 2025</b></p> <p>A new policy has been drafted for inclusion in the Transportation Procedures and Policy Manual</p>

			update currently in preparation and due for completion in Q4 2025.
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**4. Environmental Policy Update – Barry Johnson**

**Resource Management Reforms**

- 4.1 Central Government is in the process of undertaking significant changes and reforms to the resource management system. This is being done in three phases:
- **Phase 1** repealed the previous government’s Spatial Planning Act and Natural and Built Environment Act, and reinstated the Resource Management Act (RMA). Phase 1 was completed in December 2023.
  - **Phase 2** consists of amendments to the RMA and updates to national direction. One set of the Phase 2 amendments to the RMA have been enacted while another is about to proceed through the final parliamentary stages following the Select Committee’s report back in mid-June. Meanwhile, the government has commenced consultation on an RMA national direction package.
  - **Phase 3** will introduce a new resource management system including new legislation to replace the RMA. Draft legislation is expected late in 2025/early 2026, with enactment anticipated by mid-2026 and implementation commencing in 2027.
- 4.2 On 29 May, proposals for most of the new or amended national direction under Phase 2 were released for public consultation. Proposals consulted on include two new National Policy Statements (NPS) and two new National Environmental Standards (NES), as well as amendments to five existing NPSs and six existing NESs.
- 4.3 The Phase 2 national direction proposals are intended to contribute to the following overarching goals of the Government’s resource management reform programme:
- enabling delivery of high-quality infrastructure for the future, including doubling renewable energy;
  - enabling primary sector growth and development, including aquaculture, forestry, pastoral, horticulture and mining; and
  - unlocking development capacity for housing and business growth.
- 4.4 The proposals are bundled into four packages, as shown in the table below:

<b>Package 1</b> <i>Infrastructure and development</i>	2 new NPSs 2 NPSs amended 2 new NESs 2 NESs amended	Consultation ends 27 July 2025 <i>(this will not be consulted on again)</i>
<b>Package 2</b> <i>Primary sector</i>	5 NPSs amended 4 NESs amended <i>Stock Exclusion Regulations amended</i>	Consultation ends 27 July 2025 <i>(this will not be consulted on again)</i>
<b>Package 3</b> <i>Freshwater</i>	<i>Various options for:</i> amending 1 NPS amending 1 NES	Consultation ends 27 July 2025 <i>(there will be further consultation on this later in 2025)</i>



<p><b>Package 4</b> <b>Going for housing growth</b></p>	<p><i>Going for Housing Growth Pillar 1 policy proposals, may involve national direction</i></p>	<p><i>Consultation ends 17 August 2025 (likely to be bundled into Phase 3 Rm reform)</i></p>
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- 4.5 After the public consultation and consideration of submissions, it is anticipated that the amended national direction will take effect in late 2025. Once it takes effect, local authorities' decisions on resource consents and Notices of Requirement (NoRs) must immediately have regard to it.
- 4.6 Due to limited capacity, brief submissions on packages 1–3 were lodged by the closing date (27 July) under delegated authority. Retrospective approval will be sought through the Environment and Regulatory Committee. Likewise, a draft submission on Package 4 Going for Housing Growth is being circulated to elected members for feedback ahead of lodging the submission by 17 August. The sheer volume of material, short submission periods and limited staff capacity has meant relying on the larger councils and sector groups like Te Uru Kahika to make detailed submissions to Government.

**Government Plan Stop Directive**

- 4.7 On 16 July 2025 the Minister for RMA Reform – Hon Chris Bishop signalled impending amendments to the RMA that will require a stop on notification of all plan changes and a stop on all current Schedule 1 plan making processes that are not yet at the hearing stage.
- 4.8 The Plan Stop directive will be progressed as part of an amendment to the Resource Management (Consenting and Other System Changes) Amendment Bill. The Government intends the Bill will be enacted by the end of August. Once enacted, councils will be required to stop progressing plan changes and plan reviews that are not yet at the hearings stage. There will be a 90-day period for councils to withdraw plan changes and plan reviews or apply for an exemption to continue where relevant.
- 4.9 Automatic exemptions will be provided for certain work, of note:
- plan changes related to housing growth and urban development;
  - private plan change requests – Tasman District Council has just received one; and
  - proposed plans, or parts of proposed plans, related to natural hazards.
- 4.10 Councils will be required to determine if a proposed plan, or part of a plan, is automatically exempt under the criteria in the legislation. More details on automatic exemptions are expected soon. The Council will be able to apply to the Minister for the Environment for an exemption to the Plan Stop if the plan change is considered necessary (e.g. PC84 Te Waikoropupū WCO implementation). At the time of writing there are limited details on the scope and process as the proposed amendments have not been introduced (by way of a Supplementary Order Paper to the Bill).
- 4.11 Looking at the plan changes Tasman has in train:
- **PC81 Urban Growth:** Likely to qualify for an automatic exemption as it relates to housing and urban growth.
  - **PC85 Natural Hazards:** Automatic exemption.
  - **PC84 Freshwater:** Will require ministerial approval. Staff consider it is a strong candidate given it is primarily to implement the Waikoropupū Water Conservation Order.



- **PC82 Outstanding Natural Landscapes & Features:** This will require ministerial approval. Staff consider it is a strong candidate as Tasman District Council is one of a handful of councils in New Zealand that hasn't completed this important work. It is a vital input for Spatial Planning, a government priority. We anticipate releasing a draft of the plan change for consultation this calendar year. Releasing a draft doesn't require ministerial approval.

4.12 Mayor King wrote to the Minister for RMA Reform and the Minister for the Environment on 24 July seeking an early indication from them as to whether there was an appetite to provide an exemption for PC84 to allow it to continue. There are significant environmental and economic risks if the notification of this plan change is delayed until the RMA reform is complete. This could delay notification of the plan change by three to five years. An update will be provided at this Committee meeting.

### Environmental Policy projects

4.13 The recent announcements regarding stopping plan changes means we are in a period of considerable uncertainty. Tasman has some pressing environmental issues and a stop on plan changes may mean the necessary interventions may be delayed by three to five years until the new RMA replacement system allows the issues to be addressed.




4.14 While the reform process progresses, the focus is on how to ensure the Council can be best positioned to move to the new resource management system when it comes into effect. This will involve taking stock of what will be required to develop a new spatial plan which will be the first of three new plans required under the new system. The stocktake and the plan stop directive will require a reset of the environmental policy work programme. This will occur once there is more clarity and detail on the replacement legislation.


### Highlights this period

4.15 The last six weeks has been a busy time for the team:

- **PC76 Wakefield** – the Environment Court approved the consent order which means PC76 is finally operative. A separate paper to this meeting will confirm that.
- **PC81 Urban growth** – elected members had a final workshop on the draft plan change and finishing touches are being made to the documentation. A paper will come to the 18 September Strategy & Policy Committee seeking approval to notify the plan change.
- **PC84 Freshwater** – the documentation for this targeted plan change is now complete. Statutory pre-notification consultation is complete and a separate paper to this meeting seeks approval to notify the plan change.
- **Port Tarkohe Spatial Plan** has been completed and a separate paper to this meeting seeks adopting of the plan.
- **Private Plan Change Request** – a request to amend the boundary between the Wai-iti Dam service zone and the Appleby Gravel Aquifer zone has been received. Moving the boundary would enable the requestor to become affiliated to the Waimea Community Dam and move out of the Wai-iti Dam service zone which has limited water and regularly experiences rationing of water takes during summer. A paper will come to the 14 August Council meeting for a decision on whether to accept, adopt or refuse the request.

4.16 The following table gives a brief update on the major environmental policy workstreams.

Project	Description	Status	Comments
Whole of Plan review	Review of the Tasman Regional Policy Statement and Tasman Resource Management Plan	On hold	Plan Stop directive will prevent this continuing. This will be replaced by new plans under new legislation. Work programme has been reset to focus on key priorities.
E-Plan	Procurement and implementation of an electronic plan to replace paper-based planning documents	COMPLETED 	TRMP Online went live end of June 2025.
Future Development Strategy Implementation	A programme of work to implement the Nelson Tasman Future Development Strategy	FDS & HBA  COMPLETED Implementation in progress	Annual implementation plan and annual report adopted November 2024. 2025 implementation plan in development.
Growth – Richmond South	Development of a potential structure plan for Richmond South FDS growth area and consideration of possible re-zoning for growth.	On hold	Paused until there is capacity to resume. Note, plan stop directive won't affect this.
Growth plan changes (PC 75, 76, 77, 80)	Plan changes to enable higher density housing on residential zoned land and some re-zoning of rural land to residential in Murchison, Wakefield, Brightwater and Motueka.	COMPLETE! 	Wakefield made operative at this Committee meeting so this block of work is now complete.
Urban Growth Plan Change (PC81)	Plan Change to implement the first 10 years of FDS growth, and other growth-related outcomes.	On track	Seeking decision to notify 18 September. Notification October/November. Qualifies for plan stop exemption.
Deferred zoning plan change (PC79)	Plan Change to fix the deferred zone system and update deferred zone locations.	On track	Hearing 23 June 2025. Hearing currently adjourned to allow for expert caucusing.
ONL/F & CE (PC82, 83)	Plan changes to identify Outstanding Natural Landscapes and Features, redefine Tasman's Coastal Environment line and identify areas of coastal natural character	At Risk	Next steps, workshop draft plan changes ahead of public feedback round. Can continue but will require ministerial approval to notify

Project	Description	Status	Comments
Land & Freshwater plan change Including Takaka & Waimea (PC84)	Plan change to address freshwater management in Tasman, including Te Waikoropupū WCO	At Risk	Will require plan stop exemption from Minister for the Environment to continue.
Natural Hazards (PC85)	Project to update TRMP to manage effects of natural hazards in Tasman.	In progress	Community engagement on Issues and Options 27 March to 5 May. Feedback summary released. Further policy development underway.
Port Tarohe Structure Plan	Structure Plan for Port Tarohe to guide future plan change	Complete 	Consultation complete. Will be considered for adoption at this Strategy & Policy Committee.
Port Motueka Structure Plan	Structure Plan for Port Motueka to guide future plan change	In progress	Draft issues and options paper shared with stakeholders and iwi. Working with port users to develop way forward.

**5. Attachments / Tuhinga tāpiri**

Nil

**7.4 2025 RESIDENTS OPINION SURVEY****Information Only - No Decision Required**

<b>Report To:</b>	Strategy and Policy Committee
<b>Meeting Date:</b>	7 August 2025
<b>Report Author:</b>	Emily Garland, Graduate Community Policy Advisor
<b>Report Authorisers:</b>	Alan Bywater, Team Leader - Community Policy; John Ridd, Group Manager - Service and Strategy
<b>Report Number:</b>	

**1. Summary / Te Tuhinga Whakarāpoto**

- 1.1 This report presents the 2025 Residents Opinion Survey results. The survey collects feedback on the services and facilities provided by Council to understand residents' perceptions of their service performance.
- 1.2 The 2025 survey was conducted online, rather than by phone, to reach a more representative sample of the population. Between 28 April and 31 May 2025, 8,000 randomly selected households were invited to participate via postcard (resulting in 322 responses), and an open online link was promoted through various channels (generating 175 responses).
- 1.3 Both samples were weighted to reflect Tasman's population, but only the randomly selected sample was used for reporting due to the self-selected sample not being representative of the total population. The randomly selected sample achieved a margin of error of  $\pm 5.45\%$  at the 95% confidence level. All comments from dissatisfied respondents were shared with staff to support service improvements.
- 1.4 The survey provides data on use and satisfaction across key Council service areas. The survey includes data for 18 performance measures that relate to levels of service set in Tasman's 10-Year Plan 2024-2034 (LTP) and will be reported against in the Annual Report 2025. Of these 18 measures, 11 achieved their target and seven did not.
- 1.5 Generally, the survey results are similar to last year, with the most notable results being:
  - Council facilities, three waters and waste have all met their satisfaction targets;
  - there was high satisfaction with public libraries, public halls and community buildings, wastewater and kerbside recycling, all receiving satisfaction rates above 90% for users and those provided the service;
  - none of the transport satisfaction targets have been met, notably, satisfaction with roads has increased by 9 percentage points from 2024, while footpath satisfaction has decreased by 8 percentage points;
  - overall satisfaction with Council performance declined to 50%, down from 71% in 2024 and 73% in 2023;

- perceptions of the Council’s reputation also declined, with 50% rating it as good or very good, down from 69% in 2024 and 72% in 2023; and
- residents felt significantly less safe when cycling (44%) than when driving (81%) or walking (75%).

## 2. Recommendation/s / Ngā Tūtohunga

### That the Strategy and Policy Committee

1. receives the 2025 Residents Opinion Survey report RSPC25-08-4.

## 3. Purpose of the Report

- 3.1 This report summarises the 2025 Residents Opinion Survey commissioned by the Council. The overall results of the survey are provided in **Attachment 1**.
- 3.2 Results from the survey are used to measure 18 of our levels of service performance measures, set out in Tasman’s 10-Year Plan 2024–2034 (LTP). The performance of these measures will be reported in the Annual Report 2025.

## 4. Survey Methodology

- 4.1 The Residents Opinion Survey is conducted annually to measure community satisfaction and use across a range of our services and facilities. The key service areas covered by the survey are Council facilities, transportation, three waters, waste management, communication and customer service.
- 4.2 This year’s survey was conducted online instead of by phone to reach a broader sample, using NZ Post addresses to ensure all households had an equal opportunity to participate. The shift was also prompted by a decline in households with landlines and an increasing reluctance to answer calls from unknown numbers. According to the 2023 Censuses, the proportion of Tasman households with a landline dropped to 38%, while 89% had internet access.
- 4.3 Surveying was carried out between 28 April and 31 May 2025 trialing a mixed methodology;
  - **postcard to online:** 8,000 randomly selected households received an invitation postcard with a unique QR code to the survey, achieving 322 responses. Respondents were able to request a hard copy of the survey in a free post envelope; and
  - **open-link online:** a self-selected sample promoted via social media, Newsline, local papers, and targeted ads, achieving 175 responses.
- 4.4 Both samples were weighted to Tasman’s population by age, ward, and gender using Stats NZ data. Due to statistically significant differences between the samples, only the randomly selected postcard sample was used for reporting results. The full report (Attachment 1) notes where differences occurred, and all verbatim dissatisfaction comments have been shared with staff for service improvements.
- 4.5 The representative sample achieved a 4% response rate, with a margin of error of  $\pm 5.45\%$  at the 95% confidence level. This means we can be 95% confident that the true result of all Tasman residents would be within 5.45% below or above the survey result.

4.6 Satisfaction was measured using a four-point scale plus a don't know/unable to say option, illustrated below:

Don't know/unable to say	Very dissatisfied	Dissatisfied	Satisfied	Very satisfied
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## 5. Summary Results Table

5.1 The following table presents the satisfaction levels for services and facilities included in the 2025 Residents Survey. The results are compared with the 2024 results and the LTP target set for each measure.

Service or Facility	% of Respondents		% Point Change	2025 Performance Target	Met Target?
	2025	2024			
<b>Overall Performance</b>					
Council's overall performance	50%	71%	-21%	N/A	N/A
Rate Council's reputation as 'good'	50%	69%	-19%	N/A	N/A
<b>Council Facilities</b>					
Public Libraries (users only)	94%	97%	-3%	85%	Yes
Recreational facilities	86%	88%	-2%	85%	Yes
Aquatic Centre (users only)	83%	84%	-1%	80%	Yes
Public toilets (users only)	78%	82%	-4%	70%	Yes
Public halls and community buildings (users only) <sup>1</sup>	91%	-	+18%	75%	Yes
<b>Council Operations</b>					
Spending of rates on services and facilities	43%	55%	-12%	N/A	-
Public consultation on Council decisions	44%	53%	-9%	50%	No
<b>Council Communications</b>					
Level of information provided	64%	75%	-11%	75%	No
Contacting Council offices (users only)	78%	77%	+1%	85%	No
<b>Three Waters</b>					
Water supply (provided only)	80%	87%	-7%	80%	Yes

<sup>1</sup>Prior surveys have reported for all respondents, the LTP 2024-2034 specifies for users. In 2024, 71% of all respondents were satisfied.

Service or Facility	% of Respondents		% Point Change	2025 Performance Target	Met Target?
	2025	2024			
Wastewater/sewerage system (provided only)	92%	94%	-2%	80%	Yes
Stormwater (provided only)	87%	88%	-1%	80%	Yes
<b>Waste</b>					
<i>Participate</i> in kerbside recycling more than three times per year (provided only)	96%	89%	+7%	95% (AMP perf. Measure)	Yes
Kerbside recycling (provided only)	93%	94%	-1%	90%	Yes
Prepaid rubbish bags (provided only)	65%	75%	-10%	N/A	-
<b>Transport Network</b>					
Roads	54%	45%	+9%	70%	No
Footpaths	63%	71%	-8%	70%	No
Cycle lanes	58%	53%	+5%	70%	No
<b>Feeling of Safety on Roads</b>					
When driving	81%	85%	-4%	70%	Yes
When walking	75%	73%	+2%	70%	Yes
When cycling	44%	41%	+3%	70%	No

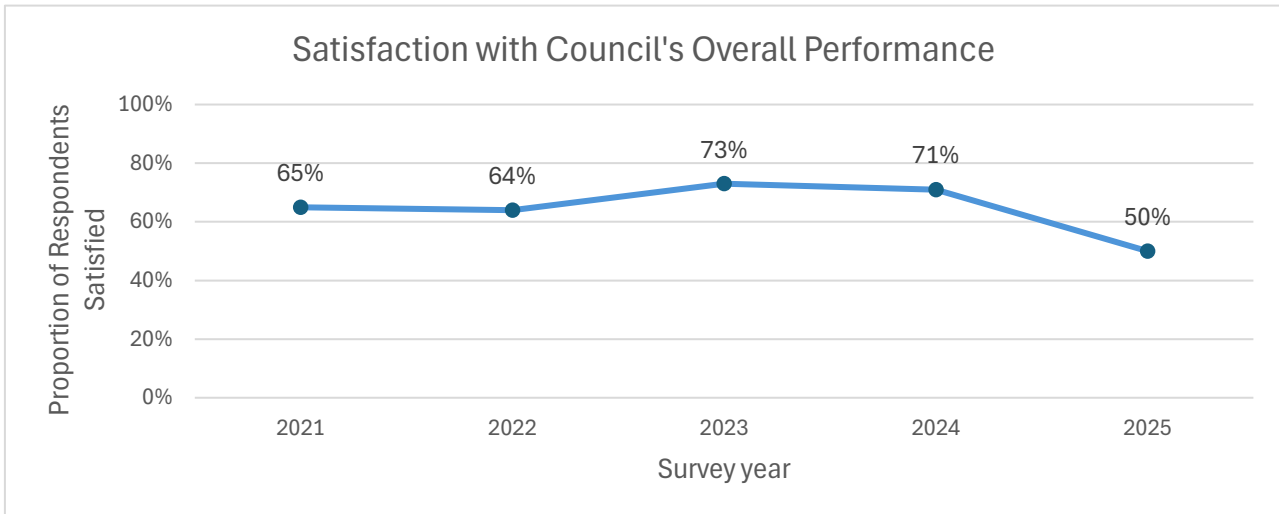
## 6. Key Results

- 6.1 The survey asks respondents to rate how satisfied they are with a number of Council services and facilities. Tasman’s 10-Year Plan 2024-2034 (LTP) sets performance measures to assess how well it is providing each activity’s levels of service. Of the 94 performance measures, 18 are measured through the Annual Residents Survey.
- 6.2 This year the Council has met 11 of its 18 residents survey performance measure targets set in the LTP for 2024/2025.
- 6.3 The performance targets for Council facilities, three waters and waste management have all been met for 2025. Notable results in these areas are;
- satisfaction with Council facilities has stayed relatively the same as last year;
  - satisfaction was high with public libraries, public halls and community buildings, wastewater and kerbside recycling, all receiving satisfaction rates above 90% for users and those provided the service;
  - satisfaction with water supply decreased by 7 percentage points, but is still meeting target; and

- participation in kerbside recycling has increased by 7 percentage points, meeting the target set in the Waste Management and Minimisation Activity Management Plan 2024-2034 (this is not one of the 18 LTP performance measures).

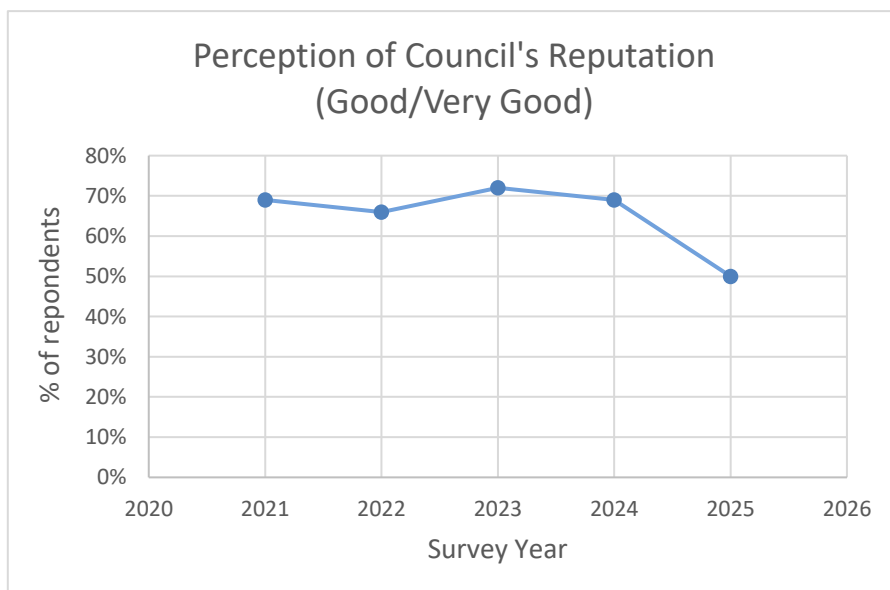
6.4 Satisfaction with Council communications, Council operations and some transport measures have not met their targets. Discussion on these measures is included in Section 7.

6.5 Satisfaction with Council’s overall performance has decreased significantly this year from 71% in 2024 to 50% in 2025 (21 percentage points). The five-year timeseries of this performance is provided below.



6.6 Respondents were not specifically asked why they were satisfied or not, but through the *general feedback* section of the survey we can see some key themes in the general comments made by 173 respondents. The most mentioned negative feedback theme was concern with excessive rates increases, mentioned by 26% of the 173 respondents. The most mentioned positive feedback theme regarded appreciation for the services that residents receive.

6.7 The proportion of respondents who rate the overall reputation of the Council as *good* or *very good* has also decreased significantly, from 69% in 2024 to 50% in 2025. The five-year timeseries of this performance is provided below.





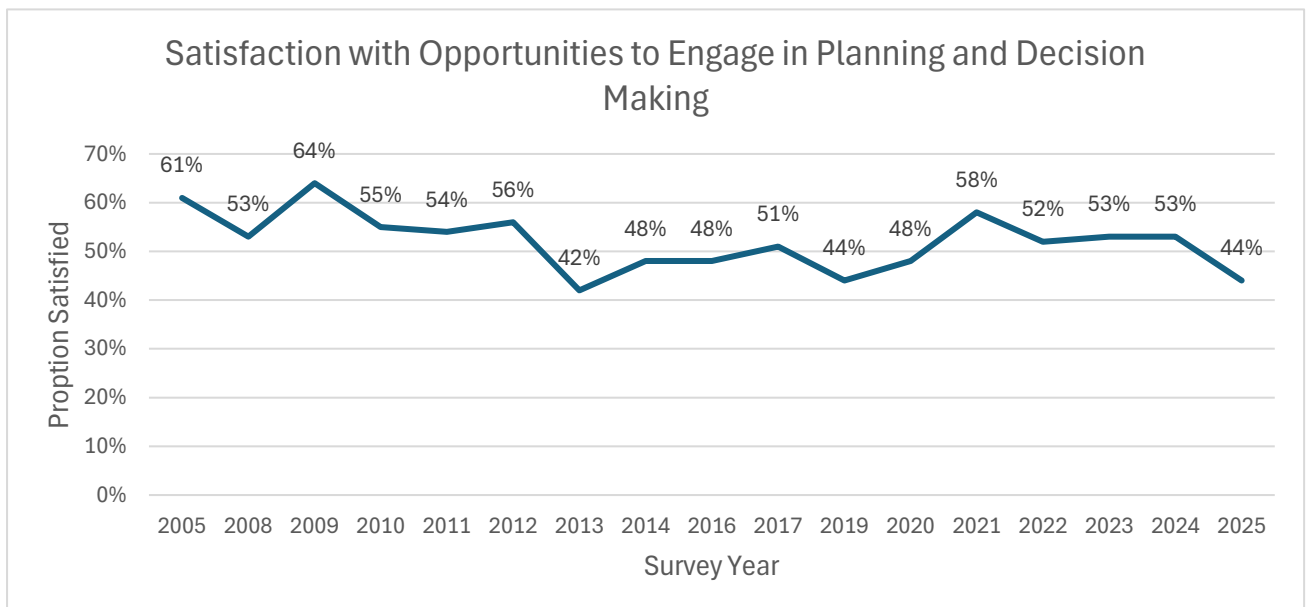
**7. Levels of Service Which Have Not Met Target**

**Satisfaction with the level of information supplied by the Council**

- 7.1 The proportion of residents satisfied with the level of information provided by the Council has decreased significantly from last year, from 75% in 2024 to 64% in 2025, below the 75% target.
- 7.2 The 2025 result is the lowest result to date since the measure was included in 2008. The measure fluctuated between 70% and 83% between 2008 and 2024.
- 7.3 The proportion of respondents who had accessed Council information increased this year to 97% of respondents from 84% in 2024. This indicates that the Council's communication efforts are reaching a broad audience.
- 7.4 Respondents in the Moutere-Waimea Ward were more likely to consider the amount of information supplied as being nowhere enough.

**Satisfaction with opportunities to engage with Council’s planning and decision making**

- 7.5 The proportion satisfied with public consultation in 2025 was 44%, decreasing by 9 percentage points from the 2024 result of 53%. The target set is 50%.
- 7.6 The Council undertook community engagement on several high-profile and contentious topics this year, including the Annual Plan 2025/2026, Māpua Master Plan, and the Dog Control Policy and Bylaw.
- 7.7 Staff note that we are shifting our community engagement approach to enable ongoing dialogue and more meaningful participation. By focusing on listening and incorporating community input, we aim to improve service delivery and empower residents in decision making.
- 7.8 The table below illustrates results since 2005.



**Satisfaction with contact with the Council (being responded to promptly and professionally)**

- 7.9 In the last 12 months, 71% of respondents had contacted the Council. Of those, 78% were satisfied with the services they received, which is below the 85% target.

- 7.10 Over the last five surveys (2021–2025), satisfaction has fluctuated between 75% and 82%.
- 7.11 Respondents highlighted the need for better response timeliness and increased follow up to keep residents informed with their service requests.
- 7.12 This measure does not differentiate between a one-time and ongoing contact, meaning that this relates to all staff and forms of requests, not just immediate interactions with customer service staff.

### **Satisfaction with roads**

- 7.13 Resident satisfaction with roads has improved since last year, increasing by 9 percentage points from 45% to 54% in 2025.
- 7.14 Satisfaction with roads dropped significantly in 2021, from 72% in 2020 to 44% in 2021. The change in survey methodology between 2020 and 2021 may have been a contributing factor. In both 2023 and 2024, 45% of residents were satisfied with roads.
- 7.15 The three main reasons cited for dissatisfaction with roads were;
- potholes and surface issues;
  - Richmond congestion; and
  - multiple road closures happening at the same time due to road works.
- 7.16 Informal benchmarking of road satisfaction with other councils shows satisfaction ranged between 45-58% in 2024.

### **Satisfaction with footpaths**

- 7.17 Satisfaction with footpaths has decreased by 8 percentage points from 71% to 63% in 2025.
- 7.18 The main reasons for dissatisfaction were footpath condition (uneven or cracked surfaces), maintenance issues, and safety concerns.
- 7.19 Golden Bay Ward residents were more likely to be dissatisfied with footpaths than other Wards (35% versus 8-15% dissatisfied). They mentioned safety concerns and lack of connectivity.

### **Satisfaction with cycle paths**

- 7.20 Satisfaction with cycle paths was 58% in 2025, which is below the target of 70%. However, this represents a 5 percentage point increase from 53% in 2024.
- 7.21 The LTP performance measure measures the result for all respondents, however residents who had used cycle paths in the last 12 months were significantly more likely to be satisfied than non-users (71% compared to 34%).
- 7.22 The main reasons for respondents' dissatisfaction were opposition to cycle paths, poor maintenance and conditions, and safety concerns.
- 7.23 There was no difference in respondents by age and gender, but Golden Bay residents were more likely to be dissatisfied.

### **Feel safe on roads when cycling**

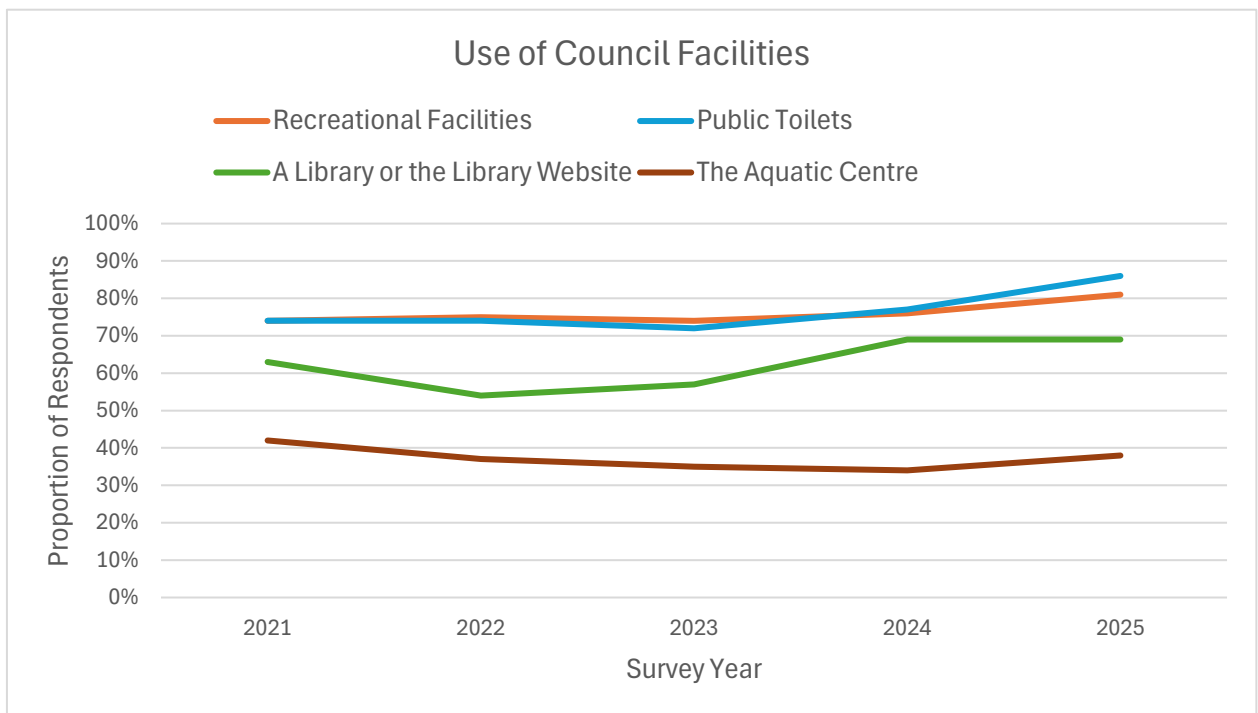
7.24 Residents felt significantly less safe when cycling (44%) than when driving (81%) or walking (75%). However, the percent that felt safe has increased by 3 percentage points from 41% in 2024.

7.25 The LTP performance measure assesses the result for all respondents, however residents who had used a cycle path in the last 12 months were significantly more likely to perceive the environment to be safe while cycling than non-users (51% compared to 14%).

**8. Council Facilities**

8.1 The table below shows the proportion of respondents who had used these Council facilities in the last 12 months.

8.2 Use of Council facilities is largely similar to last year, with use of public toilets and recreational facilities (playing fields and neighbourhood reserves) remaining high.

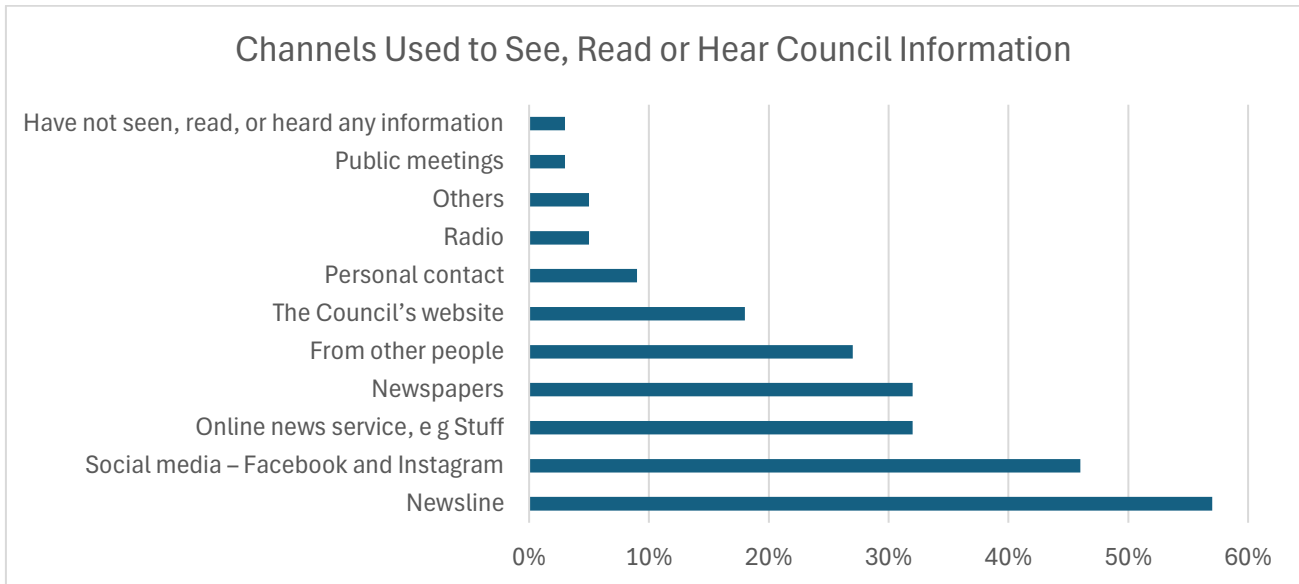


\* Before 2024, only residents of the Richmond and Moutere/Waimea Wards were asked about their use of the Aquatic Centre.

**9. Council Communication**

9.1 The proportion of respondents who had seen, read or heard Council information increased by 13 percentage points from last year, from 84% in 2024 to 97% in 2025.

9.2 The below graph illustrates the rates of use of different media channels for 2025:



- 9.3 Respondents aged 65 years and over were significantly more likely to have seen Newsline than those aged 18-39 (77% versus 35% respectively).
- 9.4 Social media was significantly more likely to be used by respondents 18-39 years old than by the other age groups (65%). Social media was used by 28% of respondents 65 years and older.
- 9.5 Use of social media and online news services (like Stuff) to engage with Council information have both significantly increased on 2024, increasing by 11 percentage points and 20 percentage points respectively.

**10. Conclusion**

- 10.1 The Council commissions a Residents Opinion Survey to collect valuable feedback from Tasman residents on Council services.
- 10.2 The 2025 Residents Survey includes questions for 18 performance measures that relate to levels of service targets set in the Council's LTP. Of the 18 LTP performance measures, 11 achieved their target and seven did not. These results will be included in the Annual Report 2025.
- 10.3 Satisfaction remained high in several areas, particularly libraries, wastewater, and kerbside recycling. Most transport measures did not meet their targets, despite a small improvement in road satisfaction. Perceptions of Council performance and reputation have declined significantly since 2024. These results will inform performance reporting and guide future service improvements.

**11. Attachments / Tuhinga tāpiri**

1. 2025 Residents' Opinion Survey - Curiosity Company Final Report

# Tasman District Council

*2025 Residents' Opinion Survey*

**Report**  
9 July 2025








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# 1. Summary tables 2025



	<b>Increase</b> in satisfaction score by 4% or more since last year		Satisfaction score <b>remained same</b> or within 3% of last year		<b>Decrease</b> in satisfaction score by 4% or more since last year
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### REPRESENTATIVE RESIDENT SUMMARY LEVEL OF SERVICE RESULTS

Activity Group	Service/facility	Satisfaction score trend since Last Year	Tasman District			Users	Target	Target met
			2025	2024	2023	2025	2025	2025
Services and facilities	Public libraries		<b>75%</b>	90%	86%	<b>94%</b>	85%	✓
	Public toilets		<b>71%</b>	73%	69%	<b>78%</b>	70%	✓
	Recreational facilities		<b>86%</b>	88%	88%	<b>91%</b>	85%	✓
	Public halls and community buildings		<b>78%</b>	73%	78%	<b>91%</b>	75%	✓
	Aquatic centre (users only)*		<b>83%*</b>	84%*	95%*	<b>83%</b>	80%	✓
Roads, footpaths, and cycling	Roading		<b>54%</b>	45%	45%	<b>54%</b>	70%	✗
	Footpaths		<b>63%</b>	71%	68%	<b>63%</b>	70%	✗
	Cycle lanes		<b>58%</b>	53%	68%	<b>58%</b>	70%	✗
	Safety while driving		<b>81%</b>	85%	83%	<b>81%</b>	70%	✓
	Safety while walking		<b>75%</b>	73%	72%	<b>75%</b>	70%	✓
	Safety when cycling		<b>44%</b>	41%	46%	<b>44%</b>	70%	✗
Three Waters	Water supply		<b>61%</b>	70%	65%	<b>80%</b>	80%	✓
	Wastewater		<b>68%</b>	75%	69%	<b>92%</b>	80%	✓
	Stormwater		<b>57%</b>	65%	58%	<b>87%</b>	80%	✓
Waste	Use of kerbside recycling (3 times or more)		<b>96%</b>	89%	83%	<b>96%</b>	95%	✓
	Use of pre-paid rubbish bags		<b>44%</b>	60%	61%	<b>65%</b>	-	-
	Kerbside rubbish and recycling collection		<b>81%</b>	84%	82%	<b>93%</b>	90%	✓





Activity Group	Service/facility	Satisfaction Score Trend since Last Year	Tasman District			Users	Target	Target met
			2025	2024	2023	2025	2025	2025
Council information and communication	Access to Council information		97%	84%	79%	97%	-	-
	Contact with Council offices		78%	77%	82%	78%	85%	✗
	Level of information		64%	75%	71%	64%	75%	✗
Satisfaction with Council performance	The way rates are spent		43%	55%	57%	43%	-	-
	Public consultation		44%	53%	53%	44%	50%	✗
Overall satisfaction	Council's reputation		50%	69%	72%	50%	-	-
	Overall satisfaction		50%	71%	73%	50%	-	-

## 2. Research approach





## 2 Research approach

### 2.1 BACKGROUND AND CONTEXT

The Tasman District is one of the country's larger territorial authorities by land area. As of June 2024, the district's estimated population is 59,800 people, representing a 10.7 percent increase from the 2018 Census. Although the population density is low, this highlights the district's predominantly rural and semi-rural character. The region is renowned for its natural beauty, featuring national parks, a coastline, and agricultural land, which collectively contribute to both its lifestyle appeal and economic foundation.

The Tasman District Council (the Council) conducts an annual survey of residents. This is designed to gather feedback about the services and facilities that the Council offers and to identify how well the residents think those services have been provided.

The key service areas tested in the residents' survey were:

- ✓ Council facilities (public toilets, libraries, recreational facilities, public halls and community buildings, and the Aquatic Centre).
- ✓ Roading, footpaths, and cycling.
- ✓ Water and waste.
- ✓ Council provided information and communication.
- ✓ Council local issues and operations.
- ✓ Reputation and performance overall.



## 2.2 RESEARCH DESIGN

**Representative sample:** Unlike previous years, the 2025 survey was conducted by sending a postcard invitation (with an embedded QR code) to an online survey to 8,000 randomly selected households, targeting residents 18 years and older. This sample was subsequently weighted to align with the 2024 Census distribution of the district's population. The sample achieved was n=322.

The representative data collected are accurate to a maximum margin of error of +/-5.45% at the 95 percent confidence level.

**General public sample:** Additionally, a public link was advertised by the Council on both a sponsored Facebook post and through an open link on the Council's website, Newsline and local newspapers. The sample achieved from this method was n=175

Because the two samples were statistically significantly different, the postcard responses are reported as the 'representative' sample, and the open-link "General public" responses are reported separately to show significant differences.

**Note:** The general public sample was self-selected, which introduces potential bias and limits its suitability for inclusion in the official results. However, the full data set has been provided to the Council, and staff will review all feedback to identify potential improvements.



### 2.3 QUESTIONNAIRE DESIGN

As established in previous survey iterations, the four-point scale below was also used in 2025 to measure satisfaction with most of the Council's services and facilities<sup>1</sup>.

Don't know/ unable to say	Very dissatisfied	Dissatisfied	Satisfied	Very satisfied
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Past measurements prior to 2021	2021–2025 surveys
Very satisfied	Very satisfied
Fairly satisfied	Satisfied
Not very satisfied	Dissatisfied
	Very dissatisfied
Don't know	Don't know

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<sup>1</sup> The four-point scale was introduced to improve on the three-point scale used prior to 2021. A four-point evenly distributed scale continues to force the respondent to take a positive or negative opinion ensuring that respondents are not being led to respond in a direction that is stronger than their true opinion. The four-point scale also ensures results are comparable to past data, when combining the top 2 and bottom 2 options.



## 2.4 DATA ANALYSIS

The fieldwork was conducted in May 2025.

The data was weighed to reflect the adult population<sup>2</sup> of the Tasman District as follows:

2025	Achieved sample				Weighted sample
	Representative		General Public		
	n	%	n	%	
<b>Gender</b>					
Women	204	63%	93	53%	50%
Men	107	33%	77	44%	50%
Another gender	5	2%	0	0%	
Prefer not to say	6	2%	5	3%	
<b>Age</b>					
18-39 years	84	25%	0 <sup>3</sup>	0%	26%
40-64 years	138	43%	98	57%	44%
65+ years	93	29%	69	39%	30%
Prefer not to say	7	2%	8	4%	
<b>Ward</b>					
Golden Bay Ward	23	7%	15	9%	10%
Lakes-Murchinson Ward	18	6%	14	8%	7%
Moutere-Waimea Ward	79	25%	59	34%	26%
Motueka Ward	67	21%	35	20%	24%
Richmond Ward	135	42%	152	30%	33%
<b>Total</b>	<b>322</b>	<b>100%</b>	<b>175</b>	<b>100%</b>	<b>100%</b>

Across all KPIs, the measure of satisfaction is reported as the proportion answering satisfied or very satisfied. Where levels of agreement are reported, this represents the total number of respondents who agreed or strongly agreed with the statement.

If a resident indicated dissatisfaction with specific Council services or facilities, they were invited to comment. This provided valuable data from which key

<sup>2</sup> Based on the 2023 Census

<sup>3</sup> Due to low base numbers, general public respondents aged 18 to 39 years were removed



themes and areas for future improvement could be identified. Reasons for dissatisfaction have been thematically coded in these comments.

Where possible, trend analysis is included to compare 2025 results with past results. **Please note that not all questions have been asked every year.** For clarity, gaps have been removed from the trend-analysis graphs.

**In this report, numbers presented have been rounded to whole numbers.** Due to this rounding, individual figures may not add up precisely to the totals provided or to 100%.

## 2.5 PERFORMANCE TARGETS

Findings have been presented in relation to Council performance targets for the levels of service in 2021 – 2025. This year's targets are identified in Tasman's 10-Year Plan 2024–2034.

# 3. Services and facilities







## 3 Services and facilities

### 3.1 USE OF SERVICES AND FACILITIES

The use of recreational facilities, such as playing fields, neighbourhood reserves, and public toilets, remains very high (81 percent and 86 percent, respectively).

Library usage has stabilised at 2024 levels. Although the Aquatic Centre has remained consistent in recent years, its use has increased following a downward trend since 2020.

- Residents in the representative sample were more likely to have visited aquatic centres compared to the general public sample.
- Those aged 40 to 64 years were nearly twice as likely to have used all facilities over the past 12 months compared to residents of older or younger age groups.

*Table 3-1 Total use of services and facilities over time*

Facility or service	% visited					
	2020	2021	2022	2023	2024	2025
Recreational facilities	72%	74%	75%	74%	76%	81%
Public toilets	72%	74%	74%	72%	77%	86%
A library or the library website	64%	63%	54%	57%	69%	69%
The Aquatic Centre	56%	42%	37%	35%	34%	38%

Base: All representative respondents over time

*Table 3-2 Use of services and facilities 2025*

	Not at all	Once or twice	Three times a year or more
A library or the library website	31%	20%	50%
Recreational facilities	19%	15%	66%
Public toilets	14%	21%	66%
The Aquatic Centre	62%	16%	22%

Base: Representative sample (n=322)

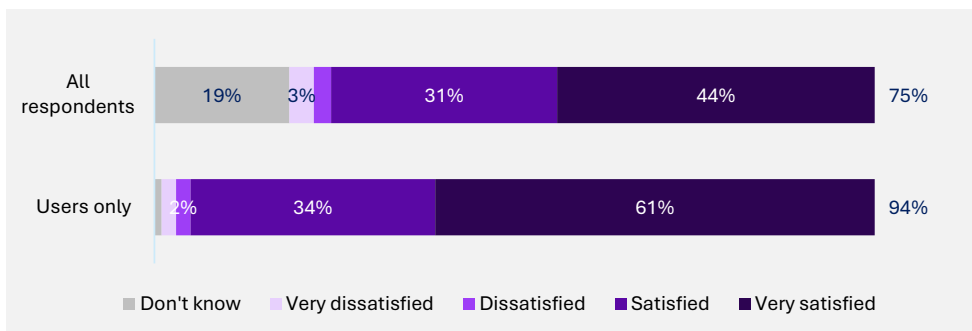


### 3.2 PUBLIC LIBRARIES

General satisfaction with libraries had improved significantly since 2020; however, a decline in satisfaction is observed in 2025.

- **69 percent of Residents had visited the District’s public libraries or had used the library website in the past 12 months.**
- 75 percent of all respondents were satisfied with the public libraries. Notably, nearly all library users were satisfied (94 percent).
- ✓ **The target of 85 percent user satisfaction has been met.**
- No significant differences were found in the satisfaction rating given across wards, gender or age groups using the service.
- Additionally, no significant differences were found between the representative and general public samples.

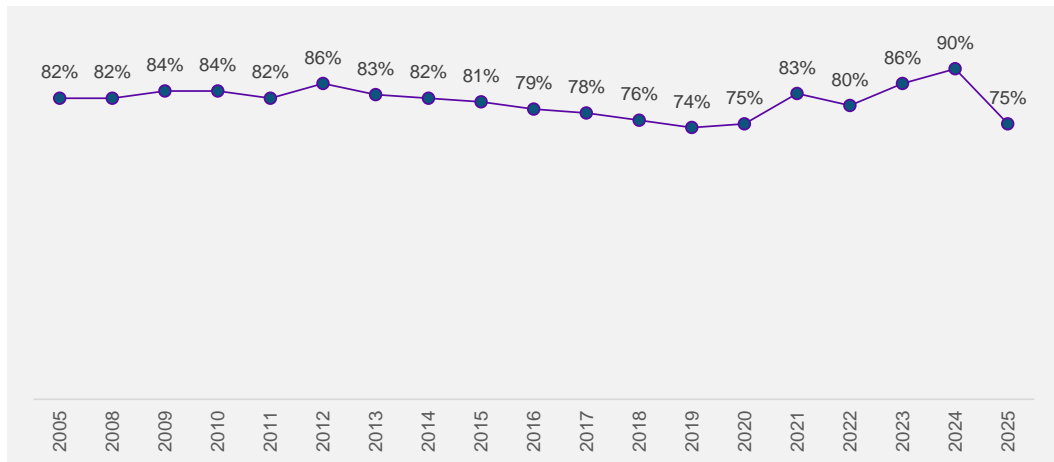
Figure 3-1 Satisfaction with public libraries - 2025



Base: Representative sample (n=322); users (n=226)



Figure 3-2 Satisfaction with public libraries - over time



Base: All representative respondents over time

### 3.2.1 Reasons for dissatisfaction

Despite receiving only a limited number of comments, three themes were evident.

**Financial concerns** led residents to question whether libraries justify their cost to ratepayers, with some calling for user-pays models or the complete elimination of services. **Service quality issues** included complaints about inadequate book collections, poor staff attitudes, and problematic website usability. **Operational efficiency** concerns regarding underutilised branches and perceived lack of accountability in ratepayer fund management.

Table 3-3 Reason for dissatisfaction with public libraries - 2025

Theme	Subtheme	Number of responses
Financial concerns	Funding model criticism	4
	Excessive spending	2
	Cost reduction	2
Service quality	Website usability	2
	Collection inadequacy	2
	Staff service issues	1
Operational efficiency	Low utilisation	1
	Operating hours	1
<b>Total</b>		<b>13</b>

Base: Representative respondents dissatisfied with service (n=12)

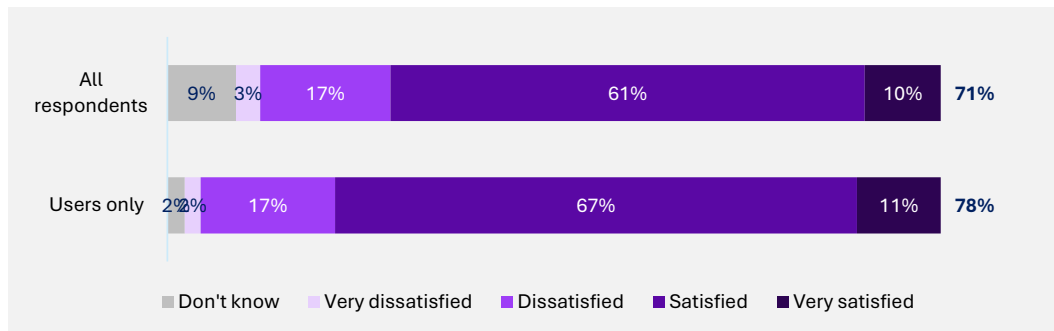


### 3.3 PUBLIC TOILETS

Satisfaction with public toilets in the district has remained largely unchanged from last year.

- **86 percent of residents had visited or had used the District’s public toilets.**
- 71 percent of all residents were satisfied; this increases to 78 percent amongst service users.
- ✓ **The target of 70 percent user satisfaction has been met.**
- Overall satisfaction decreased slightly compared to last year (2 percent decrease).
- Among users, residents in the Golden Bay ward were more likely to be satisfied.
- No significant differences were observed in the satisfaction rating given across age groups.
- No difference was seen between the representative and general public residents.

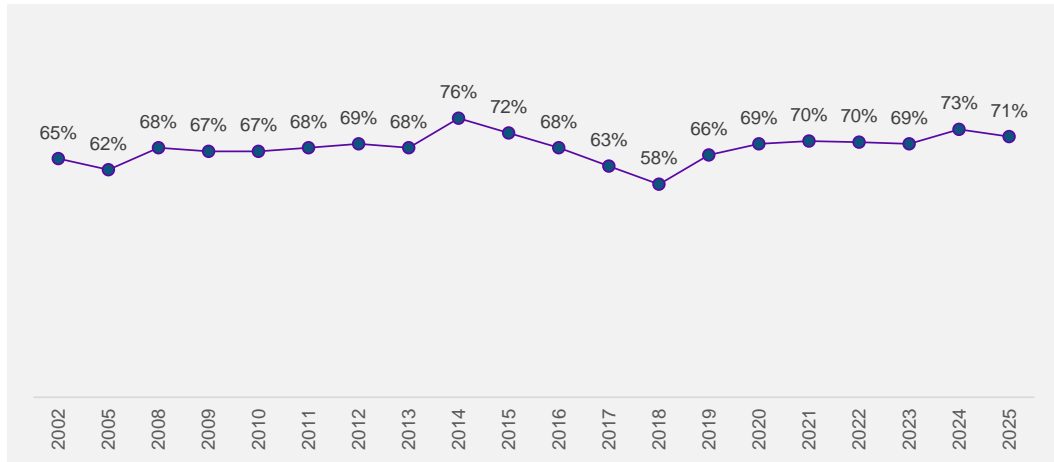
Figure 3-3 Satisfaction with public toilets - 2025



Base: Representative sample (n=322); users (n=274)



Figure 3-4 Satisfaction with public toilets – over time



Base: All representative respondents over time

### 3.3.1 Reasons for dissatisfaction

**Cleanliness and hygiene** dominated responses, with over half of all comments highlighting poor cleanliness standards, inadequate maintenance frequency, and serious hygiene concerns, including fears of contracting diseases from the facilities.

**Infrastructure improvements** are being called for, with respondents requesting facility upgrades, better amenities such as proper soap dispensers and hand dryers, and improvements to specific locations, including Motueka, Wakefield, and Richmond facilities.

**Facility adequacy** concerns regarding insufficient toilet numbers across communities, outdated facilities that have remained unchanged since the 1990s, and accessibility issues for families with children and disabled users. Operational issues included concerns about toilet closures, particularly during the winter months, negative impacts from freedom campers using facilities for washing and dishwashing, and problems with vandalism and loitering.



**Funding and management** issues were raised regarding cost concerns and debates over whether facilities should be funded through rates or user-pay systems.

*Table 3-4 Reason for dissatisfaction with public toilets - 2025<sup>4</sup>*

Theme	Subtheme	Number of responses	Percent of those dissatisfied
Cleanliness and hygiene	General cleanliness issues	35	54%
	Maintenance frequency	8	12%
	Hygiene concerns	4	6%
Facility adequacy	Insufficient facilities	8	12%
	Outdated facilities	6	9%
	Accessibility issues	3	5%
Operational issues	Closure concerns	7	11%
	Freedom camper impact	3	5%
	Vandalism and loitering	2	3%
Infrastructure improvements	Facility upgrades	12	18%
	Better amenities	8	12%
	Specific location needs	4	6%
Funding and management	Cost concerns	2	3%
	Funding sources	1	2%
<b>Total</b>		<b>103</b>	

Base: Representative respondents dissatisfied with the service (n=65)

Some of the representative respondents' comments were:

*"They are usually dirty as too many freedom campers without toilets on board do their washing and dishes at these facilities."*

*"The Toilets by the football club rooms, are great for the kids, and adults that use the area for sports without having to cross the main road, they just need a bit more of a clean up after the weekend football games."*

<sup>4</sup> Due to multiple coding, percentages may add to more than 100 percent

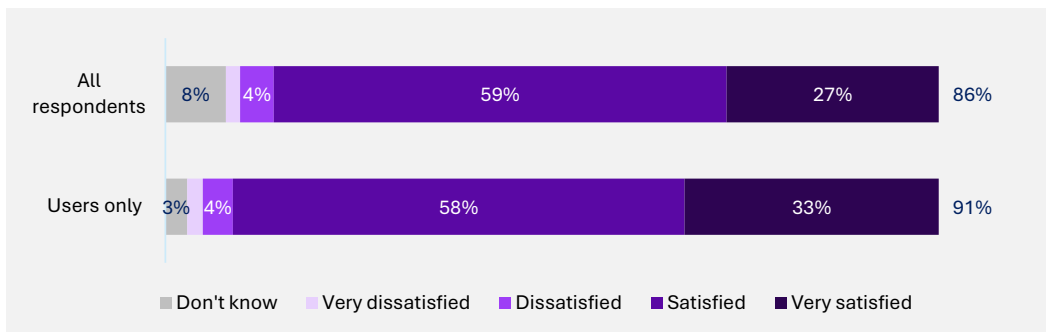


### 3.4 RECREATIONAL FACILITIES

Satisfaction with recreational facilities remains high for all residents and facility users, and has remained stable over time.

- **81 percent of residents had visited or used the district’s recreational facilities.**
- Eighty-six percent of all residents were satisfied with the recreational facilities; this increased to 91 percent amongst service users.
- ✓ **The target of 85 percent user satisfaction has been met.**
- Those users aged between 18 to 39 years were more likely to be dissatisfied.
- There were no significant differences in users’ satisfaction rating by, ward or gender.
- No difference was seen between the representative and general public residents.

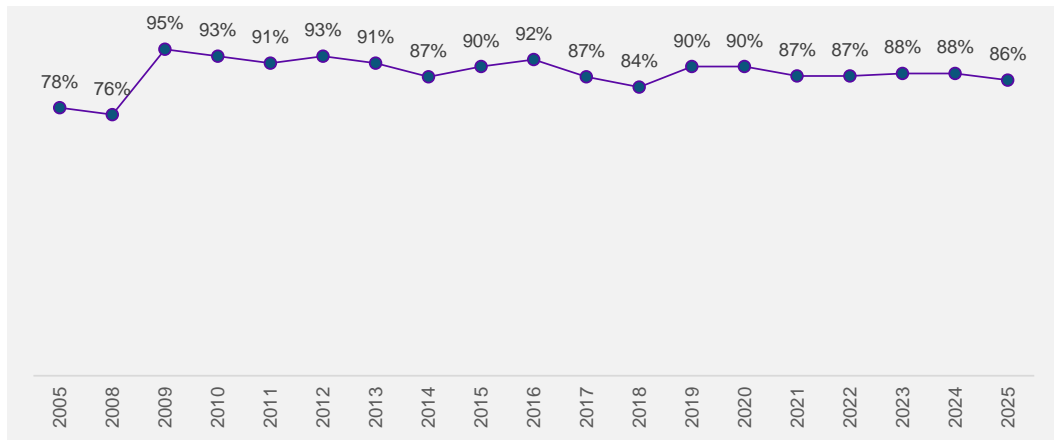
Figure 3-5 Satisfaction with recreational facilities - 2025



Base: Representative sample (n=322); users (n=269)



Figure 3-6 Satisfaction with recreational facilities – over time



Base: All representative respondents over time

### 3.4.1 Reasons for dissatisfaction

Despite receiving a limited number of comments, three themes emerged regarding recreational facilities.

**Maintenance and upkeep**, with respondents highlighting poor rubbish and dog waste management across reserves, general facility deterioration, and specific safety hazards, such as tripping hazards on walking tracks, which particularly affect older users.

**Infrastructure and amenities** concerns, including requests for more seating areas for parents and elderly users, age-appropriate playground equipment for toddlers, specialised facilities like pump tracks and kayak racks, improved cycle infrastructure between communities, and better accessibility features for disabled users.

**Facility adequacy** issues regarding insufficient recreational facilities overall, outdated park designs compared to modern examples like Decks Reserve, and concerns about operational costs affecting service delivery.





Table 3-5 Reason for dissatisfaction with recreational facilities - 2025

Theme	Subtheme	Number of responses
Maintenance and upkeep	Rubbish and dog waste management	3
	General facility maintenance	3
	Safety hazards	1
Infrastructure and amenities	Seating and furniture	2
	Playground equipment	2
	Specialised facilities	2
	Cycle infrastructure	2
	Accessibility features	1
Facility adequacy	Insufficient facilities	2
	Outdated facilities	1
<b>Total</b>		<b>20</b>

Base: Representative respondents dissatisfied with the service (n=14)

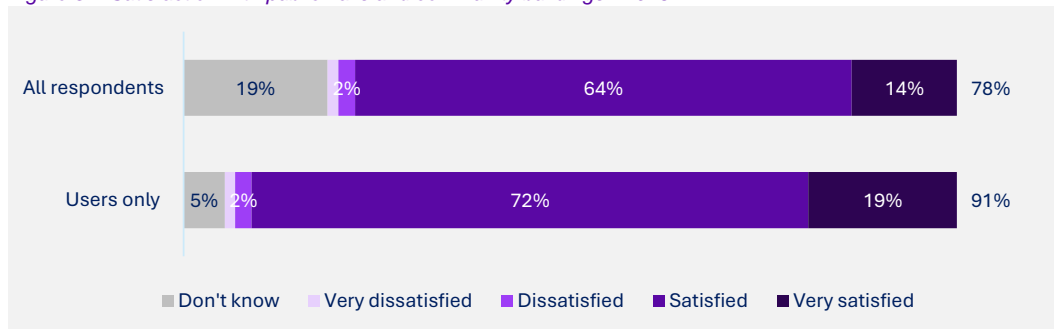


### 3.5 PUBLIC HALLS AND COMMUNITY BUILDINGS

Satisfaction with the multi-purpose public halls and community buildings increased over the past year, returning to 2023 levels.

- **78 percent of residents were satisfied with the public halls and community buildings.**
- ✓ **The target of 75 percent user satisfaction has been met.**
- Users aged 18–39 were more dissatisfied compared to other age groups, but the base numbers were small.
- There were no significant differences in user satisfaction rating by ward or gender.
- No difference was seen between the representative and general public residents.

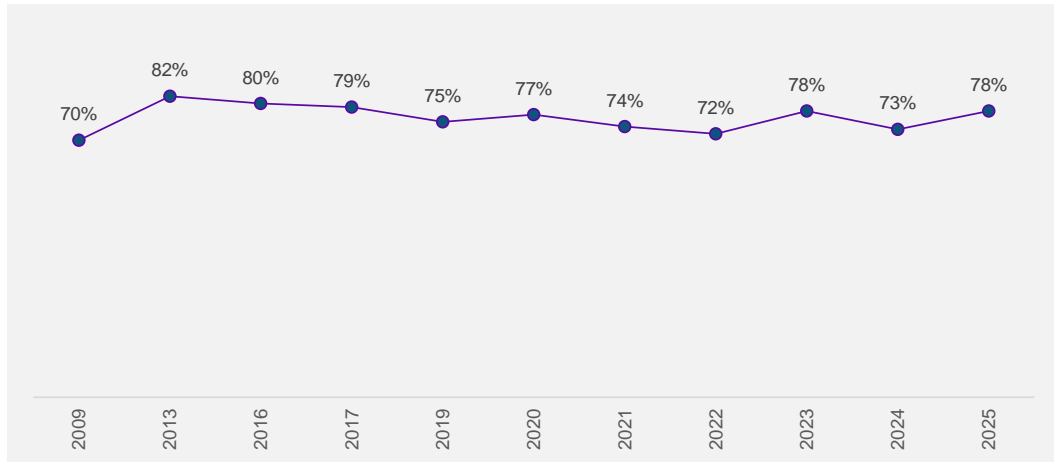
Figure 3-7 Satisfaction with public halls and community buildings - 2025



Base: Representative sample (n=322); users (n=229)



Figure 3-8 Satisfaction with public halls and community buildings – over time



Base: All representative respondents over time

### 3.5.1 Reasons for dissatisfaction

Despite receiving only a limited number of comments, three themes were evident.

**Maintenance and facility problems**, including poor upkeep, outdated facilities such as the Motueka Recreation Centre, heating and cooling issues, damaged car parks with vehicle-damaging humps, and general cleanliness issues that make buildings unsatisfactory for users.

**Funding and sustainability concerns** include calls to close underutilised halls, increasing user fees for self-funding, concerns about Council overspending on facilities, and requests for modern upgrades, such as solar power and electric vehicle chargers.

**Access and community engagement issues**, including a lack of awareness about available facilities and events, poor promotion leading to underuse, a need for youth-focused venues rather than relying on churches, and calls for new community hubs like the proposed Wakefield replacement to serve local areas better.



*Table 3-6 Reason for dissatisfaction with public halls and community buildings – 2025*

Theme	Subtheme	Number of responses
Facility condition and maintenance	Outdated facilities	2
	Poor maintenance	2
	Cleanliness issues	1
Facility adequacy	Insufficient facilities	2
	Specific location needs	1
	Emergency preparedness	1
Community engagement	Lack of awareness	1
	Poor promotion	1
	Limited use	1
Infrastructure improvements	Modernisation needed	1
	Better amenities	2
	Accessibility	1
<b>Total</b>		<b>16</b>

Base: Representative respondents dissatisfied with this service (n=11)

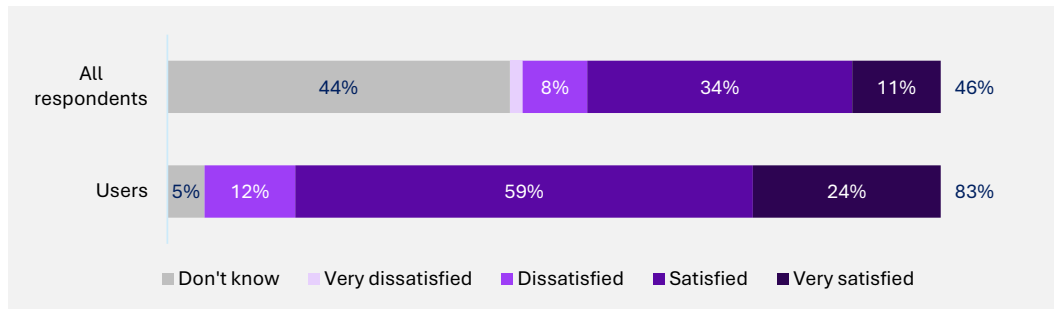


### 3.6 THE AQUATIC CENTRE

Satisfaction with the Aquatic Centre was high amongst users, achieving the performance target set.

- 38 percent of the residents had used the Aquatic Centre.
- **83 percent of users were satisfied with the Aquatic Centre**, similar to 2024.
- ✓ **The target of 80 percent user satisfaction has been met.**
- There were no significant differences by ward, age or gender amongst users.
- No difference was seen between the representative and general public residents.

Figure 3-9 Satisfaction with the aquatic centre – 2025

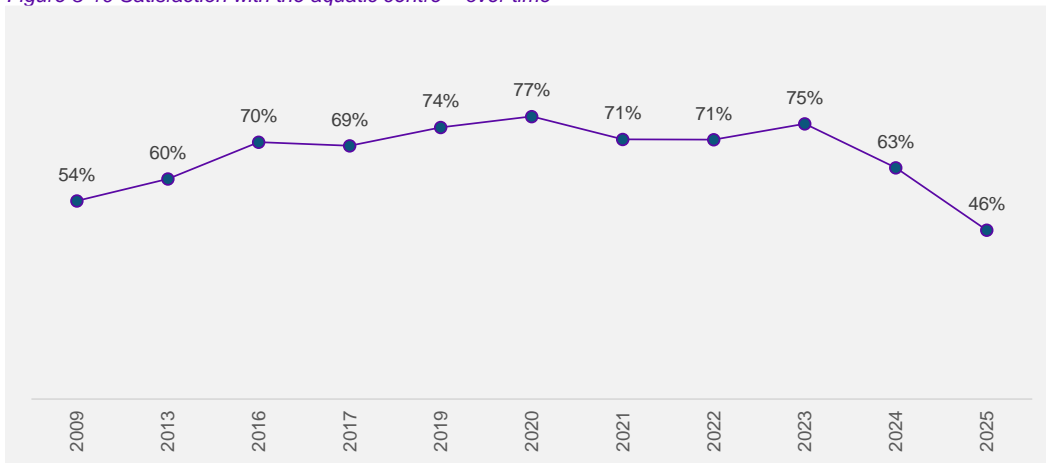


Base: Representative sample (n=322); users (n=130)

Although overall satisfaction achieved its lowest level since 2013, it is important to note that since 2024, this measure has been asked of every respondent, not just those based in Richmond or Moutere-Waimea.



Figure 3-10 Satisfaction with the aquatic centre – over time\*



Base: All representative respondents over time

### 3.6.1 Reasons for dissatisfaction

**Cleanliness and hygiene issues** dominate concerns, with complaints about dirty facilities, grubby changing rooms, inadequate toilet maintenance, an overwhelming chlorine smell, and a general lack of thorough cleaning that deters families from using the facility.

**Cost and accessibility issues** form another central theme, with complaints about expensive entry fees, particularly for families and children's swimming lessons, as well as frustration that the Richmond location is too far for residents in Motueka and other areas.

**Facility inadequacy and management concerns** are also highlighted, including overcrowding, poor staff attitudes, inadequate changing facilities, and calls for a separate aquatic centre in Motueka to serve the wider community.



Table 3-7 Reason for dissatisfaction with the aquatic centre – 2025

Theme category	Sub-theme	Number of responses	Percentage of those dissatisfied
Cleanliness and maintenance	General cleanliness issues	12	38%
	Changing room conditions	4	13%
	Air quality and chlorine	2	6%
Cost and affordability	Entry fees too high	6	19%
	Funding model concerns	3	9%
	User-pays advocacy	2	6%
Facility location and access	Need for Motueka facility	4	13%
	Distance and accessibility	2	6%
Facility improvements	Outdated facilities	2	6%
	Additional amenities needed	1	3%
	Better family facilities	1	3%
Service quality	Staff issues	3	9%
	Booking and scheduling	1	3%
	Management concerns	1	3%
<b>Total</b>		<b>44</b>	

Base: Representative respondents dissatisfied with this service (n=32)

Some of the representative respondents' comments were:

*"The Council have already purchased land in Motueka to build another pool. No public pool in the country runs at a profit. Perhaps a bus service from Motueka to the Aquatic Centre would be more cost-effective than another pool, yet another drain on ratepayers' funds."*

*"It always seems dirty."*

*Cleaning and upkeep of the facility could do with improving, that's why we don't use it."*

# 4. Rooding, footpaths and cycling







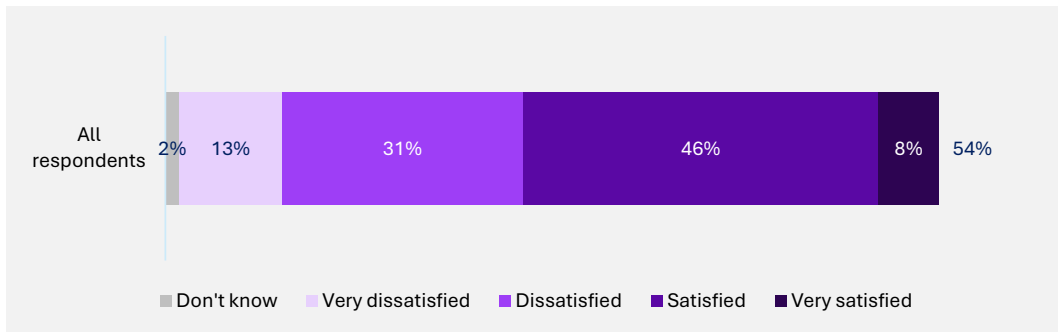
# 4 Roothing, footpaths and cycling

## 4.1 ROADING

Satisfaction with roading was low for all residents and did not meet the target. However, satisfaction has increased over the past year.

- **54 percent of residents were satisfied with the roads.**
- ✗ **The target of 70 percent resident satisfaction has not been met.**
- There were no significant differences by ward, gender or age.
- Respondents in the representative sample were more likely to be satisfied with the roading in the district compared to the general public sample.

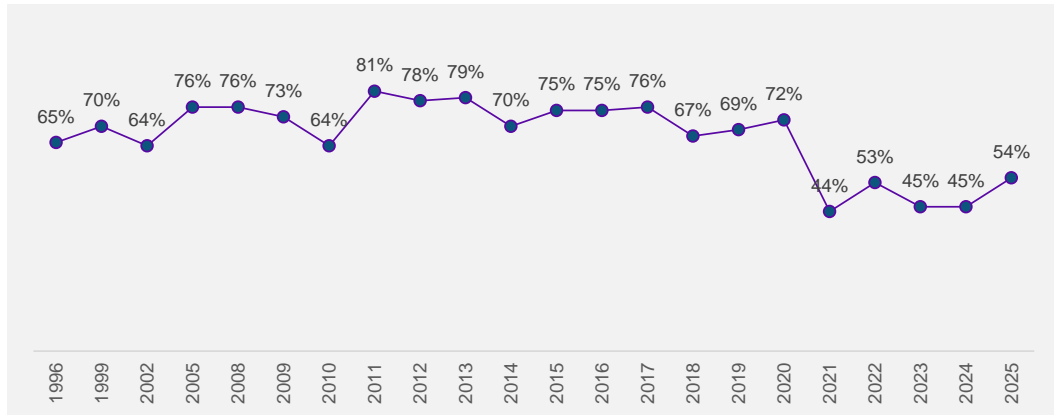
Figure 4-1 Satisfaction with roading – 2025



Base: Representative sample (n=322)



Figure 4-2 Satisfaction with roading – over time



Base: All representative respondents over time

#### 4.1.1 Reasons for dissatisfaction

The high number of responses from the representative respondents (n=140) indicates that roading is a significant concern for Tasman residents<sup>5</sup>.

**Road condition and maintenance**, with nearly half of all comments highlighting persistent pothole problems, poor repair quality that fails quickly, requiring repeated fixes, general road deterioration across the district, and inadequate verge maintenance, including overgrown grass affecting visibility. **Traffic congestion and flow** were also heavily represented, with a particular focus on severe congestion in the Richmond area, problematic intersections, especially those at Lower Queen Street and Gladstone Road, poor traffic management during peak times, and an urgent need for alternative routes or bypasses. **Road works coordination** with residents criticising multiple simultaneous road closures causing gridlock, poor planning and timing of works, contractor performance issues, and specific ongoing problems with Wensley Road requiring multiple interventions. **Infrastructure design concerns** include speed bumps and raised crossings, cycle lane implementation issues, reduced parking spaces affecting businesses and residents, and debates over speed limit changes. **Safety concerns**

<sup>5</sup> Due to multi coding, the number of responses was n=242



include dangerous road conditions, particularly on rural roads, as well as pedestrian and cyclist safety issues, and inadequate infrastructure for vulnerable road users. **Funding and resource allocation** regarding the perceived waste of ratepayer money, poor prioritisation of roadworks, and cost concerns about expensive projects that don't deliver lasting results.

*Table 4-1 Reason for dissatisfaction with roading – 2025*

Major theme	Sub-theme	Number of responses	Percentage of those dissatisfied
Road condition and maintenance	Potholes and surface issues	45	32%
	Poor repair quality	18	13%
	General deterioration	12	9%
	Verge maintenance	8	6%
Traffic congestion and flow	Richmond area congestion	22	16%
	Intersection problems	15	11%
	Traffic management issues	10	7%
	Alternative routes needed	6	4%
Road works coordination	Multiple simultaneous closures	20	14%
	Poor planning and timing	12	9%
	Contractor performance	8	6%
	Wensley Road specific issues	7	5%
Infrastructure design concerns	Speed bumps and crossings	18	13%
	Cycle lane issues	12	9%
	Parking reduction	8	6%
	Speed limit concerns	6	4%
Safety concerns	Dangerous road conditions	15	11%
	Pedestrian and cyclist safety	10	7%
	Inadequate infrastructure	8	6%
Funding and resource allocation	Waste of ratepayer money	10	7%
	Prioritisation issues	6	4%
	Cost concerns	4	3%
<b>Total respondents</b>		<b>232</b>	

Base: Representative respondents dissatisfied with this service (n=140)  
Some of the representative respondents' comments were:



*"Roads need to be looked after! Potholes and conditions like that have a massive impact on vehicles."*

*"Lot of rundown roads. Need to upgrade them to modern standards."*

*"Unsafe for cyclists (esp. children) on country roads as there is next to no berm or place to safely cycle that is not on the road, extremely dangerous to encounter cyclists on the Moutere Highway or Nedorf Rd as a vehicle driver, as you come around the corner (sometimes at speed) to encounter a cyclist in the middle of the road."*

*"Clarke Valley road needs an annual gravel top-up. Instead, it gets graded in a way that wears away the bedrock and leaves holes, and gradually makes the road more and more unstable."*

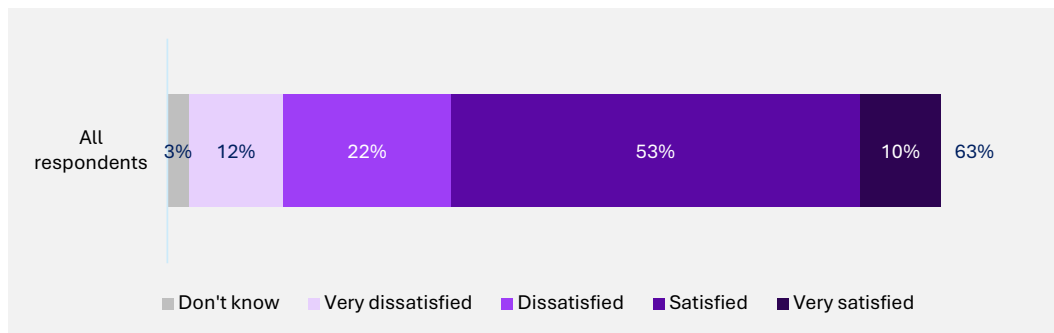


## 4.2 FOOTPATHS

Satisfaction with footpaths has seen a downward trend over the past year, back to 2022 levels.

- **63 percent of residents were satisfied with the footpaths.**
- ✘ **The target of 70 percent resident satisfaction has not been met.**
- Residents of Golden Bay were more dissatisfied with the footpaths (35 percent) than other wards (8-15 percent).
- There were no significant differences in satisfaction by age or gender.
- No difference was seen between the representative and general public residents.

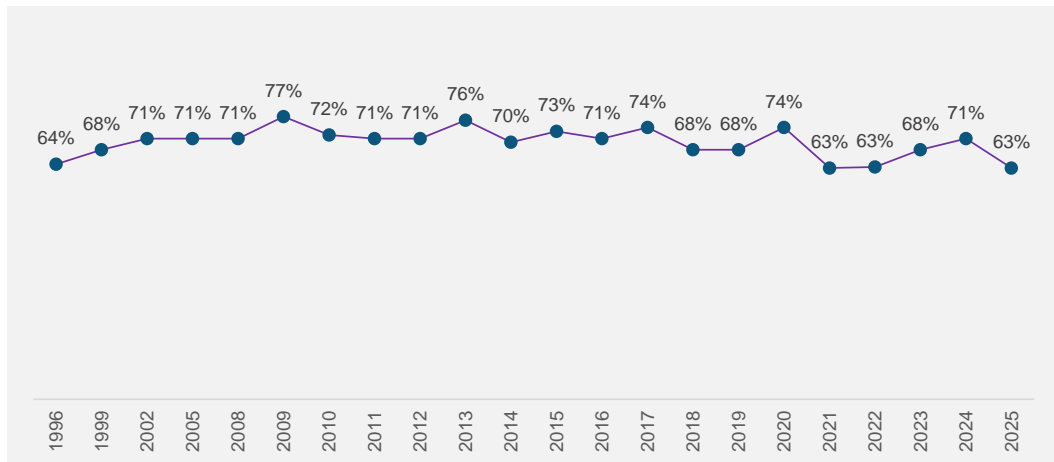
Figure 4-3 Satisfaction with footpaths – 2025



Base: Representative sample (n=322)



Figure 4-4 Satisfaction with footpaths – over time



Base: All representative respondents over time

#### 4.2.1 Reasons for dissatisfaction

**Footpath condition and maintenance** dominated responses, with over 40 percent of comments highlighting uneven surfaces creating trip hazards, poor maintenance of existing footpaths, cracked and broken paths, particularly affected by tree roots, and general deterioration creating unsafe conditions for pedestrians.

**Safety concerns** were also heavily represented, including dangerous road conditions where pedestrians must share space with vehicles, visibility issues from overgrown vegetation and poor lighting, speed and traffic concerns, particularly on rural roads, and unsafe crossing points lacking proper infrastructure.

**Infrastructure gaps**, including missing footpaths, forcing pedestrians onto roads. There are specific needs in rural areas, including the need for safe walking spaces, addressing connectivity issues between communities, and improving the widths of existing pathways.

**Accessibility issues**, including mobility challenges for people with disabilities and elderly residents, are prevalent. These issues include wheelchair accessibility problems with uneven surfaces and narrow paths, as well as the specific needs of elderly residents for access to community facilities and beaches.



**Crossing and intersection problems**, including poor pedestrian crossing design, particularly at roundabouts, inadequate traffic light timing that fails to allow sufficient crossing time, and roundabout safety issues where pedestrian crossings create confusion and danger.

**Maintenance and environment** issues include overgrown plants blocking paths, verge maintenance problems making walking hazardous, and parked cars on footpaths.

*Table 4-2 Reason for dissatisfaction with footpaths – 2025*

Major theme	Sub-theme	Number of responses	Percentage of those dissatisfied
Footpath condition and maintenance	Uneven surfaces	22	24%
	Poor maintenance	15	16%
	Cracked and broken paths	12	13%
	Trip hazards	8	9%
Safety concerns	Dangerous road conditions	18	20%
	Visibility issues	12	13%
	Speed and traffic concerns	10	11%
	Unsafe crossing points	8	9%
Infrastructure gaps	Missing footpaths	16	17%
	Rural area needs	12	13%
	Connectivity issues	8	9%
	Width inadequacy	6	7%
Accessibility issues	Mobility challenges	14	15%
	Wheelchair accessibility	8	9%
	Elderly access needs	6	7%
Crossing and intersection problems	Pedestrian crossing design	10	11%
	Traffic light timing	6	7%
	Roundabout safety	5	5%
Maintenance and environment	Vegetation management	12	13%
	Verge maintenance	8	9%
	Obstruction removal	4	4%
<b>Total</b>		<b>220</b>	

Base: Representative respondents dissatisfied with this service (n=92)



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Some of the representative respondents' comments were:

*"Paths uneven and kerbs difficult to negotiate with walker or wheelchair."*

*"The lack of mowing verges and long grass has made the issue worse, people walking on the road. Let's make this an amazing place to come and visit, create cycle lanes...visitors = income for locals."*

*"Main Road, Riwaka, is extremely dangerous for pedestrians. Most of the 80km/h stretch has no shoulder at all. I'd love to see a speed reduction or the addition of a safe pathway."*



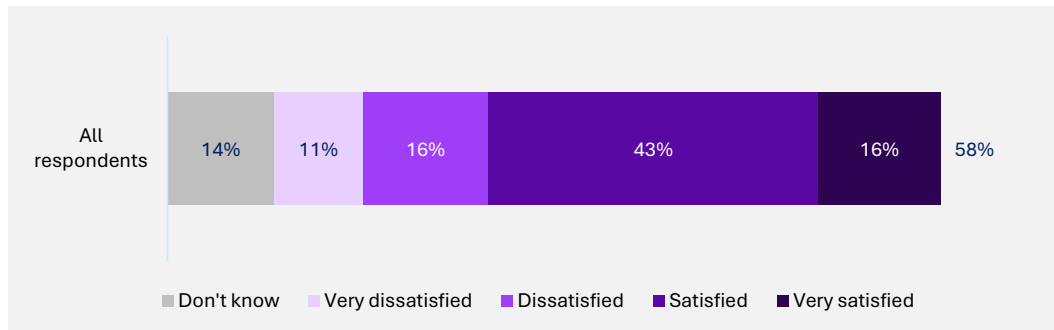


### 4.3 CYCLING

Satisfaction with cycle lanes, paths, or roads for cycling did not meet the target.

- **58 percent of residents were satisfied with the cycle lanes.**
- ✘ **The target of 70 percent resident satisfaction was not achieved.**
- Cycle lanes satisfaction has increased over the past year.
- Residents who had used cycle lanes, paths or roads for cycling over the past 12 months were significantly more likely to be satisfied compared to non-users (71 percent versus 34 percent).
- Respondents in Golden Bay were more likely to be very dissatisfied with cycle lanes, paths or roads for cycling (31 percent) compared to other wards (3 to 12 percent).
- There were no significant differences in satisfaction by age or gender.
- No difference was seen between the representative and general public residents.

Figure 4-5 Satisfaction with cycle lanes – 2025



Base: Representative sample (n=322)



#### 4.3.1 Reasons for dissatisfaction

**Opposition to cycle lanes** was the most prominent theme, with many respondents expressing general opposition to cycle lane installation, concerns about parking reduction, particularly affecting businesses and residents, criticism of under-utilisation by cyclists, and complaints about cycle lanes taking up too much road space at the expense of vehicle traffic.

**Maintenance and condition** issues, including poor surface quality on existing cycle paths that makes them unusable, lack of regular maintenance leading to deterioration, overgrown vegetation blocking paths, and flooding and drainage problems, particularly on rural cycleways.

**Safety concerns** include dangerous design elements, particularly at intersections and roundabouts, as well as problems with cycle lanes disappearing into traffic at key points. Visibility issues affect both cyclists and motorists, and conflicts arise between cyclists and pedestrians on shared paths.

**Design and connectivity** issues, including poor connectivity between cycle path sections, inconsistent design standards across different areas, and width and layout problems that create confusion for users.

**Infrastructure expansion** requests included calls for more cycle lanes in underserved areas, specific route requests, particularly between communities such as Tākaka, Pōhara, and Collingwood, as well as the need for safer cycling options in rural areas and demands for better separation from vehicle traffic to improve safety.



Table 4-3 Reason for dissatisfaction with cycle lanes

Major theme	Sub-theme	Number of respondents	Percentage of those dissatisfied
Opposition to cycle lanes	General opposition	18	22%
	Parking reduction impact	12	15%
	Under-utilisation	8	10%
	Road space concerns	6	7%
Maintenance and condition	Poor surface quality	15	19%
	Lack of maintenance	12	15%
	Overgrown vegetation	8	10%
	Flooding and drainage	4	5%
Safety concerns	Dangerous design	14	17%
	Intersection problems	10	12%
	Visibility issues	6	7%
	Mixed-use conflicts	5	6%
Design and connectivity	Poor connectivity	12	15%
	Inconsistent design	8	10%
	Width and layout issues	6	7%
Infrastructure expansion	Need for more lanes	10	12%
	Specific route requests	8	10%
	Rural area needs	6	7%
	Separation from traffic	4	5%
<b>Total</b>		<b>172</b>	

Base: Representative respondents dissatisfied with this service (n=81)

Some of the representative respondents' comments were:

*"Cycle lane up the Tākaka Hill or track in the Abel Tasman. Would be a big asset - tourists would cycle this way, if not having to share the main road."*

*"Would prefer, for safety, to have cycle lanes on roads to be continuous and NOT 'disappear' into car parking. e.g. Queen St from Gladstone Road lights toward Berryfield Rd. A dedicated cycleway on the opposite side of Queen St to that above (A&P showground side)."*

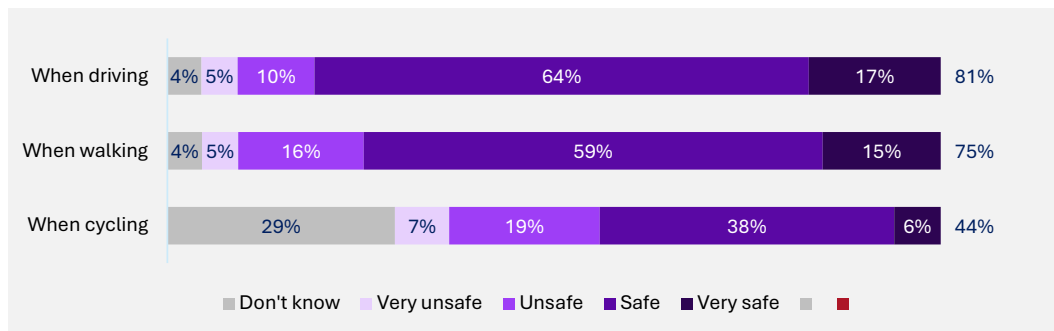


#### 4.4 SAFETY ON THE ROADS

As in previous survey iterations, perceptions of safety on the roading environment when driving, walking, and cycling vary.

- 81 percent of residents felt safe day-to-day on Tasman Roads when **driving**.  
✓ **The target of 70 percent has been met.**
- 75 percent felt safe day-to-day on Tasman roads when **walking**.  
✓ **The target of 70 percent has been met.**
- Just 44 percent of residents felt safe day-to-day on Tasman roads when **cycling**. It is important to note that residents who had cycled on roads over the past year were significantly more likely to feel safe cycling compared to non-cyclists (51 percent versus 14 percent).  
✗ **The target of 70 percent has not been met.**
- There were no significant differences by ward, age, or gender in terms of feeling safe when **driving**.
- Residents between the aged of 18 and 44 were significantly more likely to feel safe when **walking** compared to other age groups.
- There were no significant differences in terms of feeling safe while **walking** by ward or gender.
- There were no significant differences by ward, age, or gender in terms of feeling safe when **cycling**.

Figure 4-6 Feelings of safety on the road – 2025



Base: Representative sample (n=322)

# 5. Three waters



## 5 Three waters

### 5.1 PROVISION OF WATER SERVICES

Over half the residents (58 percent) said that they were provided with a piped water supply and wastewater services (62 percent) by the Council, and just under half (46 percent) reported being provided with stormwater services.

**Piped water supply:** Respondents from the Richmond ward were significantly higher on provision of piped water supply (provided to 89 percent of them), whereas Golden Bay and Lakes Murchinson Wards were significantly lower (9 percent and 28 percent provided with, respectively).

**Wastewater services:** Again, residents from Richmond were significantly higher on provision of wastewater services (86 percent of them) compared to other wards whereas, Lakes-Murchison Ward was significantly lower than other wards (30 percent provided with the service).

**Storm water services:** Richmond was significantly higher (72 percent), whereas Golden Bay ward and Lakes Murchison were significantly lower in provision (provided to 9-18 percent in each ward).

*Table 5-1 Council-provided services*

Facility or service	% provided					
	2020	2021	2022	2023	2024	2025
A piped water supply	58%	55%	57%	57%	58%	58%
A wastewater/sewerage system	59%	55%	58%	59%	62%	62%
A piped stormwater collection	53%	48%	47%	49%	53%	46%

Where you live, does the Council provide the following?

Base: All representative respondents (n=322)

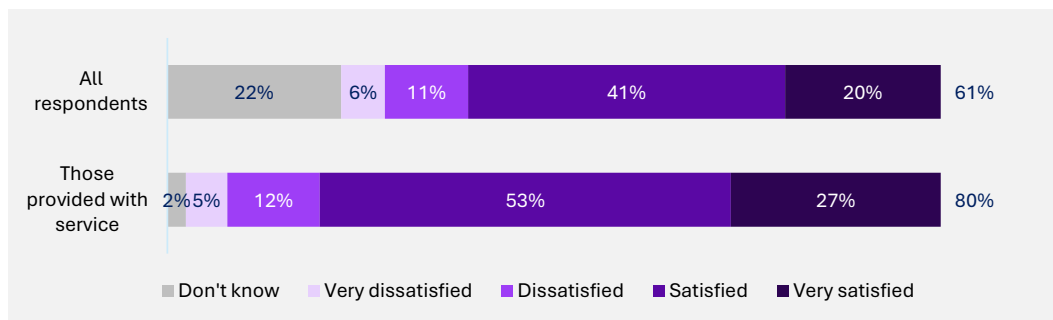


## 5.2 WATER SUPPLY

Satisfaction with the quality of the water supply was high among those who received the service.

- **80 percent of residents who are on a Council provided water supply were satisfied.**
- ✓ **The target of 80 percent for those provided the service has been met.**
- Overall satisfaction has decreased over the past year (decreased by 9 percent).
- The most significant single issue is undrinkable/substandard water quality, particularly affecting rural water schemes like Dovedale and Redwood Valley. Multiple residents suggest that the water requires expensive filtration systems or forcing residents to buy bottled water.
- Satisfaction among those provided with the service was not significantly different across ward, age or gender.
- No difference was seen between the representative and general public residents.

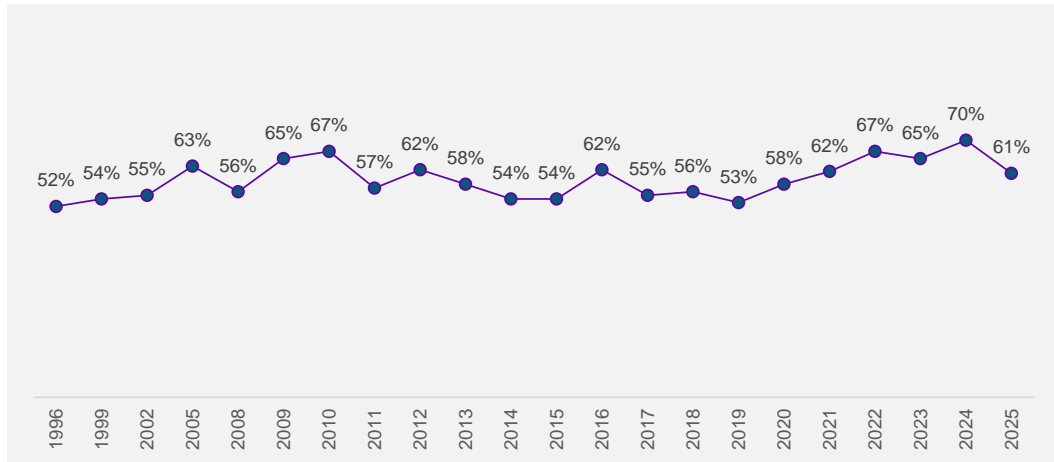
Figure 5-1 Satisfaction with water supply – 2025



Base: Representative sample (n=322); users (n=201)



Figure 5-2 Satisfaction with water supply – over time



Base: All representative respondents over time

### 5.2.1 Reasons for dissatisfaction

**Water quality concerns** dominated responses, highlighting chemical taste and odour issues making water unpalatable, specific chlorine problems causing residents to install filters or buy bottled water, fluoride concerns with requests for fluoride-free options, and general water quality issues, including nitrate levels and buildup in household appliances.

**Cost and affordability** are a concern, with residents expressing frustration about high rates and charges for water services, significant cost increases over recent years, and poor value for money, particularly when service quality is inadequate.

**Rural water scheme issues**, with particular focus on Dovedale scheme problems, including poor water quality and high costs, areas with no piped water supply relying on tank water, inadequate service levels in rural areas, and expensive tank water delivery costs for those without mains supply.

**Infrastructure problems**, including pipe maintenance issues with frequent ruptures, supply pressure problems, and coverage gaps where nearby urban areas have mains supply, but rural properties don't.





**Service delivery** concerns included frequent boil-water notices, creating inconvenience, and water allocation limits that prevented residents from accessing an adequate supply for their needs.

*Table 5-2 Reason for dissatisfaction with water supply*

Major theme	Sub-theme	Number of responses	Percentage of those dissatisfied
Water quality concerns	Chemical taste and odour	15	33%
	Chlorine issues	10	22%
	Fluoride concerns	6	13%
	General water quality	5	11%
Cost and affordability	High rates and charges	12	26%
	Cost increases	4	9%
	Value for money	3	7%
Rural water scheme issues	Dovedale scheme problems	8	17%
	No water supply	4	9%
	Inadequate service	3	7%
	Tank water costs	2	4%
Infrastructure problems	Pipe maintenance	3	7%
	Supply pressure issues	2	4%
	Coverage gaps	2	4%
Service delivery	Boil water notices	2	4%
	Water allocation limits	1	2%
<b>Total</b>		<b>82</b>	

Base: Representative respondents dissatisfied with the service (n=46)

Some of the representative respondents' comments were:

*"The Chlorine is up and down. Have to filter our water coming into house for all activities such as drinking & showering. Like washing in a public pool sometimes."*

*"We had a water main blow on the Council side, still waiting for the area of the driveway to be repaired."*

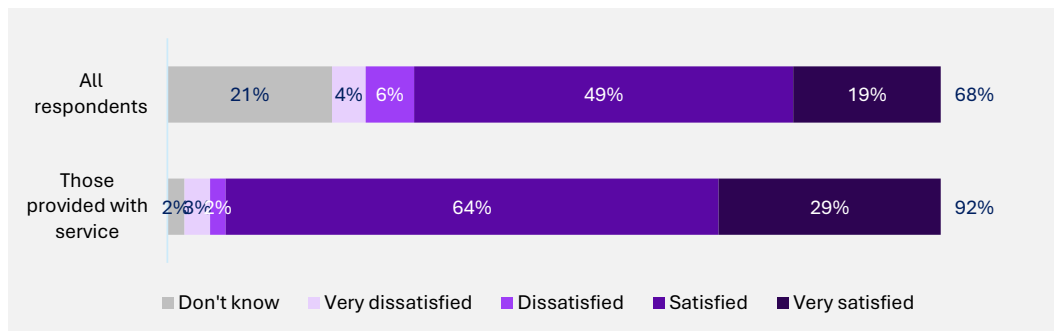


### 5.3 WASTEWATER/SEWERAGE SYSTEM

Satisfaction with the quality of the wastewater/sewerage system was near universal amongst those provided with the service.

- **92 percent of residents who were provided with a wastewater/sewerage system by the Council were satisfied.**
- ✓ **The target of 80 percent for those provided with the service has been met.**
- Overall satisfaction has decreased marginally from last year.
- Comparing wards, it was observed that those living in Richmond ward were significantly more likely to be satisfied (86 percent) than other wards.
- There was no significant difference in satisfaction by age or gender.
- Respondents in the representative sample were more likely to be satisfied with the wastewater/sewage system in the district compared to the general public sample (68 percent versus 55 percent).

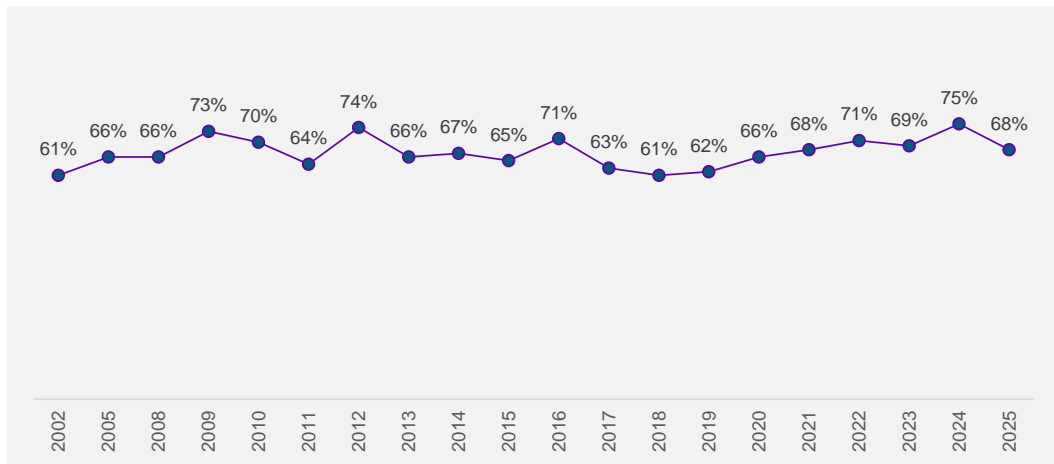
Figure 5-3 Satisfaction with wastewater/sewerage system – 2025



Base: Representative sample (n=322); users (n=209)



Figure 5-4 Satisfaction with wastewater/sewerage over time



Base: All representative respondents over time

### 5.3.1 Reasons for dissatisfaction

**Infrastructure inadequacy** was the most prominent concern, with over half of the comments highlighting system overflows, particularly during rain events, capacity issues with treatment plants at maximum limits, pipe maintenance problems, including blockages and deterioration, and urgent upgrade needs to handle the increasing impacts of development and climate change.

**Service access issues**, with residents in areas like Hope having no sewerage service, reliance on septic systems in settled areas that should have reticulated sewerage, and proximity to main sewerage lines without connection opportunities.

**Cost and compliance**, including high compliance costs for septic systems, expensive resource consent renewal costs.

**Environmental concerns** were raised regarding estuary contamination from sewerage overflows, and broader environmental impacts from inadequate wastewater treatment.

**System management** issues included frequent blockage problems, maintenance failures, and lack of public education about what can be disposed of through the sewerage system.



**Alternative solutions** were suggested, including compostable toilet systems and reducing septic servicing frequency requirements from six-monthly to three-yearly intervals.

*Table 5-3 Reason for dissatisfaction with wastewater/sewerage system*

Major theme	Sub-theme	Number of responses	Percentage of those dissatisfied
Infrastructure inadequacy	System overflows	6	22%
	Capacity issues	4	15%
	Pipe maintenance	4	15%
	Upgrade needs	3	11%
Service access issues	No service provided	5	19%
	Septic system reliance	3	11%
	Connection proximity	2	7%
Cost and compliance	High compliance costs	3	11%
	Resource consent costs	2	7%
	Paying for non-service	2	7%
	Rate reduction requests	2	7%
Environmental concerns	Estuary contamination	3	11%
	Environmental impact	2	7%
System management	Blockage issues	3	11%
	Maintenance problems	2	7%
	Education needs	1	4%
Alternative solutions	Compostable systems	1	4%
	Septic servicing frequency	1	4%
<b>Total</b>		<b>49</b>	

Base: Representative respondents dissatisfied with this service (n=27)

Some of the representative respondents' comments were:

*"The sewer pipes in Motueka are in urgent need of upgrading. There is a lot of sewage getting into the sewer pipes, which is an extra cost the Council needs to stop."*

*"Stop continuing housing development without ensuring there is sufficient infrastructure in place to deal with waste, wastewater & sewage!"*

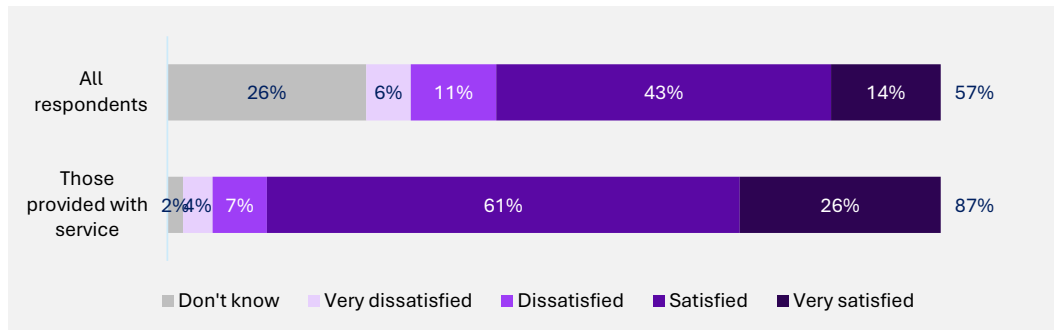


### 5.4 STORMWATER SERVICES

Satisfaction with the quality of the stormwater services was very high for those provided with the service.

- **87 percent of residents who were provided the stormwater service system by the Council were satisfied.**
- ✓ **The target of 80 percent for those provided the service has been met.**
- Overall satisfaction has decreased over the past year.
- Comparing wards who were provided with the service, residents of Richmond ward were significantly more likely to be satisfied (96 percent satisfied), whereas those in Moutere-Waimea ward were significantly lower on satisfaction (66 percent).
- There were no significant differences in satisfaction with stormwater services by age or gender.
- No difference was seen between the representative and general public residents.

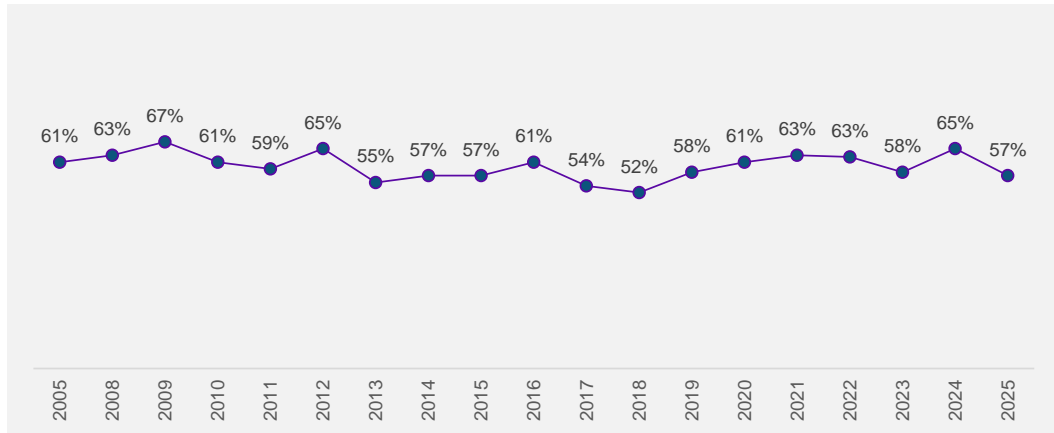
Figure 5-5 Satisfaction with stormwater services – 2025



Base: Representative sample (n=322); users (n=161)



Figure 5-6 Satisfaction with stormwater services – over time



Base: All representative respondents over time

#### 5.4.1 Reasons for dissatisfaction

**Service access issues** dominated responses, with comments highlighting areas where the Council provides no stormwater service, properties not connected to existing systems despite being in close proximity, and inadequate coverage in settled areas where residents do not receive services.

**Flooding and drainage problems**, including property flooding during rain events, persistent road pooling even in moderate rainfall, inadequate system capacity to handle stormwater volumes, and new subdivisions impacting previously unaffected areas, creating additional flooding.

**Maintenance issues** include blocked drains that are not cleared regularly, a lack of cleaning for sumps and grates, system overflows during heavy rain, and pipe leakages that affect system performance.

**Infrastructure inadequacy** included undersized pipes that were unable to handle current volumes, missing infrastructure such as kerbs and channelling in established areas, and a poor system design that did not effectively manage stormwater flow.

**System improvements** were suggested, including upgrade requirements to handle increased housing development, alternative solutions such as rainwater harvesting and aquifer recharge, and detention areas to manage flood volumes.



**Cost and equity:** a call for developer contributions to fund infrastructure for new developments rather than burdening existing ratepayers.

*Table 5-4 Reason for dissatisfaction with stormwater services*

Major theme	Sub-theme	Number of responses	Percentage of those dissatisfied
Service access issues	No service provided	10	26%
	Not connected to system	5	13%
	Inadequate coverage	3	8%
Flooding and drainage problems	Property flooding	8	21%
	Road pooling	6	15%
	Inadequate capacity	4	10%
	Subdivision impacts	2	5%
Maintenance issues	Blocked drains	6	15%
	Lack of cleaning	5	13%
	System overflows	3	8%
	Pipe leakages	2	5%
Infrastructure inadequacy	Undersized pipes	3	8%
	Missing infrastructure	3	8%
	Poor design	2	5%
System improvements	Upgrade requirements	3	8%
	Alternative solutions	2	5%
	Detention areas	1	3%
Cost and equity	Developer contributions	1	3%
<b>Total</b>		<b>73</b>	

Base: Representative respondents dissatisfied with this service (n=39)

Some of the representative respondents' comments were:

*“Every time it rains, even if it wasn't a particularly heavy rain, there is always pooling on the roads. There is almost always some amount of pooling on the corner of Lansdowne Road and State Highway 60. I would like to see a better job done of keeping water off of our roads by improving drainage capacity and where drains are installed.”*

*“Stormwater system in our area is not great, we get flooding multiple times a year.”*

# 6. Waste management







## 6 Waste management

### 6.1 PROVISION OF WASTE SERVICES

Like previous surveys, the provision of waste services in the district was mixed.

- Respondents in the Richmond ward were more likely to have a **regular kerbside recycling service** (95 percent). In contrast, residents in Golden Bay (91 percent) were more likely to receive a **pre-paid rubbish bag service** compared to all other wards.

*Table 6-1 Provided services 2025*

Facility or service	% provided					
	2020	2021	2022	2023	2024	2025
A regular kerbside recycling service	87%	81%	82%	84%	83%	82%
Council pre-paid rubbish bag collection service	68%	62%	68%	63%	67%	58%

Base: Representative sample (n=322)



## 6.2 USE OF WASTE SERVICES

- **96 percent of residents provided with the Council's kerbside recycling services have used it more than three times in the past 12 months.**
- However, the trend over the past three years has seen the use of kerbside recycling services increase for those who use the service three times or more.
- ✓ **The target of a 95 percent usage rate has been met.**

Table 6-2 Use of services – 2022, 2023, 2024 and 2025

	2022		2023		2024		2025	
	Base	% used/visited out of those provided	Base	% used/visited out of those provided	Base	% used/visited out of those provided	Base	% used/visited out of those provided
Council's pre-paid rubbish bag collection services	Those provided the service (n=270)	56%	Those provided the service (n=255)	44%	Those provided the service (n=117)	44%	Those provided the service (n=185)	65%
Council's kerbside recycling services (if at all)	Those provided the service (n=326)	91%	Those provided the service (n=342)	90%	Those provided the service (n=306)	92%	Those provided the service (n=273)	93%
Council's kerbside recycling services - three times or more *	Those provided the service (n=326)	88%	Those provided the service (n=342)	83%	Those provided the service (n=297)	89%	Those provided the service (n=261)	96%



### 6.3 KERBSIDE RECYCLING

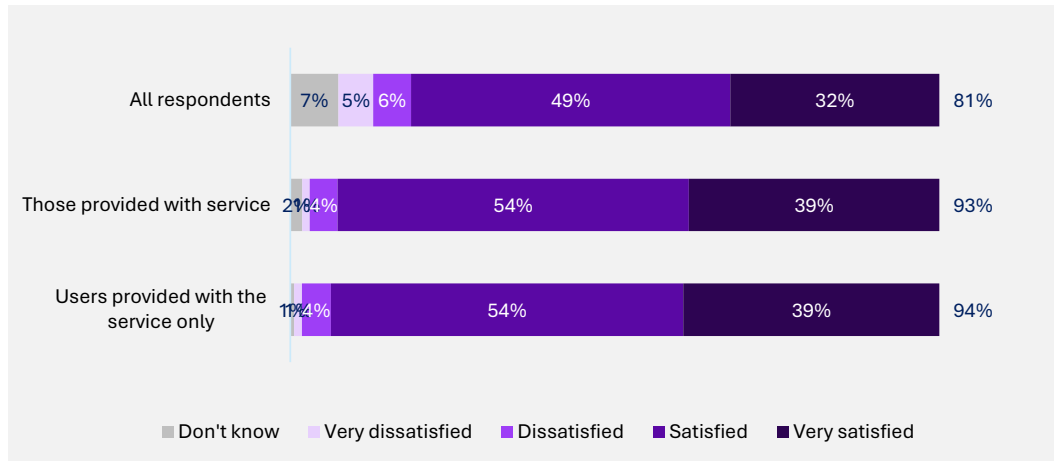
Satisfaction with the quality of the kerbside recycling was high for all residents, including those who received the service and its users.

- **93 percent of residents who were provided with the kerbside recycling service by the Council were satisfied.**

✓ **The target of 90 percent of those provided with the service has been met.**

- Satisfaction levels have stabilised for all residents, for those provided with the service as well as for the users.
- Respondents in Lakes-Murchinson provided with kerbside recycling were significantly more dissatisfied with their service compared to all other wards.
- There were no significant differences in satisfaction with kerbside recycling services by age or gender.
- No difference was seen between the representative and general public residents.

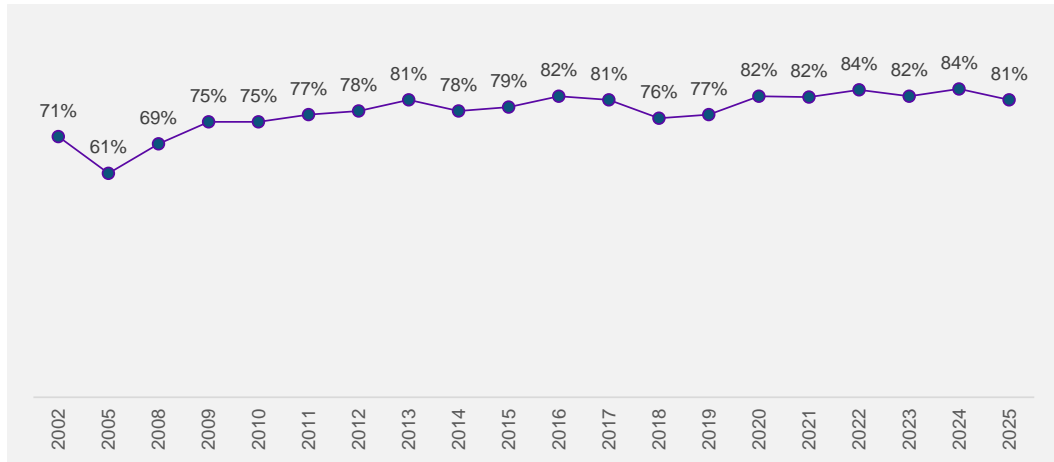
Figure 6-1 Satisfaction with kerbside recycling – 2025



Base: Representative sample (n=322); provided with service (n=273) users provided with service (n=261)



Figure 6-2 Satisfaction with kerbside recycling – over time



Base: All representative respondents over time

### 6.3.1 Reasons for dissatisfaction

**Service access issues** dominated responses, with nearly three-quarters of comments highlighting areas with no recycling service provided, rural area exclusion from collection routes, and limited coverage where service stops short of reaching all properties even when nearby areas receive collection.

**Service quality problems** include rough handling of bins, causing damage, inconsistent timing of collections that make it difficult for residents to plan, and collection logistics issues such as bins being left in inconvenient locations after emptying.

**Cost and equity**, including alternative cost burdens of having to pay private contractors or travelling to disposal centres.

**Infrastructure suggestions** included requests for collection points in high-population areas, such as Mapua and Wakefield, as well as district-wide expansion of services. Additionally, wheelie bin systems were proposed to replace bags and reduce damage from animals and birds.

**Recycling effectiveness** issues were raised regarding concerns that recycling may end up in landfills, and questions about system integrity and whether materials are actually being recycled as promised.



**Service improvements** were suggested, including better communication about collection schedules and parking restrictions to ensure recycling bins can be accessed by collection vehicles.

*Table 6-3 Reason for dissatisfaction with kerbside recycling*

Major theme	Sub-theme	Number of responses	Percentage of those dissatisfied
Service access issues	No service provided	15	44%
	Rural area exclusion	8	24%
	Limited coverage	4	12%
Service quality problems	Rough handling of bins	3	9%
	Inconsistent timing	2	6%
	Collection logistics	2	6%
Cost and equity	Alternative cost burden	3	0%
	Overpriced supplies	1	9%
Infrastructure suggestions	Collection points	3	3%
	District-wide expansion	2	9%
	Wheelie bin system	2	6%
Recycling effectiveness	Landfill concerns	2	6%
	System integrity	1	6%
Service improvements	Better communication	1	3%
	Parking restrictions	1	3%
<b>Total</b>		<b>50</b>	

Base: Representative respondents dissatisfied with this service (n=34)

Some of the representative respondents' comments were:

*“Extremely disappointing, we don't have this service here in Murchison.”*

*“Install a parking zone restriction kerbside so that households can put their recycling on their berm rather than move it to a common area because cars block collection.”*

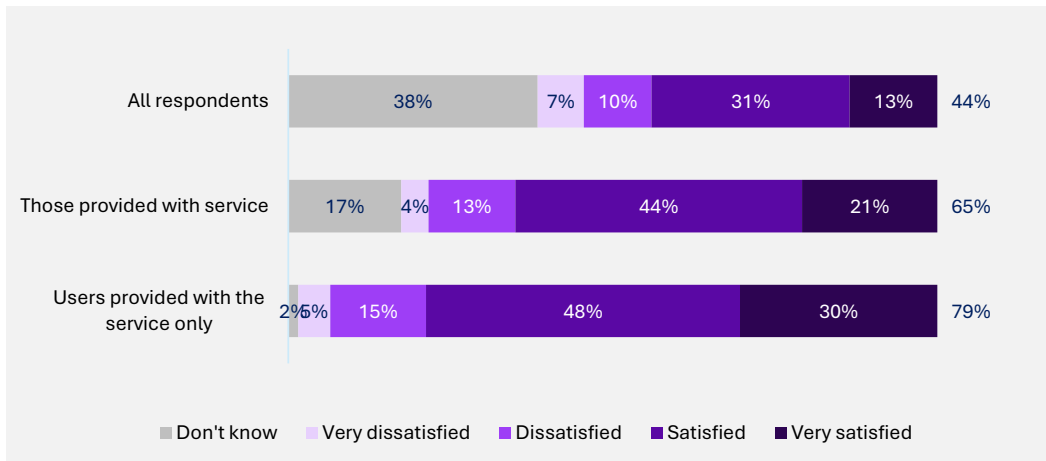


### 6.4 COUNCIL'S PREPAID RUBBISH BAG SERVICE

Satisfaction with the Council's prepaid rubbish bag service was high amongst those provided with the service and service users.

- **65 percent of residents who were provided with the prepaid rubbish bag service were satisfied.**
- **No target for satisfaction with the prepaid rubbish bag service was set.**
- Overall satisfaction has declined over the past 12 months, currently sitting at 44 percent, the lowest seen.
- Those residents from the Lakes-Murchinson ward were significantly more dissatisfied with the service compared to all other wards.
- There were no significant differences in satisfaction by gender or age.
- No difference was seen between the representative and general public residents.

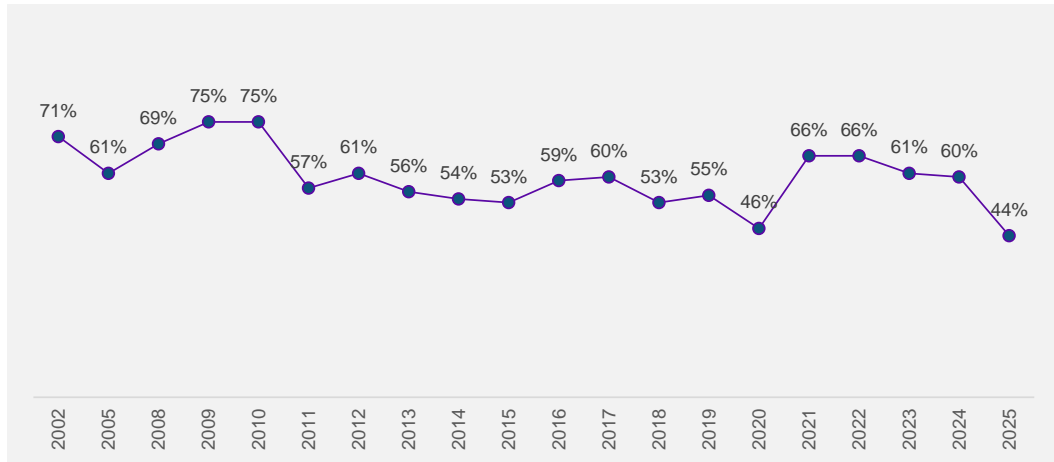
Figure 6-3 Satisfaction with prepaid rubbish bag service – 2025



Base: Representative sample (n=322); provided with service (n=185); users provided with service (n=121)



Figure 6-4 Satisfaction with prepaid rubbish bag service – over time



Base: All representative respondents over time

### 6.4.1 Reasons for dissatisfaction

The feedback reveals dissatisfaction with the current user-pays model, with many residents feeling that rubbish collection should be a basic service included in rates rather than an expensive additional charge.

**Cost concerns** dominated responses, with most comments highlighting expensive pricing. Residents described costs as "ridiculous" and "exorbitant", calling for rubbish collection to be included in rates rather than being user-pays. They also expressed concerns about significant price increases making the service unaffordable, and many residents switched to better value alternatives, including private contractors.

**Service access issues** were also prominent, with areas having no rubbish collection service, rural areas excluded from collection routes, and limited coverage where the service stops short of reaching all properties.

**Service delivery problems** included collection logistics issues such as having to transport bags to distant drop-off points, inconsistent timing, making it difficult to plan, and bag damage from animals, creating mess and waste.



**Alternative solutions** were frequently suggested, including wheelie bin systems to replace bags, free bags for ratepayers as part of rates, biodegradable bags for environmental benefits, and drop-off points in rural areas.

**Environmental concerns** have emerged regarding fly-tipping due to the high costs associated with bags and broader waste management issues, which discourage proper disposal.

*Table 6-4 Reason for dissatisfaction with rubbish bag service*

Major theme	Sub-theme	Number of responses	Percentage of those dissatisfied
Cost concerns	Expensive pricing	22	50%
	Should be included in rates	8	18%
	Price increases	4	9%
	Better value alternatives	3	7%
Service access issues	No service provided	8	18%
	Rural area exclusion	6	14%
	Limited coverage	3	7%
Service delivery problems	Collection logistics	3	7%
	Inconsistent timing	2	5%
	Bag damage issues	2	5%
Alternative solutions	Wheelie bin system	3	7%
	Free bags for ratepayers	3	7%
	Biodegradable bags	1	2%
	Drop-off points	1	2%
Environmental concerns	Fly tipping	1	2%
	Waste management	1	2%
<b>Total</b>		<b>71</b>	

Base: Representative respondents dissatisfied with this service (n=44)

Some of the representative respondents' comments were:

*“Bags are expensive. Have to be dropped off at a location at a significant distance from home. Perhaps free bags should be provided for households like ours.”*

*“Make it cheaper, rubbish removal costs are exorbitant.”*



# 7. Council information and communication



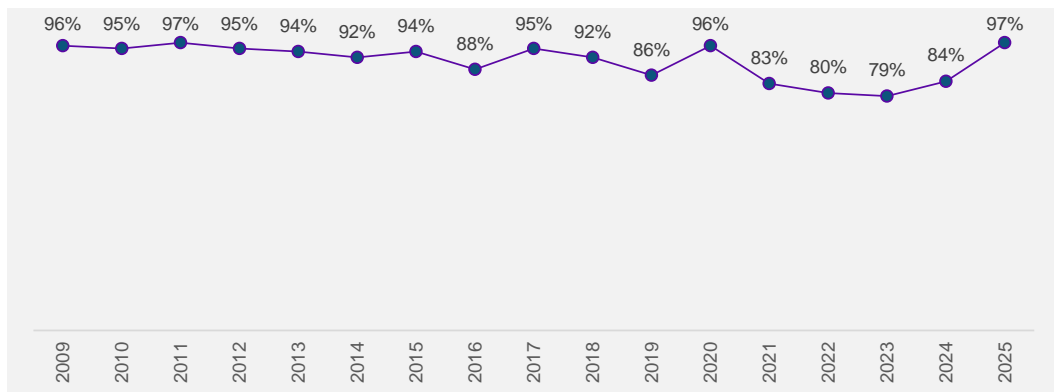


# 7 Council information and communication

## 7.1 ACCESS AND USE OF COUNCIL INFORMATION

- **97 percent of residents saw, read, or heard Council information in the last 12 months. Awareness has increased 13 percent over the past 12 months.**
- Those who had seen/read/heard information were more likely to have done that through Newsline, newspapers or social media.
- Respondents over 65 years or over were more likely to have seen Council information on Newsline (77 percent), whereas those ages 18-39 were significantly less likely (35 percent) to have seen Council information through Newsline.
- Social media is used significantly more by those in the 18-39 age group (65 percent) than by other age groups. Social media is significantly less likely to be used by those ages 65 and over (28 percent).
- General public residents were significantly more likely to find out information about the Council from public meetings and social media compared to representative residents

Figure 7-1 Have seen, read, or heard Council information - over time





Base: All representative respondents over time

Looking specifically at information published by the Council, Newsline was the most commonly seen resource, followed by social media (Table 7.1).

- Those aged 18–39 age group were more likely to have found the information through the Council’s social media, from other people, or through Newsline. In contrast, Newsline and newspapers were essential sources of information for those aged 65 years and over.
- Residents in Richmond ward were significantly less likely to attend public meetings (2 percent versus 6 to 14 percent)

*Table 7-1 Channels used to see, read, or hear Council information – 2025*

	Percent of respondents	Number of respondents
Newsline	57%	184
Social media – Facebook and Instagram	46%	158
Online news service, e.g. Stuff	32%	106
Newspapers	32%	99
From other people	27%	84
The Council’s website	18%	53
Personal contact	9%	27
Radio	5%	17
Others	5%	18
Public meetings	3%	11
Have not seen, read, or heard any information	3%	8
<b>Total</b>	<b>100%</b>	<b>322</b>

Base: Representative sample (n=322)



## 7.2 CONTACTING THE COUNCIL

- **71 percent of the residents contacted the Council in the last 12 months.**
- The three most common methods were by phone, in person, and by email.
- Contact with the Council has increased slightly over the past year
- Residents aged 18 to 39 years and over were significantly less likely to contact the Council for any matter.
- There were no significant differences by ward or gender.
- General public residents were significantly more likely to contact the Council via social media platforms (Facebook and Instagram) compared to representative residents.

*Table 7-2 Methods used to contact the Council – 2025*

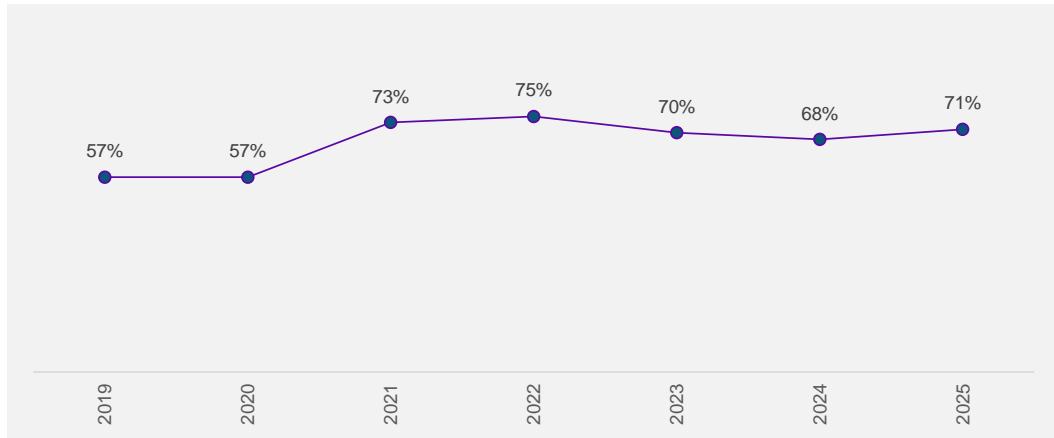
	Percent of respondents	Number of respondents
By phone	41%	131
In person	37%	118
By email	29%	93
By online contact form	14%	44
via Antenno app	7%	25
By social media – Facebook and Instagram	6%	22
In writing by post	3%	7
Have not contacted the Council in the last 12 months	29%	91
<b>Total</b>	<b>100%</b>	<b>322</b>

Base: Representative sample (n=322)



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Figure 7-2 Contact with Council – over time



Base: All representative respondents over time



### 7.3 SATISFACTION WITH COUNCIL CONTACT

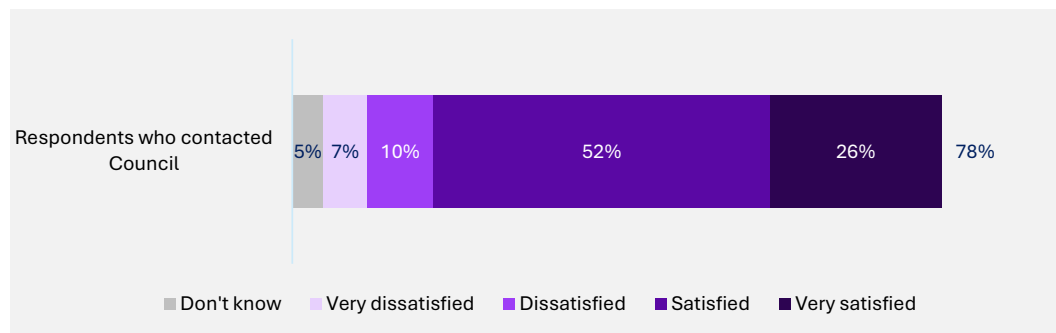
Satisfaction with the services received when contacting the Council offices has remained stable over the last year (one percent increase).

- **78 percent of residents were satisfied with the service received when contacting the Council.**

**X The target of 85 percent service satisfaction has not been met.**

- There were no significant differences by ward, age, or gender.
- General public residents are significantly more likely to be dissatisfied (36 percent) and less likely to be satisfied (62 percent) with the promptness and professionalism of the Council's response when they contacted them over the past year compared to the representative residents (17 percent and 78 percent respectively).

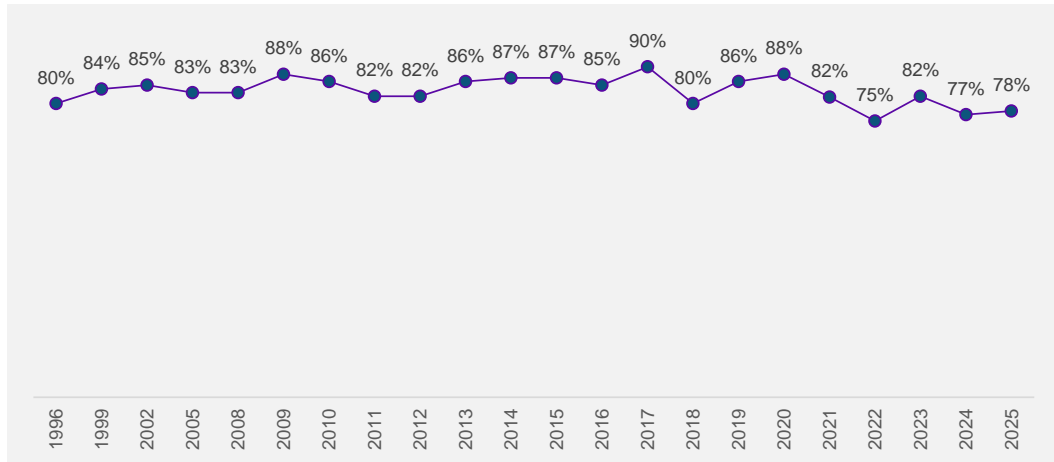
Figure 7-3 Satisfaction with services received when contacting Council – 2025



Base: Representative sample (n=322)



Figure 7-4 Satisfaction with services received when contacting Council – over time



Base: All representative respondents over time

### 7.3.1 Suggestions for improving the Council's response

Despite receiving extensive feedback, six major themes emerged regarding improvements to Council contact services.

**Response and communication** dominated suggestions, with over half of the comments highlighting the need for better response timeliness, including adhering to stated timeframes, improved follow-up and feedback to keep residents informed of progress, acknowledging contact even when no immediate action can be taken, and consistency of information between different staff members.

**Staff service quality** improvements were frequently mentioned, including customer service training to help staff better assist residents, professional communication, particularly on social media platforms, staff competency development to ensure employees can properly address enquiries, and general improvements in helpfulness and attitude.

**Action and resolution** concerns focused on taking meaningful action on reported issues rather than just acknowledging them, following through on promises and commitments made to residents, and ensuring timely resolution of problems.

**System and process improvements** include enhanced information systems to



track and update residents on issues, more transparent contact processes that clearly identify who to contact for various matters, website enhancements for easier navigation, and direct access to relevant staff members for contact.

**Communication channel improvements** included maintaining professionalism on social media platforms, utilising multi-platform communication rather than relying solely on apps like Antenno, and reducing technical jargon to make communications more accessible.

*Table 7-3 Improving the customer experience*

Major theme	Sub-theme	Number of responses	Percentage of those dissatisfied
Response and communication	Response timeliness	15	18%
	Follow-up and feedback	12	14%
	Acknowledging contact	8	10%
	Consistency of information	4	5%
Staff service quality	Customer service training	8	10%
	Professional communication	6	7%
	Staff competency	4	5%
	Helpfulness and attitude	3	4%
Action and resolution	Taking action on issues	10	12%
	Following through on promises	8	10%
	Timely resolution	4	5%
System and process improvements	Better information systems	6	7%
	Clearer contact processes	4	5%
	Website improvements	3	4%
	Direct contact access	2	2%
Communication channels	Social media professionalism	4	5%
	Multi-platform communication	2	2%
	Reducing jargon	2	2%
<b>Total</b>		<b>105</b>	

Base: Representative respondents dissatisfied with this service (n=84)

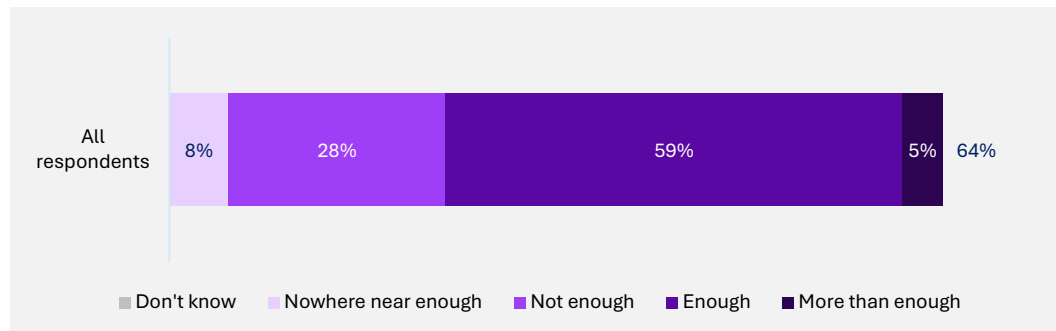




### 7.4 LEVEL OF INFORMATION PROVIDED

- **64 percent of residents felt the level of information the Council provides was enough.**
- × **The target of 75 percent has not been met.**
- The proportion of residents feeling the information is enough has declined over the past year after increasing last year. It is now at its lowest point to date.
- Respondents in the Moutere-Waimea ward were significantly more likely to perceive the information received was nowhere near enough (16 percent versus 0 to 6 percent).
- There were no significant differences by age, or gender.
- No difference was seen between the representative and general public residents.

Figure 7-5 Information provided is enough – 2025

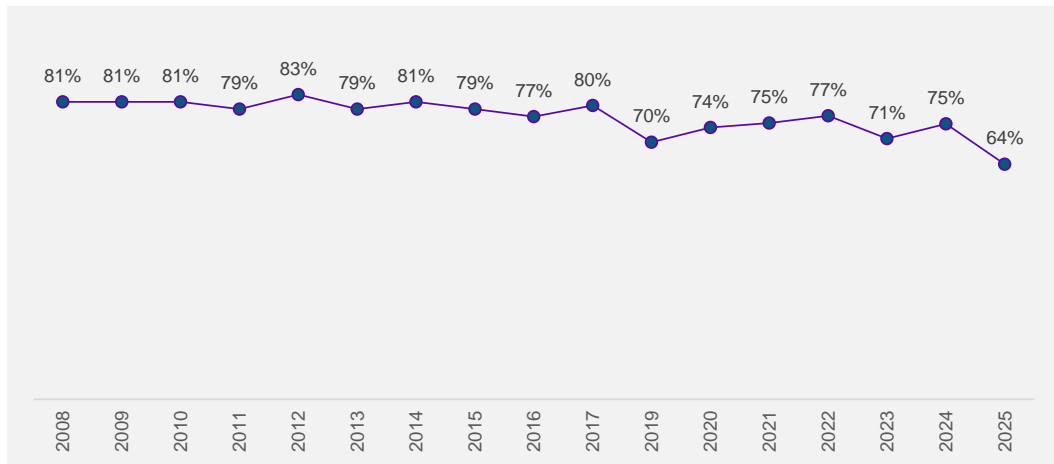


Base: Representative sample (n=322)



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Figure 7-6 Information provided is enough – over time



Base: All representative respondents over time

# 8. Decision making and rates spending

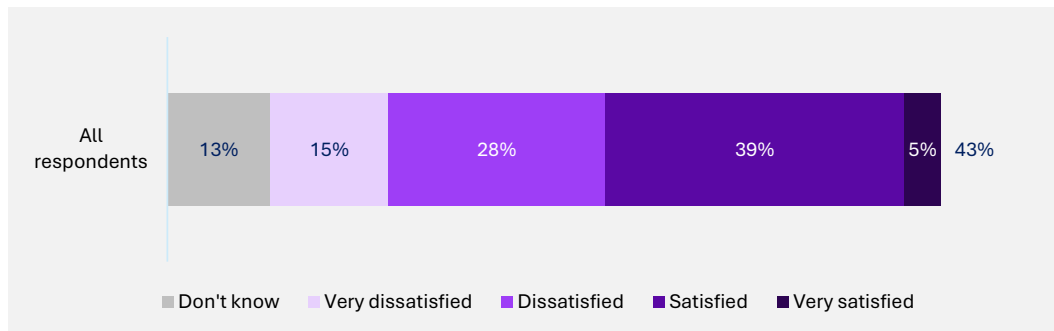


# 8 Decision making and rates spending

## 8.1 RATES

- **43 percent of residents were satisfied with the way rates were spent on services and facilities, declining 12 percent from last year.**
- **No target for satisfaction with rates was set.**
- Satisfaction with rates' expenditure has remained low since the significant drop in 2021 of 20 percent, but this a further significant drop.
- There were no significant differences in satisfaction ratings by gender, age or Ward.
- General public residents were significantly twice as likely to be dissatisfied with the way rates are spent.

Figure 8-1 Satisfaction with rates – 2025

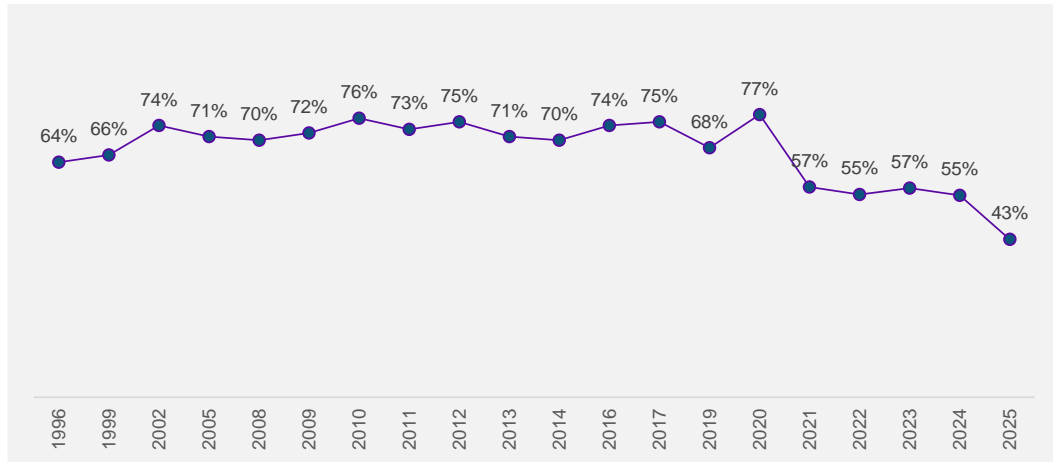


Base: Representative sample (n=322)



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Figure 8-2 Satisfaction with rates – over time



Base: All representative respondents over time

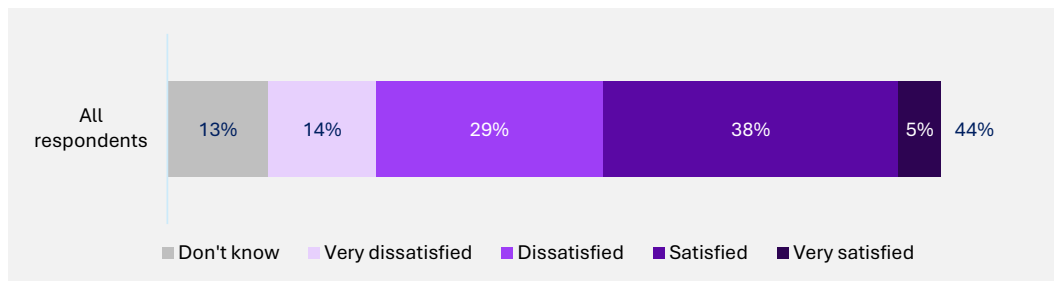


## 8.2 PUBLIC CONSULTATION

Less than half of the residents were satisfied with public consultation.

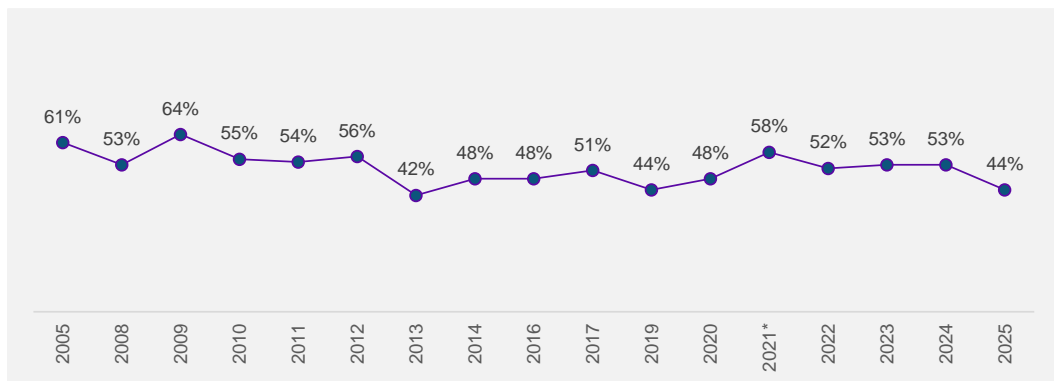
- **44 percent of residents were satisfied with the way the Council consults the public in the decisions it makes.**
- ✗ **The target of 50 percent resident satisfaction has not been met.**
- There were no significant differences by Ward, age, or gender.
- General public residents were significantly twice as likely to be very dissatisfied with the way the Council consults the public in the decisions it makes.

Figure 8-3 Satisfaction with public consultation – 2025



Base: Representative sample (n=322)

Figure 8-4 Satisfaction with public consultation – over time<sup>6</sup>



Base: All representative respondents over time

<sup>6</sup> Please note that tracking for this question needs to be regarded with caution due to a change in scale where the option - neither satisfied nor dissatisfied, was removed for better consistency across all questions asked in the survey

# 9. Council overall





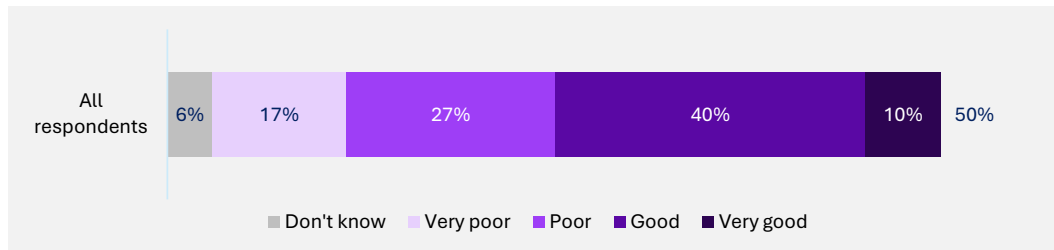
# 9 Council overall

## 9.1 COUNCIL'S REPUTATION

There has been a 19 percent decline in perceptions that the Council's reputation is good over the past year.

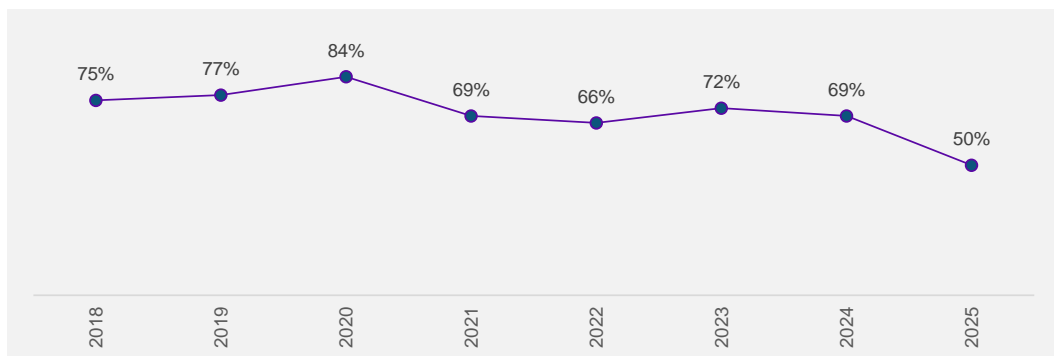
- **50 percent of residents felt the Council's reputation was good.**
- **No target for the Council's reputation has been set.**
- There was no significant difference in age, ward, or gender.
- General public residents were significantly more likely to perceive the reputation of the Council was very poor (32 percent versus 17 percent). In contrast, representative residents were significantly more likely to see the Council's reputation as good and very good (50 percent versus 31 percent).

Figure 9-1 Perception of Council's reputation – 2025



Base: Representative sample (n=322)

Figure 9-2 Perception of Council's reputation as good/very good – over time



Base: All representative respondents over time



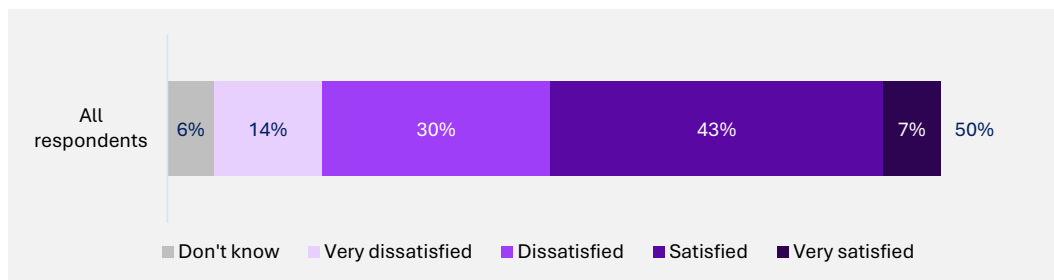


## 9.2 OVERALL SATISFACTION

Taking everything that the Council has done over the past year and residents' experiences of its services and facilities:

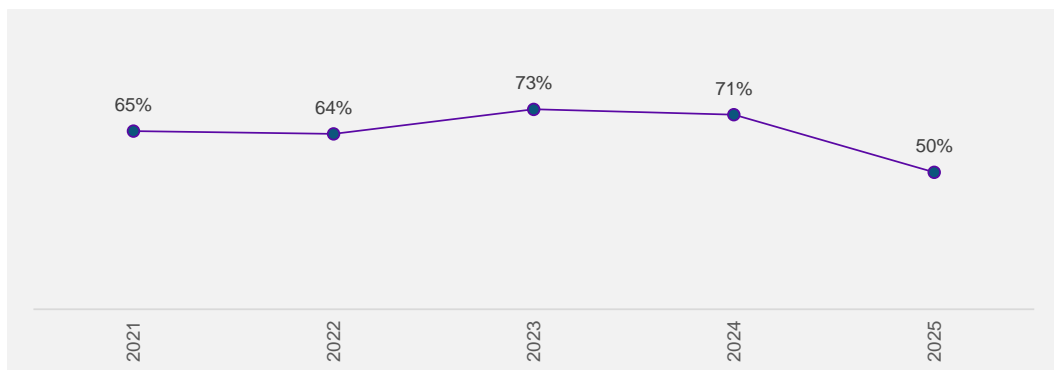
- **50 percent of residents were satisfied with the Council overall.**
- **No target has been set for overall satisfaction.**
- Satisfaction has declined substantially over the last year (down by 21 percent).
- There were no significant differences by ward, age or gender.
- While representative residents were significantly more likely to be satisfied with the Council overall (43 percent versus 31 percent), general public residents were significantly more likely to be very dissatisfied (24 percent versus 14 percent).

Figure 9-3 Satisfaction with Council's overall performance – 2025



Base: Representative sample (n=322)

Figure 9-4 Satisfaction with Council's overall performance – over time



Base: All representative respondents over time



### 9.3 GENERAL FEEDBACK

Based on the extensive feedback (from 173 residents), seven major themes emerged from general comments about Council performance.

**Rates and financial management** dominated responses, with half of comments highlighting excessive rate increases described as unsustainable and beyond inflation, poor financial management including cost blowouts on major projects like the Waimea Dam, questionable spending priorities focusing on "nice to haves" rather than core services, and poor value for money with residents feeling they receive inadequate services for high rates.

**Traffic and roading issues** were heavily represented, including severe traffic congestion, particularly in Richmond, requiring urgent solutions, poor road maintenance with persistent potholes and surface problems, inadequate infrastructure planning failing to keep pace with development, and controversial roading decisions such as speed bumps and cycle lanes.

**Consultation and listening** with criticism of poor consultation processes described as "box ticking exercises", the Council not listening to ratepayers' genuine concerns and feedback, and predetermined outcomes where consultation appears tokenistic rather than meaningful.

**Infrastructure and services** issues included contentious cycle lane implementations that removed parking and caused community division, inadequate service delivery across various areas, insufficient public facilities, particularly in rural areas, and significant service gaps for rural residents who pay rates but receive limited services.

**Staff and management** concerns emerged regarding staff performance and competency issues, as well as management problems, including poor coordination and decision-making, and debates about appropriate staffing levels and costs.

**Development and planning** issues included the approval of inappropriate development without adequate infrastructure, concerns about the capacity of infrastructure to handle growth, and ineffective growth management strategies.



Notably, **positive feedback** was also substantial, with residents expressing appreciation for various services, support for hardworking staff, particularly front-line workers, and satisfaction with some aspects of Council performance despite broader concerns.

*Table 9-1 General feedback major themes*

Major theme	Sub-theme	Number of responses	Percentage of respondents
Rates and financial management	Excessive rate increases	45	26%
	Poor financial management	28	16%
	Spending priorities	20	12%
	Value for money	15	9%
Traffic and roading issues	Traffic congestion	25	14%
	Road maintenance	18	10%
	Infrastructure planning	12	7%
	Roading decisions	10	6%
Consultation and listening	Poor consultation process	18	10%
	Not listening to ratepayers	15	9%
	Predetermined outcomes	8	5%
Infrastructure and services	Cycle lane concerns	15	9%
	Service delivery	12	7%
	Public facilities	10	6%
	Rural service gaps	8	5%
Staff and management	Staff performance	12	7%
	Management issues	8	5%
	Staffing levels	6	3%
Development and planning	Inappropriate development	10	6%
	Infrastructure capacity	8	5%
	Growth management	6	3%
Positive feedback	Appreciation for services	15	9%
	Support for staff	12	7%
	Satisfaction with performance	8	5%
<b>Total</b>		<b>344</b>	

Base: Representative respondents (n=173)



Some of the representative respondents' comments were:

*"The Council need to consider all rate payers and not just those in urban areas when providing services. Cycle ways have dominated planning, and there has been no planning for bridleways for vulnerable road users, horse riders. The lack of action in dangerous speeds where there are children and horse riders and cars and trucks must be addressed."*

*"Incorporate Newsline into the local newspapers. It reeks of extravagance and a lack of accountability to the ratepayer. Stop wasting ratepayer money on reducing speed limits to appease a minority group of locals and the mayor."*

*"Suggest using local contractors, etc, instead of sending people from Nelson and Richmond. Huge travel cost."*

*"Big push to develop land into housing, yet roading can't cope with the traffic as it is or was. Rush hour in Richmond is diabolical."*

*"Rate increases should be in line with inflation, and previous rises are not sustainable. Listen to the people; don't just follow agendas, i.e. cycle lanes. Stop putting red tape in front of people wanting to add a tiny home or sleep out to their property."*

# 10 Appendix

# 10 Appendix

For the age, gender and Ward tables refer to section 2.4 (Data Analysis)

## 10.1 LOCATION BREAKDOWN<sup>7</sup>

	Representative sample		General public sample		Total	
	%	n	%	n	%	n
Brightwater	7%	20	3%	6	5%	26
Collingwood	1%	4	1%	2	1%	6
Hope	3%	12	3%	6	3%	18
Kaiteriteri	0%	1	1%	1	0%	2
Lower Moutere	2%	6	2%	4	2%	10
Māpua	5%	13	8%	18	6%	31
Mārahau	0%	1	0%	0	0%	1
Mahana	0%	1	1%	2	0%	3
Motueka	20%	53	19%	28	19%	81
Murchison	2%	7	3%	6	3%	13
Ngātimoti	1%	3	3%	4	2%	7
Pōhara	2%	4	2%	4	2%	8
Richmond	30%	123	30%	46	30%	169
Rīwaka	3%	9	2%	2	3%	11
Ruby Bay	0%	1	2%	4	1%	5
St Arnaud	2%	5	2%	2	2%	7
Tākaka	4%	8	6%	8	5%	16
Tapawera	2%	6	2%	6	2%	12
Tasman Village	2%	6	1%	2	2%	8
Upper Moutere	4%	11	5%	11	4%	22
Wakefield	7%	21	5%	12	6%	33
Golden Bay	3%	7	1%	1	2%	8
<b>Total</b>	<b>100%</b>	<b>322</b>	<b>100%</b>	<b>175</b>	<b>100%</b>	<b>497</b>

<sup>7</sup> Based on weighted sample

**7.5 PORT TARAKOHE SPATIAL PLAN****Decision Required**

<b>Report To:</b>	Strategy and Policy Committee
<b>Meeting Date:</b>	7 August 2025
<b>Report Author:</b>	Tania Bray, Policy Planner
<b>Report Authorisers:</b>	Barry Johnson, Environmental Policy Manager; John Ridd, Group Manager - Service and Strategy
<b>Report Number:</b>	RSPC25-08-6

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

- 1.1 A spatial plan has been prepared for Port Tarakohe and following extensive community consultation the Port Tarakohe Spatial Plan is ready for Council's final consideration and adoption.

**2. Summary / Te Tuhinga Whakarāpoto**

- 2.1 The Port Tarakohe Spatial Plan (Spatial Plan) provides a high level planning framework that sets out intended uses of areas within the Port and its immediate surrounds. The purpose of the Spatial Plan is to inform the Tasman Resource Management Plan (TRMP) decisions regarding zoning and to influence wider Tasman District Council decisions in relation to Long Term Funding and work plans for various Council departments.
- 2.2 The Spatial Plan (Attachment 1) consists of three objectives and a list of actions to achieve the objectives. The priority and the team responsible for achieving each of the actions is included. The accompanying Background Report details the issues and options and process leading to the decisions made in the Spatial Plan.
- 2.3 The draft Port Tarakohe Spatial Plan (draft Spatial Plan) was work shopped with Council in October 2024 and approval given for public consultation. Following consideration of the public feedback and discussions with the Golden Bay Ward Councillors several amendments were made to the draft and incorporated into the Spatial Plan.
- 2.4 The Spatial Plan simplified the management of the Port bringing the management under a single entity (Enterprise Team) with the whole port to be managed as a Commercial Port and Harbour. Separation between the three sub activity areas (Commercial, Recreation and Conservation) has been softened with preference given to developments which support those activities.
- 2.5 The Spatial Plan has now been completed and is ready for Council to consider and adopt. Once adopted, the next step is to complete the projects identified in the Action Plan.

**3. Recommendation/s / Ngā Tūtohunga****That the Strategy and Policy Committee**

- 1. receives the Port Tarakohe Spatial Plan Report RSPC25-08-6; and**

**2. adopts the Port Tarakohe Spatial Plan (Attachment 1 to the agenda report).**

**4. Background / Horopaki**

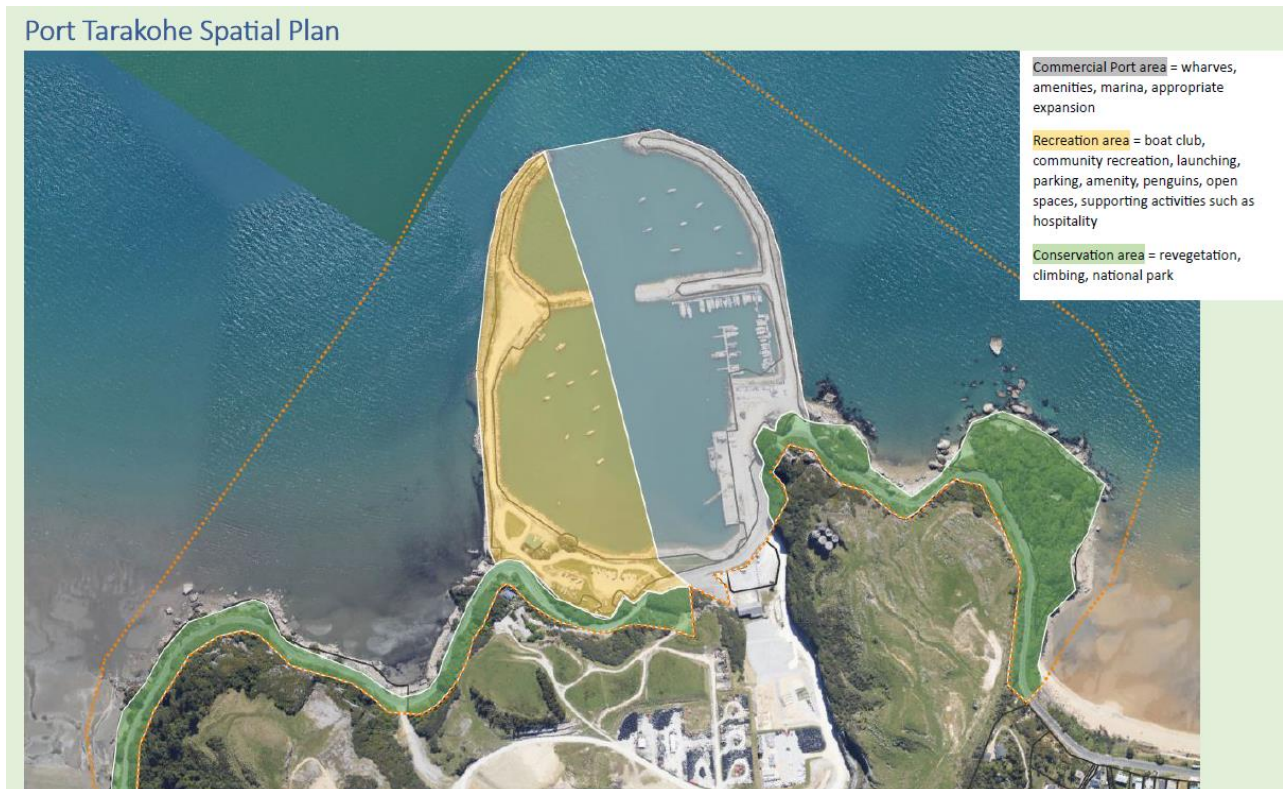
- 4.1 Port Tarakohe is a highly valued community asset that provides for recreational and commercial activities within Golden Bay. Port Tarakohe is important for the following reasons:
- 4.1.1 The Port facilities enable shipping and provide a shore base for fishing, rock barging and aquaculture industries.
  - 4.1.2 The Port area provides a range of highly valued recreational activities that include sheltered boat launching, marina berths and moorings and the Pōhara Boat Club. Recreational fishing also occurs off the two breakwaters. Rock climbing, cycling, and visiting the Abel Tasman Memorial are also popular in the adjoining area.
  - 4.1.3 The Port is seen as critical for community resilience for Golden Bay | Mohua which is prone to storm events which can isolate the Bay through road closures for considerable lengths of time.
  - 4.1.4 The Port and surrounding area is also home to several rare and endangered species, notably Kororā | little blue penguins, and considerable conservation works are underway in and around the Port to support these species. The adjacent limestone bluffs are an outstanding natural feature and support important flora and fauna.
- 4.2 A series of strategic and business plans have been developed for the Port by Council over the last decade with variable levels of implementation. In association with these plans there have been numerous processes of community consultation and there has been strong interest and differing views from the community regarding the current and future use of the Port. Over time development of the Port has tended to be project specific, leading to ad hoc land use.
- 4.3 Through prior strategic planning and the review of the TRMP, it was identified that the current zoning provisions were not particularly well aligned with the day-to-day operations or proposed development of the Port. The effect of this is unnecessary effort and expenditure in the ordinary operation and development of the Port. The review of the TRMP provided an opportunity to improve the planning framework for the Port. To inform this new planning framework an understanding of how the port is used, what needs to be at the port and how it will grow into the future is required. The intention was to have the new planning framework in place before the original resource consents for the port expire in the next 10 years.
- 4.4 The purpose of developing a Spatial Plan for Port Tarakohe was to bring together all of the previous strands of work/information, fill in information gaps, provide principled direction and start to weave a new direction for the Port and surrounding areas

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

- 5.1 The Spatial Plan (Attachment 1) is at the final stage and following consideration by Council and adoption, this project will be complete. The Spatial Plan project has been discussed through previous Council workshops with approval given for the drafting and release of various draft documents for community consultation. At the end of the Spatial Plan is the Background Report which discusses the issues and options, and decision process used to arrive at this final stage.

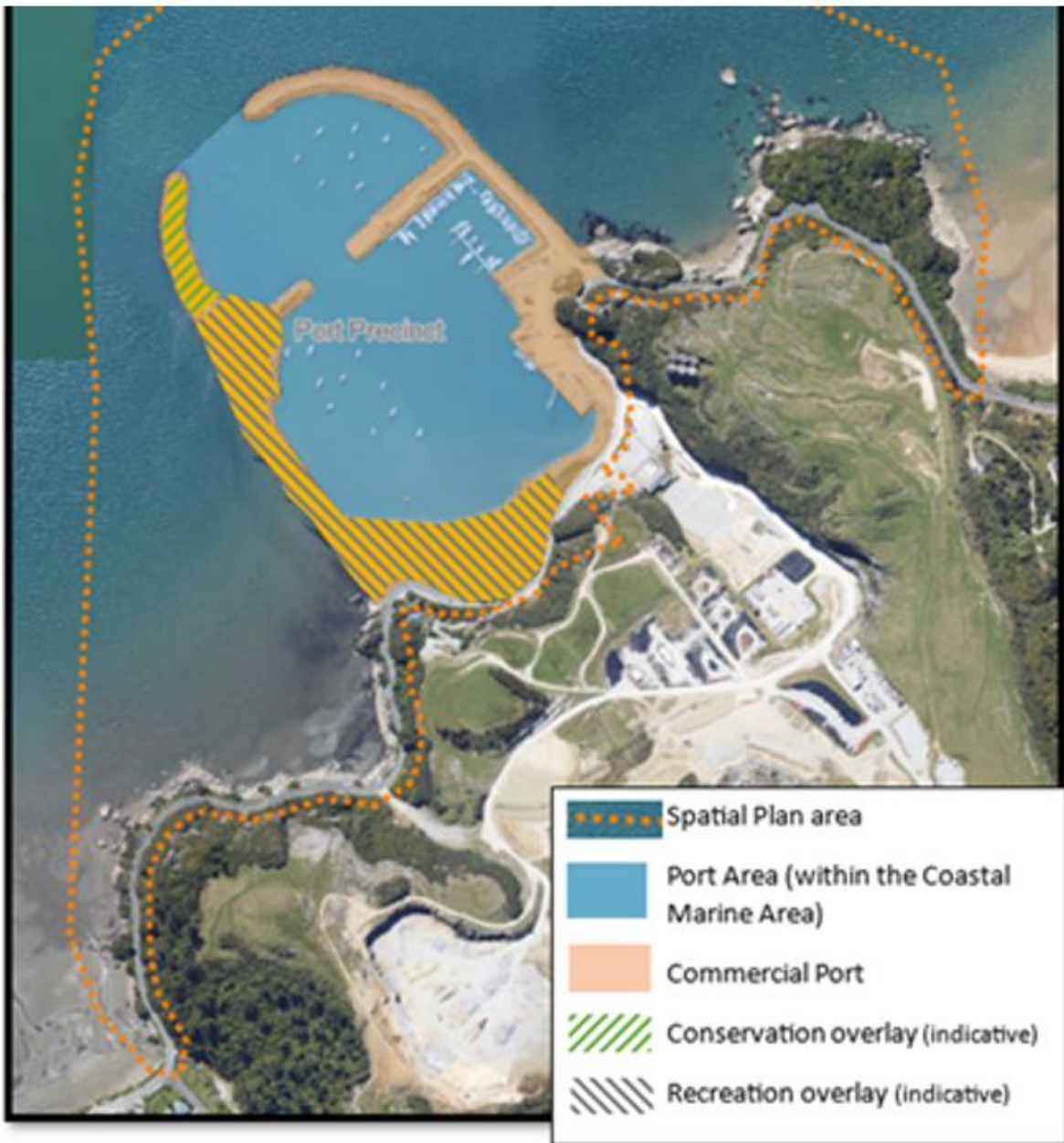


- 5.2 On 31 October 2024 the Council considered the draft Spatial Plan (Attachment 2) and approved the release of the draft Spatial Plan for community consultation. This consultation was undertaken between December 2024 and February 2025. See Attachment 3 for a summary of the feedback.
- 5.3 Following consideration of the feedback on the draft Spatial Plan and discussions with the Golden Bay Ward Councillors several changes were made to the draft Spatial Plan. These are detailed below.
- 5.4 The draft Spatial Plan proposed that the Port be divided into three key areas (see paragraph 5.5) with each area clearly defined for different users and activities. It was proposed to ensure separation between the commercial port, recreation and conservation spaces to improve certainty for users. It was also proposed that the recreation area should be considered for reclassification (as a recreation reserve), a reserve management plan be developed, and management of this community area transferred to the reserves section.
- 5.5



- 5.6 After considering the feedback and discussing with the Golden Bay Councillors, the prevailing purpose of the Port was changed from the three separate activity areas back to a single “commercial port and harbour” area under a single integrated entity (Enterprise team). This change simplifies management of the Port and returns it to the status quo. Support and protection of the identified cultural, recreation and conservation values for the area will also remain with the Enterprise Team.
- 5.7 While the Spatial Plan has been amended to a single “commercial port and harbour area”, the Spatial Plan continues to recognise the three activity areas (Commercial, Recreation and Conservation) but proposes to identify these sub areas in the TRMP as overlay areas (see paragraph 5.8). It is proposed that development within the overlay areas will continue to be for commercial port and harbour purposes, but preference will be given to uses and facilities

that support the values within each area e.g. recreational facilities within the recreation overlay area.



5.8 The wording in the draft Spatial Plan was intended to be high level and provide general direction without diving into specific details, which were to be worked through in separate workstreams. Unfortunately, this led to a level of confusion in the community and some feedback attempted to fill in the details and provide feedback on what they thought was intended. The draft Spatial Plan map (see paragraph 5.5) proved to be particularly confusing and reference to Port, Recreation and Conservation Zone within the text of the draft Spatial Plan also added to the misdirection. Under the National Planning Standards strong guidance is provided regarding what the new zones for Port Tarakohe should be and Council is also well progressed on the work regarding the identification and protection of areas of landscape and natural character values (Action point 3.1). The wording in the Spatial Plan has been subsequently amended to make it clearer up front to the community what changes are likely to occur.

- 5.9 A copy of the Spatial Plan was provided to the Golden Bay Ward Councillors for consideration ahead of this meeting. No changes were sought by the Councillors and the Spatial Plan is now brought back to Council for consideration and approval.

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

- 6.1 The purpose of the Port Tarkohe Spatial Plan is to provide a high-level planning framework that sets out intended uses of areas within Port Tarkohe and its immediate surrounds. The proposed Spatial Plan will be used to inform the Council’s resource management plan and any future planning documents, and to influence wider Tasman District Council (TDC) decision making in relation to Long Term Plan funding and work plans for various Council departments.
- 6.2 The Port Tarkohe Spatial Plan does not have a direct financial implication, however it does contain a number of Objectives and Actions Points which may require funding in the short or longer term.
- 6.3 Several of the Action Points have already been budgeted for and are within current work programmes e.g. roading report. Other Actions Points have been on the work programme for some time and have substantially been completed e.g. “Identification of areas of landscape and natural character...” Some Action Points only require staff time e.g. developing an approach to protect ecological areas, and may be considered BAU.
- 6.4 It is anticipated that the budgetary implications will be low.

## 7. Options / Kōwhiringa

- 7.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Adopt the Port Tarkohe Spatial Plan	Guidance regarding the spatial use and development of the Port	Ad hoc use and development of the Port
2.	Reject the Port Tarkohe Spatial Plan	No formal direction regarding the use and development of the Port.	Eclectic use and development of the Port. A planning framework not specifically tailored to the proposed use and development of the Port.

- 7.2 Option 1 is recommended.

## 8. Legal / Ngā ture

- 8.1 The Port Tarkohe Spatial Plan has been prepared under the Local Government Act and will be used to inform future projects. There are no further legislative requirements for this completed project.

## 9. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

- 9.1 Port Tarkohe and the surrounding area has rich cultural heritage and a long history of occupation and use for ngā iwi. There are a number of identified archaeological sites and a



range of known culturally significant locations. The Port sits within the Te Tau Ihu Coastal Marine area which is a Statutory Acknowledgement Area for all of the local iwi.

- 9.2 Manawhenua ki Mohua provided a strategic overview of cultural values for the PGF Port Tarakohe business case proposal (2019) and this document provided clear guidance on cultural issues at a high level, including direction on activities considered to be inappropriate in and around the Port. A copy of the strategic overview has been included in the background report for the Spatial Plan (Attachment 1), and was used in the development of the Spatial Plan.
- 9.3 Manawhenua ki Mohua and pou taiao have been involved since the earliest stages of this project with a Hui (and site visit) held in May 2023 prior to community consultation.
- 9.4 Manawhenua ki Mohua and pou Taiao were further involved in the draft Issues and Options Paper (Feb/March) in 2024 and a second Hui was held in December 2024.
- 9.5 The feedback from Iwi has been incorporated into the Spatial Plan, including specific action points identifying cultural values for the area. The feedback from the consultation project will also be brought forward into subsequent Resource Management Act 1991 plan changes.

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

10.1 <Enter text>

	<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?	Medium	Port Tarakohe is the only all tide marine facility in Golden Bay and it's an important facility which is relied on by a variety of organisations and the community. Past engagements regarding the Port have shown community interest.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low	The Spatial Plan introduces a high-level planning framework, the decisions which directly impact the use of the Port will be made through future decisions/ actions
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	The Spatial Plan introduces a high-level planning framework which supports existing use of the port
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Yes	Port Tarakohe is a Strategic Asset.

	Issue	Level of Significance	Explanation of Assessment
5.	Does the decision create a substantial change in the level of service provided by Council?	No	The Spatial Plan introduces a high-level planning framework any subsequent decision will be subject to a further process
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	No	The Spatial Plan includes an Action Plan which will lead to future work. The proposed actions will not substantially affect debt or rates.
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	The Spatial Plan introduces a high-level planning framework, the decisions which directly impact activities at the Port will be made through separate decision making processes.
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, wastewater and stormwater infrastructure and services?	No	

## 11. Communication / Whakawhitiwhiti Kōrero

- 11.1 Engagement has been an important part of the development of this Spatial Plan.
- 11.2 Consultation had been undertaken with the community over the decades, canvassing various issues within the port and surrounding areas. It was considered disingenuous to ask the community to again to identify issues and options and instead a draft Issues and Options paper was prepared from what was already known, and iwi, port users and the community were asked what, if any information gaps needed filling.
- 11.3 Feedback was sought on the draft Issues and Options Report during February and March 2024. The approach to seeking feedback included:
- 11.3.1 a presentation to the Golden Bay Community Board February 2024;

- 11.3.2 a Shape Tasman webpage;
  - 11.3.3 notices in Newsline;
  - 11.3.4 a public open day at the Boat Club on 14 February 2024;
  - 11.3.5 various communications with numerous interested parties; and
  - 11.3.6 inputs from Council staff in relation to roading, reserves, servicing and development.
- 11.4 The summarised feedback received included:
- 11.4.1 support for further development of the commercial Port to support development and economic growth. This included requests for improved wharf facilities and better safety, provision of ablutions, and especially increased parking;
  - 11.4.2 concern over increases in traffic leading to road safety issues;
  - 11.4.3 recognition that the Port is a community asset and plays a critical role in providing for resilience for Golden Bay | Mohua;
  - 11.4.4 support for increased recognition of and provision for recreational boating use and improved recreational facilities including an extension to the western arm, safety improvements to the recreational ramp and pontoon, better small vessel facilities, upgrades to the access and parking arrangements, café or similar, tourism support facilities, retail opportunities, benches and picnic tables, fishing platforms. Provision for rock / cliff climbing. Better maintenance and upgrades of existing facilities. More and better everything;
  - 11.4.5 upgrade the recreational facilities at the Port to provide a diversity of recreational opportunities for the community. Support for the Pōhara Boat Club and the activities they provide;
  - 11.4.6 make provision for cruise ship visitors;
  - 11.4.7 requests for better protection for those walking and cycling to and through the Port area, including development of a shared pathway;
  - 11.4.8 concern over impacts of existing and increased development at the Port and associated with expansion of the mussel farm industry. Effects on the amenity of adjoining residential areas;
  - 11.4.9 need for protection of the surrounding ecological and landscape qualities of the cliffs, vegetation and coastline. Need to continue ecological restoration projects;
  - 11.4.10 support for increased ecological improvement including habitat restoration; and
  - 11.4.11 request for continued use of the Port area for vehicle-based camping.
- 11.5 Following consideration of the feedback on the draft Issues and Options paper a draft spatial plan was prepared. Feedback was sought on the draft Spatial Plan during December 2024-February 2025. The approach to seeking feedback included:
- 11.5.1 a hui with MKM and pou taiao;
  - 11.5.2 a presentation to the Golden Bay Community Board;
  - 11.5.3 updates to the Shape Tasman webpage;
  - 11.5.4 notices in Newsline;

- 11.5.5 a public open day at the Boat Club on 10 December 2024;
  - 11.5.6 a meeting with the Enterprise Unit on 18 December 2024;
  - 11.5.7 various communications with numerous interested parties;
  - 11.5.8 inputs from Council staff in relation to infrastructure; and
  - 11.5.9 a formal feedback form and public survey during December 2024 to 10 February 2025.
- 11.6 The overall feedback provided general support for having a Spatial Plan to guide future development but very different views on what this should contain and who / what activities should be prioritised. Attachment 3 provides a summary of the feedback on the draft Spatial Plan.
- 11.7 As a whole the feedback can be summarised into four main themes:
- 11.7.1 the commercial Port area is an important resource for supporting economic operations including marine farms, tourism opportunities and providing resilience for Golden Bay | Mohua. The commercial port and harbour activities should be prioritised;
  - 11.7.2 desire for increased and enhanced amenities and activities, including ablutions, seating, planting, parking, improved access, and safety, and potentially hospitality;
  - 11.7.3 the Port area is an important recreational space for passive and active recreation and there is a demand for increased recognition of and support for the full range of recreational opportunities; and
  - 11.7.4 protect the significant ecological and landscape qualities of the area including the habitat for Kororā | little blue penguins, and the cliffs with their unique vegetation.
- 11.8 In response to these four themes the Spatial Plan introduced a range of Objectives and Action Points to address the themes identified.

## **12. Risks / Ngā Tūraru**

- 12.1 If the Spatial Plan is not adopted then the risks are low, but it will make the drafting of planning provisions for the Port more difficult. In the absence of a high-level spatial plan pulling the various uses of the Port together into one cohesive strategy then decisions and funding will continue to be made on a case-by-case bases.

## **13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi**

- 13.1 The matter requiring a decision in this report was considered by staff in accordance with the process set out in the Council's 'Climate Change Consideration Guide 2024
- 13.2 Parts of the Port and the foreshore are vulnerable to coastal inundation and storm surges, and rising sea levels in the longer term. Modelling undertaken to date indicates this is relatively confined to the Port itself and roading infrastructure within the Spatial Plan area. The Port will be directly affected by sea level rise over the longer term, simply because of its location and functional need to be on the coastal edge.

- 13.3 The Spatial Plan is high level and is given effect to through the Action Plan. Action point 2.2. acknowledges the importance of the Port for community resilience and advocates that resilience and climate change be considered as part of the drafting of the Port Management Plan.
- 13.4 Management approaches to addressing climate change and sea level rise are also being addressed through implementation actions under other processes. These issues will be worked through by the Council as knowledge of change increases and as legislative reform progresses. Any development does however need to consider these issues in ensuring decisions build in resilience.

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

- 14.1 The Spatial Plan provides a high-level planning framework that sets out intended uses of areas within the Port and its immediate surrounds. The purpose of the Spatial Plan is to inform the Tasman Resource Management Plan (TRMP) decisions regarding zoning and to influence wider Tasman District Council decisions making in relation to Long Term Funding and work plans for various Council departments. The intention is for existing policy and strategic plans to align with the Spatial Plan, with time.
- 14.2 In the drafting of the Spatial Plan consultation has been undertaken with all relevant sections of Council and several presentations have been given to the Enterprise Committee and the Port User Advisory Committee.
- 14.3 Existing strategies and reports on the Port, where relevant, were incorporated into the planning process, particularly the draft Issues and Options Report.
- 14.4 The Action Plan aligns with the requirements of the Resource Management Act 1991(RMA) and the New Zealand Coastal Policy Statement (NZCPS) and several of the Action Points require further work to amend the TRMP in accordance with the RMA and NZCPS.

#### **15. Conclusion / Kupu Whakatepe**

- 15.1 The Port Tarakohe Spatial Plan provides a high-level planning framework that sets out intended uses of areas within the Port and its immediate surrounds. The purpose of the Spatial Plan is to inform the Tasman Resource Management Plan (TRMP) decisions regarding zoning and to influence wider Tasman District Council decisions making in relation to Long Term Funding and work plans for various Council departments.
- 15.2 Extensive consultation has now been undertaken, and Council consideration and approval of the Spatial Plan is now required to complete the process.

#### **16. Next Steps and Timeline / Ngā Mahi Whai Ake**



- 16.1 The Spatial Plan is high level and contains three objectives and an Action Plan, with Action Points giving effect to the Objectives. The next step involves implementing the actions identified in the Action Plan.
- 16.2 Some of the Action Points have been given a high priority and a significant number of those projects have already been started e.g. Council has already identified areas of Outstanding Natural Features and Landscape and Natural Character in draft Plan Change 82 and the



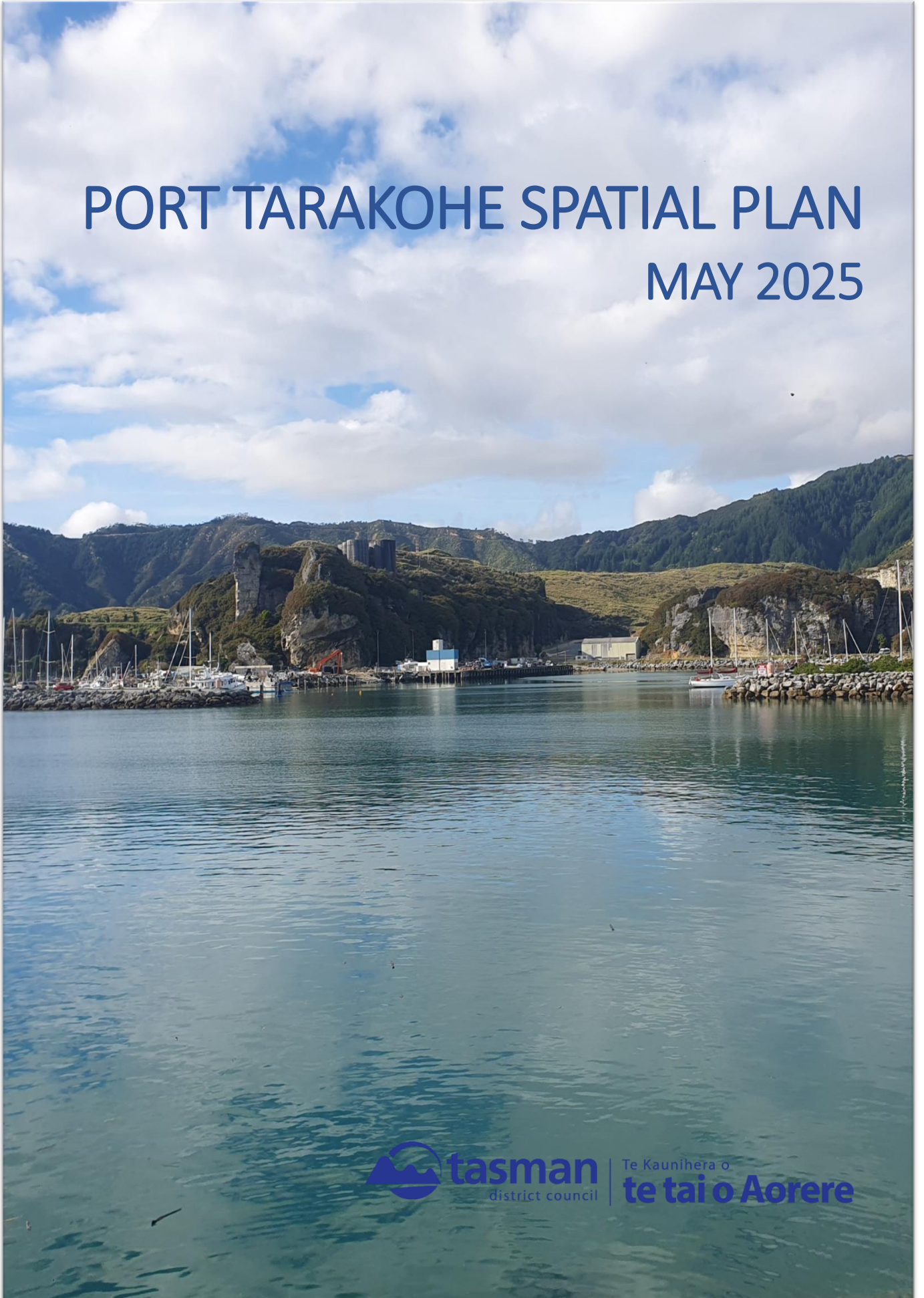
roading report. Other Action Points have been given a lower priority or will require a longer time period to achieve.

- 16.3 A significant number of the Action Points require a change to the TRMP. The changes are required, and work will continue on these changes, however, the Government has proposed future restrictions on plan changes and until this is worked through there may be a delay in completing those plan changes.

## 17. Attachments / Tuhinga tāpiri

1.	<a href="#"> </a> Port Tarakohe Spatial Plan	132
2.	<a href="#"> </a> Port Tarakohe draft Spatial Plan	173
3.	<a href="#"> </a> Consolidated feedback on the draft Spatial Plan	211

# PORT TARAKOHE SPATIAL PLAN MAY 2025





## Port Taranaki Spatial Plan



## Port Tarakohe Spatial Plan

The **purpose** of the Port Tarakohe Spatial Plan is to provide a high-level planning framework that sets out intended uses of areas within Port Tarakohe and its immediate surrounds. The proposed Spatial Plan will be used to inform the Council’s resource management plan and any future planning documents, and to influence wider Tasman District Council (TDC) decision making in relation to Long Term Plan funding and work plans for various Council departments.

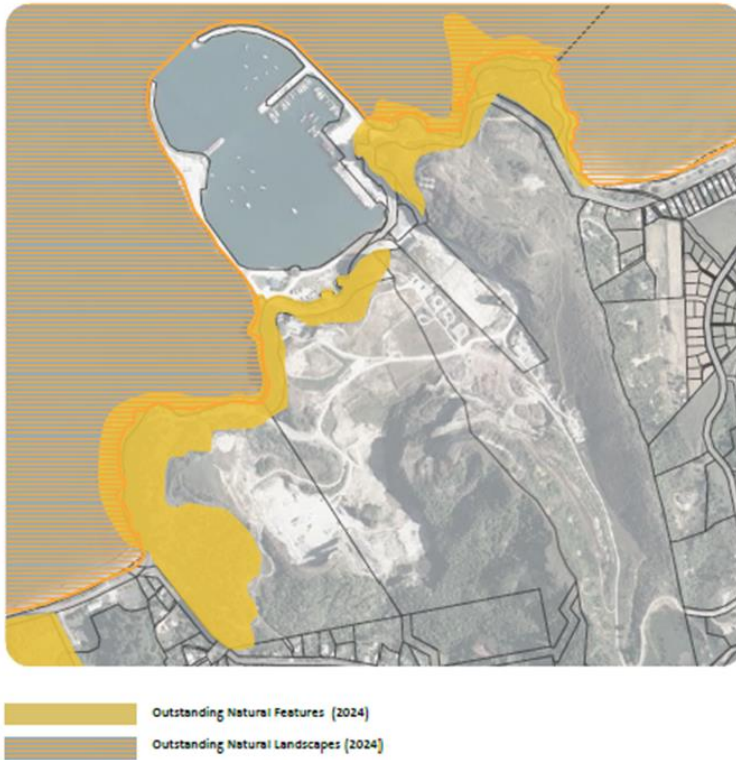
The Council has determined that it is appropriate that the prevailing purpose of Port Tarakohe as a Commercial Port and Harbour will be prioritised and that Port Tarakohe will operate as one integrated entity.

To achieve the agreed outcomes, the Spatial Plan provides for the water space (the coastal marine area) encompassed by the Port breakwaters to be identified as a Port Area and the land space to be identified for Commercial Port purposes.

The implementation of this approach through planning tools will be by way of a future plan change and that forms a key action within the Action Plan to implement the Spatial Plan. Within that plan change it is likely that the coastal marine area that makes up the Port Area will become a “Port Precinct”, and the Commercial Port land space will become a “Port Zone”. To accommodate the secondary purposes of recognising and providing for recreation and conservation activities, the sub areas for these activities will be identified as overlay areas (see the map below). Development within the overlay areas will continue to be for commercial port and harbour purposes, but preference will be given to uses and facilities that support community recreation and the conservation values.



Another key action from the Action Plan is to protect the natural values of the coastal cliffs and seascape (outside of the Port) through a district wide plan change. It is likely these areas will be identified in the Tasman Resource Management Plan as Outstanding Natural Features and/or Landscapes (refer to Plan Change 82).



The remainder of the land and water within the Spatial Plan area will remain as it is currently (existing zones and legal parameters).

## Objectives for Port Tarakohe

The three key objectives for the Port Tarakohe Spatial Plan are set out below:

<p><b>Objective 1: Identifying areas of the Port for particular uses and activities improves certainty</b></p>	<p>Priority will be given to Port Tarakohe as a Commercial Port and Harbour. This commercial port activity will provide for development and operation that supports marine users, and the local and wider community. It will have an economic focus and include provision for commercial port activities, working port facilities and community resilience.</p> <p>The Commercial Port core area will be focussed on the eastern side of the Spatial Plan area, containing the main wharfs, ramps and wharf facilities, and the existing marina.</p> <p>Recreation and Conservation overlay areas, containing the community recreational facilities and conservation values, will support the commercial port focus, but preference will be given to uses and developments which support and protect the identified activities and values.</p> <p>The intended future direction for the Port is to undertake appropriate and sustainable growth and development that provides for economic and community wellbeing, while protecting cultural values and the environment.</p>
<p><b>Objective 2: Providing for growth and change to enable opportunity</b></p>	<p>Growth, in a variety of forms, can provide economic support to businesses and the community, resilience for the community, improved recreational opportunities, and ecological enhancement. To facilitate such opportunities there is a need to make deliberate decisions around support for appropriate growth, particularly in relation to infrastructure provision, and roading / access. Key elements to resolve include securing a potable water supply, developing an adequate wastewater management approach, and ensuring safe access and movement to and through the Commercial Port and Port Area.</p>
<p><b>Objective 3: Celebrating values and protecting special spaces recognises history, the people and the environment</b></p>	<p>Vulnerable areas and species need to be protected, and provision made for appropriate development of some areas to celebrate importance and enable enhancement outcomes. Opportunities will be sought to enhance recreation and community opportunities, provide for ecological protection and restoration activities, and maintain protection of the Kororā   little blue penguin habitat.</p>

These three objectives are intended to work together in an integrated way to ensure positive outcomes across the Spatial Plan area.



## Port Tarakohe Action Plan

The following Action Plan sets out the next steps required to implement this Spatial Plan:

Objective	Action	Responsibility	Priority <sup>1</sup>
<b>Objective 1: Identifying areas of the Port for particular uses and activities improves certainty</b>	1.1 Undertake a plan change to the Tasman Resource Management Plan to apply the Spatial Plan within a planning framework.	Policy team	High
	1.2 Legalise existing extensions to arms and width of breakwaters to ensure that the reclamation areas are identified correctly, and property boundaries align with MHWS.	Legal team	Medium
<b>Objective 2: Providing for growth and change to enable opportunity</b>	2.1 Undertake a plan change to the Tasman Resource Management Plan to achieve the Spatial Plan through inclusion of rules that enable appropriate activities, restrict inappropriate activities, and manage effects of activities on the surrounding environment.	Policy team	High
	2.2 Prepare and consult on a management plan for the Commercial Port area and Port Area that sets out future growth options through to 2035 and includes: <ul style="list-style-type: none"> <li>• identification of constraints on growth and options to resolve constraints,</li> <li>• resilience to hazards and climate change,</li> <li>• management of effects on the surrounding environment including noise, lighting and contaminants, and <ul style="list-style-type: none"> <li>• identification of opportunities for improved cultural, recreation, amenity and conservation outcomes.</li> </ul> </li> </ul>	Enterprise team	Medium
	2.3 Prepare a three waters servicing report that includes: <ul style="list-style-type: none"> <li>• assessment of current constraints on services,</li> <li>• identification of options for improved services to meet the demand of likely new activities,</li> <li>• timeline and costing of options to feed into the LTP or decisions on development contributions, and</li> <li>• management of stormwater, wastewater and contaminants that is necessary to meet NZCPS requirements.</li> </ul>	Water and Waste team  Enterprise team	High

<sup>1</sup> High = within 3 years, Medium = 2-5 years.

Objective	Action	Responsibility	Priority <sup>1</sup>
	2.4 Prepare a roading and transport report that includes: <ul style="list-style-type: none"> <li>• identification of current issues with roading access and safety for all users, addressing both movement to and within the Spatial Plan area,</li> <li>• options to improve safety for all road users on Abel Tasman Drive,</li> <li>• options to improve safety for all road users at intersections within the Port area, and</li> <li>• timeline and costing of options to feed into the LTP.</li> </ul>	Transport team  Enterprise team	High
<b>Objective 3: Celebrating values and protecting special spaces recognises history, the people and the environment</b>	3.1 Identification of areas of landscape and natural character value, and protection of these through plan changes to the Tasman Resource Management Plan.	Policy team	High
	3.2 Identification of areas of ecological significance and development of an approach to protecting these.	Policy team	Medium
	3.3 Cultural value identification: work with iwi to commission a specific assessment of cultural values for the Spatial Plan area that will inform mechanisms to protect and celebrate values <sup>2</sup> .	Enterprise team	High
	3.4 Formalise a community based biodiversity group and together with that group prepare a biodiversity restoration and enhancement plan. The plan will identify opportunities for ecological restoration and enhancement, and guide actions to implement the plan, including sources of funding and timing of works.	Biosecurity and Biodiversity teams	Medium
	3.5 Support works by DOC to enhance the Abel Tasman memorial site including through investigations into additional parking, safe walking access and signage.	All of Council	Medium

<sup>2</sup> For example, this could include opportunities to celebrate e.g. information panels or pou, or enhance e.g. development of mahinga kai areas.



Objective	Action	Responsibility	Priority <sup>1</sup>
	3.6 Develop a contamination management plan that ensures that all activities within the Spatial Plan area respond to the directions of the NZCPS to protect the coastal environment from contamination. This will include identification of sources of contamination and an action plan to manage risks.	Enterprise team	High

Further information on the background to this Spatial Plan and the process of developing the Spatial Plan can be found here: [xxxxxxxxxxxx include link to background report xxxxxxxxxxxxxxxx](#)

# PORT TARAKOHE SPATIAL PLAN Background Report MAY 2025



This is the background report to the Port Tarakohe Spatial Plan and this report provides the context and background to the Spatial Plan development including the purpose of the plan, engagement process and draft Spatial Plan that was developed for engagement purposes in 2024.

Please refer to the final Spatial Plan [here xxxxx](#) for more information.

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## Port Tarakohe Spatial Plan- Background

### Introduction

Port Tarakohe is a highly valued community asset that provides for recreational and commercial activities located toward the eastern end of Golden Bay | Mohua, Tasman Region. It is located some 14 km from the majority of the Abel Tasman National Park<sup>3</sup>, 2 km east of Pōhara and 10 km from the larger settlement of Tākaka. The Port has grown around commercial, quarrying, recreational, tourism and conservation activities that require maritime access and supporting facilities. The Port is significant for the historic economic growth of Golden Bay | Mohua in particular supporting aquaculture; agriculture; mining; forestry; fishing & tourism activities.

*Port Tarakohe is home to Manawhenua ki Mohua (whānau ki Ngāti Tama, Te Ātiawa and Ngāti Rārua); the kaitiaki (guardians) of this rohe (area) and all its taonga (treasures). Port Tarakohe is a pre-historic waka landing site within a much larger area of cultural significance and an important resting place on the main ara (pathway) from Te Matau (Separation Pt) to Tākaka. The name “Tarakohe” can be translated as a place to chat and share stories; another interpretation is “thorny shrub” which grew in abundance among the limestone outcrops. Papa kāinga (settlements), fishing grounds and urupā (burials) are all associated with the cultivation and occupation of land along this coastline by successive iwi tribes. Modified soils, gardens, pits, and middens reflect the variety and abundance of kai (food) collected from land and sea. Kororā, (Little Blue penguins) are another precious taonga – with a significant population residing at the Port.<sup>4</sup>*

The area is significant as the location of the first engagement between Māori and Abel Tasman in 1642, with a memorial to the event located on land adjoining the Port, on conservation land. The area has been significantly modified since that early encounter with construction and development of cement works and accompanying wharfage since the early 1900’s.

<sup>3</sup> Noting that the land containing the Abel Tasman Monument is a disconnected part of the Abel Tasman National Park.

The Port itself has been developed and redeveloped over the last century and now comprises a sizable marine complex. The immediate and wider area continue to hold significant cultural values.

Current commercial uses of the Port area focus on shipping and the provisions of a shore base for fishing, rock barging and aquaculture industries. The Port area also provides a range of highly valued recreational activities that include sheltered boat launching, marina berths and moorings and the Pōhara Boat Club. Recreational fishing also occurs off the two breakwaters. Rock climbing, cycling, and visiting the Abel Tasman Memorial are also popular. Golden Bay | Mohua is prone to storm events which can isolate the Bay through road closures for considerable lengths of time, especially the Tākaka Hill road. When this occurs, the Port provides an important transportation link with the rest of Tasman and the Port is seen as critical for community resilience. The Port is located on the way to other popular tourist areas of Golden Bay | Mohua and traffic along the road increases considerably during Summer and holiday seasons.

The Port and surrounding area is also home to several rare and endangered species, notably Kororā | little blue penguins, and considerable conservation works are underway in and around the Port to support these species. The adjacent limestone bluffs are an important geomorphological feature and support important flora and fauna.

A series of strategic and business plans have been developed for the area by the Council over the last decade with variable levels of implementation. There have been numerous processes of community consultation. The purpose of developing a Spatial Plan for Port Tarakohe was to bring together all of the previous strands of work/information, fill in information gaps, provide principled direction and start to weave a new path for the Port and surrounding areas.

<sup>4</sup> Source: MKM interpretation signage advice, 2022



### Engagement

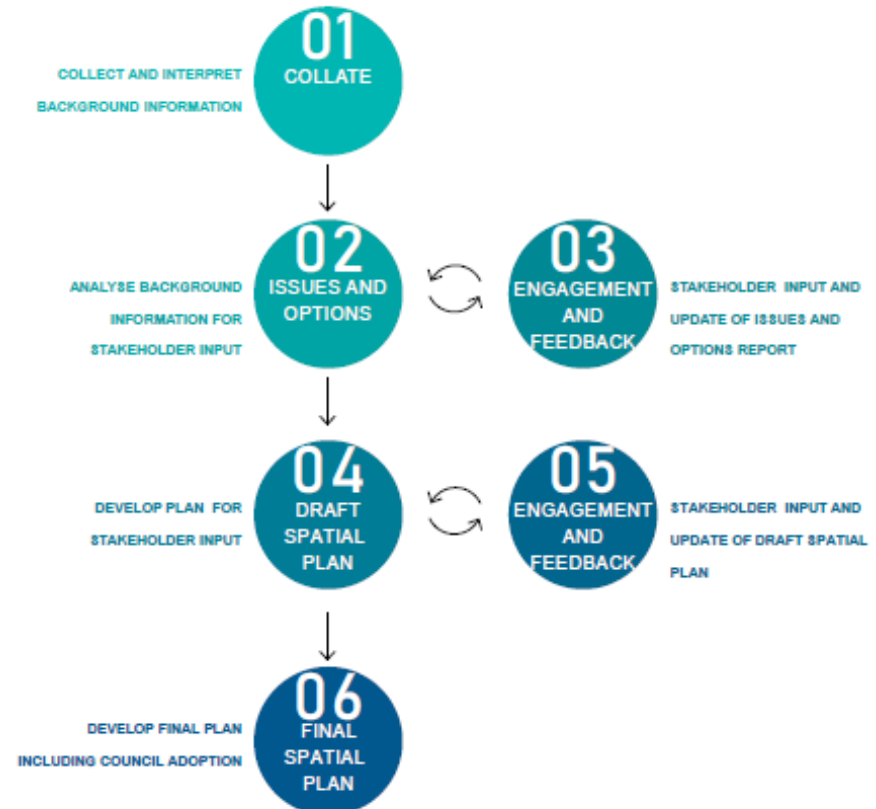
Engagement has been an important part of the development of this Spatial Plan. **Appendix One** provides a summary of the various methods of engagement and the feedback received.

The main themes received through the feedback include:

- ✕ The commercial Port area is an important resource for supporting economic operations including marine farms, tourism opportunities and providing resilience for Golden Bay | Mohua. The commercial port and harbour activities should be prioritised.
- ✕ Desire for increased and enhanced amenities and activities, including ablutions, seating, planting, parking, improved access, and safety, and potentially hospitality.
- ✕ The Port area is an important recreational space for passive and active recreation and there is a demand for increased recognition of and support for the full range of recreational opportunities.
- ✕ Protect the significant ecological and landscape qualities of the area including the habitat for Kororā | little blue penguins, and the cliffs with their unique vegetation.

The feedback received through the public engagement processes has informed the Council’s decisions on the Spatial Plan.

### Engagement Process



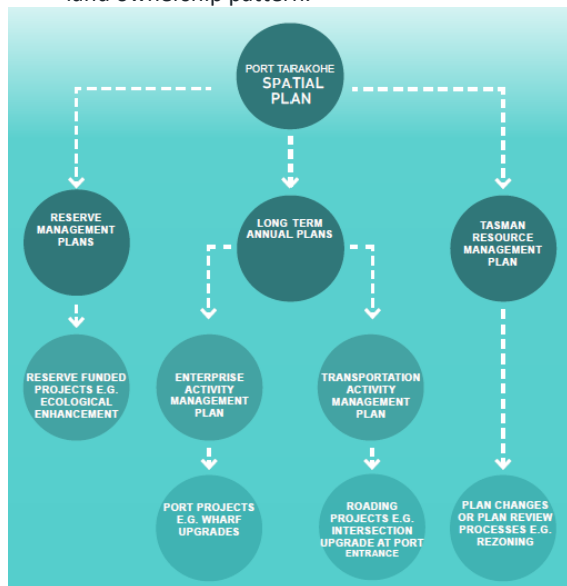
### Why have a spatial plan?

Spatial planning is a tool for managing the effects and demands of development or redevelopment of larger areas held in multiple ownership in an integrated, holistic and orderly way. A spatial plan serves as a comprehensive and forward-thinking tool used in the strategic management of complex environmental and developmental considerations within an identified area.

The **purpose** of the Port Tarakohe Spatial Plan is to provide a high-level planning framework that sets out intended uses of areas within Port Tarakohe and its immediate surrounds. The proposed Spatial Plan will be used to inform the Council’s resource management plan and any future planning documents, and to influence wider Tasman District Council (TDC) decision making in relation to Long Term Plan funding and work plans for various Council departments.

The Council decided to undertake this planning process to address the following issues:

- There is a **complexity** of issues, values, and interests in Port Tarakohe with **competing** uses and demands.
- Increasing **pressures** on use and development of the Port area in a wider sense merit a **strategic** planning response.
- To **inform** the Tasman Resource Management Plan review, there is a need to have appropriate background to make good decisions on zoning, rules etc that deals with the complex values, uses and land ownership pattern.



4

The Spatial Plan includes an **Action Plan** that relates to other Council roles and responsibilities (e.g. leasehold arrangements), but the proposed spatial plan will not bind the wider Council to anything that needs to go through other legal or regulatory processes.

**This Spatial Plan sets a direction for future activities within the Port area. Providing clear and intentional direction reduces risk of inappropriate development that impacts on the environment or the community and improves certainty for all.**



Spatial Plan Extent

Port Tarakohe Spatial Plan 2025 – Background Report

Spatial Plan Location



### Spatial Plan Themes

The key themes that guided the development of this Spatial Plan are:

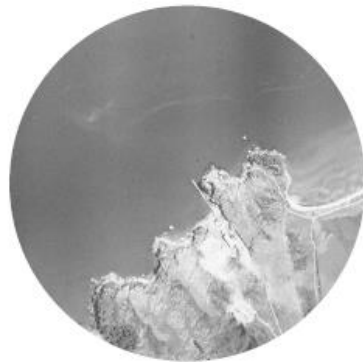
<p><b>MANA WHENUA</b></p> <ul style="list-style-type: none"> <li>• Protect and recognise the cultural heritage of the Port Taranaki area.</li> <li>• Provide opportunities for improvements that meet mana whenua needs.</li> <li>• Implement the principles of Te Mana o Te Wai in the management of stormwater.</li> <li>• Integrate Māori design and tikanga into the built environment.</li> <li>• Enhance and protect indigenous biodiversity.</li> </ul>		
<p><b>COMMUNITY NEEDS</b></p> <ul style="list-style-type: none"> <li>• Maintain the identity of the area</li> <li>• Provide for and enhance recreation use and opportunities</li> <li>• Enable use of open space for various community purposes</li> </ul>	<p><b>SPECIAL ENVIRONMENTS</b></p> <ul style="list-style-type: none"> <li>• Recognise, protect and enhance special areas and values, specifically:                             <ul style="list-style-type: none"> <li>○ outstanding natural landscapes and outstanding natural features,</li> <li>○ coastal natural character,</li> <li>○ ecological areas and habitats,</li> <li>○ heritage.</li> </ul> </li> </ul>	<p><b>GROWTH</b></p> <ul style="list-style-type: none"> <li>• Enable sustainable, efficient, consolidated and economically sound growth</li> <li>• Infrastructure provision to support growth</li> <li>• Recognise and support the role of the Port in providing resilience for Golden Bay   Mohua</li> <li>• Ensure safe and efficient transport connections to and through the Spatial Plan area</li> </ul>
<p><b>RESPONSES TO HAZARDS AND CLIMATE CHANGE</b></p> <ul style="list-style-type: none"> <li>• Ensure development takes account of risk from stormwater flooding, coastal inundation, and sea-level-rise.</li> <li>• Ensure that growth provides for resilience and adaptation to climate change.</li> </ul>		



### Spatial Plan Context

Port Taroakohe is located in a dynamic coastal environment between the waters of Golden Bay | Mohua and the Taroakohe cliffs. The history of the area and the location of Port Taroakohe brings with it a range of constraints and opportunities. The following pages set out some of the key challenges.

#### *History of the Port*



1952



1980



2002



*Ownership*

The land that is subject to this Spatial Plan is in one main ownership, with two other smaller parcels of land ownership and a variety of legal interests.

The Port itself and immediate foreshore is in TDC ownership. This land is subject to the Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995, which provided for the reclaimed land to be designated as a local purpose reserve and be vested in the Council, see **Appendix Two**. The preamble to the Vesting Act describes the purpose as for development as both a working harbour and a recreational area, and section 3 of the Act refers to the purpose as being harbour works.

A portion of this area is also identified as marginal strip, but clarification has been received from the Department of Conservation that this land is road, and the marginal strip identification is not accurate.

The Abel Tasman Memorial reserve, to the east of the Port, is managed by the Department of Conservation on behalf of the Crown. This land is around 2.3ha in area and is part of the Abel Tasman National Park. The monument is a statutory acknowledgement area for Ngāti Rarua.

In addition, there is the main Abel Tasman Drive road reserve running through the spatial plan area, owned and managed by TDC.

The adjacent land to the south of the Port (outside the Spatial Plan area) is owned by Port Tarakohe Limited and encompasses the historic Golden Bay Cement quarry and surrounding rural land. A small parcel of roadside land between the port and Port Tarakohe Ltd is owned by Talley’s Limited.



### *Māori Cultural context*

Port Tarakohe and the surrounding area has rich cultural heritage and a long history of occupation and use for ngā iwi. There are a number of identified archaeological sites and a range of known culturally significant locations. The Port sits within the Te Tau Ihu Coastal Marine area which is a Statutory Acknowledgement Area for all of the local iwi.

A clear understanding of cultural values is essential to understand how current and future activities can impact on cultural values and what opportunities may be available for development of the land in a way that provides protection and enhancement to cultural values and enhances understanding and respect.

Manawhenua ki Mohua provided a strategic overview of cultural values for the Port Tarakohe business case proposal (2019) and this document provides clear guidance on cultural issues at a high level, including direction on activities considered to be inappropriate in and around the Port. That document is included as **Appendix Three** to this report. The Ngāti Tama Environmental Management Plan 2018 also provides clear guidance on the issues relating to development generally and structures in the coastal marine area, and in particular the need to include ngā iwi in decision making and to provide for maintenance and enhancement of the natural environment.

Key issues identified include the need to:

- Ensure that culturally significant sites and taonga are protected.
- Recognise the ancestral relationships and significance through engagement and a role for ngā iwi in decision making.
- Dispose of dredged material appropriately and minimise reclamation and earthworks.
- Use detailed cultural impact assessment in the future to better direct specific development proposals.
- Ensure access for whānau to maintain cultural practices including Waka ama.

### *Commercial Port Activities*

The primary and historical use of the Port is as a working port, and this is reflected in the Vesting Act<sup>5</sup>. The commercial Port activity is a significant activity for the local area and for Golden Bay | Mohua more widely. The ability to continue to use the Port as a commercial business operation relates to ensuring safety and that there is sufficient space, access, infrastructure, and the ability to support the commercial users.

Current issues in supporting the commercial Port relate to the need for more space (both within the Port area itself and nearby) that can accommodate port, commercial and light industrial activities that support marine farming, transportation, and tourism / recreation. Changes to the commercial Port area to provide for expansion of existing activities or increased range of activities will be needed. Associated issues relating to access and infrastructure are dealt with in separate issues below.

Planning for the Port has historically been short term as reflected in the existing layout (e.g. fuel tank placement). This has led to some inefficiencies in the layout, activity bottlenecks, ad hoc facilities, and a lack of space for new facilities. Some current Port activities impact on social and environmental values and there is potential that significant Port expansion could increase adverse effects.

Cruise ship use is not well accommodated at present, and it may be possible to improve access as another form of support for the Port and the wider community. Current upgrades to parts of the wharf, marina and amenities area are currently underway.

The Council's Enterprise Committee submission on the draft LTP 2024-2034 noted that the past decisions relating to the operation of a self-sustaining Port have not been successful. The 2024-2034 Enterprise Activity Management Plan aims to complete current Port upgrades and look at a replacement recreational marina as well as further investigating other management and charging options.

<sup>5</sup> Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995

### *Recreation and Community*

The Vesting Act recognises the role that the Port plays as a recreational area especially in relation to marine recreation – boating, fishing and the like.

To provide for this important community recreational use, the challenge is to find a way to accommodate the range of recreational uses and facilities compatibly with the adjacent conservation areas (e.g. that do not threaten the Kororā | little blue penguins) and commercial Port activities (e.g. do not lead to conflict with commercial boats). There is also community demand to improve and expand the recreational resource to include other activities and support recreational use such as improved ablutions, food services, and accommodation.

The Port supports recreational boating activity and recreational users are a key aspect of the use of the Port area. Support for recreational use both on land and in the coastal marine area relates to the ability for support activities to be enabled such as increased mooring or marina space, ablutions, etc.

Decisions need to be made on what are appropriate uses of public space to support recreational and community uses without using the limited available space for private activities such as storage and parking. Further there are decisions to be made on what, if any, commercial uses are appropriate to support recreational and community use such as a marina or café.

<sup>6</sup> Reserves Act 1977, section 23(1)

### *Special natural and ecological areas*

The Port area, and wider areas, provide for a wide range of natural values including key conservation and ecological values.

Section 23 of the Reserves Act sets out how Local Purpose reserves must be managed. Firstly it is for the purposes “*specified in any classification of the reserve*”<sup>6</sup>, which in the case of Port Tarakohe is “*both a working harbour and a recreational area*”. Beyond this primary purpose, section 23 also requires:

*“having regard to the specific local purpose for which the reserve has been classified, every local purpose reserve shall be so administered and maintained under the appropriate provisions of this Act that ...*

*(a) where scenic, historic, archaeological, biological, or natural features are present on the reserve, those features shall be managed and protected to the extent compatible with the principal or primary purpose of the reserve”*<sup>7</sup>.

The New Zealand Coastal Policy Statement also requires the protection of significant indigenous biodiversity, areas of outstanding landscape and natural character.

In the context of Port Tarakohe these issues relate to how the Port commercial uses and tourism / recreational activities can be operated while still ensuring protection and enhancement of the significant natural conservation and ecological values that are present, including protection of:

- Kororā | little blue penguins including from dogs, people, and traffic.
- Red billed gull colony around the rock stacks and surrounding bush from displacement from disturbance or contamination.
- Hector's dolphins around the Port entrance.
- Terrestrial and marine species and birds that use the area for shelter and feeding.

<sup>7</sup> Reserves Act 1977, section 23(2)



- Indigenous vegetation, particularly including northern rata.
- Outstanding natural feature of the limestone cliffs and outcrops.
- Outstanding natural landscape (seascape) of Golden Bay | Mohua coastal marine area.

As part of reviewing the Tasman Resource Management Plan, work has been undertaken on defining Outstanding Natural Landscape, Outstanding Natural Features, Natural Character areas and the Coastal Environment boundary. These special areas are predominately the bluff faces and the main waters of Golden Bay | Mohua.



Outstanding Natural Features (2024)  
 Outstanding Natural Landscapes (2024)



Coastal Extent Modified (2024)  
 Terrestrial Natural Character - High (2024)

The area is of historic significance for a range of reasons but primarily:

- the Abel Tasman Monument which acknowledges the first and only visit by Dutch explorer Abel Tasman to Mōhua / Murderer’s Bay in 1642.
- the establishment of the Port and associated quarry by Golden Bay Cement in 1908 which provided significant employment for the area and contributed to large scale change in landforms and land uses.

The issue in relation to historic heritage is the protection of these historical values and integration of them into future uses of the land and area.

*Access and movement*

The Spatial Plan area is accessed from Abel Tasman Drive which provides vehicle, walking and cycling access to the Port from the west from Pōhara, Tākaka and ultimately the rest of Tasman and beyond. This road also provides access through to Ligar Bay, Tata Beach, Wainui Bay and the Abel Tasman National Park. It is important to ensure continued safe access to and through the area.

The road adjacent to the Port is very narrow in places and winding and affected by adjacent cliffs and overhangs with some instability issues in parts. This causes safety issues with potential for conflicts between users (e.g. cars and trucks vs pedestrians and cyclists) and there is limited space for physical improvement. The roading access points to the Port and recreation area, as well as the connections within the Port area itself are constricted with vehicles crossing in areas of limited visibility and little separation between accesses.

The coastal road is also at risk from coastal impacts during storm conditions and the road will be subject to sea level rise in time. This also impacts on linear infrastructure with cables and pipes being within the road corridor. There is no alternative access to settled areas to the east and to Abel Tasman National Park should the road through the Port area be closed e.g. due to rock falls. Alternative roading inland would be expensive and difficult.

Goods and aquaculture products are currently transported out of Golden Bay | Mohua via the Takaka Hill which is at times subject to closures due to weather events and damage.

Use of the road is predicted to increase long-term, especially if commercial use of the Port increases e.g. servicing the marine farms. This will impact on the wider roading network especially with increased heavy vehicle movements. There is also potential for conflict with vehicles moving between the Port itself and surrounding land areas. The Golden Bay Cycle and Walkway Society have

developed concept plans for a possible walking and cycling link to the Port, but these have not yet been assessed or adopted by Council.

There can at times be conflicts between users within the Port waters with a range of users from small boats and waka through to large commercial vessels navigating the enclosed area. There is a need to ensure safety for all users within the Port space.



### *Infrastructure*

There are a number of infrastructure constraints that impact on the current operations at the Port and on the potential for growth and development of existing and new activities. These include:

Water supply issues relate to:

- The water source serving the Port has historically been from land owned by PTL, with an agreement with TDC for limited water supply (under a resource consent held by PTL). That water availability is subject to continued agreements with PTL and is vulnerable to weather events.
- Future development in the area is dependent on having secure water supply or supplies for a range of demands.
- The provision of a potable water supply is critical to the anticipated commercial developments associated with the aquaculture industry.
- It is assumed water for firefighting will be required around the Port area and the commercial area.
- The current option being explored by Council is to extend the water supply line from Pōhara to service the commercial Port area, but this would remain on a limited supply and would be insufficient for more than minimal growth. Options for additional water supply appear limited (few reliable surface water sources available) and may be costly.
- The area overlays Tākaka Limestone and granite which leads to risk of runoff and contamination reaching the CMA due to porosity and erodibility.
- Options for on-site groundwater are being pursued and investigated in relation to quality and quantity to be sufficient for growth. Recently a non-potable bore has been consented and installed to take 10/m<sup>3</sup> a day for non-potable water and a longer-term consent will be sought pending more data.
- Other options including a saltwater pump for wharf washdown will be investigated as well.

Wastewater issues relate to:

- Wastewater at the Port currently discharges to Council's reticulated network. There is a Council owned pump station at the Port which pumps the wastewater from the Port (as well as from the communities further east of

the Port such as Ligar Bay and Tata Beach) to the Tākaka Wastewater Treatment Plant. Currently the treatment plant is at capacity and TDC are unable to connect new Port facilities or consent new subdivision properties to the system until the system upgrades have been completed (programmed for 2022-2026). Residential growth in and around Tākaka is also competing for any additional capacity.

- The network has a history of wastewater overflows onto private property, and underlying services are due an upgrade in some locations.
- The Pōhara Valley Road pump station is sited in the middle of TDC's legal road.
- Expansion of wastewater services is critical for the operation and expansion of the commercial Port area and the ability to cater for more aquaculture activities as well as dealing with issues relating to biosecurity.
- It is possible that some forms of industrial development may only create minimal wastewater from toilet blocks and offices and options could be explored to store it and discharge off peak into infrastructure (existing or future expansion) or transport it off site. Contaminated water from boat maintenance would likely need to be transported off site to an approved disposal location.

Stormwater issues relate to:

- Stormwater management is not integrated into any network operating within the wider area.
- Stormwater needs to be managed to ensure that contaminants do not discharge into the coastal marine area and to protect cultural values.

Other servicing issues may arise over time including the need to increase electrical capacity to the Port to provide for electrification of vessels, and the need to adequately manage solid waste.

*Climate change*

Parts of the Port and the foreshore are vulnerable to coastal inundation and storm surges, and rising sea levels in the longer term. Modelling undertaken to date indicates this is relatively confined to the Port itself and roading infrastructure within the Spatial Plan area. The Port will be directly affected by sea level rise over the longer term, simply because of its location and functional need to be on the coastal edge.

Management approaches to addressing climate change and sea level rise are being addressed through implementation actions under other processes. These issues will be worked through by the Council as knowledge of change increases and as legislative reform progresses. Any development does however need to consider these issues in ensuring decisions build in resilience.





*Statutory context*

The statutory context of the Port and surrounding area is subject to a number of pieces of legislation including the Resource Management Act, Reserves Act and National Parks Act. The Vesting Act is also key to understanding the purpose of the Port.

Subject to the Resource Management Act, the land within the Spatial Plan area has a range of zones under the Tasman Resource Management Plan (TRMP). The key zones in this regard are the Light Industrial zone covering the eastern side of the Port, and the Recreation zone on the western and central parts of the Port. The Abel Tasman memorial reserve land is Conservation zone and Open Space and Rural 2 zonings make up the majority of the rest of the zoning pattern.

The Coastal Marine Area, below Mean High Water Springs, is not zoned but is managed under the Resource Management Act as public space, with particular direction provided by the New Zealand Coastal Policy Statement 2010 and this is implemented by the TRMP rules.

Key areas of land are also subject to other Acts. Section 3 of the Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995 vested 4.56 hectares of land (i.e. the Port itself) in Tasman District Council as a reserve subject to the Reserves Act 1977, to be administered as a Local Purpose (Harbour Works) Reserve. The Abel Tasman Memorial Reserve is covered by the National Parks Act 1980 and the Abel Tasman National Park Bylaws 2009.



*Current context in 2024/25*

The current context of the Port is a multipurpose area where a wide range of existing activities are accommodated, these include:

**Eastern (Port) Side of the Port**

- ① Horseshoe shaped rock arms that protect the Port from wave action.
- ② Moorings (inner and outer harbour) and marina (pile and floating berths).
- ③ Main wharf, weighbridge, light and ice towers, manager’s office and associated wharf facilities and security features.
- ④ Fuel facility, water tanks and commercial power supply.

**Western (Recreational) Side of the Port**

- ⑤ Horseshoe shaped rock arm that protects the Port from wave action.
- ⑥ Pohara boat club building, including public toilets and showers, and associated washdown area, parking and access areas.
- ⑦ Boat ramp and pontoon for launching recreational boats.
- ⑧ Launching ramp adjacent to the boat club for sailboats and waka ama.
- ⑨ Boat compound and hardstand storage compound.
- ⑩ Recreational moorings in an undeveloped space behind the inner rock arm.
- ⑪ Motor Caravan Association park-over site.
- ⑫ Penguin boxes and penguin fence.

**Abel Tasman Memorial**

- ⑬ Memorial site, including a roadside carpark, walking track, monument and viewing platform.



## Draft Spatial Plan 2024

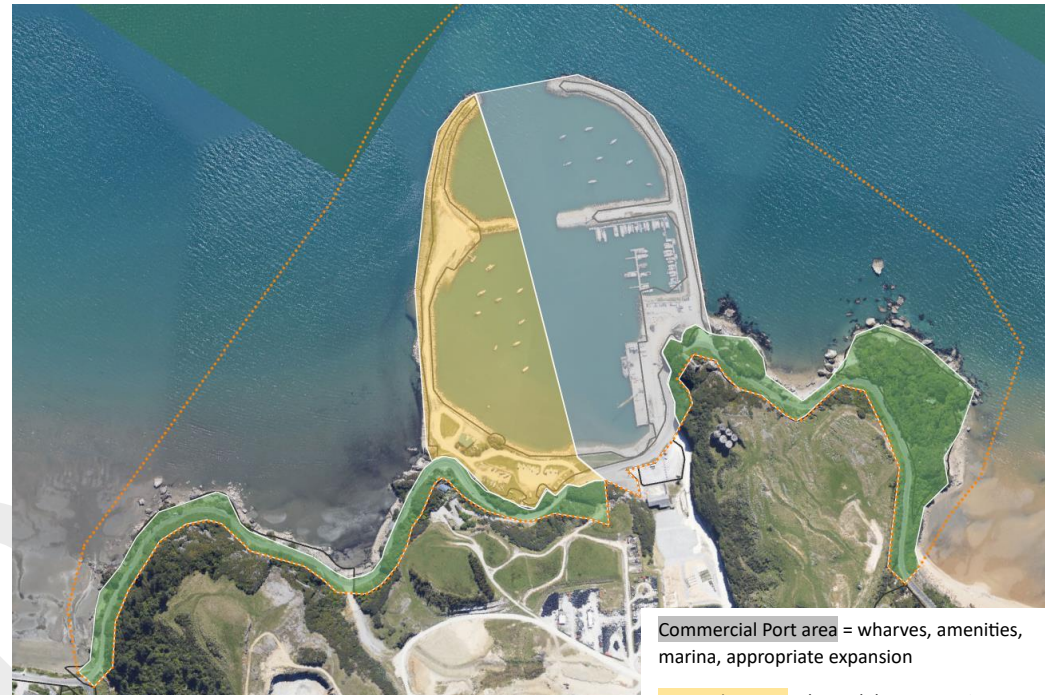
A draft spatial Plan was developed in 2024 with a view to dividing the Port Taranaki area into three distinct spaces – Commercial Port, Recreation and Conservation. This Draft Spatial Plan also included three key objectives:

1. Identifying areas of the Port for particular uses and activities improves certainty
2. Providing for growth and change to enable opportunity
3. Celebrating values and protecting special spaces recognises history, the people and the environment

The feedback received on the draft Spatial Plan indicated that these objectives are generally supported but that less emphasis should be placed on dividing the Port into separate areas.

On this basis the content of the objectives have been revised (see next page) to place more emphasis on Commercial Port activity and harbour operations, with preference given to developments and uses that supports recreation and conservation within sub areas.

There was strong opposition to the proposal in the draft to change the reserve status of Port Taranaki. Council made the decision to retain the existing reserve status and to continue to manage the Port as a single entity.



**Draft Spatial Plan diagram 2024**

**Commercial Port area** = wharves, amenities, marina, appropriate expansion

**Recreation area** = boat club, community recreation, launching, parking, amenity, penguins, open spaces, supporting activities such as hospitality

**Conservation area** = revegetation, climbing, national park

## Objectives 2025

### *Objective 1: Identifying areas of the Port for particular uses and activities improves certainty*

This objective seeks to ensure clarity of uses and separation of activities where necessary. It is grounded in clearly identifying the purpose of the Port and what parts of the Port area are intended to be used for which purposes, both now and in the future.

Council has determined that Commercial Port activities and Harbour operation should be prioritised for Port Tarakohe. This Commercial Port activity will provide for development and operation that supports marine users, and the local and wider community. It will have an economic focus and include provision for commercial port activities, working port facilities and community resilience.

The Commercial Port core area will be focussed on the eastern side of the Spatial Plan area, containing the main wharfs, ramps and wharf facilities, and the existing marina. The intended future direction for the Port is to undertake appropriate and sustainable growth and development that provides for economic and community wellbeing, while protecting cultural values and the environment.

The Port Area contains the coastal marine area within the Spatial Plan area. This space will be developed and managed for the use of all marine users and the community.

The wider foreshore and cliffs, including the Abel Tasman memorial land will not be identified as part of the Commercial Port area but will retain their existing zoning and identification. Much of this land will be subject to Plan Change 82 looking at areas of Outstanding Natural Features and Landscapes. The direction for these areas is to protect and enhance areas of conservation and ecological significance.

### *Objective 2: Providing for growth and change to enable opportunity*

Growth can provide economic support to businesses and the community, resilience for the community, improved recreational opportunities, and ecological

enhancement. To facilitate such opportunities there is a need to make deliberate decisions around support for appropriate growth, particularly in relation to infrastructure provision, and roading / access. Key elements to resolve include securing a potable water supply, developing an adequate wastewater management approach, and ensuring safe access and movement to and through the Port area.

To achieve this objective, provision will be made for appropriate growth and development through statutory processes, with any change focused within parts of the Spatial Plan area that can accommodate change, and there will be a focus on opportunities and options that are good for everyone and the environment.

### *Objective 3: Celebrating values and protecting special spaces recognises history, the people and the environment*

The Spatial Plan area holds many special values and spaces that merit being protected and celebrated.

Recreation Overlay - The western and central part of the Commercial Port area which contain the boat club, recreational boat ramps, parking and open space areas is identified by a Recreation Overlay and will be subject to the Commercial Port and Harbour operations priority, with a preference placed on development and uses which support and enhance amenity, recreation and community opportunities, including passive and active recreation and supporting activities that enhance recreational options.

Conservation Overlay – this area located at the outer part of the western Port arm will provide protection for vulnerable species (Kororā | little blue penguin), and provision will be carefully managed in this space to celebrate importance and enable enhancement.



Spatial Plan

## Spatial Plan 2025

Having considered the feedback received, the statutory purpose of the Port, relevant legislation, and the needs of Council and the community, the Council has determined that the prevailing purpose of Port Taranaki as a Commercial Port and Harbour will be prioritised and that Port Taranaki will operate as one integrated entity

To achieve the agreed outcomes, the Spatial Plan provides for the water space (the coastal marine area) encompassed by the Port breakwaters to be identified as a Port Area and the land space to be identified for Commercial Port purposes.

The Spatial Plan also identifies two smaller areas within the Commercial Port area, where the preferred use and development is for the secondary activities of recreational and conservation. These two smaller areas are identified on the adjoining map as the Recreation and Conservation Overlays.

The implementation of this approach through planning tools will be by way of a future plan change and that forms a key action within the Action Plan to implement the Spatial Plan. Within that plan change it is likely that the coastal marine area that makes up the Port Area will become a “Port Precinct”, and the Commercial Port land space will become a “Port Zone”. To accommodate the secondary purposes of recognising and providing for recreation and conservation activities, the sub areas for these activities will be identified as overlay areas (see the map below). Development within the overlay areas will continue to be for commercial port and harbour purposes, but preference will be given to uses and facilities that support community recreation and the conservation values.



**Spatial Plan**

Another key action from the Action Plan is to protect the natural values of the coastal cliffs and seascape (outside of the Port) through a district wide plan change process (Plan Change 82). It is likely these areas (indicated below) will be identified in the Tasman Resource Management Plan as areas of Outstanding Natural Feature and/or Landscapes.



Outstanding Natural Features (2024)  
 Outstanding Natural Landscapes (2024)

The remainder of the land and water within the Spatial Plan area will remain as it is currently (existing zones and legal parameters).

**Spatial Plan**

## Action Plan 2025

The draft Spatial Plan developed in 2024 included a range of actions to implement the approach to dividing the Port into three activity areas. Based on the feedback received and the decision by Council to prioritise the Commercial Port functions and place a secondary priority over the Recreation and Conservation overlay areas, the action plan has also been revised as set out below.

A number of the actions required to implement the Spatial Plan will require subsequent processes that each include an initial detailed assessment that addresses identification of constraints / opportunities and option development. For each of the key issues the initial assessment will then put in place further actions to deal with the issue appropriately. For example, an overarching approach to roading and transport will start with assessment of issues and options, and then move to determine appropriate steps to better address access and safety.

The following action plan sets out the next steps required to implement this Spatial Plan:

Objective	Action	Responsibility	Priority <sup>8</sup>
<b>Objective 1: Identifying areas of the Port for particular uses and activities improves certainty</b>	1.1 Undertake a plan change to the Tasman Resource Management Plan to apply the Spatial Plan within a planning framework.	Policy team	High
	1.2 Legalise existing extensions to arms and width of breakwaters to ensure that the reclamation areas are identified correctly, and property boundaries align with MHWS.	Legal team	Medium
<b>Objective 2: Providing for growth and change to enable opportunity</b>	2.1 Undertake a plan change to the Tasman Resource Management Plan to achieve the Spatial Plan through inclusion of rules that enable appropriate activities, restrict inappropriate activities, and manage effects of activities on the surrounding environment.	Policy team	High
	2.2 Prepare and consult on a management plan for the Commercial Port and Port Area that sets out future growth options through to 2035 and includes: <ul style="list-style-type: none"> <li>• identification of constraints on growth and options to resolve constraints,</li> <li>• resilience to hazards and climate change,</li> <li>• management of effects on the surrounding environment including noise, lighting and contaminants, and</li> <li>• identification of opportunities for improved cultural, recreation, amenity and conservation outcomes.</li> </ul>	Enterprise team	Medium

<sup>8</sup> High = within 3 years, Medium = 2-5 years.

Objective	Action	Spatial Plan	
		Responsibility	Priority <sup>9</sup>
	2.3 Prepare a three waters servicing report that includes: <ul style="list-style-type: none"> <li>assessment of current constraints on services,</li> <li>identification of options for improved services to meet the demand of likely new activities,</li> <li>timeline and costing of options to feed into the LTP or decisions on development contributions, and</li> <li>management of stormwater, wastewater and contaminants that is necessary to meet NZCPS requirements.</li> </ul>	Water and Waste team	High
	2.4 Prepare a roading and transport report that includes: <ul style="list-style-type: none"> <li>identification of current issues with roading access and safety for all users, addressing both movement to and within the Spatial Plan area,</li> <li>options to improve safety for all road users on Abel Tasman Drive,</li> <li>options to improve safety for all road users at intersections within the Port area, and</li> <li>timeline and costing of options to feed into the LTP.</li> </ul>	Transport team Enterprise team	High
<b>Objective 3: Celebrating values and protecting special spaces recognises history, the people and the environment</b>	3.1 Identification of areas of landscape and natural character value, and protection of these through plan changes to Tasman Resource Management Plan.	Policy team	High
	3.2 Identification of areas of ecological significance and development of an approach to protecting these.	Policy team	Medium
	3.3 Cultural value identification: work with iwi to commission a specific assessment of cultural values for the Spatial Plan area that will inform mechanisms to protect and celebrate values <sup>9</sup> .	Enterprise team	High
	3.4 Formalise a community based biodiversity group and together with that group prepare a biodiversity restoration and enhancement plan. The plan will identify opportunities for ecological restoration and enhancement, and guide actions to implement the plan, including sources of funding and timing of works.	Biosecurity and Biodiversity team	Medium

<sup>9</sup> For example, this could include opportunities to celebrate e.g. information panels or pou, or enhance e.g. development of mahinga kai areas.



Objective	Action	Responsibility	Spatial Plan
			Priority <sup>8</sup>
	3.5 Support works by DOC to enhance the Abel Tasman memorial site including through investigations into additional parking, safe walking access and signage.	All of Council	Medium
	3.6 Develop a contamination management plan that ensures that all activities within the Spatial Plan area respond to the directions of the NZCPS to protect the coastal environment from contamination. This will include identification of sources of contamination and an action plan to manage risks.	Enterprise team	High

DRAFT

## Appendix One: Engagement Summary

### *Feedback Round One: draft Issues and Options Report*

A hui was held on 18 May 2023 with iwi representatives from Ngāti Tama, Te Atiawa, and Manawhenua ki Mohua.

Feedback was sought on the draft Issues and Options Report during February and March 2024. The approach to seeking feedback included:

- a presentation to the Golden Bay Community Board February 2024,
- a Shape Tasman webpage,
- notices in Newsline,
- a public open day at the Boat Club on 14 February 2024,
- various communications with numerous interested parties, and
- inputs from Council staff in relation to roading, reserves, servicing and development.

The summarised feedback received included:

- Support for further development of the commercial Port to support development and economic growth. This included requests for improved wharf facilities and better safety, provision of ablutions, and especially increased parking.
- Concern over increases in traffic leading to road safety issues.
- Recognition that the Port is a community asset and plays a critical role in providing for resilience for Golden Bay | Mohua.
- Support for increased recognition of and provision for recreational boating use and improved recreational facilities including an extension to the western arm, safety improvements to the recreational ramp and pontoon, better small vessel facilities, upgrades to the access and parking arrangements, café or similar, tourism support facilities, retail opportunities, benches and picnic tables, fishing platforms. Provision for rock / cliff climbing. Better maintenance and upgrades of existing facilities. More and better everything.
- Upgrade the recreational facilities at the Port to provide a diversity of recreational opportunities for the community. Support for the Pōhara Boat Club and the activities they provide.
- Make provision for cruise ship visitors.
- Requests for better protection for those walking and cycling to and through the Port area, including development of a shared pathway.

- Concern over impacts of existing and increased development at the Port and associated with expansion of the mussel farm industry. Effects on the amenity of adjoining residential areas.
- Need for protection of the surrounding ecological and landscape qualities of the cliffs, vegetation and coastline. Need to continue ecological restoration projects.
- Support for increased ecological improvement including habitat restoration.
- Request for continued use of the Port area for vehicle based camping.

*Feedback Round Two: draft Spatial Plan*

Feedback was sought on the draft Spatial Plan during December 2024 – February 2025. The approach to seeking feedback included:

- a hui with MKM and pou taiao,
- a presentation to the Golden Bay Community Board,
- updates to the Shape Tasman webpage,
- notices in Newsline,
- a public open day at the Boat Club on 10 December 2024,
- a meeting with the Enterprise Unit on 18 December 2024,
- various communications with numerous interested parties,
- inputs from Council staff in relation to infrastructure, and
- a formal feedback form and public survey during December 2024 to 10 February 2025.

The overall feedback provided general support for having a Spatial Plan to guide future development but very different views on what this should contain and who / what activities should be prioritised. The summarised feedback received included:

Issues raised that are beyond the Spatial Plan:

- Role of TDC as manager of Port and also enforcer of rules and regulation
- Concern over management of historical activities, enforcement, etc
- Concern over prospect of privatisation of the Port
- Continuation of lease / license agreements and security of tenure
- Questions over application of cultural values

Changes requested to Spatial Plan:

Area identification:

- Removal of all of PTL land from Spatial Plan
- Include swing mooring / outer eastern arm area as recreation
- Amend penguin area to conservation
- Amend plan to show water area differently from land areas
- Amend plan to show whole area as commercial port

Actions / activities / uses and descriptions:

- Explicitly provide for motor caravan parking in recreation area – ensure that recreation is not just public and free.
- Do not change reserve designation from existing local purpose reserve
- Ensure explicit provision for recreational boats that do not contribute to commercial costs / income.
- Include fishing area with easy access.
- Better manage lighting within the Port and noise generated from port activities.
- Ensure contamination is managed.
- Provision for installation of an underwater grid.
- Do not change the zoning.
- Provide for improvements to recreation area and vehicle entrances.
- Provide for improved port facilities.
- Ensure security for recreational boating and berthage.
- Ensure the plan provides flexibility and ensure that different types of recreational opportunities and that conservation efforts are all appropriately supported and managed together with commercial uses.

## Appendix Two: Tarakohe Harbour Vesting Act extract

s 1 **Tasman District Council (Tarakohe  
Harbour Reclamation Validation and  
Vesting) Act 1995** Reprinted as at  
19 December 1995

### Preamble

Whereas—

- (a) certain land was authorised to be reclaimed by Orders in Council made pursuant to section 175 of the Harbours Act 1950 on 29 August 1977, and published in *Gazette*, 1977, Volume III, at page 2439;
- (b) the land reclaimed was not in accordance with the authority granted by the Order in Council in that certain unauthorised areas were reclaimed, and other authorised areas were not reclaimed;
- (c) no application was made to have the reclamation vested in the reclaiming body pursuant to section 175D of the Harbours Act 1950;
- (d) the Tasman District Council has acquired the interests of the reclaiming body and wishes to validate the reclamation in order that the reclamation be designated as a local purpose reserve and be vested in the Council for development as both a working harbour and a recreational area.

### 1 Short Title

This Act may be cited as the Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995.

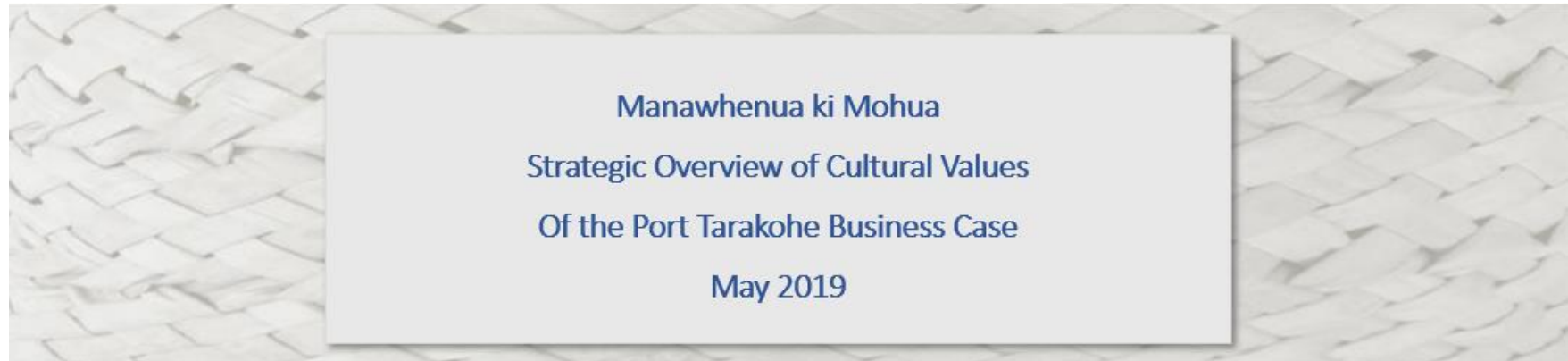
### 2 Validation of reclamation

Notwithstanding anything in the Harbours Act 1950 or in any other Act, the reclamation of the area described in the Schedule is hereby validated and declared to have been lawfully carried out.

### 3 Land vested in Tasman District Council, etc

- (1) The land described in the Schedule is hereby vested in the Tasman District Council as a reserve within the meaning of the Reserves Act 1977, and shall be held by that Council as a local purpose reserve under section 23 of that Act for the purposes of harbour works.

## Appendix Three: Manawhenua ki Mohua Strategic Overview of Cultural Values Of the Port Tarakohe Business Case, May 2019



### Cultural context

Manawhenua Ki Mohua (MKM) is the umbrella entity for the three manawhenua iwi living in Mohua; Ngāti Tama, Ngāti Rārua and Te Ātiawa. MKM are the descendants of Māori chiefs, whom through raupatu (conquest) and intermarriage assumed the role of kaitiaki, or guardians of the rohe (area); a responsibility which was subsequently passed down by way of whakapapa (genealogy).<sup>1</sup> As the kaitiaki, MKM continue to carry out their obligations to uphold the cultural and environmental integrity of the rohe for past, present and future generations.

<sup>1</sup>These chiefs included: Te Meihana, Niho Tehamu, Te Aupōuri Mātenga, Henare Tatana Te Keha, Tāmati Pirimoana, Terahui Hekaka, and Takarei Tewhareaitu. These chiefs included: Te Meihana, Niho Tehamu, Te Aupōuri Mātenga, Henare Tatana Te Keha, Tāmati Pirimoana, Terahui Hekaka, and Takarei Tewhareaitu

## Background

Port Tarakohe is a community asset that provides for both recreational and commercial interests. The Tasman District Council (TDC) has facilitated the development of a Business Case for Port Tarakohe – to design and cost out a proposed upgrade; to inform future decision-making about further investment into the Port. This process was partially funded by the Provincial Growth Fund. The following groups were established to assist with this process:

Port Tarakohe Business Case Working Group; responsible for preparing the designs and costing out the upgrade works to put to the PT Steering Group; and

Port Tarakohe Business Case Steering Group; responsible for signing off on the Business Case

Iwi representatives have been part of the Business Case development process with Butch Little invited to attend Working Group meetings (attended on occasion by Fred Te Miha) and Kura Stafford appointed to the Business Case Steering Group in May 2019. In addition, Toni Grant has attended both the Working Group and Steering Group meetings as representative for Maara Moana since March 2019.

If the Business Case is approved and further funding is received, the Port re-development will go through the Resource Consent process.

To inform the discussion, the TDC approached Manawhenua ki Mohua to seek an overview of cultural values relating to the Business Case proposal – the subject of this report. In addition, a more detailed Cultural Impact Assessment will be developed to inform the Resource Consent process.

## Cultural values<sup>2</sup>

### 1. Cultural significance of area

The coastline from Pohara to Tata was of great significance to tūpuna (ancestors). The whole area derives its importance from the traditions maintained and passed on through many generations. Papakāinga, fishing grounds, urupā and other tapu sites are all associated with the cultivation and occupation of land along this stretch of coastline. Modified soils, midden, gardens, pits, stake holes and artefacts reflect the variety and abundance of kaimoana collected from the sea. 600 year old fish hooks, of national significance, were recently found in the vicinity of Port Tarakohe.<sup>3</sup>

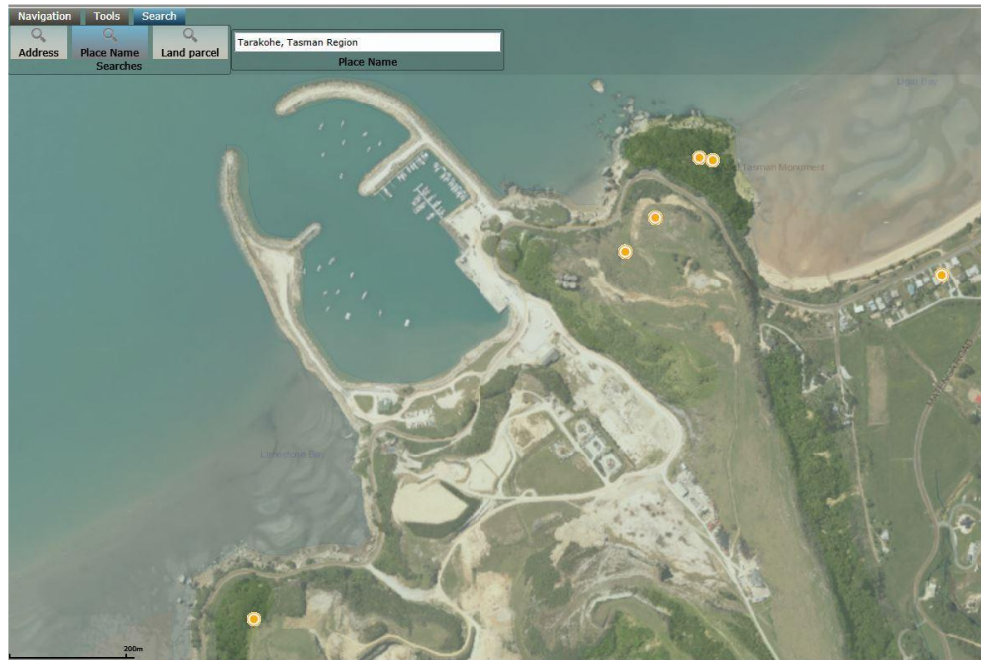
<sup>2</sup> Content identified at the first working group Hui on Thursday 23rd May 2019.

<sup>3</sup> Pers comm. Chris Hill (May 2019)

Each cultural site in the area relates to others, and together, they form a cluster of sites, which are intrinsically important. Clusters of sites provide valuable information about the relationship of tūpuna with local resources and the customs and traditions practised over time. They are important in determining settlement patterns – the length of settlement and patterns of resource use. Given the range and number of known sites that exist along this coastline, the likelihood that unrecorded sites exist in the adjacent limestone cliffs and the surrounding area is high.

As kaitiaki of the rohe, Manawhenua ki Mohua seek to protect the whole locality; the sites and associated taonga. Guardianship of these treasures is integral to the cultural wellbeing of present and future generations.

The location of recorded sites adjacent to Port Tarakohe are illustrated in the map below<sup>4</sup>



<sup>4</sup> Maps provided by Christine Barnett (Central Region, Heritage NZ) May 2019



## 2. Relationships

The ancestral relationships and significance of Port Tarohe and surrounding area to MKM needs to be recognised in the level of engagement the TDC undertakes through the Port Re-development process. It is important that this engagement extends to road upgrades and any other infrastructure, which may be developed to service the Port.

## 3. Dredging

### *a. Disposal of dredged material*

It is important that any material dredged from Port Tarohe is disposed of in a way that protects cultural and environmental values.

### *b. Toxicity of dredged material*

MKM support the monitoring of material dredged from the Port to determine its toxicity and enable safe disposal

## 4. Reclamation

### *a. Proposed narrowing of the Port entrance.*

MKM understand that the existing entrance to Port Tarohe is already reclaimed at sea bed level. Therefore, narrowing the entrance will not involve further reclamation, but rather in-filling. However, two important considerations for this work are the choice of fill and calculating the change in wave dynamics at the Port entrance.

## 5. Earthworks for supporting infrastructure

### *a. Placement of new ramp*

### *b. Recreational marina piles*

### *c. Wastewater pipeline for proposed toilets*

MKM seek an archaeological assessment in un-reclaimed areas, where earthworks are required to develop additional Port infrastructure. Cultural monitoring and assessment of significant sites in the area may also be required.

## 6. Reciprocity

### *a. Planting Plan*

### *b. Penguin habitat restoration*

For manawhenua iwi reciprocity is an important cultural practice. One way to give back to the natural world (the environment) is to enhance net restorative environmental outcomes. In this instance, a landscape and planting plan for the Port area is recommended. MKM advocate the use of indigenous plants for restoration work and the enhancement and extension of habitats for indigenous species, such as penguin habitat. As kaitiaki, MKM recommend the hauora (health) of indigenous species within the Port coastal environment is explored further to inform decision-making processes.

## **Cultural activities**

### *a. Access to culturally sites*

MKM wish to maintain their association with culturally important sites and areas in and around the Port. Therefore, it is important that this relationship is provided for in the development of the area.

### *b. Waka ama*

A cultural practice which is takes place at Port Tarohe is Waka Ama. This activity involves the wider community as well as whānau. Recognising the value and importance of cultural traditions in the present day is important. One way to encourage and support Waka ama would be to establish a shed to house the waka and or related other utilities.

*NB: The recommendations in this Section are consistent with the Ngāti Tama Environmental Management Plan 2018: see Pages 36 and 49.*

# PORT TARAKOHE DRAFT SPATIAL PLAN

OCTOBER 2024



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## Spatial Plan- Background

### Introduction

Port Tarakohe is a highly valued community asset that provides for recreational and commercial activities located toward the eastern end of Golden Bay | Mohua, Tasman Region. It is located some 14 km from the majority of the Abel Tasman National Park<sup>1</sup>, 2 km east of Pōhara and 10 km from the larger settlement of Tākaka. The Port has grown around commercial, quarrying, recreational, tourism and conservation activities that require maritime access and supporting facilities. The Port is significant for the historic economic growth of Golden Bay | Mohua in particular supporting aquaculture; agriculture; mining; forestry; fishing & tourism activities.

*Port Tarakohe is home to Manawhenua ki Mohua (whānau ki Ngāti Tama, Te Ātiawa and Ngāti Rārua); the kaitiaki (guardians) of this rohe (area) and all its taonga (treasures). Port Tarakohe is a pre-historic waka landing site within a much larger area of cultural significance and an important resting place on the main ara (pathway) from Te Matau (Separation Pt) to Tākaka. The name “Tarakohe” can be translated as a place to chat and share stories; another interpretation is “thorny shrub” which grew in abundance among the limestone outcrops. Papa kāinga (settlements), fishing grounds and urupā (burials) are all associated with the cultivation and occupation of land along this coastline by successive iwi tribes. Modified soils, gardens, pits, and middens reflect the variety and abundance of kai (food) collected from land and sea. Kororā, (Little Blue penguins) are another precious taonga – with a significant population residing at the Port.<sup>2</sup>*

The area is significant as the location of the first engagement between Māori and Abel Tasman in 1642, with a memorial to the event located on land adjoining the Port, on conservation land. The area has been significantly modified since that early encounter with construction and development of cement works and accompanying wharfage since the early 1900’s.

<sup>1</sup> Noting that the land containing the Abel Tasman Monument is a disconnected part of the Abel Tasman National Park.

The Port itself has been developed and redeveloped over the last century and now comprises a sizable marine complex. The immediate and wider area continue to hold significant cultural values.

Current commercial uses of the Port area focus on shipping and the provisions of a shore base for fishing, rock barging and aquaculture industries. The Port area also provides a range of highly valued recreational activities that include sheltered boat launching, marina berths and moorings and the Pōhara Boat Club. Recreational fishing also occurs off the two breakwaters. Rock climbing, cycling, and visiting the Abel Tasman Memorial are also popular. Golden Bay | Mohua is prone to storm events which can isolate the Bay through road closures for considerable lengths of time, especially the Tākaka Hill road. When this occurs, the Port provides an important transportation link with the rest of Tasman and the Port is seen as critical for community resilience. The Port is located on the way to other popular tourist areas of Golden Bay | Mohua and traffic along the road increases considerably during Summer and holiday seasons.

The Port and surrounding area is also home to several rare and endangered species, notably Kororā | little blue penguins, and considerable conservation works are underway in and around the Port to support these species. The adjacent limestone bluffs are an important geomorphological feature and support important flora and fauna.

A series of strategic and business plans have been developed for the area by the Council over the last decade with variable levels of implementation. There have been numerous processes of community consultation. The purpose of this Spatial Plan is to bring together all of the previous strands of work/information, fill in information gaps, provide principled direction and start to weave a new path for the Port and surrounding areas.

<sup>2</sup> Source: MKM interpretation signage advice, 2022

Spatial Plan - Background

**Engagement**

Engagement has been an important part of the development of this Spatial Plan. **Appendix One** provides a summary of the various methods of engagement and the feedback received.

The main themes received through the feedback include:

- ✂ Desire for increased and enhanced amenities and activities, including ablutions, seating, planting, parking, improved access, and safety, and potentially hospitality.
- ✂ The Port area is an important recreational space for passive and active recreation and there is a demand for increased recognition of and support for the full range of recreational opportunities.
- ✂ The commercial Port area is an important resource for supporting economic operations including marine farms, tourism opportunities and providing resilience for Golden Bay | Mohua.
- ✂ Protect the significant ecological and landscape qualities of the area including the habitat for Kororā | little blue penguins, and the cliffs with their unique vegetation.

**Process**



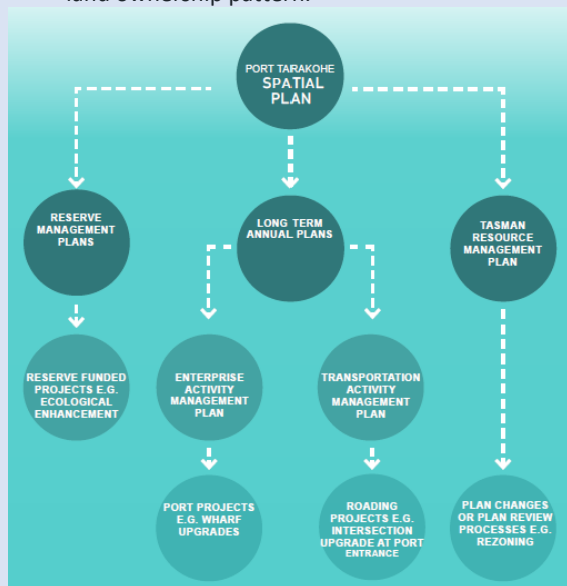
### Why have a spatial plan?

Spatial planning is a tool for managing the effects and demands of development or redevelopment of larger areas held in multiple ownership in an integrated, holistic and orderly way. A spatial plan serves as a comprehensive and forward-thinking tool used in the strategic management of complex environmental and developmental considerations within an identified area.

The **purpose** of the Port Tarakohe Spatial Plan is to provide a high-level planning framework that sets out intended uses of areas within Port Tarakohe and its immediate surrounds. The proposed Spatial Plan will be used to inform the Council’s resource management plan and any future planning documents, and to influence wider Tasman District Council (TDC) decision making in relation to Long Term Plan funding and work plans for various Council departments.

The Council has decided to undertake this planning process to address the following issues:

- There is a **complexity** of issues, values, and interests in Port Tarakohe with **competing** uses and demands.
- Increasing **pressures** on use and development of the Port area in a wider sense merit a **strategic** planning response.
- To **inform** the Tasman Resource Management Plan review, there is a need to have appropriate background to make good decisions on zoning, rules etc that deals with the complex values, uses and land ownership pattern.



PORT TARAKOHE SPATIAL PLAN – DRAFT – OCTOBER 2024

The proposed spatial plan will indicate **actions** that relate to other Council roles and responsibilities (e.g. leasehold arrangements), but the proposed spatial plan will not bind the wider Council to anything that needs to go through other legal or regulatory processes.

**This structure plan formalises the evolving spatial layout of activities and sets a direction for future activities within the Port area. Providing clear and intentional direction reduces risk of inappropriate development that impacts on the environment or the community and improves certainty for all.**





Spatial Plan Location





**Spatial Plan Themes**

The key themes for the Spatial Plan are:

**MANA WHENUA**

- Protect and recognise the cultural heritage of the Port Taranaki area.
- Provide opportunities for improvements that meet mana whenua needs.
- Implement the principles of Te Mana o Te Wai in the management of stormwater.
- Integrate Māori design and tikanga into the built environment.
- Enhance and protect indigenous biodiversity.

**COMMUNITY NEEDS**

- Maintain the identity of the area
- Provide for and enhance recreation use and opportunities
- Enable use of open space for various community purposes

**SPECIAL ENVIRONMENTS**

- Recognise, protect and enhance special areas and values, specifically:
  - outstanding natural landscapes and outstanding natural features,
  - coastal natural character,
  - ecological areas and habitats,
  - heritage.

**GROWTH**

- Enable sustainable, efficient, consolidated and economically sound growth
- Infrastructure provision to support growth
- Recognise and support the role of the Port in providing resilience for Golden Bay | Mohua
- Ensure safe and efficient transport connections to and through the Spatial Plan area

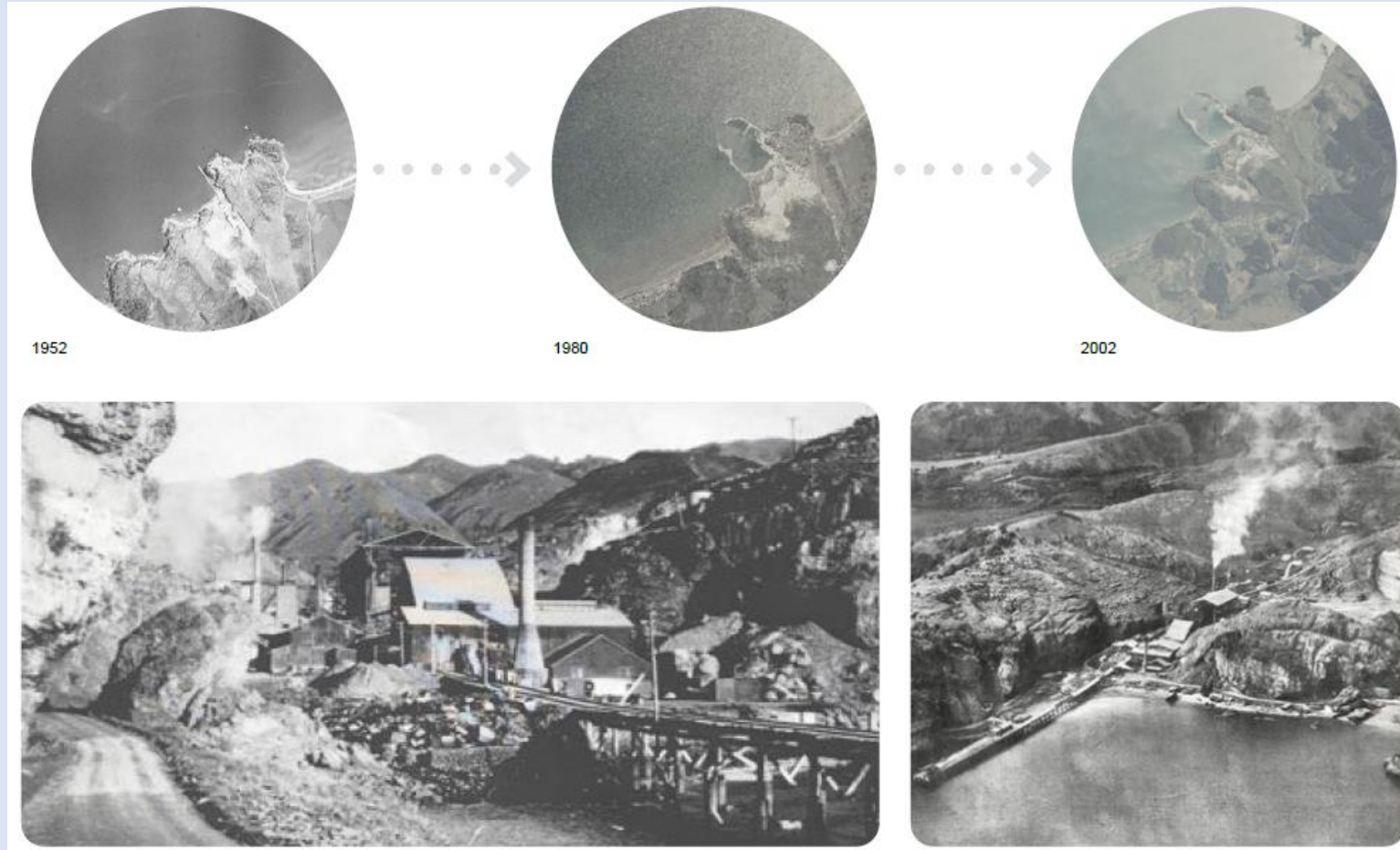
**RESPONSES TO HAZARDS AND CLIMATE CHANGE**

- Ensure development takes account of risk from stormwater flooding, coastal inundation, and sea-level-rise.
- Ensure that growth provides for resilience and adaptation to climate change.

**Spatial Plan Context**

Port Tarakohe is located in a dynamic coastal environment between the waters of Golden Bay | Mohua and the Tarakohe cliffs. The history of the area and the location of Port Tarakohe brings with it a range of constraints and opportunities. The following pages set out some of the key challenges.

*History of the Port*



*Ownership*

The land that is subject to this Spatial Plan is in one main ownership, with two other smaller parcels of land ownership and a variety of legal interests.

The Port itself and immediate foreshore is in TDC ownership. This land is subject to the Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995, which provided for the reclaimed land to be designated as a local purpose reserve and be vested in the Council, see **Appendix Two**. While the preamble to the Vesting Act describes the purpose as for development as both a working harbour and a recreational area, section 3 of the Act only refers to the purposes as being harbour works.

A portion of this area is also identified as marginal strip, but clarification has been received from the Department of Conservation that this land is road, and the marginal strip identification is not accurate.

The Abel Tasman Memorial reserve, to the east of the Port, is managed by the Department of Conservation on behalf of the Crown. This land is around 2.3ha in area and is part of the Abel Tasman National Park. The monument is a statutory acknowledgement area for Ngāti Rarua.

In addition, there is the main Abel Tasman Drive road reserve running through the spatial plan area, owned and managed by TDC.

The adjacent land to the south of the Port (outside the Spatial Plan area) is owned by Port Tarakohe Limited and encompasses the historic Golden Bay Cement quarry and surrounding rural land.



- Port Tarakohe Ltd
- Talleys Ltd
- Tasman District Council
- Department of Conservation

### *Māori Cultural context*

Port Tarakohe and the surrounding area has rich cultural heritage and a long history of occupation and use for ngā iwi. There are a number of identified archaeological sites and a range of known culturally significant locations. The Port sits within the Te Tau Ihu Coastal Marine area which is a Statutory Acknowledgement Area for all of the local iwi.

A clear understanding of cultural values is essential to understand how current and future activities can impact on cultural values and what opportunities may be available for development of the land in a way that provides protection and enhancement to cultural values and enhances understanding and respect.

Manawhenua ki Mohua provided a strategic overview of cultural values for the Port Tarakohe business case proposal (2019) and this document provides clear guidance on cultural issues at a high level, including direction on activities considered to be inappropriate in and around the Port. That document is included as **Appendix Three** to this report. The Ngāti Tama Environmental Management Plan 2018 also provides clear guidance on the issues relating to development generally and structures in the coastal marine area, and in particular the need to include ngā iwi in decision making and to provide for maintenance and enhancement of the natural environment.

Key issues identified include the need to:

- Ensure that culturally significant sites and taonga are protected.
- Recognise the ancestral relationships and significance through engagement and a role for ngā iwi in decision making.
- Dispose of dredged material appropriately and minimise reclamation and earthworks.
- Use detailed cultural impact assessment in the future to better direct specific development proposals.
- Ensure access for whānau to maintain cultural practices including Waka ama.

### *Commercial Port Activities*

The primary and historical use of the Port is as a working port, and this is reflected in the Vesting Act<sup>3</sup>. The commercial Port activity is a significant activity for the local area and for Golden Bay | Mohua more widely. The ability to continue to use the Port as a commercial business operation relates to ensuring safety and that there is sufficient space, access, infrastructure, and the ability to support the commercial users.

Current issues in supporting the commercial Port relate to the need for more space (both within the Port area itself and nearby) that can accommodate port, commercial and light industrial activities that support marine farming, transportation, and tourism / recreation. Changes to the commercial Port area to provide for expansion of existing activities or increased range of activities will be needed. Associated issues relating to access and infrastructure are dealt with in separate issues below.

Planning for the Port has historically been short term as reflected in the existing layout (e.g. fuel tank placement). This has led to an inefficient layout, activity bottlenecks, ad hoc facilities, and a lack of space for new facilities. Some current Port activities impact on social and environmental values and there is potential that significant Port expansion could increase adverse effects.

Cruise ship use is not well accommodated at present, and it may be possible to improve access as another form of support for the Port and the wider community. Current upgrades to parts of the wharf, marina and amenities area are currently underway.

The Council's Enterprise Committee submission on the draft LTP 2024-2034 noted that the past decisions relating to the operation of a self-sustaining Port have not been successful. The 2024-2034 Enterprise Activity Management Plan aims to complete current Port upgrades and look at a replacement recreational marina as well as further investigating other management and charging options.

<sup>3</sup> Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995

### Recreation and Community

The description of the intended use of the land in the preamble to the Vesting Act is “for development as both a working harbour and a recreational area”. This is however not followed through in the Act itself with the purpose of the vesting in section 3 of the Act describing only ‘harbour works’. It is Council’s intention to retain recreational usage of the Port and the vesting of the land as a local purpose reserve does reinforce the role of the land in part for recreational purposes through the expectations set for such reserve land under the Reserves Act.

To provide for this important community recreational use, the challenge is to find a way to accommodate the range of recreational uses and facilities compatibly with the adjacent conservation areas (e.g. that do not threaten the Kororā | little blue penguins) and commercial Port activities (e.g. do not lead to conflict with commercial boats). There is also apparent demand to improve and expand the recreational resource to include other activities and support recreational use such as improved ablutions, food services, and accommodation.

The Port supports the important recreational boating activity and recreational users are a key aspect of the use of the Port area. Support for recreational use both on land and in the coastal marine area relates to the ability for support activities to be enabled such as increased mooring or marina space, ablutions, etc.

Decisions need to be made on what are appropriate uses of public space to support recreational and community uses without using the limited available space for private activities such as storage and parking. Further there are decisions to be made on what, if any, commercial uses are appropriate to support recreational and community use such as a marina or café.

<sup>4</sup> Reserves Act 1977, section 23(1)

### Special natural and ecological areas

The Port area, and wider areas, provide for a wide range of natural values including key conservation and ecological values.

Section 23 of the Reserves Act sets out how Local Purpose reserves must be managed. Firstly it is for the purposes “specified in any classification of the reserve”<sup>4</sup>, which in the case of Port Tarakohe is “both a working harbour and a recreational area”. Beyond this primary purpose, section 23 also requires:

*“having regard to the specific local purpose for which the reserve has been classified, every local purpose reserve shall be so administered and maintained under the appropriate provisions of this Act that ...*

*(a) where scenic, historic, archaeological, biological, or natural features are present on the reserve, those features shall be managed and protected to the extent compatible with the principal or primary purpose of the reserve”<sup>5</sup>.*

The New Zealand Coastal Policy Statement also requires the protection of significant indigenous biodiversity, areas of outstanding landscape and natural character.

In the context of Port Tarakohe these issues relate to how the Port commercial uses and tourism / recreational activities can be operated while still ensuring protection and enhancement of the significant natural conservation and ecological values that are present, including protection of:

- Kororā | little blue penguins including from dogs, people, and traffic.
- Red billed gull colony around the rock stacks and surrounding bush from displacement from disturbance or contamination.
- Hector’s dolphins around the Port entrance.
- Terrestrial and marine species and birds that use the area for shelter and feeding.

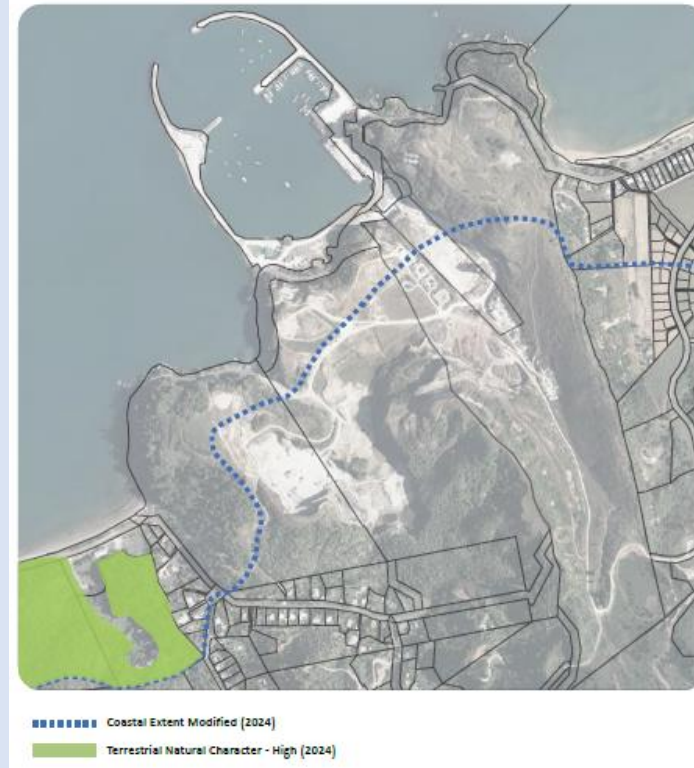
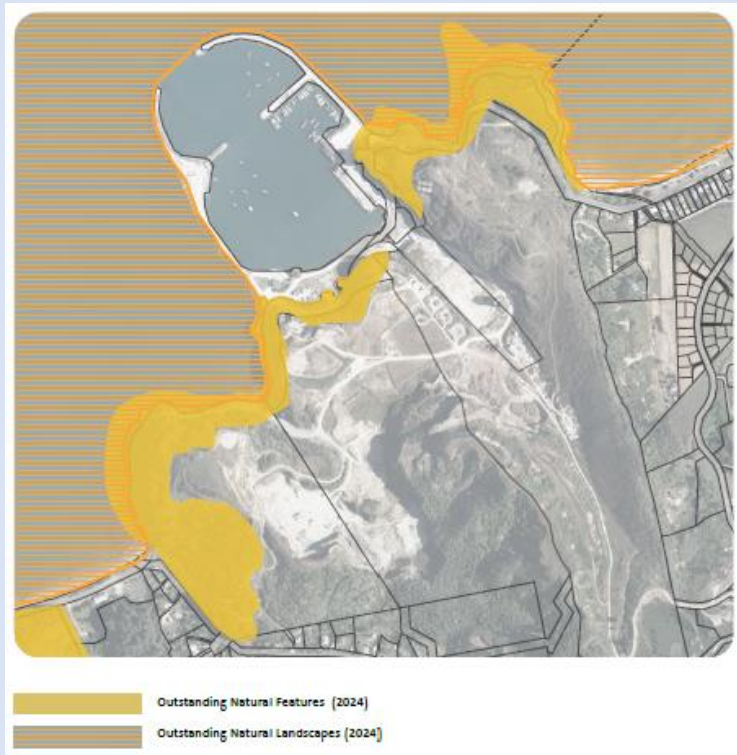
<sup>5</sup> Reserves Act 1977, section 23(2)



Spatial Plan - Background

- Indigenous vegetation, particularly including northern rata.
- Outstanding natural feature of the limestone cliffs and outcrops.
- Outstanding natural landscape (seascape) of Golden Bay | Mohua coastal marine area.

As part of reviewing the Tasman Resource Management Plan, work has been undertaken on defining Outstanding Natural Landscape, Outstanding Natural Features, Natural Character areas and the Coastal Environment boundary. These special areas are predominately the bluff faces and the main waters of Golden Bay | Mohua.



The area is of historic significance for a range of reasons but primarily:

- the Abel Tasman Monument which acknowledges the first and only visit by Dutch explorer Abel Tasman to Mōhua / Murderer’s Bay in 1642.
- the establishment of the Port and associated quarry by Golden Bay Cement in 1908 which provided significant employment for the area and contributed to large scale change in landforms and land uses.

The issue in relation to historic heritage is the protection of these historical values and integration of them into future uses of the land and area.

Spatial Plan - Background

*Access and movement*

The Spatial Plan area is accessed from Abel Tasman Drive which provides vehicle, walking and cycling access to the Port from the west from Pōhara, Tākaka and ultimately the rest of Tasman and beyond. This road also provides access through to Ligar Bay, Tata Beach, Wainui Bay and the Abel Tasman National Park. It is important to ensure continued safe access to and through the area.

The road adjacent to the Port is very narrow in places and winding and affected by adjacent cliffs and overhangs with some instability issues in parts. This causes safety issues with potential for conflicts between users (e.g. cars and trucks vs pedestrians and cyclists) and there is limited space for physical improvement. The roading access points to the Port and recreation area, as well as the connections within the Port area itself are constricted with vehicles crossing in areas of limited visibility and little separation between accesses.

The coastal road is also at risk from coastal impacts during storm conditions and the road will be subject to sea level rise in time. This also impacts on linear infrastructure with cables and pipes being within the road corridor. There is no alternative access to settled areas to the east and to Abel Tasman National Park should the road through the Port area be closed e.g. due to rock falls. Alternative roading inland would be expensive and difficult.

Goods and aquaculture products are currently transported out of Golden Bay | Mohua via the Takaka Hill which is at times subject to closures due to weather events and damage.

Use of the road is predicted to increase long-term, especially if commercial use of the Port increases e.g. servicing the marine farms. This will impact on the wider roading network especially with increased heavy vehicle movements. There is also potential for conflict with vehicles moving between the Port itself and surrounding land areas. The Golden Bay Cycle and Walkway Society have developed concept plans for a possible walking and cycling link to the Port, but these have not yet been assessed or adopted by Council.

Part of the public road is currently on private land rather than being legal road reserve and ownership needs to be resolved (a separate process is underway to achieve this).

There can at times be conflicts between users within the Port waters with a range of users from small boats and waka through to large commercial vessels navigating the enclosed area. There is a need to ensure safety for all users within the Port space.



*Infrastructure*

There are a number of infrastructure constraints that impact on the current operations at the Port and on the potential for growth and development of existing and new activities. These include:

Water supply issues relate to:

- The water source serving the Port has historically been from land owned by PTL, with an agreement with TDC for limited water supply (under a resource consent held by PTL). That water availability is subject to continued agreements with PTL and is vulnerable to weather events.
- Future development in the area is dependent on having secure water supply or supplies for a range of demands.
- The provision of a potable water supply is critical to the anticipated commercial developments associated with the aquaculture industry.
- It is assumed water for firefighting will be required around the Port area and the commercial area.
- The current option being explored by Council is to extend the water supply line from Pōhara to service the commercial Port area, but this would remain on a limited supply and would be insufficient for more than minimal growth. Options for additional water supply appear limited (few reliable surface water sources available) and may be costly.
- The area overlays Tākaka Limestone and granite which leads to risk of runoff and contamination reaching the CMA due to porosity and erodibility.
- Options for on-site groundwater are being pursued and investigated in relation to quality and quantity to be sufficient for growth. Recently a non-potable bore has been consented and installed to take 10/m<sup>3</sup> a day for non-potable water and a longer-term consent will be sought pending more data.
- Other options including a saltwater pump for wharf washdown will be investigated as well.

Wastewater issues relate to:

- Wastewater at the Port currently discharges to Council's reticulated network. There is a Council owned pump station at the Port which pumps the wastewater from the Port (as well as from the communities further east of

the Port such as Ligar Bay and Tata Beach) to the Tākaka Wastewater Treatment Plant. Currently the treatment plant is at capacity and TDC are unable to connect new Port facilities or consent new subdivision properties to the system until the system upgrades have been completed (programmed for 2022-2026). Residential growth in and around Tākaka is also competing for any additional capacity.

- The network has a history of wastewater overflows onto private property, and underlying services are due an upgrade in some locations.
- The Pōhara Valley Road pump station is sited in the middle of TDC's legal road.
- Expansion of wastewater services is critical for the operation and expansion of the commercial Port area and the ability to cater for more aquaculture activities as well as dealing with issues relating to biosecurity.
- It is possible that some forms of industrial development may only create minimal wastewater from toilet blocks and offices and options could be explored to store it and discharge off peak into infrastructure (existing or future expansion) or transport it off site. Contaminated water from boat maintenance would likely need to be transported off site to an approved disposal location.

Stormwater issues relate to:

- Stormwater management is not integrated into any network operating within the wider area.
- Stormwater needs to be managed to ensure that contaminants do not discharge into the coastal marine area and to protect cultural values.

Other servicing issues may arise over time including the need to increase electrical capacity to the Port to provide for electrification of vessels, and the need to adequately manage solid waste.



*Climate change*

Parts of the Port and the foreshore are vulnerable to coastal inundation and storm surges, and rising sea levels in the longer term. Modelling undertaken to date indicates this is relatively confined to the Port itself and roading infrastructure within the Spatial Plan area. The Port will be directly affected by sea level rise over the longer term, simply because of its location and functional need to be on the coastal edge.

Management approaches to addressing climate change and sea level rise are being addressed through implementation actions under other processes. These issues will be worked through by the Council as knowledge of change increases and as legislative reform progresses. Any development does however need to consider these issues in ensuring decisions build in resilience.



PORT TARAKOHE SPATIAL PLAN – DRAFT – OCTOBER 2024

Spatial Plan - Background

*Statutory context*

The statutory context of the Port and surrounding area is subject to a number of pieces of legislation including the Resource Management Act, Reserves Act and National Parks Act. The Vesting Act is also key to understanding the purpose of the Port.

Subject to the Resource Management Act, the land within the Spatial Plan area has a range of zones under the Tasman Resource Management Plan (TRMP). The key zones in this regard are the Light Industrial zone covering the eastern side of the Port, and the Recreation zone on the western and central parts of the Port. The Abel Tasman memorial reserve land is Conservation zone and Open Space and Rural 2 zonings make up the majority of the rest of the zoning pattern.

The Coastal Marine Area, below Mean High Water Springs, is not zoned but is managed under the Resource Management Act as public space, with particular direction provided by the New Zealand Coastal Policy Statement 2010 and this is implemented by the TRMP rules.

Key areas of land are also subject to other Acts. Section 3 of the Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995 vested 4.56 hectares of land (i.e. the Port itself) in Tasman District Council as a reserve subject to the Reserves Act 1977, to be administered as a Local Purpose (Harbour Works) Reserve. The Abel Tasman Memorial Reserve is covered by the National Parks Act 1980 and the Abel Tasman National Park Bylaws 2009.



*Current context...*

The current context of the Port is a multipurpose area where a wide range of existing activities are accommodated, these include:

**Eastern (Port) Side of the Port**

- ① Horseshoe shaped rock arms that protect the Port from wave action.
- ② Moorings (inner and outer harbour) and marina (pile and floating berths).
- ③ Main wharf, weighbridge, light and ice towers, manager's office and associated wharf facilities and security features.
- ④ Fuel facility, water tanks and commercial power supply.

**Western (Recreational) Side of the Port**

- ⑤ Horseshoe shaped rock arm that protects the Port from wave action.
- ⑥ Pohara boat club building, including public toilets and showers, and associated washdown area, parking and access areas.
- ⑦ Boat ramp and pontoon for launching recreational boats.
- ⑧ Launching ramp adjacent to the boat club for sailboats and waka ama.
- ⑨ Boat compound and hardstand storage compound.
- ⑩ Recreational moorings in an undeveloped space behind the inner rock arm.
- ⑪ Motor Caravan Association park-over site.
- ⑫ Penguin boxes and penguin fence.

**Abel Tasman Memorial**

- ⑬ Memorial site, including a roadside carpark, walking track, monument and viewing platform.





Port Tarakohe Spatial Plan

Port Tarakohe Spatial Plan



Commercial Port area = wharves, amenities, marina, appropriate expansion

Recreation area = boat club, community recreation, launching, parking, amenity, penguins, open spaces, supporting activities such as hospitality

Conservation area = revegetation, climbing, national park

PORT TARAKOHE SPATIAL PLAN – DRAFT – OCTOBER 2024

**Port Tarakohe Spatial Plan**

**Overarching Spatial Plan Objectives**

The spatial plan layout is shown on the plan above<sup>6</sup> and supporting this are three key objectives. These three objectives are intended to work in an integrated way to ensure positive outcomes across the Spatial Plan themes as set out below:

<i>Spatial Plan Objectives</i>	<i>Does the objective achieve the Spatial Plan Themes?</i>	
<b>1. Identifying areas of the Port for particular uses and activities improves certainty</b>	Mana whenua	✓
	Community needs	✓
	Special environments	✓
	Growth	✓
	Responses to hazards and climate change	-
<b>2. Providing for growth and change to enable opportunity</b>	Mana whenua	✓
	Community needs	✓
	Special environments	-
	Growth	✓
	Responses to hazards and climate change	✓
<b>3. Celebrating values and protecting special spaces recognises history, the people and the environment</b>	Mana whenua	✓
	Community needs	✓
	Special environments	✓
	Growth	-
	Responses to hazards and climate change	-

The analysis of these objectives is included in **Appendix Four** and more detail on the content of these objectives is described in the following sections:

<sup>6</sup> Note this is a diagrammatic representation of a spatial layout and is not a zoning pattern.

## Port Tarakohe Spatial Plan

*Objective 1: Identifying areas of the Port for particular uses and activities improves certainty*

The objective seeks to ensure clarity of uses and separation of activities. It is grounded in clearly identifying what parts of the Port area are intended to be used for which purposes, both now and in the future. The identification of areas will also be aligned with the appropriate statutory actions to implement this spatial layout (see action plan section below)

To achieve this objective, the Spatial Plan area will be clearly divided into three key areas with each clearly defined to provide for different uses and activities. This allocation of space will ensure separation between the commercial port, recreational and conservation spaces to improve certainty for users. Any future development, expansion of activities or new changes in use will need to be located in the right area and be compatible with the core purpose of that area.

The Spatial Plan area is proposed to be delineated into three separate areas and the areas have the following roles:

1. **Commercial Port Area** – covering the eastern part of the Spatial Plan area, and containing the marina, wharfs, ramps and wharf facilities.  
The purpose of this area is to provide a Port and harbour facility with an economic focus and provision for community resilience, commercial and light industrial activities and working port facilities.  
The direction for this area is to undertake appropriate and sustainable growth and development that provides for economic and community wellbeing, while protecting cultural values and the environment.
2. **Recreation Area** – covering the western and central part of the Spatial Plan area, and containing the boat club, recreational ramps, parking and open space areas.  
The purpose of this area is to support and enhance recreation and community opportunities, including passive and active recreation and support activities that enhance recreational options. Provision for recreation activities will include protection of the Kororā | little blue penguin habitat.  
The direction for this area is to provide excellent community recreation opportunities that enhance the special values of the area and support more of the community to use this space.
3. **Conservation Area** – covering the foreshore and cliffs and including the Abel Tasman memorial land.  
The purpose of this area is to provide for ecological protection and conservation restoration and enhancement activities. A parallel purpose is to provide for limited recreational activity in the form of climbing and walking.  
The direction for this area is to protect and enhance areas of conservation and ecological significance.

The methods of achieving the delineation of the spaces within the Spatial Plan area are set out in the Action Plan section that follows.

**Port Tarakohe Action Plan*****Objective 2: Providing for growth and change to enable opportunity***

Both the Commercial Port area and the Recreation area have the potential for some growth and change in activities. This growth can provide resilience for the community, economic support to both businesses and the community, increased and improved recreational opportunities, and improved open spaces. Any growth and change needs to be sustainable and to be balanced against achieving the other outcomes including ensuring that it is not at the cost of the environment.

To facilitate such opportunities there is a need to make deliberate decisions around support for appropriate growth, particularly in relation to infrastructure provision, and roading / access. Key elements to resolve include securing a potable water supply, developing an adequate wastewater management approach, and ensuring safe access and movement to and through the Port area. All growth and change must be carefully considered and shall apply appropriate consideration to cultural values, community wellbeing and environmental constraints.

To achieve this objective, provision will be made for appropriate growth and development through a variety of statutory processes, with any change focused within parts of the Spatial Plan area that can accommodate change, and there will be a focus on opportunities and options that are good for everyone and the environment.

The actions required to achieve growth and development are set out in the Action Plan section that follows.

***Objective 3: Celebrating values and protecting special spaces recognises history, the people and the environment***

The Spatial Plan area holds many special values and spaces that merit being protected and celebrated. While the delineation of the Conservation Area will clearly show the key purpose of that space, other values and spaces relate to the area as a whole. There will be a need to protect some areas (such as the cliffs and associated vegetation) to ensure that the special values are not lost by growth and change, while other areas (such as the memorial land) can be enhanced and used to support the wider community.

To achieve this objective, there will be protection of vulnerable areas and species, and provision will be made for some appropriate development of some areas to celebrate importance and enable enhancement.

The Action Plan below sets out the key actions for achieving protection and celebration of values and special qualities.

**Port Tarakohe Action Plan**

## Port Tarakohe Action Plan

Highest priorities to undertake promptly are those set out in Objective 1 that provides for separation of activities – through zoning and reserve status. Addressing this objective will in turn delineate areas in which activities are to be enabled and set the outline for the other objectives.

Many of the actions required to implement Objective 2 require an initial detailed assessment that addresses identification of constraints / opportunities and option development. For each of the key issues the initial assessment will then put in place further actions to deal with the issue appropriately. For example, an overarching approach to roading and transport will start with assessment of issues and options, and then move to determine appropriate steps to better address access and safety.

Objective 3 can be implemented in parallel with the other actions, and in many cases involves actions that will require the Council teams to work closely with the community and other agencies.

The following action plan sets out the next steps required to implement this Spatial Plan:

Objective	Action	Action category	Term		Responsibility	Priority
			Short <sup>7</sup>	Medium <sup>8</sup>		
<b>Objective 1: Identifying areas of the Port for particular uses and activities improves certainty</b>	Apply the separation approach through application of three zones within the Spatial Plan area: Port Zone, Recreation Zone, and Conservation Zone (through a plan change).	Planning	✓		Policy team	High
	In accordance with s16 of the Reserves Act 1977, prepare and consult on a proposal to classify the eastern part of the 4.56 ha reserve area where the Port is located as Local Purpose (Harbour Works) Reserve and the western part as Recreation Reserve. This will ensure that the primary purpose assigned to each half of the reserve more accurately reflects the values present.	Reserves Commercial	✓		Reserves team Enterprise team	High
	Legalise existing extensions to arms and width of breakwaters to ensure that the reclamation areas are identified correctly, and property boundaries align with MHWS.	Legal		✓		Medium

<sup>7</sup> Short term is the next 1-3 years.

<sup>8</sup> Medium term is 3-6 years.



Port Tarakohe Action Plan						
Objective	Action	Action category	Term		Responsibility	Priority
			Short <sup>7</sup>	Medium <sup>8</sup>		
Objective 2: Providing for growth and change to enable opportunity	Undertake a process to identify ‘functional need’ to inform rules that enable/restrict activities within the three areas.	Planning	✓		Policy team	High
	Apply rules to each of the three areas, that enable appropriate activities but restrict inappropriate activities or inappropriate scale of change (through a plan change). Differentiate rules between activities and effects to appropriately control outcomes.	Planning	✓		Policy team	High
	Prepare and consult on a management plan for the commercial Port area that sets out future growth options over the next 5-10 years and addresses cost / benefit and funding. This will also include identification of constraints on growth and demand for services, amenities and facilities, together with options to resolve constraints. It will include resilience, management of contaminants, resolving conflicts between users, and support for wider commercial activities, and an assessment of how growth supports cultural values, community wellbeing and environmental values.	Commercial		✓	Enterprise team	Medium
	Prepare a three waters servicing report that includes: <ul style="list-style-type: none"> <li>Assessment of current constraints on services.</li> <li>Identification of growth and demand for the different uses/activities in the commercial Port and recreation areas, including alignment with provision for likely new activities.</li> <li>Assessment of options to supply the existing and future uses, including ensuring sufficient provision for growth.</li> <li>Timeline and costing of options to feed into the LTP as the mechanism to secure the necessary funding to carry out the work needed to facilitate growth and development.</li> </ul> This assessment will include management of stormwater, wastewater and contaminants to meet NZCPS requirements and to protect cultural and ecological values.	Servicing Reserves Commercial	✓		Water and Waste team Reserves team Enterprise team	High

Port Tarakohe Action Plan

Objective	Action	Action category	Term		Responsibility	Priority
			Short <sup>7</sup>	Medium <sup>8</sup>		
	<p>Prepare a roading and transport report that includes:</p> <ul style="list-style-type: none"> <li>• Identification of current issues with roading access for all users, addressing both movement to and within the Spatial Plan area.</li> <li>• Options to improve safety for all road users on Abel Tasman Drive.</li> <li>• Options to improve safety for all road users at intersections accessing the commercial Port area, recreation area and adjacent private land.</li> <li>• Timeline and costing of options to feed into the LTP as the mechanism to secure the necessary funding to carry out roading works that will ensure safety and accessibility.</li> </ul>	Transport Reserves Commercial	✓		Transport team Reserves team Enterprise team	High
	<p>Review and consult on the Golden Bay Ward Reserves Management Plan (RMP) to incorporate specific management policies for Port Tarakohe reserve.</p> <p>This Port Tarakohe section will include specific direction to guide development of the recreational area, including relocation of activities and identification of new uses that have a functional need to locate within the reserve space, for example:</p> <ul style="list-style-type: none"> <li>• provision for new recreational marina facilities,</li> <li>• improved boat storage,</li> <li>• ramp upgrades,</li> <li>• improved facilities to clean boats,</li> <li>• improved parking and access,</li> <li>• improved plantings and hard landscaping<sup>9</sup>, and</li> <li>• methods to achieve protection of special values.</li> </ul> <p>The plan may also include consideration of commercial activities such as hospitality.</p> <p>Budgets to implement the RMP policies can then be included in the Council’s Reserves and Facilities and Council Enterprises Activity Management Plans to implement upgrades and new works over time.</p>	Reserves	✓		Reserves team	High

<sup>9</sup> Hard landscaping includes seating, picnic facilities, shelters, information signs, educational material, etc.

Port Tarakohe Action Plan						
Objective	Action	Action category	Term		Responsibility	Priority
			Short <sup>7</sup>	Medium <sup>8</sup>		
<b>Objective 3: Celebrating values and protecting special spaces recognises history, the people and the environment</b>	Identification of areas of landscape and natural character value, and protection of these through plan changes to TRMP (underway)	Planning	✓		Policy team	High
	Identification of areas of ecological significance and development of an approach to protecting these (potentially plan change to TRMP).	Planning		✓	Policy team	Medium
	Cultural value identification: work with iwi to commission a specific assessment of cultural values for the Spatial Plan area that will inform mechanisms to protect and celebrate values <sup>10</sup> .	Planning	✓		Policy team	High
	Formalise a community based biodiversity group and together with that group prepare a biodiversity restoration and enhancement plan. The plan will identify opportunities for ecological restoration and enhancement, and guide actions to implement the plan, including sources of funding and timing of works.	Biosecurity and Biodiversity		✓	Biosecurity and Biodiversity	Medium
	Support works by DOC to enhance the Abel Tasman memorial site including through investigations into additional parking, safe walking access and signage.	All of Council		✓	All of Council	Medium
	Develop a contamination management plan that ensures that all activities within the Spatial Plan area respond to the directions of the NZCPS to protect the coastal environment from contamination. This will include identification of sources of contamination and an action plan to manage risks.	Commercial	✓		Enterprise team	High

<sup>10</sup> For example, this could include opportunities to celebrate e.g. information panels or pou, or enhance e.g. development of mahinga kai areas.

## Appendix One: Engagement Summary

### *Feedback on draft Issues and Options Report*

A hui was held on 18 May 2023 with iwi representatives from Ngāti Tama, Te Atiawa, and Manawhenua ki Mohua.

Feedback was sought on the draft Issues and Options Report during February and March 2024. The approach to seeking feedback included:

- a presentation to the Golden Bay Community Board February 2024,
- a Shape Tasman webpage,
- notices in Newsline,
- a public open day at the Boat Club on 14 February 2024,
- various communications with numerous interested parties, and
- inputs from Council staff in relation to roading, reserves, servicing and development.

The summarised feedback received included:

- Support for further development of the commercial Port to support development and economic growth. This included requests for improved wharf facilities and better safety, provision of ablutions, and especially increased parking.
- Concern over increases in traffic leading to road safety issues.
- Recognition that the Port is a community asset and plays a critical role in providing for resilience for Golden Bay | Mohua.
- Support for increased recognition of and provision for recreational boating use and improved recreational facilities including an extension to the western arm, safety improvements to the recreational ramp and pontoon, better small vessel facilities, upgrades to the access and parking arrangements, café or similar, tourism support facilities, retail opportunities, benches and picnic tables, fishing platforms. Provision for rock / cliff climbing. Better maintenance and upgrades of existing facilities. More and better everything.
- Upgrade the recreational facilities at the Port to provide a diversity of recreational opportunities for the community. Support for the Pōhara Boat Club and the activities they provide.
- Make provision for cruise ship visitors.
- Requests for better protection for those walking and cycling to and through the Port area, including development of a shared pathway.

- Concern over impacts of existing and increased development at the Port and associated with expansion of the mussel farm industry. Effects on the amenity of adjoining residential areas.
- Need for protection of the surrounding ecological and landscape qualities of the cliffs, vegetation and coastline. Need to continue ecological restoration projects.
- Support for increased ecological improvement including habitat restoration.
- Request for continued use of the Port area for vehicle based camping.

## Appendix Two: Tarakohe Harbour Vesting Act extract

s 1 **Tasman District Council (Tarakohe  
Harbour Reclamation Validation and  
Vesting) Act 1995** Reprinted as at  
19 December 1995

### Preamble

Whereas—

- (a) certain land was authorised to be reclaimed by Orders in Council made pursuant to section 175 of the Harbours Act 1950 on 29 August 1977, and published in *Gazette*, 1977, Volume III, at page 2439;
- (b) the land reclaimed was not in accordance with the authority granted by the Order in Council in that certain unauthorised areas were reclaimed, and other authorised areas were not reclaimed;
- (c) no application was made to have the reclamation vested in the reclaiming body pursuant to section 175D of the Harbours Act 1950;
- (d) the Tasman District Council has acquired the interests of the reclaiming body and wishes to validate the reclamation in order that the reclamation be designated as a local purpose reserve and be vested in the Council for development as both a working harbour and a recreational area.

### 1 Short Title

This Act may be cited as the Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995.

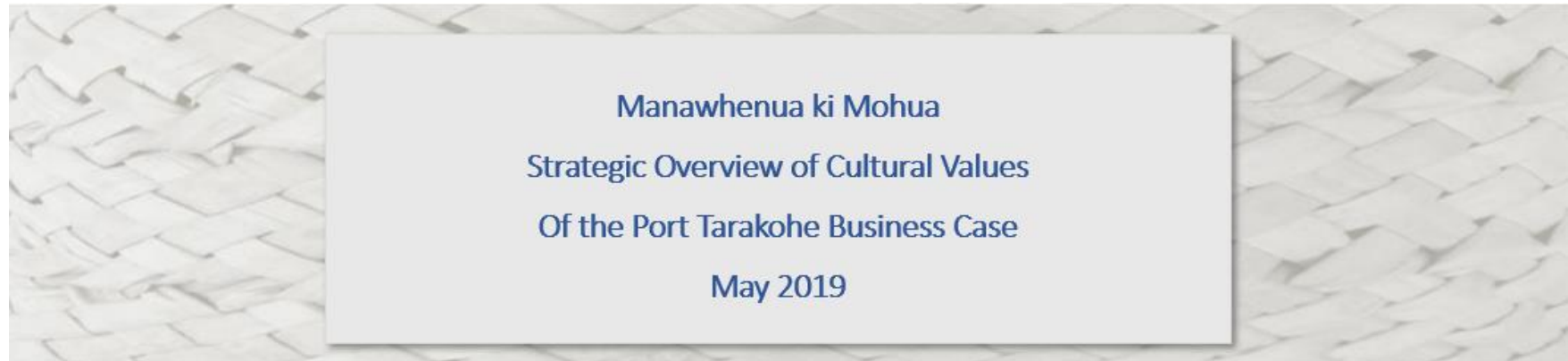
### 2 Validation of reclamation

Notwithstanding anything in the Harbours Act 1950 or in any other Act, the reclamation of the area described in the Schedule is hereby validated and declared to have been lawfully carried out.

### 3 Land vested in Tasman District Council, etc

- (1) The land described in the Schedule is hereby vested in the Tasman District Council as a reserve within the meaning of the Reserves Act 1977, and shall be held by that Council as a local purpose reserve under section 23 of that Act for the purposes of harbour works.

## Appendix Three: Manawhenua ki Mohua Strategic Overview of Cultural Values Of the Port Tarakohe Business Case, May 2019



### **Cultural context**

Manawhenua Ki Mohua (MKM) is the umbrella entity for the three manawhenua iwi living in Mohua; Ngāti Tama, Ngāti Rārua and Te Ātiawa. MKM are the descendants of Māori chiefs, whom through raupatu (conquest) and intermarriage assumed the role of kaitiaki, or guardians of the rohe (area); a responsibility which was subsequently passed down by way of whakapapa (genealogy).<sup>1</sup> As the kaitiaki, MKM continue to carry out their obligations to uphold the cultural and environmental integrity of the rohe for past, present and future generations.

## Background

Port Tarkohe is a community asset that provides for both recreational and commercial interests. The Tasman District Council (TDC) has facilitated the development of a Business Case for Port Tarkohe – to design and cost out a proposed upgrade; to inform future decision-making about further investment into the Port. This process was partially funded by the Provincial Growth Fund. The following groups were established to assist with this process:

Port Tarkohe Business Case Working Group; responsible for preparing the designs and costing out the upgrade works to put to the PT Steering Group; and

Port Tarkohe Business Case Steering Group; responsible for signing off on the Business Case

Iwi representatives have been part of the Business Case development process with Butch Little invited to attend Working Group meetings (attended on occasion by Fred Te Miha) and Kura Stafford appointed to the Business Case Steering Group in May 2019. In addition, Toni Grant has attended both the Working Group and Steering Group meetings as representative for Maara Moana since March 2019.

If the Business Case is approved and further funding is received, the Port re-development will go through the Resource Consent process.

To inform the discussion, the TDC approached Manawhenua ki Mohua to seek an overview of cultural values relating to the Business Case proposal – the subject of this report. In addition, a more detailed Cultural Impact Assessment will be developed to inform the Resource Consent process.

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<sup>1</sup> These chiefs included: Te Meihana, Niho Tehamu, Te Aupōuri Mātenga, Henare Tatana Te Keha, Tāmati Pirimoana, Terahui Hekaka, and Takarei Tewhareaitu. These chiefs included: Te Meihana, Niho Tehamu, Te Aupōuri Mātenga, Henare Tatana Te Keha, Tāmati Pirimoana, Terahui Hekaka, and Takarei Tewhareaitu



## Cultural values<sup>2</sup>

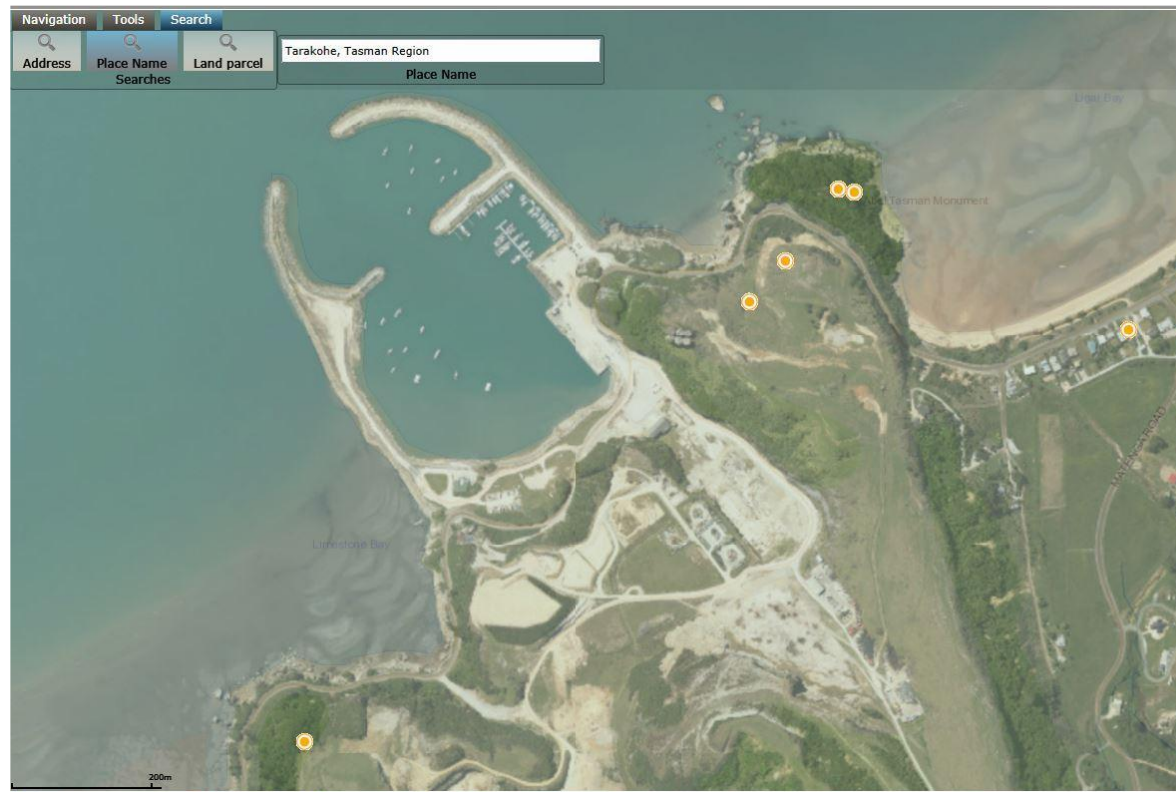
### 1. Cultural significance of area

The coastline from Pohara to Tata was of great significance to tūpuna (ancestors). The whole area derives its importance from the traditions maintained and passed on through many generations. Papakāinga, fishing grounds, urupā and other tapu sites are all associated with the cultivation and occupation of land along this stretch of coastline. Modified soils, midden, gardens, pits, stake holes and artefacts reflect the variety and abundance of kaimoana collected from the sea. 600 year old fish hooks, of national significance, were recently found in the vicinity of Port Tarakohe.<sup>3</sup>

Each cultural site in the area relates to others, and together, they form a cluster of sites, which are intrinsically important. Clusters of sites provide valuable information about the relationship of tūpuna with local resources and the customs and traditions practised over time. They are important in determining settlement patterns – the length of settlement and patterns of resource use. Given the range and number of known sites that exist along this coastline, the likelihood that unrecorded sites exist in the adjacent limestone cliffs and the surrounding area is high.

As kaitiaki of the rohe, Manawhenua ki Mohua seek to protect the whole locality; the sites and associated taonga. Guardianship of these treasures is integral to the cultural wellbeing of present and future generations.

The location of recorded sites adjacent to Port Tarakohe are illustrated in the map below<sup>4</sup>



<sup>2</sup> Content identified at the first working group Hui on Thursday 23rd May 2019.

<sup>3</sup> Pers comm. Chris Hill (May 2019)

<sup>4</sup> Maps provided by Christine Barnett (Central Region, Heritage NZ) May 2019

PORT TARAKOHE SPATIAL PLAN – DRAFT – SEPTEMBER 2024

## 2. Relationships

The ancestral relationships and significance of Port Tarakohe and surrounding area to MKM needs to be recognised in the level of engagement the TDC undertakes through the Port Re-development process. It is important that this engagement extends to road upgrades and any other infrastructure, which may be developed to service the Port.

## 3. Dredging

### *a. Disposal of dredged material*

It is important that any material dredged from Port Tarakohe is disposed of in a way that protects cultural and environmental values.

### *b. Toxicity of dredged material*

MKM support the monitoring of material dredged from the Port to determine its toxicity and enable safe disposal

## 4. Reclamation

### *a. Proposed narrowing of the Port entrance.*

MKM understand that the existing entrance to Port Tarakohe is already reclaimed at sea bed level. Therefore, narrowing the entrance will not involve further reclamation, but rather in-filling. However, two important considerations for this work are the choice of fill and calculating the change in wave dynamics at the Port entrance.

## 5. Earthworks for supporting infrastructure

### *a. Placement of new ramp*

### *b. Recreational marina piles*

### *c. Wastewater pipeline for proposed toilets*

MKM seek an archaeological assessment in un-reclaimed areas, where earthworks are required to develop additional Port infrastructure. Cultural monitoring and assessment of significant sites in the area may also be required.

## 6. Reciprocity

### *a. Planting Plan*

### *b. Penguin habitat restoration*

For manawhenua iwi reciprocity is an important cultural practice. One way to give back to the natural world (the environment) is to enhance net restorative environmental outcomes. In this instance, a landscape and planting plan for the Port area is recommended. MKM advocate the use of indigenous plants for restoration work and the enhancement and extension of habitats for indigenous species, such as penguin habitat. As kaitiaki, MKM recommend the hauora (health) of indigenous species within the Port coastal environment is explored further to inform decision-making processes.

## Cultural activities

### *a. Access to culturally sites*

MKM wish to maintain their association with culturally important sites and areas in and around the Port. Therefore, it is important that this relationship is provided for in the development of the area.

### *b. Waka ama*

A cultural practice which is takes place at Port Tarakohe is Waka Ama. This activity involves the wider community as well as whānau. Recognising the value and importance of cultural traditions in the present day is important. One way to encourage and support Waka ama would be to establish a shed to house the waka and or related other utilities.

*NB: The recommendations in this Section are consistent with the Ngāti Tama Environmental Management Plan 2018: see Pages 36 and 49.*

## Appendix Four: Analysis of objectives

<i>Spatial Plan Objectives</i>	<i>Does the objective achieve the Spatial Plan Themes?</i>	
<b>1. Identifying areas of the Port for particular uses and activities improves certainty</b>	Mana whenua	✓
	Community needs	✓
	Special environments	✓
	Growth	✓
	Responses to hazards and climate change	-
<b>2. Providing for growth and change</b>	Mana whenua	✓
	Community needs	✓
	Special environments	-
	Growth	✓
	Responses to hazards and climate change	✓
<b>3. Celebrating values and protecting special spaces</b>	Mana whenua	✓
	Community needs	✓
	Special environments	✓
	Growth	x
	Responses to hazards and climate change	-

### 1. Identifying areas of the Port for particular uses and activities improves certainty

	Theme	Assessment
<b>Spatial Plan Themes</b>	Mana whenua	Defining the purpose and intent of each area will ensure that the mana whenua values within the three parts of the Port can be clearly recognised and integrated into the purpose of each area.
	Community needs	Clearly articulating the intended purpose for each area allows the community to understand the intended role and identity of the spaces. Identifying the recreational area allows the community to focus on this area for recreational and open space purposes.
	Special environments	Identifying the area appropriate for a conservation focus allows recognition of the key special areas and values.
	Growth	Dividing the Port into key areas allows clear focus of growth of different types and clarity around the intent for each area to perform a different role.
	Responses to hazards and climate change	Delineation of the different areas does not directly contribute to this theme.

Cultural	Defining the purpose and intent of each area will ensure that the mana whenua values within the three parts of the Port can be clearly recognised and integrated into the purpose of each area.
Social	Clearly articulating the intended purpose for each area allows the community to understand the intended role and identity of the spaces. Identifying the recreational area allows the community to focus on this area for recreational and open space purposes.
Environmental	Identifying the area appropriate for a conservation focus allows recognition of the key special areas and values.
Economic	Dividing the Port into key areas allows clear focus of growth of different types and clarity around the intent for each area to perform a different role.

**2. Providing for growth and change to enable opportunity**

	Theme	Assessment
<b>Spatial Plan Themes</b>	Mana whenua	Explicitly providing for growth and change in the recreation and commercial areas allows for opportunities to integrate Māori design and tikanga in any new development, as well as ensuring that new development apply the principles of Te Mana o Te Wai. New development could conflict with mana whenua values and still needs to be carefully considered.
	Community needs	The opportunities for growth and change to meet community needs lie mostly in the recreational and conservation areas of the Port and enabling appropriate development will support community outcomes.
	Special environments	While growth and change are anticipated in two of the areas of the port, the conservation area is expected to be more of a protective role to recognise the special values. Limited change in this space will provide for limited activities that are compatible with special values.
	Growth	The provision for growth and change directly supports this theme and ensures there is capacity for improvement and development in the right areas.
	Responses to hazards and climate change	Growth and change will need to be managed to avoid hazard risk and recognise climate change and the provisions applied to this theme need to account for this.
	Cultural	Explicitly providing for growth and change in the recreation and commercial areas allows for opportunities to integrate Māori design and tikanga in any new development, as well as ensuring that new development apply the principles of Te Mana o Te Wai.
	Social	The opportunities for growth and change to meet community needs lie mostly in the recreational and conservation areas of the Port and enabling appropriate development will support community outcomes.
	Environmental	While growth and change are anticipated in two of the areas of the port, the conservation area is expected to be more of a protective role to recognise the special values. Limited change in this space will provide for limited activities that are compatible with special values.
	Economic	The provision for growth and change directly supports this theme and ensures there is capacity for improvement and development in the right areas.

### 3. *Celebrating values and protecting special spaces recognises history, the people and the environment*

	Theme	Assessment
<b>Spatial Plan Themes</b>	Mana whenua	This approach directs the recognition of cultural values and the intent to celebrate these values across the Port as a whole. Special ecological values are of importance to ngā iwi and need to be protected.
	Community needs	The community desire for protection of special areas and enhancement of values will contribution to ensuring that greater use of this space is enabled.
	Special environments	The celebration of values and protection of special areas directly supports this theme and ensures that the particular values of the area are recognised and provided for.
	Growth	Growth will be limited in the areas of special value to ensure appropriate protection, and this may impact on the ability to maximise growth throughout the whole of the Port area.
	Responses to hazards and climate change	The celebration of values and protection of special areas does not directly contribute to this theme.
	Cultural	This approach directs the recognition of cultural values and the intent to celebrate these values across the Port as a whole.
	Social	The community desire for protection of special areas and enhancement of values will contribution to ensuring that greater use of this space is enabled.
	Environmental	The celebration of values and protection of special areas directly supports this theme and ensures that the particular values of the area are recognised and provided for.
	Economic	Growth will be limited in the areas of special value to ensure appropriate protection, and this may impact on the ability to maximise growth throughout the whole of the Port area.





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Boffa Miskell is a leading New Zealand environmental consultancy with nine offices throughout Aotearoa. We work with a wide range of local, international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, Te Hihiri (cultural advisory), engagement, transport advisory, climate change, graphics and mapping. Over the past five decades we have built a reputation for creativity, professionalism, innovation and excellence by understanding each project's interconnections with the wider environmental, social, cultural and economic context.

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## **Port Tarakohe Draft Spatial Plan Engagement Notes**

### **Public open day 10 December 2024**

Feedback received from 6 people / groups.

#### **PTL / Dan and Katie Hames**

- Road areas should not be shown as conservation zone – not appreciated that roads have an underlying zone.
- Discussion on the definition of Harbour Works from the Harbours Act – about the works themselves not the operation.
- Referenced confidential deed of license
- Mentioned Kanoa loan and understanding of ability to convert to equity.
- Explained sale from GB Cement to TDC on the basis of the port use licence and covenants and deed of licence and ongoing application of these. Classification as local purpose zone to ensure land is not on sold. Intention for whole of harbour to be integrated.
- Concern with change to reserve status implications on funding and uses.
- Concern over potential for private enterprise managing or owning the Port and not abiding by commitments made and commercial agreements.
- Amend spatial plan to show water area separately from land areas.
- Concern over proposed Talleys development and what that could lead to.

#### **Hans Stoffregen**

- Concern over the floodlights in the Port that are very bright and on all night. There must be other options.
- Concern over noise from Port and boats.
- Desire for improvements to the recreation area

#### **Joan and Bob Butts**

- Concern over contamination on land and in the water.
- Need to sort out the vehicle entrances to the Port.

#### **James Alker (?)**

- From Onekaka and representing the wider community.
- Very concerned with bright floodlights in the Port, shining out to sea all night, not focussed on the port itself, on continuously not just when needed.
- Concern over noise.

#### **Des and Sarah (Golden Bay Traffic Management)**

- Need for container lift at the Port
- Need for better haul out and washdown facilities

#### **Martin and Dick (Marina Association)**

- Existing marina is now paid off but additional spend on commercial wharf
- Changing the zoning could push recreational boats out of the marina.

- Don't know if building a new recreational wharf or marina is possible – not sure of bottom conditions (mud or limestone) and if dredging is realistic to sufficient depth.
- “Clearwater Mussels say there is no problem so what is the motivation for this Plan?”
- “We don't need a spatial plan to fund what we need”
- The four new berths are worth \$30k/yr each but only one has been let
- Evident that there is confusion over who runs the Port – interaction between the Enterprise Committee and the Enterprise business unit.
- Want recreational boaties represented on business decisions
- Issues with different rates for concrete marina from plastic marina
- Want to retain the status quo with security for recreational boaties remaining and recreational representation on enterprise unit decisions.
- If there is a commercial operation for the port it needs to include recreation

### New Zealand Motor Caravan Association Inc

- Concerned they will lose access
- Members are part of the community and they contribute significantly- to the Port both financially and through environmental improvements.
- The only POP site in Golden Bay, substantial expenditure in the bay.

### Enterprise Unit meeting 18 December 2025

Nick Chin, Tom McKnight (Planscapes), Tania Bray, Jeremy Butler, Stephanie Styles

- Concern that the spatial plan will place a constraint on commercial sustainability of the Port
- Intent to maximise revenue from the Port
- Still don't understand what the purpose of the Spatial Plan is or what it will do. Explained drivers and opportunities to input.
- Not clear that there will be flexibility in the plan or future plan change for commercial development
- Enterprise unit generates revenue from the boat ramp, boat wash, boat club and don't want this constrained. Potential for other revenue like a restaurant.
- What about if we wanted the whole port to be commercial with no recreation at all?
- Concern that having the PTAG already constrains commercialisation of the Port.
- Explained that this has been presented to the Enterprise Committee with no concerns expressed.
- Enterprise unit doing a business case for new marina on western side and want to provide for commercial boats on that side too.
- NC “we want a written guarantee that we won't be constrained”
- NC “we can't support recreation, want flexibility to develop, want to generate revenue”. Any revenue like housing, restaurant, chandlery, commercial boat wash.
- Noted that current zoning doesn't allow for many of the activities desired.

Follow up email received 13/01/25:

*Tēnā korua Tania raua ko Stephanie,*

*With reference to our meeting held on 18/12/24, we are concerned that the current Draft Port Tarakohe Spatial Plan in its current form does not adequately recognise and provide*

for 'appropriate commercial activities' to take place within the 'Recreation Area' identified in the Draft Spatial Plan.

Commercial activities play an important role in sustaining the economic viability of Port Tarakohe and the revenue that is derived from it. We wish to suggest the following amendments to the Draft Spatial Plan to ensure that clear direction is provided so that commercial activities can occur within the Recreation Area where appropriate:

1. Objective 1 clearly emphasises 'ensuring separation of activities' and confining commercial, recreation and conservation activities to separate areas of the Port. While Objective 1 does state that 'support activities that enhance recreational options' will be supported in the Recreation Area it is unclear what 'support activities' relate to and the scope of these. **We wish to see clear direction included in Objective 1 that outlines that 'appropriate commercial activities' can take place in the Recreation Area.**
2. Objective 2 recognises that 'both the Commercial Port area and Recreation area have the potential for some growth and change in activities.' The objective states that 'This growth can provide resilience for the community, economic support to both businesses and the community, increased and improved recreational opportunities, and improved open spaces.' **We wish to see Objective 2 amended to recognise that providing for long-term growth and change in the appropriate commercial activities occurring in the Recreation Area will also result in providing resilience to the economic viability and running of the Port itself.**
3. In order to provide for the requested changes to Objectives 1 and 2 there will likely need to be an amendment/s to the wider Draft Spatial Plan which outlines the need to enable appropriate commercial activities throughout the entirety of Port Tarakohe for the direct purpose of supporting the economic viability and running of the Port itself.

Thank you for your time and consideration on this matter. We are happy to discuss these matters in more detail if any further clarifications are required.

Ngā mihi

Nick

## Via Shape Tasman formalised public feedback December 2024-February 2025

Feedback received from 6 people / groups.

Positive / Negative about draft Spatial Plan

- 5 in general support or not raising overall concerns, some asking questions or making suggestions (MCA, Norman Matthews, Britta Steude / penguin trust, Chris Charlton, Janet)
- 1 not on the Plan itself but on concerns over current lighting (Cynthia Shang)

Refer to separate notes / spreadsheet from John Bullock.

### Other Feedback received

**Te Whatu Ora Health NZ** (email to Tania Bray 5 December 2024) “*supportive of comments from mana whenua ki Mohua around improved safety, a shared path for Walking & Cycling and better ablutions, access, parking, benches and picnic tables*” and they are interested in being involved in the work that comes from the Spatial Plan.

**Department of Conservation** (email from Andrew Lamason 13 January 2025) “*All seems reasonable to me. Interested to hear what the thoughts around the AT memorial may be in due course.*”

**Mohua Penguin Trust** (meeting with Britta Steude 23 January 2025) discussed the Trust’s feedback provided through Shape Tasman and desire for stronger protection of penguin areas. See feedback via Shape Tasman for more information.

**Port Tarakohe Ltd** feedback (email to Tania Bray 10 February 2025):

- Objection to any change in underlying reserve status
- Request for transparency on changes to reserve status, enablement of port business restructure and private / public partnerships, and the lack of reference to this in the spatial plan
- Does not support the activity areas proposed in the draft plan or inclusion of any [previously agreed to](#) PTL land in the spatial plan.
- Expresses concern over the interaction of the spatial plan with existing legal agreements, long term funding, governance, possible partnerships or investments.
- Raises concern over council approach to governance and acting as owner / operator and regulatory authority. Requests independent oversight including of finances and reporting and independent commissioner for any statutory changes.
- Raises issues with ongoing land exchange negotiations with Council.

See document provided for details of issues, concerns and requests.

**Richard Lamb** (email to Tania Bray 10 February 2025):

- Considers there is no justification for “plan zone changes proposed”.
- Considers there is no basis to give priority to commercial activities.
- Raises concern that the proposed division of use zoning does not support the needs of recreational users.

See document provided for details of issues, concerns and requests.

**Martin Potter** (email to Tania Bray 11 February 2025):

- Request for an underwater grid within the Port to support underwater inspections of vessels or urgent underwater repairs.

**Martin Potter as Chairman of the Tarakohe Marina Association** (email to Tania Bray 5 February 2025)

- Reserve status and zones should remain unchanged as a change could impact on future access to berthage and moorings.
- No evidence of conflict or competing uses.
- Parks department is not appropriate to manage a marina or moorings.
- Outer eastern arm should be part of the recreation zoned area.

**William Wallis** (email to TDC 18 February 2025)

- Agree with Martin Potter

**7.6 MAKE PLAN CHANGE 76 - WAKEFIELD OPERATIVE****Decision Required**

<b>Report To:</b>	Strategy and Policy Committee
<b>Meeting Date:</b>	7 August 2025
<b>Report Author:</b>	Anna McKenzie, Principal Planner – Environmental Policy
<b>Report Authorisers:</b>	Barry Johnson, Environmental Policy Manager; John Ridd, Group Manager - Service and Strategy
<b>Report Number:</b>	RSPC25-08-7

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

- 1.1 This report seeks agreement to make Plan Change 76 – Wakefield (PC76) operative and affix the Tasman District Council Seal to the operative plan change.

**2. Summary / Te Tuhinga Whakarāpototo**

- 2.1 PC76 responds to key issues such as accommodating population growth, addressing housing affordability and providing a diverse range of housing types to meet the needs of different demographics while ensuring efficient land use. It aims to provide for housing development and encourage intensification within the Wakefield Development Area.
- 2.2 The plan change was publicly notified on 16 September 2022 and a hearing was held on 12 June 2024. The hearing commissioner’s decision report was approved by the Council for adoption on 15 August 2024.
- 2.3 A notice of appeal was received on 21 October 2024 by Wakefield Village Developments Limited against the decision of Tasman District Council. The appellant’s appeal sought the removal of the Oak Tree Indicative Reserve, along with the deletion of any references in the decision and recommendation to “further discussion” at the resource consent stage, and it called for the removal of the indicative reserves for Gossey Creek and Jenkins Creek.
- 2.4 The parties mediated and filed a joint memorandum to the Environment Court on 16 May 2025.
- 2.5 Under s279(1)(b) of the Resource Management Act (RMA), the Environment Court by consent, ordered that the appeal is allowed to the extent that the Tasman District Council is directed to amend proposed PC76 by making the changes determined during mediation. No costs were awarded.

**3. Recommendation/s / Ngā Tūhunga****That the Strategy and Policy Committee:**

- 1. Receives the Make Plan Change 76 - Wakefield Operative report RSPC25-08-7; and**
- 2. receives the Environment Court consent order Decision No. (2025) NZEnvC 225 dated 3 July 2025 (Attachment 1 to the agenda report); and**

- 3. agrees to make Plan Change 76 – Wakefield operative and to affix the Tasman District Council seal to the operative plan change.**

#### **4. Background / Horopaki**

- 4.1 An appeal was received by Wakefield Village Developments Limited against the decision of Tasman District Council regarding proposed PC76.
- 4.2 The appellant’s appeal seeks the complete removal of the Oak Tree Indicative Reserve, along with the deletion of any references in the decision and recommendation to “further discussion” at the resource consent stage and it calls for the removal of the indicative reserves for Gossey Creek and Jenkins Creek.
- 4.3 The parties undertook Environment Court mediation and submitted a joint memorandum for the court on 13 May 2025. The joint memorandum set out an agreement between the parties to resolve the appeal. The parties agreed to the:
- 4.3.1 deletion of the Gossey Creek Indicative Reserve;
- 4.3.2 deletion of Oak Tree Indicative Reserve; (c) depiction on the area maps of the location of Pitfure Stream, Gossey Creek and Jenkins Creek;
- 4.3.3 a number of consequential amendments to give effect to the agreement, including:
- a new policy 6.17.3.2B;
  - an amended matter of control 18(ga) of 16.3.3.1 – Controlled Subdivision (Residential Zone – Standard Density Development);
  - an amended matter of restricted discretion (19B) of 16.3.3.3 Restricted Discretionary Subdivision (Residential Zone – Compact Density Specific Locations);
  - an additional matter for the Council to have regard to in 16.3.3.4 Discretionary Subdivision (Residential Zone);
  - an amendment of 16.3.20 Principal Reasons for Rules: Wakefield Development Area to specifically refer to the areas of known flood inundation risks.
- 4.4 On 3 July 2025 under s279(1)(b) RMA, the Environment Court, by consent, ordered that:
- 4.4.1 the appeal is allowed to the extent that the Tasman District Council is directed to amend proposed Plan Change 76 by making the changes set out in the consent order (refer Attachment 1) and the appeal is otherwise dismissed.
- 4.4.2 Under s285 RMA, there is no order as to costs.

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

- 5.1 Both parties are in agreement with the amendments as set out in the consent order and it is therefore recommended that the Strategy and Policy Committee receives the Environment Court consent order dated 3 July 2025 (Attachment 1) and agrees to make Plan Change 76 – Wakefield operative.

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

- 6.1 Under s285 RMA, there is no order as to costs.

**7. Options / Kōwhiringa**

7.1 This report relates to an Environment Court Consent Order - no options are available to consider.

**8. Legal / Ngā ture**

8.1 This report relates to an appeal under clause 14 of the First Schedule of the RMA.

**9. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori**

9.1 Consultation on the plan change was undertaken under Schedule 1, Clause 3 and Clause 4A of the Act.

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

10.1 No other person has given notice of an intention to become an interested party to this appeal under s274 of the Act.

**11. Risks / Ngā Tūraru**

11.1 The RMA Schedule 1 plan change process provides a legal pathway for submitters to appeal decisions that they do not support. The appeal was resolved between the Wakefield Village Developments Limited and the Council through mediation. No other person gave notice of an intent to become an interested party to the appeal.

**12. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi**

12.1 The proposal 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. This supports active transport and reductions in vehicle use, as well as the use and viability of public transport.

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

13.1 PC76 implements the Future Development Strategy and assists the Council in meeting its obligations under the National Policy Statement for Urban Development.

**14. Conclusion / Kupu Whakatepe**

14.1 The plan change is consistent with Council policies and will improve the effectiveness and efficiency of the TRMP. The changes will provide additional development capacity in line with the requirements of the National Policy Statement for Urban Development.

**15. Next Steps and Timeline / Ngā Mahi Whai Ake**

15.1 Make PC76 operative by affixing the Tasman District Council Seal to the operative plan change.



**16. Attachments / Tuhinga tāpiri**

1. [!\[\]\(919a2cb85b99741a73c0c31a427236a8\_img.jpg\) !\[\]\(c9cd5a1c35167a83f09a35036fe5dcbd\_img.jpg\)](#) Consent Order Plan Change 76 - Wakefield

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**IN THE ENVIRONMENT COURT  
AT CHRISTCHURCH**

**I TE KŌTI TAIAO O AOTEAROA  
KI ŌTAUTAHI**

**Decision No. [2025] NZEnvC 225**

IN THE MATTER

of the Resource Management Act 1991

AND

an appeal under clause 14 of the First  
Schedule of the Act

BETWEEN

WAKEFIELD VILLAGE  
DEVELOPMENTS LIMITED

(ENV-2024-CHC-99)

Appellant

AND

TASMAN DISTRICT COUNCIL

Respondent

Environment Judge J J M Hassan – sitting alone under s279 of the Act

In Chambers at Christchurch

Date of Consent Order: 3 July 2025

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**CONSENT ORDER**

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A: Under s279(1)(b) RMA,<sup>1</sup> the Environment Court, by consent, orders that:

- (1) the appeal is allowed to the extent that the Tasman District Council is directed to amend proposed Plan Change 76 by making the changes set out in Annexure A, Appendix 1, attached to and forming part of



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Resource Management Act 1991.

WAKEFIELD VILLAGE DEVELOPMENTS LTD v TDC – PC76 CONSENT ORDER

- this order, and more particularly detailed in Appendix 2 to this order;
- (2) the appeal is otherwise dismissed.

B: Under s285 RMA, there is no order as to costs.

## REASONS

### Introduction

[1] This proceeding concerns an appeal by Wakefield Village Developments Limited against the decision of Tasman District Council regarding proposed Plan Change 76 (PC76). PC76 responds to key issues such as accommodating population growth, addressing housing affordability and providing a diverse range of housing types to meet the needs of different demographics while ensuring efficient land use. It aims to provide for housing development and encourage intensification within the Wakefield Development Area.

[2] The appellant's appeal seeks the complete removal of the Oak Tree Indicative Reserve, along with the deletion of any references in the decision and recommendation to "further discussion" at the resource consent stage,<sup>2</sup> and it calls for the removal of the indicative reserves for Gossey Creek and Jenkins Creek.<sup>3</sup>

[3] I have read and considered the consent memorandum of the parties dated 13 May 2025 which sets out the agreement reached between the parties to resolve the appeal. The parties agreed to:

- (a) deletion of the Gossey Creek Indicative Reserve;
- (b) deletion of Oak Tree Indicative Reserve;
- (c) depiction on the area maps of the location of Pitfure Stream, Gossey Creek and Jenkins Creek;

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<sup>2</sup> Given these are considered irrelevant and beyond the Commissioners' jurisdiction.

<sup>3</sup> As these areas do not contain streams and are not supported by any submissions requesting such provisions.

- (d) a number of consequential amendments to give effect to the agreement, including:
  - (i) a new policy 6.17.3.2B;
  - (ii) an amended matter of control 18(ga) of 16.3.3.1 – Controlled Subdivision (Residential Zone – Standard Density Development);
  - (iii) an amended matter of restricted discretion (19B) of 16.3.3.3 Restricted Discretionary Subdivision (Residential Zone – Compact Density Specific Locations);
  - (iv) an additional matter for the Council to have regard to in 16.3.3.4 Discretionary Subdivision (Residential Zone);
  - (v) an amendment of 16.3.20 Principal Reasons for Rules: Wakefield Development Area to specifically refer to the areas of known flood inundation risks.

[4] I have also read and considered the s32AA analysis provided in Appendix F of the memorandum.

**Other relevant matters**

[5] No other person has given notice of an intention to become an interested party to this appeal under s274 of the Act.

[6] No party seeks costs, all parties agreeing that costs should lie where they fall.

[7] The parties advise that all matters proposed for the court’s endorsement fall within the court’s jurisdiction and conform to the relevant requirements and objectives of the Act including, in particular, pt 2.

**Outcome**

[8] The court makes this order under s279(1) RMA, such order being by consent, rather than representing a decision or determination on the merits

pursuant to s297. The court understands for present purposes that:

- (a) all parties to the proceedings have executed the memorandum requesting this order;
- (b) all parties are satisfied that all matters proposed for the court's endorsement fall within the court's jurisdiction, and conform to the relevant requirements and objectives of the RMA including, in particular, pt 2.



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**J J M Hassan**  
**Environment Judge**



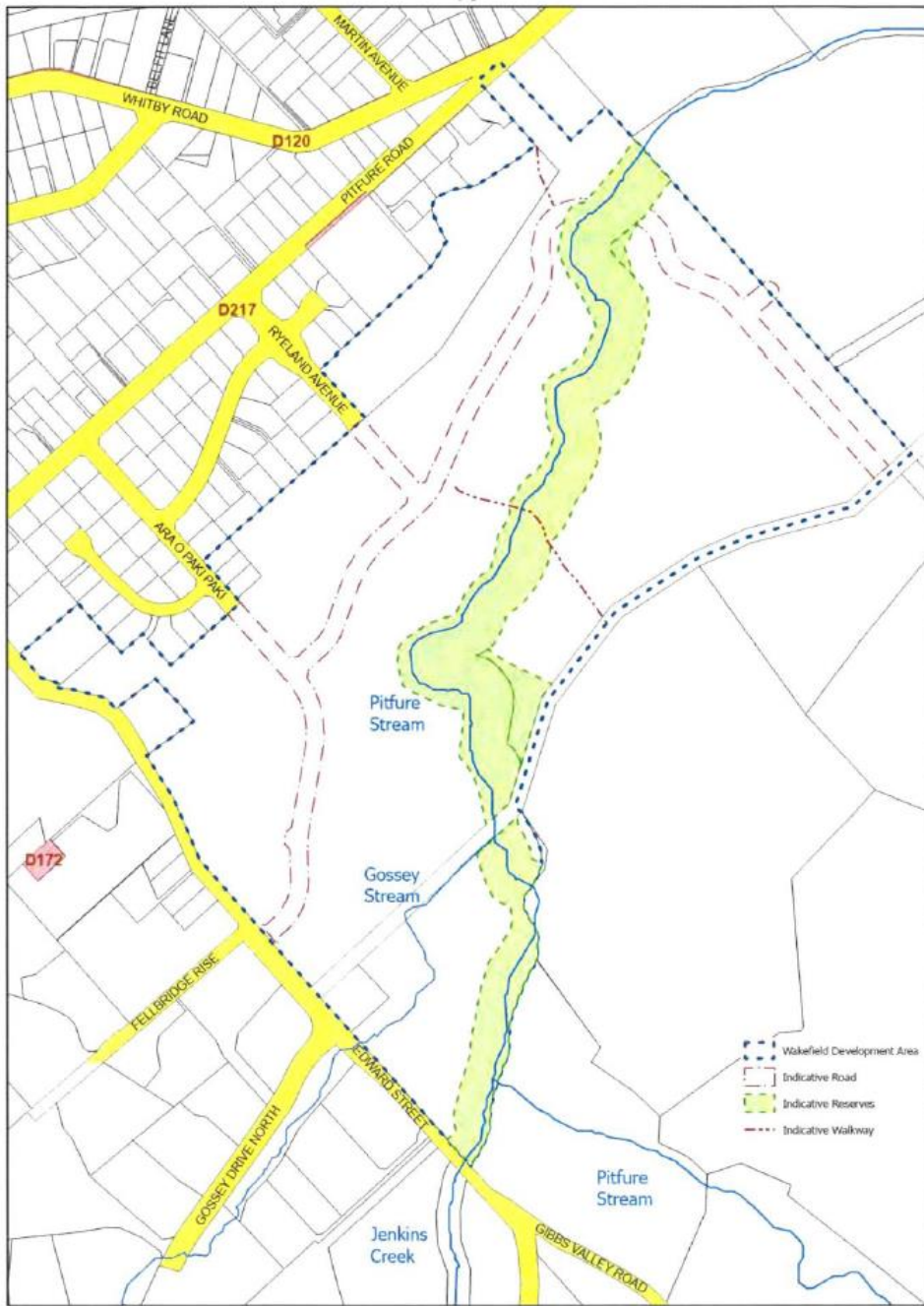
### Appendix 1

This Appendix sets out the proposed changes to Plan Change 76 agreed to by the parties following mediation to assist the Court. Note:

Red underlined text shows Plan Change 76 (decisions version).

Green underlined text shows agreed changes following mediation.

Change	PC76 Provisions	Amended drafting
Insertion of new policy 6.17.3.2B.	See 6.17.3 Policies. See insertion of 6.17.3.2B.	<u>6.17.3.2B. To manage subdivision and development of residential land in and beyond the Wakefield Development Area, south of the confluence of Pitfure Stream and Gossey Creek to avoid or mitigate flood hazard risks through the design and construction of appropriate infrastructure.</u>
Amendment to matter of control (18)(ga).	See Chapter 16.3 Subdivision. See 16.3.3 Residential Zone. See 16.3.3.1 Controlled Subdivision (Residential Zone – Standard Density Development). See amendment to (18)(ga).	<u>18(ga) In the Wakefield Development Area, any matter necessary to manage flood risk through infrastructure designed in accordance with any mandatory or good practice matters of Chapter 5 of the Nelson Tasman Land Development Manual and dam break hazard risk.</u>
Amendment to matter of restricted discretion (19B).	See 16.3.3.3 Restricted Discretionary Subdivision (Residential Zone – Compact Density Specific Locations). See amendment to (19B).	<del>(19B) In the Wakefield Development Area, manage flood risk on and beyond the site, and dam break hazard risks.</del> <u>In the Wakefield Development Area, management of flood risk through infrastructure designed in accordance with any mandatory or good practice matters of Chapter 5 of the Nelson Tasman Land Development Manual and management of dam break hazard.</u>
Insertion of (6) to matters Council to have particular regard to.	See 16.3.3.4 Discretionary Subdivision (Residential Zone). See insertion of (6).	<u>(6) In the Wakefield Development Area, management of flood risk through infrastructure designed in accordance with any mandatory or good practice matters of Chapter 5 of the Nelson Tasman Land Development Manual and management of dam break hazard.</u>
Amendment to reasons for rules.	See 16.3.20 Principal Reasons for Rules: Wakefield Development Area	<u>The Wakefield Development Area has areas of known flood inundation hazard risks. Development of the area is subject to policy direction and rules requiring the hazard risk to be addressed at the subdivision application stage in accordance with any mandatory or good practice matters of Chapter 5 of the Nelson Tasman Land Development Manual.</u>
Amendments to Map 75/1		See amended map 75/1.



**AREAS**  
Update Map 75/1  
6th September 2024  
Maps affected: 22, 58, 91

**TASMAN RESOURCE MANAGEMENT PLAN**  
Draft Decision Plan Change 76  
**Draft Appeal Version**  
No legal effect  
1:5,000  
Sourced from Land Information New Zealand data. Crown Copyright reserved. Original paper size A3.



## Appendix 2

### Appendix 1: Updated Schedule of Amendments



Tasman Resource Management Plan

**PROPOSED PLAN CHANGE NO. 76**

**WITHOUT LEGAL EFFECT**

# Growth

Wakefield

## Schedule of Amendments – Decision Version

NOTE:

- Red underlined text denotes new text following a decision on Plan Change 76.
- Blue text denotes text deleted following a decision on Plan Change 76.
- Green text denotes proposed changes following mediation on Plan Change 76.



## CHAPTER 2: MEANINGS OF WORDS

### 2.1 INTRODUCTION

*[unchanged or irrelevant text omitted]*

### 2.2 DEFINED WORDS

*[unchanged or irrelevant text omitted]*

## C

*[unchanged or irrelevant text omitted]*

**Compact density development** – means residential development in the Richmond South, Richmond West, Brightwater, Wakefield, and Mapua Special development areas and the Motueka West Compact Density Residential Area that is two or more dwellings on any site, and where the buildings and open space, parking, storage, and amenity values, including privacy and outlook, have been planned and designed comprehensively.

C5 3/06 Op 10/10  
C10 10/07 Op 3/14  
C22 2/11 Op 1/15  
C66 10/17 Op 12/18  
C75, 9/22  
Op 10/23  
C76, 9/22

*[unchanged or irrelevant text omitted]*

## P

**Papakainga development** – means the use and occupancy of multiple-owned allotments by the Māori landowners and involving the development of the land for residential units and other buildings and uses necessary to enable the owners to live on their land.

**Papakainga Zone** – means that area of land displayed on the planning maps of this Plan and identified as Papakainga Zone and subject to all applicable rules.

**Parking space** – means a space on a site available at any time for accommodating one stationary motor vehicle that has vehicular access to a road or service lane and is not located on any access or outdoor living space, and includes a parking space in a garage or other building.

**Particulates** – include smoke, deposited particulates, suspended particulates, respirable particulates and visibility-reducing particulates. Particles range in size from 100 microns down to aggregations of molecules.

**Performance monitoring indicator** – means information obtained by monitoring to help indicate the effectiveness of the Plan's objectives, policies and methods.

**Permitted activity** – means an activity for which a resource consent is not required for the activity if it complies with the requirements, conditions, and permissions, if any, specified in the Act, regulations, plan, or proposed plan.

**Pervious surface** – means any natural or modified land surface that allows for the infiltration of water into the ground.

C7 7/07  
Op 10/10

**Pitfure Stream, Gossey Stream and Jenkins Creek open space corridor** – means any area of open land through the Wakefield Development Area where the Pitfure Stream, Gossey Stream, and Jenkins Creek runs and which is developed as public open space.

**Pesticide** – means any substance that is used to eradicate, modify, or control flora or fauna that:

- (a) is a hazardous substance under the Hazardous Substances and New Organisms Act 1996 having any of the following intrinsic properties:
    - (i) toxicity (including chronic toxicity);
    - (ii) ecotoxicity (with or without bioaccumulation); or
  - (b) on contact with air or water generates a substance which has any of these properties;
- and includes herbicides and fungicides but excludes any fertiliser or animal remedy.

**Plan** – means the Tasman Resource Management Plan, and includes the text, all of the planning maps, and any amendments to the Plan.

*[unchanged or irrelevant text omitted]*

## U - V

*[unchanged or irrelevant text omitted]*

**Urban Design Guide (Part II, Appendix 2)** – means the subdivision and development design guide’ in urban areas such as the Richmond South, Richmond West, Brightwater, Wakefield, and Mapua development areas that forms Appendix 2 of Part II of the Plan and that, for the avoidance of doubt, forms part of the Plan.

C5 3/06 Op 10/10  
C10 10/07 Op 3/14  
C22 2/11 Op 1/15  
C75 9/22  
Op 10/23  
C76 9/22

*[unchanged or irrelevant text omitted]*

## W - Z

*[unchanged or irrelevant text omitted]*

**Wairua** - means the spiritual value or essence, soul, quintessence - spirit of a person or thing which exists beyond death.

C17 2/10  
Op 4/13

**Wakefield Development Area** - means the area between Pitfure Road, Edward Street, and Higgins Road, as shown on the planning maps.

C76 9/22

**Wangapeka subzone** – means the surface waters and groundwaters in alluvial gravels within the area shown on the planning maps as Wangapeka Subzone and subject to all applicable rules.

*[unchanged or irrelevant text omitted]*

# CHAPTER 5: SITE AMENITY EFFECTS

## 5.0 INTRODUCTION

*[unchanged or irrelevant text omitted]*

### 5.3.30 Principal Reasons and Explanation

The ~~community preference for low density~~ ongoing expansion of urban areas can conflicts with the need to limit urban encroachment onto two of the District’s land resources: the limited amount of land of high productive value; and the coastline, where natural character is prominent. Enabling

C75 9/22  
Op 10/23  
C76 9/22

increased and varied housing densities in specified Development Areas reflects the need to use land more efficiently where expansion does occur.

In locations such as St Arnaud, Marahau, Lake Rotoroa and Awaroa, natural and scenic values also warrant limits on the nature and scale of development (see Chapter 6.13). Elsewhere, heritage sites or other landmarks may warrant preservation.

As areas are developed within the controls applying to various locations, they take on the character allowed by those controls. These areas may need to be protected against new controls, or new activities, which would cause a departure from that character. For example, the removal of indigenous forest in areas where it is now rare in the coastal environment will adversely affect the character of the locality. Sprawling development along main highway routes leading into settlements may undermine the visual amenity of those settlements.

There is strong community preference to retain the residential character of residential areas. While some non-residential activities such as schools, churches and halls are complementary to that character, others are not compatible with the amenity of residential areas and should be excluded - by plan rules or by decisions on consent applications.

Design guidelines and Council works will be useful in addition to rules in maintaining the character of localities.

*[unchanged or irrelevant text omitted]*

## CHAPTER 6: URBAN ENVIRONMENT EFFECTS

### 6.1 SUSTAINABLE URBAN DESIGN AND DEVELOPMENT

#### 6.1.1 Issue C5 3/06 Op 10/10

How to ensure that growth and development of towns and urban areas have socially and economically liveable and environmentally sustainable design features.

There is a growing realisation of the importance in encouraging future urban development to incorporate design features that make a more liveable and sustainable environment to accommodate the increasing numbers of people within the District. Design features, through good urban design, can have a positive effect on the efficiency of servicing and transport networks, and can address risks such as contamination and hazards, as well as amenity issues, whether the urban development involves urban expansion or intensification, or a combination of both. There are a number of principles for sustainable urban design that have been recognised by Council in more recent strategic urban development planning, particularly in Richmond. These principles have application over all urban areas in the District. C5 3/06  
Op 10/10  
C75 9/22  
OP 10/23  
C76 9/22

*[unchanged or irrelevant text omitted]*

#### 6.1.3 Policies

*Refer to Policy sets 8.1, 11.1, 11.2.  
Refer to Rule sections 16.2, 16.3, 16.4, 17.14, 18.8.*

- 6.1.3.1** To encourage subdivision and development to incorporate sustainable urban design principles by: C5 3/06  
Op 10/10
- (a) encouraging a sense of place and identity;

- (b) working with the natural characteristics of sites;
- (c) creating opportunities to enhance natural values;
- (d) providing a high degree of connectivity within road networks;
- (e) providing for safe walking and cycling;
- (f) designing local roads to ensure a safe low traffic speed environment on local streets and accessways;
- (g) creating a streetscape which enhances perceptions of safety;
- (h) managing stormwater run-off on site where possible, and ensuring off-site stormwater run-off does not increase flood risk nor adversely affect water quality in waterways and the coastal marine area for aquatic ecosystems and recreation; and
- (i) locating and designing development to address cross-boundary effects between land uses.
- (j) encouraging medium density housing development in the forms of compact density and comprehensive housing and intensive residential development within walking or cycling distance of or close to town centres and urban facilities, including public transport. C22 2/11  
Op 1/15  
C66 10/17  
Op 12/18  
C75 9/22  
op 10/23  
C76 9/22
- (k) providing for a choice of residential density and form within the District, taking into account people’s preferences, the existing character of neighbourhoods, topography, proximity to town centre, the capacity of infrastructure and the constraints of the land resource. C66 10/17  
Op 12/18
- (l) enabling protection of heritage sites, items and values, cultural heritage and protected trees.
- 6.1.3.1A** To encourage medium density housing developments that achieve a high standard of amenity in areas identified on the planning maps as the Richmond South, Brightwater, Richmond West, Wakefield, Mapua Special and Richmond Intensive development areas and the Motueka West Compact Density Residential Area by: C66 10/17  
Op 12/18  
C75 9/22  
Op 10/23  
C76 9/22
  - (a) ensuring the suitable and compatible location, height, density, scale and bulk of intensive residential development relative to its context and adjacent land uses, including streets and reserves.
  - (b) encouraging best practice and design through the use of the Council’s Urban Design Guide.
- 6.1.3.1B** To ensure that higher density housing options in the Brightwater Development Area ~~and the Wakefield Development Area~~ achieve a high standard of amenity through design in accordance with the Urban Design Guide (Part II, Appendix 2). C75 9/22  
Op 10/23  
C76 9/22
- 6.1.3.1C** To ensure that development in the Wakefield Development Area achieves a high standard of amenity through design in accordance with the Urban Design Guide (Part II, Appendix 2).
- 6.1.3.2** To integrate the management of stormwater run-off with the maintenance and enhancement of natural waterways, vegetation and wetlands, and co-locate provision of passive recreational opportunities, and pedestrian and cycle access. C5 3/06  
Op 10/10
- 6.1.3.3** To ensure the establishment of riparian planting along urban waterways to maintain and enhance water quality and natural habitats, improve indigenous biodiversity of the catchment, and reduce stream bank erosion while providing access for channel maintenance. C5 3/06  
Op 10/10

*[unchanged or irrelevant text omitted]*



**6.2.3 Policies**

*Refer to Policy sets 6.4, 7.1, 7.2, 7.4, 13.1.  
Refer to Rule sections 16.3, 16.10, 17.1, 18.9, 18.10, 18.12, 18.13, 18.14.*

- 6.2.3.1 To allow infill development of existing allotments in the serviced townships that have an urban zoning as a means of minimising encroachment on the most versatile land in the District.
- 6.2.3.2 To enable smaller residential lot sizes in the townships of Motueka, Richmond, Brightwater, Wakefield and part of Mapua. C22 2/11  
Op 1/15  
C75 9/22  
Op 10/23  
C76 9/22
- 6.2.3.2A To encourage and promote medium density development that achieves a high standard of amenity in areas specified on the planning maps as the Richmond South, Richmond West, Brightwater, Wakefield, Mapua Special and Richmond Intensive development areas and the Motueka West Compact Density Residential Area. C66 10/17  
Op 12/18  
C75 9/22  
Op 10/23
- 6.2.3.2B To ensure efficient land use in the Brightwater ~~and Wakefield~~ Development Areas by requiring subdivisions that result in a variety of lot sizes, including higher density housing options.
- 6.2.3.2C To ensure efficient land use in the Wakefield Development Area by requiring subdivisions and developments which enable increased and varied housing densities and types, including two dwellings on certain lots.
- 6.2.3.3 To minimise the loss of land of high productive value in allowing for further urban development, while having regard to:
  - (a) the efficient use of resources, including land, infrastructure, and energy;
  - (b) the quality of the urban environment.
- 6.2.3.4 To avoid extending urban development onto natural flood plains with a moderate to high risk of flooding or areas that have a moderate to high risk of river or coastal erosion or inundation or land instability.

*[unchanged or irrelevant text omitted]*

**6.2.20 Methods of Implementation**

- 6.2.20.1 **Regulatory**
  - (a) Subdivision rules permitting small residential allotments in urban zones, except on the urban-rural interface unless in the Brightwater ~~and Wakefield~~ Development Areas. C75 9/22  
Op 10/23  
C76 9/22
  - (b) Subdivision rules enabling small residential lots in Motueka, Brightwater, Wakefield and Richmond. C75 9/22  
Op 10/23  
C76 9/22
  - (ba) In the Brightwater ~~and Wakefield~~ Development Areas subdivision rules which ensure that a variety of lot sizes and higher density housing options are provided for, and that implement the Urban Design Guide (Part II, Appendix 2).
  - (bb) In the Wakefield Development Area subdivision rules which ensure that a variety of housing density and types are provided for, and that implement the Urban Design Guide (Part II, Appendix 2).
  - (c) Zones that contain urban development away from land of high productive value.

- (d) Zones that contain urban development away from land with a moderate to high risk of natural hazard.
- (e) Subdivision and land use rules limiting development where inundation cannot be mitigated. C10 10/07  
Op 3/14
- (f) Subdivision and land use rules requiring minimum ground levels above mean sea level for buildings and allotments.
- (g) Subdivision and zone rules and an urban design guide that manage medium density development. C66 10/17  
Op 12/18
- (h) Standards of any Council Land Development Manual that ensure the design and construction of effective and efficient network asset infrastructure. C69 6/19  
Op 6/20

*[unchanged or irrelevant text omitted]*

**6.2.30 Principal Reasons and Explanation**

*[unchanged or irrelevant text omitted]*

Medium density development is encouraged in development areas shown on the planning maps and identified in the rules in the forms of compact density and intensive residential development. The specified areas are Richmond South, Richmond West, Brightwater, Wakefield, Mapua Special, Motueka West Compact Density and the Richmond Intensive development areas. Outside of the above areas, medium density development is provided for in the form of comprehensive development. C66 10/17  
Op 12/18  
C75 9/22  
Op 10/23  
C76 9/22

Intensive residential development is promoted and encouraged within walking and cycling distance or close to town centres and urban facilities as it increases lifestyle and housing choices and uses urban land and services, including public transport, efficiently and effectively.

Subdivision and zone Plan rules, together with the Urban Design Guide, are designed to ensure that medium density development achieves a high standard of amenity.

*[unchanged or irrelevant text omitted]*

**6.8 RICHMOND**

**6.8.1 Issues**

*[unchanged or irrelevant text omitted]*

**6.8.30 Principal Reasons and Explanation**

*[unchanged or irrelevant text omitted]*

The Richmond Intensive Development Area provides for more intensive residential development through a combination of infill in and redevelopment of the existing Residential Zone close to the town centre. In acknowledging an aging population, incorporation of universal design principles in the initial design of dwellings in the Richmond Intensive Development Area is encouraged in the Urban Design Guide (Part II, Appendix 2). C66 10/17  
Op 12/18

Figures 6.8A and Figure 6.8B show how the range of housing choices are provided for in the Richmond residential area. Figure 6.8A also shows the range of housing choices that are provided for in specified development areas elsewhere in the District. C75 9/22  
Op 10/23  
C76 9/22

Figure 6.8A: Residential Housing Choices

Type of Residential Development	District: Everywhere except 'development areas' and exceptions	Development areas: Richmond South, Richmond West, Richmond East, Brightwater, <b>Wakefield</b> , Motueka West, and Mapua Development Areas, Mapua Special Development Area and Motueka West Compact Density Area	Richmond Intensive Development Area
<b>Standard</b> - Average density - 3 or 4 bedroom house (220 m <sup>2</sup> ) on a 350m <sup>2</sup> - 600m <sup>2</sup> site.	✓	✓	✓
<b>Comprehensive</b> - Three or more dwellings on a site - Building coverage – 40% - Minimum site size = 280m <sup>2</sup> in Richmond and Motueka and 350m <sup>2</sup> elsewhere	✓	X Except for Richmond East below Hill Street and Mapua Development Area where allowed	X
<b>Compact</b> - One or more dwellings on a site - All consents (subdivision, and building) applied for together - No minimum lot size	X	✓ Except for Richmond East; Motueka West Development Area outside of the Motueka Compact Area; and Mapua Development Area outside of the Mapua Special Development Area	X
<b>Intensive</b> - One or more dwellings on a site - Minimum lot size 200m <sup>2</sup>	X	X	✓

C66 10/17  
Op 12/18  
C75 9/22  
Op 10/23  
C76 9/22

[unchanged or irrelevant text omitted]

**6.17 WAKEFIELD**

**6.17.1 Issues**

Wakefield, a well-established rural service centre, has experienced rapid growth in recent years. Current issues are:

C58 11/15  
Op 7/17

- 6.17.1.1 Securing suitable land for future residential and business growth and providing for recreation and community facilities in response to demand projections, existing supply and Council’s priorities across the district.
- 6.17.1.2 Addressing flood hazard risk on low-lying land adjacent to the Wai-iti River and the Pitfire, Jenkins, Gossey and Eighty-Eight Valley streams, and possible dam break hazard in the north-eastern section of the Wakefield Development Area.
- 6.17.1.3 Promoting Wakefield as a destination on Tasman’s Great Taste Trail.
- 6.17.1.4 Enhancing the character of the heart of Wakefield around the Village Green.
- 6.17.1.5 Supporting the retention and use of heritage buildings and trees that contribute to the character of the village.

C76 9/22

- 6.17.1.6 Facilitating housing choice and affordable housing options on land suitable for residential development.
- 6.17.1.6A Ensuring a variety of housing options, including housing densities and types that achieve a high standard of amenity and make efficient use of land where urban expansion occurs.
- 6.17.1.7 Improving connectivity between the residential area north west of State Highway 6 and the heart of Wakefield.
- 6.17.1.7A Ensuring the provision for emergency vehicle access to the Wakefield Development Area via Higgins Road.
- 6.17.1.8 Accounting for cross-boundary effects between residential and industrial activities in proximity to the Light Industrial Zone on Bird Lane.
- 6.17.1.9 Addressing potential remaining contamination in association with the former Brookside sawmill site on Bird Lane.
- 6.17.1.10 Potential adverse traffic and safety effects on the transport network including State Highway 6 and Pitfure Road from the Wakefield Development Area.

**6.17.3 Policies**

- 6.17.3.1 To ensure suitable land and infrastructure is available in Wakefield for residential and business use, and active and passive recreation needs. C58 11/15  
Op 7/17
- 6.17.3.2 To avoid flood hazard risk when enabling urban development of land. C76 9/22
- 6.17.3.2A To manage subdivision and development of residential land in the Wakefield Development Area between Pitfure Road, Edward Street, and Higgins Road to avoid significant flood hazard risks on and beyond the site, and to manage dam break hazard risk in the north-eastern corner of the Development Area.
- 6.17.3.2B To manage subdivision and development of residential land in and beyond the Wakefield Development Area, south of the confluence of Pitfure Stream and Gossey Stream to avoid or mitigate flood hazard risks through the design and construction of appropriate infrastructure.
- 6.17.3.3 To support a range of rural residential options on land zoned Rural Residential within the Wakefield Development Area adjacent to the Great Taste Cycle Trail; to ensure access is designed to mitigate conflict with the cycle trail; and to require adequate stormwater mitigation to manage any overflow from uphill dams in an extreme rainfall or other event. C58 11/15  
Op 7/17  
C65 10/17  
Op 4/18  
C76 9/22
- 6.17.3.4 To support landscape and streetscape initiatives to enhance the heritage character of the heart of Wakefield; and apply good urban design principles to all development in the private and the public domain. C58 11/15  
Op 7/17
- 6.17.3.5 To monitor the condition of protected trees and manage the schedule in the Plan accordingly.
- 6.17.3.6 To facilitate the maintenance and protection of historic heritage places listed in the Plan.
- 6.17.3.7 To encourage a diversity of lot sizes and a range of housing forms to facilitate well-designed, lower cost housing development close to the village centre, including within the Wakefield Development Area. C76 9/22
- 6.17.3.7A To require a variety of lot sizes and higher density housing densities and types on land within the Wakefield Development Area between Pitfure Road, Edward Street, and Higgins Road, which achieves a high standard of residential amenity through design in accordance with the Urban Design Guide (Part II, Appendix 2).
- 6.17.3.7B To require a variety of lot sizes and housing-densities and types on land within the Wakefield Development Area between Pitfure Road, Edward Street, and Higgins Road, through the use of a mix of lot sizes and encourage Compact Density Development through the use of a non-notification provision.



<u>6.17.3.7C</u>	<u>To ensure that smaller lots and more compact housing typologies in the Wakefield Development Area are included in appropriate stages throughout developments, and are not left to the final stage.</u>	
<u>6.17.3.7D</u>	<u>To ensure that potential traffic and safety effects including on the Pitfure Road and SH6 intersection from the Wakefield Development Area are effectively mitigated.</u>	
6.17.3.8	To liaise with NZ Transport Agency to upgrade existing crossings on State Highway 6 and create a new crossing close to the Village Green.	C58 11/15 Op 7/17
6.17.3.9	To require larger residential lot sizes adjacent to the boundary of the Light Industrial Zone on Bird Lane, and require a greater setback of dwellings from the Light Industrial Zone boundary.	C58 11/15 Op 7/17 C65 10/17 Op 4/18 C65 10/17 Op 4/18
	<i>[Policy 6.17.3.10 is deleted]</i>	
6.17.3.11	To mitigate any adverse effects from stormwater on the state highway and associated infrastructure.	C58 11/15 Op 7/17
<u>6.17.3.12</u>	<u>To manage the effects of the expansion of Wakefield on land of high productive value by providing for future residential development that makes efficient use of land in the Wakefield Development Area.</u>	C76 9/22

**6.17.20 Methods of Implementation**

6.17.20.1	<b>Regulatory</b>	C58 11/15 Op 7/17
	(a) Rezoning land suitable for residential use following evaluation of development areas outlined in Council’s growth model.	C76 9/22
	(b) Rules to manage cross-boundary effects on land adjoining the Light Industrial Zone on Bird Lane.	
	(c) Rules to manage flood hazard risk.	
	<u>(d) Rules to enable a variety of lot sizes and enable higher housing options density and types on land within the Wakefield Development Area between Pitfure Road, Edward Street, and Higgins Road, and policies that direct that smaller lots and more compact housing types should be staged throughout the development.</u>	
6.17.20.2	<b>Advocacy</b>	
	(a) Indicative roads and walkways in undeveloped residential areas to ensure safe and efficient routes are secured in advance.	
	(b) Encourage smaller lots and a range of housing forms in appropriate locations as part of larger subdivision proposals.	

**6.17.30 Principal Reasons and Explanation**

The Wai-iti River, the Eighty-Eight Valley Stream and the Pitfure Stream are prone to flooding. For this reason, development is directed to the upper river terraces, or is required to be suitably designed to manage flood risk. Low-lying land still has value for recreational and rural purposes where the flood effects cannot be reasonably managed to enable residential use.  
 Council, in 2013, completed a flood hazard mapping project for the area. This information assists Council in assessing the suitability of land for future growth based on demand and capacity for efficient servicing.  
There are two irrigation dams located to the north-east of the Wakefield Development Area. In 2017, Council had a Dam break assessment undertaken to understand the potential flood effects. This information assists in mitigating dam break hazard risk within the Wakefield Development Area. The

C58 11/15  
Op 7/17  
C76 9/22

Wakefield Development Area is required to develop in a manner that manages flood flows from Pitfure Stream, Jenkins Creek and Gossey Stream, and dam break hazard risk from the two irrigation dams located to the north-east.

The residential area north of the bowling club has limited access. The planning maps indicate additional access points to Whitby Road that may be implemented when vacant land is taken up for residential subdivision. Safe access across Whitby Road (State Highway 6) can be improved by upgrading the existing pedestrian refuges.

C58 11/15  
Op 7/17  
C65 10/17  
Op 4/18

Wakefield has a growing population of families with young children. There is also a demand for smaller, more affordable properties for older people. In the development of the Wakefield Development Area and of a specified location on Edward Street, close to the heart of Wakefield, it is desirable to create smaller lots and encourage innovative housing forms to cater for single people and couples without children, as well as older people who wish to downsize their house and garden or move back to Wakefield in their later years. In the Wakefield Development Area, a variety of housing options, including housing densities and types will ensure that the rural land is more efficiently utilised for residential purposes, while the variety of housing sizes will provide for a more varied neighbourhood.

C58 11/15  
Op 7/17  
C76 9/22

Non-notification (both public (s95A) and limited (s95B)) of Compact Density Development within the Wakefield Development Area applies. This responds to the objectives and policies in the Tasman Resource Management Plan which:

- Seek efficient use of land and infrastructure.
- Encourage medium density housing development of a high standard in suitable locations.
- Seek a range of living opportunities and residential densities.

The non-notification provision is used for Compact Density Development in the Wakefield Development Area because the structure of Compact Density Development rule 17.1.3.3 g) means that Compact Density development along the external boundaries of the proposal site must meet the standard permitted activity bulk and location criteria in the Tasman Resource Management Plan unless the land adjoining the specific boundary is being developed as a Compact Density Development. Therefore, any properties outside of the Compact Density Development will not experience a change in terms of the bulk and location of buildings from what could be developed under a permitted activity scenario in the Residential Zone.

There are opportunities for further residential development between the existing residential area and Bird Lane, provided larger lots and dwelling setbacks are in place to limit cross-boundary effects from the industrial activity. While the Bird Lane industrial site has been partially remediated, and is suitable for continuing industrial use, some of the land between the site and State Highway 6 was previously used for timber storage. Further testing is advised prior to any intensification of residential activity. The industrial area zoned Heavy Industrial Pigeon Valley Road is at risk of flooding. Closed zone status enables activities to continue on the land but prevents further subdivision of the land.

C58 11/15  
Op 7/17

With all new residential development, advance planning for road and walking/cycling connections ensures optimum access to the heart of Wakefield and around the village. Indicative roads and walkways are shown on the planning maps (both zone maps and area maps). Demand for community facilities is managed through Council's Long Term Plan. This includes the three waters (wastewater, drinking water and stormwater), roads, footpaths, reserves and other community infrastructure, such as pools, halls, public toilets, cemeteries, and playgrounds.

Tasman's Great Taste Cycle Trail arrives in Wakefield along Higgins Road. Some flood-free flat land to the west of Higgins Road is suitable for a range of rural residential options, with adequate stormwater mitigation to manage any overflow from uphill dams in an extreme rainfall or other event. Future owners may take advantage of opportunities for home occupations and visitor accommodation in support of the cycle trail.

C65 10/17  
Op 4/18

[unchanged or irrelevant text omitted]

## CHAPTER 16: GENERAL RULES

[unchanged or irrelevant text omitted]

### 16.3 SUBDIVISION

[unchanged or irrelevant text omitted]

#### 16.3.3 Residential Zone

##### 16.3.3.1 Controlled Subdivision (Residential Zone — Standard Density Development)

C66 10/17  
Op 12/18

Subdivision for standard density development in the Residential Zone is a controlled activity, if it complies with the following conditions:

##### Allotment Area

- (a) Except as provided for in condition (n), every allotment has a minimum net area as set out in Figure 16.3A.

Figure 16.3A: Minimum Allotment Areas in the Residential Zone

DESCRIPTION OF LAND TO BE SUBDIVIDED	MINIMUM NET AREA (m <sup>2</sup> )
Without reticulated wastewater servicing	1,000
Except Milnthorpe	1,800
With reticulated wastewater servicing	450
Except:	
(i) Motueka and Richmond complying with rule 16.3.3.1(c).	350
(ii) Allotments adjoining Rural 1 or Rural 2 zones except that on that part of land in Lot 1 DP20082 (Old Wharf Road) and as shown on the planning maps at Motueka as zoned Residential.	1,000
(iii) Allotments adjoining Industrial Zones.	700
(iia) Allotments at Rototai Road Residential Zone.	600
(iib) Allotments adjoining Industrial Zones.	800
(iia) Allotments adjoining the Light Industrial Zone at Bird Lane, Wakefield	1,000
(iv) Allotments in St Arnaud Residential Zone not crossed by Alpine Fault (except as specified in (v)).	1,000
(v) Allotments in St Arnaud on Lake Road, Robert Street, Holland Street, Arnaud Street and Bridge Street, south of Black Valley Stream in St Arnaud.	1,800
(vi) Allotment to be used exclusively as a site for a network utility or public work.	1, with no minimum diameter
(vii) Waimea Village	Refer Schedule 17.1D
(viii) Richmond South, Richmond West, Motueka West and Mapua development areas.	Refer rule 16.3.3.1 (n)(i)(a) – (d)
(ix) Richmond East Development Area south east of Hill Street.	600

CS8 11/15  
Op 7/17

C10 10/07  
Op 3/14  
C22 2/11 &  
C43 4/13  
Op 1/15  
C20 8/10  
Op 8/12

(x)	Richmond East Development Area south east of Hill Street: foothill precinct, as notated on the planning maps.	900	C20 8/10 Op 8/12
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DESCRIPTION OF LAND TO BE SUBDIVIDED	MINIMUM NET AREA (m <sup>2</sup> )	
(xi) Tahī St and Iwa St Residential Coastal Zone	One new allotment of at least 650m <sup>2</sup> with a balance allotment of at least 650m <sup>2</sup> may be created from a record of title existing as at 26 February 2011	C22 2/11 Op 1/15
(xii) Richmond Intensive Development Area	Refer rule 16.3.3.1(n)(i)(a) – (d)	C66 10/17 Op 12/18
(xiii) Brightwater and Wakefield Development Area where the parent title has a net area of 2 hectares or less.	450	C75 9/22 Op 10/23
(xiv) Brightwater and Wakefield Development Areas where the parent title has a net area greater than 2 hectares, and Wakefield Development Area.	Refer to rule 16.3.3.1B Residential Zone – Specific Location: Brightwater and Wakefield Development Areas	C75 9/22 Op 10/23 C76 9/22

[unchanged or irrelevant text omitted]

**Services**

(i)	Every allotment in the Richmond West, Brightwater, Motueka West, Wakefield, Richmond East, Richmond Intensive and Mapua development areas (excluding the Residential Coastal Zone) is provided with services as set out in Schedule 16.3C, except for allotments created for access, utility, segregation, road or road reserve purposes. The appropriate trenches, ducts, cables, pipes and other necessary works are provided to the internal boundary of each allotment.	C10 10/07 Op 3/14 C20 8/10 Op 8/12 C22 4/13 Op 1/15 C43 4/13 Op 1/15 C66 10/17 Op 12/18 C75 9/22 Op 10/23 C76 9/22
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[unchanged or irrelevant text omitted]

**Heritage Site or Item Present**

(m)	The land being subdivided does not include:	C10 10/07 Op 3/14 C16 9/09 Op 8/12
(i)	a heritage site or item referred to in Schedule 16.13A [Heritage Buildings and Structures]; or	C20 8/10 Op 8/12 C22 2/11 Op 1/15 C43 4/13 Op 1/15
(ii)	a protected tree referred to in Schedule 16.13B in the Richmond West, Brightwater, Motueka West, Wakefield, Richmond East, Richmond Intensive or Mapua development area.	C66 10/17 Op 12/18 C75 9/22 Op 10/23 C76 9/22

[unchanged or irrelevant text omitted]

(n)	Subdivision for standard density development in the Richmond South, Richmond West, Motueka West, Wakefield, Mapua, Brightwater and Richmond Intensive development areas, as shown on the planning maps, complies with the following conditions:	C5 3/06 Op 10/10 C10 10/07 Op 3/14 C22 2/11 Op 1/15 C43 4/13 Op 1/15 C66 10/17 Op 12/18 C75 9/22 Op 10/23 C76 9/22
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- |       |   |   |
|-------|---|---|
| (i)   | <b>Allotments</b>   | C5 3/06 Op 10/10<br>C10 10/07 Op 3/14<br>C22 2/11 Op 1/15<br>C43 4/13 Op 1/15<br>C75 9/22<br>Op 10/23<br>C76 9/22 |
| (a)   | The minimum net area of every allotment is at least 350 square metres, except in the Mapua Development Area where each allotment is at least 450 square metres and in the Brightwater and Wakefield Development Areas where Rule 16.3.3.1B(a) and 16.3.3.1B (b) applies.  |   |
| (b)   | The minimum average net area for all allotments is 550 square metres, except in the Motueka West area where the minimum average net area is 500 square metres and in the Richmond Intensive Development Area, and in the Brightwater and Wakefield Development Areas, where there is no average.                                      | C10 10/07 Op 3/14<br>C43 4/13 Op 1/15<br>C66 10/17 Op 12/18<br>C75 9/22<br>Op 10/23<br>C76 9/22                   |
| (c)   | Every allotment is capable of containing a circle with a diameter of 16 metres or greater.  |   |
| (d)   | Except for the Richmond Intensive Development Area, no fewer than 95 percent of all allotments have direct frontage to a public road or public reserve that is at least 10 metres wide. For the avoidance of doubt, this means that no more than 5 percent of allotments may be rear allotments without any road or reserve frontage. | C66 10/17<br>Op 12/18   |
| (ii)  | <b>Allotment Access and Road Network</b>  |   |
| (a)   | All roads are constructed in accordance with the standards set out in section 18.8 (Road Area rules).   | C69 6/19<br>Op 6/20   |
| (b)   | Every road is through-connected, unless it is a cul-de-sac of 80 metres or less.  |   |
| (c)   | Where any property adjoining the subdivision may require complying road access across the common boundary with the subdivision, roads are located so that no adjoining property is left without a complying road access.  | C11 10/07<br>Op 10/10   |
| (d)   | Except for the indicative roads shown in the Richmond South and the Richmond West development areas on the planning maps:   | C10 10/07<br>Op 3/14  |
| (i)   | no road in the Richmond South Development Area is designed to connect directly with Hart/Bateup roads, Wensley/Paton roads, Hill Street or State Highway 6;   | C66 10/17<br>Op 12/18<br>C75 9/22<br>Op 10/23   |
| (ii)  | no road in the Richmond West Development Area is designed to connect to State Highway 6 or Lower Queen St; and  |   |
| (iii) | no road in the Richmond Intensive Development Area is designed to connect to Salisbury Road, Wensley Road, Oxford Street, Gladstone Road or Queen Street.   |   |
| (iv)  | no road in the Brightwater Development Area is designed to connect to State Highway 6.  |   |
|       | <i>[Items (e) and (f) are deleted]</i>  | C69 6/19<br>Op 6/20   |
| (g)   | The transport conditions in Schedule 16.3B are complied with.   |   |
| (h)   | No allotment created after 28 July 2007 gains direct access from State Highway 6 in the Richmond South Development Area, except that existing lawful access crossings may continue to be used.  | C10 10/07<br>Op 3/14  |
| (i)   | No allotment in the Motueka West Development Area created after public notification of Motueka West plan change gains direct access on to Queen Victoria Street except that existing lawful crossings may continue to be used.  | C43 4/13<br>Op 1/15   |
| (j)   | No allotment access is located within 30 metres of the intersection of Hart/Bateup and Wensley/Paton roads, or Hart/Bateup roads and Hill   |   |

	Street, as measured from the intersection of the extension of the road boundary tangent points.	
(k)	No allotment created after 6 October 2007 gains direct access from State Highway 6 or Lower Queen Street in the Richmond West Development Area, except that existing lawful access crossings may continue to be used.	C10 10/07 Op 3/14
(l)	No allotment created after 28 August 2010 gains direct access from Champion Road or from Salisbury Road if the allotment is located within 215 metres or 100 metres respectively of the intersection of Champion and Salisbury roads as measured from the intersection of the extension of the road boundary tangent point, except that existing lawful crossings may continue to be used.	C20 8/10 Op 8/12
(m)	No allotment in the Richmond Intensive Development Area created after 14 October 2017 gains direct access onto Salisbury Road, Wensley Road, Oxford Street, Gladstone Road or Queen Street.	C66 10/17 Op 12/18
(n)	No allotment in the Brightwater Development Area gains direct access onto State Highway 6. Lawful existing accessways may continue to be used.	C75 9/22 Op 10/23
(iii)	<b>Reserves</b>	C5 3/06 Op 10/10
	Subject to but not limited by rule 16.4.2.1:	
(a)	land that is subject to a notation on the planning maps as indicative reserve is set aside as reserve and vested in the Council upon subdivision in general alignment with the indicative reserve areas shown on the maps and dimensions where specified, as follows: <ul style="list-style-type: none"> <li>• 70 metre wide reserve along Borck Creek from the Light Industrial Zone to the Mixed Business Zone</li> <li>• 15 metre wide reserve along Poutama Drain</li> <li>• 15 metre wide reserve along Eastern Hills Drain adjoining State Highway 6 to Borck Creek</li> </ul>	C10 10/07 Op 3/14 C5 3/06 Op 10/10 C10 10/07 Op 3/14
(b)	indicative reserve areas are to be vested in the Council as Local Purpose Reserve (walkway/recreation) and Local Purpose Reserve (drainage) and the part of the area vested as Local Purpose Reserve (walkway/recreation) will form part of the financial contribution for reserves and community services in accordance with rule 16.5.2.4.	C5 3/06 Op 10/10 C10 10/07 Op 3/14
(c)	<u>within the Wakefield Development Area no credit against the reserve financial contributions will be provided for the Local Purpose (Esplanade) Reserve to vest based on an average total width of 40 metres relating to the Pitfure Stream. The 40 metre total esplanade width excludes Pitfure Stream's bed (as defined in the RMA).</u>	
(iv)	<b>Indicative Stormwater Retention Area</b>	C5 3/06 Op 10/10
(a)	Where applicable, a stormwater retention area is to be provided in the location of any indicative Stormwater Retention Area shown in the Richmond South and Motueka West development areas on the planning maps to enable stormwater to be retained in order to mitigate the downstream stormwater effects such as flooding. Where the stormwater retention area overlies an indicative reserve on the planning maps, all the land in that indicative reserve will vest with Council and reserve fund contributions will be adjusted in accordance with rule 16.5.2.4.	C43 4/13 Op 1/15

*[unchanged or irrelevant text omitted]*

<b>Richmond South, Richmond West, Brightwater, Motueka West, <u>Wakefield</u>, Mapua and Richmond Intensive Development Areas</b>		C5 3/06 Op 10/10
(18)	For subdivision for standard density development in the Richmond South, Richmond West, Brightwater, <u>Wakefield</u> , Motueka West, Mapua and Richmond Intensive development areas, control over the following matters apply:	C10 10/07 Op 3/14
(a)	The extent to which the road network is interconnected within the subdivision and with adjoining networks, including the street network, walkways and cycleway connectedness.	C22 2/11 & C43 4/13 Op 1/15
(b)	Except for the Richmond Intensive Development Area, the layout of allotments in terms of providing for a range of allotment densities, street-facing frontages and with access to public spaces, walkways and reserves.	C66 10/17 Op 12/18 C75 9/22 Op 10/23 C76 9/22
(c)	The extent to which the proposed subdivision provides for reserves and public open spaces for the use and enjoyment of communities.	
(d)	The visibility of all public spaces, including roads, walkways and reserves, and the degree of passive surveillance from future dwellings.	
(e)	The degree to which the proposed subdivision has used landscaping and vegetation plantings within public spaces, including road reserve, to provide for a high amenity environment.	
(f)	The ability of each allotment to accommodate a dwelling, accessory buildings, on-site parking and access in accordance with rule 17.1.3.1.	
(g)	The effective management of stormwater, including the use of low impact design solutions, where practicable.	
(ga)	<u>In the Wakefield Development Area, any matter necessary to manage flood risk through infrastructure designed in accordance with any mandatory or good practice matters of Chapter 5 of the Nelson Tasman Land Development Manual and dam break hazard risk.</u>	
(h)	The proposed management of any temporary or permanent effects arising from vegetation removal, earthworks and landscaping.	
(i)	The management of risk of property damage or nuisance from potential natural hazards.	
(j)	Except for the Richmond Intensive Development Area, the degree to which the potential for reverse sensitivity of existing rural activities arising from adverse cross-boundary effects on new residential development has been accounted for in the subdivision design.	
(k)	The extent of retention and integration of existing trees and groups of trees into the subdivision design.	
(l)	The degree of application of the design guidelines in the Urban Design Guide (Part II, Appendix 2) to the matters identified within the document, where relevant.	
(m)	Ensuring adequate ongoing maintenance and replacement of amenity plantings.	
(n)	The extent to which the number of individual allotment accesses onto Hart/Bateup and Wensley/Paton roads and Hill Street has been minimised.	
(o)	In the Brightwater Development Area, where dwellings will be located within 100m of the state highway's white edge line, the type and extent of methods utilised to manage potential noise and vibration effects from the state highway.	C75 9/22 Op 10/23
(p)	<u>In the Wakefield Development Area, the recommendations of the Integrated Transportation Assessment.</u>	

**Note:** Further guidance about good urban design and low impact development can be found in the Urban Design Guide (Part II, Appendix 2).

*[unchanged or irrelevant text omitted]*

**16.3.3.1A Controlled Subdivision (Residential Zone – Specific Location: Richmond Intensive Development Area)**

C66 10/17  
Op 12/18

Subdivision for intensive development in the Richmond Intensive Development Area is a controlled activity, if it complies with the following conditions:

**Allotment Area**

- (a) The minimum net allotment area is 200 square metres.

*[unchanged or irrelevant text omitted]*

**16.3.3.1B Controlled Subdivision (Residential Zone – Specific Location: Brightwater and Wakefield Development Areas)**

C75 9/22  
Op 10/23  
C76 9/22

Subdivision in the Brightwater and Wakefield Development Areas is a controlled activity, if it complies with the following conditions:

**Allotment Area**

- (a) In the Brightwater Development Area every allotment created by the subdivision has a net area as stated in Figure 16.3AB, except where Compact Density Provisions are used in which case there are no minimum allotment area requirements for the Compact Density Development.
- (a) (b)** In the Wakefield Development Area, at least 15% of the allotments have an average net site area of 360m<sup>2</sup> or less, with a minimum of 200m<sup>2</sup> and a maximum of 450m<sup>2</sup> (reserve lots are excluded from these calculations). The minimum net area for the remaining allotments is 200m<sup>2</sup>. However these provisions do not apply where Compact Density Provisions are used in which case there are no minimum allotment area requirements for the Compact Density Development.

**Figure 16.3AB: Minimum Allotment Areas in the Brightwater and Wakefield Development Areas:**



DESCRIPTION OF LAND TO BE SUBDIVIDED	NET AREA REQUIREMENTS (M <sup>2</sup> )
(i) Where the land to be subdivided has a net area of 2 hectares or less	Refer to Rule 16.3.3.1 Figure 16.3A (xiii) <i>Standard Density</i> Subdivision
(ii) Where the land to be subdivided has a net area greater than 2 hectares	a) A minimum of 20% of the allotments created have a net area of between 270m <sup>2</sup> and 350m <sup>2</sup> .  And  b) A minimum of 20% of the allotments created have a net area of between 350m <sup>2</sup> and 450m <sup>2</sup> .
	A maximum of 50% of the allotments created can utilise the allowances under (ii)(a) and (ii)(b) above. The minimum net area for the remaining allotments is 450m <sup>2</sup> .  NOTE: The net area requirements do not apply to Compact Density, however, Compact Density subdivision and land use rules (16.3.3.3 and 17.1.3.3) can contribute to achieving the requirements of this rule in both size categories (ii)(a) and (ii)(b).

C22 2/11  
Op 1/15

**Allotment Access and Road Network**

(b) (c) The subdivision meets the ~~the controlled~~ conditions: 16.3.3.1(n)(i)(e-d), (n)(ii)(g), and (n)(ii)(n) of Rule 16.3.3.1 Allotment Access and Road Network.

C75 9/22  
Op 10/23  
C76 9/22

(e) (d) In the Wakefield Development Area, no fewer than 85 percent of all allotments have direct frontage to a public road or public reserve that is at least 10 metres wide. For the avoidance of doubt, this means that no more than 15 percent of allotments may be rear allotments without any road or reserve frontage.

**Services, Existing Buildings, Heritage Site or Item Present, Cultural Heritage Sites, Protected Trees, Stormwater, Transport and Reserves**

C75 9/22  
Op 10/23

(e) (e) The subdivision meets the conditions of:  
 (i) 16.3.3.1(i) *Services*  
 (ii) 16.3.3.1(l) *Existing Buildings*  
 (iii) 16.3.3.1(m) *Heritage Site or Item Present*

- (iv) 16.3.3.1(ma)-(mb) *Cultural Heritage Site*
- (v) 16.3.3.1(mc) *Stormwater*
- (vi) 16.3.3.1(me)(ii) *Cross Boundary Effects (this applies to the Brightwater Development Area only and not the Wakefield Development Area).*
- (vii) 16.3.3.1(mf) *Transport*
- (viii) 16.3.3.1 (n) (iii) (a), 16.3.3.1(n)(iii)(b), 16.3.3.1 (n)(iii) (c) *Reserves*
- (ix) 16.3.3.2A (f) *Comprehensive Development*

**Matters of Control**

C75 9/22  
Op 10/23

- (f) (i) Matters (1)-(18) and (22)-(24) listed in 16.3.3.1
- (ii) The ability to achieve a variety of housing density options.
- (iii) Financial Contributions.
- (iv) All Matters referred to in Section 220 of the Act
- (v) Bonds and covenants.

*[unchanged or irrelevant text omitted]*

**16.3.3.2A Restricted Discretionary Subdivision (Residential Zone - Standard Density Development)**

C66 10/17  
Op 12/18  
C75 9/22  
(d 6/23)

Subdivision for standard density development in the Residential Zone that does not comply with the controlled conditions of rules 16.3.3.1 or 16.3.3.1B is a restricted discretionary activity, if it complies with the following conditions:

**Stormwater**

- (a) In the Residential Zone:
  - (i) EITHER:
    - Stormwater from every allotment is discharged to a Council-maintained stormwater drainage network that has the capacity to receive the additional stormwater.
    - OR
    - The discharge complies with section 36.4 of this Plan.
  - AND
  - (ii) All stormwater drainage features that form part of the stormwater drainage network are physically and legally protected from future development that may adversely affect the efficient functioning of the network.
- Note:** A discharge consent may be required where new stormwater infrastructure is being created.
- (b) In the Richmond Intensive Development Area, where a site or part of a site is located within a specified stormwater flood flow path as shown on the Part II Special planning map:
  - (i) the development provides for the stormwater flood flow to cross the post-development site and retains the predevelopment upstream entry and downstream exit points of the stormwater flood flow to and from the site;
  - (ii) the flood flow path surface is constructed or treated to prevent erosion of the surface.

C66 10/17  
Op 12/18

**Richmond South, Richmond West, Brightwater, Wakefield, and Richmond Intensive Development Areas**

C10 10/07  
Op 3/14  
C66 10/17  
Op 12/18  
C75 9/22  
Op 10/23  
C76 9/22

- (c) Land to be subdivided for standard density development in the Richmond South, Richmond West, Brightwater, Wakefield and Richmond Intensive development areas that does not comply with the conditions of rule 16.3.3.1 is a restricted discretionary activity, if it complies with the following conditions:

**Minimum Allotment Size**

- (i) The minimum net area for each allotment is 350 square metres, except in the Brightwater Development Area where the minimum net area for each allotment is 270 square metres, and in the Wakefield Development Area where the minimum net area for each allotment is 200 square metres.
- ~~The minimum net area for each allotment is 450 square metres if the land to be subdivided comprises 2 hectares or less in net area.~~
  - ~~The minimum net area for each allotment is in accordance with Rule 16.3.3.2C *Restricted Discretionary Subdivision (Residential Zone – Specific Location – Brightwater Development Area)* if the land to be subdivided is greater than 2 hectares in net area.~~

**Allotment Access, Road Network, Reserves and Indicative Stormwater Retention Area**

- (ii) The subdivision meets conditions 16.3.3.1(n)(ii)(a), (n)(ii)(c) to (n)(ii)(n), (n)(iii) and (n)(iv).
- (ii) Except in the Richmond Intensive Development Area, the subdivision meets condition 16.3.3.1(n)(ii)(b).

**Reverse Sensitivity**

- (iv) The subdivision must comply with 16.3.3.1(me)(ii) and (iii) *Cross Boundary Effects. (This applies to the Brightwater Development Area and not the Wakefield Development Area).*

*[unchanged or irrelevant text omitted]*

**Comprehensive Development**

C66 10/17  
Op 12/18  
C75 9/22  
Op 10/23

- (f) The subdivision is not part of a Comprehensive Development.

**A resource consent is required.** Consent may be refused or conditions imposed, only in respect of the following matters to which the Council has restricted its discretion:

- (1) Matters (1) to (37) of rule 16.3.3.3 *Restricted Discretionary Subdivision (Residential Zone – Compact Density Specific Locations)*.

**Non-Notification**

In respect of non-compliance with condition (c)(iii) [cul-de-sac length], applications for resource consent for an activity under this rule will be decided without limited notification and without public notification.

*[unchanged or irrelevant text omitted]*

**16.3.3.2C Restricted Discretionary Subdivision (Residential Zone – Specific Location: Brightwater and Wakefield Development Areas)**

C75 9/22  
Op 10/23

- (a) Subdivision in the Brightwater Development Area and Subdivision for intensive development in the Wakefield Development Area, that does not comply with the controlled conditions of rule 16.3.3.1B is a restricted discretionary activity, if it complies with the following conditions:
  - i) 16.3.3.1B(a)-(b) *Minimum Allotment Size*
  - ii) 16.3.3.1(n)(ii)(a), (n)(ii)(b), (n)(ii)(c), (n)(ii)(g) and (n)(ii)(n) *Allotment Access and Road Network*
  - iii) 16.3.3.1 (me)(ii) *Cross Boundary Effects.*
  - iv) 16.3.3.2A(a) *Stormwater*
  - v) 16.3.3.2A (f) *Comprehensive Development*
  - vi) 16.3.3.1 (n) (iii) (a), 16.3.3.1(n)(iii)(b), 16.3.3.1 (n)(iii) (c) *Reserves*
- (b) **Matters of control**  
Matters (1) to (37) of Rule 16.3.3.3 (*Restricted Discretionary Subdivision (Residential Zone – Compact Density Specific Locations)*)

[unchanged or irrelevant text omitted]

**16.3.3.3 Restricted Discretionary Subdivision (Residential Zone – Compact Density Specific Locations)**

C5 3/06  
Op 10/10  
C66 10/17  
Op 12/18

Subdivision for compact density development in the Residential Zone is a restricted discretionary activity, if it complies with the following conditions:

**Compact Density Development in Richmond, Brightwater, Wakefield, Mapua and Motueka**

C5 3/06 Op 10/10  
C10 10/07 Op 3/14  
C22 2/11 Op 1/15  
C43 4/13 Op 1/15  
C66 10/17 Op 12/18  
C75 9/22  
Op 10/23  
C76 9/22

- (a) Land to be subdivided for compact density development in the Richmond South, Richmond West, Brightwater, Wakefield and Mapua Special development areas and the Motueka West Compact Density Residential Area, as shown on the planning maps, complies with the following conditions:
  - (i) **Land Requirements**
    - (a) The subject land comprises (either in one or more existing titles) at least 1500 square metres in the Richmond South, Richmond West, Brightwater, Wakefield, and Mapua Special development areas and the Motueka West Compact Density Residential Area.
  - (ii) **Allotments**
    - Allotment Area*
      - (a) There is no minimum net allotment area, except that in the Mapua Special Development Area the minimum allotment area is 200 square metres and except that in the Motueka West Compact Density Residential Area the minimum allotment area is 270 square metres.

C5 3/06 Op 10/10  
C22 2/11 Op 1/15  
C43 4/13 Op 1/15  
C66 10/17 Op 12/18  
C75 9/22  
Op 10/23  
C76 9/22  
  
C5 3/06  
Op 10/10  
C22 2/11  
Op 1/15  
C43 4/13  
Op 1/15

[unchanged or irrelevant text omitted]

- (iv) **Reserves**  
 Subject to but not limited by rule 16.4.2.1:
- (a) Land that is subject to a notation on the planning maps as indicative reserve is set aside as reserve and vested in the Council upon subdivision in general alignment with the indicative reserve areas shown on the maps and dimensions where specified, as follows:
    - 70 metre wide reserve along Borck Creek from Light Industrial Zone to the Mixed Business Zone;
    - 15 metre wide reserve along Poutama Drain;
    - 15 metre wide reserve along Eastern Hills Drain adjoining State Highway 6 to Borck Creek;
  - (b) Indicative reserve areas are to be vested in the Council as Local Purpose Reserve (walkway/recreation) and Local Purpose Reserve (drainage) and the part of the area vested as Local Purpose Reserve (walkway/recreation) will form part of the financial contribution for reserves and community services in accordance with rule 16.5.2.4.
  - c) within the Wakefield Development Area no credit against the reserve financial contributions will be provided for the Local Purpose (Esplanade) Reserve to vest based on an average total width of 40 metres relating to the Pitfure Stream. The 40 metre total esplanade width excludes Pitfure Stream's bed (as defined in the RMA).

*[unchanged or irrelevant text omitted]*

**Stormwater Management**

- (17) Whether an integrated approach to stormwater management is used, by creating areas of open space (including reserves along watercourses and some streets with swales), that can be used for effective stormwater management, including enhancing water quality without compromising an efficient urban structure. In the Mapua Special Development Area, the provisions of the Site Management Plan will need to be complied with. C22 2/11  
Op 1/15
- (18) The extent to which natural and artificial watercourses, wetlands and riparian vegetation are retained and enhanced, while also making alignment modification that may be appropriate to enhance the urban structure.
- (19) Any matter set out in Schedule 16.3A. C7 7/07 Op 10/10
- (19A) The extent to which mandatory and good practice matters of chapter 5 of the Nelson Tasman Land Development Manual 2019 have been achieved in the design and establishment of stormwater networks. C69 6/19  
Op 6/20
- (19B) In the Wakefield Development Area, manage flood risk on and beyond the site, and dam break hazard risks. In the Wakefield Development Area, management of flood risk through infrastructure designed in accordance with any mandatory or good practice matters of Chapter 5 of the Nelson Tasman Land Development Manual and management of dam break hazard. C76 9/22

*[unchanged or irrelevant text omitted]*



**Non-Notification**

Where condition (b) of this rule applies, and only in respect of non-compliance with condition 16.3.3.1(n)(ii)(b) (being cul-de-sac length), applications for resource consent for an activity under this rule will be decided without public notification and without limited notification.

In the Brightwater and Wakefield Development Areas, applications for resource consent that comply with the conditions of this rule (16.3.3.3) will be decided without limited notification (RMA s95B) or public notification (RMA s95A).

C5 3/06  
Op 10/10  
C75 9/22  
Op 10/23  
C76 9/22

**16.3.3.4 Discretionary Subdivision (Residential Zone)**

(a) Except as provided for in conditions (b), (ba) and (c) of this rule, subdivision in the Residential Zone that does not comply with the restricted discretionary conditions of 16.3.3.2A for standard density development or the restricted discretionary conditions of rule 16.3.3.2 is a discretionary activity.

C66 10/17  
Op 12/18

(aa) Subdivision which is part of a comprehensive residential development and is the subject of concurrent resource consent applications for all other resource and building consents required for the development is a discretionary activity.

**Richmond South, Richmond West, Wakefield, Motueka West, Mapua, Brightwater, and Mapua Special Development Areas**

C10 10/07 Op 3/14  
C22 2/11 Op 1/15  
C43 4/13 Op 1/15  
C66 10/17 Op 12/18  
C75 9/22  
Op 10/23  
C76 9/22

(b) Subdivision in the Richmond South, Richmond West, Brightwater, Wakefield, Motueka West and Mapua development areas and Mapua Special Development Area that does not comply with rules 16.3.3.2A, 16.3.3.2C, and rule 16.3.3.3 ~~rule 16.3.3.1B, or 16.3.3.2C~~ is a discretionary activity, if it complies with the following conditions:

EITHER

C10 10/07  
Op 3/14

(i) The subdivision has a minimum net area of 350 square metres for each allotment, except that the Mapua Development Area has a minimum net area of 450 square metres and the Mapua Special Development Area has a minimum net area of 200 square metres and Motueka Compact Density Residential Area has a minimum net area of 270 square metres, and the Brightwater and Wakefield Development Areas has site areas complying with 16.3.3.1B(a) and 16.3.3.1B (b)

C22 2/11 Op 1/15  
C43 4/13 Op 1/15  
C75 9/22  
Op 10/23  
C76 9/22

OR

(ii) The subdivision is a compact density subdivision proposal and complies with rule 16.3.3.3(a)(iii)(a), (a)(iii)(c) to (a)(iii)(j), (a)(iv), and (a)(v).

C10 10/07  
Op 3/14  
C75 9/22  
Op 10/23

**Richmond Intensive Development Area**

C66 10/17  
Op 12/18

(ba) Subdivision in the Richmond Intensive Development Area that does not comply with the restricted discretionary conditions of rule 16.3.3.2A for standard density development or the restricted discretionary conditions of rule 16.3.3.2B for intensive development is a discretionary activity, if it complies with the following conditions:

(i) The subdivision proposal complies with conditions 16.3.3.1(n)(ii)(c) and 16.3.3.1(n)(iii)(b).

**Tahi and Iwa Streets, Mapua**

C22 2/11  
Op 1/15

(c) Subdivision is not in the Mapua Residential Coastal Zone at Tahi Street or Iwa Street, Mapua.

C66 10/17  
Op 12/18

- A resource consent is required.** Consent may be refused, or conditions imposed. In considering applications and determining conditions, the Council will have regard to the criteria set out in Schedule 16.3A, as well as other provisions of the Plan and the Act. In considering applications and determining conditions, Council will have particular regard to the following matters:
- (1) The degree of compliance with the applicable conditions of rules 16.3.3.1, 16.3.3.1A, 16.3.3.1B, 16.3.3.2, 16.3.3.2A, 16.3.3.2B, 16.3.3.2C, and 16.3.3.3. C10 10/07 Op 3/14  
C43 4/13 Op 1/15  
C66 10/17 Op 12/18
  - (2) The reasons for non-compliance with the conditions of rules 16.3.3.1, 16.3.3.1A, 16.3.3.1B, 16.3.3.2, 16.3.3.2A, 16.3.3.2B, 16.3.3.2C, and 16.3.3.3 that have not been met. C66 10/17  
Op 12/18  
C75 9/22  
Op 10/23  
C76 9/22
  - (3) The extent to which the matters in Schedules 16.3A and 16.3B have been met.
  - (4) Consistency with the Urban Design Guide (Part II, Appendix 2). C10 10/07 Op 3/14  
C22 2/11 Op 1/15
  - (5) In the Wakefield Development Area, the ability to achieve a variety of lot and house sizes.
  - (6) In the Wakefield Development Area, management of flood risk through infrastructure designed in accordance with any mandatory or good practice matters of Chapter 5 of the Nelson Tasman Land Development Manual and management of dam break hazard.

Council may also consider any other relevant matter in the Plan or the Act.

- Non-Notification** C58 11/15  
Op 7/17
- Applications for resource consent for an activity on two specified locations close to the centre of Wakefield, shown on Zone maps 91 and 58, will be decided without public notification and without limited notification.

**16.3.3.7 Non-Complying Subdivision (Residential Zone)**

- Subdivision in the Richmond South, Richmond West, Richmond East, Richmond Intensive, Brightwater, Wakefield, Motueka West, Mapua and Mapua Special development areas and comprehensive subdivision that does not comply with rule 16.3.3.4 or rule 16.3.3.5 is a non-complying activity. C10 10/07 Op 3/14  
C20 8/10 Op 8/12  
C22 2/11 Op 1/15  
C43 4/13 Op 1/15  
C51 1/15 Op 9/16  
C66 10/17 Op 12/18  
C75 9/22  
Op 10/23  
C76 9/22
- A resource consent is required.** Consent may be refused or conditions imposed. C5 3/06 Op 10/10

*[unchanged or irrelevant text omitted]*

**16.3.20 Principal Reasons for Rules**

**Subdivisions Affecting Heritage Items**

*[unchanged or irrelevant text omitted]*

- Brightwater Development Area** C75 9/22  
Op 6/23
- The Brightwater Development Area is intended to provide for additional residential land to meet the growth projections for the township and the wider region. It is located on land between State Highway

6, Pitfure Stream, and Lord Rutherford Road. For any urban expansion, particularly into the Rural Zones, there is a need to ensure this land is efficiently used. There is also a strong community view, and government policy direction, that residential land needs to be more intensively used, and a diversity of lot sizes and range of housing options achieved. To help achieve this objective, the Brightwater Development Area includes subdivision rules requiring a variety of lot sizes, including smaller lots, when larger blocks are subdivided.

These rules mean areas of urban expansion are expected to develop with higher density housing options and a greater variety of lot sizes than may occur through the standard minimum lot size approach. This provides for a more varied neighbourhood of differing types of housing and properties.

Non-notification (both public (s95A) and limited (s95B)) of Compact Density Development within the Brightwater Development Area applies. This responds to the objectives and policies in the TRMP which:

- Seek efficient use of land and infrastructure,
- Encourage medium density housing development of a high standard in suitable locations,
- Seek a range of living opportunities and residential densities.

The non-notification provision is used for Compact Density Development in the Brightwater Development Area because the structure of Compact Density Development rule 17.1.3.3 g) means that Compact Density Development along the external boundaries of the proposal site must meet the standard permitted activity bulk and location criteria in the Tasman Resource Management Plan unless the land adjoining the specific boundary is being developed as a Compact Density Development. Therefore, any properties outside of the Compact Density Development will not experience a change in terms of the bulk and location of buildings from what could be developed under a permitted activity scenario.

The Brightwater Development Area includes indicative roads and reserves to ensure appropriate connections are achieved; recreational, amenity and ecological functions are provided for; and stormwater is effectively managed. Flood flows from Pitfure Stream and Watertank Hill (the Katania Heights area) are able to be accommodated within the indicative reserve areas.

In relation to State Highway 6, reverse sensitivity is managed through a requirement to set development back from the state highway, and to provide an acoustic report for subdivision within 100m of the state highway's white edge line. Rules also restrict additional direct vehicle access to the state highway.

#### **Wakefield Development Area**

C76 9/22

The Wakefield Development Area is intended to provide for additional residential land supply to meet the growth projections for the township and the wider region. It is located on land between Pitfure Road, Edward Street, and Higgins Road. For any urban expansion, particularly into the Rural Zones, there is a need to ensure this land is efficiently used. There is also a strong community view, and government policy direction that residential land needs to be more intensively used, and a diversity of lot sizes and range of housing options achieved. To help achieve this objective, the Wakefield Development Area includes subdivision rules requiring a variety of lot sizes, including smaller lots, when larger blocks are subdivided. These rules mean areas of urban expansion are expected to develop with a variety of housing options and a greater variety of lot sizes than may occur through the standard minimum lot size approach. This provides for a more varied neighbourhood of differing types of housing and properties.



Non-notification (both public (s95A) and limited (s95B)) of Compact Density Development within the Wakefield Development Areas applies. This responds to the objectives and policies in the Tasman Resource Management Plan which:

- Seek efficient use of land and infrastructure,
- Encourage medium density housing development of a high standard in suitable locations,
- Seek a range of living opportunities and residential densities.

The non-notification provision is used for Compact Density Development in the Wakefield Development Area because the structure of Compact Density Development rule 17.1.3.3 g) means that Compact Density Development along the external boundaries of the proposal site must meet the standard permitted activity bulk and location criteria in the Tasman Resource Management Plan unless the land adjoining the specific boundary is being developed as a Compact Density Development. Therefore, any properties outside of the Compact Density Development will not experience a change in terms of the bulk and location of buildings from what could be developed under a permitted activity scenario.

The Wakefield Development Area includes indicative roads and reserves to ensure appropriate connections are achieved; recreational, amenity and ecological functions are provided for; and

stormwater is effectively managed. The indicative road connection to Higgins Road ensures that the provision of emergency vehicle access via Higgins Road will be provided for. Flood flows from Pitfure Stream are able to be accommodated within the indicative reserve areas.

The Wakefield Development Area has areas of known flood inundation hazard risks. Development of the area is subject to policy direction and rules requiring the hazard risk to be addressed at the subdivision application stage in accordance with any mandatory or good practice matters of Chapter 5 of the Nelson Tasman Land Development Manual.

*[unchanged or irrelevant text omitted]*

**Schedule 16.3B: Transport Conditions**

*Refer to rules 16.3.3.1, 16.3.3.1B, 16.3.3.2C 16.3.3.3, 16.3.3.4, 16.3.4.1, 16.3.5.1, 16.3.6.1, 16.3.7.1, 16.3.8.1.*

*[unchanged or irrelevant text omitted]*

**Schedule 16.3C: Services Required on Subdivision in Certain Zones**

*Refer to rules 16.3.3.1, 16.3.4.1 16.3.3.1B, 16.3.3.2C*

This schedule applies to Central Business, Commercial, Mixed Business, Tourist Services, Heavy and Light Industrial and Rural Industrial zones, and the Residential Zone in the Richmond South, Richmond West, Richmond East, Richmond Intensive, Brightwater, Wakefield, Motueka West and Mapua development areas (excluding the Residential Coastal Zone), and the Rural Residential Serviced Zone in the Richmond East and Mapua development areas.

C10 10/07 Op 3/14  
 C20 8/10 Op 8/12  
 C22 2/11 Op 1/15  
 C43 4/13 Op 1/15  
 C66 10/17 Op 12/18  
 C75 9/22  
 Op 10/23

*[unchanged or irrelevant text omitted]*

## CHAPTER 17: ZONE RULES

*[unchanged or irrelevant text omitted]*

### 17.1.3 Building Construction or Alteration

#### 17.1.3.1 Permitted Activities (Building Construction or Alteration – Standard Density Development)

C66 10/17  
Op 12/18

*[unchanged or irrelevant text omitted]*

#### Walls

- (l) Detached residential units on a site that are separated by less than 6 metres are arranged on the site so that the alignment of outside walls is stepped at least 2.5 metres relative to each other.

#### Building Envelope – Daylight Over and Around

- (m) No building projects beyond a building envelope constructed by daylight admission lines commencing from points 2.5 metres above ground level from all side and rear boundaries. The angle to be used is to be determined using the diagram in Schedule 17.1A, except that:
- (i) for any roof with a slope of 15 degrees or greater and the roof ridge generally at right angles to the boundary, the end of the ridge may be up to 1.5 metres above the daylight admission line and the end area up to 2.5 square metres when viewed in elevation; and
- (ii) any solar panel mounted flush to a building roof may project through the daylight admission line, provided they extend no greater than 250 millimetres above the roof plan on which they are mounted.
- (iii) in the Wakefield Development Area there are no building envelope restrictions for any boundary that faces onto the Pitfure Stream, Gossey Stream and Jenkins Creek open space corridor.

C73  
Op 6/23

C73  
Op 6/23

#### EXCEPT

*Item (n) became item (m) (i) as part of Plan Change 73. Item (n) was intentionally left blank.*

- (o) As an **alternative** to conditions (m) of this rule, buildings on south-facing slopes (between west and east) over 10 degrees comply with the following on any nominated boundary:

A building must fit within the arms of a 110-degree angle shape placed 35 degrees from the boundary (as shown in Schedule 17.1B). Only one angle may be used on any one boundary.

*[unchanged or irrelevant text omitted]*

#### Setbacks

- (q) Buildings are set back at least 4.5 metres from road boundaries, in the case of all buildings; except that telecommunication and radio-communication facilities less than 10 square metres in area and less than 3 metres in height are exempt from this requirement; except also that buildings are at least:
- (i) 5.5 metres from road boundaries in the case of garages if the vehicle door of the garage faces the road;

- (ii) 7.5 metres from the top of the bank adjoining Collingwood Quay;
- (iii) 15 metres from Queen Victoria Street between Pah and Whakarewa streets. C43 4/13  
Op 1/15
  
- (r) Buildings are set back at least 1.5 metres from the internal boundaries on one side and at least 3 metres from all other internal boundaries (side and rear) in the case of all buildings except:
  - (i) 3 metres from side and rear boundaries in the case of buildings at St Arnaud;
  - (ii) no setback is required from side or rear boundaries for buildings with a common wall on the boundary along that part of the boundary covered by the common wall;
  - (iii) where a garage or carport is an integral part of a dwelling and forms an external wall adjoining a site boundary; or a carport is attached to an external wall of a dwelling; the provisions of (t) apply to that part of the dwelling that is a garage or carport;
  - (iv) accessory buildings;
  - (v) telecommunication and radio-communication facilities less than 10 square metres in area and less than 3 metres in height.
  
- (s) Buildings are set back at least 1 metre from any access located within the site if the access serves another site or dwelling.
  
- (t) Accessory buildings are set back at least 1.5 metres from side and rear boundaries, but less than 1.5 metres if all of the following apply:
  - (i) where any accessory building has a wall adjacent to the boundary, that wall contains no windows; C73  
Op 6/23
  - (ii) any accessory buildings adjacent to an individual boundary do not exceed a cumulative total of 7.2 metres in length or 50 percent of the length of the boundary, whichever is the lesser;
  - (iii) stormwater is contained within the site.
  
- (u) Dwellings are set back at least 25 metres from a rural zone boundary and at least 10 metres from an industrial zone boundary, except that:
  - (i) on Record of Title NL 13A/194(Talisman Heights, Kaiteriteri) or its successive titles, the setback from the rural zone is at least 5 metres, C73  
Op 6/23
  - (ii) on Old Wharf Road, Motueka, the setback from the Heavy Industrial Zone is at least 20 metres and the setback from the Rural 1 Zone is at least 10 metres;
  - (iii) on area of land zoned Residential located on the north side of Mapua Drive and west of Seaton Valley Road, the setback is at least 5 metres from the Rural 1 Deferred Residential Zone (2031) boundary. C22 2/11  
Op 1/15
    - (iv) adjacent to the Light Industrial Zone at Bird Lane, Wakefield, the setback is at least 30 metres. C58 11/15  
Op 7/17
    - (v) For the Wakefield Development Area the setback is 5 metres, except for any part of 320 Higgins Road that is a rural zone, for which the setback remains at 25 metres.
  
- (v) The building is set back at least:
  - (i) 3 metres from the top of the bank of any river with a bed less than 1.5 metres in width;
  - (ii) 8 metres from the top of the bank of any river with a bed between 1.5 metres and 5 metres;

- (iii) 20 metres from the top of the bank of any river with a bed between 5 and 20 metres in width.

**Access**

- (zb) Access to each dwelling complies with 16.3.3.1(n)(ii)(h).

**Fences**

- (zc) In the Richmond East Development Area on principal or collector roads, any fence on a road boundary does not exceed 1.2 metres in height, and any fence on a side boundary is constructed to taper from 1.2 metres at the road boundary to any height not exceeding 1.8 metres, reaching that height no closer than 5 metres from the boundary. C20 8/10  
Op 8/12  
C69 6/19  
Op 6/20

(zca) In the Wakefield Development Area, any fence fronting onto a walkway or an area of public open space (not including the Tasman Great Taste Trail or any neighborhood reserves) does not exceed 1.2 metres in height and is visually permeable.

**Reverse Sensitivity**

- (zd) In the Brightwater Development Area: C75 9/22  
Op 10/23
  - (a) All new dwellings, or dwelling extensions, are setback 20m from the state highway's white edge line. C76 9/22
  - (b) Internal Noise: New dwellings, or new or altered habitable rooms in existing dwellings, in the Brightwater Development Area which are situated within 100m of the state highway's white edge line are designed to meet internal sounds levels, as follows:

Figure 17.1B: Internal Sound Levels

Dwelling near State Highway 6 – Brightwater Development Area – Habitable Room	Maximum Indoor Design Noise Level $L_{Aeq}(24h)$
Habitable Room	40dB

Note that the measured or predicted road traffic noise level must be determined in accordance with NZS 6801:2008 *Acoustics – Environmental Noise* and NZS 6806:2010 *Acoustics – Road Traffic Noise – New and Altered Roads*. Any extraneous noise sources such as abnormal events (e.g. cicadas and crickets, or a neighbour mowing the lawn or doing construction work) must be removed.

Ventilation: The following applies when windows are required to be closed to achieve the internal noise levels for habitable rooms in the Brightwater Development Area. Habitable rooms must have a ventilation and cooling system(s) designed, constructed, and maintained to achieve the following requirements:

- a) Provides mechanical ventilation to satisfy Clause G4 of the New Zealand Building Code, and
- b) Is adjustable by the occupants to control the ventilation rate in increments up to a high airflow setting that provides at least 6 air changes per hour; and
- c) Provides cooling that is controllable by the occupant and can maintain the inside temperature to be no greater than 25° C; and
- d) Provides relief for equivalent volumes of supply air; and



- e) Does not generate more than 35dB LAeq when measured at 1 metre away from any grille or diffuser during the night-time period.

Except where:

- i) The sound incident on the most exposed part of the proposed dwelling's facade is less than 57 dB LAeq (24h) for road traffic noise; or
- ii) All parts of the dwelling are at least 50m from the white edge line of the state highway and there is a solid building, fence (density of at least 10kg/m<sup>2</sup> with no gaps), wall or landform that blocks the line-of-sight from all parts of all windows and doors of the new or altered dwelling to any part of the state highway road surface within 100m of the dwelling.

A design report prepared by a suitably qualified and experienced acoustic specialist must be submitted to Council with the building consent application, demonstrating noise compliance prior to the construction or alteration of any dwelling being undertaken. Where a dwelling has habitable rooms on more than one floor, compliance shall be assessed on each floor separately. The report must add 3 dB to the measured or predicted noise level to take into account the future growth and peaks in road noise.

Note that an applicable acoustic report previously undertaken at the time of subdivision (in accordance with 16.3.3.1 (me)(ii)) may be used for the purpose of this rule, provided that the report is dated within the last two years, or is confirmed by a suitably qualified and experienced acoustic specialist to still be applicable to the site.

Note: For the purpose of rule 17.1.3.1(zd)(b), habitable room is defined as per the National Planning Standards – Any room used for the purposes of teaching or used as a living room, dining room, sitting room, bedroom, office or other room specified in the Plan to be a similarly occupied room.

*[unchanged or irrelevant text omitted]*

#### **17.1.3.1A Permitted Activities (Building Construction or Alteration — Dwellings on small site areas in the Wakefield Development Area)**

Construction or alteration of a dwelling in the Wakefield Development Area that is either:

- a first dwelling on a site that has a net area of less than 450 square metres, or
- two dwellings on a site that has a net area of 600 square metres or greater, is a permitted activity, and may be undertaken without a resource consent, if all development on the site complies with the following conditions:

*Note: for the construction or alteration of dwellings that don't meet either scenario above, Rule 17.1.3.1 applies.*

##### **Building Coverage**

- (a) Maximum building coverage is 50%.

##### **Site Coverage**

- (b) Maximum site coverage is 70%. For this purpose of this rule, uncovered decks where rainwater can reach permeable ground is not counted as site coverage.

##### **Outdoor Living Space**

- (c) Each dwelling has an area of outdoor living space for the exclusive use of the occupants of that dwelling which:

- (i) Has a minimum area of 20 square metres;
- (ii) Contains a circle with a diameter of at least 3 metres;
- (iii) Is located to receive sunshine in midwinter;
- (iv) Is readily accessible from a living area of the dwelling.

#### **Balcony or Deck**

- (d) Where a dwelling does not have outdoor living space at ground level, the dwelling is provided with a balcony or deck at first floor level of at least seven square meters and 1.5 metres minimum dimension, directly accessible from a living area.
- (e) A balcony or deck with a finished floor level above 2 metres high is no closer than 4 metres from site or internal boundaries.

#### **Road Boundary Setback**

- (f) All buildings are set back at least 2 metres from the road boundary and no more than 5 metres, except that all garages and carports are set back at least 5.5 metres from road boundaries if the vehicles entrance of the garage or carport faces the road.

#### **Side and Rear Boundary Setback**

- (g) All buildings are setback 4-metres from one side or rear boundary to an adjoining site. If there is a shared access/right-of-way within the 4-metre setback, the setback shall be taken from the external boundary common to the adjoining site;
- (h) Where there is no vehicular access to the rear of the site from a legal road or approved access, in addition to condition (g), a side boundary setback of at least 1.5 metres on at least one side is provided, enabling access to the rear of the site.

#### **Building Setback**

- (i) Notwithstanding conditions (g) and (h) of this rule, all buildings shall be set back at least 1 metre from the nearest part of any other building, except that no separation is required when there is a common wall.

#### **Setback from a rural zone**

- (j) Dwellings are setback at least 5 metres from a rural zone boundary.

#### **Setbacks from a river**

- (k) Buildings are set back at least:
  - (i) 3 metres from the top of the bank of any river with a bed less than 1.5 metres in width;
  - (ii) 8 metres from the top of the bank of any river with a bed between 1.5 metres and 5 metres;
  - (iii) 20 metres from the top of the bank of any river with a bed between 5 and 20 metres in width.

#### **Height**

- (l) The maximum height of any building is 7.5 metres.

#### **Building Envelope – Daylight Over and Around**

(m) For any lot boundary that adjoins a site that is Zoned Residential and is not part of the Wakefield Development Area, the building envelope shall comply with Permitted Activity standard 17.1.3.1(m)

n) For any other boundary that is not subject to 17.1.3.1A (m), all buildings comply with the following requirements:

- (i) For the most southern orientated side or rear boundary, all buildings are wholly within an envelope that is taken from a point 3 metres vertical above the boundary and then at an angle 45 degrees inwards from that point along the entire boundary.
- (ii) For the remaining side and rear boundaries, all buildings are wholly within an envelope created by taking a vertical line from the boundary 6 metres above ground level and then at an angle of 45 degrees inwards from that point. This applies for no more than 50 percent of the total boundary length. For the balance 50 percent of the total boundary length, the envelope is taken from a point 3 metres vertical above the boundary and then at an angle 45 degrees inwards from that point.

(Note: for the avoidance of doubt, there is no road boundary building envelope requirement.)

**Wastewater Disposal**

(n) All buildings comply with Permitted Activity standard 17.1.3.1(y)

**Stormwater**

(o) All buildings comply with Permitted Activity standard 17.1.3.1(z)-(za)

**17.1.3.2 Controlled Activities (Building Construction — Standard Density Development)**

C66 10/17  
Op 12/18

Construction of a second dwelling on a site for a standard density development is a controlled activity, if it complies with the following conditions:

*[unchanged or irrelevant text omitted]*

**17.1.3.3 Controlled Activities (Building Construction or Alteration — Compact Density Development)**

C66 10/17  
Op 12/18

Construction or alteration of a building on a site within an approved subdivision plan for a compact density development in the Richmond South, Richmond West, Brightwater, Wakefield and Mapua Special development areas and the Motueka West Compact Density Residential Area, as shown on the planning maps, is a controlled activity, if it complies with the following conditions:

C5 3/06 Op 10/10  
C10 10/07 Op 3/14  
C22 2/11 &  
C43 4/13 Op 1/15  
C66 10/17 (D 7/18)  
C75 9/22  
Op 10/23  
C76 9/22

*[unchanged or irrelevant text omitted]*

**Non-notification**

Applications for resource consent that comply with the conditions of this rule (17.1.3.3) will be decided without limited notification (RMA s95B) or public notification (RMA s95A) in the Brightwater and Wakefield Development Areas.

C75 9/22  
Op 10/23  
C76 9/22

*[unchanged or irrelevant text omitted]*

**17.1.3.4A Restricted Discretionary Activities (Building Construction or Alteration – Comprehensive Development)**

C66 10/17  
(D 7/18)

Construction or alteration of a building that does not comply with the conditions of rules 17.1.3.1 or 17.1.3.2 is a restricted discretionary activity, if it complies with the following conditions:

**Three or More Dwellings on a Site**

- (a) There are three or more dwellings on one site that comply with the following:
  - (i) the development complies with the service requirements of Schedule 16.3C;
  - (ii) the minimum net area for each unit is at least 280 square metres in Motueka and Richmond and at least 350 square metres in other settlements with wastewater reticulation and treatment services;
  - (iii) building coverage does not exceed 40 percent;
  - (iv) the development is a comprehensive residential development; or the allotment or site was approved as part of a subdivision under rule 16.3.3.4;
  - (v) the development is not within the Richmond South, Richmond West or

C75 9/22  
(d 6/23)  
C76 9/22

Richmond East development areas south east of Hill Street, the Richmond Intensive Development Area or within the Brightwater, Wakefield or, Motueka West Development Areas, as shown on the planning maps.

**Garages and Stormwater**

- (b) The activity complies with condition 17.1.3.4(g) relating to garages and 17.1.3.4(i) relating to stormwater.

**A resource consent is required.** Consent may be refused or conditions imposed, only in respect of the following matters to which the Council has restricted its discretion:

- (1) Matters of restricted discretion (1) to (39) of rule 17.1.3.4.

**17.1.3.4B Restricted Discretionary Activities (Building Construction or Alteration – Specified Locations: Development Areas – Standard Density and Compact Development)**

C66 10/17  
Op 12/18

**Richmond South, Richmond West, Motueka West, Brightwater, Wakefield, Richmond Intensive, Mapua and Mapua Special Development Areas and the Motueka West Compact Density Residential Area**

C75 9/22  
Op 10/23  
C76 9/22

Construction or alteration of a building in the Richmond South, Richmond West, Brightwater, Wakefield, Motueka West, Richmond Intensive, Mapua and Mapua Special development areas and the Motueka West Compact Density Residential Area that does not comply with the conditions of rules 17.1.3.1 and 17.1.3.2 for standard density development or rule 17.1.3.3 for compact density development, is a restricted discretionary activity, if it complies with the following conditions:

**Garages and Stormwater**

- (a) The activity complies with condition 17.1.3.4 (g) relating to garages and 17.1.3.4(i) relating to stormwater.



- (b) Where the activity is in the Richmond Intensive Development area, the activity complies with condition (k) of Rule 17.1.3.4C relating to specified stormwater flood flow paths.

**Compact Density Development – Multiple Consents – Richmond South, Richmond West, Brightwater, Wakefield, Mapua Special Development Areas and the Motueka West Compact Density Residential Area**

- (c) Where the activity is a compact density development, all buildings are located within a title that has been approved as part of a compact density subdivision under rules 16.3.3.3, 16.3.3.4 or 16.3.3.7.

**Note:** Subdivision condition 16.3.3.3(a) requires that for compact density development both the land use and subdivision consents are lodged with Council at the same time and assessed together.

**Reverse Sensitivity – Brightwater Development Area**

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Op 10/23

- (d) The activity must comply with rule 17.1.3.1(zd) Reverse Sensitivity.

**A resource consent is required.** Consent may be refused or conditions imposed, only in respect of the following matters to which the Council has restricted its discretion:

(1) **Scale and Intensity of Use**

- (a) Whether the site is of sufficient size and configuration to allow the adequate mitigation of the effects of the proposal on the surrounding neighbourhood.
- (b) Whether the intensity and scale of the proposal should be controlled to protect the amenity values of that neighbourhood.
- (c) In the Brightwater and Wakefield Development Areas, whether a variety of housing density options is achieved.

C75 9/22  
Op 10/23  
C76 9/22

(2) **Site Layout**

- (a) The extent to which the siting and configuration of buildings and the uses on the site have a positive relationship with the street, in particular whether main entrances front the street with garaging and parking located to the rear of the site.
- (b) The extent to which the siting and design of buildings, structures and open space adversely affects the acoustic environment of the adjoining property.

(3) **Scale and Bulk**

- (a) Whether an increase in building coverage will increase the bulk of the building in such a way that it may cause dominance or intrusion on adjoining properties.
- (b) Whether an increase in building coverage will adversely affect the amenity values and streetscape in the vicinity.
- (c) Whether the proposed height of buildings and other structures, such as front fences, will be compatible with the height and visual character of the surrounding area and streetscape.

*[unchanged or irrelevant text omitted]*

**17.1.20 Principal Reasons for Rules**

*[unchanged or irrelevant text omitted]*

**Papakāinga Development**

Provision for papakainga development in the Residential Zone acknowledges the differing housing needs of the Māori community and the likelihood that this type of development will not conform with the standards and terms for traditional New Zealand low density subdivision and housing developments. By making papakainga developments a controlled activity, the Plan is providing greater flexibility whilst ensuring control is reserved over matters that have the potential to adversely affect adjoining landowners.

**Richmond South, Richmond West, Brightwater, Wakefield, Motueka West, Mapua Special and Mapua Development Areas**

C5 3/06  
Op 10/10

The Residential Zone forms part of the Richmond South, Richmond West, Brightwater, Wakefield, Motueka West and Mapua development areas. Compact density development is provided for through specific standards, and dwellings are to be located as approved through the subdivision process. Quality urban design is an important factor to achieving the overall goals for the Development Areas, and this has been implemented through a subdivision and development design guide. All development in the Richmond South, Richmond West, Brightwater, Wakefield, Mapua and Mapua Special development areas is subject to the requirements of the Urban Design Guide (Part II, Appendix 2). In the Brightwater and Wakefield Development Areas, development is to take into account the management of noise received from the state highway.

C22 2/11  
Op 1/15

C43 4/13  
Op 1/15

C75 9/22  
Op 6/23

C76 9/22

C80 12/23

Non-notification (both public (s95A) and limited (s95B)) of Compact Density Development within the Brightwater Development Area applies. This responds to the objectives and policies in the TRMP which:

- Seek efficient use of land and infrastructure,
- Encourages medium density housing development of a high standard in suitable locations,
- Seeks a range of living opportunities and residential densities.

The non-notification provision is used for Compact Density Development in the Brightwater, Wakefield Development Areas because the structure of Compact Density Development rule 17.1.3.3 g) means that Compact Density Development along the external boundaries of the proposal site must meet the standard permitted activity bulk and location criteria in the Tasman Resource Management Plan unless the land adjoining the specific boundary is being developed as a Compact Density Development. Therefore, any properties outside of the Compact Density Development will not experience a change in terms of the bulk and location of buildings from what could be developed under a permitted activity scenario.

In the Wakefield Development Area, there is a requirement that subdivisions provide a proportion of lots that are smaller than 450m<sup>2</sup>. Rule 17.1.3.1 permits dwellings on standard density lots. An additional permitted rule (Rule 17.1.3.1A) applies to new dwellings on the sites that are smaller than 450m<sup>2</sup>, and also permits second dwellings that are on the sites that are greater than 600m<sup>2</sup>.

C7 7/07  
Op 10/10

**Stormwater**

Building work and land development which involves the use of hard (impervious) surfaces, affects stormwater flows and water quality from land. Rules require the effective management of stormwater and control of the effects of stormwater run-off in residential areas.

*[unchanged or irrelevant text omitted]*

**Richmond Intensive Development Area**

*[unchanged or irrelevant text omitted]*

**Non-notification**

Non-notification (both public (s95A) and limited (s95B)) of Compact Density Development within the Wakefield Development Area applies. This responds to the objectives and policies in the Tasman Resource Management Plan which:

- Seek efficient use of land and infrastructure,

- Encourages medium density housing development of a high standard in suitable locations,
- Seeks a range of living opportunities and residential densities.

The non-notification provision is used for Compact Density Development in the Wakefield Development Area because the structure of Compact Density Development rule 17.1.3.3 g) Means that Compact Density Development along the external boundaries of the proposal site must meet the standard permitted activity bulk and location criteria in the Tasman Resource Management Plan unless the land adjoining the specific boundary is being developed as a Compact Density Development. Therefore, any properties outside of the Compact Density Development will not experience a change in terms of the bulk and location of buildings from what could be developed under a permitted activity scenario.

[unchanged or irrelevant text omitted]

**SCHEDULES**

**Schedule 17.14A: Deferred Zone Locations**

[unchanged or irrelevant text omitted]

Location of Area	Effective Zone until Removal of Deferral	Reason for Deferral	Date of Resolution for Removal of Deferral	Where Services Proposed by Developer, Legal Description of any Part of Area where Deferral Removed	Where Services Proposed by Developer, References to Detailed Performance Requirements and Engineering Plans of Services Approved by Council	Effective Zone after Removal of Deferral	
<b>Motueka (outside the Motueka West Development Area) (planning maps 19, 52, 119)</b>							
South of King Edward Street, Motueka	Rural 1	Reticulated water, wastewater and stormwater services required				Residential (served)	C51 1/15 Op 9/16
<b>Brightwater (planning maps 22, 56, 90)</b>							
South east of Snowdens Bush	Rural 1	Reticulated water supply, wastewater and transport (Ellis St intersection)	15/4/21	Lot 1 DP 3638 Lot 4 DP 4841 Lot 2 DP 534911 (part) Lot 1 DP 304184 (part) Pt Sec 33 Waimea South Dist		Residential	C57 11/15 Op 12/18 9/21
<i>Reticulated water supply between Wanderers Ave &amp; Lord Rutherford Road Removed as part of Plan Change 12.</i>							
Corner of Factory Road and River Terrace Road	Rural 1	Reticulated water supply	5/11/20	Lot 1 DP 456011 Lot 1 DP 395051		Light Industrial	C57 11/15 Op 12/18 C75 9/22 Op 10/23 12/20 C120A U69 7/22
East of River Terrace Road	Rural 1	Reticulated water supply	5/11/20	Lot 2 DP456011		Light Industrial	C120A U69 7/22
East of River Terrace Road	Rural 1	Reticulated water supply	5/11/20	Lot 2 DP3453		Light Industrial	C120A U69 7/22
104 Waimea West Road, Brightwater (Part of Pt Section 33 Waimea South District)	Rural 1	Reticulated water supply				Residential	C68 7/18 Op 6/19
<b>Brightwater Development Area (planning maps 22, 56, 90)</b>							
Between Lord Rutherford Road, Main Road Spring Grove (State Highway 6), and Pitture Stream	Rural 1	Reticulated water supply.  Stormwater and water supply required.				Residential	C75 9/22 Op 10/23
<b>Wakefield Development Area (planning maps 22, 58, 91)</b>							

Location of Area	Effective Zone until Removal of Deferral	Reason for Deferral	Date of Resolution for Removal of Deferral	Where Services Proposed by Developer. Legal Description of any Part of Area where Deferral Removed	Where Services Proposed by Developer. References to Detailed Performance Requirements and Engineering Plans of Services Approved by Council	Effective Zone after Removal of Deferral
<a href="#">Between Pitfure Road, Edward Street, and Higgins Road</a>	Rural 2	Reticulated wastewater, stormwater, and water supply required and transport upgrades as informed by an Integrated Transport Assessment.				Residential (serviced)
Wakefield (planning maps 22, 58, 91)						
Bird Lane, Wakefield	Rural 1	Stormwater services; reticulated water supply upgrade; and roading improvements to Bird Lane and the intersection with SH6.				Residential
Higgins Road, Wakefield (Part Lot 4 DP 303114)	Rural 2	Higgins Road upgrade south of the Pitfure Bridge to ensure access in a Q100 event; and pedestrian/cycle link over the Pitfure Stream to Ryeland Avenue.				Rural Residential
Other Settlements and Areas						
Parts of Murchison	Rural 2	Stormwater service required				Residential (serviced)
65 Hotham Street, Murchison	Rural 2	Reticulated water, wastewater and stormwater services required				Residential (serviced)
161 Fairfax Street	Rural 2	Reticulated water, wastewater and stormwater services required				Residential (serviced)

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Op 9/16

C76 9/22

C65 10/17  
Op 4/18

C65 10/17  
Op 4/18  
C76 9/22

C77 9/22  
Op 10/23

C77 9/22  
Op 10/23

[unchanged or irrelevant text omitted]

## CHAPTER 19: INFORMATION REQUIRED WITH LAND USE CONSENT OR SUBDIVISION CONSENT APPLICATIONS

[unchanged or irrelevant text omitted]

### 19.2 INFORMATION REQUIRED FOR LAND USE OR SUBDIVISION CONSENT APPLICATIONS

#### 19.2.1 Land Use

C19 5/10  
Op 8/12

Applicants must submit, and the Council may request further information, on the following matters to the extent that they are relevant to any land use consent rule, together with information required under any other relevant section of this chapter:



[unchanged or irrelevant text omitted]

- 19.2.1.12** For an activity involving a building in the Residential Zone in the Richmond South, Brightwater, Wakefield, or the Mapua Special development areas or the Motueka West Compact Density Residential Area:
- (a) information describing the extent to which compliance is achieved with the conditions in rule 17.1.3.3 *Controlled Activities (Building Construction or Alteration – Compact Density Development)* for buildings in the Residential Zone in the Richmond South, Brightwater, Wakefield, or Mapua Special development areas or the Motueka West Compact Density Residential Area, or – in the case of the Brightwater and Wakefield Development Areas – compliance with 17.1.3.2 *Controlled Activities (Building Construction or Alteration – Standard Density Development)*;
  - (b) where the application is for a compact density land use development and subdivision, information describing consistency with the Urban Design Guide (Part II, Appendix 2).

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& C43 4/13  
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C75 9/22  
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C75 9/22  
Op 10/23

[unchanged or irrelevant text omitted]

**19.2.2 Subdivision**

Applicants must submit, and the Council may request further information, on the following matters to the extent that they are relevant to any subdivision consent rule, together with information required under any other relevant section of this chapter:

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Op 8/12

[unchanged or irrelevant text omitted]

- 19.2.2.7** For a subdivision in the Residential Zone in the Richmond South, Brightwater, Wakefield Motueka West or Mapua development areas:
- (a) a plan showing the layout of the subdivision, including all building location areas;
  - (b) information describing the extent to which compliance is achieved with the standards and terms in rule 16.3.3.1 *Controlled Subdivision (Residential Zone – Standard Density Development)* for the Residential Zone in the Richmond South, Brightwater, Wakefield, Motueka West or the Mapua development areas; and the standards and terms in rule 16.3.3.1B *Controlled Subdivision (Residential Zone – Specific Location: Brightwater Development Area)* for the Brightwater and Wakefield Development Areas.
  - (c) information describing consistency with the Urban Design Guide (Part II, Appendix 2);
  - (d) information on proposed block perimeter lengths.
  - (e) In the Brightwater Development Area.
    - (i) information on how a variety of housing options, including higher density housing options, is achieved, or – where this is not practicable – justification of why.
    - (ii) where the subdivision is within 100m of the state highway’s white edge line, an acoustic design report, prepared by a suitably qualified and experienced acoustic specialist which details the measured or predicted outdoor road traffic noise level, and, where the measured or predicted outdoor road traffic noise level exceeds 57 dB LAeq (24h), recommends how the subdivision can best

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include measures to mitigate the effects of road traffic noise on the habitants of any future dwellings.

- (iii) Information on how flood hazard risk from Pitfure Stream is managed.

(f) In the Wakefield Development Area:

(i) Information on how a variety of housing options, which enable increased and varied housing densities and types is achieved, or – where this is not practicable – justification of why.

(ii) Information on how flood hazard risk from Pitfure Stream, Gossey Stream, and Jenkins Creek and dam break hazard risk from the two irrigation dams to the north-east are managed.

*[unchanged or irrelevant text omitted]*

**PART II – APPENDIX 2: URBAN DESIGN GUIDE**  
**Applies at the Motueka West, Richmond South, Richmond West, Richmond Intensive, Brightwater, Wakefield, Mapua and Mapua Special development areas**

C22 2/11  
 & C43 4/13  
 Op 1/15  
 C66 10/17  
 Op 12/18  
 C75 9/22  
 Op 10/23  
 C76 9/22

**1. INTRODUCTION**

The Richmond South Development Area (RSDA), the Richmond West Development Area (RWDA) and the Richmond Intensive Development Area (RIDA) are priority areas for Richmond’s development over a 20-year outlook to be established following the Richmond Development Study. This study was considered by the community in 2003 and since then Council has considered the community response. That process identified a need and significant support for the concept of a planned approach to the subdivision and development of the RSDA and RWDA and intensification through redevelopment in RIDA to ensure that both a quality living environment and an efficient use of the land takes place. This Urban Design Guide is intended to help in achieving those aims.

C10 10/07  
 Op 3/14  
 C66 10/17  
 Op 12/18

The Mapua Development Area and Mapua Special Development Areas (MDA and MSDA) are priority areas for Mapua’s development over a 20-year timeframe following the Mapua/Ruby Bay Development Study in 2004 and a structure planning exercise in 2008. These processes have identified a need and support for a planned approach that ensures a quality living environment and sustainable and efficient use of land.

C22 2/11  
 Op 1/15

The Motueka West Development Area (MWDA) is a priority area for Motueka’s development over a 50-year timeframe following a structure planning exercise in 2009. This process has identified a need for a consolidation of the town through a planned approach that ensures a quality living and working environment.

C43 4/13  
 Op 1/15

The Brightwater Development Area (BDA) provides for some of the township’s, and the region’s, residential growth needs as identified through the Future Development Strategy 2019 and 2022. This area is intended to provide for a variety of lot sizes, increased density, and a quality living environment.

C75 9/22  
 Op 10/23

The Wakefield Development Area (WDA) provides for some of the township’s, and the region’s, residential growth needs as identified through the Future Development Strategy 2022. This area is intended to provide for a greater variety of lot sizes, increased density, and a quality living environment.

C76 9/22

*[unchanged or irrelevant text omitted]*

**3. RELATIONSHIP OF THE DESIGN GUIDE TO THE TASMAN RESOURCE MANAGEMENT PLAN**

This design guide covers a range of urban design matters integral to the subdivision layout and development planning of the BDA, WDA, RSDA, RWDA, RIDA, MWDA, MDA and MSDA. The design guide is intended to provide a clear preferred direction for any proponent of a development in the BDA, WDA, RSDA, RWDA, RIDA, MWDA, MDA and MSDA. The guide contains provisions that relate to both subdivision and development within the BDA, WDA, RSDA, RWDA, RIDA, MWDA, MDA and MSDA.

C10 10/07  
Op 3/14  
C22 2/11  
Op 1/15  
C43 4/13  
Op 1/15

The district plan provisions associated with the development of the RSDA, RWDA, RIDA, MWDA, MDA, and MSDA and WDA are contained in the Tasman Resource Management Plan (the Plan) – these guidelines form part of the Plan as Appendix 2 to Part II. The design guide applies in relation to the following Plan rules:

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- 16.3.3.1 Controlled Subdivision (Residential Zone – Standard Density Development)
- 16.3.3.1A Controlled Subdivision (Residential Zone – Specific Location: Richmond Intensive Development Area)
- 16.3.3.1B Controlled Subdivision (Residential Zone – Specific Location: Brightwater and Wakefield Development Areas)
- 16.3.3.2A Restricted Discretionary Subdivision (Residential Zone – Standard Density Development)
- 16.3.3.2B Restricted Discretionary Subdivision (Residential Zone – Specific Location: Richmond Intensive Development Area)
- 16.3.3.2C Restricted Discretionary Subdivision (Residential Zone – Brightwater and Wakefield Development Areas)
- 16.3.3.3 Restricted Discretionary Subdivision (Residential Zone – Compact Density Specific Locations)
- 16.3.3.4 Discretionary Subdivision (Residential Zone)
- 17.1.3.3 Controlled Activities (Building Construction or Alteration – Compact Density Development)
- 17.1.3.4 Restricted Discretionary Activities (Building Construction or Alteration – Standard Density Development)
- 17.1.3.4A Restricted Discretionary Activities (Building Construction or Alteration – Comprehensive Development)
- 17.1.3.4B Restricted Discretionary Activities (Building Construction or Alteration – Specific Locations: Development Areas)
- 17.1.3.4C Restricted Discretionary Activities (Building Construction or Alteration – Specific Locations: Richmond Intensive Development Area)
- 17.1.3.4D Discretionary Activities (Building Constructions or Alteration – Specific Locations: Richmond Intensive Development Area)

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C66 10/17  
Op 12/18  
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The design guide should be read in conjunction with the Plan provisions, including the Plan’s policies and the rules listed above. The design guide will provide a basis for the assessment of applications for resource consent for both subdivision and buildings.

For permitted buildings in the BDA, WDA, RSDA, RWDA, RIDA, MWDA, MDA and MSDA, the design guide may help in successful design. For controlled and restricted discretionary subdivision and buildings in the BDA, WDA, RSDA, RWDA, MWDA, MDA, and MSDA, and for discretionary subdivision and restricted discretionary and discretionary buildings in RIDA, consistency with the design guide is a matter for considering in either imposing conditions or considering granting or declining applications (restricted discretionary activities only).

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C22 2/11  
& C43 4/13  
Op 1/15  
C66 10/17  
Op 12/18  
C75 9/22  
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**4. HOW TO USE THIS DESIGN GUIDE**

There is no prescribed way to create attractive, liveable, functional, enduring living environments and the guidelines are intended to provide some flexibility in the approach. Accordingly each part describes the subject to be guided and describes the aims with a diagram or image which is for explanatory value.

The design guide should be considered when first beginning to develop any subdivision or building development proposal in the BDA, WDA, RSDA, RWDA, RIDA, MWDA, MDA, and MSDA.

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C22 2/11 Op 1/15  
C43 4/13 Op 1/15  
C66 10/17 Op 12/18  
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C76 9/22

**A. Allotment Layout**

The allotment layout in a new urban area will pre-determine the position and aspect of resultant houses and other development. Accordingly, attention needs to be given at the outset of the design process to the type of development that will result from the layout prescribed at the time of subdivision.

To achieve the desired environment for the BDA, WDA, RSDA, RWDA, MWDA, MDA, and MSDA, guidelines for allotment layout are set out below.

C10 10/07 Op 3/14  
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*[unchanged or irrelevant text omitted]*

**B. Dwelling Size**

The efficient use of the land in new growth areas is important. Land is a finite resource and should be judiciously used to retain a context of productive working land and natural landscapes as these are important to the regional economy, biodiversity and quality of life. The compactness of settlements is also important as it assists servicing efficiency, accessibility of residents to facilities (schools, shops, etc), reduces travel times and energy use, and presents opportunities for various forms of transport. It is recognised in Richmond, Brightwater, Wakefield Motueka and Mapua that the different dwelling sizes and types will need to be provided for if people are to be comfortable living in Richmond, Brightwater, Wakefield Motueka and Mapua at various stages of their lives. Part of that difference is recognising the need for a mixture of family homes with large sections and smaller houses with less land to look after, and more opportunities for social contact for people living alone. With an aging population in Tasman, incorporation of universal design principles in the initial design of dwellings in RIDA is encouraged. To encourage efficient land use, the provision of different house types, and an urban form that is compact, guidelines to encourage different forms of development in the BDA, WDA, RSDA, RWDA, RIDA, MWDA and MSDA are set out below.

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C66 10/17 Op 12/18  
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*[unchanged or irrelevant text omitted]*

**C. Street Network**

The street network is the principal way people will get to and from the places they use within Richmond, Brightwater, Wakefield, Motueka and Mapua. These movements are made every day by a range of people with a range of mobility levels and a range of access to vehicles. Movements typically include a child going to school, workers going to work, or an older person going for a walk. Primarily the movement network is provided by streets, but in the BDA, WDA, RSDA, RWDA, RIDA, MWDA, MDA and MSDA there will also be pathways on greenways and these are addressed separately. To achieve the desired environment for the BDA, WDA, RSDA, RWDA, RIDA, MWDA, MDA, and MSDA, guidelines for the street network are set out below.

C10 10/07 Op 3/14  
C22 2/11 Op 1/15  
C43 4/13 Op 1/15  
C66 10/17 Op 12/18  
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Op 10/23  
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*[unchanged or irrelevant text omitted]*

<b>Guideline C2 STREET CONNECTEDNESS</b> <i>Refer to Figure C2a</i>	
<p><b>Encourage maximum accessibility within the urban area by:</b></p> <p>Creating streets that are interconnected with other streets and with minimal dead ends or cul-de-sacs.</p> <p>Making collector streets that provide for walking, cycling and easy navigability around a neighbourhood by direct routes.</p> <p>Ensuring that cul de sacs (where they are rarely provided for) have walking and cycling links to adjacent streets and to provide for a potential vehicle connection in the future.</p> <p>Providing cycleways on main routes to Richmond, Brightwater, <u>Wakefield</u>, Motueka and Mapua town centres and schools.</p> <p>Creating regular street intersections and limited block lengths.</p> <p>Providing clear and safe access to greenway networks from the street network with direct visual and walking links across that follow the street alignment.</p> <p>It is important to have high levels of accessibility because it:</p> <ul style="list-style-type: none"> <li>assists reduced travel distances (walking or driving) between destinations</li> <li>enhances walkability by providing reasonably direct routes between places</li> <li>enhances the ease with which people can find their way around a place by providing minimal dead ends.</li> </ul>	<p>C22 2/11 &amp; C43 4/13 Op 1/15 C75 9/22 OP 10/23 C76 9/22</p>

*[unchanged or irrelevant text omitted]*

**D. Garaging and Carparking**

<p>The quality of the Richmond, Brightwater, <u>Wakefield</u>, Motueka and Mapua environment as places to live will need to move towards providing an appropriate balance between provision for private motor vehicles and other forms of transport, and walking as a way of moving around the urban area. Part of that balance is about making the urban environment work well for vehicles and for people moving around in other ways – aspects of this balance are addressed by the street network guidelines. Other guidelines below which address a balanced way of providing for vehicles on private property are also important to the quality of the living environment.</p>	<p>C22 2/11 Op 1/15 C43 4/13 Op 1/15 C75 9/22 OP 10/23 C76 9/22</p>
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*[unchanged or irrelevant text omitted]*

**E. On-site Amenity**

<p>Proposed as at 2 August 2014</p> <p>The BDA, <u>WDA</u>, RSDA, RWDA, RIDA, MWDA, MDA, and MSDA. are new urban growth areas that will encourage (although not require) a range of house sizes and types to be provided by development to meet projected demand for this by future populations. It is anticipated that some development in the BDA, <u>WDA</u>, RSDA, RWDA, RIDA, MWDA, MSDA, will take the form of town dwellings, or building formats where people may live closer to one another than they would in single detached dwellings. One essential element of a quality living environment is maintaining the on-site amenity - visual and aural privacy, functionality (rubbish storage, letterboxes), drying of washing, outdoor living - where people are living in closer proximity to one another. The guidelines below encourage the consideration of and provision for amenity in the BDA, <u>WDA</u>, RSDA, RWDA, RIDA, MWDA, MDA, and MSDA.</p>	<p>C10 10/07 Op 3/14 C22 2/11 Op 1/15 C43 4/13 Op 1/15 C66 10/17 Op 12/18 C75 9/22 OP 10/23 C76 9/22</p>
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*[unchanged or irrelevant text omitted]*

**F Frontages**

The space between the front of a building and the street is the “public space” and presents the face of urban areas. The quality of the public environment in urban areas is strongly influenced by the characteristics of these spaces. That quality includes safety, amenity and walkability.

To achieve the desired environment for the BDA, WDA, RSDA, RWDA, MWDA, RIDA, MDA, MSDA, guidelines for frontages are proposed as set out below.

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 C22 2/11 Op 1/15  
 C43 4/13 Op 1/15  
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*[unchanged or irrelevant text omitted]*

**G Public Open Space**

The provision of public open space within the Richmond, Brightwater, Wakefield, Motueka and Mapua areas is a strong feature of their character. The quality of public open space needs to be considered in the design of subdivision and the implementation of the development of that space to ensure it is functional, safe, and contributes positively to the quality of Richmond, Brightwater, Wakefield, Motueka and Mapua as places to live.

C22 2/11  
 Op 1/15  
 C43 4/13  
 Op 1/15  
 C75 9/22  
 Op 10/23  
 C76 9/22

Guideline G1 FUNCTION <i>Refer to Figure G1a</i>
<p><b>Provide for the relationship between public and private space need to be recognized in the subdivision design by:</b></p> <p>Ensuring that greenways are provided to function for stormwater management in accordance with the Tasman District Engineering Standards.</p> <p>Ensuring that greenways and open space in accordance with the relevant structure plan for BDA, <u>WDA</u>, RSDA, RWDA, MDA, and MSDA and plan change for MWDA are provided.</p> <p>Providing public open spaces in addition to greenways at strategic locations where they contribute positively to residential amenity, not as ‘left over’ spaces from subdivision.</p> <p>Using a limited range of trees in open spaces that allow visibility under their canopy (rather than low shrub plants) to ensure that they are easily maintained and that there is good public safety.</p> <p>These guidelines are important because:                      public open spaces need to be safe and well used to be valued and retained                      the greenways function as essential stormwater management networks.</p>

C10 10/07  
 Op 3/14  
 C22 2/11  
 Op 1/15  
 C43 4/13  
 Op 1/15  
 C75 9/22  
 Op 10/23  
 C76 9/22



## 7.1 CHAIR'S REPORT

Information Only - No Decision Required

<b>Report To:</b>	Strategy and Policy Committee
<b>Meeting Date:</b>	7 August 2025
<b>Report Author:</b>	Kit Maling, Chairperson Strategy and Policy Committee
<b>Report Authorisers:</b>	John Ridd, Group Manager - Service and Strategy
<b>Report Number:</b>	RSPC25-08-8

### 1. Summary / Te Tuhinga Whakarāpoto

1.1 This is the Chair's monthly report to the Strategy and Policy Committee.

### 2. Recommendation/s / Ngā Tūtohunga

**That the Strategy and Policy Committee**

**1. receives the Chair's Report RSPC25-08-8.**

### 3. Welcome

3.1 Welcome everyone to today's Strategy and Policy Committee meeting.

### 4. Local Government Conference

- 4.1 I recently attended the Local Government Conference in Christchurch, where we heard from a range of central government politicians. My thanks to Cr Maru for providing the summary as I had to leave early due to a family bereavement. Of note were Minister Bishop's public comments about halting all plan-making. However, practice notes clarify that plans supporting intensification and housing should continue to progress.
- 4.2 I understand that the Mayor has sent a letter to Minister Bishop regarding Plan Change 84, which relates to the Te Waikoropupū Springs Water Conservation Order, along with a couple of other catchments. It is important that this work continues, as we are required to do so under a court order.
- 4.3 All remits were passed at the conference, including the one encouraging greater cooperation among local government. Of particular interest was the issue raised by Tauranga City Council around IT systems. This has long been a frustration of mine - despite all councils performing similar functions, there is no standardised nationwide system, which to me is logical.





## **5. Recent flooding events**

- 5.1 Recent flooding events have had a devastating impact on our rural communities. In the face of such hardship, it has been truly heartening to witness the level of community support and volunteers who go above and beyond to support those in need.
- 5.2 Tasman received significant support from other regions - many of whom we've assisted during their own times of crisis. It was reassuring to know that others were thinking of us and willing to lend a hand, just as we've done for them in the past.

## **6. Last Strategy & Policy Committee meeting – 18 September**

- 6.1 Our last meeting for the triennium is on 18 September. Although we have an election coming up in October, the work continues with a significant number of reports already scheduled for that meeting.

## **7. Attachments / Tuhinga tāpiri**

Nil

## 8 CONFIDENTIAL SESSION

### 8.1 Procedural motion to exclude the public

### 8.2 Freshwater Protections Plan Change 84 Public Notification

Reason for passing this resolution in relation to each matter	Particular interest(s) protected (where applicable)	Ground(s) under section 48(1) for the passing of this resolution
	Paragraph (d) of subsection (1) applies to any proceedings before a local authority where a right of appeal lies to any court or tribunal against the final decision of the local authority in those proceedings;.	s48(2) The exclusion of the public from the part of the meeting is necessary to enable the local authority to deliberate in private on its decision or recommendation.