

Notice is given that an ordinary meeting of the Tasman District Council will be held on:

Date: Thursday 11 September 2025
Time: 9.30am
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street, Richmond
Zoom conference link: <https://us02web.zoom.us/j/84053522970?>
Meeting ID: 840 5352 2970
Meeting Passcode: 947408

Tasman District Council

Kaunihera Katoa

AGENDA

MEMBERSHIP

Mayor	Mayor T King	
Deputy Mayor	Deputy Mayor S Bryant	
Councillors	Councillor C Butler	Councillor M Kininmonth
	Councillor G Daikee	Councillor C Mackenzie
	Councillor B Dowler	Councillor K Maling
	Councillor J Ellis	Councillor B Maru
	Councillor M Greening	Councillor D Shallcrass
	Councillor C Hill	Councillor T Walker

(Quorum 7 members)

Contact Telephone: 03 543 8400
Email: Robyn.Scherer@tasman.govt.nz
Website: www.tasman.govt.nz

AGENDA

1 OPENING, WELCOME, KARAKIA

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That apologies be accepted.

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4 DECLARATIONS OF INTEREST

5 LATE ITEMS

6 CONFIRMATION OF [MINUTES](#)

That the minutes of the Tasman District Council meeting held on Thursday, 31 July 2025 be confirmed as a true and correct record of the meeting.

That the minutes of the Tasman District Council meeting held on Thursday, 14 August 2025, be confirmed as a true and correct record of the meeting.

That the confidential minutes of the Tasman District Council meeting held on Thursday, 31 July 2025, be confirmed as a true and correct record of the meeting.

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3 PUBLIC FORUM

3.1 PĀKAWAU COMMUNITY RESIDENTS ASSOCIATION

Report To:	Tasman District Council
Meeting Date:	11 September 2025
Report Number:	RCN25-09-1

1. Public Forum / Te Matapaki Tūmatanui

Hugh Gully will speak in public forum on behalf of the Pākawau Community Residents Association regarding the application for construction of a rock wall at Pākawau.

2. Attachments / Tuhinga tāpiri

Nil

3.2 PĀKAWAU BEACH ROCK WALL

Report To:	Tasman District Council
Meeting Date:	11 September 2025
Report Number:	RCN25-09-2

1. Public Forum / Te Matapaki Tūmatanui

Lisa Alexander will speak in public forum regarding the Pākawau Beach rock wall.

2. Attachments / Tuhinga tāpiri

Nil

3.3 MOTUEKA MASTERPLAN

Report To:	Tasman District Council
Meeting Date:	11 September 2025
Report Number:	RCN25-09-3

1. Public Forum / Te Matapaki Tūmatanui

Keith Griffiths will speak on behalf of Seaview Heights in public forum regarding the Motueka Masterplan.

2. Attachments / Tuhinga tāpiri

Nil

3.4 TAPAWERA COMMUNITY HUB

Report To:	Tasman District Council
Meeting Date:	11 September 2025
Report Number:	RCN25-09-4

1. Public Forum / Te Matapaki Tūmatanui

Phoebe Quinlivan will speak in public forum on behalf of Tapawera Connect regarding the Tapawera Community Hub.

2. Attachments / Tuhinga tāpiri

Nil

7 REPORTS

7.1 AWAROA SEAWALL - LANDOWNER APPROVAL

Decision Required

Report To:	Tasman District Council
Meeting Date:	11 September 2025
Report Author:	Grant Reburn, Reserves and Facilities Manager
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RCN25-09-5

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

- 1.1 The purpose of this report is for the Council, as landowner, to consider giving consent for a coastal protection structure (seawall) to be constructed over an area of the Awaroa Inlet Local Purpose (Esplanade) Reserve (the Reserve).
- 1.2 This report assesses an application from several property owners at Awaroa Inlet against the criteria set out in the Tasman District Council Coastal Erosion Protection Structures on Council Reserve Land Policy – June 2024 (the Policy).

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 The application follows the criteria and application process in the Policy.
- 2.2 The applicants are seeking approval for a timber pole seawall on the Reserve to provide protection to their properties and reinstate a walkway along the Reserve that would provide both access public access across the reserve frontage and to their properties.
- 2.3 The seawall is consistent with the purpose of an esplanade reserve as it will restore and enhance public access to and along the reserve. It is also consistent with the Reserves General Policies and the Golden Bay Ward Reserves Management Plan.
- 2.4 Several reports prepared by Tonkin & Taylor (T+T) provide an assessment of existing and future coastal erosion risk at the site, they assess potential remedial options, their effects, design life and cost.
- 2.5 The proposed structure is a 260m long vertical timber seawall with an exposed face of up to a 2.3m maximum height. At the western end of the seawall there will be beach level access to an elevated 1.8-metre-wide walkway along the inside of the seawall. Public foot access will then be along the esplanade until around 89 Awaroa Inlet, where a path will return to the beach. The bank behind the seawall will be planted with coastal native plants appropriate to the locality. The design and location of the proposed wall structure has been designed to minimise adverse effects. Construction costs for the proposed works will be met by the applicants who have also agreed that they will enter into and be bound by a legal agreement with the Council regarding their ongoing responsibility for maintenance and any liability arising from the structure.

- 2.6 A licence to occupy will be required for the structure on the reserve. The key benefits of this application are that it will restore and protect public access along the reserve and provide access to the sea.
- 2.7 The application has been assessed under the Policy and no significant impediments have been identified therefore approval is recommended.

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

- 1. receives the Awaroa Seawall - Landowner Approval report, RCN25-09-5; and**
- 2. gives consent as landowner for some 260 metres of vertical timber pole seawall on Awaroa Local Purpose (Esplanade) Reserve as set out in the application by the property owners at 89, 91, 97, 99, 105, 107, 109, 111, 113, 115, 117, 119, 121 and 123 Awaroa Inlet subject to:**
 - a. a resource consent and, if required, a building consent being granted prior to undertaking any further works on the Reserve.**
 - b. the owners of 89, 91, 97, 99, 105, 107, 109, 111, 113, 115, 117, 119, 121 and 123 Awaroa Inlet as direct beneficiaries of the coastal erosion protection entering into a joint and several Licence to Occupy for the seawall on the reserve; and**
 - c. the owners of 89, 91, 97, 99, 105, 107, 109, 111, 113, 115, 117, 119, 121 and 123 Awaroa Inlet as direct beneficiaries of the coastal erosion protection entering into an agreement with the Council regarding the planting, ongoing maintenance, sand replenishment and any liability, related to the seawall; and**
 - d. the owners of 89, 91, 97, 99, 105, 107, 109, 111, 113, 115, 117, 119, 121 and 123 Awaroa Inlet obtaining the necessary consents and approvals from the Department of Conservation for any sections of the seawall that are located in the Abel Tasman Foreshore Scenic Reserve; and**
- 3. notes that this approval is given by the Council as landowner of the Reserve and is independent of the Council's regulatory role in assessing and deciding on any resource consent and building consent applications related to the coastal erosion protection; and**
- 4. notes that in accordance with the terms of this resolution the Group Manager Community Infrastructure may exercise his delegated authority (Delegations Register clause 5.9) to provide unconditional written approval as an affected person under the Resource Management Act 1991 to the resource consent application.**

4. Background / Horopaki

- 4.1 The applicants are the owners of 14 properties from 89 - 123 Awaroa Inlet, Awaroa whose properties have a frontage to the Reserve, also known as the Awaroa Private Landowners Group in attached reports.
- 4.2 The Reserve has been under attack from erosion since 2015/2-16 when the sandspit at the entrance to the estuary, which protects the inner Awaroa Estuary from open sea wave effects, started to move and recede. This left the area, known as Meadowbank, exposed and vulnerable to erosion. In addition to the widening of the estuary entrance there have also been changes in the flood tidal delta and channels system within the estuary.

- 4.3 At the western end of Meadowbank, almost all the esplanade reserve has eroded, leaving an unstable near vertical bank. Since the construction of a seawall in front of this bank, erosion has been limited to wind and rain weakening the eroded vertical face, with some material falling behind the wall. Further eastward, the Reserve is mostly unaffected due to the protective effect of two other seawalls, the eastern most seawall has generated some end effects causing some erosion in front of 89 and 91 Awaroa Inlet.
- 4.4 Beach levels in front of all three walls fluctuate regularly and in places where the western wall was incomplete, seawater has scoured out the fill behind it further weakening the bank of the Reserve. At the eastern end of the reserve there is a spit of sand which has provided some protection to the reserve and in the centre the reserve is protected by two contiguous seawalls.
- 4.5 In response to the erosion, beach replenishment was undertaken by the Council in conjunction with residents in 2018. As identified above, there are also three timber seawalls along the Reserve frontage. A seawall was constructed in front of the lodge at 107 Awaroa Inlet approximately 20 years ago, (described as Wall 2 in attached reports), this was consented. There is a section of unconsented seawall, constructed in 2021, in front of 97-105 Awaroa Inlet (Wall 3 in reports) and a further partly consented seawall in front of 115 -123 Awaroa Inlet (Wall 1 in reports). Wall 1 was granted a conditional Council landowner consent in September 2021 (RCN21-09-5). Construction was started prior to a resource consent application being considered, this resulted in an abatement notice being issued by the Council. The Council agreed through a subsequent mediation process to accept a resource consent application to formalise all the seawalls as part of an integrated erosion control application.
- 4.6 Further assessment of the coastal processes at play in the estuary and hydrodynamic wave modelling has been undertaken by coastal experts. This is part of an effects assessment for the seawalls to support both the landowner consent and the resource consent applications.
- 4.7 The applicants are seeking approval from the Council as landowner of the Reserve for an amalgamation of Walls 1, 2 & 3 into one continuous structure, mostly located above Mean High Water Springs (MHWS) on the seaward frontage of the Reserve. This includes moving a section of Wall 1 slightly seaward to minimise excavation of the existing bank and avoiding possible disturbance of a wāhi tapu site. Other changes will include addition of a second row of timber poles with bracing between rows, extension of the wall at its eastern end, installation of three lightweight rebuildable steps to provide beach access along the wall replacing existing structures and planting for stability and landscaping. A walkway will be laid mid-height along part of the wall at the western end and up to the top of the bank where the Reserve widens and the return to the beach at the eastern end.
- 4.8 The seawalls will provide protection to the Reserve and ultimately protect the Meadowbank properties that abut the Reserve. The walkway along the Reserve will restore public access along the reserve frontage and enable access to the private properties which abut the reserve and have no other legal access. In addition, landscape values will be enhanced through planting and the cultural elements protected

5. Analysis and Advice / Tātaritanga me ngā tohutohu

- 5.1 The application follows the format set out in Appendix 2 of the Policy and provides all the information needed for a decision. The application is included as **Attachment 1 –**

Application for Landowner Consent, Awaroa, 27 August 2025, The application has been analysed against the requirements of the Policy.

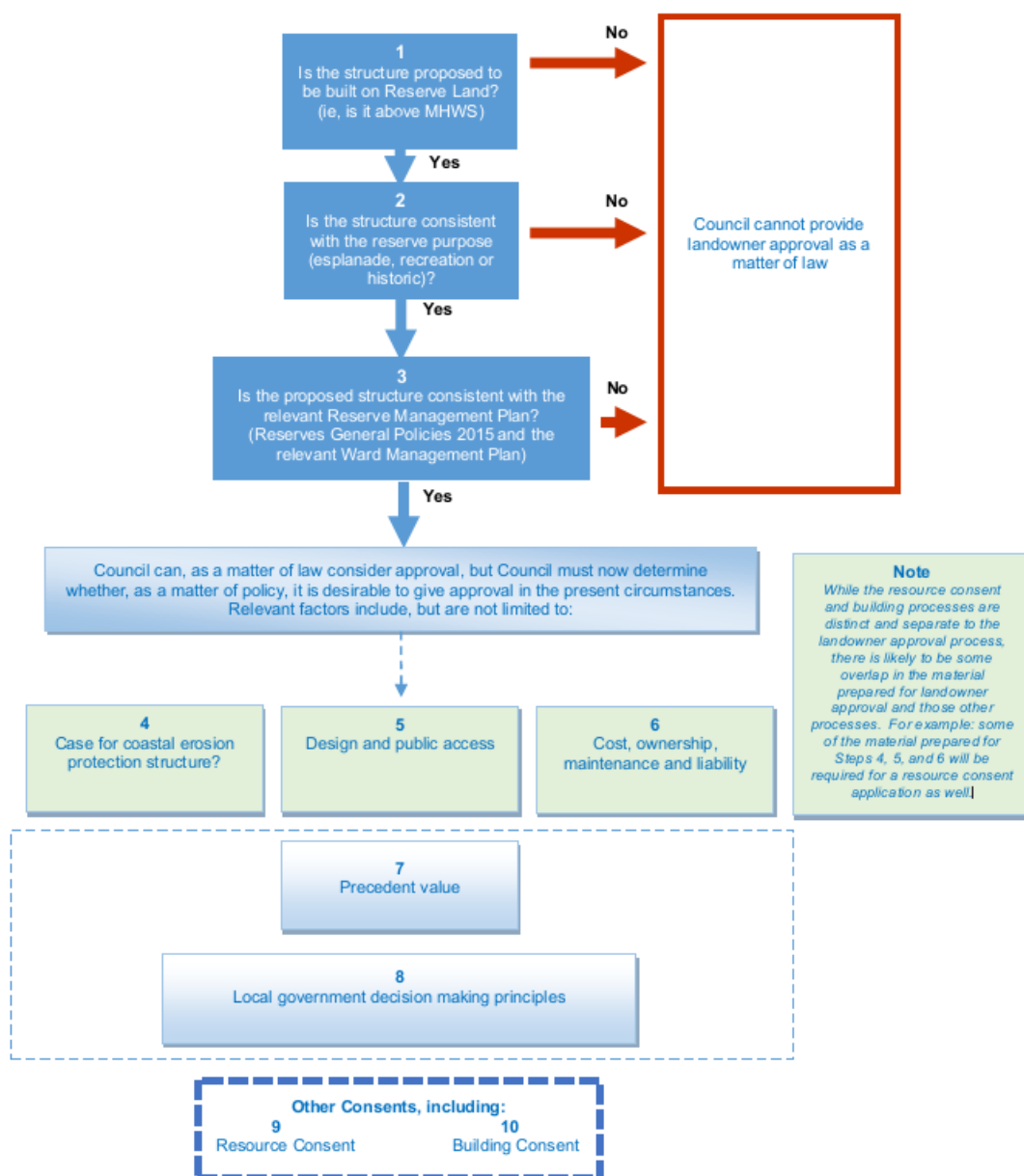
Reserve Land Description

- 5.2 The reserve that is the subject of this application is the Awaroa Inlet Local Purpose (Esplanade) Reserve (the Reserve) described as Lot 10 DP 8100, this land was vested in the Council in 1972 on subdivision of a larger title. A separate title has not been issued for the Reserve; this is not uncommon for reserve land.

Assessment of Application

- 5.3 The Policy has a flow chart of the landowner approval process, this assessment follows the flow chart that is included in Figure 1 on the next page and considers the key questions at each step in the process.

Figure 1: Flowchart – Landowner approval process



Location of the coastal erosion control structure

- 5.4 The proposed structure will largely be located on the Reserve land above MHWS, some parts of the structure will be below MHWS and above Mean Low Water Springs (MLWS) that is located in the Abel Tasman Foreshore Scenic Reserve (ATFS Reserve). This means that the application will need to be considered by both administering bodies. The Council is the administering body for the former and both the Council and Department of Conservation (DoC) are jointly the administering body for the latter. DoC will consider a concession application for the parts of the structure located in the ATFS Reserve. The seawall structure, including its location, is shown in **Attachment 2 - Awaroa Seawall, Tonkin + Taylor – Jul 25 (5 sheets)**.
- 5.5 The Reserve is a Local Purpose (Esplanade) Reserve. When assessing whether the proposed structure is consistent with the purpose of an esplanade reserve, the Council needs to be satisfied that:
- a. the Reserve Land has conservation values AND the proposed structure will contribute to the protection of those values by one of the means set out, most likely by mitigating natural hazards to protect those values, or
 - b. the proposed structure enables public access to or along the sea, or
 - c. the proposed structure enables public recreational use of the reserve and adjacent sea, where compatible, with the conservation values of the reserve.

Conservation Values

- 5.6 The application identifies that the bank will be planted out with coastal native plants to enhance the natural values of the reserve and enhance slope stability assisting to mitigate natural hazards. The plants used will be species found growing naturally in the locality. Planting will improve the visual effects as there is currently a mix of native and exotic species, so the environment is highly modified.

Public Access

- 5.7 The structure will restore public access along the reserve by establishing a walkway in part behind the wall structure and in part along the top of the bank. Currently there is no public access along the western end of the reserve as it has been eroded. The wall and associated walkway will also improve access to the properties that abut the Reserve. There are no formed roads at Awaroa so practical access to the properties is from the beach to the Reserve via one of the access points and then along the Reserve to the properties. It is proposed to construct three sets of lightweight stairs to the beach to replace a precarious existing stairway that juts out onto the beach, and rehabilitate the area currently used for access to the beach at the eastern end. This will provide good access to the beach and the sea from the Reserve. Public recreation use by both Meadowbank residents and visitors to the area will be significantly enhanced.
- 5.8 In summary, the seawall structure will be consistent with the Reserve purpose in that it will restore and enhance public access to and along the reserve. The natural values of the Reserve will not be significantly compromised and in fact the proposed planting will assist to stabilise and remedy the eroded slope, protect it from further erosion and positively contribute to the native vegetation patterns in the area.

Reserve Management Plans

- 5.9 Is the proposed structure consistent with the reserve management plan? Consideration needs to be given to the Reserves General Policies 2015 and the relevant ward reserve management plan, in this case the Golden Bay Ward Reserves Management Plan 2003.
- 5.10 The Reserves General Policies 2015 has several policies relevant to this application. These are summarised on page 24 of the Policy. These include demonstrating a need for the structure, particularly a hard structure plus a list of considerations when evaluating a proposal for a new structure such as, the design, effects, financial matters, and conditions required. A number of these are considered in other parts of the Policy so are covered in the relevant section rather than here. The coastal hazards policy (5.3) requires that regard is given to policy 26 of the New Zealand Coastal Policy Statement which gives an emphasis on using natural defences to protect against coastal hazards.
- 5.11 The Golden Bay Ward Reserve Management Plan 2003 has several policies relevant to coastal erosion structures; these are outlined on pages 27 and 28 of the Policy. The management plan allows the construction of erosion control works, subject to Council approval. It identifies that structures should not unnecessarily restrict foot access onto or across the reserve. It prohibits structures unless they are compatible with the primary purpose of the reserve and necessary to meet a demonstrated demand for public use and permitted by the management policies for the reserve. Staff concur with the applicant that the application is consistent with the plan.

Case for a Coastal Erosion Protection Structure

- 5.12 In considering the case for a structure, consideration is given to the need for a structure rather than soft engineering solutions, whether alternatives have been considered and potential adverse effects from what is proposed.
- 5.13 A report prepared by Tonkin & Taylor (T+T), Coastal Erosion and Options Assessment for Awaroa Esplanade 2021 provided an assessment of existing and future coastal erosion risk at the site. It assessed several potential remedial options, including sand replenishment, their effects, design life and cost. This report was originally prepared in 2018 and updated in 2021 to reflect current conditions including further coastal erosion and a timber pole sea wall design was added.
- 5.14 A further assessment, Awaroa Coastal Processes Assessment was undertaken by T+T in 2024, this included an assessment of coastal processes, hydrodynamic wave modelling, a seawall effects assessment and feasibility assessment for sand replenishment.
- 5.15 The assessment outlines that the Awaroa Estuary is a dynamic tidal system with morphological changes that occur over varying timescales. Based on the coastal process assessment and hydrodynamic wave modelling, an effects assessment was completed for the proposed seawall.
- 5.16 It concluded that overall, the fully integrated sea wall proposal is expected to have beneficial effects on the public access along the top of the wall and coastal erosion of the backshore, negligible effects on the wider estuary morphology and water levels and a low effect on waves and currents locally at the toe and sediment processes fronting the wall. The potential effect on the adjacent shorelines is considered moderate as the structure is being extending to tie into the adjacent wider beach areas (therefore reducing the potential impacts of end effects). This effect should be monitored and mitigated, if end effects are detected or reported. Mitigation could include sand replenishment and/or wall extension and appropriate

tie into adjacent shoreline. With mitigations these moderate levels of effects could be reduced to low.

- 5.17 These T&T reports have been prepared and updated over a four-year period and each considers changes in the environment since the previous report and modifies the conclusions slightly. The 2024 T&T report considers the entire Reserve frontage rather than having a focus on the western end only. There has been significant investigation, modelling and analysis of the Awaroa estuary including the entrance which shows that the estuary is an extremely dynamic environment.
- 5.18 The Council in 2021 granted a landowner approval for Wall 1 at the western end and through a subsequent mediation agreement it was agreed to regularise the other walls. The 2024 T&T report confirms that this revised integrated seawall proposal is an appropriate solution, and the assessment of effects range from beneficial for public access to moderate effects on adjacent shorelines, should end effects occur with the opportunity to apply further mitigations to reduce this to low.

Design and Public Access

- 5.19 The consistency of the design of the structure with the purpose of the Reserve particularly in relation to access, potential adverse effects on other properties and any other coastal works in the area are considered.
- 5.20 The proposed structure is a 260m long vertical timber seawall with an exposed face of up to a 2.3m maximum height.
- 5.21 At the western end of the proposed structure there will be beach level access to an elevated 1.8-metre-wide walkway along the inside of the seawall. This walkway will lead to steps (or a ramp) that enables easy access on foot to the upper level of the Reserve immediately before 121 Awaroa Inlet. Public foot access will then be along the esplanade in front of adjacent properties, until around 89 Awaroa Inlet, where a path will return to the beach.
- 5.22 The sloping bank behind the seawall will be graded to a stable angle and planted with coastal native plants appropriate to the locality.
- 5.23 The design and location of the proposed wall structure has been designed to minimise adverse effects. It is likely however that there will be an adverse effect on sand levels in front of the seawall due to wave reflection and the confining of sediment behind the structure that would otherwise have eroded from the bank and fed the beach. The T&T coastal process assessment considered these effects to be very small compared to the volume of sediment that is actively moving in the estuary but noted that beach width in front of the wall could be expected to decrease further over time.
- 5.24 The seawalls have now been in place along most of the proposed seawall for four years, therefore the coastal engineers and the applicants have had the opportunity to observe effects, make a realistic assessment of their severity, and consider how best to manage and mitigate these effects.
- 5.25 The revised design addresses end effects by extending the seawall into significantly higher sand levels at each end. They identify that this will require monitoring and will likely require localised sand replenishment. They note that, at the eastern end, the seawall extends into a historically stable and sizable raised sandbank that has been there for the last twenty-five years. At the western end, sand levels have remained high over the last four years but are now showing some signs of receding. The volumes of sand required to keep the ends of the wall buried are quite small, in the order of 10-15% of the sand moved in the 2018 sand push up.

- 5.26 In summary, the potential adverse effects have been considered and solutions identified, all-tide public access will be restored by providing a walkway.

Cost and Maintenance

- 5.27 Responsibility for the construction, maintenance and any potential liability associated with the structure is considered.
- 5.28 Construction costs for the proposed works will be met by the applicants, the property owners at 89 – 123 Awaroa Inlet with property adjacent to the Reserve. Those property owners are aware that they will be required to enter and be bound by a legal agreement with the Council regarding their ongoing responsibility for maintenance and any liability arising from the structure and have provide an assurance that they have the financial capacity to fulfil their obligations.
- 5.29 The applicants have considered whether there are any special circumstances the Council should take into account when considering whether to contribute to the construction, maintenance or repair of the structure. They have commented that “the subject of cost sharing arrangements has not been deeply explored with council. As to who benefits, the obvious beneficiaries are, in no particular order:
- The general public, from restoration of public access and amenity.
 - The Council, as the administering body of the reserve, from having remnants of their reserve saved, and from the restoration of the functions of their reserve.
 - The adjacent landowners, from having their properties more protected from coastal erosion.
 - The wider Awaroa community, from restoration of community access along the frontage of the settlement, and from restoration of some of the natural character of the reserve vegetation.
- 5.30 Rather than attempt to achieve an agreement on cost sharing as part of this landowner consent process, (which could significantly delay this application process), the applicants have suggested that any cost contribution agreement should be considered separately.
- 5.31 The Council has incurred considerable costs to date particularly in staff time working with the applicant and wider community on this matter and for a sand push-up consent for Awaroa. The Reserves & Facilities Department would be happy to provide appropriate plants for the bank from Coastcare budgets. This would be the limit of what the Council would expect to contribute.

Precedent and wider Implications

- 5.32 The precedent of allowing a structure in this location and what this would mean for other locations, is something the Council needs to consider.
- 5.33 Tasman District has a long coastline and there are pockets of coastal erosion at various points along that coastline. Each has different factors that need to be considered, some are near river mouths, some have a significant dune system in place, they all face different directions, some having greater exposure to wind and currents than others. Therefore, each situation needs to be fully investigated by coastal experts with an independent peer review of the assessment, as has been done in this case, prior to confirming an appropriate solution. The Policy provides a good framework to achieve this.
- 5.34 An occupation agreement will be required for the structure on the Reserve; it is appropriate that this be by way of a licence to occupy. The key benefits of this application are that it will

restore and protect public access along the Reserve and provide access to the sea. As part of the licence to occupy, the applicants will need to enter into an agreement with the Council regarding the planting, ongoing maintenance, sand replenishment, and any liability, related to the seawall.

Other Consents

- 5.35 Both building and resource consents will be required. The applicant has engaged a resource consent planner to progress the resource consent application. The building consent application will be lodged following consideration of this application.
- 5.36 The applicant has advised that they will apply for a DoC concession after the resource consent, this approach has been confirmed by DoC as being appropriate.

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

- 6.1 The applicant is meeting the costs of investigating solutions, consenting, constructing and maintaining the structure. There are benefits to private landowners and the wider community resulting from an approval. The Council has incurred some cost to date in consenting a previous beach re-nourishment and is likely to contribute to planting if this application is approved. These costs will be met from Coastcare budgets. No further financial contribution has been budgeted.

7. Options / Kōwhiringa

- 7.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Give Landowner Approval (Recommended)	Restoration of the esplanade reserve and reinstatement of pedestrian access along the Reserve.	Sand replenishment is likely to be required in future, the effects of this are outside the reserve.
2.	Decline giving landowner approval	There are no obvious advantages in declining this application.	All-tide public pedestrian access along the reserve will be lost and the property owners adjacent to the Reserve will have limited access to their properties

- 7.2 **Option 1 is recommended.**

8. Legal / Ngā ture

- 8.1 The Reserves Act 1977 will require the Council to grant an occupation agreement, in the form of a licence to occupy, for the structure to be located on Reserve land that will include conditions relating to planting, ongoing seawall and planting maintenance, beach replenishment and managing any liability related to the seawall. This has been covered in the report recommendations.

9. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

- 9.1 The applicant has advised that consultation occurred prior to the 2021 application for landowner consent for just the Wall 3 area. Further consultation and site visits preceded Iwi providing a Cultural Impact Assessment in March 2023.
- 9.2 In mid-2024 agreement was reached with the Council that the applicants would be party to a "four-way" meeting involving DoC, Iwi, Council and the applicants. This proved complex to achieve but eventually a Draft Position Statement was issued by Ngāti Rārua, Ngāti Tama, Te Ātiawa and the Department of Conservation that explained their views and concerns about the proposal for Awaroa Walls 1-3.
- 9.3 In summary, concerns were expressed about:
- The potential for end of wall effects arising from the structure
 - The potential for negative effects on the geomorphology and natural processes of the estuary
 - The potential for disturbance of culturally significant artifacts and wāhi tapu
 - Uncertainty about where responsibility lay for the maintenance and upkeep of the proposed structure and its eventual removal
 - Suggested that the applicants should work collaboratively with DoC and Iwi to develop a more culturally sensitive response.
- 9.4 The applicants responded to these concerns and endeavoured to explain what steps could be taken to minimise and avoid the potential effects that DoC and Iwi identified. The applicants also stated they were keen and willing to work collaboratively as suggested.
- 9.5 The T+T coastal processes assessment, final version dated 19 December 2024 analysed many of the potential concerns referred to in the Draft Position Statement and was a key part of the applicant's response. Unfortunately, because of the timing of this report, it was not available when DoC and Iwi prepared their Draft Position Statement.
- 9.6 With regard to wāhi tapu, the applicants engaged an archaeologist in August 2022, to advise on an archaeological authority, accidental discovery protocols, and Iwi monitoring. The archaeologist raised an archaeological record N26/319. Changes have since been made to the design and positioning of the proposed wall to minimise and avoid the potential disturbance that Iwi highlighted.
- 9.7 The applicant has advised that communication with Iwi since mid-June 2025 has established that Iwi do not wish to meet, (to develop a collaborative response) but prefer that the applicants go ahead and lodge the Resource Consent application and they will put their views forward as part of the consenting process. The applicants remain open to collaborating with Iwi to improve their proposal so that the significant values in this area can be maintained, enhanced and protected.

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

- 10.1 As outlined in the following table, we consider this activity overall to be of medium significance to residents with coastal properties where there is a risk of coastal erosion.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Medium	Coastal erosion is an issue for a number of coastal communities. The Council has an obligation to give preference to natural defences. Community preferences tend to favour hard engineered solutions.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low	There is a social benefit to reinstating public access across the reserve and protecting the reserve from erosion. There is an offset to environmental impacts through planting to stabilise the slope.
3.	Is there a significant impact arising from duration of the effects from the decision?	Medium	The structure has an estimated life of around 30 years. There are no significant impacts related to the duration identified.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	Reserves and Cemeteries in their entirety are a strategic asset, this policy will potentially have an impact on a single coastal reserve where it is impacted by erosion and adjoined by private properties.
5.	Does the decision create a substantial change in the level of service provided by Council?	N/a	
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Low	No commitments are proposed other than consideration of Council input to funding, no budget has been identified to enable other than a minor contribution with planting.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	N/a	
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?	N/a	

	Issue	Level of Significance	Explanation of Assessment
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	N/a	
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?	N/a	

11. Communication / Whakawhitiwhiti Kōrero

11.1 The landowner approval process is the first of a number of approvals required including resource and building consents. There is also a need for DoC to grant a concession. Any public communication should be following completion of these processes.

12. Risks / Ngā Tūraru

12.1 The key risks are identified and analysed below:

Risk	Likelihood (H/M/L)	Impact (H/M/L)	Comments & Risk Management Strategies (Mitigations)
Further site works prior to other consents being obtained	L	M	This risk was realized following the 2021 landowner approval and is unlikely to be repeated.
Conditions of approval not met	L	M	Enforcement action may be required to ensure compliance.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

13.1 The proposal would contribute to the goal for tree planting and land stability and to some degree detract from goals relating to adaptation in the coastal environment.

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

14.1 A policy for coastal erosion protection structures on Council Reserve land has been prepared to assist private landowners in outlining the information required when making an application for landowner consent and to assist the Council in its role as decision maker by detailing matters the Council will consider.

14.2 The application has been assessed against the policy and complies with the policy, therefore approval is recommended.





15. Conclusion / Kupu Whakatepe

- 15.1 The application seeks landowner consent for construction of a seawall to protect the esplanade reserve, reinstate public access across the reserve and protect private properties from coastal erosion. The solution has been arrived at following an assessment by coastal specialists.
- 15.2 The applicants are proposing to fund the construction and maintenance of the structure and enter into an agreement to cover any liability arising from the seawall.
- 15.3 The application has been assessed under Tasman District Council Coastal erosion protection structures on Council Reserve Land Policy – June 2024 and no significant impediments have been identified therefore approval is recommended.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

- 16.1 The next steps will be for the applicants to progress the resource and building consent applications.
- 16.2 A licence to occupy plus an agreement for the ongoing maintenance, and any liability, related to the seawall agreement would need to be prepared and entered into with the applicant prior to construction of the structure.

17. Attachments / Tuhinga tāpiri

- | | | |
|--|--|----|
| 1.   | 2025-08 Awaroa Landowner Consent Application | 22 |
| 2.   | 2025-07 T & T Awaroa Walls Design Drawings | 39 |

APPLICATION FOR LANDOWNER CONSENT

August 27th, 2025

COASTAL EROSION PROTECTION STRUCTURE ON COUNCIL RESERVE LAND

This application is supported by the following documents:

- (1) Tonkin+Taylor report “Coastal erosion and options assessment for Awaroa Esplanade”, latest revision dated 19th March 2021. (T+T report)
- (2) Archaeological Record N26/319 from Deb Foster 24th August 2022
- (3) Rough Milne Mitchell Landscape Assessment Report 22nd October 2022
- (4) Cultural Impact Assessment dated 15th March 2023
- (5) Letter from Janine Dowding (TDC CEO) 6th Sept 2023
- (6) Robertson Environmental Ecological assessment final version dated 16th Jan 2024
- (7) Draft Position Statement Ngāti Rārua, Ngāti Tama, Te Ātiawa and the Department of Conservation 25th Nov 2024
- (8) T+T Coastal Processes Assessment, Final version dated 19th Dec 2024
- (9) Response to DoC and Iwi Draft Position Statement 6th June 2025
- (10) T+T Awaroa Walls 1 – 3 final design drawings July 2025



The Awaroa estuary showing where the esplanade reserve and settlement is located, and the main channels as of February 2025

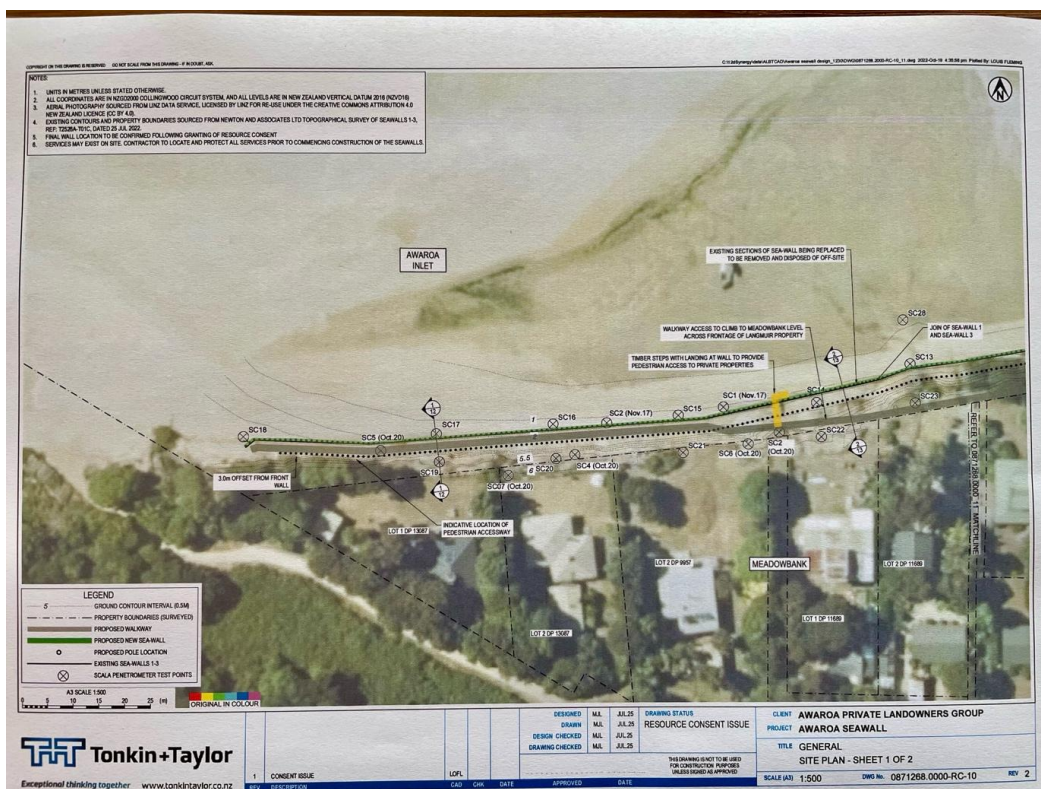
EXECUTIVE SUMMARY

This application to Council is for permission to locate a coastal erosion protection structure on esplanade reserve land at Awaroa. Substantial sections of the reserve have been lost to coastal erosion, cutting off safe public access from the beach to the remaining reserve, and destroying native trees and bush. Our proposal seeks to stabilise and protect the remaining intact sections of the esplanade reserve, restore public access, and enable the revegetation of damaged portions of the reserve.

We understand that the Abel Tasman coastline is subject to vertical land movement which in the medium to long term, in combination with projected sea level rise, will cause the Meadowbank and the Awaroa settlement to be inundated. But even in the short term, without effective erosion protection the esplanade reserve and the adjacent community will rapidly suffer irreversible damage. Our proposal should prevent the premature loss of the esplanade reserve and the adjacent community, at least for the 30 year (projected) life of the protective structures.

Since 2016, residents have investigated options for erosion mitigation, and in 2018 commissioned Tonkin+Taylor to undertake an assessment of options. T+T considered a range of alternatives, deemed a wooden wall with a public walkway above to be the best practicable option, and produced a (March 2021) detailed report which is provided with this application. On site observations and multiple further reports have since enabled T+T to refine and update the proposal.

Overall, this proposal is considered to result in very significant positive effects which far outweigh minor adverse effects. The design of the proposed wall, with consideration of end of wall effects mitigation, should minimise the adverse effects typically associated with hard structures. The replanting and restoration proposed will significantly enhance the currently ravaged environment. As such this proposal is considered to achieve the sustainable management of natural and physical resources.



Plan (July 2025) showing the proposed wall location, reserve, walkway and adjacent properties.

RESERVE LAND DETAILS

1. NAME AND LOCATION OF THE RESERVE LAND

The land where a protection structure is proposed is on the Awaroa Esplanade Reserve directly seaward of adjacent private properties numbers from 89 to 123 Awaroa Inlet, as listed below. *(see Awaroa Walls 1 – 3 final design drawings July 2025)*

2. LEGAL DESCRIPTIONS AND REGISTERED OWNERS OF ADJACENT LAND

The address, legal description, title and names of the registered owners of the adjacent properties are as follows.

89 Awaroa Inlet
Lot 1 DP111683 NL7A/445
S.M. Kelly, M.M. Viskovich, AJ Trustee Ltd.

91 Awaroa Inlet
Lot 2 DP9958 NL5B/804
A.L. Duncan

97 Awaroa Inlet
Lot 1 DP9958 NL5B803
G.A. Phillips and E.M Phillips

99 Awaroa Inlet
Lot 2 DP10459 NL5D/779
P.R & P.S. Cederman Trustee Ltd ¼ share
S.H. & P.S. Cederman Trustee Ltd ¼ share
R.W. & P.S. Cederman Trustee Ltd ¼ share
H.A. & P.S. Cederman Trustee Ltd ¼ share

105 Awaroa Inlet
Lot 1 DP10459 NL5D/778
R.E. Bradshaw

107 Awaroa Inlet
Lot 1 DP15017 NL 10C/372
Wilsons Abel Tasman National Park Ltd

109 Awaroa Inlet
Lot 2 DP15017 NL 10C/373
Wilsons Abel Tasman National Park Ltd

111 Awaroa Inlet
Lot 3 DP15017 NL 10C/374
Wilsons Abel Tasman National Park Ltd

113 Awaroa Inlet
Lot 2 DP11689 NL 7B/63
Wilsons Abel Tasman National Park Ltd

Since the recession in 2015/16 of the spit that protected the inner Awaroa estuary from open sea wave effects, the coast in front of the Meadowbank has been exposed to high tide coastal erosion.

At the western end of the Meadowbank, erosion consumed almost all of the esplanade reserve, leaving an unstable near vertical bank. Further along the Meadowbank in an eastward direction the esplanade reserve is mostly unaffected due to the protective effect of the old Wilson wall and the more recent Cederman wall, although the latter has generated end of wall effects eroding the reserve in front of 89 and 91 Awaroa inlet.

Since the construction of Wall Three in front of 115 to 123 Awaroa inlet, erosion of what remnants of the reserve remain there has been limited to wind and rain weakening the eroded vertical face, with some material falling down to behind the wall.

Beach levels in front of all three walls fluctuate regularly and in places where Wall Three was incomplete, seawater has penetrated under the lagging of the walls, scouring out the fill behind them and weakening the bank of the reserve.

Even if at some future point, the spit rebuilds and protects the inner estuary again, the loss of parts of the esplanade reserve, the weakening of the Meadowbank and the loss of public access from beach level to the esplanade reserve will not naturally repair.

4. CONSULTATION WITH “ADJACENT” PARTIES

Yes, we have consulted with all the parties listed above as owners of the adjacent Properties. Letters of support and confirmation of consultation are attached.

5. AUTHORITY

Yes, this application is made on behalf of and with the authority of all the directly adjacent landowners listed above.

6. LOCATION

Yes, the location of the Reserve land is on the coast and yes, it is currently subject to erosion by the sea.

7. ESPLANADE RESERVE

Yes, the Reserve land is classified as a local purpose (esplanade) reserve under the Reserves Act – this has been confirmed by the Tasman District Council Reserves Department.

8. COUNCIL OWNERSHIP

Yes, the Tasman District Council confirms that the Reserve Land in question is owned by the Council or maintained by the Council as the administering body of the reserve, and for which it has delegated authority to deal with landowner approvals.

PROPOSED STRUCTURE

9. HARD STRUCTURE

The proposal is for as hard coastal protection structure, specifically a wooden wall as detailed in the initial T&T report. Updated design details are shown in the attached document from Tonkin+Taylor: “Awaroa Walls 1 – 3 – FINAL design drawings July 2025”

Note in particular:

- The addition of a second row of poles with bracing between rows
- The extension of the wall at the eastern end
- Between SC1 and SC13 the wall no longer kinks landward, but follows as straight a line as possible to avoid disturbance of the Meadowbank
- The indicative pathway back down to the beach enabling public access at the eastern end of the esplanade reserve
- The indicative locations of lightweight rebuildable steps from the esplanade reserve down to beach level replacing the existing dilapidated step structures

LOCATION OF THE COASTAL EROSION PROTECTION STRUCTURE

10. The proposed structure detailed above, treats Walls 1, 2 & 3 as one continuous structure, and the majority of this structure will be located above current MHWS.

The proposed wall follows the alignment of the existing walls, except for a section where Wall One is located, where the proposed wall position has been moved slightly seaward to reduce the effects of excavation of the Meadowbank. This is in response to the point made by Iwi that avoiding or minimising excavation and disturbance of wahi tapu is a high priority.

Note also that with the passing of time, components of the wall that are currently above MHWS will likely end up below MHWS and be in the CMA, due to sea level rise and vertical land movement. This point was clearly made in a letter from then CEO Janine Dowding in September 2023 where she advised us that “it would seem sensible to view the full extent of the current wall as being below MHWS at some point in the future”. See the attached letter.

THE PURPOSE OF THE RESERVE LAND

11. The Council needs to determine whether the establishment of the structure is consistent with the purpose of the Reserve Land. Tell us why you consider it is:

The reserve along the front of Meadowbank is *Local Purpose Reserve (Esplanade)*.

As set out in Section 229 of the Reserves Act 1977, esplanade reserve has many purposes, including to mitigate natural hazards, and enable public access.

One of the fundamental design components of the proposed coastal protection wall is to create a public access walkway between the foreshore and the land at the top of the reserve – where this is currently not available along this section of Meadowbank due to the height of the bank.

In addition, the proposed coastal protection structure will mitigate the coastal erosion along this section of Meadowbank. Given these two features of the proposed wall, it is considered that the proposed coastal protection wall is consistent with the purpose of the esplanade reserve.

It is also considered that the proposed wall, with the integrated landscape design, will serve to enhance the landscape values of this part of this portion of Meadowbank, and significantly, serve to protect the cultural values in Meadowbank from being lost due to further erosion.

Step 2 of the TDC Coastal Protection Structures on Council Reserve Land (June 2024), states that a coastal protection structure is unlikely to be consistent with the purpose of the esplanade reserve if it is only for erosion protection. As set out above, this is not the situation with this proposal, and so this proposal is considered to be consistent with the purpose of the esplanade reserve.

12. The Council needs to determine whether the proposed structure is consistent with any relevant Reserve Management Plans. Tell us why you consider it is:

Reserves General Policies 2015.

We submit that the proposed structure at Awaroa is consistent with the principles and themes of the Reserves General Policies 2015, for the following reasons:

A number of the considerations required by the Reserves General Policies 2015 are covered elsewhere in this application. These include:

- Demonstrating the need for the proposed hard structure – section 15
- Design, and effects – section 16
- Financial matters and the conditions required – section 17
- Consultation and Cooperation with mana whenua – section 14.

Reserves General Policies refers to the New Zealand Coastal Policy Statement (2010).

This proposal for Awaroa, to place a structure on public land with the primary objective of protecting the esplanade reserve, and restoring the functions of the reserve, is consistent with a number of policies within the NZCPS(2010).

POLICY 14 - Promote restoration or rehabilitation of the natural character of the coastal environment, including by:

... recognising that where degraded areas of the coastal environment require restoration or rehabilitation, possible approaches include:

- i. restoring indigenous habitats and ecosystems, using local genetic stock where practicable; or
- ii. encouraging natural regeneration of indigenous species, recognising the need for effective weed and animal pest management; or
- iii. creating or enhancing habitat for indigenous species;

Our proposal is consistent with the overall aim of Policy 14, in particular, by restoring a band of indigenous planting on the slope above the walkway, so that natural regeneration is encouraged and the habitat is enhanced for indigenous species.

POLICY 18 - Recognise the need for public open space within and adjacent to the coastal marine area, for public use and appreciation including active and passive recreation, and provide for such public open space, including by:

- a. ensuring that the location and treatment of public open space is compatible with the natural character, natural features and landscapes, and amenity values of the coastal environment;
- b. taking account of future need for public open space within and adjacent to the coastal marine area, including in and close to cities, towns and other settlements;

- c. maintaining and enhancing walking access linkages between public open space areas in the coastal environment;
- d. considering the likely impact of coastal processes and climate change so as not to compromise the ability of future generations to have access to public open space; and
- e. recognising the important role that esplanade reserves and strips can have in contributing to meeting public open space needs.

Our proposal is consistent with the aim of policy 18, because it restores public access to the esplanade reserve adjacent to the coastal marine area.

Policy 26: Natural defences against coastal hazards

- 1. Provide where appropriate for the protection, restoration or enhancement of natural defences that protect coastal land uses, or sites of significant biodiversity, cultural or historic heritage or geological value, from coastal hazards.
- 2. Recognise that such natural defences include beaches, estuaries, wetlands, intertidal areas, coastal vegetation, dunes and barrier islands.

Our proposal is consistent with the aim of policy 26, because it provides for the restoration and enhancement of the natural defence of coastal vegetation in the green belt that will be created above the walkway along the esplanade reserve.

Section 15 of this application details the consideration given to employing natural defences at beach level against coastal hazards in this area of Awaroa and explains the reasons why soft engineering options will not achieve protection for the esplanade reserve here. Section 15 refers to the relevant parts of the T+T report that examine this.

Policy 27: Strategies for protecting significant existing development from coastal hazard risk

- 1. In areas of significant existing development likely to be affected by coastal hazards, the range of options for reducing coastal hazard risk that should be assessed includes:
 - a. promoting and identifying long-term sustainable risk reduction approaches including the relocation or removal of existing development or structures at risk;
 - b. identifying the consequences of potential strategic options relative to the option of “do-nothing”;
 - c. recognising that hard protection structures may be the only practical means to protect existing infrastructure of national or regional importance, to sustain the potential of built physical resources to meet the reasonably foreseeable needs of future generations;
 - d. recognising and considering the environmental and social costs of permitting hard protection structures to protect private property; and
 - e. identifying and planning for transition mechanisms and timeframes for moving to more sustainable approaches.
- 2. In evaluating options under (1):
 - a. focus on approaches to risk management that reduce the need for hard protection structures and similar engineering interventions;
 - b. take into account the nature of the coastal hazard risk and how it might change over at least a 100-year timeframe, including the expected effects of climate change; and
 - c. evaluate the likely costs and benefits of any proposed coastal hazard risk reduction options.
- 3. Where hard protection structures are considered to be necessary, ensure that the form and location of any structures are designed to minimise adverse effects on the coastal environment.
- 4. Hard protection structures, where considered necessary to protect private assets, should not be located on public land if there is no significant public or environmental benefit in doing so.

We submit that our proposal is consistent with objectives of Policy 27. In particular:

27(1.b) Our proposal and the T&T report evaluates the consequences of our proposed works, relative to the option of “do nothing”

27(1.d) Even though the protection of private property is not the primary objective of our proposal, our proposal recognises and considers the environmental and social costs of permitting a hard protection structure to protect private property.

27(2.b) While no one can predict with certainty the likely coastal effects of climate change, our proposal is designed for a thirty year life, and we acknowledge that over a 100 year timeframe, the degree of change in this coastal environment will likely cause the esplanade reserve to no longer be viable.

27(2.c) The T&T report evaluates the likely costs and benefits of proposed risk reduction options.

27(3) The form and location of the proposed structure is designed to minimise adverse effects on the coastal environment.

- (i) the design mitigates potential end of wall effects
- (ii) The establishment of a green belt of native planting on the slope above the walkway will result in the visual impact of the structure being secondary to the visual impact of the green belt and will have a beneficial effect on the coastal environment.

27(4) It should be noted that this proposal for Awaroa, proposes to place a structure on public land with the primary effect of protecting the esplanade reserve, and restoring the functions of the reserve.

A secondary and consequent effect of locating the proposed structure on public land will be that by preserving the reserve, there is a knock-on effect of protection being afforded for the private properties adjacent to the reserve.

If one puts aside for the moment the primary purpose of the structure, and assesses just the secondary effect, how does it stack up? The test is: “is there significant public **or** environmental benefit?”

- (i) There is significant public benefit in restoring public access along the shore and restoring public use of the reserve.
- (ii) There is significant environmental benefit, (even if one takes the narrowest view of what constitutes “the environment”) in restoring and preserving biodiversity in a re-established green belt of coastal native planting on the reserve.

We submit that these two benefits are substantial, and clear, and that consequently it is not the case that there would be “no significant public or environmental benefit”.

Consequently, even when the secondary effect of the proposal is examined against 27(4), the proposal to locate a structure on the esplanade reserve is in accordance with the guidance provided by NZCPS.

Golden Bay Ward Reserves Management Plan 2003.

We submit that the proposed structure at Awaroa is consistent with the principles and themes of the Golden Bay Ward Reserves Management Plan 2003, for the following reasons:

The proposed structure will not restrict foot access onto or across the reserve – on the contrary it will make access possible where is currently is not.

The proposal does not involve construction of any buildings on the reserve.

A Council approved landscape plan will be included in the final proposal for Resource Consent.

Consultation with adjacent residents has been completed

Policy 6.4.6 allows the construction of erosion control works, subject to council approval.

Abel Tasman Foreshore Scenic Reserve Management Plan 2012

The *Abel Tasman Foreshore Scenic Reserve Management Plan* was approved in June 2012, came into effect in November 2012, and was partially reviewed in 2015. As summarised below, the Abel Tasman Foreshore Scenic Reserve Management Plan 2012 does permit coastal protection works, but only under strict conditions designed to preserve the reserve's natural processes and scenic values.

Section 7.2 of the ATSRMP states that where coastal protection is needed (e.g. due to erosion or sea-level rise), the plan strongly prefers “soft” engineering solutions — like beach nourishment, dune restoration or bioengineering approaches — rather than hard structures such as seawalls, groynes, or rock revetments. This helps to minimise interference with natural coastal dynamics and landscape values. The applicants have established that “soft” engineering solutions are not feasible in this location. See section 15 of this application.

Section 11.7.2.1 of the ATSRMP provided key guidance around hard protection structures as follows:

Hard structures may be permitted only in exceptional circumstances, and if they meet all the following criteria:

- (a) Adverse effects on natural values (including coastal processes, landforms, ecological or visual effects) can be minimised.
- (b) There is no requirement for ongoing maintenance of the structure, meaning it must not become a future liability.
- (c) The structure must be consistent with relevant legislation and Ministerial delegations via DOC (under the Reserves Act and Conservation Act).

The actual and potential adverse effects of the proposed wall, relevant to (a) above, are addressed in the specialist technical reports from:

- Robertson Environmental Limited as to ecological values;
- Tonkin & Taylor as to coastal processes; and
- Rough Milne Mitchell as to landscape and natural values.

The matters of obligations for maintenance costs are addressed later in this application in sections 17 and 18. In short, the adjacent Landowners will bear full responsibility for these costs.

We are not aware of any relevant legislation and Ministerial delegations via DOC (under the Reserves Act and Conservation Act).

For the reasons summarised above, we consider that under the circumstances relevant to this proposal, the proposed coastal protection structure is not contrary to the ATSRMP.

13. DOES THE ESTABLISHMENT OF THE STRUCTURE REQUIRE THE CUTTING OR DESTROYING OF ANY TREES/BUSH ON THE RESERVE LAND?

No, it does not. Unfortunately, the bush and significant trees that were on the western end of the esplanade reserve prior to the commencement of coastal erosion have now been lost. Small trees and flaxes above wall one will remain undisturbed, and in the area of wall two, new plantings have taken hold landward of proposed works.

14. HAS CONSULTATION BEEN UNDERTAKEN WITH IWI

Yes. Significant consultation occurred prior to the 2021 application for landowner consent for just the wall three area, and this is detailed in that application. Further consultation and site visits preceded Iwi providing the Cultural Impact Assessment dated March 15th 2023.

Then in mid 2024 agreement was reached with the mayor and senior council managers that the applicants would be party to a “four-way” meeting involving DoC, Iwi, Council and the applicants. This proved complex to achieve but eventually a Draft Position Statement was issued by Ngāti Rārua, Ngāti Tama, Te Ātiawa and the Department of Conservation that explained their views and concerns about the proposal for Awaroa walls 1-3.

In summary, concerns were expressed about:

- The potential for end of wall effects arising from the structure
- The potential for negative effects on the geomorphology and natural processes of the estuary
- The potential for disturbance of culturally significant artifacts and wahi tapu
- Uncertainty about where responsibility lay for the maintenance and upkeep of the proposed structure and its eventual removal.
- Suggested that the applicants should work collaboratively with DoC and Iwi to develop a more culturally sensitive response

The applicants responded to these concerns, and endeavoured to explain what steps could be taken to minimise and avoid the potential effects that DoC and Iwi identified. The applicants also stated they were keen and willing to work collaboratively as suggested. See the attached letter from Mark Lile dated June 6th 2025.

The T+T coastal processes assessment, final version dated 19th December 2024 analysed many of the potential concerns referred to in the Draft Position Statement, and was a key part of the applicant’s response. Unfortunately, because of the timing of this report, it was not available when DoC and Iwi prepared their Draft Position Statement.

With regard to wahi tapu, back in August 2022 the applicants had engaged Deb Foster, Archaeological Consultancy, to advise on an Archaeological authority, accidental discovery protocols, and Iwi monitoring. Deb Foster raised an archaeological record N26/319. Changes have since been made to the design and positioning of the proposed wall to minimise and avoid the potential disturbance that Iwi highlighted.

Communication with Iwi since mid-June has established that Iwi do not wish to meet, (to develop a collaborative response) but prefer that we go ahead and lodge the Resource Consent application and they will put their views forward as part of the consenting process. We remain open to collaborating with Iwi to improve our proposal so that the significant values in this area can be maintained, enhanced and protected.

COASTAL EROSION PROTECTION STRUCTURE

15. DESCRIPTION OF THE COASTAL EROSION PROTECTION STRUCTURE

Coastal management expertise

The applicants engaged Tonkin+Taylor as suitably qualified coastal management experts. Their initial report from 2018 was revised and updated and the finalised March 2021 report is attached to this application.

Since then, T+T have revisited Awaroa several times, prepared the Coastal Process Assessment completed in December 2024, and have had the opportunity to observe the effects of the three existing walls, consider improvements to these, and modify their original design, which was intended for wall three only, so that it is suitable for walls 1 – 3. The updated design details are shown in the attached document from Tonkin+Taylor: “Awaroa Walls 1 – 3 – FINAL design drawings July 2025”

In summary the proposed wall is now a two layer timber pole structure with heavy duty lagging down to estuary level. The front row of poles is tied back to the rear row of poles for greater stability.

A public access walkway starts at the western end, immediately behind and level with the top of the wall, and then climbs up to the level of the Meadowbank around the point where wall three joins wall one. The walkway continues along the top of the esplanade reserve until reaching the eastern end of the wall, where it will head down diagonally to the raised sand bank just beyond 89 Awaroa Inlet.

Soft engineering options

A sand replenishment was undertaken in December 2018 on the beach that fronts the esplanade reserve at the western end of the Meadowbank. This was initially beneficial. However, because the edge of the Meadowbank had already eroded back to a near vertical face, conditions which make replenishment more likely to persist were not present - there was no dune to nourish, and no scope to establish vegetation to help retain sand in place, so by early 2020 all the relocated sand had washed away. It would be preferable if there was scope to use sand push ups along the length of the proposed works, rather than a hard structure, but most the area is now so exposed to open sea wave action that replenishment would be very short lived.

Sections 6 and 7 of the 2021 T+T report detail the consideration of options including soft engineering options and alternative hard structures. The conclusion is that a timber pole wall offers the best level of erosion protection with effects that can largely be mitigated.

Effectiveness and Longevity

So long as the walls are constructed to the design, they can reasonably be expected to achieve their design life of at least thirty years. Some maintenance is likely to be needed depending on weather events and estuary processes that might lower sand levels at the ends of the wall requiring localised replenishment to restore the higher sand levels required to mitigate end of wall effects.

Adverse effects

The adverse effect of the proposed wall will be the stripping of sand from the beach immediately in front of the wall, due to wave reflection and the confining of sediment behind the structure that would otherwise have eroded from the bank and fed the beach. The coastal process assessment produced by T+T (page 34) considered these effects to be very small compared to the volume of sediment that is actively moving in the estuary, but noted that beach width in front of the wall could be expected to decrease further over time.

Because there have now been walls along almost all of the proposed wall location for four years, the coastal engineers and the applicants have had the opportunity to observe effects, make a realistic assessment of their severity, and consider how best to manage and mitigate these effects.

Mitigation

End of wall effects are addressed by the wall being designed to run into significantly higher sand levels at each end. This will need to be monitored and should sand levels fall in either area, localised sand replenishment will be essential. Having said that, at the eastern end, our proposal is now to run the wall into a historically stable and sizable raised sandbank that has been there for the last twenty five years. At the western end, sand levels have remained high over the last four years, but are now showing some signs of receding. The volumes of sand required to keep the ends of the wall buried are quite small, in the order of 10-15% of the sand moved in the 2018 sand push up.

Alternative options

Sections 6 and 7 of the 2021 T+T report examine at some length the consideration of alternative options, their predicted longevity and likely costs. While this was written to be relevant only to the wall three area, it applies equally to all of walls 1 – 3. They conclude that “In relation to the other options presented, the timber wall performs relatively well in terms of prevention of erosion, environmental and coastal amenity impacts”.

16. DESIGN OF THE PROPOSED STRUCTURE AND PUBLIC ACCESS

Public Access

A key feature of the design of the proposed structure is that it will restore public access on foot to the esplanade reserve from the beach, at both ends of the structure, and it will remove the impediments to that access which have resulted from coastal erosion. This is consistent with the requirements of the Reserve Act.

At the western end of the proposed structure there will be beach level access to an elevated 1.8 metre wide walkway along the inside of the seawall. This walkway will lead to steps (or a ramp) that enable easy access on foot to the lawn level of the esplanade reserve immediately before the Wilsons Meadowbank homestead.

Public foot access will then be along the esplanade in front of adjacent properties, until around 89 Awaroa Inlet, where a clearly formed path will take public walkers back to the beach via the higher level sand dune.

This is shown on the attached Tonkin+Taylor “Awaroa Walls 1 – 3 final design drawings July 2025”

Potential effects on other properties

The wall(s) design is specifically intended to avoid “end of wall” effects, as discussed above in “adverse effects”. Prevention of potential end of wall effects will be achieved by periodic localised sand replenishment to maintain sufficiently high sand levels at each end of the wall.

At the eastern end of the proposed wall, beach contours are protected from open sea wave effects. The contours are shaped by the outlet channel of Venture Creek, and have been stable for at least the last twenty five years. It is reasonable to expect the risk of knock on effects here to be less than minor.

Regarding the western end, concerns have been expressed by DoC and Iwi about the potential for “knock on” effects further along the coastline. DoC has stated:

“The primary concern of the Department is the risk of the seawall accelerating the erosion of Sawpit point, an important archaeological site and subsequently the possible erosion further into the estuary impacting on the Department assets such as the Awaroa Hut and campground”

It is our view that the risk of such adverse effects occurring because of the proposed works is very slight, for several reasons:

(1) The dominant driver of changes to water flows and sand disposition in the Awaroa estuary is “natural processes” – the combination of weather effects and tidal variations causes very large and rapid changes to the shape and height of the sand delta in the middle of the estuary, and very large and rapid changes to the channel layout and resulting water flows. These effects have been greater over the last nine years as the spit has receded, and parts of the estuary have been exposed to ocean wave action. Big changes to the Delta and the rapid build-up and migration of sand banks show just how powerful the effects of natural processes are.

(2) Erosion and change at Sawpit Point has been occurring since the 1940’s. Even a casual examination of the historical aerial photographs of the Awaroa estuary show this process has been underway since the beginning of recorded aerial photography. Curiously, over the last four years since the construction of Wall 3, the beach around Saw-pit point has built up.

(3) For the last twenty years there has been a protective wooden “sea wall” at Awaroa on the reserve in front of the Wilson property. This had observable local effects immediately adjacent to the west end of that structure, but no observable effects further away, and certainly not some 700 metres away at Sawpit Point. At that distance it’s the immensity of “Natural Processes” that drive any changes.

Other works

There are no other coastal works in the area, or that we are aware are intended to be erected in the area.

COST AND MAINTENANCE

17. Construction and Maintenance costs for the proposed works will be met by the owners of property adjacent to this section of the esplanade reserve.

Estimated cost for the “re-construction” of the three walls as one is around \$120,000.

Maintenance costs over the thirty year lifetime of the wall are estimated to be up to \$8,000 every three or four years – so potentially up to \$80,000.

The eventual removal of the structure, at the end of its useful life, or in the event of irreparable damage, is estimated to cost around \$40,000.

18. The adjacent landowners understand the responsibility that they will be taking on, and agree that they will bear the costs of maintenance and repairs of the coastal erosion protection structure.

19. The question of whether there are any special circumstances which apply, regarding cost arrangements, has not been deeply explored with council. As to who benefits, the obvious beneficiaries are, in no particular order:

- The general public, from restoration of public access and amenity
- The council, as the administering body of the reserve, from having remnants of their reserve saved, and enabling the esplanade reserve to fulfill its purpose under the Reserves Act.
- The adjacent landowners, from having their properties more protected from coastal erosion.
- The wider Awaroa community, from restoration of community access along the frontage of the settlement, and from restoration of some of the natural character of the reserve vegetation.

The adjacent property owners are aware that council will require indemnification of council against claims that may arise. And they appreciate that council will seek agreement with the applicants around a bond or security to give council assurance that landowners have the financial capacity to fulfil their obligations.

Rather than attempt to achieve an agreement on indemnity and value in this landowner consent application, (which could significantly delay the process), we suggest that agreement on these aspects should be negotiated separately, after council has considered this application.

OTHER CONSENTS

20 & 21. As recommended, we are applying for Council's Landowner Consent first.

Once obtained, we will then apply for a Resource Consent, including satisfying the requirements for applicants for Customary Marine Title, and a Building Consent.

Then we will apply to DoC for a concession to occupy the CMA (in part).

COLLECTION AND USE OF INFORMATION

We understand that the information contained in this application is subject to the Privacy Act 2020 and will only be used for the purpose for which it is being collected being the application for Coastal Erosion Protection Structures on Council Reserve Land. Tasman District Council will retain personal information for only as long as necessary to carry out the functions for which it was collected, or if required by law.

Applicants Name & Signature Darryl Wilson.....

Date

Applicants Name & Signature Russell Cederman.....

Date

Applicants Name & Signature Chris Dillon.....

Date

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Applicants Name & Signature

Darryl Wilson

Date

20th August 2025

Applicants Name & Signature

Russell Cederman

Date

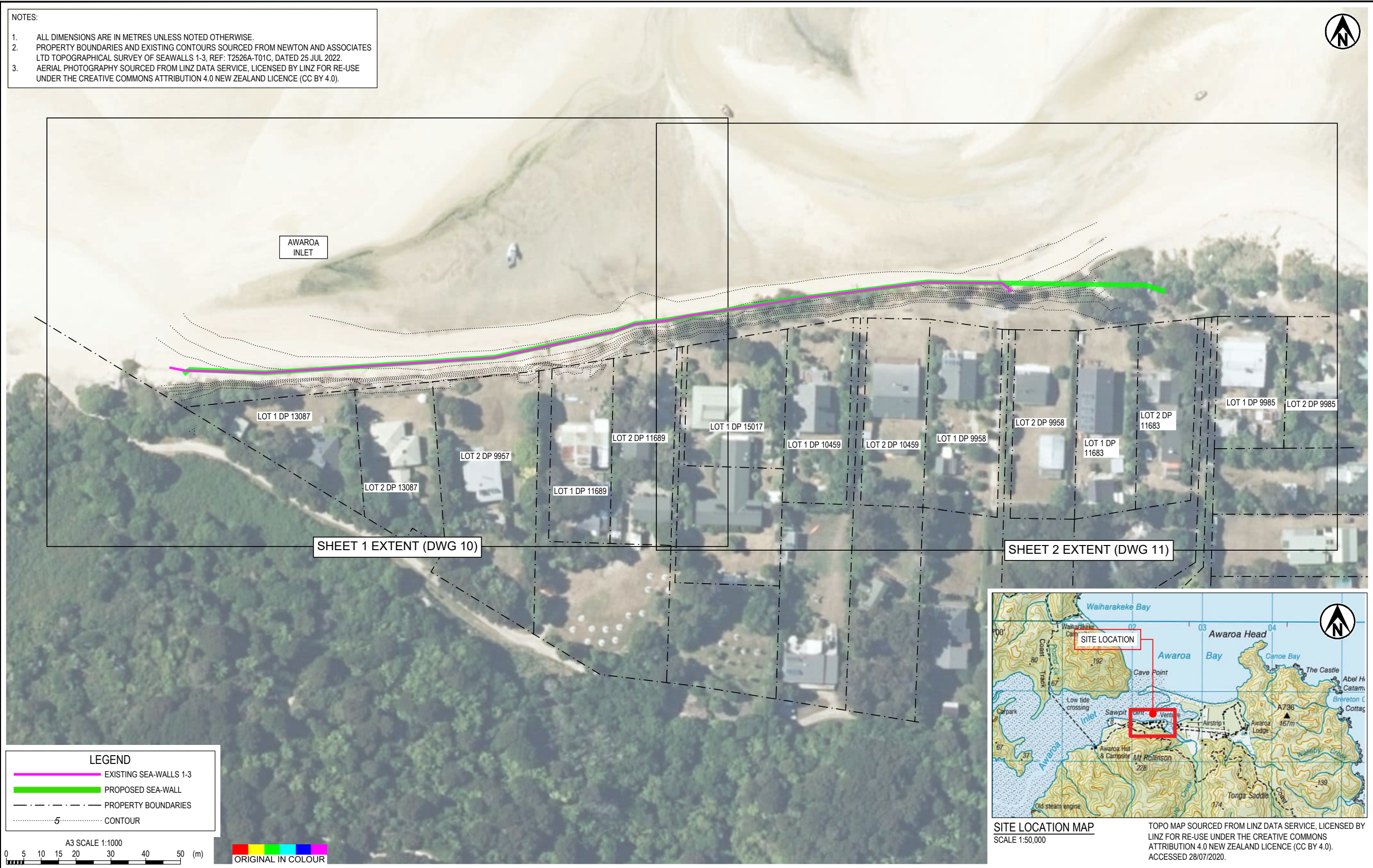
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Applicants Name & Signature

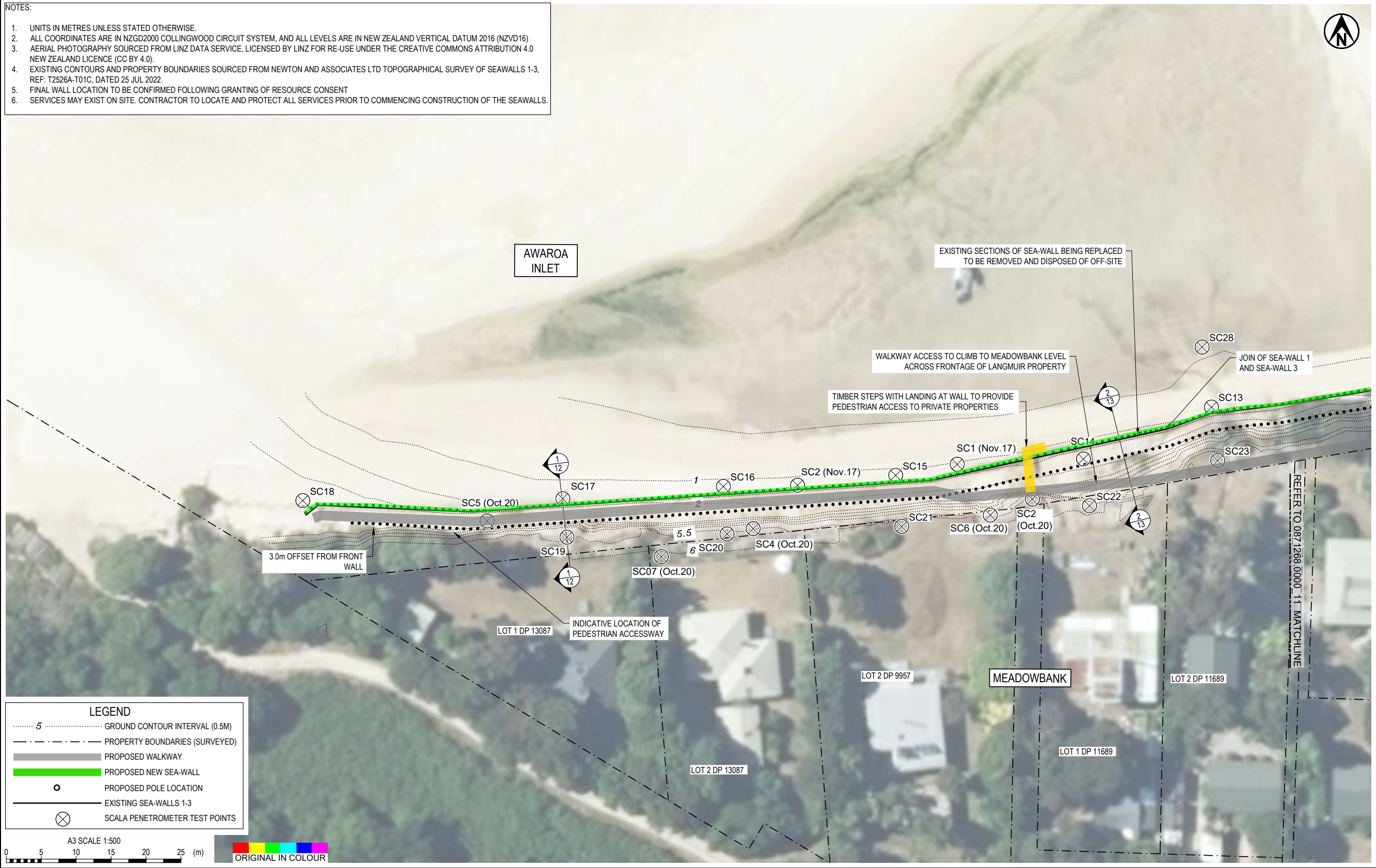
Chris Dillon

Date

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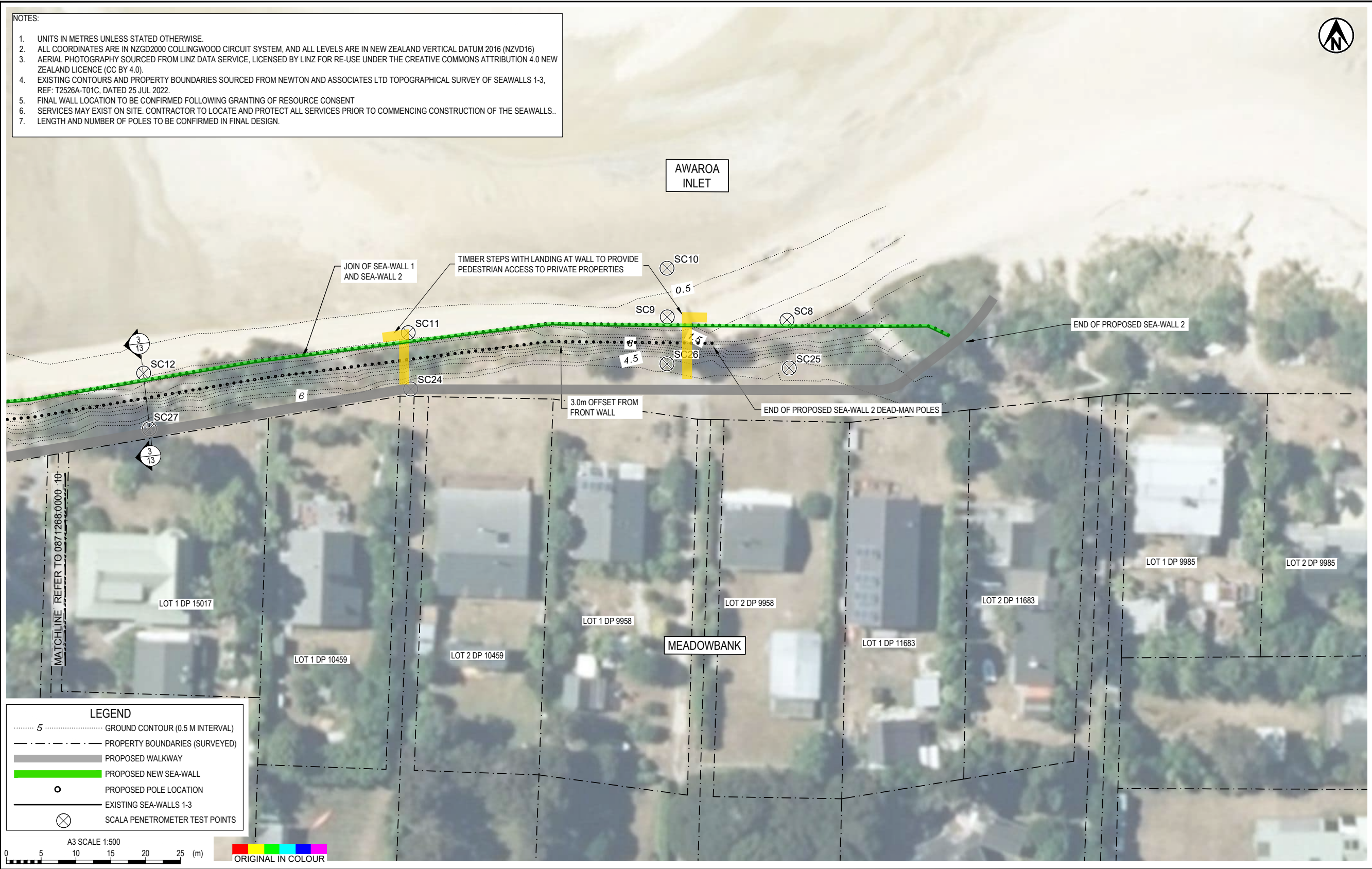


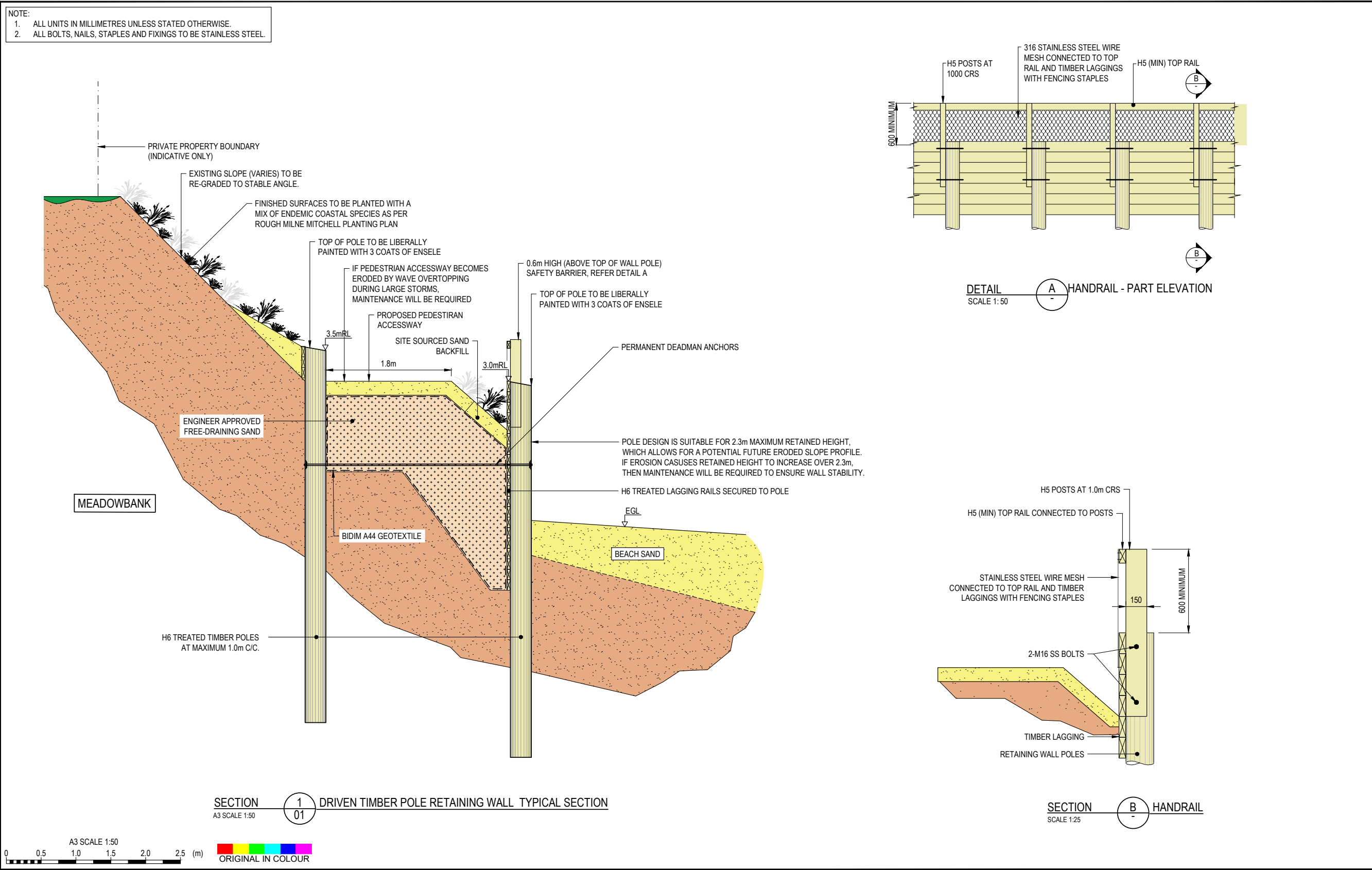
 Exceptional thinking together www.tonkintaylor.co.nz		1	CONSENT ISSUE	LOFL				DESIGNED	MJL	JUL.25	DRAWING STATUS	RESOURCE CONSENT ISSUE	CLIENT PROJECT	AWAROA PRIVATE LANDOWNERS GROUP AWAROA SEAWALL				
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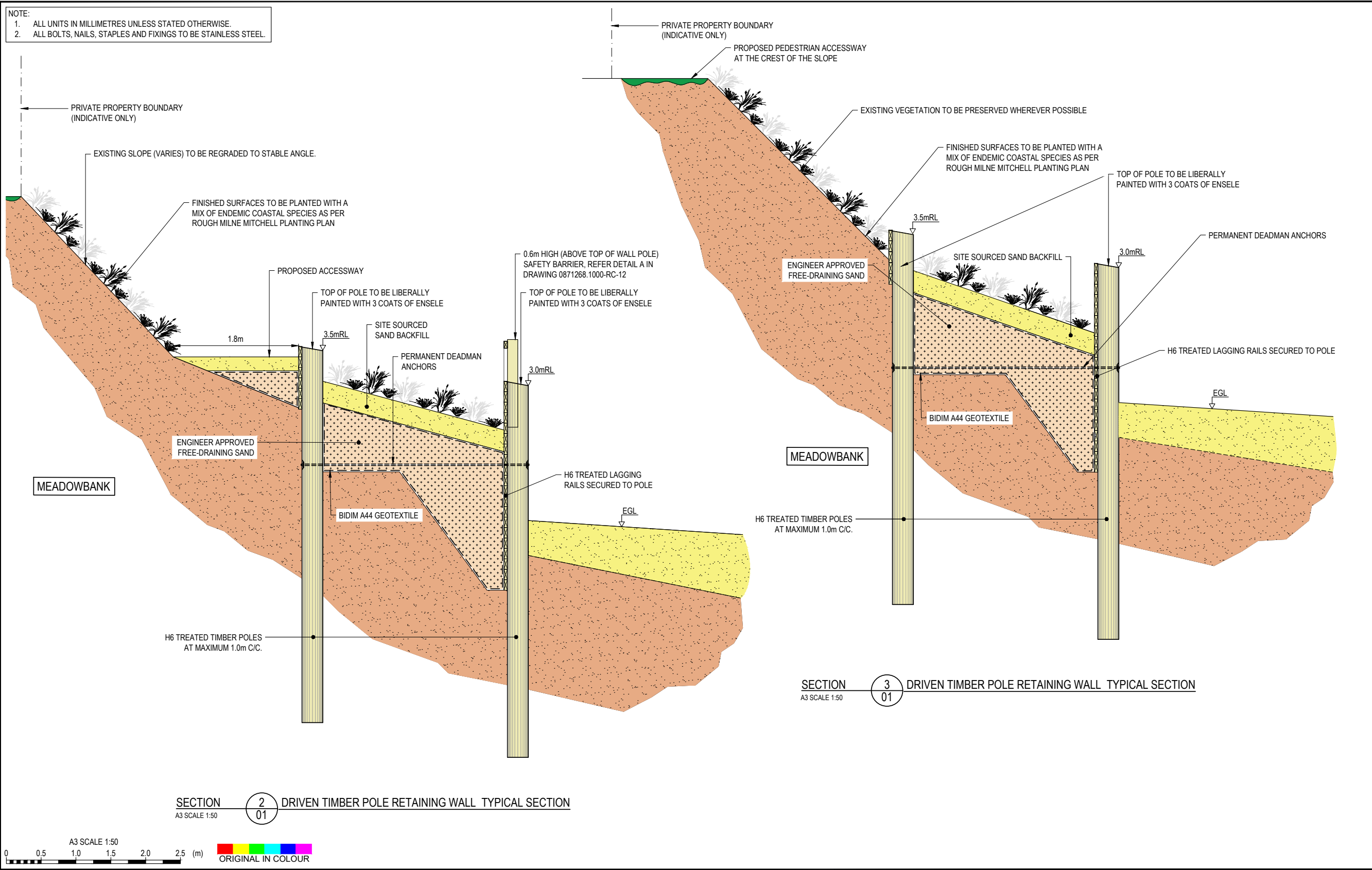
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					DRAWN	MJL	JUL.25			PROJECT	AWAROA SEAWALL				
					DESIGN CHECKED	MJL	JUL.25			TITLE	GENERAL SITE PLAN - SHEET 1 OF 2				
					DRAWING CHECKED	MJL	JUL.25								
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					DESIGN CHECKED	MJL	Oct.22			TITLE	TYPICAL SECTIONS AND DETAILS					
					DRAWING CHECKED	DJAA	Oct.22			SHEET 1						
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REV	DESCRIPTION	CAD	CHK	DATE	APPROVED			DATE			SCALE (A3)	AS SHOWN	DWG No.	871268.0000-RC-12	REV	1



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					DESIGN CHECKED	MJL	Oct.22			TITLE	TYPICAL SECTIONS AND DETAILS SHEET 2	
					DRAWING CHECKED	DJAA	Oct.22					
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REV	DESCRIPTION	CAD	CHK	DATE	APPROVED		DATE	SCALE (A3) 1:50			DWG No. 871268.0000-RC-13	REV 1

7.2 PAKAWAU SEAWALL - LANDOWNER APPROVAL

Decision Required

Report To:	Tasman District Council
Meeting Date:	11 September 2025
Report Author:	Grant Reburn, Reserves and Facilities Manager
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RCN25-09-6

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

- 1.1 The purpose of this report is for the Council, as landowner of the Pākawau Local Purpose - Esplanade Reserve (Reserve), to consider giving consent for a coastal erosion protection structure (seawall) on part of the Reserve.
- 1.2 This report assesses an application from the Pākawau Community Residents Association (Association) on behalf of the owners of 1132, 1134 and 1136 Collingwood-Pūponga Main Road against the criteria set out in the Tasman District Council Coastal Erosion Protection Structures on Council Reserve Land Policy – June 2024 (Policy).
- 1.3 The landowner consent process under the Reserves Act considers whether coastal erosion protection should be constructed on the reserve. The process considers the purpose of the reserve and the reserves policy preference to use sustainable natural solutions to minimise the impact on the natural environment and promote natural resilience. The resource consent process is a separate regulatory process as determined by the Resource Management Act.
- 1.4 In giving approval as landowner, the Council is not giving any commitment regarding its independent role in assessing and deciding on any resource consent and/or building consent application related to this coastal erosion protection.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 The application follows the criteria and application process in the Policy.
- 2.2 Several reports prepared by OCEL Consultants provide an assessment of coastal erosion at the site, they assess various remedial options and their effects and conclude that an engineered rock revetment is the preferred option as it has the least effects on the environment of the hard engineering rock seawall types.
- 2.3 Construction costs for the proposed works will be met by the applicants who have also agreed that they will enter into, and be bound, by a legal agreement with the Council regarding their ongoing responsibility for maintenance and any liability arising from the erosion protection.
- 2.4 A licence to occupy will be required for the structure on the reserve. The key benefits of this application are that it will restore and protect public access along the reserve and provide access to the sea.

- 2.5 The application has been assessed under the Policy, and no significant impediments have been identified therefore Council landowner approval is recommended subject to a resource consent for the works being granted.

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

- 1. receives the Pakawau Seawall - Landowner Approval RCN25-09-6; and**
- 2. gives landowner approval for the construction of coastal erosion protection at the southern end of Pākawau Local Purpose - Esplanade Reserve in the front of 1132, 1134 and 1136 Collingwood-Pūponga Main Road, subject to;**
 - a. a resource consent and, if required, a building consent being granted prior to any works commencing; and**
 - b. the owners of 1132, 1134 and 1136 Collingwood-Pūponga Main Road as direct beneficiaries of the coastal erosion protection entering into a joint and several Licence to Occupy for any erosion protection placed on the reserve; and**
 - c. the owners of 1132, 1134 and 1136 Collingwood-Pūponga Main Road as direct beneficiaries of the coastal erosion protection entering a joint and several agreement with the Council regarding the ongoing maintenance and any liability, related to the erosion protection; and**
- 3. notes that this approval is given by the Council as landowner of the reserve and is independent of Council's regulatory role in assessing and deciding on any resource consent and building consent applications related to the coastal erosion protection; and**
- 4. notes that in accordance with the terms of this resolution the Group Manager Community Infrastructure may exercise his delegated authority (Delegations Register clause 5.9) to provide unconditional written approval as an affected person under the Resource Management Act 1991 to the resource consent application.**

4. Background / Horopaki

- 4.1 The applicant is the Association on behalf of three landowners at 1132-1136 Collingwood-Pūponga Main Road who have properties abutting the Reserve. The Association is seeking approval to construct 61.5 metres of rock revetment on the Reserve along the frontage of three residential properties (1132-1136) effectively extending a length of existing rock revetment (384 metres) that lies to the south. The rock revetment is intended to provide protection from coastal erosion to the properties, provide walking access along part of the Reserve, include steps to access the beach and will be softened visually with indigenous vegetation. This application follows the implementation of a similar revetment on the Reserve in front of the 3 properties immediately to the south of this one in 2022.
- 4.2 The application for a revetment was initially lodged in June 2024 but was put on hold until all the required information had been received. This information was provided in August 2025.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

- 5.1 The Association's application follows the format set out in the Policy and with the addition of the supplementary information provided in August 2025 now provides the information needed for a decision. The application is included as **Attachment 1**.

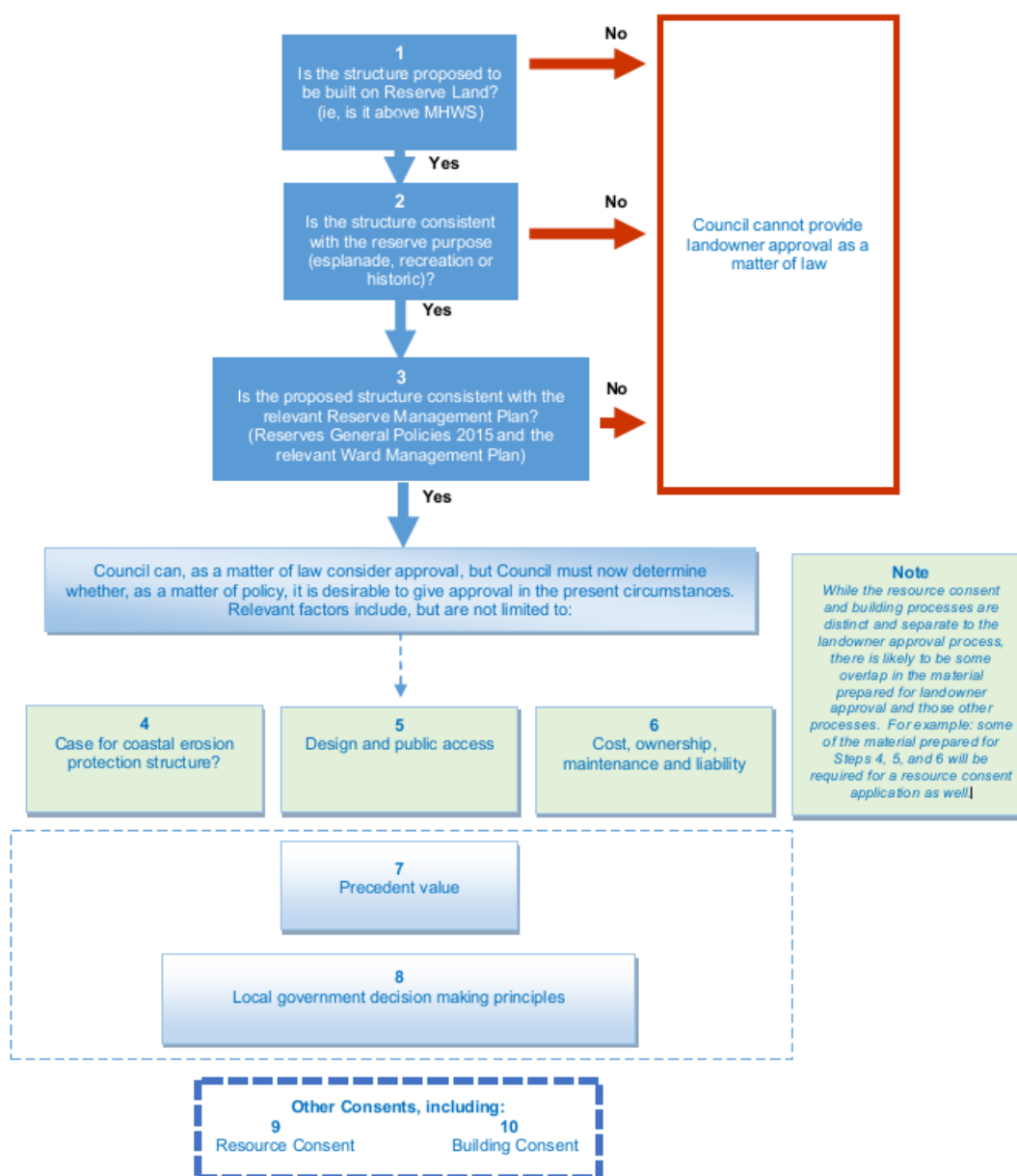
Reserve Land Description

- 5.2 The Reserve, which is the subject of the application, is Pākawau Local Purpose – Esplanade Reserve described as Lot 20 DP 5716; this land was vested in the Council in 1959 on subdivision of a larger title. A separate title has not been issued for the reserve; this is not uncommon for reserve land.

Assessment of Application

- 5.3 The Policy has a flow chart of the landowner approval process; this assessment follows the flow chart that is included in Figure 1 and considers the key questions at each step in the process.

Figure 1: Flowchart – Landowner approval process



Location of the coastal erosion control structure

- 5.4 The applicant states that the proposed structure is to be located on the Reserve land above Mean High Water Springs (MHWS). This has been included in a drawing prepared by OCEL Consultants in 2025 and included as **Attachment 2**.
- 5.5 The drawing in **Attachment 2** also shows the location and typical cross-section of the proposed structure which is like the previous structures to the south.

Consistency with Reserve Purpose

- 5.6 The drawing in **Attachment 2** also shows the location and typical cross-section of the proposed structure which is similar to the previous structures to the south.
- 5.7 The Reserve is a Local Purpose (Esplanade) Reserve. When assessing whether the proposed structure is consistent with the purpose of an esplanade reserve, the Council needs to be satisfied that:
- a. the reserve land has conservation values AND the proposed structure will contribute to the protection of those values by one of the means set out, most likely by mitigating natural hazards to protect those values, or
 - b. the proposed structure enables public access to or along the sea, or
 - c. the proposed structure enables public recreational use of the reserve and adjacent sea, where compatible, with the conservation values of the reserve.

Conservation Values

- 5.8 The Reserve extends around 800m in a north-south direction in front of properties from 1118 – 1194 Collingwood–Pūponga Main Road. A continuation of the rock revetment to the north is proposed in front of a further three properties.
- 5.9 A coast care programme is in place from about mid-way along the frontage and extends to the Tomatea Point Recreation Reserve. There is a risk that end effects from the proposed revetment could have an adverse effect on the reserve to the north of the wall, the applicant has considered this and have included a specially designed end wall that they say will keep end effects to a minimum.
- 5.10 There appears to have been some erosion created from ends effects from the previous stage of the revetment which had a similar end wall, there is some concern that as the revetment moves northward it is moving closer to a successful Coast Care programme putting that work at risk.
- 5.11 The coastal engineers, advising the applicant, OCEL, consider the end effects on the current revetment to be insignificant and therefore are of the view that the overall adverse effects on the coastal environment of the proposed extension are no more than minor.
- 5.12 The application provides for a planted strip along the top of the wall planted with coastal native plants to enhance the natural values of the reserve and down the face of the revetment helping to reduce the visual impact. The nominated plants are appropriate to this location. Planting into the gaps between the rock is not intended as the vegetation would be destroyed during storm events. Vegetation cascading down the wall will be more durable and mitigate replanting after storm events.
- 5.13 This approach is supported by staff however the planting that was required as part of the previous stage has not yet been done despite compliance notices being issued.

- 5.14 The applicant could be bonded to cover end effects and the planting work to address this matter. The applicant's Coastal Engineer states in their report that, "there is no justification for a bond to cover end effects, they are of no significance at Pākawau".

Public Access and Recreational Use

- 5.15 A 1.5m wide gravel path will be provided along the top of the wall to restore public access along the reserve. There is currently no public access across this part of the reserve. This would provide public access along this section of the reserve and to the beach via some steps. The provision of a path and steps to the beach is supported.
- 5.16 As identified in the section on public access, the applicant proposes to build a set of steps into the revetment. These would utilise selected rock for the steps and include a simple rope and pole handrail that meets recreational use standards. This would restore public access to the beach and the sea.
- 5.17 In summary, the structure will be consistent with the Reserve purpose in that it will restore and enhance public access to and along the reserve. The natural values of the Reserve will not be significantly compromised as there are no significant trees or other vegetation in this area of the Reserve, the vegetation that was there has been undermined by erosion and removed. There is some risk that this approach is just moving the issue further along the reserve.

Reserve Management Plans

- 5.18 The policy requires consideration of whether the proposed structure is consistent with the reserve management plan. In this section consideration needs to be given to the Reserves General Policies 2015 and the relevant ward reserve management plan, in this case the Golden Bay Ward Reserves Management Plan 2003.
- 5.19 The Reserves General Policies 2015 has several policies relevant to this application, these include demonstrating a need for the structure, particularly a hard structure plus a list of considerations when evaluating a proposal for a new structure such as, the design, effects, financial matters, and conditions required. A number of these are considered in other parts of the Policy so are covered in the relevant section of this report rather than here. The coastal hazards policy (5.3) requires that regard be given to policy 26 of the New Zealand Coastal Policy Statement (NZCPS) which gives an emphasis on using natural defences to protect against coastal hazards.
- 5.20 The applicant has acknowledged the requirement to encourage and promote "natural defences" as set out in policies 25 and 26 of the NZCPS but states that these may not always be appropriate and that policy 27 provides that hard protection in certain locations is the only sustainable method of coastal protection. This section has been quoted out of context, policy 27 in the NZCPS, states this only relates to the protection of existing infrastructure of national or regional significance. Policy 27 (4) says that "Hard protection structures, where considered necessary to protect private assets, should not be located on public land if there is no significant public or environmental benefit in doing so". The applicant argues that it considers that there are significant public and private benefits of locating the structure on reserve as follows:
- It is a matter of National Importance under Part 2 (Section 6) of the RMA to provide public access to and along the coast. This public access will be protected and enhanced by this proposal and would otherwise be lost with the "do nothing" approach.

- There is a significant public benefit in providing a safe stable rock revetment structure that would provide safe and sustainable access to the coast in comparison to the present unstable and unsafe and effectively unusable access to the beach.
- Under Section 2 of the RMA and the definition of “environment” “people and communities” are included as part of “ecosystems and their constituent parts”. In this case the people and community of this part of Pākawau will significant “environmental benefit” from the proposal structure.
- There is significant public benefit from landowners funding rock protection to protect a public esplanade reserve, at no cost to the general rate payer, and maintaining the structure in perpetuity.
- Housing is considered a “physical resource” which is included as part of the definition of “environment” under the RMA. The proposed structure will enable the long-term sustainability of the three houses in question which is a significant environment benefit in comparison to the potential long-term loss of the houses and the reserve itself without the hard protection.

5.21 The Golden Bay Ward Reserve Management Plan 2003 has several policies relevant to coastal erosion structures; these are outlined on pages 27 and 28 of the Policy. The management plan allows the construction of erosion control works, subject to Council approval. It identifies that structures should not unnecessarily restrict foot access onto or across the reserve. It prohibits structures unless they are compatible with the primary purpose of the reserve and necessary to meet a demonstrated demand for public use and permitted by the management policies for the reserve. The Policies in the plan related to Rural Recreation and Esplanade Reserves (policy 6.4.6) allows the construction of erosion control works subject to Council approval. The section on the Pākawau Esplanade Reserve in its description of the Reserve acknowledges the presence of rock barriers on the reserve and states that the protection of the reserve from coastal erosion is an important issue. It does not provide any further direction on how this issue will be managed. Staff concur with the applicant that the application is consistent with the plan.

Case for a coastal erosion protection structure

- 5.22 In considering the case for a structure, consideration is given to the need for a structure rather than soft engineering solutions, whether alternatives have been considered and potential adverse effects from what is proposed.
- 5.23 Three reports have been prepared by OCEL Consultants, the first in September 2015 the second in September 2021 and a third in August 2025 (**Attachment 3**). These have canvassed the options and for coastal protection. The reports conclude that an engineered rock revetment is the preferred option as it has the least effects on the environment of the hard engineering rock seawall types. They note that hard rock revetment design is now highly developed and proven to work in this environment. Careful placement of the right size hard rock as per the recommended design will provide long lasting sustainable protection in this location and this has been shown with other similar rock revetment nearby such as Totara Avenue and the properties to the south of the site, that have shown that that rock revetments are successful and sustainable option for these coastal environments.
- 5.24 OCEL’s August 2025 report advises that the erosion at Pākawau is caused by the episodic East /Southeast storm events that generate significant wind waves that erode sand from the beach and carry it north by littoral drift. Outside of the storm events, the beach at Pākawau is very calm and is a “low wave energy” beach which means it has very limited opportunity for the beach to recover after storm events. While the Council has attempted “soft” option

solutions of sand push ups and coastal care plantings, these are quickly washed away in subsequent storm events are not a long term nor effective protection.

Design and Public Access

- 5.25 The consistency of the revetment design with the purpose of the Reserve particularly in relation to access, potential adverse effects on other properties and any other coastal works in the area are considered.
- 5.26 The extent of the proposed works is from 1132-1136 Collingwood-Pūponga Main Road. The coastal protection works will consist of a 61.5m engineered rock seawall. OCEL Consultants believe that a hard engineering option is the only construction type which will offer long duration protection. An engineered rock revetment seawall is the preferred option as it has the least effects on the environment of the hard engineering seawall types. The irregular surface of the rock matrix serves to dissipate wave energy, reducing wave runup and reflection. This reduces the potential for overtopping allowing the height of the wall to be minimised.
- 5.27 The wall will be of similar design and construction to the existing seawall to the south of the site and will join into this seawall to form a continuation. The seawall will be constructed within the approximately 20m wide esplanade reserve. The top of the seawall will be variable from RL5.16m - 5.6m to match the approximate top of the existing ground level, with the back of the seawall placed a minimum of 2.0m seaward of the esplanade reserve/private property boundary. This will allow for the seawall to be built up an additional 1.0m higher should this be required due to future sea level rise over and above the minimum 0.5m sea level rise that the wall has been designed for, this extension would sacrifice the 1.5m wide public access track between the private property boundaries and the back of the seawall.
- 5.28 The toe of the seawall is buried below the beach to a depth of 2.0m MSL. This section of the revetment has been constructed as a vertical down stand to minimise the width of the seawall. The northern end will have a 30 degree return of the seawall inshore to tie the revetment back into the existing upper beach. This return ensures the wall batter continues into the zone where end effects (scouring caused by wave reflections off a vertical or steep face) would occur. From observations of the existing rock revetment seawalls adjacent to the site, which are steeper and have no return inshore, there has been minor impact from end effects. The placement of the return inshore will further minimise any potential of end effects. Drawing DR-150806-007 Rev.3 (**Attachment 2**) shows the extent and construction of the proposed seawall.
- 5.29 The applicant also proposes to construct a set of steps into the revetment; this would utilise selected rock for the steps and include a simple rope and pole handrail that meets recreational use standards.

Cost and Maintenance

- 5.30 Responsibility for the construction, maintenance and any potential liability associated with the structure is considered.
- 5.31 Construction and maintenance costs for the proposed works will be met by the property owners of 1132, 1134 and 1136 Collingwood-Pūponga Main Road. They will be fully responsible for the maintenance and repair of the structure. Those property owners have agreed that they will enter and be bound by a legal agreement with the Council regarding their ongoing responsibility for maintenance and any liability arising from the structure.

- 5.32 The applicants have considered whether there are any special circumstances the Council should consider when determining whether to contribute to the construction, maintenance or repair of the structure.
- 5.33 The applicant considers there are significant benefits to the Council for this proposal in that the local community is largely funding the construction and ongoing maintenance of the structure and that it will ensure the sustainability of the reserve itself and the public access it provides and the sustainability of a group of houses that are in grave danger of being lost to the sea by coastal erosion.
- 5.34 They also state that the proposal will not interfere with the ongoing “coast care” coastal protection scheme that is being carried out further north of the beach towards Tomatea Point where the coastal hazard is much less, and the coast is even advancing.

Other Consents

- 5.35 A resource consent is required and has been applied for contemporaneously with this application. A building consent application will be lodged once landowner approval and a resource consent are granted, however it may not be required.

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

- 6.1 The applicant is meeting the cost of design, consenting, constructing and maintaining the revetment. There are benefits to private landowners and the wider community resulting from an approval. The Council has incurred some costs previously in consenting and providing sand push-ups and further north on the reserve supporting a Coastcare programme. These costs have been met from Coastcare budgets. No further financial contribution has been budgeted.

7. Options / Kōwhiringa

- 7.1 As landowner of the Pākawau Local Purpose - Esplanade Reserve, the Council has two options as outlined in the following table:

Option		Advantage	Disadvantage
1.	Give landowner consent for coastal erosion protection on Pākawau Local Purpose – Esplanade Reserve.	Restoration of the esplanade reserve and reinstatement of pedestrian access along the Reserve.	A coastal erosion protection structure may adversely affect the natural environment if not assessed, constructed and managed well.
2.	Decline landowner consent for coastal erosion protection to be constructed on Pākawau Local Purpose – Esplanade Reserve.	Declining landowner consent would result in the retention of the current natural environment.	Over time the esplanade reserve is likely to be permanently lost together with all-tide pedestrian access along the Reserve.

7.2 Option 1 is recommended

8. Legal / Ngā ture

- 8.1 The Reserves Act 1977 will require the Council to grant a licence to occupy for the structure to be located on Reserve land. It will include conditions relating to planting, ongoing seawall and planting maintenance and managing any liability related to the seawall. This has been covered in the report recommendations.

9. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

- 9.1 The applicants have advised that Manawhenua ki Mohua are fully supportive of this application and recognise the importance of the Pākawau community. In a letter dated 7 April 2025 (**Attachment 4**) Manawhenua Ki Mohua have advised that it supports the protection and preservation of the coastal whenua/ foreshore at Pākawau as it holds deep significance to the Iwi of Ngati Tama, Te Ātiawa and Ngati Rārua having been kainga/ Pā sites in the past. An iwi monitor will undertake monitoring during the construction of the revetment.

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

- 10.1 As outlined in the following table, we consider this activity overall to be of high significance to residents with coastal properties where there is a risk of coastal erosion, and of medium significance to some iwi/Māori.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Medium	This decision is only about landowner consent and not about consenting of any coastal erosion protection proposal. There may be some misinterpretation that this decision is approving the coastal erosion protection when it is not.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Very Low	This landowner decision has very low, if any, impact on the social, economic, environment or cultural aspects of well-being of the community.
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	There is some social benefit to reinstating public access across the reserve and protecting the reserve from erosion. All Pākawau is within a Cultural Heritage Precinct. Manawhenua ki Mohua has been consulted, they have requested revetment construction is monitored, the applicant has agreed to this.

	Issue	Level of Significance	Explanation of Assessment
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	Reserves and Cemeteries in their entirety are a strategic asset, this policy will potentially have an impact on a single coastal reserve where it is impacted by erosion, and this is threatening private properties.
5.	Does the decision create a substantial change in the level of service provided by Council?	None	This does not change the level of service provided by the Council.
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Low	No financial contribution is proposed. The construction of the revetment and associated landscape works are being funded by the Association.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	This decision does not involve any sale or part thereof of a CCO or CCTO.
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	This decision does not involve any entry into private sector partnership.
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	This decision does not involve the Council exiting from or entering into a group of activities.
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?	N/a	

11. Communication / Whakawhitiwhiti Kōrero

11.1 The landowner approval process is the first of several approvals required including resource and building consents, any communication should follow completion of these processes.

12. Risks / Ngā Tūraru

12.1 The key risks are identified and analysed below:

Risk	Likelihood (H/M/L)	Impact (H/M/L)	Comments & Risk Management Strategies (Mitigations)
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Site works occur prior to other consents being obtained	L	L	The project is being managed by the Community Association, they have undertaken several projects previously so understand the process well.
Conditions of approval not met	L	M	Enforcement action may be required to ensure compliance.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

- 13.1 The proposal would contribute to the goal for planting and land stability and to some degree detract from goals relating to adaption in the coastal environment.

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

- 14.1 A policy for coastal erosion protection structures on Council Reserve land has been prepared to assist private landowners in outlining the information required when making an application for landowner consent and to assist the Council in its role as decision maker by detailing matters the Council will consider.
- 14.2 The application has been assessed against the policy and complies with the policy.





15. Conclusion / Kupu Whakatepe

- 15.1 The application seeks landowner consent for construction of a rock revetment to protect the esplanade reserve, reinstate public access across the reserve and protect private properties from coastal erosion. The solution has been arrived at following an assessment by coastal specialists and is similar in scale and design to work consented in 2022.
- 15.2 The applicants are proposing to fund the construction and maintenance of the revetment and enter into an agreement to cover any liability arising from the seawall.
- 15.3 The application has been assessed under Tasman District Council Coastal erosion protection structures on Council Reserve Land Policy - June 2024 and no significant impediments have been identified therefore approval is recommended.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

- 16.1 The next steps will be for the applicants to progress the resource and building consent applications.
- 16.2 A licence to occupy plus an agreement for the ongoing maintenance, and any liability, related to the seawall agreement would need to be prepared and entered into with the applicant prior to construction of the structure.

17. Attachments / Tuhinga tāpiri

- | | | |
|--|--|----|
| 1.  | 2024-06 PCRA Land owner approval application | 56 |
| 2.  | 2025-08 OCEL Revetment Design | 70 |
| 3.  | 2025-08 OCEL Pakawau Report | 71 |
| 4.  | 2025-04 MKM Pakawau Letter | 86 |

**APPLICATION UNDER TASMAN COUNCIL POLICY ON COASTAL EROSION
PROTECTION STRUCTURES ON COUNCIL RESERVE LAND.**

(June 2024)

APPLICANT DETAILS:

Name: Pakawau Community Residents Association (PCRA)
On behalf of the following landowners:
1) Laurie Gutstein and Brown Associates Trustees Ltd – 1132 Collingwood-Puoponga Rd.
2) Keith Hunter and Noeline Hunter – 1134 Collingwood -Puoponga Rd
3) Susan Doig & Glenys Glover – 1136 Collingwood -Puoponga Rd.

Address: C/- Laurie Jarrett, 1178 Collingwood Puoponga Main Road,
Golden Bay, Nelson.

Phone: Ph: 027-4436977

We are requesting Tasman District Council landowner approval for the establishment of a coastal erosion Structure on Reserve land in the Tasman District Council as described below:

RESERVE LAND DETAILS

1. Name and Location of the Reserve Land.

Pakawau Esplanade Reserve Lot 20 DP 57116, 1124 Collingwood-Puoponga Main Road.

2. The reserve is adjacent to the land described below:

Address	Legal Description	Record of Title.	Valuation Number	Owners
1132 Collingwood Puoponga Road.	Lot 14 DP5716	CT NL156/15	1860010900	Laurie Gutstein and Brown Associates Trustees Ltd
1134 Collingwood-Puoponga Road.	Lot 13 DP5716	CT NL174/73	1860010101	Keith Hunter and Noeline Hunter
1136 Collingwood-Puoponga Road	Lot 12 DP 5716	CT NL152/96	1860010500	Susan Doig & Glenys Glover

3. Have you consulted with the parties listed above?

They are joint applicants.

4. The application is made with the authority of all adjacent landowners?

Yes, the affected parties written consent is attached (**Appendix 8**) including the owners of 1138, 1140 & 1142 (**Appendix 9**) which are the owners of the three properties to the north of the proposed structure.

5. The location of the Reserve land is on the coast, and potentially subject to erosion by the sea:

Yes, the coastal hazard affecting the site is set out in the attached resource consent application (**Appendix 1**) which also has appended a Coastal Engineering Report (**Appendix 2**) by Coastal Engineer – Gary Teear of OCEL -Offshore & Coastal Engineering Limited.

This report assesses the erosion situation at the Pakawau, a description of the proposed structure and an assessment of the of the different options for protection at Pakawau and the reasoning why the proposed rock protection is the most sustainable option for this particular site.

A pdf copy of the plan of the proposed rock revetment structure is appended as **Appendix 3**.

A second coastal engineering report (**Appendix 4**) by Ian Goss of OCEL dated 30 September 2015 also gives useful background information to Coastal Hazard issues affecting this section of the coast at Pakawau and the storm events of 2015 that led to the urgent need for a sustainable long term coastal protection.



Figure 1: Looking from the beach in April 2023 to what remains of the existing reserve where the rock protection is proposed with the existing rock protection on the reserve in front of 1132, 1134 & 1136 in the background.

6. **The Reserve Land is classified as local purpose (esplanade) reserve, recreation reserve or historic reserve under the reserves Act:**

The reserve was created as an Esplanade reserve (lot 20) in 1959 as part of the Gatward subdivision with the DP 5716 title plan clearly showing the land in question as esplanade reserve. A copy of the DP 5716 title plan is appended as **Appendix 5**.

7. **The Reserve Land is owned by Council or maintained by the Council as the administering body of the reserve and for which it has delegated authority to deal with land owner approvals.**

The Pakawau Esplanade Reserve is owned by Tasman District Council and is referred to as the "Pakawau Esplanade Reserve" in the Golden Bay Ward Reserves Management Plan 2003.

PROPOSED STRUCTURE

8. **Is the proposal for a hard coastal erosion structure, eg seawalls, rock revetment, other forms of longshore solid artificial structures etc:**

The proposal is for a hard coastal protection structure being a rock revetment with the details of the structure set out in the appended Resource Consent application (**Appendix 1**), the OCEL Coastal Engineering Report by Gary Teear (**Appendix 2**) and the OCEL Plan of the proposed structure (**Appendix 3**).

LOCATION OF THE COASTAL PROTECTION STRUCTURE

9. **Is the proposed structure located above Mean Highwater Springs (MHWS):**

The OCEL site plan for the rock revetment structure (**Appendix 3**) and **Figure 2** overleaf, shows the line of mean highwater springs (MHWS) and that the structure is clearly located behind the line of MHWS. A 2024 survey has been carried out as an this appended as **Appendix 12**.

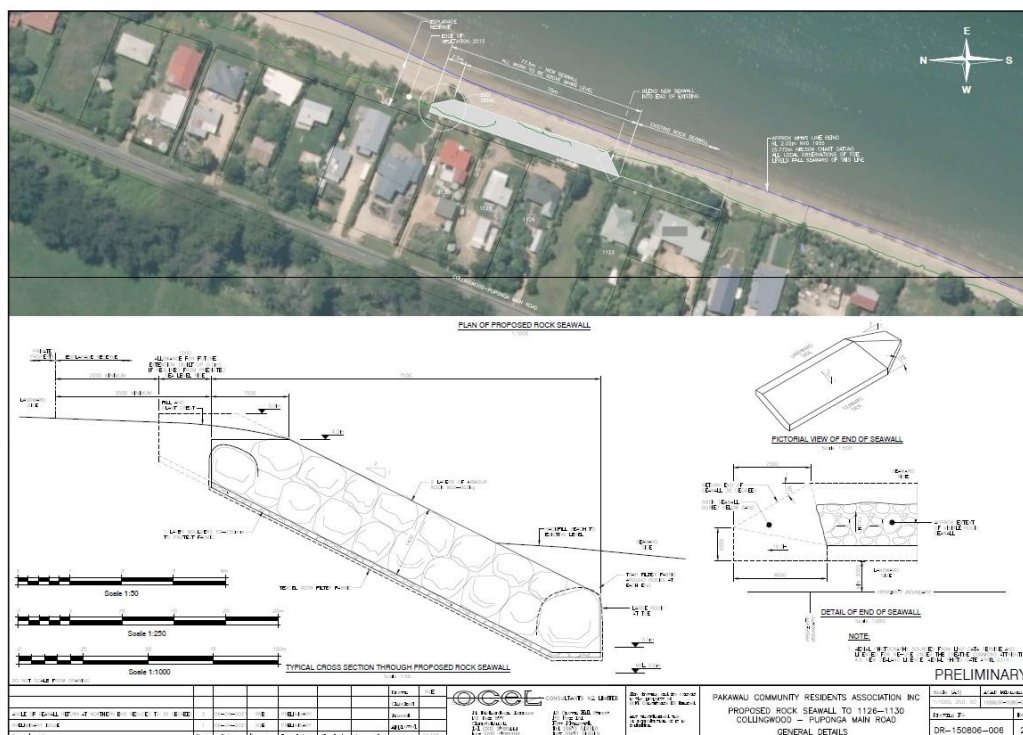


Figure 2: Site Plan and Cross-section Plan of the proposed Rock Revetment Structure. A pdf copy of the site plan is appended to this application as Appendix 3.

THE PURPOSE OF THE RESERVE LAND

10. The Council needs to determine whether the establishment of the structure is consistent with the purpose of the Reserve Land.

The purposes of an esplanade reserve are set out in Section 129 of the RMA which states that a reserve has 1 or more of the purposes which include:

- (a) to contribute to the protection of conservation values;
- (b) to enable public access to and along the coast;
- (c) To enable public recreational use of the esplanade reserve or esplanade strip and adjacent sea, river, or lake, where use is compatible with conservation values.

In this location the esplanade reserve the purpose (b) of enable public access to and along the coast, which is also a matter of national importance under Part 2 of the RMA.

At present, there is a real danger that the esplanade reserve will be lost completely and the public access that goes with that.

The proposal is in accordance with purpose (b) in that it will enable the sustainable public access and recreational use of the reserve to be maintained, which without the proposed structure could be lost completely.

11. The Council needs to determine whether the proposed structure is consistent with any relevant Reserve Management Plans.

Any assessment of the proposed structure on this part of the esplanade reserve and reserve management plans needs to be seen in the context of the fact that there is real risk of the loss of the esplanade reserve completely in this location so many of the policies such as set out in the TDC Reserves General Policies are simply not relevant in a situation where the sustainability of the reserve itself and the adjoining beachfront properties are at stake.

That said, the proposed structure will seek to be in accordance with the reserves management plans for the following reasons:

- The proposed structure will enable and maintain public access to the coast, which is an important recreation resource for the Pakawau and the wider community.
- The proposed location behind the MHWS will ensure that public use and enjoyment of the Coastal marine area and full tidal beach will be unaffected.
- The design of the rock revetment will allow for a walkway at the top of the revetment which will allow for safe public access to and along the coast, which is a big improvement on the present situation where there is steep, unstable and unsafe sand cliff which has no public access.
- The proposed design will allow for planting of locally indigenous shrubs and grasses, which also be a big improvement over the existing situation where there is little or no vegetation and any reserve planting would be simply washed away in the next major storm event.
- The proposed plantings on the rock structure will be a gradual restoration of indigenous plant cover in an area that at present has virtually no indigenous plant cover. (See **figure 3** below)
- The proposal facilitated by the Pakawau Community Residents Association (PCRA) is an example where a local community is taking an proactive role in protecting and enhancing their coastal environment, of which the esplanade reserve is an important part.
- The rock revetment has a specially designed end wall, which has been designed to keep "end effects" to a minimum, thereby ensure that the Coast Care program further down the beach, which does not have the same hazard risk, can continue to operate.
- The Pakawau Community Residents Association (PCRA) is uniquely positioned to help ensure that the rock revetment is maintained and functions as it was designed for.



Figure 3: The existing rock protection south of proposed showing the vegetation covering encroaching over the structure to soften the visual impact of the structure. For the proposed rock structure the plants will be coastal indigenous plantings as set out in the landscape planting plan (Appendix 11).

New Zealand Coastal Policy Statement (NZCPS) 2010

The Reserves General Policies refers to the New Zealand Coastal Policy (2010).

It is considered that the proposal is consistent with the NZPS 2010.

Objective 6 sets out the following enabling objective:

To enable people and communities to provide for their social, economic, and cultural wellbeing and their health and safety, through subdivision, use, and development, recognising that:

- *the protection of the values of the coastal environment does not preclude use and development in appropriate places and forms, and within appropriate limits;*

This proposal will help provide for the social, economic and cultural well being of the adjoining properties whose houses are serious threat of destruction. Also the proposal will enable the social wellbeing and health and safety of the public and their ability to safely access the coast at this location.

Policy 18 Public open space

Recognise the need for public open space within and adjacent to the coastal marine area, for public use and appreciation including active and passive recreation, and provide for such public open space, including by:

- ensuring that the location and treatment of public open space is compatible with the natural character, natural features and landscapes, and amenity values of the coastal environment;*
- taking account of future need for public open space within and adjacent to the coastal marine area, including in and close to cities, towns and other settlements;*
- maintaining and enhancing walking access linkages between public open space areas in the coastal environment;*
- considering the likely impact of coastal processes and climate change so as not to compromise the ability of future generations to have access to public open space; and*
- recognising the important role that esplanade reserves and strips can have in contributing to meeting public open space needs.*

Our proposal is consistent with policy 18 in that it will enable a sustainable public access to and along the coast which will benefit future generations and has taken in to account the likely impact of coastal processes and climate change in its design.

Policy 19 Walking access

- Recognise the public expectation of and need for walking access to and along the coast that is practical, free of charge and safe for pedestrian use.*
- Maintain and enhance public walking access to, along and adjacent to the coastal marine area, including by:*
 - identifying how information on where the public have walking access will be made publicly available;*
 - avoiding, remedying or mitigating any loss of public walking access resulting from subdivision, use, or development; and*
 - identifying opportunities to enhance or restore public walking access, for example where:*
 - connections between existing public areas can be provided; or*
 - improving access would promote outdoor recreation; or*
 - physical access for people with disabilities is desirable; or*

- (iv) *the long-term availability of public access is threatened by erosion or sea level rise; or*
- (v) *access to areas or sites of historic or cultural significance is important; or*
- (vi) *subdivision, use, or development of land adjacent to the coastal marine area has reduced public access, or has the potential to do so.*

Our proposal is consistent with policy 19 in that it is an opportunity to provide for the long term-availability of public access to and along the coast in area where coastal erosion has seriously threatened that public access.

While it is acknowledged that the NZCPS seeks to encourage and promote “natural defences” as set out in policy 25 & 26, it also recognises that these may not be always appropriate and under Policy 27 it recognises that “hard protection” in certain locations is the only sustainable method of coastal protection.

Policy 27 Strategies for protecting significant existing development from coastal hazard risk

- (1) *In areas of significant existing development likely to be affected by coastal hazards, the range of options for reducing coastal hazard risk that should be assessed includes:*
 - (a) *promoting and identifying long-term sustainable risk reduction approaches including the relocation or removal of existing development or structures at risk;*
 - (b) *identifying the consequences of potential strategic options relative to the option of ‘do-nothing’;*
 - (c) *recognising that hard protection structures may be the only practical means to protect existing infrastructure of national or regional importance, to sustain the potential of built physical resources to meet the reasonably foreseeable needs of future generations;*
 - (d) *recognising and considering the environmental and social costs of permitting hard protection structures to protect private property; and*
 - (e) *identifying and planning for transition mechanisms and timeframes for moving to more sustainable approaches.*
- (2) *In evaluating options under (1):*
 - (a) *focus on approaches to risk management that reduce the need for hard protection structures and similar engineering interventions;*
 - (b) *take into account the nature of the coastal hazard risk and how it might change over at least a 100-year timeframe, including the expected effects of climate change; and*
 - (c) *evaluate the likely costs and benefits of any proposed coastal hazard risk reduction options.*
- (3) *Where hard protection structures are considered to be necessary, ensure that the form and location of any structures are designed to minimise adverse effects on the coastal environment.*
- (4) *Hard protection structures, where considered necessary to protect private assets, should not be located on public land if there is no significant public or environmental benefit in doing so.*

Clearly Policy 27 recognises that in certain locations where “natural defences” are not practical, that “hard protection” can be used following an assessment of the alternative options.

Our proposal is consistent with the objective in policy 27. In particular:

27(1) (b) The OCEL Coastal Engineering reports of 2021 has assessed the “do nothing” approach, which he concludes:

“Failing to establish foreshore protection will result in continued erosion of the shoreline, diminishing the Esplanade Reserve area and eventually encroaching on to private property, placing structure on these properties at risk.”

Clearly the “do nothing approach” is not viable.

27 (1) (d) The OCEL Coastal Engineering Reports have thoroughly considered the social and environmental costs of permitting hard protection in this location. It is clear in their assessment that the social and environmental costs of ‘doing nothing’ and or continuing to try and pursue “soft engineering” options, is much greater than those of hard protection.

27(2) (a) The OCEL reports have both assessed the soft engineering alternatives and found that hard protection is till the only viable option.

27(2) (b) The OCEL rock revetment design have taken in to account the potential for sea level design, which allows for wall to be raised in height, if required, to account for sea level that might occur in the future.

The applicant has volunteered a Section 128 review condition, whereby Council can review any of the conditions in the future and require the applicant to carry out mitigation works if required.

27(2) (c) The OCEL reports have both evaluated the costs and benefits of the various coastal Hazard options for this site.

27(3) The form and location of the proposed rock revetment has been designed to minimise the effects on the coastal environment in the following ways:

- i) The rock revetment has been located behind the line of MHWS to ensure the minimal effects on the foreshore itself.
- ii) The “end wall” has been specifically designed to minimise any “end effects” of the structure.
- iii) Planting and landscaping of the top of the revetment will help mitigate any visual effects of the structure. Plantings will be coastal indigenous species as set out in the appended Landscaping Plan. (appendix X)
- iv) The structure will be built from locally sourced hard rock.

27 (4) In terms of this particular location, it is simply not viable to locate the protection structure on private property, because the dwellings are simply too close and it would interfere with on-site waste water systems on the properties.

It is considered that there are significant public and environmental benefits of locating the structure on reserve. There are as follows:

- It is a matter of National Importance under Part 2 (Section 6) of the RMA to provide public access to and along the coast. This public access will be protected and enhanced by this proposal and would otherwise be lost with the “do nothing” approach.
- There is a significant public benefit in providing a safe stable rock revetment structure that would provide safe and sustainable access to the coastal in comparison to the present unstable and unsafe and effectively unusable access to the beach.
- Under Section 2 of the RMA and the definition of “environment” “people and communities” are included as part of “ecosystems and their constituent parts”. In this case the people and community of this part of Pakawau will significant “environmental benefit” from the proposal structure.
- There is significant public benefit from land owners funding rock protection to protect a public esplanade reserve, at no cost to the general rate payer, and maintaining the structure in perpetuity.
- Housing is considered a “physical resource” which is included as part of the definition of “environment” under the RMA. The proposed structure will enable the long term sustainability of the three houses in question which is a significant environment benefit in comparison to the potential long term loss of the houses and the reserve itself without the hard protection.

Golden Bay Ward Reserves Management Plan 2003

It is submitted the proposed rock structure at Pakawau is consistent with the principles and themes of the Golden Bay Ward Reserves Management Plan 2003, for the following reasons:

- The proposed structure will not restrict foot access to and along the coast – on the contrary it will enhance and protect access, where at present there is no practical access.
- The proposal does not involve any building on the reserve.
- The proposal allows for planting in local indigenous plantings to enhance the biodiversity of the area.
- Policy 6.4.6 allows for the construction of coastal protection works subject to council control.



Figure 4: Walkway and coastal planting at the top of the Marahau Rock revetment, which is similar to what will be established on top of the proposed rock revetment.

12. Does the establishment of the structure require the cutting or destroying of any tree/s or bush on the reserve Land.

No, the area of the reserve, which the structure is to be built on, is largely an unstable sand bank with little in the way of vegetation.

13. Has Consultation been undertaken with iwi?

The applicant has involved consultation with the local iwi Manuwhenua ki Mohua since the first proposal for rock protection at Pakawau in 2019. Manuwhenua ki Mohua had no concerns about the proposal but requested that an iwi monitor be employed during the rockwall construction, which the applicant is happy to volunteer for this proposal.

Details of the iwi response are set out in **Appendix 6**.

COASTAL PROTECTION STRUCTURE

14. Is there a case for coastal erosion structure:

The OCEL Coastal Engineering reports (**Appendix 2 & 3**) have thoroughly analysed the different options for coastal protection at this particular location based on the dynamics of the beach environment and the ongoing serious beach erosion hazard that is affecting this section of beach.

Their conclusion is clear that for this section of the coast, hard rock protection is the only term sustainable option and that the “do nothing” option and soft engineering options will not work in the long term and result in the loss of the reserve itself and eventual destruction of the houses behind it.

Some of the other matters in favour of this proposal are as follows:

- Hard rock revetment design is now highly developed and proven to work in this environment. Careful placement of the right size hard rock as per the recommended design will provide long lasting sustainable protection in this location and this has been shown with other similar rock revetment nearby such as Totara Ave and the properties to the south of the site, that have shown that that rock revetments are successful and sustainable option for these coastal environments.
- The design of the structure with its slope, specific design endwall structure and location behind the MHWS has been designed to minimise any “end effects” or “coastal squeeze” in terms of beach scour of the tidal beach area.
- The structure is to be located outside the Coastal Marine Area so that the main beach tidal area will be unaffected by the structure.
- Pakawau has the good fortune of being close to the quarry source to obtain the local hard rock of the right size and hardness for this particular type of structure.
- Golden Bay has a highly experienced local contractor, Sollys, who have many years of experience in constructing and maintaining similar hard protection structures such as this one.
- The applicant is willing to have a Section 128 review condition for the structure to ensure that any structure can be managed over the long term to adapt to any future climatic events including sea level rise.
- You have a highly motivated local organisation that will always be available to maintain the structure and ensure that it will remain in perpetuity.

15. Design of the proposed structure and public access:

The design of the structure can allow for a rope and pole access structure, that uses the rocks as steps down to the beach. This has worked well on other rock revetment structures and provides a low maintenance and visually unobtrusive access to the beach.

COST AND MAINTENANCE

16. Who will be responsible for the cost of the coastal erosion protection structure – both in the construction and maintenance?

The applicant and the protected owners being the owners of 1132, 1134 and 1136 will be fully responsible for the cost of the construction of the proposed rock wall, including the on going maintenance of the structure. The applicant has volunteered conditions 7, 8 & 9 as part of the resource consent application for the proposed structure:

- License to occupy by the owners of 1126, 1128 and 1130 for the construction of the structure in the adjoining esplanade reserve (condition 7).
- Maintenance agreement between the owners of 1126, 1128 & 1130 and Council regarding the ongoing maintenance and liability of the structure.(condition 8)

- Covenants to be registered on the titles of 1126, 1128 & 1130 to ensure that on going maintenance and liability of the rockwall is transferred to future owners of the respective properties. (condition 9)

The cost of the proposed structure is estimated to be \$1700 plus GST per lineal metre, which over 61.5m length brings the total of \$104.5k plus GST for the cost of the proposed construction.

It should be noted that in terms of costs, this very much a “tried and true” design that has been replicated in many places throughout Tasman District including TDC esplanade reserves by a highly experienced local contractor skilled in this type of hard rock placement, so we have a high degree of confidence in the costs involved.

The applicant can provide a written quote for the costs if required.

17. Who will be responsible for the maintenance and repair of the coastal erosion protection structure and do you have agreement from all land owners who benefit from the structure for ongoing responsibility for it and any liability arising from the structure?

The applicants, being the adjoining owners will be fully responsible for the maintenance and repair of the structure and we do have the full agreement of the owners who will benefit from the structure. We are happy to enter in to legal agreement with Council in terms of occupation of the reserve (ie license to occupy) and a long term maintenance agreement for the structure. These are set out in the volunteered conditions of consent for the resource consent application for the proposed structure.

18. Do any special circumstances apply which the Council should take in to account when considering whether to enter in to a cost arrangement in relation to the construction, maintenance or repair of the coastal erosion protection structure?

There are significant benefits to Council for this proposal in that the local community is largely funding the construction and on-going maintenance of the structure and that it will ensure the sustainability of the reserve itself and the public access it provides and the sustainable of a group of houses that are in grave danger of being lost to the sea by coastal erosion.

The proposal will not interfere with the ongoing “coast care” coastal protection scheme that is being carried out further north of the beach towards Tomatea Point where there coastal hazard is much less and the coast is even advancing.

OTHER CONSENTS

19. Do you already have resource consent for this structure, or are you planning on applying contemporaneously or after this approval is determined?

We are applying contemporaneously for a resource consent for the proposed structure.

20. Do you already have building consent for this structure, or are you planning on applying contemporaneously or after this approval is determined?

No, we will wait until we have TDC landowner approval and resource consent approval before considering building consents. It may be that building consent is not required.

OTHER MATTERS

21. It should be noted that in 2016, Council and the Pakawau Community Resident's Association (PCRA) signed a Memorandum of Understanding (MOU) regarding finding a permanent solution to coastal erosion that was threatening homes at Pakawau and the construction of a rock revetment for coastal protect within the esplanade reserve.

A copy of the MOU is attached as **Appendix 7**.

A central part of the MOU was that Council would not withhold approval to carry out work on Council land providing resource consent was obtained,

While it is acknowledged that MOU expired on 31 December 2020, it does show clearly that Council was willing to be supportive and pro-active in helping provide rock protection in this area of the Pakawau.

The failure of the sand push-ups in this location has shown that the temporary solutions are clearly not sustainable for these properties and therefore it is vital that Council provide their written consent, without undue delay for these works as part of getting resource consent for the rock protection.

APPENDICES:- attached separately (Appendices 1-11 as single document).

APPENDIX 1: Resource Consent application for Rock Protection.

APPENDIX 2: OCEL Coastal Engineering Report by Gray Teear, Sept 2021

APPENDIX 3: OCEL Coastal Hazard report by Ian Goss, Sept 2015.

APPENDIX 4: OCEL Plan of proposed rock revetment.

APPENDIX 5: Copy of Title Plan for 1959 subdivision at Pakawau.

APPENDIX 6: Communication with local iwi Manuwhenua ki Mohua.

APPENDIX 7: Signed MOU (2016) between TDC & PCRA.

APPENDIX 8: Written consent of the owners of 1132, 1134, 1136,

APPENDIX 9: Written consent of the owners of 1138 & 1140 & 1142.

APPENDIX 10: Planting Plan used with previous consent RM211022

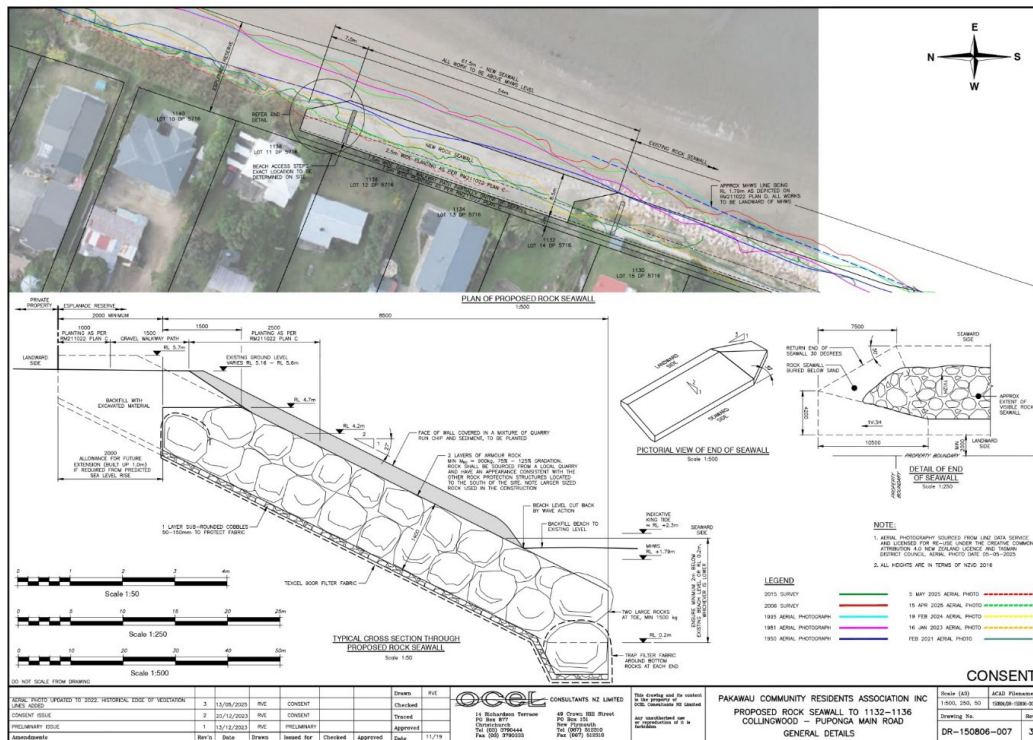
APPENDIX 11: Access steps plan used with previous consent RM211022

APPENDIX 12: Site plan showing Mean Highwater Springs (2024).

PAKAWAU COMMUNITY RESIDENTS ASSOCIATION

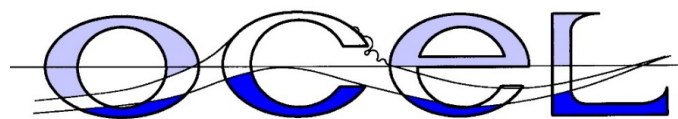
PROPOSED 61.5 M SEAWALL EXTENSION

EFFECT ON COASTAL PROCESSES



Rev. 1

August 2025



OFFSHORE & COASTAL ENGINEERING Ltd.

OCEL House

14 Richardson Terrace

CHRISTCHURCH 8023

Telephone 03 3790 444

1.0 INTRODUCTION

The Pakawau Community Resident's Association (PCRA) is seeking to extend the existing 70 m long rock seawall a further 61.5 m to provide protection to properties north of the end of the 70 m wall. The need for this is now pressing following the storm event of May 1st that resulted in an erosion scarp the top of which is close to the seaward boundary of property 1134. The seawall extension will be the same design as the rock seawall it extends. The initial 70 m length, funded by the PCRA, was constructed in 2023. The starting point for that wall is the ad hoc rock seawall in front of the Pakawau Campground which was started in 1971. The protection value of the seawall is starkly apparent in photograph no.1 which shows the end of the 70 m seawall and the erosion scarp extending North to Tomatea Point. The damage that occurred in the May 1st event is a repetition of the erosion retreat that has occurred in previous storm events – the creation of a close to vertical escarpment or erosion scarp - and ongoing coastal recession inexorably eating into the Council reserve in front of the properties and now directly threatening the stability of the coastal properties.



Photograph no.1 – taken 2 May 2025

This report covers the coastal processes in the area of the proposed extension and the effects on the coastal environment of the seawall. It also addresses the description and design of the proposed seawall (including public access).

2.0 COASTAL RETREAT AT THE END OF THE EXISTING SEAWALL

Coastal properties 1132, 1134 and 1136, visible in the forefront of photograph no.1 will be protected behind the proposed seawall extension. The amount of coastal recession caused by the 1st of May event is shown in figures 1 and 2 which show the retreat in the vegetation line at properties 1134 and 1136 in comparative before and after aerial photographs. The erosion scarps are currently much steeper than the natural repose angle, to which they will revert over time. The crest scarp will move back towards the houses. Figure no.3 shows the updated, post

May 1st vegetation lines along the footprint of the seawall extension and illustrates how far the Esplanade Reserve has eroded back towards the houses where the wall is required.



1134 Collingwood – Puponga Main Road – Image date 16-01-2023



1134 Collingwood – Puponga Main Road – Image date 05-05-2025

Figure no.1



1136 Collingwood – Puponga Main Road – Image date 16-01-2023



1136 Collingwood – Puponga Main Road – Image date 05-05-2025

Figure no.2

3.0 COASTAL PROCESSES

OCEL has reported on coastal processes at Pakawau and the erosion problem in a series of reports over the years, in essentially updated versions of the original report. OCEL has been involved with investigations of coastal erosion processes at Pakawau and in the area since 2001. OCEL's investigations over that time have included the obtaining and review of historical aerial photographs, and the searching and compilation of historical survey information. Dune scarp and vegetation line positions identified from these photographs and surveys were digitised and plotted electronically to provide a relative comparison of the coastline positions over time. The clarity of the aerial photographs is variable but those selected were of a suitable scale to provide adequate detail.

Through the use of historical aerial photographs and site surveys OCEL has monitored the coastal changes from as far back as 1950, gaining a clear understanding of the coastal processes in the area.

OCEL has reviewed and considered TDC's coastal hazards map data, drone photographic data collected by the TDC coastal hazards team from 2022 onwards and photo and video footage provided by PCRA (including data following the 1 May storm event). This data has enabled OCEL to assess the coastal processes at Pakawau through until May of his year.

The assessment of coastal processes operating at Pakawau has remained unchanged as have the processes themselves. Essentially Pakawau has a generally calm wave energy environment in the lee of Farewell Spit which protects the Bay from ocean swell. There is no background ocean swell to drive the classic beach restoration processes after storm events. The generally calm seastate conditions are punctuated by E/SE storms that generate steep short period waves on local wave fetches completely contained within Golden Bay. These storm waves running at a shallow angle to the coastline, turned into the coast by the process of wave refraction, strip the sand away from the base of the sand dunes and drive it north in an intense pulse of littoral drift. Outside of periodic, short duration, storm events the seastate is low energy, close to calm and short period.

Natural restoration mechanisms or processes restoring the sand to the beach following a storm are weak. The bulk of the sand is moved north, rather than offshore creating bars, given the shallow angle of approach to shore. The mathematical equation for the littoral drift incorporates the influence of approach angle θ in the factor $\cos \theta$ where θ is close to 0° offshore, and the factor is close to 1, as opposed to zero, for waves approaching close to 90° to the beach. Any sand taken offshore in storm events is not returned to the beach by swell action in normal weather conditions because there is no long period background swell radiating this far north in Golden Bay. In addition to this the prevailing westerly winds blow sand offshore.

There is a persistent erosion trend on the Pakawau shoreline, as identified by the TDC Coastal Hazard Assessment in Tasman Bay and Golden Bay, dated July 2019, due to insufficient sand supply from the south. OCEL's review of data since 2019 confirms that the persistent erosion trend continues to the present day at Pakawau. The littoral drift is entirely to the north in the Pakawau coastal compartment but of low volume on an annual basis, as a result of the low wave energy environment. The bulk of the sand transport north occurs in periodic E/SE storm events but the distance travelled in these events is low before the storm subsides. The source of the sand is the Aorere river well to the south and in extreme flood events significant volumes of sand can be delivered to the sand bars offshore of the river mouth but it takes years to move north. Much of the road network north of Collingwood is immediately adjacent to the coast. In many areas the road has been protected by intermittent rock revetments to resist the erosion. The revetments stop future erosion but lock up beach sediment, making it unavailable for the littoral drift process.

At Pakawau sand is easily eroded from the exposed, unprotected faces of the sand dunes underlying the Pakawau settlement by storm waves at the top of the tide, augmented by storm surge. The sand is moved north, in an intense littoral drift pulse, in the direction of Tomatea Point where it settles when the tide drops. Some is swept around the Tomatea Point into the estuary where it accumulates. This is an explanation of why the Esplanade Reserve at Tomatea Point was wider than in front of the seawalls prior to the May 1st event. This isn't the result of littoral drift bringing sand up from the Aorere River to the south, it is sand transfer within the Pakawau coastal cell. There is insufficient sand coming from the south to replace the eroded sand at Pakawau and the sand captured

behind the rock seawalls is locked out of the process. That in cell transfer process has been exacerbated by the TDC sand pushups, the sand pushed up against erosion scarps, supposedly as a protection measure, is rapidly moved north in the succeeding storm event.

The coastal processes synopsis included here is the same as was produced for the PCRA Resource consent application for the original 345 m breakwater length in 2020. That evidence wasn't challenged by Dr. Tom Shand of Tonkin Taylor acting for the TDC in that hearing and no one has either suggested anything different or suggested alternative processes since. The same coastal process analysis was also included in the PCRA resource consent application for the 70m rock wall constructed in 2023, which was granted by TDC on a non-notified basis. It is drawn from published reports, including the TDC Coastal Hazard Assessment report, and OCEL observations and paraphrases existing information. The review of information provided by TDC and PCRA since the PCRA application for the 70m seawall confirms a continuation of the same coastal processes.

The natural recovery processes are weak but not totally absent. The incremental buildup of sand in front of properties 1132 – 1136 in the summer of 2023 – 2024 might be considered as possible evidence that the coastal hazard at Pakawau had diminished, and the proposed extension of the seawall in front of those properties may no longer be warranted. However, the events of May 1st, obliterated any faint signs of recovery, overwhelmed by the much more powerful erosion event on that date, a sequence of events that has become increasingly common in storm events at Pakawau. The sand buildup, such as it was, resulted from in cell transfer, robbing one easily eroded area to build up an area to the north, not replenishment with new material brought up from the south.

The beach at mid tide level had shown signs of recovery after the 'sand pushup' events organised by the TDC following earlier erosion events. Sand had been bulldozed up in front of erosion scarps after storm events (we understand on up to 7 occasions) to provide protection for subsequent events, but this has proved to be futile, the uncompacted loose sand being swept away in the next event.

The proposed seawall at Pakawau will be constructed above the MHWS line, at the top of the normal tide range. The extreme range is close to 5 m. The seawall only comes into play at the top of the tide. The beach in the intertidal range is largely unaffected and normal beach processes can continue unhindered, other than when disrupted by TDC's 'sand pushup' activities. The seawall will have a localised effect at the toe of the wall and that may likely reduce the sand level at the toe, but that has not been visually apparent or significant. Review of photographic and video records provided by PCRA of the seawall after the 1 May event does not show any visible or apparent localised effect at the toe of the wall. Likewise, no evidence of localised effect at the toe of the wall is apparent in the aerial drone data provided by TDC.

The interaction of the seawall with the sea at the top of the tide will increase over time due to climate change induced Sea Level Rise (SLR), currently forecast to be ≈ 1.6 m in 100 years on the Shared Socio-economic Pathway (SSP) scenario SSP5-8.5H in the NZ Searise projections but will remain in the upper half of the tidal range. Increased erosion at the face of the seawall would result in the toe rocks sinking down to cut off the erosion and the rocks on the slope would adjust to this. Rock seawalls are inherently flexible structures and resilient in seismic action.

4.0 GEOMORPHOLOGY

In arguing for the engagement of a specialist Geomorphologist it has been suggested that such an approach could provide information to '*inform the design of any proposed mitigation works*'. This is unlikely and not required in any event. Geomorphology is by nature general and subjective and does not generate the design parameters required for the seawall design or any other alternative design. The design of the seawall has already been determined – the seawall design/construction drawing is shown in figure 3, along with shorelines taken from historic aerial photographs - the same design principles and locally available rock type have been used by the TDC for their coastal protection works south of Pakawau using rock. A rock seawall has been in place at the beach since 1971 and the first section of the PCRA seawall was installed in 2023. The effects should be, and are, discernible by now. They are negligible in contrast to the effect of leaving the properties unprotected.

The design of the 2023 seawall was informed by the coastal processes and geomorphological assessments undertaken by OCEL prior to construction. The 2023 seawall is performing as expected in the context of those processes. The proposed extension is a continuation of the same design which has been shown to mitigate erosion of the Esplanade Reserve.

5.0 EFFECT OF THE ROCK SEAWALLS ON THE PAKAWAU ENVIRONMENT

As an engineer my designs are guided by physical evidence and testing and experience of what works. For the Pakawau case evidence is available in the form of an ad hoc rock seawall that has been in place in front of the Pakawau campground since 1971. The presence of the seawall since 1971 effectively constitutes a long term full scale physical coastal experiment to determine the effect of a rock seawall on the beach at Pakawau. The campground seawall is ad hoc to the extent that it is not an engineered seawall with closely graded armour rock but it has provided long term protection for the camp ground. The first section of the PCRA seawall was completed in 2023 and the performance of that section is an excellent indicator of what the effect of the extension would be in an event the same as occurred on May 1st.

Photograph no.2 shows a wider view of the end of the first section of the PCRA seawall and the erosion scarp to the North of it. The erosion scarp is close to a straight line north to Tomatea Point. There is no evidence of a localised end effect at the end of the seawall. The properties protected by the seawall are unaffected by the erosion event. The only change to the seawall in the storm event was the loss of the planting and soil cover on the seawall. The tapered end of the seawall was faired into the coastline at the end of the seawall and that has played a part in the lack of an edge effect, however, the coastline has retreated to the end of the taper and the proposed extension of the seawall will have a larger taper extending further back.

I have reviewed the drone footage obtained by the TDC and that shows a repetitive, uniform recession of the erosion scarp north of the existing seawall in a series of episodic events with no clear evidence of any end effects. I think any potential end effect has been swamped by the rapid speed of the recession. If the land backing the beach was much less easily eroded than the sand at Pakawau and the coastal retreat was as a consequence much slower in an event then a coastal effect might be discernible.

In a letter to the PCRA dated May 14th 2024 the TDC Senior Consent Planner – Natural Resources, posed the question in section 5a – *why is a seawall required at this location (the area for the 61.5 m extension) now?* One year on the answer is obvious from photograph no.2. In section 5b the question posed was *What are the recent trends in coastal behaviours that justify the construction of a seawall given the remaining width of Council Reserve?* Answer, the removal of a large bite from the Reserve in the ongoing coastal recession.

Coastal erosion is not a linear process even though the assignment of an annual rate of erosion retreat may suggest that. The retreat is averaged over a year but occurs in a series of unpredictable, intense events, in this case of south easterly storms in Golden Bay. These events can be generated by the passage of decaying ex tropical storms down the west coast of the North Island, crossing over to the east coast of the South Island, at the end of summer. The intensity and frequency of these storms is increasing due to climate change. There can be periods of calm in between events such as the relatively benign summer of 2023/24 but the long term trend is for the coastal hazard to increase as a result of both climate change and the closely associated Sea Level Rise.

Given the lead time - preparation and construction time - required to establish coastal protection in place the work has to be pro-active not reactive, waiting until a major event happens then trying to catch up. The erosion scarps are evidence of historic erosion, transient markers or way points of past events. The long term erosion trend at Pakawau is clear, there has been a steady retreat over time that is accelerating, necessitating the extension of the seawall to protect properties coming under threat.



Photograph no.2 – taken 2 May 2025

There has been no significant visual change to the beach in the vicinity of the seawalls since their construction other than to protect the properties behind them and to fix the position of MHWS at the seaward face of the wall. Either side the unprotected beach has retreated the MHWS generally moving landward as a consequence of the ongoing erosion. This is a general retreat along the unprotected beach face not just in the vicinity of the seawalls. The seawalls have no influence on that. The position of the MHWS on the unprotected beach is variable generally moving back with storm events and seaward as sand builds up although the mechanisms for this are weak. The seawalls fix the MHWS line in position at the toe of the wall.

As the seawalls lock up the easily erodible sand the width of the Esplanade Reserve up towards Tomatea Point will decrease and the coast will retreat as the available sand decreases unless the sand accumulating in the estuary beyond the Point is used as a source of beach nourishment.

My professional opinion is that the overall adverse effects on the coastal environment of the proposed seawall extension are no more than minor.

6.0 DESIGN OF SEAWALL AND PUBLIC ACCESS

The proposed structure will be constructed landward of the MHWS line and out of the active coastal area other than at the top of the tide. The natural beach level will fluctuate over time. The toe detail of the rock seawall is designed to be set a minimum of 2 m below the existing beach or level RL 0.2 m whichever is lower. The toe detail is shown on OCEL drawing in figure 3. Two large rocks at the top end of the armour gradation range, 1.5 tonne will be used to anchor the toe of the rock seawall structure. The filter fabric underlying the rock structure will be

wrapped around the bottom toe boulder and the bottom rock at the top end of the slope to lock the fabric in position. As shown in the drawing detail the bottom rock will be in a trench the bottom of which is 0.8 m below the minimum level at the bottom of the slope – set at 2m below existing beach level or level RL 0.2 m whichever is lower. The depth of the rock seawall toe has been set sufficiently below the existing beach level to avoid future exposure of the toe. If the toe was ever exposed, then the rock seawall structure is flexible enough to the extent that the rocks would drop into the scour hole to cut off further erosion. That hasn't happened for the existing seawall and on the basis of experience and design is not expected to happen for the extension.

As noted above, the proposed rock wall has been designed specifically to address the Pakawau coastal processes.

As with the last section of the seawall, the proposed extension will provide enhanced access over the Esplanade Reserve to the beach. The current steep scarps prevent access along the remaining Esplanade Reserve and to the beach. The 2023 section of the wall includes a public walking path along the top of the wall. It provides access from the TDC road reserve (no 1124) along the path and down the steps over the wall to the beach. The path will continue along the top of the seawall extension with another set of steps down to the beach.

The proposed seawall will preserve and improve public access to the beach (and to the sea at high tide). Current access over the Esplanade Reserve to the beach has been lost by the extensive erosion which has left the inaccessible and unsafe steep escarpment.

7.0 ALTERNATIVE OPTIONS

TDC has attempted “soft option” solutions at the Pakawau site. As noted above, various sand push ups have been completed, but with limited success. While sand push ups may result in a temporary build-up of sand in the erosion affected areas, that sand is swept away. Sand push ups have increased the depth in front of the eroded area and provided a clearer runway for wave action on the shore. Sand push ups using imported sand are costly in nature, require repeated heavy vehicle usage on the beach environment and only temporary in effect. Sand push ups are temporary options only and require continual replacement. The cost of the constant and escalating need to import sand to complete the push ups mean that they are not a sustainable nor viable option.

TDC has also supported “Coastal Care” plantings and encouragement of natural dune plantings along the Esplanade Reserve. The plantings in the areas the most impacted by the erosive events have been washed away in storm events. Given the weak sand recovery at Pakawau, it is difficult to see how plantings could encourage and create a restored dune environment for those properties that have faced severe erosion and are now left with a steep escarpment.

Other hard engineering options (such as vertical concrete walls, sand filled geotextile bags) may be possible but are not favoured in this situation. An extension of the existing effective wall, which is made of local rock, is a far preferable option.

There is insufficient space between the private homes and their boundaries with the Esplanade Reserve to build erosion protection structures within the private property boundaries. While TDC does not appear to be concerned to protect or maintain its Esplanade Reserve, it is not an option for the homeowners to wait until the Esplanade Reserve has eroded away and then build the seawall on their properties. There is simply not enough space to do this.

Similarly, there is insufficient space for homeowners to relocate their homes further away from the beach front. The sections are relatively modest in size, and the Collingwood Puponga Main Road runs along their boundaries. While managed retreat may have a place in some communities, there is no available land or location that the homeowners may retreat to.

8.0 IS THE SEAWALL A SUSTAINABLE SOLUTION?

The interaction of the seawall with the sea at the top of the tide will increase over time due to climate change induced Sea Level Rise (SLR), currently forecast to be ≈ 1.6 m in 100 years on the Shared Socio-economic Pathway (SSP) scenario SSP5-8.5H in the NZ Searise projections but will remain in the upper half of the tidal range. Increased erosion at the face of the seawall would result in the toe rocks sinking down to cut off the erosion and the rocks on the slope would adjust to this. Additional rocks can also be added to increase the height of the structure to address SLR. Rock seawalls are inherently flexible structures and resilient in seismic action.

The life of an engineering structure is normally taken as 50 years however for rock breakwater and seawall structures they can, with maintenance, last well over 100 years so within its life the rock seawall at Pakawau could well last to 2130 with periodic maintenance, far beyond the length of the resource consent. The maintenance could encompass raising the height of the structure to account for SLR. The seawall would stabilise the coastline behind it but either side of it the beach shorelines would recede back to the highway behind which is already protected by TDC in some areas by rock protection.

9.0 MAKE GOOD /LIABILITY COSTS

The TDC Policy for Land Owner Approval for Coastal Protection Structures on Council Reserve Land requires me to assess the cost required to 'make good' any damage and/or claims arising from any effects that the structure may have on adjacent properties (including end effects).

The subject of end effects was well traversed at the original resource consent hearing and the salient points are summarised in my additional information note dated 29/03/2019 provided subsequent to the hearing. As agreed with Dr. Tom Shand who appeared for the TDC at the hearing there is insufficient data in the literature to be able to better predict end effects with any great accuracy, based on the principal parameters known to affect it, other than to say that for the particular case of Pakawau the end effects will be/and are mild as confirmed by field experience with the pre-existing Camp ground rock seawall. To my knowledge, there has not been any change to this status of insufficient data to be able to better predict end effects.

In the absence of definitive theory, field or actual experience is the best guide. The ad hoc rock seawall placed in front of the Campground has been there for close to 40 years with no significant deleterious effects on adjacent properties. Likewise, the 2023 seawall provides ideal actual experience of how the specifically designed rock wall performs in the Pakawau environment. The 2023 seawall has performed as expected. Any end effects have been minimal posing no threat either to the integrity of the seawall or adjacent properties. The end of the new engineered seawall has been designed to fair into the beach to minimise any effects. Any future manifestation of end wall effect is likely to be minor and covered by routine maintenance that the residents are responsible for. There is then no justification for a bond to cover end effects, they are of no significance at Pakawau.

In any event, the applicant residents have offered a full indemnity to TDC for any liability that may be incurred. I understand that this will be registered against the title to each applicant's adjoining property as a covenant which will bind all future owners of the site.

CONCLUSION

There is a persistent long term erosion trend at Pakawau which is well known and will continue into the future. This is caused by the combination of a number of factors. The wave environment at Pakawau is low energy for long periods punctuated by storms from the East and South East which generate short steep storm waves. These

approach at shallow angles to the beach and generate strong littoral drift currents that move available sand north. There is insufficient sand available from the south. The Aorere River is a source of sand but the low energy wave environment does not generate the sustained littoral drift currents to move it north. At Pakawau concentrated but periodic bursts of short period storm waves can rapidly erode easily eroded sand dune faces at the top of the tide and move it short distances north. Each erosion event removes large volumes of sand and leaves a steep scarp face which will crumble over time causing further recession at the top of the scarp. The coastal recession has reached the point where it has reached property boundaries.

The only proven, effective way to stop this and safeguard the properties is to use rock seawall protection to fix the coastline in position. This has worked well at Pakawau since 1971 given the protection provided by the existing seawalls. The 2023 seawall is further evidence of the protection provided with no adverse consequences.. There have been no apparent or noticeable effects on the environment in Pakawau during that time. The TDC has taken a doctrinaire approach insisting on 'green' soft protection solutions and is adamantly opposed to hard solutions for the Pakawau residents. There is an element of hypocrisy in this because of the TDC road protection works south of Pakawau which all feature rock armour protection. The alternative so called soft protection alternatives have not worked at this location. Sand pushups which don't qualify as soft options given the plant intensive operations in the tidal zone have been totally ineffective, increasing the depth in front of the eroded area and allowing larger waves through to the shore.

The 2023 seawall has restored access to and use of the Esplanade Reserve (and beach access at high tide) for the public. They are able to access these points through the road reserve and are no longer dependent on the public accessway at Tomatea Point or next to the Campground. The design of the seawall, walking track and TDC approved landscaping plans have resulted in an attractive, safe and usable public facility.

Yours faithfully,

Gary Teear – CPEng. #34736



OCEL – Offshore & Coastal Engineering Ltd.

APPENDIX 1: AUTHOR'S QUALIFICATIONS

I am a Chartered Engineer #34736 in the fields of Civil Engineering and Geotechnical. Civil Engineering covers a wide field including port and harbour and coastal engineering, pipeline engineering and ocean engineering in NZ. OCEL is an acronym for Offshore & Coastal Engineering and reflects OCEL's focus on marine/maritime engineering. OCEL has designed more oceans outfalls and submarine pipelines than any other NZ based consultancy and the same applies in regard to wharf and jetty design. On completion of my BE(Hons)(1st Class) ,and MCom (Hons) degrees I undertook Dr Bob Kirk's Coastal Studies (Geomorphology) paper at Masterate level in the Geography Dept at the University of Canterbury and gained an A+.

OCEL has a strong practical ethos, I am a qualified as a commercial diver to saturation level and I hold construction blasting qualifications above and below water. OCEL has its own wave buoy, current meters and seabed sampling equipment, along with RTK survey equipment, a 7 m survey boat in MOSS and an inflatable surf boat for work in the surf. We undertake our own survey and field work for coastal process studies. My surfing and water sports interests complement my professional qualifications and experience.

Previous work in Golden Bay, early in my career, has included the design and construction of Port Tarohe involving development of the concept, breakwater design, physical modelling of the harbour configuration in a wave basin and investigating coastal processes and the impact of the harbour on them.

In 2022-23 I lead an OCEL design team on coastal processes studies, along with harbour design layout and breakwater design and subsea geotech for a proposed new barging harbour at East Cape. Littoral drift which would have been interrupted by the 400 m long entrance breakwaters straight out from shore was modelled using a numerical model and I engaged Dr.Shari Gallop a Coastal Geomorphologist as a peer reviewer to confirm the OCEL analysis.

Other major coastal processes/coastal work has been for the Lyttelton Port Company capital dredging project consent 2017-2018, and for the SouthPort Channel Deepening and Blasting consent covering coastal processes and blasting methodology in 2023. I have been involved with work at Pakawau since the early 2000s. I am currently the Engineer to the Contract for the construction of a rock seawall at Ocean Beach Bluff to stop the erosion of the seaward face of an historic landfill site. I designed the seawall and evaluated the impact on coastal processes. Resource consent for this DOC project has been granted and construction is due to start this month. OCEL has designed coastal protection structures throughout NZ. OCEL is soon to start on the evaluating the impact on coastal processes of a proposed offshore Kelp farm of Bluff for Kelp Blue.

APPENDIX 2: RESPONSE TO PDP CONSIDERATIONS

Pattle Delamore Partners have provided a peer review of the coastal processes assessments in this report.

The PDP review raises considerations which I wish to respond to.

The PDP considerations are focused on additional detailed analysis of shoreline dynamics and sand budgets to better inform the need for and the design of the protection. The need for the coastal protection is starkly apparent and immediate. The Esplanade Reserve, and the public access that it provides, is rapidly eroding. The house at number 1134 is uncomfortably close to the erosion scarp and a further episode of intense recession will endanger the stability and habitability of the house leading to its irretrievable loss. I have reviewed the drone footage obtained by the TDC and that shows a repetitive, uniform recession of the erosion scarp north of the existing seawall in a series of episodic events with no clear evidence of any end effects. I think any potential end effect has been swamped by the rapid speed of the recession. If the land backing the beach was much less easily eroded than the sand at Pakawau, and the coastal retreat was, as a consequence, much slower in an event, then a coastal effect might be discernible. The rock protection provided by the existing seawalls since 1971 has successfully protected the houses/facilities behind the protection without resulting in significant (or any) collateral damage.

The existing seawalls have been effective. Additional analysis will not alter the understanding of the need for the protection nor the design, which has already been determined and shown to be effective.

PAKAWAU SEAWALL DESIGN REPORT

OCEL - OFFSHORE & COASTAL ENGINEERING LIMITED

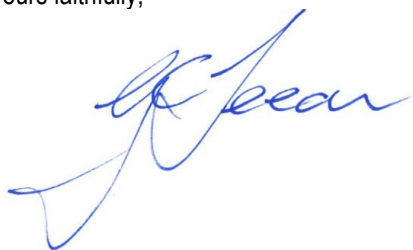
OCEL House
14 Richardson Terrace
Christchurch 8023
New Zealand
Tele (03) 3790444
EMail: mail@ocel.co.nz

10th March 2023.

PAKAWAU ROCK SEAWALL DESIGN REPORT

- **Design Life & Design Event** – the design life is 50 years as for a normal engineering structure recognizing that the seawall will last longer than this with appropriate maintenance. Seawalls are normally designed – the rock is sized – on an assumption of up to 5% damage in the design event which is reflected in the choice of the non-dimensional factor K_D used in the modified Hudson rock stability formula. The M_{50} figure of 900 kg can take a maximum H_s wave height = 1.76 m. The Hudson formula is used in preference to the Van der Meer formula because the detailed wave data required for the use of the latter is not available. The maximum wave height cannot currently reach the location of the seawall because the beach at Pakawau is gently sloping and incident waves will break several times on the passage to the seawall. The maximum wave height allows for sea-level rise (SLR) well into the future when the wall height will be increased by placing rocks on top to accommodate SLR. The base will be stable.
- **Design Event** – SLR out to 2080 from the MfE Guidelines, conservative using SSP5-8.5H+ = 0.75 m + Vertical Land Movement for Pakawau at - 4.4 mm /year = total 1 m. SLR on top of MHWS level 1.79 RL gives a level of 2.79 m RL. The top of the wall level is set at 4.7 m RL giving 1.91 m margin. Maximum runup assuming a short period ($T_p < 6$ secs) 1 m high broken wave at the toe – wave height $> 0.78 \times \text{depth}$ - < 2 m for a permeable rock surface. Negligible overtopping in the design event with SLR included.
- **Damage** – $< 5\%$ in the design event, negligible overtopping. Note that the maximum wave height that the rocks can maintain stability is higher than the design event wave for 2080. Using the higher wave height is an element of future proofing.
- **Toe Detail** – The toe detail consists of a large rock to stabilise the slope above it. The rock is set into the beach base level RL 0.2 m. If scour occurs down to the level of the base the rock will move down and cut off the scour. The rock slope is flexible and can adjust.
- **Rock Source** – from a Solly's quarry using rock similar to that successfully used for armour rock on the Tarakohe Harbour breakwaters.
- I confirm that the design of the structure is in accordance with best practice and will achieve its intended design life.

Yours faithfully,



G.C. Teear – CPEng.

OCEL – Offshore & Coastal Engineering Ltd.



Manawhenua ki Mohua

Email: mohuamanawhenua@gmail.com

Ph: 027 5259148

Date: 07/ 04/2025

Request for Support – Urgent Coastal Erosion Threat at Pākawau

Tēnā koe te Rangatira o TDC Mayor Tim King

Nga mihi mahana kia koe i tenei ra.

Manawhenua Ki Mohua is the umbrella entity for the three Iwi, Ngati Tama, Te Atiawa and Ngati Rarua in Mohua Golden Bay.

We recently received a letter from the Pākawau Community Residents Association Inc (PCRA) outlining a rapidly escalating situation affecting whānau homes along the Pākawau foreshore north of the Pākawau Campground.

Bronwynn Billens and myself went to Pakawau on Friday 2nd of May to view the damage caused in the severe storm that occurred overnight (30 April–1 May), where some coastal properties lost up to three metres of foreshore due to erosion. We agree that the homes along the foreshore are now at risk of inundation. We spoke to one resident about the situation and the impacts on the property owners whose properties are not rocked was obvious to all.

Manawhenua Kii Mohua supports the PCRA who are currently in the process of applying for a Home Owners Consent, which would enable residents, at their own expense, to construct a rock retaining wall to protect their properties and the foreshore.

MKM also supported the residents when Tasman District Council (TDC) previously approved a similar wall for three houses immediately north of the existing rock wall near the Pākawau Campground.

Manawhenua Ki Mohua supports the protection and preservation of the coastal whenua/ foreshore at Pakawau as it holds deep significance to the Iwi of Ngati Tama, Te Atiawa and Ngati Rarua having been kainga/ Pā sites in the past. The Tomātea Reserve (Te Atiawa) is to the north of the affected properties.

Ngā mihi,

*Margie Ward-Holmes Little
Hemana/ Chairperson
Manawhenua ki Mohua
Ph: 027 5259148*

7.3 RECOMMENDATION FROM THE CONTROL OF ALCOHOL IN PUBLIC PLACES BYLAW HEARING AND DELIBERATIONS PANEL

Report To:	Tasman District Council
Meeting Date:	11 September 2025
Report Author:	Cat Budai, Community Policy Advisor
Report Authorisers:	Dwayne Fletcher, Strategic Policy Manager
Report Number:	RCN25-09-7

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

- 1.1 To consider a recommendation from the Control of Alcohol in Public Places Bylaw Hearing and Deliberations Panel following hearing and deliberations on the Control of Alcohol in Public Places Bylaw 2025.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 At its 28 August 2025 meeting the Control of Alcohol in Public Places Bylaw Hearing and Deliberations Panel resolved as follows:

That the Control of Alcohol in Public Places Bylaw Hearing and Deliberations Panel

- 1. receives the Draft Control of Alcohol in Public Places Bylaw Hearing & Deliberations report; and*
- 2. receives and considers all [6 submissions](#) on the Draft Control of Alcohol in Public Places Bylaw received by 14 July 2025; and*
- 3. declines to accept any late Control of Alcohol in Public Places Bylaw submissions received after 5.00pm on 15 July 2025; and*
- 4. In accordance with section 155 of the Local Government Act 2002:*
 - 4.1 Agrees that a Bylaw is the most appropriate means of addressing the perceived problem of crime and disorder cause or made worse by the consumption of alcohol in public places; and*
 - 4.2 Agrees that the draft Control of Alcohol in Public Places Bylaw is the most appropriate form of bylaw for managing crime and disorder that is caused or made worse by the consumption of alcohol in public places; and*
 - 4.3 notes that the draft Control of Alcohol in Public Places Bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990; and*
- 5. In accordance with section 147A of the Local Government Act 2002 the Panel is satisfied that for each of the proposed public places contained in the draft Control of Alcohol in Public Places Bylaw there is evidence that a high level of crime or disorder is likely to arise if the bylaw is not made; and*
- 6. agrees that the Draft Control of Alcohol in Public Places Bylaw (Attachment 1 to the agenda report) and the Control of Alcohol in Public Places Bylaw Hearing and*

Deliberations Panel's recommendations be presented to the Full Council for consideration and making at its meeting on 11 September 2025; and

7. *delegates authority to the Control of Alcohol in Public Places Bylaw Hearing and Deliberations Panel Chair and the Chief Executive Officer to approve any minor changes or minor editorial changes to the draft Control of Alcohol in Public Places Bylaw 2025, prior to being submitted to Tasman District Council.*


- 2.2 [Link](#) to the agenda and [recording](#) for the 28 August 2025 Control of Alcohol in Public Places Bylaw Hearing and Deliberations meeting.
- 2.3 [Link](#) to the minutes of the 28 August 2025 Control of Alcohol in Public Places Bylaw Hearing and Deliberations meeting.

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

1. **receives the recommendation from the Control of Alcohol in Public Places Bylaw Hearing and Deliberations Panel, report RCN25-09-7; and**
2. **in accordance with section 155 of the Local Government Act 2002:**
 - a. **agrees that the proposed Tasman District Council Control of Alcohol in Public Places Bylaw 2025 is the most appropriate form of bylaw for addressing perceived problems in relation to crime and disorder that is caused or made worse by the consumption of alcohol in public places; and**
 - b. **notes that the proposed Tasman District Council Control of Alcohol in Public Places Bylaw 2025 does not give rise to any implications under the New Zealand Bill of Rights Act 1990; and**
2. **pursuant to section 147 of the Local Government Act, makes the Tasman District Council Control of Alcohol in Public Places Bylaw 2025 (Attachment 1 to the agenda report) with effect from 23 October 2025; and**
3. **delegates authority to the Chief Executive Officer and the Control of Alcohol in Public Places Bylaw Hearing and Deliberations Chairperson to approve any minor amendments to the Tasman District Council Control of Alcohol in Public Places Bylaw 2025, prior to it being publicly notified; and**
4. **authorises staff to publicly notify the Tasman District Council Control of Alcohol in Public Places Bylaw 2025 and the date it has effect from; and**
5. **notes that the Tasman District Council Control of Alcohol in Public Places Bylaw 2025 will need to be reviewed before 11 September 2030; and**
6. **confirms the [minutes](#) of the 28 August 2025 Draft Control of Alcohol in Public Places Bylaw Hearing and Deliberations meeting as a true and correct record.**

4. Attachments / Tuhinga tāpiri

1.  [Control of Alcohol in Public Places Bylaw 2025](#)

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Tasman District Council

Control of Alcohol in Public Places Bylaw 2025

Action	Approved	Reference	In Force
Bylaw made	11/09/2025	XXX	23/10/2025
Next review to be completed by	11/09/2030		

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1 Introduction

- (1) Tasman District Council makes this Bylaw in accordance with section 147 of the Local Government Act 2002.

2 Title

- (1) The title of this Bylaw is the Tasman District Council Control of Alcohol in Public Places Bylaw 2025.

3 Commencement

- (1) This Bylaw comes into effect on 23 October 2025.

4 Revocation

- (1) The Consolidated Bylaw – Chapter 3 – Control of Alcohol in Public Places 2018 is revoked on the coming into force of this bylaw.
- (2) The revocation of the Consolidated Bylaw – Chapter 3 – Control of Alcohol in Public Places 2018 does not affect liability for an offence or breach committed before the revocation. The Consolidated Bylaw – Chapter 3 – Control of Alcohol in Public Places 2018 continues to have effect as if it had not been revoked for the purpose of:
 - a) commencing or completing proceedings for the offence or breach; and
 - b) imposing a penalty for the offence or breach.

5 Purpose and application

- (2) The purpose of this Bylaw is to reduce crime or disorder in certain public places that is caused or made worse by alcohol consumed there.
- (3) This Bylaw shall apply to the Tasman District.

6 Interpretation

- (1) In this bylaw, unless the context otherwise requires:

Act means the Local Government Act 2002

Alcohol has the meaning given by section 5(1) of the Sale and Supply of Alcohol Act 2012.

Alcohol Ban Area means a public place which is regulated under this bylaw made under section 147 of the Local Government Act 2002

A limited amount of alcohol means no more than three standard drinks per person.

Chief Executive means the person for the time being exercising the functions of the Chief Executive of the Council.

Council means the Tasman District Council.

Enforcement Officer has the same meaning as the definition in section 243 of the Act, and in relation to an alcohol ban, means a constable.

Licensed premises has the meaning given by section 5(1) of the Sale and Supply of Alcohol Act 2012

Low risk activity means those situations, occasions, activities or events that Council or Council Officers consider are unlikely to lead to alcohol related harm.

Infringement offence means

- (a) an offence specified as such by regulations under section 259(a) of the Act; and
- (b) includes a breach of an alcohol ban.

Public Place means

- (a) a place that is open to or is being used by the public, whether free or on a payment of a charge, and whether any owner or occupier of the place is lawfully entitled to exclude or eject any person from it; but
- (b) does not include licensed premises.

Schedule A Public Place means a public place within the area described in Schedule A hereto.

7 Prohibited Acts

- (1) No person shall:

- a) Bring alcohol into;
- b) Possess alcohol in; or
- c) Consume alcohol in;

any Schedule A Public Place, including any vehicle within a public place, during the hours specified for that location in the schedule.

8 Exemptions

Taking Alcohol to or From Premises

- (1) This Bylaw does not prohibit, regulate, or control, in the case of alcohol in an unopened container when:
- a) the transport of the alcohol from licensed premises next to a public place, if—
 - i. it was lawfully bought on those premises for consumption off those premises; and
 - ii. it is promptly removed from the public place; or
 - b) the transport of the alcohol from outside a public place for delivery to licensed premises next to the public place; or
 - c) the transport of the alcohol from outside a public place to premises next to a public place by, or for delivery to, a resident of the premises or his or her bona fide visitors; or
 - d) the transport of the alcohol from premises next to a public place to a place outside the public place it
 - i. the transport is undertaken by a resident of those premises; and
 - ii. the alcohol is promptly removed from the public place.

Explanatory note: This may include for example, transporting alcohol from a supermarket to your home, from your home to a BYO restaurant or from your home to a friend's house.

Licensed Premises

- (2) This Bylaw does not prohibit the possession of or consumption of alcohol in any public place, or part of a public place, where such is authorised by a licence issued under the Sale and Supply of Alcohol Act 2012.

Explanatory note: This may include for example, buying alcohol at an event at a park that holds a special licence or dining on the footpath at a restaurant that holds an on-licence providing for BYO alcohol.

Council Permission

- (3) Any person may apply to the Council for prior written permission for any low-risk activity involving a limited amount of alcohol that would be in breach of any prohibition under clause 7 of this Bylaw.
- (4) The process for obtaining the Council's permission is by application on the form contained in Schedule B to this Bylaw.
- (5) Written permission in accordance with this section of the Bylaw may be granted by Council, the Chief Executive of Council, or any Tasman District Council staff member that has been appointed as a Licensing Inspector pursuant to section 197 of the Sale and Supply of Alcohol Act 2012.
- (6) Written permission granted in accordance with this section of the Bylaw may include conditions relating to:
- a. The date and time the exemption applies;
 - b. The person or number of persons that are required for running the activity during the period the exemption applies;
 - c. The nature of the activity associated with the exemption;
 - d. The numbers of persons that may attend the event while the exemption applies;
 - e. What controls may be required to ensure anyone under the age of 18 will not have access to alcohol at the activity;
 - f. How much alcohol will be available;
 - g. What host responsibility provisions will apply, including provision of food, low or non-alcoholic drinks, and alternative transport options.

9 Powers of Arrest, Search and Seizure

- (1) Powers of arrest, search and seizure are provided to Police by section 169 of the Act.

10 Specified Events

Prohibition of Vehicles and Consumption or Possession of Alcohol

- (1) The Council may, if necessary for the safe and effective management of a public event, function, or gathering, pass a resolution (publicly notified at least 14 days before the event) to:
- a. Prohibit alcohol consumption, possession, and bringing alcohol into the specified public place during the event period(s);
 - b. Prohibit vehicles from being in or using the public place alongside the alcohol ban in 11(1)a.

11 Constables May Require Certain Information

- (1) A constable who believes on reasonable grounds that a person is committing or has committed an infringement offence may direct the person to give the constable his or her name, address, and date of birth.

12 Offences and Penalties

- (1) Any person who acts in breach of any provision of this Bylaw commits an offence against this Bylaw and is liable to an infringement fine as set out in the Local Government (Alcohol Ban Breaches) Regulations 2013.

13 Council Resolution

- (1) This bylaw was made by Tasman District Council at a meeting of the Council on 11 September 2025

The common seal of the Tasman District Council is attached in the presence of:

_____ Mayor

_____ Chief Executive

Schedule A: Public Places

Brightwater and Environs: 7pm to 7am Alcohol Ban (Map 1)

The public places located in, or adjacent to, or encompassed by Brightwater Deviation, Lord Rutherford Road North including Ernest Place, Hollybush Drive including Threepenny Place, Wanderers Avenue, Malthouse Crescent including Lord Rutherford Park, Waimea West Road from the western end of Snowdens Bush to Ellis Street, Bryant Road to and including Snowden Place, Ellis Street including Somerville Lane, Fairfield Street and Spencer Place, River Terrace Road from Ellis Street to the eastern end of the Cattle Yards Brightwater, and;

Wai-iti Recreation Reserve, and;

Spring Grove School Reserve and Spring Grove Hall Reserve.

Collingwood: 7pm to 7am Alcohol Ban (Map 2)

The public places located in or adjacent to William Street, Tasman Street, Elizabeth Street, Beach Road, the open space zoning adjacent to Beach Road, and Haven Road to the Lewis Street intersection.

Kaiteriteri and Environs: 4pm to 7am Alcohol Ban December to February inclusive. 7pm to 7am Alcohol Ban March to November inclusive. (Map 3.1, 3.2, 3.3)

The public places located in, or adjacent to, and the area encompassed by Rowling Road, Riwaka-Kaiteriteri Road, Inlet Road, Kaiteriteri-Sandy Bay Road to and including Breaker Bay including Martin Farm Road and the mean low water mark around Kaka Point to the Torlesse Rocks, and;

The public places on or adjacent to the foreshore north of Breaker Bay, including Honeymoon Bay, Ngaio Bay, Towers Bay, Split Apple Rock and Sandy Bay through to the boundary with the Abel Tasman National Park and;

The public places located on or adjacent to the foreshore south and west of Torless Rocks to Dummy Bay, Stephens Bay and Tapu Bay to the mean low water spring tide and, Stephens Bay Road, Cook Crescent, Anarewa Crescent, and Tapu Place.

Māpua and Environs: 7pm to 7am Alcohol Ban (Map 4)

The public places located in, or adjacent to, or the area encompassed by the coastline at mean low water, and McKee Memorial Recreation Reserve, Stafford Drive, Aranui Road, 11. and Langford Drive, but excluding Mapua Leisure Park. For clarity, this area includes McKee Memorial Scenic Reserve, McKee Memorial Recreation Reserve, Aranui Park, and Grossi Point Recreation Reserve.

Motueka and Environs

Motueka CBD Area: 24 hour Alcohol Ban (Map 5.1a and 5.1b)

The public places located in the central business area and other areas on or encompassed by Vosper Street, Wilkinson Street, Taylor Avenue/Avalon Court, the walkway to Thopes Bush, Thorp's Bush, Woodlands Avenue, Whakarewa Street, Manoy Street, SportsPark

Motueka, Talbot Street, Pah Street, Motueka Memorial Park including the walkway to Poole Street, Poole Street, High Street, Inglis Street, and;

The public places located on or adjacent to North Street Reserve, including the saltwater baths, and;

The public places located on or adjacent to Everett Street, Massey Street, George Quay, and East Quay including the Motueka Beach Reserve, and;

The public places located on or adjacent to the skateboard park on Old Wharf Road.

Motueka Urban Area: 7 pm to 7 am Alcohol Ban (Map 5.2)

Except for those places included in Motueka CBD Area 24 hour Alcohol Ban above, the public places on, adjacent to, or encompassed by Fearon Street, Thorp Street, Tudor Street, Taylor Avenue/Avalon Court, Thorp's Bush, Woodlands Avenue, Whakarewa Street, Grey Street, Pah Street, Atkins Street and Parker Street, and;

The public places located on or adjacent to, High Street, south of the intersection with Fearon Street, and;

The public places located on or adjacent to State Highway 60, (The Coastal Highway) up to a distance of 200 metres south of the intersection with Wharf Road, and;

The public places located on or adjacent to the Inlet walkway within 200metres of Wharf Road, and;

The public places located on or adjacent to Old Wharf Road between High Street and Thorpe Street, including the Goodman Recreation Park and Motueka Recreation Centre, and;

The public places located on or adjacent to the fore shore between the salt water baths and Staples Street including the public walkway and Motueka Quay, as well as Staples Street, between the intersection with Thorp Street and the seaward end of Staples Street.

Murchison: 7pm to 7am Alcohol Ban (Map 6)

The public places located in, or adjacent to, or the area encompassed by Waller Street east of Street number 138 for a distance of 1,520 metres to a point on the bridge over the Matakita River, then generally south 625 metres to a point on the unformed section of Hotham Street where it meets the Matakita River, then east along Hotham Street for a distance of 710 metres to the start of the Rural 2 Deferred Residential Zone, then north for a distance of 280 metres along the boundary of the Residential zone, then east towards and including the southern boundary of the Murchison Recreation Reserve, then north along the eastern boundary of the Murchison Recreation Reserve to Waller Street, and;

The public places located on or adjacent to Waller Street to the intersection with Kawatiri-Murchison Highway, and Kawatiri-Murchison Highway for a distance of 260 metres from the intersection with Waller Street, and;

The public places located in and adjacent to Fairfax Street, north of Waller Street.

Pōhara and environs: 7pm to 7am Alcohol Ban (Map 7)

Rototai Beach Esplanade Reserve, Rototai Recreation Reserve and Nees Road (from Rototai Recreation Reserve to Rototai Beach Esplanade Reserve; and

The public places located in or adjacent to or the area encompassed by; the coastline at mean low water from North Eastern end of Tata Beach, to the western end of Pōhara Beach, Boyle Street (from the Boyle Street Esplanade Reserve north), Selwyn Street, Abel Tasman Drive (from the intersection at Selwyn Street to the intersection with Tata Heights, Tata Heights and Cornwall Place. For clarity, this area includes Clifton Recreation Reserve, Pohara Recreation Reserve, Tarakohe Harbour reclamation, Ligar Bay Esplanade Reserve, Tata Heights Reserve, Cornwall Place Reserve and Tata Beach Reserve.

Richmond and Environs

Richmond CBD Area: 24 hour Alcohol Ban (Map 8.1)

The public places located in the central business area and other areas encompassed by Oxford Street, Gladstone Road/State Highway, McGlashen Avenue, Talbot Street and Salisbury Road, with extensions to include Washbourn Garden, all of Jubilee Park and the railway reserve from Queen Street to the southern boundary of Jubilee Park.

Richmond Urban Area: 7pm to 7am Alcohol Ban (Map 8.2)

The public places not included in Richmond CBD Area: 24 hour Alcohol Ban above, and located in or adjacent to the area encompassed by the northern boundary of Tasman District along the length of Champion Road and continuing on that line to the coast, and following the coast to Headingly Lane, Headingly Lane to Lower Queen Street, Lower Queen Street between Headingly Lane and the railway reserve, including those sites on the south side of the road and adjacent to that part of Lower Queen Street, south east of and including street number 375, to the railway reserve between Lower Queen Street and Ranzau Road, Ranzau 13. Road from the railway reserve, to the south-eastern end of the legal road, including those sections of Ranzau Road that are unformed, then from the south-eastern end of Ranzau Road, a straight line to the south-eastern end of Champion Road.

Aniseed Valley: 7pm to 7am Alcohol Ban (Map 8.3)

The public places located on or adjacent to Aniseed Valley Road from the point where that road crosses Aniseed Hill, to a point 700 metres past the turn off to the car park at the Hackett Reserve.

Riwaka and Environs: 24 hour Alcohol Ban December to February inclusive. 7pm to 7am Alcohol Ban March to November inclusive (Map 9)

The public places located on or adjacent to; Main Road Riwaka north of street number 453, including Riwaka Memorial Reserve, Riwaka Recreation Reserve and Riwaka Rugby Grounds, and;

The public places located on or adjacent to Riwaka-Kaiteriteri Road from Main Road Riwaka to Tapu Bay, Factory Road, Swamp Road from Factory Road to Main Road Riwaka, School Road, Wharf Road and Green Tree Road.

Tākaka: 24 hour Alcohol Ban (Map 10)

The public places located in or adjacent to the areas encompassed by; Motupipi Street from the intersection with Commercial Street for a distance of 422 metres to the boundary between the Industrial and Residential Zones, the northern boundary of that Industrial zone and the adjoining Commercial zone on Commercial Street, to Reilly Street and along its length to the Takaka River, then from that point, upstream for a distance of approximately 400 metres on the true left bank, then from that point, through to and including Willow Street

to a point 240 metres from the intersection with Motupipi Street, including the block of Commercially zoned land near the corner of Willow and Motupipi Streets, and;

The public places located on or adjacent to; Commercial Street north of the intersection of Reilly Street, Meihana Street between the intersection with Commercial Street and the intersection with Motupipi Street, and Motupipi Street from the intersection with Meihana Street for a distance of 680 metres.

Tapawera: 7pm to 7am Alcohol Ban (Map 11)

The public places located in or adjacent to the areas encompassed by; Rata Avenue (from Main Road Tapawera to street number 14), Kowhai Street, Tawa Place, and Matai Crescent (from Main Road Tapawera to street number 34), including Tawa Place Playground and Tapawera Playground Reserve; and

Main Road Tapawera from the Northern boundary line of Totara Street Reserve to the Southern boundary line of Tapawera Area School; and

Tasman's Great Taste Trail between Main Road Tapawera and Tadmor Valley Rd; and

The public places located on or adjacent to Tadmor Valley Road from Main Road Tapawera to the Intersection of Tapawera-Baton Road.

Wakefield and environs: 7pm to 7am Alcohol Ban (Map 12)

The public places located in or adjacent to the Wai-iti Recreation Reserve, and: The public places located in or adjacent to, Wakefield—Kohatu Highway, northwards from the entrance to Edward Baigent Reserve to Clifford Road, and all of Clifford Road, and ;

The public places located in or adjacent to Wakefield Domain and Faulkners Bush, and;

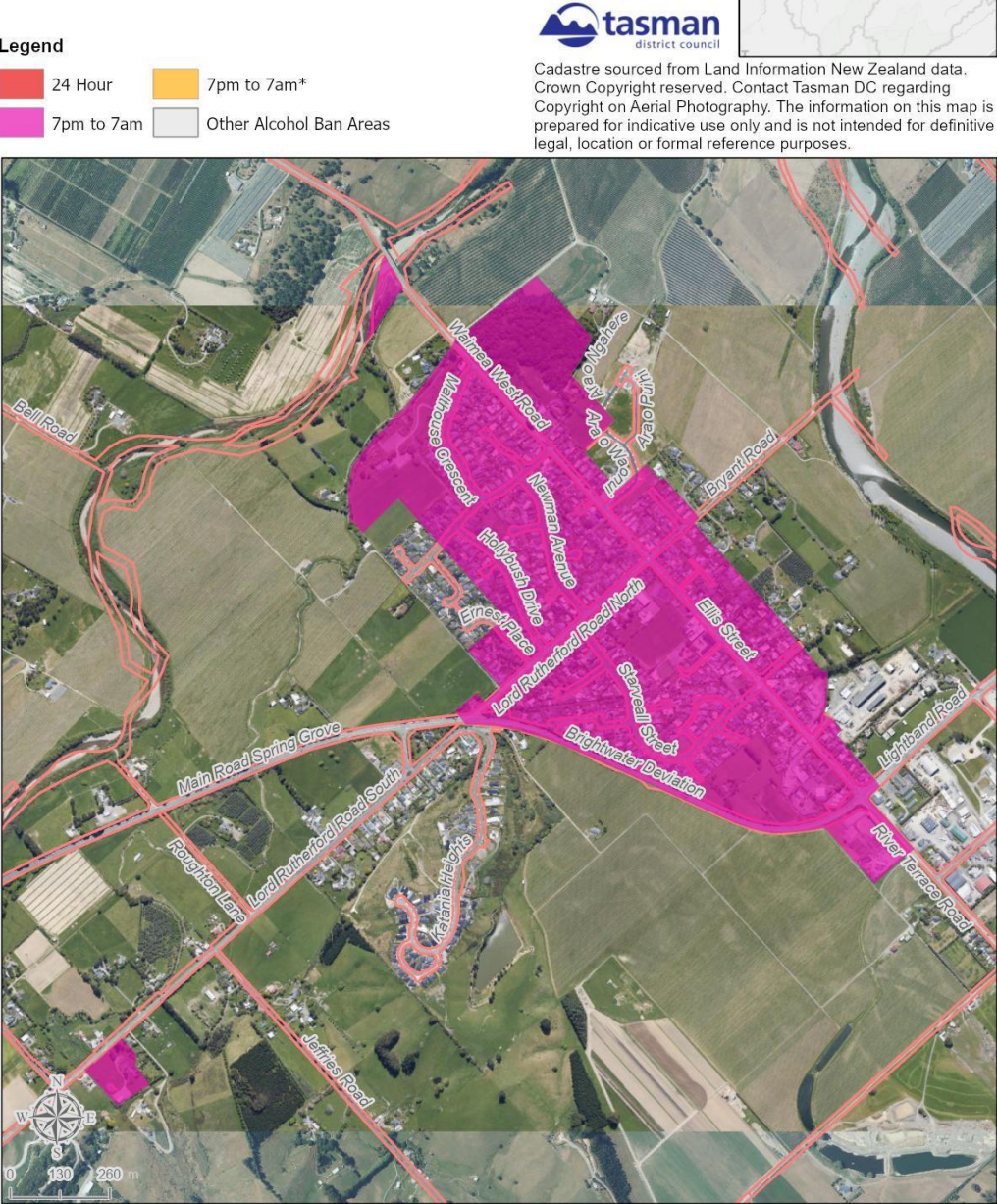
The public places located on or adjacent to the urban area of Wakefield including all that land in the Residential Zone, Open Space Zone, Recreation Zone, Commercial Zone, and;

The public places located on or adjacent to Edward Street adjacent to the St John's Wakefield Church grounds and cemetery, including those church grounds and cemetery, and;

The public places located on or adjacent to the residential zone south west of Faulkners Bush and in 88 Valley, including Robson Reserve

Brightwater and environs Alcohol Ban Area
Map 1

Location: Brightwater
Ban Duration: 7pm to 7am







**Collingwood Alcohol Ban Area
Map 2**

Location: Collingwood

Ban Duration: 7pm to 7am



Legend

- | | |
|--|---|
|  24 Hour |  7pm to 7am* |
|  7pm to 7am |  Other Alcohol Ban Areas |

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Kaiteriteri and environs Alcohol Ban Area Map 3.2

Location: Marahau

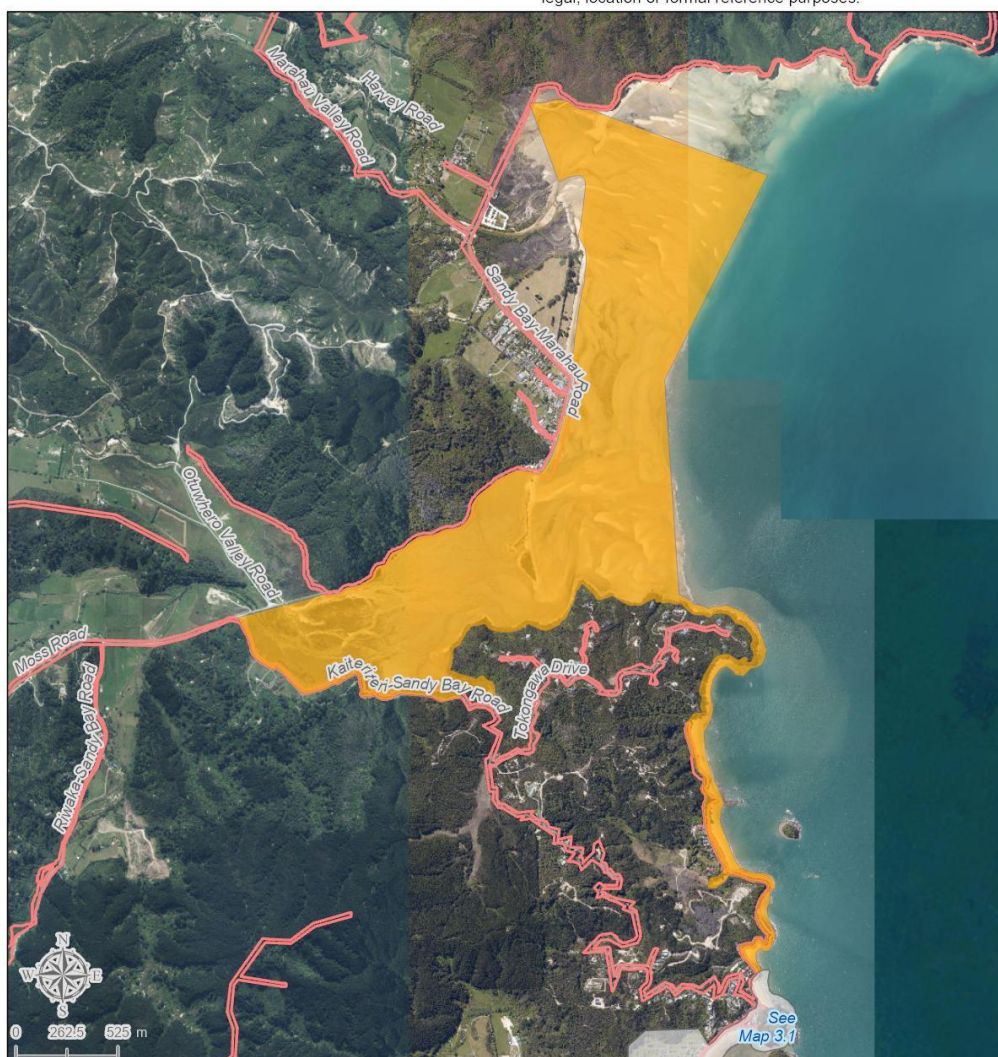
Ban Duration: 7pm to 7am*

Legend

■ 24 Hour	■ 7pm to 7am*
■ 7pm to 7am	■ Other Alcohol Ban Areas



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Ban Duration: 7pm to 7am*



Legend

-  24 Hour
  7pm to 7am*
-  7pm to 7am
  Other Alcohol Ban Areas






**Mapua and environs Alcohol Ban Area
Map 4**

Location: Mapua

Ban Duration: 7pm to 7am

Legend

- | | |
|--|---|
|  24 Hour |  7pm to 7am* |
|  7pm to 7am |  Other Alcohol Ban Areas |



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Motueka and environs Alcohol Ban Area Map 5.1a

Location: Motueka CBD Area

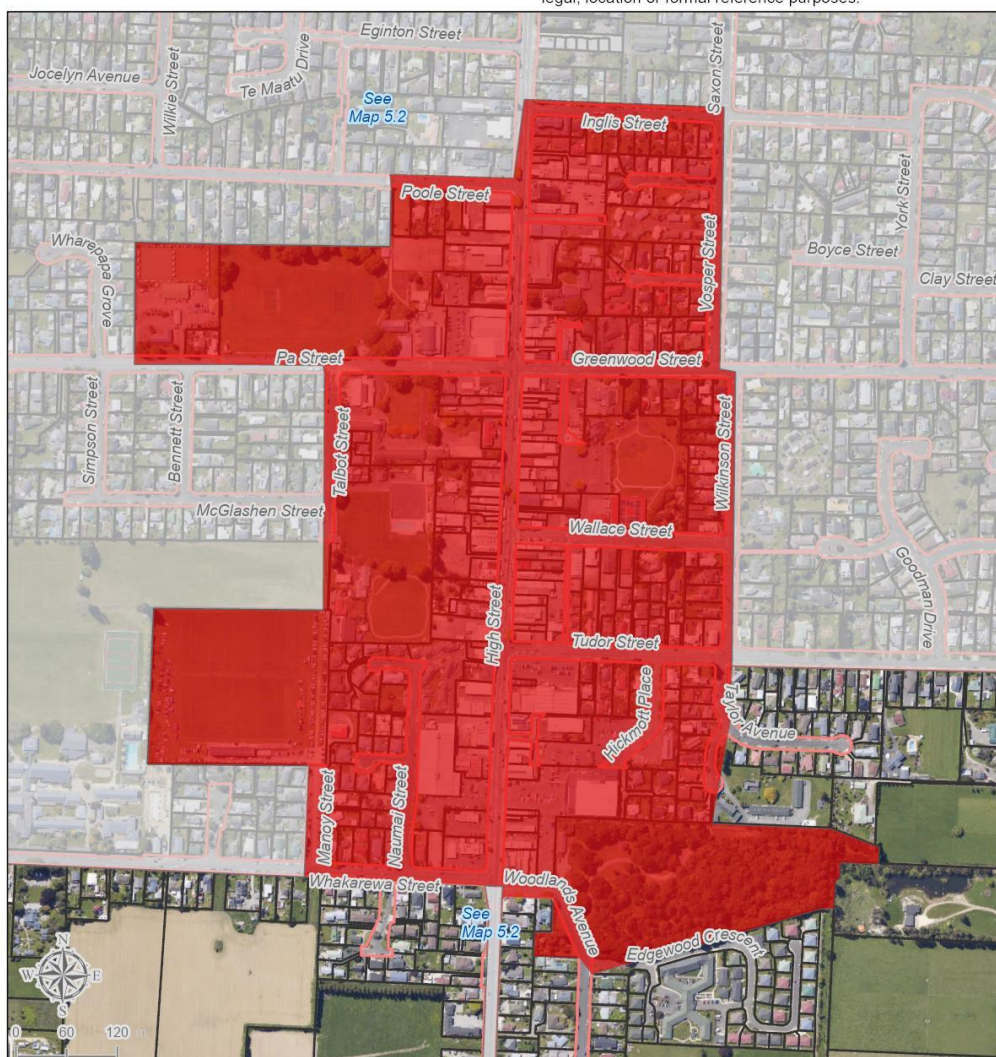
Ban Duration: 24 Hour



Legend

■ 24 Hour	■ 7pm to 7am*
■ 7pm to 7am	■ Other Alcohol Ban Areas

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Motueka and environs Alcohol Ban Area
Map 5.1b

Location: Motueka CBD Area

Ban Duration: 24 Hour



- Legend**
- | | |
|--|---|
|  24 Hour |  7pm to 7am* |
|  7pm to 7am |  Other Alcohol Ban Areas |

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Motueka and environs Alcohol Ban Area
Map 5.2

Location: Motueka Urban Area

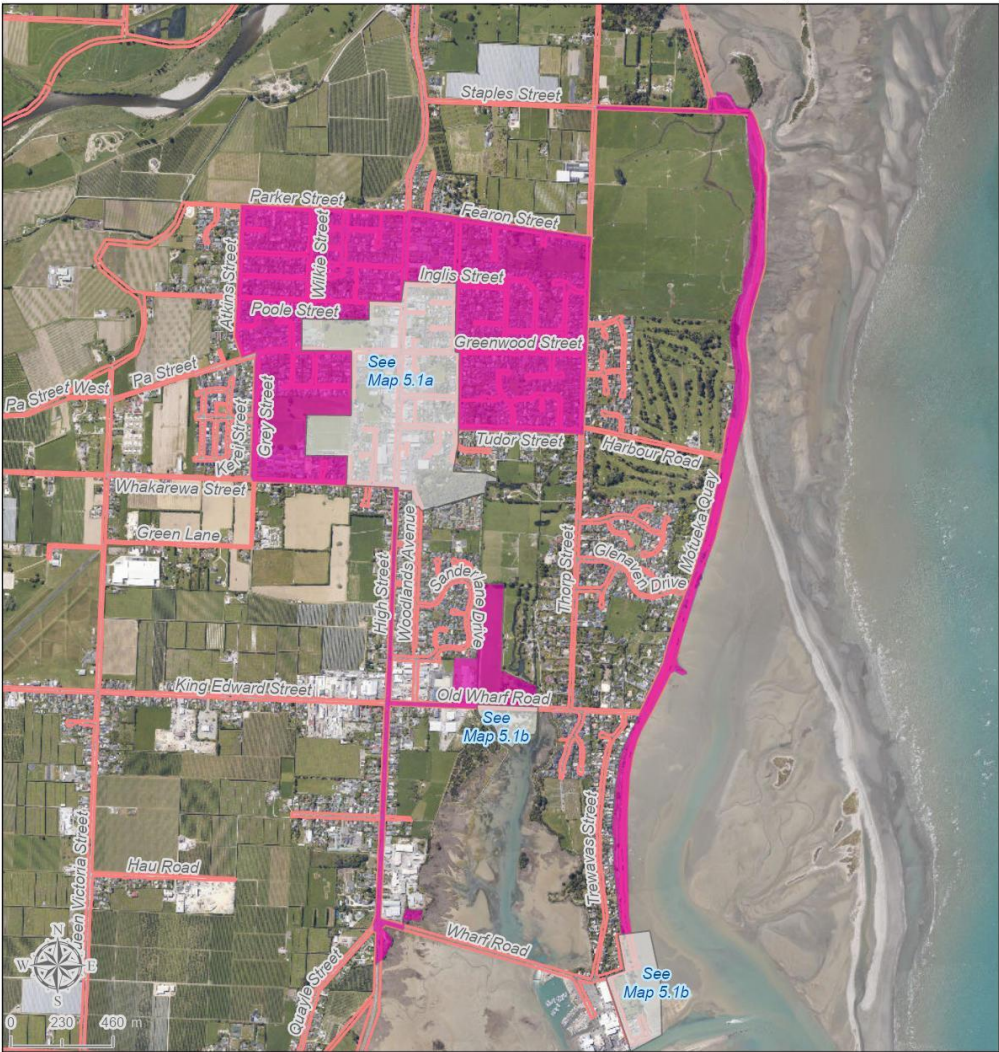
Ban Duration: 7pm to 7am



Legend

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|--|---|
|  24 Hour |  7pm to 7am* |
|  7pm to 7am |  Other Alcohol Ban Areas |

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Murchison Alcohol Ban Area
Map 6

Location: Murchison

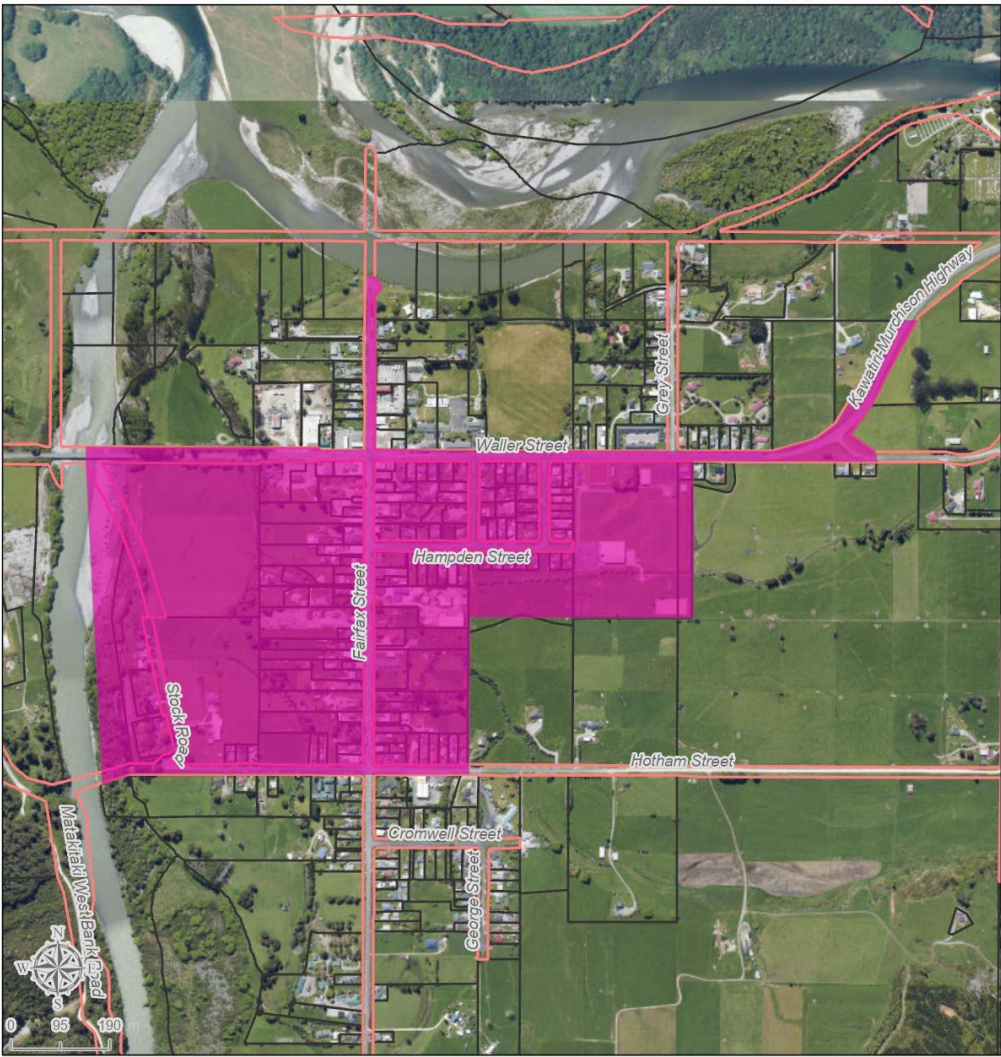
Ban Duration: 7pm to 7am



Legend

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|------------|-------------------------|
| 24 Hour | 7pm to 7am* |
| 7pm to 7am | Other Alcohol Ban Areas |

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**Pohara and environs Alcohol Ban Area
Map 7**

Location: Pohara to Tata

Ban Duration: 7pm to 7am

Legend

- | | |
|--|---|
|  24 Hour |  7pm to 7am* |
|  7pm to 7am |  Other Alcohol Ban Areas |



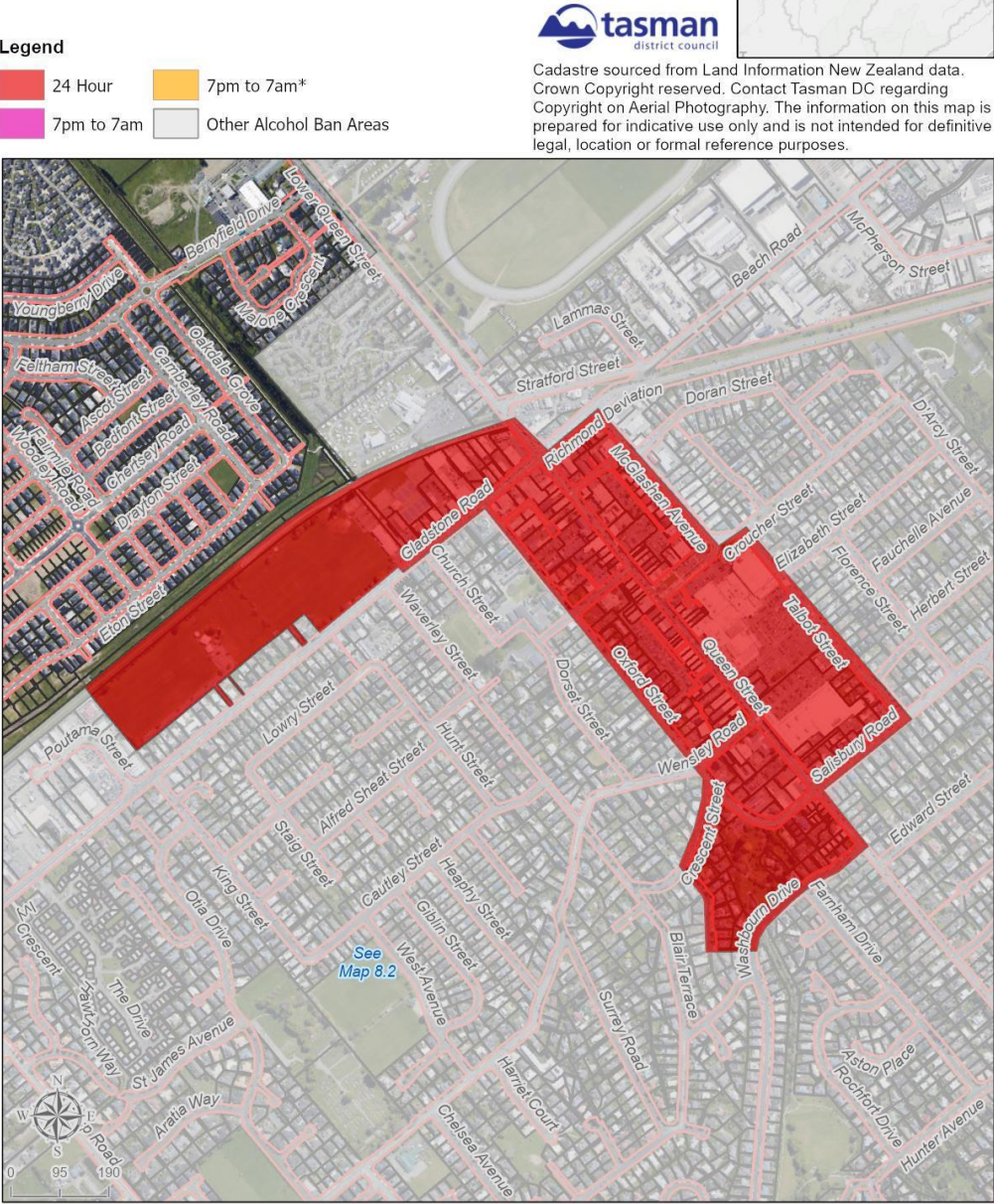
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Richmond and environs Alcohol Ban Area
Map 8.1

Location: Richmond CBD Area

Ban Duration: 24 Hour



Richmond and environs Alcohol Ban Area Map 8.2

Location: Richmond Urban Area

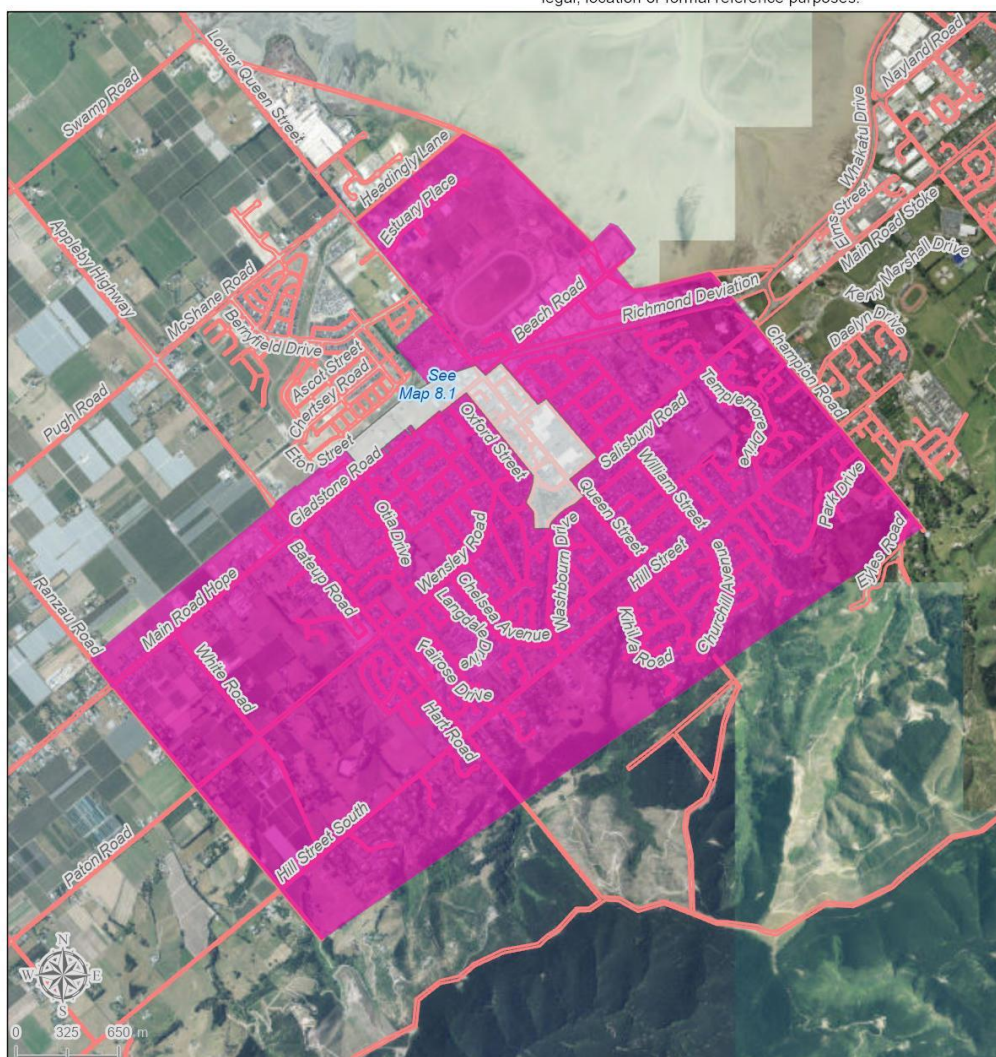
Ban Duration: 7pm to 7am

Legend

■ 24 Hour	■ 7pm to 7am*
■ 7pm to 7am	■ Other Alcohol Ban Areas






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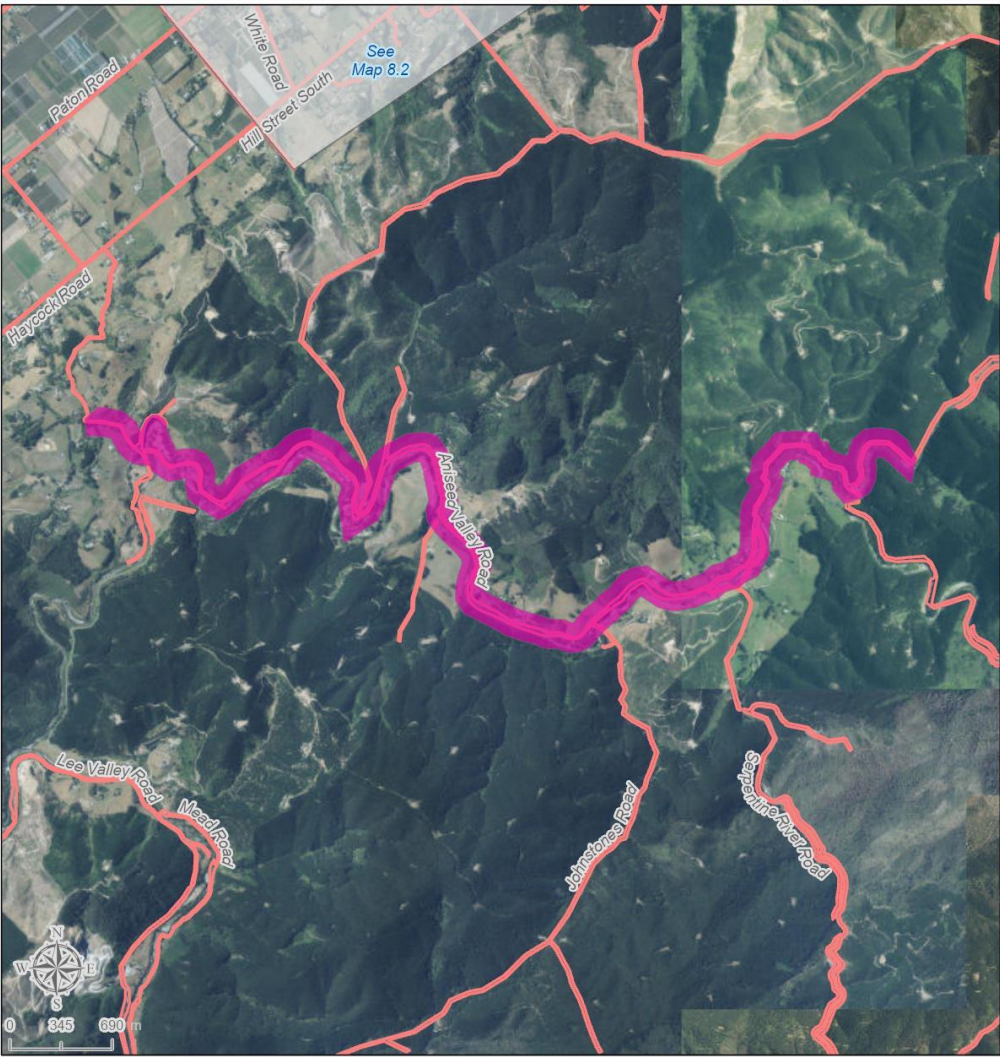
Richmond and environs Alcohol Ban Area
Map 8.3

Location: Aniseed Valley
Ban Duration: 7pm to 7am



- Legend**
- | | |
|--|---|
|  24 Hour |  7pm to 7am* |
|  7pm to 7am |  Other Alcohol Ban Areas |

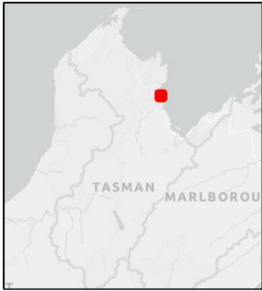
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**Riwaka and environs Alcohol Ban Area
Map 9**

Location: Riwaka

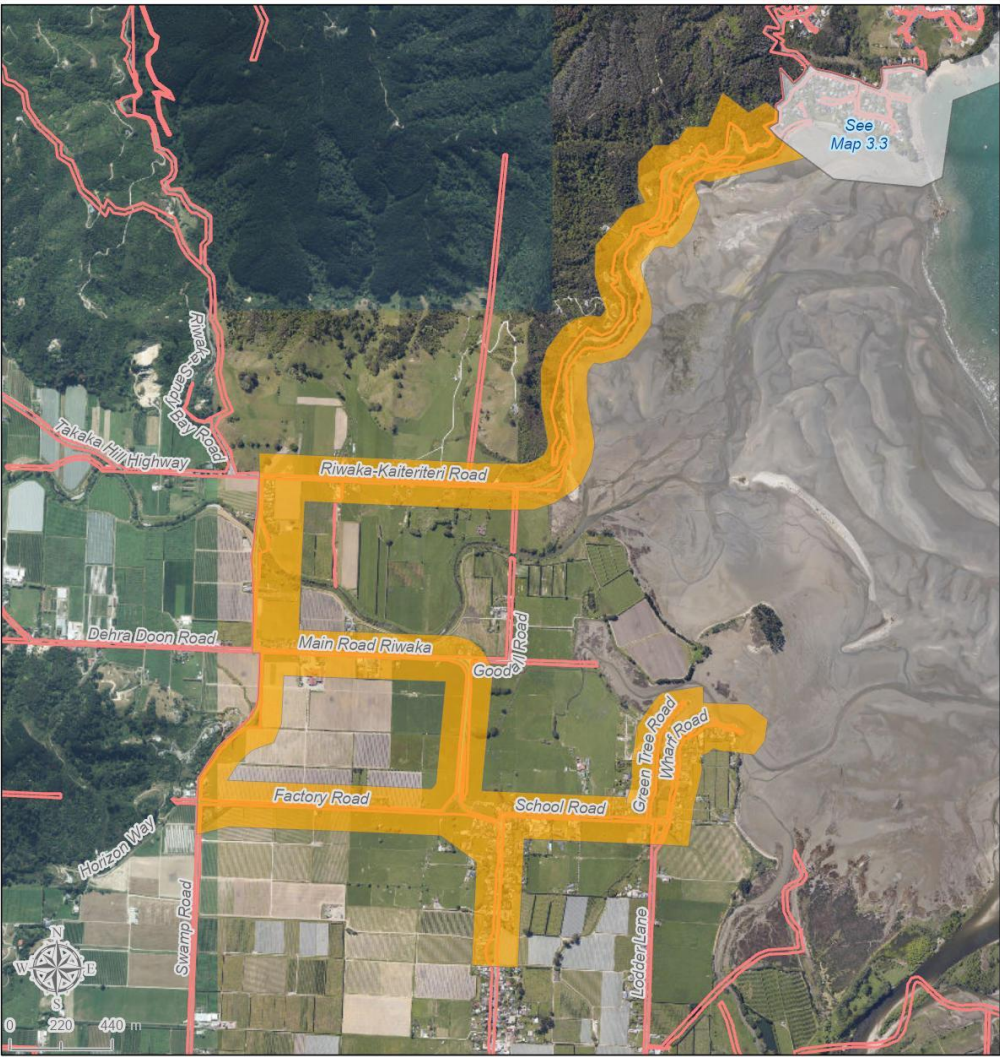
Ban Duration: 7pm to 7am*



Legend

- | | |
|--|---|
|  24 Hour |  7pm to 7am* |
|  7pm to 7am |  Other Alcohol Ban Areas |

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
Takaka and environs Alcohol Ban Area
Map 10

Location: Takaka

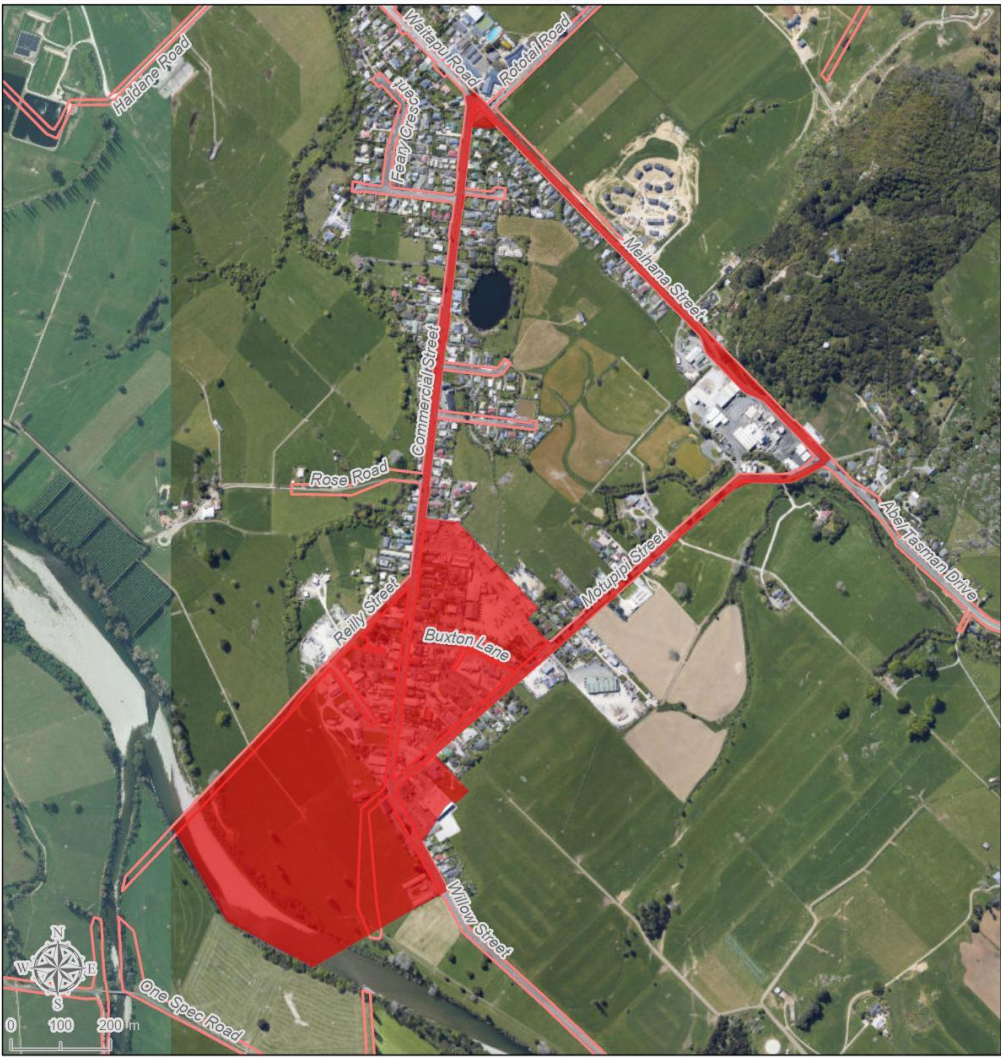
Ban Duration: 24 Hour



Legend

- | | |
|--|---|
|  24 Hour |  7pm to 7am* |
|  7pm to 7am |  Other Alcohol Ban Areas |

Cadastre sourced from Land Information New Zealand data.
Crown Copyright reserved. Contact Tasman DC regarding
Copyright on Aerial Photography. The information on this map is
prepared for indicative use only and is not intended for definitive
legal, location or formal reference purposes.







Tapawera and environs Alcohol Ban Area
Map 11

Location: Tapawera

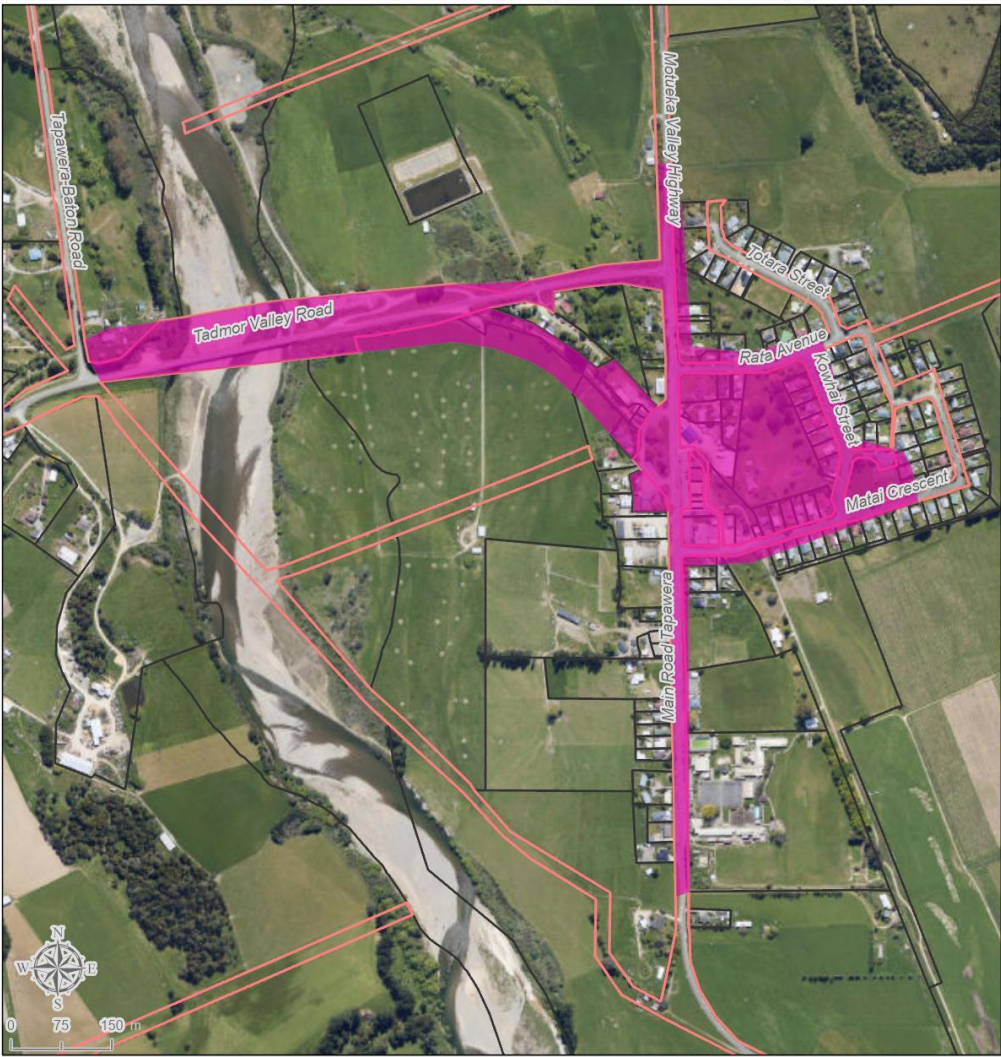
Ban Duration: 7pm to 7am



Legend

- | | |
|--|---|
|  24 Hour |  7pm to 7am* |
|  7pm to 7am |  Other Alcohol Ban Areas |

Cadastre sourced from Land Information New Zealand data.
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prepared for indicative use only and is not intended for definitive
legal, location or formal reference purposes.



Wakefield and environs Alcohol Ban Area
Map 12

Location: Wakefield

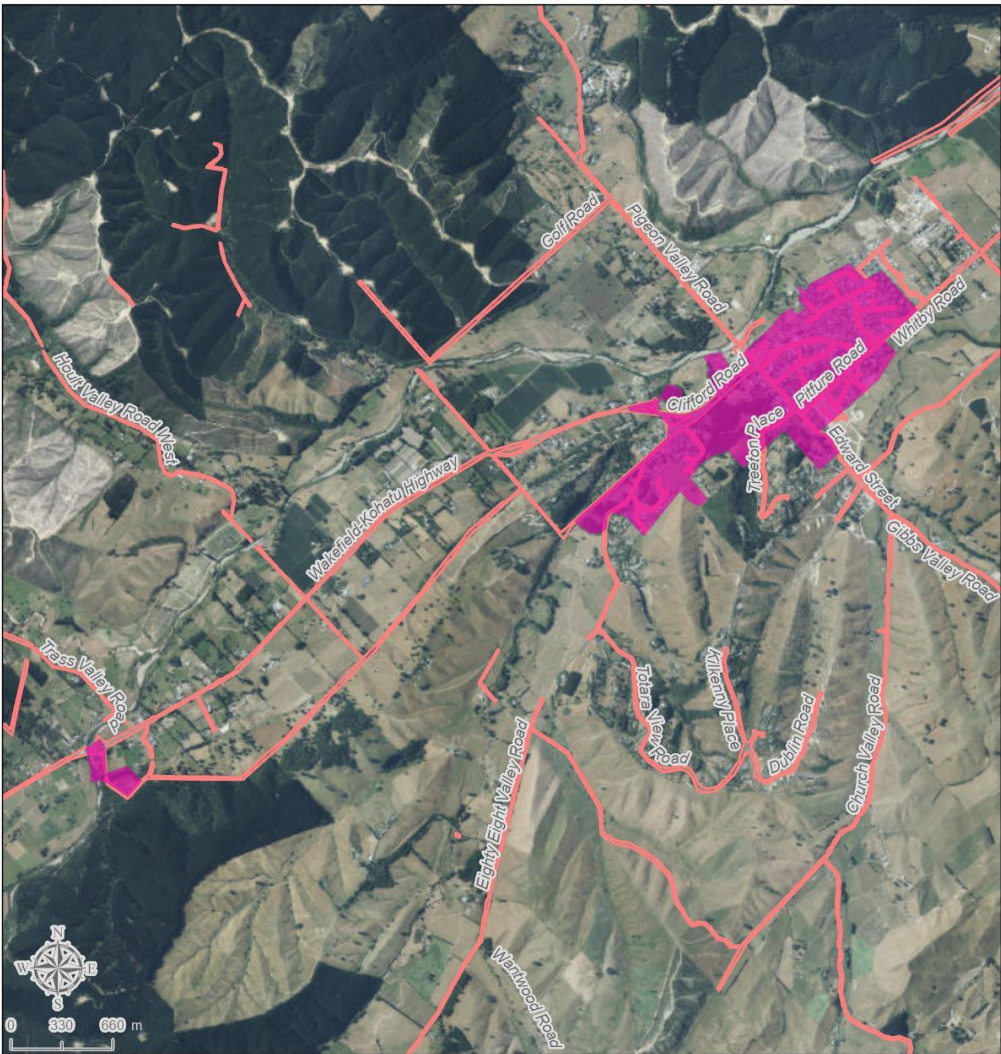
Ban Duration: 7pm to 7am

Legend

- 24 Hour
- 7pm to 7am*
- 7pm to 7am
- Other Alcohol Ban Areas



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Appendix A:

Application for written permission from Tasman District Council to consume liquor in a public place

In accordance with section 9 of the Tasman District Council Control of Alcohol in Public Places Bylaw 2025, the Council can authorise low risk* activities that would otherwise breach the liquor ban. This form can be used to seek permission to hold an event where a limited* amount of alcohol will be consumed in a public place (*See notes on reverse for definitions).

Send the application to: Tasman District Council, Environmental Health Services, Private Bag 4, Richmond 7050

Applicant details	
Full name/s: _____	Date of birth: _____
Address: _____	
Phone: Home _____	Mobile _____ Email: _____

Activity, event or occasion details	
Who will be responsible for the activity, occasion or event?	
Full name/s: _____	Date of birth: _____
Address: _____	
Phone: Home _____	Mobile _____ Email: _____
Date of activity, event or occasion: _____	
Nature of the activity, event or occasion (street party, wedding, fundraiser, sporting event): _____	
Address and if necessary map showing location (where the activity, event or occasion is taking place): _____ _____ _____ _____ _____	
Duration (what time it will begin and end): _____	Number of people attending: _____
Will anyone under the age of 18 be in attendance? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, what controls are in place to manage access to alcohol? _____	
How much alcohol will be available? _____	
Host responsibility details (provision for food, non-alcoholic drinks and alternative transport options): _____	
Printed name of applicant: _____	Signature: _____ Date: _____

Notes

- "Low risk" situations are those occasions, activities or events that officers' consider are not likely to lead to alcohol-related harm.
- A "limited" amount of alcohol is interpreted as no more than three standard drinks per person.
- The applicant will need to provide a copy of the written permission issued by the Council if requested by a Council officer or member of NZ Police.
- Nothing in the written permission provided by the Council precludes action from NZ Police in the event of inconsistencies with event conditions and/or behaviour deemed offensive to the public, disruptive to the community or constituting an offence.
- If any details are incorrect or have changed, please contact the authorising officer as soon as possible.
- This application form is for permission for activities, events or occasions where there is no sale and supply of alcohol. The sale and supply of alcohol would require a special licence in accordance with the Sale of Liquor Act 1989 and the Sale of Liquor Amendment Act 2004 and 2005.
- Events that may require a special licence include sporting events, wine tastings, bus trips and parties on hired premises where alcohol is being sold or supplied, or where alcohol is complimentary and tickets are being sold for the event.

Public Place from the commencement of this bylaw until and including the time up until 12 months after the commencement of the Sale and Supply of Alcohol Act 2012.

- (a) means a place:
 - (i) that is under the control of the Council; and
 - (ii) that is open to, or being used by, the public, whether or not there is a charge for admission and;
- (b) includes-
 - (i) a road, whether or not the road is under the control of the Council; and
 - (ii) any part of a public place

Public Place from the time 12 months after the commencement of the Sale and Supply of Alcohol Act 2012-

- (a) means a place that is open to or is being used by the public, whether free or on a payment charge, and whether any owner or occupier of the place is lawfully entitled to exclude or eject any person from it, but
- (b) does not include licensed premises

Tasman District Council	Email info@tasman.govt.nz	Website www.tasman.govt.nz	24 hour assistance
Richmond	189 Queen Street, Private Bag 4, Richmond, Nelson 7050, New Zealand	Phone 03 543 8400	Fax 03 543 9524
Murchison	92 Fairfax Street, Murchison 7007, New Zealand	Phone 03 523 1013	Fax 03 523 1012
Motueka	7 Hickmott Place, PO Box 123, Motueka 7143, New Zealand	Phone 03 528 2022	Fax 03 528 9751
Golden Bay	78 Commercial Street, PO Box 74, Takaka 7142, New Zealand	Phone 03 525 0020	Fax 03 525 9972

7.4 RECOMMENDATION FROM THE RESPONSIBLE CAMPING BYLAW HEARING AND DELIBERATIONS PANEL - RESPONSIBLE CAMPING BYLAW HEARING AND DELIBERATIONS

Report To: Tasman District Council

Meeting Date: 11 September 2025

Report Author: Amy Smith, Community Policy Advisor

Report Authorisers: Dwayne Fletcher, Strategic Policy Manager

Report Number: RCN25-09-8

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

- 1.1 To consider a recommendation from the Responsible Camping Bylaw Hearing and Deliberations Panel following hearing and deliberations on the Responsible Camping Bylaw 2025.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 At its 28 August 2025 meeting the Responsible Camping Bylaw Hearing and Deliberations Panel resolved as follows:

That the Submissions Hearing and Deliberations Panel:

1. *receives the Draft Responsible Camping Bylaw Hearing and Deliberations report; and*
2. *receives and considers all [58 submissions](#) on the Draft Responsible Camping Bylaw received by 14 July 2025; and*
3. *agrees to staff amending wording, for the reasons set out in 'Table 1: Changes proposed in response to feedback in submissions' (Attachment 3 to the agenda report), in the follow clauses:*
 - 3.1 *Schedule 1: Prohibited Areas for Freedom Camping (typo corrected)*
 - 3.2 *Schedule 1: Prohibited Areas for Freedom Camping (Taupata Point added)*
 - 3.3 *Schedule 1: Prohibited Areas for Freedom Camping (Staples Street added)*
 - 3.4 *Schedule 1: Prohibited Areas for Freedom Camping (George Quay Boat Ramp added); and*
4. *agrees to staff amending the wording, for the reasons set out in 'Table 2: Other changes proposed by staff' (Attachment 3 to the agenda report), in the follow clauses:*
 - 4.1 *Title and commencement (commencement date added)*
 - 4.2 *Schedule 1: Prohibited Areas for Freedom Camping (weblink added)*
 - 4.3 *Schedule 1: Prohibited Areas for Freedom Camping (location names corrected)*
 - 4.4 *Schedule 1: Prohibited Areas for Freedom Camping (all maps updated)*
 - 4.5 *Schedule 2: Restricted Areas for Freedom Camping (weblink added)*

- 4.6 *Schedule 2: Restricted Areas for Freedom Camping (location names corrected)*
- 4.7 *Schedule 2: Restricted Areas for Freedom Camping (all maps updated); and*
- 5 agrees that:
- 5.1 *the recommended changes to the draft Responsible Camping Bylaw are within the scope of decisions that can be made following consideration of views presented during consultation; and*
- 5.2 *in accordance with Council's Significance and Engagement Policy further consultation is not required on the recommended changes; and*
- 6 agrees that, in accordance with section 11 of the Freedom Camping Act 2011, restricting or prohibiting freedom camping in defined local authority areas under the Tasman District Council Responsible Camping Bylaw (Attachment 4 to the agenda report), is:
- 6.1 *necessary for one or more of the following reasons: to protect areas in the Tasman District, to protect the health and safety of people who may visit those areas in the District, and to protect access to those areas; and*
- 6.2 *the most appropriate and proportionate way of addressing the perceived problems in relation to freedom camping in local authority areas; and*
- 6.3 *not inconsistent with the New Zealand Bill of Rights Act 1990; and*
- 7 agrees that the Draft Responsible Camping Bylaw (Attachment 4 to the agenda report) and the Responsible Camping Bylaw Hearing and Deliberations Panel's recommendations be presented to the Full Council for consideration and making at its meeting on 11 September 2025; and
- 8 delegates authority to the Responsible Camping Bylaw Hearing and Deliberations Panel Chair and the Chief Executive Officer to approve any minor changes or minor editorial changes to the Responsible Camping Bylaw 2025, prior to being submitted to Tasman District Council; and
- 9 notes that the updated Site Assessments (Attachment 5 to the agenda report) will be published on the Council's website, as supporting information to the Bylaw.
- 2.2 [Link](#) to the agenda and [recording](#) for the 28 August 2025 Responsible Camping Bylaw Hearing and Deliberations meeting.
- 2.3 Link to the [minutes](#) of the 28 August 2025 Responsible Camping Bylaw Hearing and Deliberations meeting.



3. Recommendation/s / Ngā Tūtohunga
--

That the Tasman District Council

- 1. receives the Recommendation from the Responsible Camping Bylaw Hearing and Deliberations Panel - Responsible Camping Bylaw Hearing and Deliberations report, RCN25-09-8; and**
- 2. agrees that, in accordance with section 11 of the Freedom Camping Act 2011, the proposed Tasman District Council Responsible Camping Bylaw 2025 (Attachment 1 to the agenda report) is:**

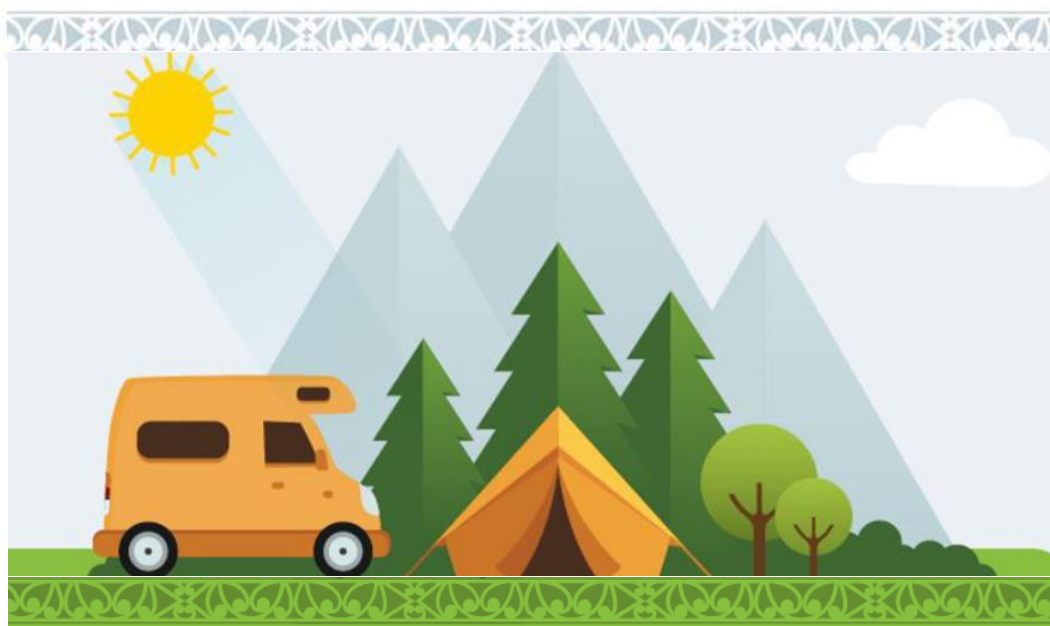
- a. necessary for one or more of the following reasons: to protect areas in the Tasman District, to protect the health and safety of people who may visit those areas in the district, and to protect access to those areas; and
 - b. the most appropriate form of bylaw for addressing perceived problems in relation to freedom camping in local authority areas; and
 - c. is not inconsistent with the New Zealand Bill of Rights Act 1990; and
3. approves the revocation of the Tasman District Council Freedom Camping Bylaw 2017 effective from 1 November 2025; and
 4. pursuant to sections 11 and 11A of the Freedom Camping Act 2011, makes the Tasman District Council Responsible Camping Bylaw 2025 (Attachment 1 to the agenda report), with effect from 1 November 2025; and
 5. delegates authority to the Chief Executive Officer and the Responsible Camping Bylaw Hearing and Deliberations Chairperson to approve any minor amendments to the Tasman District Council Responsible Camping Bylaw 2025 (Attachment 1 to the agenda report), prior to it being publicly notified; and
 6. authorises staff to publicly notify the Tasman District Council Responsible Camping Bylaw 2025 (Attachment 1 to the agenda report) and the date it has effect from; and
 7. notes that the Tasman District Council Responsible Camping Bylaw 2025 (Attachment 1 to the agenda report) will need to be reviewed before 11 September 2030; and
 8. notes that the Freedom Camping Site Assessments July 2025 (Attachment 2 to the agenda report) will be published on the Council's website, as supporting information to the Responsible Camping Bylaw 2025; and
 9. confirms the [minutes](#) of the 28 August 2025 Responsible Camping Bylaw Hearing and Deliberations meeting as a true and correct record.

4. Attachments / Tuhinga tāpiri

- | | | |
|--|--|-----|
| 1.   | Responsible Camping Bylaw 2025 | 125 |
| 2.   | Freedom Camping Site Assessments - July 2025 | 163 |

Tasman District Council

Responsible Camping Bylaw 2025



Council resolution

This bylaw was made by Tasman District Council at a meeting of the Council on 11 September 2025.

The common seal of the Tasman District Council is attached in the presence of:

_____ Mayor

_____ Chief Executive

Bylaw record

Action	Approved	Reference	In force
Bylaw made	11/09/2025	RCN25-xx-xx	1/11/2025
Next review completed by	11/09/2030		

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The Tasman District Council makes this Bylaw under sections 11 and 11A of the Freedom Camping Act 2011 and should be read alongside that Act.

Explanatory note: This Bylaw applies to areas under the control of the Tasman District Council. Compliance with this Bylaw does not remove the need to comply with all applicable Acts, regulations, bylaws, the Tasman Resource Management Plan, Reserve Management Plans and rules of law.

1. Title and commencement

- 1.1. This Bylaw is the Tasman District Council Freedom Camping Bylaw 2025.
- 1.2. This Bylaw comes into force on 1 November 2025.

2. Purpose

- 2.1. The purpose of this Bylaw is to regulate freedom camping in the Tasman District in order to:
 - 2.1.1. Protect the local authority areas;
 - 2.1.2. Protect the health and safety of people who may visit local authority areas;
 - 2.1.3. Protect access to local authority areas

3. Interpretation

- 3.1. In this Bylaw, unless the context otherwise requires:

Act means the [Freedom Camping Act 2011](#).

Camping ground has the same meaning as in [section 5\(3\)](#) of the Act, and means:

- (a) a camping ground that is subject to a current certificate of registration under the Camping-Grounds Regulations 1985; and
- (b) any site at which a fee is payable for camping at the site.

Chief Executive means the chief executive appointed by the Council under [section 42](#) of the Local Government Act 2002.

Council means the Tasman District Council.

Enforcement officer means a person appointed as an enforcement officer under [section 32](#) of the Act.

Freedom camp and **freedom camping** has the same meaning as in [section 5](#) of the Act, and means to camp (other than at a camping ground) within 200m of an area accessible by motor vehicle or within 200m of the mean low-water springs line of any sea or harbour, or on or within 200m of a formed road or a Great Walks Track, using either or both of the following:

- (a) a tent or other temporary structure;
- (b) a motor vehicle.

Freedom camping does not include the following activities:

- (a) temporary and short-term parking of a motor vehicle;
- (b) recreational activities commonly known as day-trip excursions;
- (c) resting or sleeping at the roadside in a motor vehicle to avoid driver fatigue.

A person is not freedom camping if the person —

- (a) is a person other than a person who is in New Zealand on the basis of a visitor visa (within the meaning of the immigration instructions); and
- (b) is unable to live in appropriate residential accommodation; and
- (c) as a consequence of that inability, is living in either or both of the following:
 - (i) a tent or other temporary structure;
 - (ii) a motor vehicle.

Great Walks Track has the same meaning as in [section 5\(3\)](#) of the Act, and means:

- (a) a track specified in [Schedule 1](#) [of the Act]; and
- (b) any other track specified by Order in Council made under [section 44](#) [of the Act] as a Great Walks Track.

Local authority area has the same meaning as in [section 6](#) of the Act, and means:

- (a) an area of land —
 - (i) that is within the district or region of a local authority; and
 - (ii) that is —
 - (A) controlled or managed by or on behalf of the local authority under any enactment; or
 - (B) an area of NZTA land declared to be a local authority area in accordance with a bylaw made under section 10A [of the Act]; and
- (b) includes any part of an area of land referred to in paragraph a); but
- (c) does not include an area of land referred to in paragraph a) or b) that is permanently covered by water.

Prohibited area means an area identified in Schedule 1: Prohibited Areas for Freedom Camping. Freedom camping is not allowed in this area unless prior written consent has been obtained from the Chief Executive.

Restricted area means an area identified in Schedule 2: Restricted Areas for Freedom Camping. Freedom camping is allowed in these areas, subject to complying with all of the restrictions imposed.

Self-contained, in relation to a motor vehicle, has the same meaning as in section 4 of the Act, and means that the vehicle has a valid certificate of self-containment issued in accordance with section 87U(3)(d) of the Plumbers, Gasfitters, and Drainlayers Act 2006 (but see subpart 1 of Part 1 of Schedule 1AA of the Freedom Camping Act for the meaning of self-contained during the transitional period).

Non-self-contained, in relation to a motor vehicle, means a motor vehicle that is not self-contained in accordance with the Act.

This bylaw contains explanatory notes, which are not part of the bylaw. The Council may add, amend or delete explanatory notes at any time without amending the bylaw

4. Local Authority Areas Where Freedom Camping is Permitted

- 4.1. Freedom camping is permitted in any local authority area within the Tasman District unless it is prohibited or restricted:
 - 4.1.1. by this Bylaw; or
 - 4.1.2. under any other enactment or bylaw.

Explanatory note: Other legislation includes the Reserves Act 1977, which generally prohibits camping in reserves (pursuant to section 44) and provides for infringement notices to be issued. The Council's Reserve Management Plans will indicate where any reserve accommodates freedom camping and can be accessed at this link: www.tasman.govt.nz/my-council/key-documents/more/environment-reserves-and-open-spaces/reserves-general-policies-and-management-plans

5. Prohibited Areas

- 5.1. A person must not freedom camp in any local authority area in the Tasman District in any vehicle that is not a certified self-contained vehicle, except as allowed in clause 6.
- 5.2. A person must not freedom camp in any tent or temporary structure in any local authority area, unless allowed for in clause 6.
- 5.3. A person must not freedom camp in any local authority area described and shaded red on the maps in Schedule 1.

6. Restricted Areas

- 6.1. In any area described and shaded yellow or green on the maps in Schedule 2, freedom camping is allowed subject to the following restrictions:
 - 6.1.1. in relation to freedom camping in vehicles that are self-contained or not self-contained, or freedom camping in a tent, freedom camping must only take place as specified in Schedule 2; and
 - 6.1.2. the maximum period of stay permitted in any location specified in Schedule 2 is two consecutive nights on no more than two separate occasions in any calendar month; and
 - 6.1.3. other restrictions as specified in Schedule 2.
- 6.2. In clause 6.1.2 location means the land with 500m of the place where the certified self-contained vehicle is situated for the purpose of freedom camping.

7. Prior Consent from Council

- 7.1. The Chief Executive (or their delegate) may grant consent to a person to freedom camp in any prohibited area, restricted area, or non-self-contained area, contrary to any prohibition, restrictions, or conditions that apply to that area under this Bylaw.
- 7.2. Any application for consent must be made in writing to the Chief Executive, including contact details, and:
 - 7.2.1. provide sufficient detail provided about the proposed freedom camping, including why the freedom camping will not comply with the prohibition or the restrictions imposed under this Bylaw; and
 - 7.2.2. provide sufficient detail about how the area will be protected, health and safety of people will be protected (including information about how the applicant will manage all human and other waste generated while freedom camping), and access will be protected; and
 - 7.2.3. be made at least 20 working days in advance of the date the freedom camping is proposed to commence.
- 7.3. If the Chief Executive (or their delegate) grants an application, they may impose any conditions considered appropriate with the purpose of this Bylaw.
- 7.4. If the Chief Executive (or their delegate) refuses an application, they must inform the applicant of the reasons for the decisions.

- 7.5. The Chief Executive (or their delegate) may revoke a consent granted under this Bylaw if any person breaches the conditions specified in the notice of consent, or the freedom camping covered by the consent otherwise the Act.

Explanatory note: The purpose of this clause is to enable permission for temporary sites for freedom camping in prohibited or restricted areas, for example associated with one-off events.

8. The Council may Temporarily Close an Area to Freedom Camping

- 8.1. The Chief Executive (or their delegate) may temporarily close or restrict freedom camping in any area or part of any area where the closure or restriction is considered necessary to:
- 8.1.1. repair damage that significantly affects the use of the local authority area or facilities in the area for freedom camping; or
 - 8.1.2. prevent damage occurring where there is an imminent threat of damage that would otherwise require the Council to close the area to prevent or repair the damage; or
 - 8.1.3. allow maintenance to be carried out on the local authority area or facilities; or
 - 8.1.4. protect the health and safety of persons or property; or
 - 8.1.5. provide for better public access, including in circumstances where events are planned for that area.
- 8.2. Notice will be given of any temporary closure or restriction, and the removal of any closure or restriction, in any manner the Chief Executive (or their delegate) considers is appropriate given the reason and timeliness for the closure or restriction.
- 8.3. Prior notice of any temporary closure or restriction will be given where possible.

Explanatory note: Notice given by the Council may include any of the following: a sign erected in the area; advertising on the Council's website, official social media pages, or on the radio; notifications via Council-approved apps; a public notice in the paper; and/or a written notice handed out by a Council enforcement officer.

9. Offences and Penalties

- 9.1. Section 20(1) and 20C of the Act specifies the infringement offences applicable to local authority areas, which include that every person commits an offence who:
- 9.1.1. freedom camps in a local authority area in breach of any prohibition or restriction in this Bylaw that applies to the area concerned; or
 - 9.1.2. makes preparations to freedom camp in a local authority area in breach of any prohibition or restriction in this Bylaw that applies to the area concerned.
- 9.2. For the purposes of section 20(1)(a) and (f) of the Act, any person who has obtained the prior written consent of the Council, granted under clause 7.1 of this Bylaw, and who complies with any conditions on the consent, is not acting in breach of any prohibition or restriction in this Bylaw.
- 9.3. The infringement penalties referred to in clause 9.1 above are enabled by section 20E of the Act and are specified in regulations.

Explanatory note: Section 22 of the Act sets out defences to a freedom camping offence. The defences include that an offence was committed due to an action or event beyond the control of the defendant that could not reasonably have been foreseen, or the act was necessary to protect life or health, prevent injury or serious damage to property. Council officers use their discretion when investigating freedom camping complaints, which will include consideration of any defences that may be available to a person.

Schedule 1: Prohibited Areas for Freedom Camping

A person must not freedom camp in any reserve, park or sportsground in the Tasman District, unless listed in Schedule 2 or provided for in the Council's Reserve Management Plans.

A person must not freedom camp in any cemetery in the Tasman District listed in the table below.

Cemetery Name	Location
Bainham Cemetery	1646 Collingwood/Bainham Main Road
Clifton Historic (Closed)	95 Boyle Street, Clifton
Collingwood Public	37 Collingwood/Bainham Main Road
Collingwood Historic (DOC)	49 Orion Street, Collingwood
Flett Road	49 Flett Road, Lower Moutere
Foxhill Cemetery	32 Foxhill Cemetery Road, Belgrove
Kotinga Cemetery	39 Cemetery Road, Takaka
Mararewa Cemetery	4635 Motueka Valley Highway, Tapawera
Motueka Pioneer (Closed)	44 Thorp Street, Motueka
Murchison Public Cemetery	11 Riverview Road, Murchison
Motueka Public	27 Cemetery Road, Motueka
Richmond Cemetery	86 Wensley Road, Richmond
Rototai Cemetery	230 Rototai Road, Takaka
Sandy Bay (Closed)	35 Moss Road, Sandy Bay
Spring Grove Cemetery	477 Mount Heslington Road, Brightwater
Waimea West Cemetery	569 Waimea West Road, Appleby

A person must not freedom camp in any local authority area described in the table below and shown on the referenced map. An interactive map is available at: www.tasman.govt.nz/camping-bylaw.

Local Authority Area Name / Description	Map
Taupata Point, Collingwood-Pūponga	Map 1.1
Patons Rock township	Map 1.2
Tākaka township	Map 1.3
Pohara Recreation Reserve	Map 1.4
Abel Tasman Memorial	Map 1.5
Ligar Bay	Map 1.6
Tata Beach	Map 1.7
McShane Road, Wainui Bay	Map 1.8
Marahau township	Map 1.9
Kaiteriteri-Sandy Bay Road and Sandy Bay-Marahau Road	Map 1.10
Split Apple Rock	Map 1.11
Kaiteriteri and Stephens Bay	Map 1.12
Pukekoikoi Historic Reserve	Map 1.13
Riuwaka Resurgence / Te Puna Wai o Riuwaka	Map 1.14
Riwaka township	Map 1.15
Staples Street, Motueka	Map 1.16
Motueka township	Map 1.16
Te Maata Thorp Bush, Motueka	Map 1.17
George Quay Boat Ramp, Motueka	Map 1.18
Edward Baigent Scenic Reserve, Wakefield	Map 1.19
Saint Arnaud township	Map 1.20
Lake Rotoiti, Kerr Bay	Map 1.21

Legal road (near 1775 & 1807 Collingwood-Pūpunga Main Road) shaded red on the map below:



All local authority areas, shaded red on the map below:



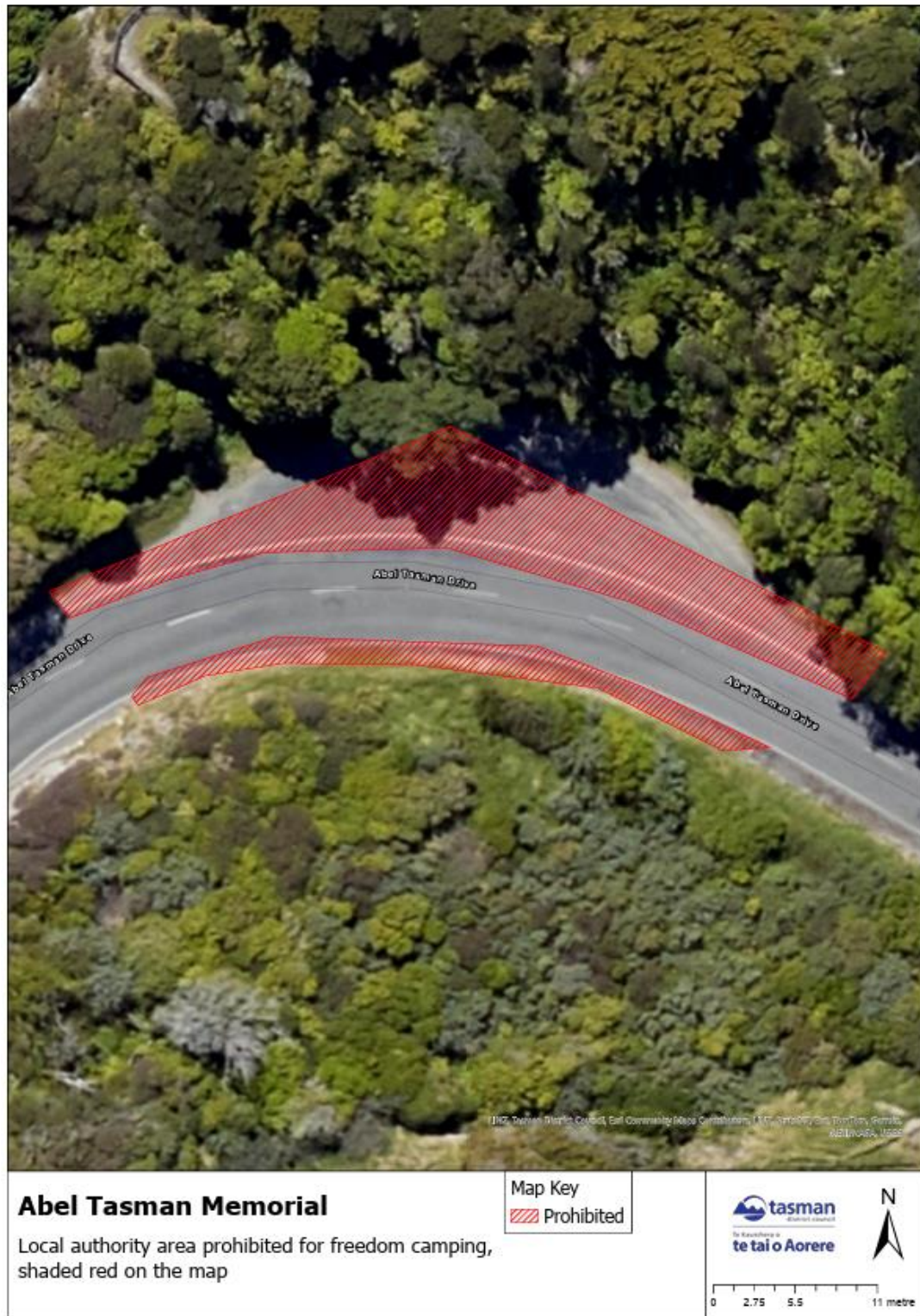
All local authority areas, excluding Motupipi Carpark, shaded red on the map below:



870 Abel Tasman Drive, Pohara (Lot 1 DP 14874) shaded red on the map below:



Abel Tasman Memorial Walk parking area, Abel Tasman Drive, shaded red on the map below:



Abel Tasman Drive, Ligar Bay shaded red on the map below:



Map of the Coastal Area

Scale: 1 inch = 100 feet

North Arrow


Parcel Owners:

- The [illegible] Company
- The [illegible] Company
- The [illegible] Company
- The [illegible] Company

Map Data: 2023

Map Source: [illegible]

Local authority area prohibited for freedom camping,
shaded red on the map

Map Key
 Prohibited



Legal road, shaded red on the map below:



All local authority areas, shaded red on the map below:



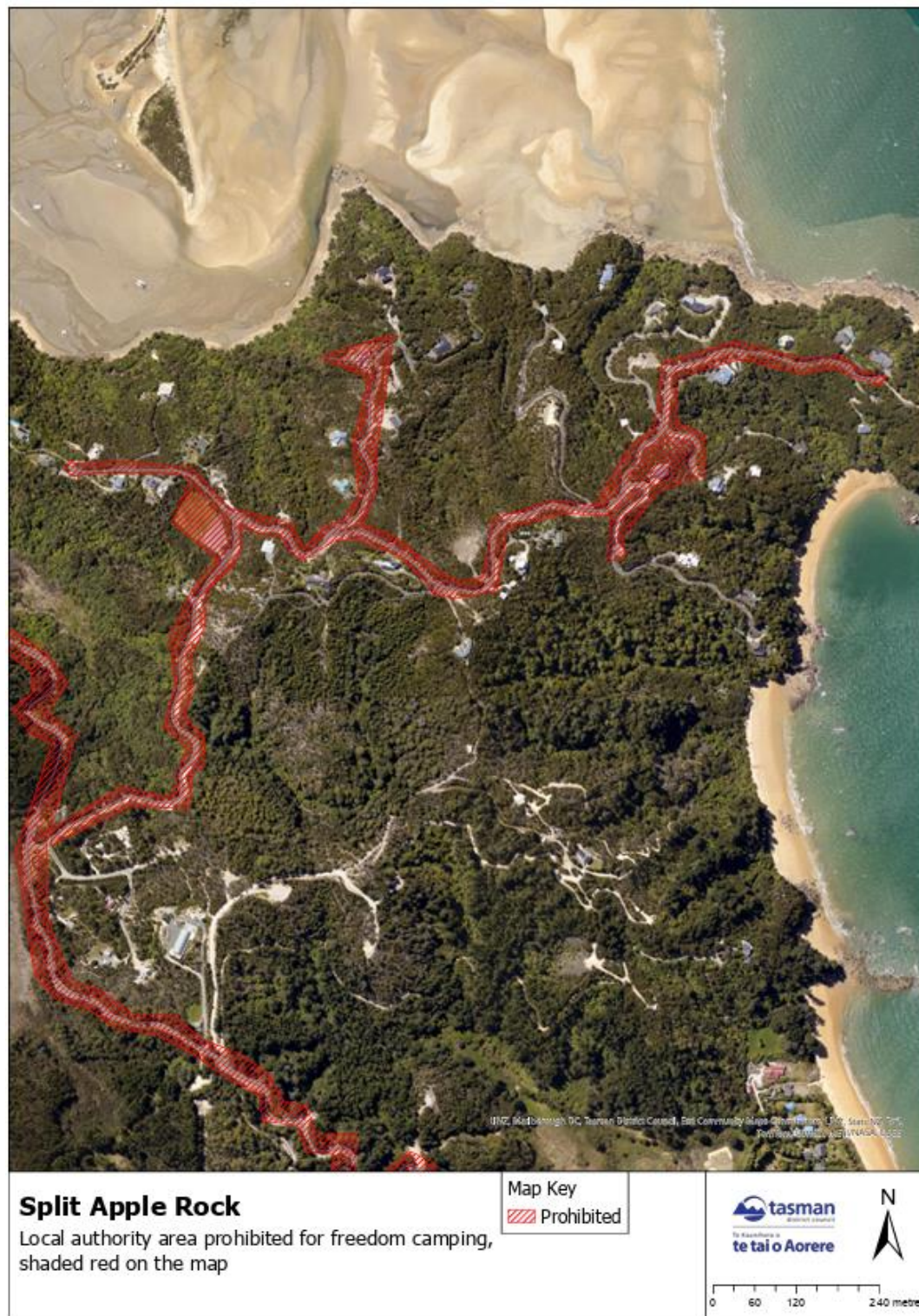
Legal road, shaded red on the map below



SPLIT APPLE ROCK AREA **MAP 1.11**

MAP 1.11

All local authority area, shaded red on the map below:



All local authority areas, shaded red on the map below:



MAP 1.13[illegible]

Riuwaka Resurgence

Local authority area prohibited for freedom camping, shaded red on the map

Map Key

Prohibited

tasman District Council
Te Kaitiaki o te tai o Aorere

0 10 20 40 metre

RIWAKA TOWNSHIP

MAP 1.15

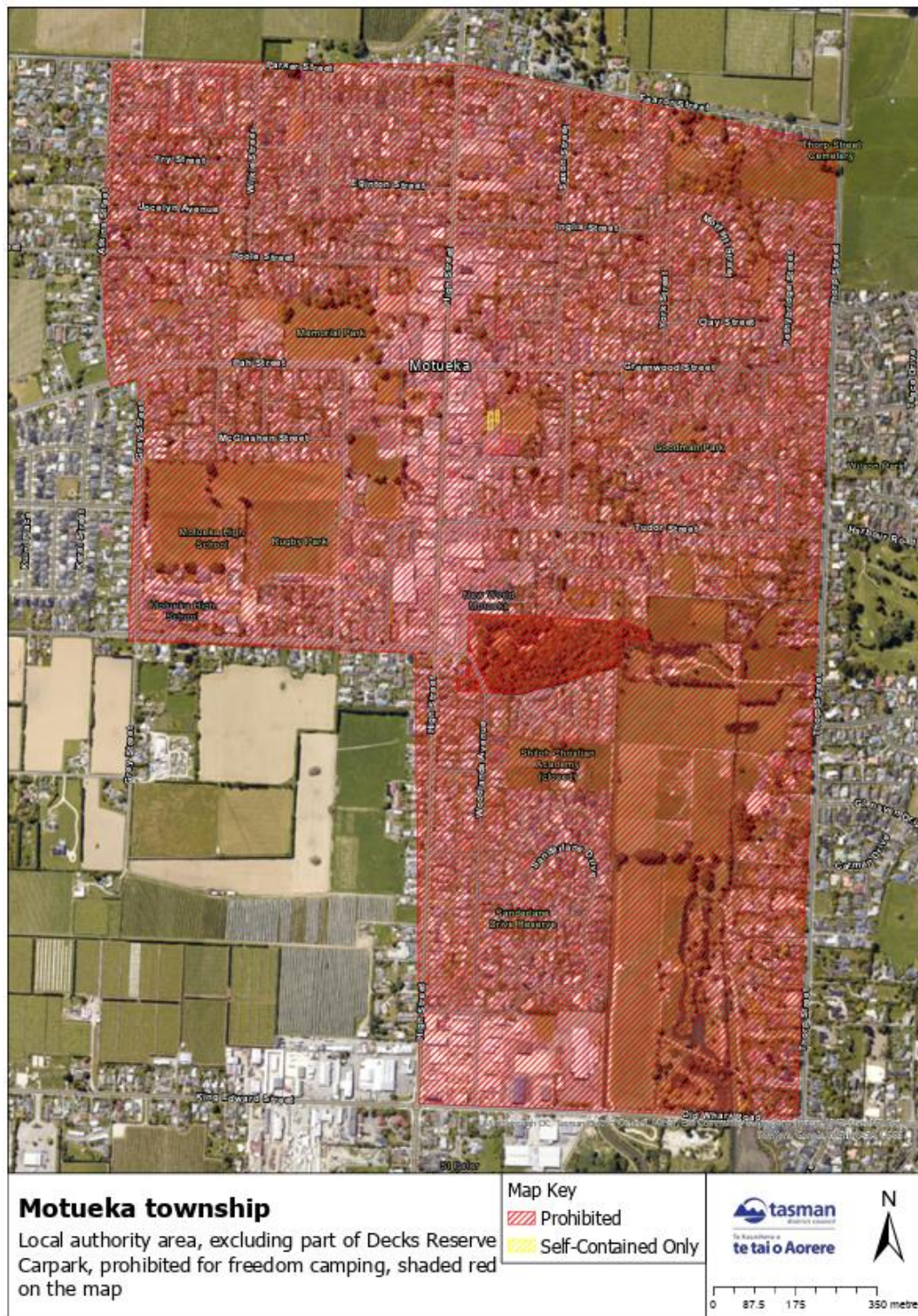
All local authority areas, shaded red on the map below:



Staples Street, Motueka (eastern end at Raumanuka Reserve), shaded red on the map below:




All local authority areas, excluding part of Decks Reserve Carpark, shaded red on the map below:



3 Woodland Avenue, Motueka, shaded red on the map below:



MAP 1.19[illegible]

Map Key
 Prohibited



[illegible]

All local authority areas, shaded red on the map below



All local authority areas, shaded red on the map below:



Schedule 2: Restricted Areas for Freedom Camping

Freedom camping is allowed in any local authority area described in the table below and shown on the referenced map, subject to the following general and area specific restrictions. An interactive map is available at: www.tasman.govt.nz/camping-bylaw.

General restrictions:

- a) The freedom camping must only take place in a vehicle as specified in the table below.
- b) The maximum period of stay in any location is two consecutive nights on no more than two separate occasions in any calendar month.
- c) Freedom camping in a certified self-contained vehicle is restricted to the signposted area. Space will be on a 'first-in first-served' basis.
- d) Unless subject to area-specific restrictions, all vehicles being used for freedom camping must depart by 8am.
- e) All vehicles being used for freedom camping must be legally parked and any possessions associated with freedom camping contained within a single, defined carparking space. If undefined, vehicles must park in a courteous manner to allow other vehicles to also park within the permitted area, with all possessions no more than one metre from the vehicle in any direction.
- f) No person may light any fire while freedom camping in a local authority area except in a place specifically provided by the Council for that purpose, or with the prior written permission of Council.
- g) All waste must be disposed of into an appropriate waste receptacle.
- h) The site must be left in a clean and tidy state.
- i) All conditions stipulated on any signs in the local authority area must be complied with.
- j) The motor vehicle must not prevent others from undertaking legitimate activities in the area and comply with the noise requirements set out in the operative Tasman Resource Management Plan.

Area specific restrictions:



Location / Area		Map
Motupipi Carpark, Tākaka	Self-contained vehicles permitted within the available marked or signed area only (11 parking spaces)	2.1
Decks Reserve, Motueka	Self-contained vehicles permitted within the available marked or signed area only (40 parking spaces) Overnight parking (6pm to 8am) only permitted on weeknights	2.2
George Quay Parking, Motueka	Self-contained vehicles permitted within the available marked or signed area only (12 parking spaces)	2.3
Motueka Beach Reserve	Self-contained vehicles permitted within the available marked or signed area only (19 parking spaces) Non-self-contained vehicles permitted within the available marked or signed area only (3 parking spaces)	2.4
Alexander Bluff Road Reserve	Self-contained vehicles and non-self-contained vehicles permitted within the available marked or signed area (maximum 40 vehicles)	2.5
Fittal Street, Richmond	Self-contained vehicles and non-self-contained vehicles permitted within the available marked or signed area only (12 parking spaces)	2.6
Wai-iti Recreation Reserve	Self-contained vehicles permitted within the available marked or signed area only (maximum 10 vehicles)	2.7


[illegible]

Motupipi Carpark


Self-contained vehicles permitted within the available marked or signed area only

Map Key

-  Prohibited
-  Self-Contained Only



tasman
DISTRICT COUNCIL
Te Kaitiaki o Aorere



0 2.25 4.5 9 metre

Wallace Street, Motueka (Part Section 153 Motueka District) shaded yellow on the map below:



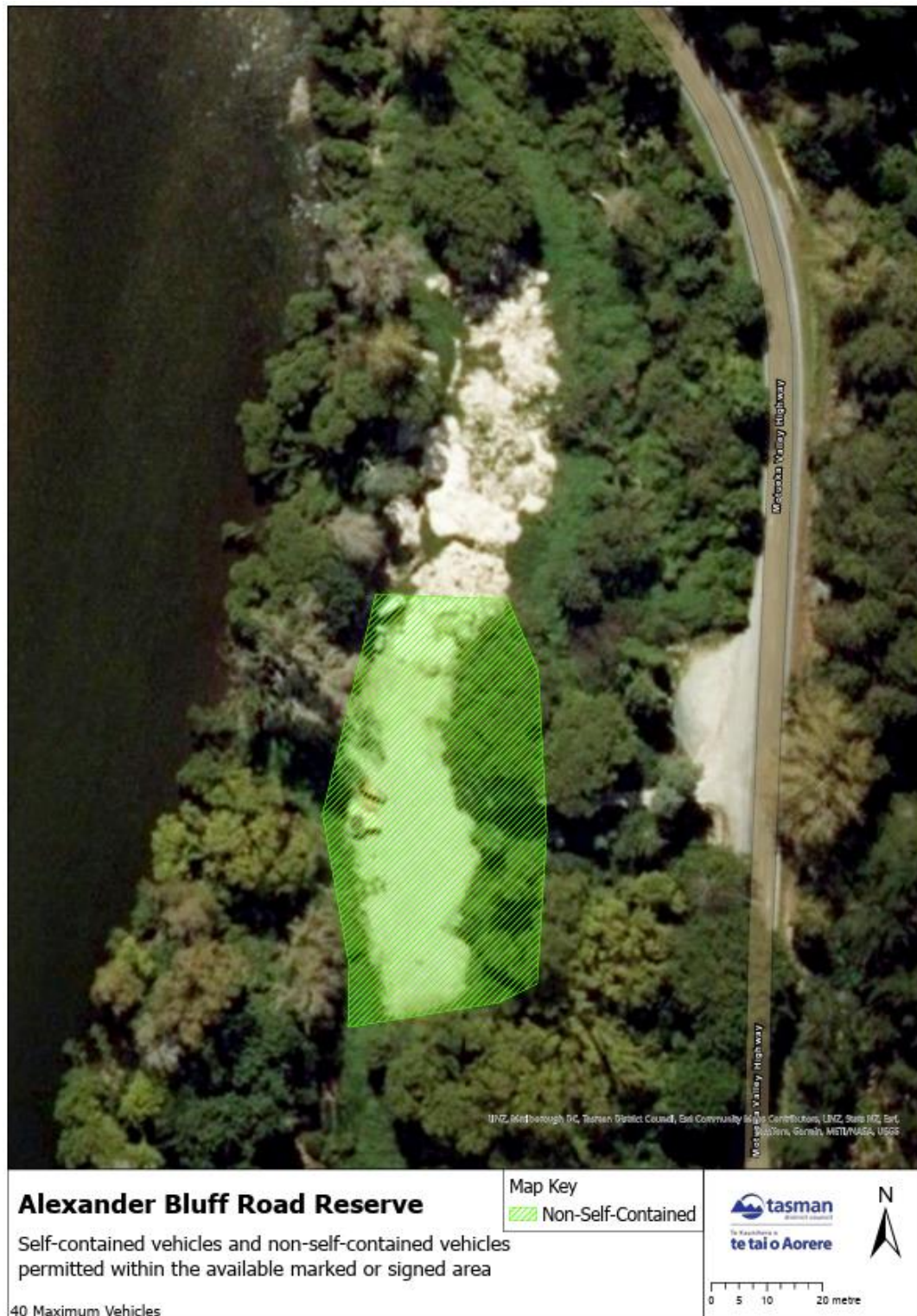
Massey Street, Motueka (legal road and Lot 1 DP 19868) shaded yellow on the map below:



10 Everett Street, Motueka (Lot 2 DP 4706 and Section 289 Motueka District) shaded yellow and green on the map below:



Motueka Valley Highway, 350m south of Alexander Bluff Bridge, shaded green on the map below:



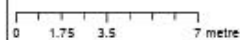
NO ENTRY

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Self-contained vehicles and non-self-contained vehicles permitted within the available marked or signed area only

12 Available Parks

Map Key
 Non-Self-Contained



439 Wakefield-Kohatu Highway (Sec 191 Waimea South District) shaded yellow on the map below:

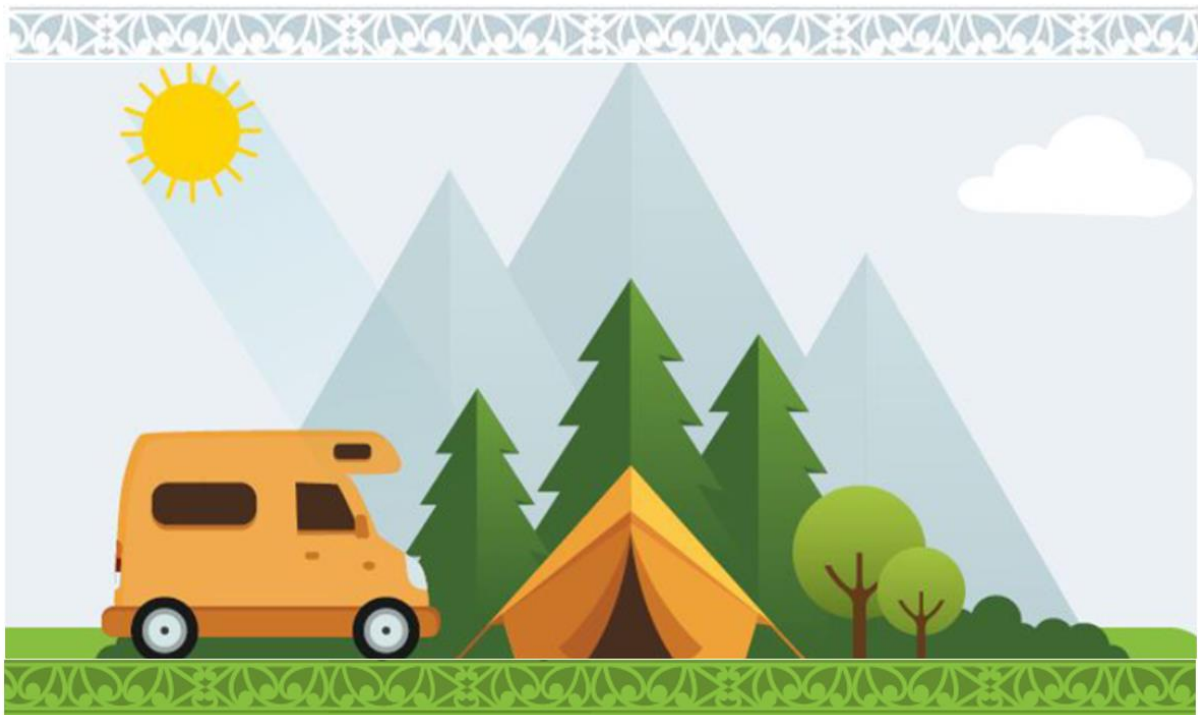


TASMAN DISTRICT COUNCIL

FREEDOM CAMPING SITE ASSESSMENTS

July 2025

Site assessments against the criteria within the Freedom Camping Act 2011 to inform a proposed Tasman District Council Responsible Camping Bylaw



TDC Freedom Camping Site Assessments 2025

1

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INTRODUCTION

This document is to identify Council owned or controlled areas which have the potential to be used for freedom camping. Each site is then assessed against the specific criteria under section 11 of the Freedom Camping Act 2011 (the Act), with a scoring system to determine its significance.

If a site is scored as a 'significant site,' an assessment has been made on the type of restrictions which would apply, such as prohibited or restricted. This helps us to determine what a significant site is in regard to freedom camping in the Tasman District.

Aim

The aim of these assessments is to:

- provide clear guidance on site significance in relation to freedom camping; and
- provide a consistent and fair approach to the classification of the land and potential restrictions or prohibitions on freedom camping within the Tasman District.

Requirements of the Act

The Act seeks to regulate freedom camping but is generally permissive in its approach, enabling self-contained freedom camping unless it is controlled or restricted by a bylaw. Bylaws must be made in accordance with the Act or any other enactment and cannot completely prohibit freedom camping across the whole District.

When a council is developing a bylaw, it must be satisfied that a bylaw is necessary for one or more of the following purposes:

- to protect the area;
- to protect the health and safety of people who may visit the area; and
- to protect access to the area

A bylaw can determine if an area within the district is restricted and state the restrictions which apply, and a bylaw can also determine if freedom camping in an specific area is prohibited. The areas defined under a bylaw must be detailed in a map or a description of its locality.

Amendments to the legislation

The Self-contained Motor Vehicles Legislation Act 2023 amended the Freedom camping Act and the Plumbers, Gasfitters, and Drainlayers Act 2006. The main changes were as follows:

- Freedom camping in certified self-contained vehicles is permitted, unless regulated in a bylaw. Freedom camping in non-self-contained vehicles is only permitted if enabled through a bylaw.
- Self-contained vehicles must be inspected and certified by a Certification Authority, which is regulated by the Plumbers, Gasfitters and Drainlayers Board. Certified vehicles are listed on the publicly-accessible Self-Contained Motor Vehicles Register.
- New regulations introduced for certified self-contained vehicles relating to water supply, greywater management, waste bins and wastewater. Portable toilets no longer satisfactory.

- Two-year transition period for vehicles to be certified (recently extended to mid-2026 for privately owned vehicles only).
- Infringement fees increased.
- Definition of Freedom Camping amended to not exclude homeless people.

Council's role and responsibilities

Under section 10 of the Local Government Act 2002, the purpose of Local Government is to "meet the current and future needs of communities for ... [the] performance of regulatory functions in a way that is most cost-effective for households and businesses."

Under the Freedom Camping Act 2011, councils are given powers to regulate and enforce any freedom camping bylaws which have been developed and adopted under the Act. This enables the Council to place reasonable restrictions on freedom camping to protect the area, the health and safety of people who may visit the area, and protect access to the area.

It is important to be able to balance the regulatory aspect of enforcing a bylaw to protect and maintain the natural environment of the district, with the need to promote and encourage the opportunity of freedom camping in the district.

Relevant land

- **Public land.** The assessment looks at sites on property controlled or managed by Council. Under section 3 and 4 of the Act, the regulation of freedom camping on private land is specifically excluded.
- **Reserve land.** The Reserves Act 1977 generally prohibits camping in reserves (pursuant to section 44) and provides for infringement notices to be issued. The Council's Reserve Management Plans will indicate where any reserve accommodates freedom camping and can be accessed at this link: [Reserves - General policies and management plans | Tasman District Council](#)
- **NZTA land.** The Council may make a bylaw that declares any area of NZTA land in its district or region to be a local authority area for the purposes of the Freedom Camping Act, providing it has the written consent of the chief executive of the NZTA. NZTA land is not included within this assessment.
- **Leased Council land.** The Council may lease land for purposes such as camping grounds. Such leased land is not included within this assessment as it is not considered freely available public land which can be utilised for freedom camping purposes.

Assessment criteria and methodology

Under [section 11](#) of the Act, the Council must be satisfied that a bylaw is necessary for the following purposes:

- a) To protect the area
- b) To protect the health and safety of those visiting the area
- c) To protect access to the area

These criteria are used to assess each site in a holistic and consistent way, in line with the requirements of the Act. The TDC Responsible Camping Strategy 2020 suggests a range of considerations for site assessments for each of the three criteria and examples are set out below.

a) Protection of the Area

The types of sites assessed for the bylaw have a wide range of environments, including road reserves and rest areas, recreation reserves and carparks, to bush and coastal sites in rural areas. The protection of the natural environment, such as the fauna and flora, and associated conservation and natural resource values will be assessed when reviewing the sites. Cultural values, as informed by iwi, and historical values for each site will also be considered. Recreation assets and the potential for physical damage to the facilities or land by freedom camping will be considered, along with landscape and amenity values.

b) Health and safety of those visiting the Area

The Act requires that the health and safety of those visiting the site is considered. The Tasman District has many remote areas, uneven ground, and river and coastal areas prone to erosion. Some freedom camping sites have a high level of vehicular traffic (carparks and rest areas), or have a high level of use for other activities (like beach access or recreation). This assessment considers the effects of freedom camping, including faecal contamination and the health hazards this creates for those visiting the sites. Natural hazards, such as cliffs and rockfalls, built environment hazards, such as unsafe buildings or structures, and human hazards, such as road users at or near the site, have all been considered during the review of each site.

c) Access to the Area

For any site to be eligible for consideration, it must have existing vehicle access or be able to be readily provided with vehicle access and appropriate parking. This document will assess the current access to each site, to ensure that no unreasonable damage is caused by the access of vehicles or the impact that people accessing the site will have on the area (e.g pedestrians, other visitors). This assessment also considers if freedom camping could contribute to physical obstruction of access or discourage other from visiting the site.

Assessment methodology

Analysis has been undertaken based on the criteria in the Act and then an assessment has been made about which types (categories) of freedom camping are appropriate for each site, if any. Each site assessment includes a brief description followed by a table showing the assessment against criteria in the Act and the assessment of freedom camping category types.

Assessment against the criteria in the Act

The scoring method is based on the three assessment criteria set out in the Act. Each criteria (protection of area, health and safety, and access) has been allocated 'traffic light' significance scores from 1 (being the lowest) to 5 (being the highest) to guide the overall assessment. Descriptions of these significance ratings are provided below.

If a significance score is 5 for any of the criteria, the site is determined to be a significant site and freedom camping is prohibited. If the significance score for each of the criteria is 4 or below, freedom camping is permitted at the site however there could be some restrictions placed on the conditions specific to the type of camping at the site.

Significance Score	Protection of the area – cultural significance, historical significance, flora and fauna	Protection of the health and safety of those visiting the area	Protection of access to the area
1	No concerns regarding areas that need protecting	No health and safety concerns	No access concerns
2	Low concerns regarding significant sites	Low health and safety concerns	Low access concerns
3	Some or moderate concerns regarding areas that need protecting	Minimal health and safety concerns	Some or moderate access concerns
4	Significant site but not fully protected	Significant health and safety concerns	Significant access concerns
5	Area has significance and needs full protection e.g. for historical, cultural or native significance	Significant risks to health and safety, too great to allow access to the site	Significant access concerns, access must be protected

Assessment of freedom camping category types

Once a site has been assessed, it will inform whether freedom camping is permitted or prohibited. The freedom camping categories are defined below:

- **Self-contained** (as defined in the Act): Self-contained, in relation to a motor vehicle, means that the vehicle has a valid certificate of self-containment issued in accordance with section 87U(3)(d) of the Plumbers, Gasfitters, and Drainlayers Act 2006.
- **Non-self-contained:** A non-self-contained vehicle is a vehicle which does not have the necessary certificate of self-containment described under the definition of self-contained.
- **Tenting:** Means camping in a portable and collapsible temporary structure (which is usually made of fabric), is generally supported by poles and affixed to the ground with pegs.

SUMMARY SITE ASSESSMENTS

An initial assessment of land suitable for freedom camping was undertaken in May 2025. This identified and evaluated the sites covered by the 2017 Bylaw against the criteria set out in the Act.

An additional assessment of three other council sites was then undertaken, with council officers considering the local use of sites with regards to the factors identified in the Act and the criteria considerations set out in the TDC Responsible Camping Strategy 2020. This assessment considered the known historic, cultural, and heritage significance, and ecological issues supporting the protection of the area, and recreational and other uses of areas that may impact access and health and safety of users on sites.

The suitability of Council reserves for freedom camping will be considered as part of the process to update the Council's reserve management plans under the Reserves Act 1977, except for:

- The Wai-iti Recreation Reserve has been identified as part of this site assessment and bylaw process for inclusion in the bylaw; camping in self-contained vehicles is provided for in the reserve management plan.
- The Motueka Beach Reserve is recommended to continue to remain as a freedom camping site in the proposed Responsible Camping Bylaw 2025.

Name of Area	Description	Assessment
All cemeteries	Sixteen cemeteries throughout the Tasman District	Prohibit due to high cultural and historical significance
Golden Bay		
Taupata Point	Seaward side of Collingwood-Pūponga Main Road at the Taupata Stream (legal road opposite 1775 and 1807 Collingwood- Pūponga Main Road)	Prohibit to protect the area from damage, access to the area and the local fauna
Pohara Recreation Reserve	870 Abel Tasman Drive, Pohara (Lot 1 DP 14874)	Prohibit to protect access to the area and the local fauna
Tata Beach	Petersen Road, Tata Beach including part of Tata Beach Esplanade Reserve, Western Petersen Road reserve, Eastern Petersen Road reserve, Cornwall Haven Recreation Reserve and legal road.	Prohibit to protect access to the area and the local fauna
Ligar Bay	Abel Tasman Drive, Ligar Bay	Prohibit to protect access to the area and the local flora
Motupipi Carpark, Takaka	33 Motupipi Street, Takaka	Permitted for SCV, with restrictions to protect access to the area
Takaka township	All local authority areas, excluding Motupipi Carpark, within the area shaded red on Figure 1	Prohibit to protect access to the area, local flora, and the health and safety of visitors

McShane Road, Wainui Bay	The north end of McShane Road, at the Wainui picnic area and carpark	Prohibit to protect the significant conservation values and access to the area
Abel Tasman Memorial	Abel Tasman Memorial parking area, Abel Tasman Drive	Prohibit to protect the significant conservation values access to the area, and the health and safety of visitors
Patons Rock township	All local authority areas, within the area shaded red on Figure 2	Prohibit to protect the area from damage and access to the area
Motueka		
Te Maatu Thorp Bush	3 Woodland Avenue, Motueka	Prohibit due to the significant natural and cultural values and to protect access to the area
Motueka Beach Recreation Reserve	10 Everett Street, Motueka	Permitted for SCV and NSCV, with restrictions to protect the area from damage and access to the area
Decks Reserve Carpark	Wallace Street, Motueka	Permitted for SCV, with restrictions to protect access to the area
George Quay	Massey Street, Motueka, as shown shaded red on Figure 3	Permitted for SCV, with restrictions to protect access to the area
Staples Street (Raumanuka Reserve), Motueka	Staples Street, Motueka (east end of the formed legal road)	Prohibit due to the significant conservation values and to protect access to the area
Riuwaka Resurgence / Te Puna Wai o Riuwaka	The east end of Riwaka Valley Road, at the Riuwaka Resurgence carpark area	Prohibit due to the significant cultural and conservation values and to protect access to the area
Riwaka township	All local authority areas, within the area shaded red on Figure 4	Prohibit to protect access to the area and the health and safety of visitors
Motueka township	All local authority areas, excluding Decks Reserve Carpark, within the area shaded red on Figure 5	Prohibit to protect the area from damage, access to the area and the health and safety of visitors
Kaiteriteri and Stephens Bay	All local authority areas, within the area shaded red on Figure 6	Prohibit to protect access to the area and the health and safety of visitors
Pukekoikoi Reserve	Opposite 293 Riwaka – Kaiteriteri Road, Kaiteriteri	Prohibit due to the significant cultural values and the health and safety of visitors
Kaiteriteri-Sandy Bay Road and Sany Bay-Maratau Road	Legal road, shaded red on Figure 7	Prohibit to protect the area from damage, access to the area and the health and safety of visitors
Split Apple Rock area	All local authority areas, within the area shaded red on Figure 8	Prohibit to protect access to the area and the health and safety of visitors

Marahau township	All local authority areas, within the area shaded red on Figure 9	Prohibit to protect access to the area and the health and safety of visitors
Moutere-Waimea		
Edward Baigent Memorial Reserve	8 Wakefield – Kohatu Highway, Wakefield	Prohibit to protect access to the area and the flora
Alexander Bluff Road Reserve, Ngatimoti	Motueka Valley Highway, 350m south of the Alexander Bluff Bridge, as shown shaded green on Figure 10	Permitted for SCV and NSCV, with restrictions to protect the area from damage and the health and safety of visitors
Wai-iti Recreation Reserve	439 Wakefield – Kohatu Highway, shaded yellow on Figure 11	Permitted for SCV, with restrictions to protect the area from damage, access to the area and the significant natural values
Richmond		
Fittal Street	Adjacent to 14 Fittal Street, Richmond	Permitted for SCV, with restrictions to protect access to the area
Kerr Bay, Lake Rotoiti	Legal road at Lake Rotoiti waterfront (Kerr Bay Road and Lake Road)	Prohibit to protect the significant conservation values and access to the area
Saint Arnaud township	All local authority areas, within the area shaded red on Figure 12	Prohibit to protect access to the area and the health and safety of visitors

DETAILED SITE ASSESSMENTS

Tasman District Council cemeteries

There are sixteen cemeteries under Council control in the Tasman District, as listed below.

Cemetery Name	Location
Bainham Cemetery	Collingwood/Bainham Main Road
Clifton Historic (Closed)	Boyle Street, Clifton
Collingwood Public	Collingwood/Bainham Main Road
Collingwood Historic (DOC)	Orion Street, Collingwood
Flett Road	Flett Road, Lower Moutere
Foxhill Cemetery	Foxhill Cemetery Road, Belgrove
Kotinga Cemetery	Cemetery Road, Takaka
Mararewa Cemetery	Motueka Valley Highway, Tapawera
Motueka Pioneer (Closed)	Cnr Thorp/Fearon Street, Motueka
Murchison Public Cemetery	Riverview Road, Murchison
Motueka Public	Cemetery Road, Motueka
Richmond Cemetery	Wensley Road, Richmond
Rototai Cemetery	Rototai Road, Takaka
Sandy Bay (Closed)	Moss Road, Sandy Bay
Spring Grove Cemetery	Mountt Heslington Road, Brightwater
Waimea West Cemetery	Waimea West Road, Appleby

All of these cemeteries are considered to have a high level of social, historical and cultural significance. There are moderate health and safety concerns particularly for active cemeteries, due to the likelihood of open ground (plots), use of specialised digging equipment and burial services taking place. Access to cemeteries in the District is granted to the public generally during the day, however many are locked at night. Cemeteries generally have sealed entranceways, vehicle accessways and car parks. Some of these sites are closed cemeteries and most sites are fenced to restrict access.

It is recommended that all types of freedom camping be prohibited in all Council-controlled cemeteries. Freedom camping within cemeteries can potentially adversely impact on the significant cultural and historical values that these sites have for communities and can impact access for other people visiting the sites.

Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	5	3	3
Assessment of freedom camping category types			
Self-contained	Non-self-contained		Tenting
No	No		No

Golden Bay

Taupata Point, Collingwood-Pūponga

Description: The seaward side of Collingwood-Pūponga Main Road at the Taupata Stream (legal road opposite 1775 and 1807 Collingwood-Pūponga Main Road)

Taupata Point is a coastal site, accessed from the Collingwood-Pūponga Main Road at either side of the Taupata Stream. This is an important area for more than 70 bird species to rest or nest, many of which travel long distances to do so and are considered taonga species. They are located very close to the site and are vulnerable to disturbance.

There has been significant investment in enhancing this site for conservation and public education, creating a safe haven for shorebirds and a valuable resource for locals and visitors to watch a wide variety of birds without causing undue disturbance. This includes construction of a bird-watching hide, planting of native species and the installation of interpretive panels.

Despite extensive signage in the area, disturbance to birds from visitors continues. Ongoing issues include damage to riparian vegetation from vehicles and people accessing the stream, rubbish and human waste, and direct disturbance to roosting and foraging shorebirds. Freedom camping is contributing to these issues and is adversely impacting the avifauna.

The area also includes a gravel reserve for local roading contractors, requiring vehicle access.

It is recommended that all types of freedom camping be prohibited at this site. Freedom camping could adversely affect the local fauna, impact on access or damage the surrounding area.



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	5	3	3
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Pohara Recreation Reserve

Description: 870 Abel Tasman Drive, Pohara (Lot 1 DP 14874)

Pohara Recreation Reserve is located on the inland (south) side of Abel Tasman Drive, between Pohara and Tarakohe. It covers an area of level ground backed by a steep forested limestone outcrop, part of which is protected as Hanson Winter Scenic Reserve.

The Pohara Bowling Club greens and clubrooms occupy the southwest end of the Reserve and the Pohara Tennis Club's fenced tennis courts are at the east end of the Reserve. The large Pohara Hall is also located on the Reserve and there are public toilets available to visitors.

The Reserve is a popular location for visitors and locals accessing recreational activities on and around the Reserve. Penguins also nest in the adjoining beach area, are known to cross Abel Tasman Drive and are at risk of being impacted by campers using this area.

It is recommended that all types of freedom camping be prohibited at this site. Freedom camping could adversely affect the local fauna and impact on access and parking capacity.



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	5	3	5
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Tata Beach

Description: Petersen Road, Tata Beach including part of Tata Beach Esplanade Reserve, Western Petersen Road reserve, Eastern Petersen Road reserve, Cornwall Haven Recreation Reserve and legal road.

The main access for visitors to Tata Beach is via Petersen Road, which provides access from the main road (Abel Tasman Drive) to the waterfront and to the only boat ramp at Tata Beach. Western Petersen Road reserve provides a sealed parking area adjacent to the boat ramp. There is another parking area to the north of the boat ramp that extends to Cornwall Haven Reserve, which has a walkway through to Cornwall Place. The Eastern Peterson Road reserve has a block of public toilets and a sewage pumping station. Informal parking of cars and boat-trailers occurs on the open grassed areas and turning area adjacent to Petersen Road.

There is limited space for vehicle parking in the vicinity of the boat ramp at the beach end of Petersen Road and this often creates congestion during periods of high visitor use. People use the area to access the beach, use the boat ramp, and view the sea. Tata Beach is also home to little blue penguins and are at risk of being impacted by campers using this area.

The Freedom Camping Bylaw 2017 prohibited freedom camping in a defined area at Tata Beach and one infringement notice has been issued in the area over the last two summers. It is the recommended position to remain consistent with the Freedom Camping Bylaw 2017. Freedom camping could adversely affect the local fauna and impact on access and parking capacity.



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	5	3	5
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Ligar Bay

Description: Abel Tasman Drive, Ligar Bay, being part of Ligar Bay esplanade reserve (Lot 3 DP 9236) and legal road.

This area is located at the waterfront of Ligar Bay and includes the narrow peninsula at the north of the Bay. There is a grassed rest area along the beachfront side of Abel Tasman Drive, with picnic tables, seating and public toilets available. The area is popular with visitors and locals and is used to access the beach, recreational activities and for viewing the ocean. The marked parking spaces are well used throughout the day during peak season. The area has also undergone replanting to help protect the area from coastal damage.

The Freedom Camping Bylaw 2017 prohibited freedom camping in a defined area at Ligar Bay and nine infringement notices have been issued in the area over the last two summers. It is the recommended position to remain consistent with the Freedom Camping Bylaw 2017. Freedom camping could impact on access and parking capacity or damage the area.



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	3	4	5
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Motupipi Carpark, Takaka

Description: 33 Motupipi Street, Takaka (Lot 3 DP 15325)

This carpark is located on Motupipi Street down a driveway behind businesses and provides approximately 90 parking spaces. There are no facilities available in the carpark and the nearest public toilets are a short walk away at the Takaka Memorial Reserve, 63 Commercial Street. The Motupipi Car Park is one of three carparks located in central Takaka and is well used by locals and visitors to the area, as it is close to retail shops and restaurants

The Freedom Camping Bylaw 2017 restricted freedom camping at Motupipi Car Park to self-contained vehicles in a designated area only located in the central area of the carpark. There could be a risk of overcrowding if all parking spaces were available for freedom camping in self-contained vehicles, as the carpark is used by other vehicles in the evening.

The carpark has been well utilised by visitors and no infringements were issued here in the summer periods of 2023/24 and 2024/25. Self-contained vehicles were required to leave by 7am and this is proposed to be increased to 8am. It is recommended that freedom camping is restricted and is reduced to 11 self-contained vehicles, permitted in designated areas only.



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	2	3	3
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
Yes	No	No	

Takaka township

Description: All local authority areas, excluding Motupipi Carpark, shaded red on Figure 1

The TDC Responsible Camping Strategy 2020 recommends an approach that welcomes responsible campers to our special places and the communities through which they pass. The central Takaka township area is popular for both visitors and locals to meet or to shop.

The concentration on vehicles in central Takaka has sometime made it difficult for locals and visitors to access social areas, such as the library and the village green, and recreational activities. Some parking areas are quite narrow and would not be able to accommodate self-contained vehicles. Health and safety concerns have also arisen in terms of the effects of flooding on people freedom camping next to the Takaka River. The township area is not considered appropriate for freedom camping. A site assessment of the Motupipi Carpark has recommended that freedom camping be permitted there, with restrictions on hours and number of vehicles.

The Freedom Camping Act 2011 enables self-contained freedom camping to occur on any local authority area, unless it is restricted or prohibited through a bylaw. The Freedom Camping Bylaw 2017 prohibited freedom camping in a defined area of the Takaka township and four infringement notices have been issued in the Takaka area over the last two summers. Concerns are raised about the impact of freedom camping here, but there is an appreciation of the contribution these visitors have to the local economy.

It is the recommended position to remain consistent with the Freedom Camping Bylaw 2017, however the prohibited area has been reviewed and reduced. The proposed prohibited Takaka township area is defined as all local authority areas within the area shaded red on Figure 1 below.



Figure 1: Map of Tākaka township area, excluding Motupipi Carpark

Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	4	4	5
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

McShane Road, Wainui Bay

Description: McShane Road, Wainui Bay

The northern end of this road provides access to the Wainui picnic area and carpark at the start of the Abel Tasman Coastal Track and the area backs onto the Wainui Estuary. Much of the adjoining land is Department of Conservation (DOC) areas where freedom camping is prohibited under a DOC Notice, pursuant to section 17 of the Freedom Camping Act 2011. Freedom camping here could result in damage to the surrounding conservation land by campers.

The pullover area along McShane Road approximately 35m before the carpark is often used for parking when the main area is full. There are no facilities provided at the Wainui picnic area and it is not appropriate for non-self-contained vehicles or tenting. Freedom campers using this area, particularly with long vehicles, could make it difficult for locals and other visitors to access it for recreational activities.

This area is not suitable for freedom camping and prohibition is recommended to protect the significant conservation values and to protect access to the area.



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	5	2	5
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Abel Tasman Memorial

Description: Abel Tasman Memorial Walk parking area, Abel Tasman Drive

This parking area is used by visitors to the Abel Tasman Memorial walkway and is at the edge of a busy main road (Abel Tasman Drive). There is limited, unmarked parking space in this area and there could be road safety issues with long vehicles parking at the roadside or pulling in/out to Abel Tasman Drive. Freedom campers using this parking area could make it difficult for locals and visitors to access the walkway to the Abel Tasman Memorial.

The adjoining land is a Department of Conservation (DOC) area where freedom camping is prohibited under a DOC Notice, pursuant to section 17 of the FCA 2011. Freedom camping here could result in damage to the surrounding conservation land by campers.

It is recommended that freedom camping is prohibited due to road safety issues and to protect access to the area and significant conservation values.



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	4	5	5
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Patons Rock township

Description: All local authority areas, shaded red on Figure 2

The TDC Responsible Camping Strategy 2020 recommends an approach that welcomes responsible campers to our special places and the communities through which they pass. The Patons Rock township popular for both visitors and locals to the area.

The main road at the Patons Rock township is quite narrow with limited parking available and not suitable for long self-contained vehicles. The reserves in the area are used for picnicking, informal recreation and to access the beach and foreshore. Public toilets are available at Patons Rock Recreation Reserve. Freedom camping in the area could make it difficult for people to access these areas or damage the sandy, grassed reserves. The township area is not considered appropriate for freedom camping.

The Freedom Camping Act 2011 enables self-contained freedom camping to occur on any local authority area, unless it is restricted or prohibited through a bylaw. The Freedom Camping Bylaw 2017 prohibited freedom camping in a defined area of the Patons Rock township.

It is the recommended position to remain consistent with the Freedom Camping Bylaw 2017, however the prohibited area has been reviewed and reduced. The proposed prohibited Patons Rock township area is defined as all local authority areas within the area shaded red on Figure 2 below.



Figure 2: Patons Rock township



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	5	3	5
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Motueka

Te Maatu Thorp Bush, Motueka

Location: 3 Woodland Avenue, Motueka (Part Lot 1 DP 4811 and Lot 5 DP 16000)

Te Maatu Thorp Bush is a remnant of the lush lowland podocarp hardwood forest known as Te Maatu ('the Big Wood'), which formerly covered the Motueka Plain. It has significant natural and ecological values and is classed as an acutely threatened ecosystem. It also holds immense cultural significance to the tangata whenua of Motueka, who lived upon and used the rich fertile lands to cultivate crops.

Te Maatu Thorp Bush is located near central Motueka and is a popular destination for informal outdoor recreation and regular community events. There is a playground area, picnic areas and seating, grassed areas and several walkways. The Imagine Theatre building provides space for a local amateur theatre group, dance classes and other social and recreational activities.

The entranceway off Woodland Avenue, including two pou and interpretive signage, welcomes visitors to Te Maatu Thorp Bush. There is a small carpark here and public toilets, but no other facilities. This limited onsite parking is not appropriate for long self-contained vehicles. The Te Maatu Thorp Bush area also includes a grassed area across the road (Woodland Avenue).

It is recommended that freedom camping is prohibited. Freedom camping in this area could make it difficult for locals and visitors to access it for social and recreational activities and adversely affect the significant natural and cultural values.



TDC Freedom Camping Site Assessments 2025



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	5	2	5
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Motueka Beach Recreation Reserve

Location: 10 Everett Street, Motueka (Lot 2 DP 4706 and Section 289 Motueka District)

The Motueka Beach Recreation Reserve is located next to the North Street Recreation Reserve and Saltwater Baths. Most of the reserve area is grassed and low wooden fences prevent vehicles from driving onto these open space areas. A path meanders in a loop around the outskirts of the reserve and along the foreshore towards East Quay and George Quay.

There is a barbeque for public use and picnic tables and the area is popular for picnicking, informal recreation and beach access. In the northeastern corner of the reserve is the Everett Street public toilets, a cold water shower and changing rooms. An outdoor sink is also attached to this building, for campers to wash dishes at.

The facilities at this site are considered adequate for people in non-self-contained vehicles. It is proposed that a limited number of non-self-contained vehicles are permitted but are restricted to three designated parking spaces to be provided near the entrance to the site. This has been a very popular freedom camping site and is well used by other visitors to the area. It is recommended that 19 designated parking spaces are provided for self-contained vehicles. Vehicles must only park in the designated space (from 6pm to 8am), to prevent overcrowding or damage to the area and to ensure that the area can still be accessed by other visitors.



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	5	2	5
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
Yes	Yes	No	

Decks Reserve Carpark, Motueka

Location: Wallace Street, Motueka (Part Section 153 Motueka District)

Decks Reserve is a multi-purpose community space located in central Motueka. Community facilities include the Motueka i-SITE building, Motueka Community House and the Motueka Library. It provides open space areas that are well used for recreation, picnicking and relaxation.

The Carpark is located in the western/central area of Decks Reserve down a driveway from Wallace Street and serves the surrounding community facilities and businesses. It is used for the popular Motueka Sunday Market every Sunday from 8am to 1pm year round and has been operating here since 1994. At present, there is only one vehicle access point onto the green space, located at the northeastern corner of the carpark. There are no facilities available within the carpark, but the Wallace Street Public Toilets are located near the entrance.

The Freedom Camping Bylaw 2017 was amended in 2020 and this area was restricted to self-contained vehicles only and approximately 48 designated parking spaces. These vehicles had to leave the carpark by 7am and 6am on Sunday, so that the area could be used for the Sunday Market. Previously, a limited number of non-self-contained vehicles had also permitted.

Community events are held at Decks Reserve and vehicle access can be difficult, particularly when they coincide with the Motueka Sunday Market. Concerns are frequently raised about the behaviour of freedom campers and of locals at this area, which has discouraged some people from using or walking through the carpark particularly at night if it seems unsafe. Three infringement notices were issued at Decks Reserve over the summer period of 2023/2024.

The area is particularly busy during weekends, and it is no longer considered suitable for overnight parking on Saturday and Sunday. It is recommended that self-contained vehicle parking is reduced to 40 designated parking spaces and overnight parking (6pm to 8am) is only permitted on weeknights. Freedom camping is not allowed in all other areas of the carpark.



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	3	3	5
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
Yes	No	No	

George Quay, Motueka

Location: Massey Street, Motueka (legal road and Lot 1 DP 19868)

George Quay is at the end of Massey Street, Motueka and is located in front of the TDC Harbourmaster Office and the Motueka Power Boat Club garages. A public fishing jetty and boat ramp are located at the west end of George Quay.

There is a formed, sealed parking area at the east end of the Quay and two picnic tables provided for visitors to the area. The East Quay Reserve and Motueka Beach Walkway runs into the northern corner of the parking area.

The Freedom Camping Bylaw 2017 was amended in 2020, and freedom camping was prohibited in the entire George Quay area, as there were concerns that the number of campers using the area made it difficult for locals to access it for recreational activities. However, vehicles accessing the fishing wharf and boat ramp usually park at the west end of the area and the east end parking area is rarely busy so is considered suitable for overnight camping. There are no facilities at George Quay so freedom camping in non-self-contained vehicles or tenting is not appropriate.

It is proposed that freedom camping is permitted overnight (6pm to 8am) at the east end parking area but restricted to self-contained vehicles and only in 12 designated parking spaces, as shown shaded green on Figure 3 below. The west end of George Quay will continue to be prohibited for freedom camping, as shown shaded red on Figure 3 below.



Figure 3: Proposed freedom camping area at George Quay, Motueka



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	3	1	3
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
Yes	No	No	

Staples Street (Raumanuka Reserve), Motueka

Location: Staples Street, Motueka (east end of the formed legal road)

Staples Street ends in a vehicle parking area at the Raumanuka Scenic Reserve. Part of this area is legal road administered by the Council.

The adjoining land is a Department of Conservation (DOC) area where freedom camping is prohibited under a DOC Notice, pursuant to section 17 of the FCA 2011. Freedom camping here could result in damage to the surrounding conservation land by campers and impact community efforts to protect the vulnerable birds that frequent this area.

The wetland areas within and adjoining the scenic reserve has high natural significance and are of international importance. Wetlands are scarce in Tasman and can be particularly impacted by pollution. The area is already affected by rubbish dumping and human waste, despite the provision of rubbish bins and a public toilet.

The area is used by locals and visitors to access the Tasman Great Taste Trail and Motueka Sandspit, and for walking and biking. Freedom campers using this area could impact on access to these recreational activities or damage the surrounding area.

It is recommended that freedom camping is prohibited to protect access to the area, particularly the Raumanuka Reserve, and to protect the significant conservation values.





Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	5	2	3
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Riuwaka Resurgence / Te Puna Wai o Riuwaka

Location: Riwaka Valley Road, Riwaka (east end of the legal road)

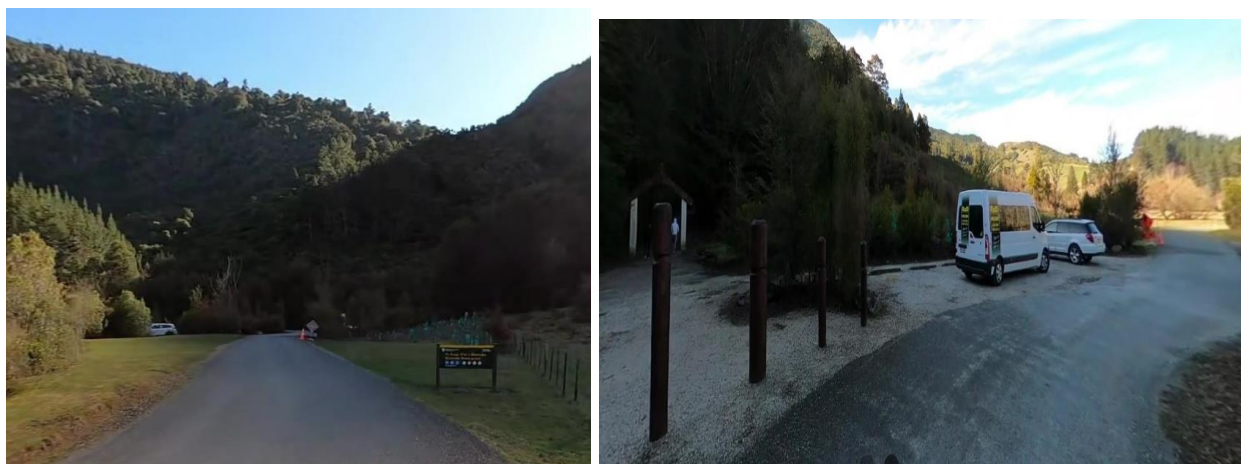
The Riwaka Valley Road ends in the vehicle parking area at the Riwaka Scenic Reserve, approximately 11km from Riwaka township.

The adjoining land is a Department of Conservation (DOC) area where freedom camping is prohibited under a DOC Notice, pursuant to section 17 of the FCA 2011. Freedom camping here could result in damage to the surrounding conservation land by campers.

The area contains the site where the north branch of the Riuwaka River emerges from the caves of Takaka Hill in this beautiful area of Kahurangi National Park. It has high cultural significance to tangata whenua iwi, Te Ātiawa and Ngāti Rārua, who recognise it as wahi tapu a sacred place.

DOC provides public toilets at the carpark and it is a popular area used by visitors for picnicking, walking and fishing. Freedom campers using this area could impact on access to these recreational activities or damage the surrounding area.

It is recommended that freedom camping is prohibited to protect access to the area, particularly the Riuwaka River, and to protect the significant cultural and conservation values.



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	5	2	3
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Riwaka township

Description: All local authority areas, shaded red on Figure 4

The TDC Responsible Camping Strategy 2020 recommends an approach that welcomes responsible campers to our special places and the communities through which they pass. The Riwaka township popular for both visitors and locals to the area.

Riwaka is a busy visitor location, particular in peak season, as it is on the main road from Motueka to Kaiteriteri and Golden Bay. The Wharf Road and Green Tree Road area has narrow, unmarked roads with limited parking available that is usually used by locals accessing their vessels. The small parking area at the end of Wharf Road is not suitable for long self-contained vehicles as turning is difficult. The township is not considered suitable for freedom camping.

The Freedom Camping Act 2011 enables self-contained freedom camping to occur on any local authority area, unless it is restricted or prohibited through a bylaw. The Freedom Camping Bylaw 2017 prohibited freedom camping in a defined area of the Riwaka township.

It is the recommended position to remain consistent with the Freedom Camping Bylaw 2017, however the prohibited area has been reviewed and reduced. The proposed prohibited Riwaka township area is defined as all local authority areas shaded red on Figure 4 below.



Figure 4: Local authority areas within Riwaka township



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	2	4	5
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Motueka township

Description: All local authority areas, within the area shaded red on Figure 5

The TDC Responsible Camping Strategy 2020 recommends an approach that welcomes responsible campers to our special places and the communities through which they pass. The Motueka township popular for both visitors and locals to the area.

Motueka is the second largest town in the Tasman District and swells with visitors and seasonal workers during summer. State Highway 60 (High Street) is the main road through town and is the gateway to Abel Tasman National Park, Kaiteriteri Beach and Golden Bay. There is high demand for carparking throughout the day, as people visit the shops and cafes and socialise in the recreational spaces. The township area is not considered appropriate for freedom camping.



A site assessment of Decks Reserve Carpark within the township has recommended that freedom camping be permitted there, with restrictions on hours and number of vehicles. There are two other sites in close proximity to Motueka township that have also been assessed as suitable for freedom camping; Motueka Beach Reserve and George Quay.

The Freedom Camping Act 2011 enables self-contained freedom camping to occur on any local authority area, unless it is restricted or prohibited through a bylaw. The Freedom Camping Bylaw 2017 prohibited freedom camping in a defined area of the Motueka township. Concerns are raised about the impact of freedom camping here, but there is an appreciation of the contribution these visitors have to the local economy.

It is the recommended position to remain consistent with the Freedom Camping Bylaw 2017, however the prohibited area has been reviewed and reduced. The proposed prohibited Motueka township area is defined as all local authority areas shaded red on Figure 5 below.



Figure 5: Motueka township, excluding Decks Reserve

Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	2	4	5
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Kaiteriteri and Stephens Bay areas

Description: All local authority areas, within the area shaded red on Figure 6

The TDC Responsible Camping Strategy 2020 recommends an approach that welcomes responsible campers to our special places and the communities through which they pass. Kaiteriteri and Stephens Bay are popular for both visitors and locals to the area.

The golden sand of Kaiteriteri is synonymous with summer sun, sea and camping and attracts holidaymakers all year round. Locals also enjoy the recreation options. The areas are very congested during peak season and freedom campers parked on public roads could prevent access for locals and visitors. Many of the roads in this area are also very narrow and parking on or beside them creates a health and safety hazard. Freedom camping is not appropriate in these areas. There is a large campground located near the waterfront, providing 435 sites.



Puketawai, a low hill located at the mouth of the Riuwaka River within Tapu Bay, is culturally significant to both tangata whenua iwi who hold manawhenua and iwi who are acknowledged by the Crown, under statute. Puketawai, also known as Pā Hill or Pā Point, is a former harbour, pā site and kāinga, and it is a wāhi tapu associated with the Riuwaka River. There have been multiple issues with freedom campers in this area and there is an Iwi Long Term Management Plan in place for this area, with a committee to ensure its protection.



The Freedom Camping Act 2011 enables self-contained freedom camping to occur on any local authority area, unless it is restricted or prohibited through a bylaw. The Freedom Camping Bylaw 2017 prohibited freedom camping in a defined area of Kaiteriteri and Stephens Bay.

It is the recommended position to remain consistent with the Freedom Camping Bylaw 2017, however the prohibited area has been reviewed and reduced although the Riwaka-Kaiteriteri Road prohibition has been extended towards Riwaka to include more of the Puketawai area. The proposed prohibited Kaiteriteri and Stephens Bay areas are defined as all local authority areas shaded red on Figure 6 below.



Figure 6: Kaiteriteri and Stephens Bay

Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	3	4	5
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Pukekoikoi Reserve

Description: Pukekoikoi Historic Reserve, opposite 293 Riwaka-Kaiteriteri Road

This reserve was formed as part of the Turners Bluff roadworks in 2015. The area historically formed part of the Tapu Bay Pā site and is highly significant to iwi/Māori.

Tasman's Great Taste Cycle Trail runs alongside the reserve. The historic value of this culturally significant site is not well known and recreational use of the site has been infrequent. Access along the formed road is blocked for use as a loop road by vehicles and the entrance/exit is directly onto the very busy Riwaka-Kaiteriteri Road. This site is not appropriate for freedom camping due to the high cultural significance of the areas and potential road safety issues.



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	5	4	4
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Kaiteriteri-Sandy Bay Road and Sandy Bay-Marahau Road

Description: Legal road, shaded red on Figure 7

These roads are very busy during the summer, as large numbers of visitors travel between Kaiteriteri, Marahau and the Abel Tasman National Park. Some areas of the road are particularly narrow and not suitable for freedom camping beside or pulling over in a large vehicle. In the areas which are used as passing bays there is usually a serious fire risk during summer.

It is recommended that freedom camping is prohibited due to the road safety issues, to protect access to the area and to protect the area from damage.



Figure 7: Kaiteriteri-Sandy Bay Road and Sandy Bay-Marahau Road



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	4	5	5
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Split Apple Rock area

Description: All local authority areas, within the area shaded red on Figure 8

The TDC Responsible Camping Strategy 2020 recommends an approach that welcomes responsible campers to our special places and the communities through which they pass.

The Split Apple Rock area is used to access the beaches in front of Split Apple Rock. The roads are very narrow in places and parking is limited and not suitable for larger vehicles. Freedom campers parked on public roads could prevent access for locals and other visitors to the area. Freedom camping is not appropriate in this area, due to the road safety issues and to protect access to the area.

The Freedom Camping Act 2011 enables self-contained freedom camping to occur on any local authority area, unless it is restricted or prohibited through a bylaw. The Freedom Camping Bylaw 2017 prohibited freedom camping in a defined area of Split Apple Rock.

It is the recommended position to remain consistent with the Freedom Camping Bylaw 2017, however the prohibited area has been reviewed and reduced. The proposed prohibited Split Apple Rock area is defined as all local authority areas shaded red on Figure 8 below.



Figure 8: Split Apple Rock area



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	2	4	5
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Marahau township

Description: All local authority area, within the area shaded red on Figure 9

The TDC Responsible Camping Strategy 2020 recommends an approach that welcomes responsible campers to our special places and the communities through which they pass. Marahau is a small township, that is very popular with visitors accessing Abel Tasman National Park, by land or water.

The main road through Marahau has limited on-street parking available and there is a walkway running alongside it. The parking areas near the main boat ramp and Otuwhero Inlet are often busy with vehicles towing boat trailers or viewing the sea. Freedom campers parked on the public roads could create congestion, prevent access for visitors and cause road safety issues. The township area is not considered appropriate for freedom camping.

The Freedom Camping Act 2011 enables self-contained freedom camping to occur on any local authority area, unless it is restricted or prohibited through a bylaw. The Freedom Camping Bylaw 2017 prohibited freedom camping in a defined area of the Marahau township and four infringement notices have been issued in the area over the last two summers.

It is the recommended position to remain consistent with the Freedom Camping Bylaw 2017, however the prohibited area has been reviewed and reduced. The proposed prohibited Marahau township area is defined as all local authority areas within area shaded red on Figure 9 below.



Figure 9: Marahau township



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	2	4	5
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Moutere-Waimea

Edward Baigent Memorial Reserve

Location: 8 Wakefield-Kohatu Highway (Lot 2 DP 4029)

This reserve is located just southwest of Wakefield, 250m from Faulkner Bush across the highway, and adjoins Wakefield Recreation Reserve. The land was gifted to Waimea County Council in 1951 “for the health, amusement and instruction of the public” as a memorial to Edward Baigent and his wife, Mary Ann, who settled in Wakefield in 1843 and are considered by many as the ‘founders’ of Wakefield Village.

This is classified as a scenic reserve and supports a small but important alluvial podocarp forest, which was protected by the Baigents. The reserve is a popular picnic and recreation area, with public toilets, picnic tables, a gas barbeque and rubbish bins. The path through the reserve links to the walkway along the Wai-iti River.

Camping is not permitted in this reserve, under the Reserve Management Plan, and it is not considered suitable for freedom camping. Freedom camping could adversely impact the protection of the flora in this area and compromise access for other visitors to the site.



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	5	2	4
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Alexander Bluff Road Reserve, Ngatimoti

Location: Motueka Valley Highway, approximately 350m south of the Alexander Bluff Bridge

This area is accessed from the Motueka Valley Highway via a track next to the public toilet. The track leads down to a large, gravel parking area next to the river.

The Freedom Camping Bylaw 2017 permitted a maximum of forty vehicles within the designated area. This area has suffered from damage to the flora and uncontrolled fires previously, so no fires are permitted and it is not considered suitable for tenting. The river is pleasant but the area is occasionally liable to flooding, but this is closely monitored by Council officers. The big parking zone appeals to many visitors, as it doesn't get crowded. It has been well utilised by freedom campers and no infringements have been issued in the area over the past two years.

It is the recommended position to remain consistent with the Freedom Camping Bylaw 2017 and permit self-contained vehicles and non-self contained vehicles to camp overnight within the designated area, as shaded in green on Figure10 below.



Figure 10: Alexander Bluff Road Reserve



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	2	3	2
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
Yes	Yes	No	

Wai-iti Recreation Reserve

Location: 439 Wakefield-Kohatu Highway (Section 191 Waimea South District)

The Wai-iti Recreation Reserve is located alongside the Wai-iti River on the Wakefield-Kohatu Highway at Wai-iti. The Reserve entrance is located approximately 10m from the Nelson side of the Wai-iti River Bridge approximately 5km from the village of Wakefield.

The area provides a roadside picnic area, with rubbish bins, barbeques and picnic tables. Road metal is also stockpiled here. There is a public toilet at the south end of the reserve, but not other facilities. Tasman's Great Taste Cycle Trail runs through the reserve and cyclists also go riding in the adjacent Tunnick Forest, as do horse riders. The reserve is part of the Wai-iti Dark Sky Park and has no power and no lighting fixtures. It is considered valuable for scientific research and education, preservation of night life and for the enjoyment of visitors.

The north end of the reserve has been used by people camping overnight in vehicles and it is appropriate for this to continue. This should be restricted to protect the area from damage, ensure access is not restricted for other users and to help preserve the dark sky values.

Informal camping in tents generally prohibited, although occasional use of the south end of the reserve for organised camping can be requested. This is managed under the Reserve Management Plan and is not proposed to be covered by a bylaw.

It is proposed that freedom camping is permitted overnight (6pm to 8am) but restricted to a maximum of 10 self-contained vehicles parked in the designated area only, as shown shaded yellow on Figure 11 below.



Figure 11: Proposed freedom camping area at Wai-iti Recreation Reserve



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	4	1	2
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
Yes	No	As permitted under the RMP	

Richmond

Fittal Street, Richmond

Location: Adjacent to 14 Fittal Street (legal road and Part Lot 2 DP 16384)

This site is located at the end of Fittal Street, next to the entrance of the Richmond Resource Recovery Centre. The sealed parking area provides views over the Waimea Estuary and is adjacent to Tasman's Great Taste Cycle Trail. There is potable drinking water and a wastewater dumping station are provided here. The Fittal Street public toilets are located at the northeast end of the parking area

The Freedom Camping Bylaw 2017 permitted self-contained vehicles and non-self-contained vehicles to camp overnight in the designated parking spaces; in all other areas of the car park freedom camping is prohibited to allow access to other users of this area, as well as campers.

This has been a busy freedom camping site and no infringements were issued over the summer of 2024/25. Vehicles were required to leave by 7am and this is proposed to be increased to 8am. It is recommended that freedom camping is restricted to 12 designated parking spaces only, to ensure other visitors can also access the area.



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	2	2	3
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
Yes	Yes	No	

Lakes-Murchison

Kerr Bay, Lake Rotoiti

Location: Kerr Bay Road, Lake Rotoiti

The Kerr Bay Road leads down to Lake Rotoiti within the Nelson Lakes National Park. The Kerr Bay area is surrounded by beech forest and is very popular with visitors who enjoy many recreational activities including walking, tramping, fishing, swimming or viewing the eels under the jetty. There are public toilets available and the main boat launching ramp is nearby. The Kerr Bay road leads to a DOC campsite and Lake Road.

The adjoining foreshore and carpark land is a Department of Conservation (DOC) area where freedom camping is prohibited under a DOC Notice, pursuant to section 17 of the Freedom Camping Act 2011. Freedom camping here could result in damage to the surrounding conservation land by campers. Freedom campers using this area could also make it difficult for other visitors to access the area for recreational activities.

It is recommended that freedom camping is prohibited, due to the significant conservation values and to protect access to the area.



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	5	3	3
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

Saint Arnaud township

Description: All local authority areas, shaded red on Figure 12

The alpine village of Saint Arnaud is situated at the northern end of Lake Rotoiti and is the gateway to Nelson Lakes National Park.

The TDC Responsible Camping Strategy 2020 recommends an approach that welcomes responsible campers to our special places and the communities through which they pass. The Saint Arnaud township is a popular destination for tramping and skiing visitors.

State Highway 63 (Main Road St Arnaud) runs through the town and traffic can be busy. Freedom campers could create road safety issues parking or pulling out onto roads or impact access to the area. The township area is not considered appropriate for freedom camping. There is a DOC campsite located nearby, next to Lake Rotoiti.

The Freedom Camping Act 2011 enables self-contained freedom camping to occur on any local authority area, unless it is restricted or prohibited through a bylaw. The Freedom Camping Bylaw 2017 prohibited freedom camping in a defined area of the Saint Arnaud township.

It is the recommended position to remain consistent with the Freedom Camping Bylaw 2017, however the prohibited area has been reviewed and reduced. The proposed prohibited Saint Arnaud township area is defined as all local authority areas shaded red on Figure 12 below.



Figure 12: Saint Arnaud township



Assessment against the criteria in the Freedom Camping Act 2011			
Legislative purpose	Protection of the Area (Significance)	Health and Safety of Visitors	Access to the Area
Significance	2	5	4
Assessment of freedom camping category types			
Self-contained	Non-self-contained	Tenting	
No	No	No	

7.5 TEMPORARY ROAD CLOSURES

Decision Required

Report To: Tasman District Council
Meeting Date: 11 September 2025
Report Author: Tania Brown, Road Network Coordinator
Report Authorisers: Jamie McPherson, Transportation Manager
Report Number: RCN25-09-9

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

- 1.1 This report seeks the Council's approval for temporary road closures for upcoming local events.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 The proposed road closures are for the following
- 2.1.1 Annual Phil Fiddymont Memorial Rally Sprint Saturday 1 November 2025 with a postponement date Sunday 2 November 2025.
 - 2.1.2 Annual Westland Car Rally, Matakitaki Road between 1.48km – 11.48km, Murchison, Saturday 6 December 2025.
 - 2.1.3 Annual Richmond Santa Parade Sunday 7 December 2025 with a postponement date of Sunday 14 December 2025.
 - 2.1.4 Annual Motueka Starlight Christmas Parade Friday 12 December 2025.
 - 2.1.5 Annual Richmond Market Day, Monday 29 December 2025.

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

1. receives the Temporary Road Closures report, RCN25-09-9; and
2. approves the following temporary road closures:
 - a. Dovedale Road from Dove Creek Bridge to end at Pigeon Valley Road (RP16.5 to 19.99) (unsealed section) and Pigeon Valley Road from Sharp Road to end at Dovedale Road (RP5.28 to 10.73) (unsealed section), for the Annual Nelson Car Club Phil Fiddymont Memorial Rally Sprint on Saturday 1 November 2025, 9.00am – 5.00pm, with a postponement date of Sunday 2 November 2025.
 - b. Matakitaki Road Murchison, from 1.48km from the start for ten (10) kilometres (RP 1.48 – RP 11.48), for the Westland Car Club Rally, on Saturday 6 December 2025, 7.00am – 7.00pm.

- c. **Richmond Unlimited for the Richmond Santa Parade, Edward Street, Queen Street (from Edward Street to McIndoe Place), Wensley Road (from Queen Street to John Wesley Lane), McIndoe Place, Oxford Street (from Queen Street to Crescent Street), Salisbury Road (from Queen Street to Talbot Street) on Sunday 7 December 2025, 7.00am – 3.00pm, with a postponement date of Sunday 14 December 2025.**
- d. **Motueka Starlight Christmas Parade, Wallace Street from High Street to Decks Reserve carpark entrance on Friday 12 December 2025 3.00pm – 9.00pm (noting that New Zealand Transport Agency administer a temporary closure of High Street from Poole Street to Whakarewa Street); and**
- e. **Richmond Unlimited Market Day, Queen Street between John Wesley Lane and McIndoe Place, Richmond, Monday 29 December 2025, 4.00am – 6.30pm.**

4. Background / Horopaki

- 4.1 As specified in the Local Government Act 1974 section 342 and schedule 10, temporary road closures for events can only be approved by the Council or a delegated Committee of the Council.

Nelson Car Club - Phil Fiddymont Memorial Rally Sprint.

- 4.2 The Nelson Car Club has applied to temporarily close part of Dovedale Road and Pigeon Valley Road on Saturday 1 November 2025 from 9.00am to 5.00pm with a postponement date Sunday 2 November 2025. The closure will be Dovedale Road from Dove Creek Bridge to Pigeon Valley Road; and Pigeon Valley Road from Sharp Road to the end at Dovedale Road.
- 4.3 This route has been used in previous years for this event.
- 4.4 The rally will be conducted under the provisions of the Motorsport New Zealand National Sporting Code and its Appendices and Schedules including all event Supplementary Regulations and Safety Plans. Motorsport New Zealand will issue an Event Permit for the event upon application which includes Public Liability Insurance.
- 4.5 This proposed closure is also in accordance with the Transport (Vehicular Traffic Road Closure) Regulations 1965.
- 4.6 The proposed closure was advertised in Newsline on 22 August 2025, and on the Tasman District Council's website.
- 4.7 There are no residents residing on the proposed road closure, the nearest dwelling is approximately 500 – 800m from the road closure.
- 4.8 As at the time of writing this report, no objections have been received. Staff will update the Council on any objections received after this report was prepared.
- 4.9 The New Zealand Police have been advised of the proposed closure and have no objections.
- 4.10 A Traffic Management Plan will need to be submitted by the applicant and approved by the Council's Road Corridor Manager before the event can take place.
- 4.11 If the temporary road closure is approved, pre-and post-inspections will be carried out by the Council's roading contractor and any maintenance that needs to be carried out to the road after the event will be charged back to the Nelson Car Club.

- 4.12 The Nelson Car Club holds public liability Insurance with a liability limit of \$10,000,000.
- 4.13 Staff recommend that this temporary road closure is approved.

Westland Car Club – Car Hill Climb

- 4.14 The Westland Car Club has applied to temporarily close 10km of Matakitaki Road from 1.48km from the start (RP 1.48 – RP 11.48) from 7.00am to 7.00pm on Saturday 6 December 2025 for the Westland Car Club rally event.
- 4.15 This route has been used, and the closure has been approved in previous years.
- 4.16 The proposed closure was advertised in Newsline on 25 July 2025 and on the Tasman District Council's website.
- 4.17 As at the time of writing this report, one objection has been received. Staff will update the Council on any objections received after this report was prepared.
- 4.18 The nature of the objection related to resident access during the event. This issue has been raised with the applicant and better accommodations for resident access during the event will be included in the Traffic Management Plan. The applicant has been advised that they must let residents and milk tankers through the closure area between races.
- 4.19 If the temporary road closure is approved, pre- and post-inspections will be carried out by the Council's roading contractor and any maintenance that needs to be carried out to the road after the event will be charged back to the Westland Car Club.
- 4.20 The New Zealand Police have been advised of the proposed closure and have no objections.
- 4.21 A Traffic Management Plan will need to be submitted by the applicant and approved by the Council's Road Corridor Manager before the event can take place.
- 4.22 The applicant will deliver a letter advising of the closure to affected residents at least one week before the event, evidence of this to be sent to Tasman District Council.
- 4.23 Emergency services will be advised by the Westland Car Club Committee of the closure and provide full access as needed.
- 4.24 The Westland Car Club rally will be conducted under the provisions of the MotorSport New Zealand National Sporting Code and its Appendices and Schedules including all event Supplementary Regulations and Safety Plans. MotorSport New Zealand will issue an Event Permit for the event upon application which includes Public Liability Insurance.
- 4.25 The proposed road closure is also in accordance with the Transport (Vehicular Traffic Road Closure) Regulations 1965.
- 4.26 Staff recommend that this temporary road closure is approved.

Richmond Unlimited – Richmond Santa Parade

- 4.27 Richmond Unlimited proposes to close Edward Street, parts of Queen Street, Wensley Road, Oxford Street, Salisbury Road, and McIndoe Place, on Sunday 7 December 2025, 7.00am-3.00pm with a postponement date of Sunday 14 December 2025 for the Richmond Santa Parade.
- 4.28 This route has been used in previous years for the Parade.
- 4.29 The proposed closure for the Richmond Santa Parade was advertised in Newsline on 11 July 2025 and on the Tasman District Council's website.
- 4.30 There will be proposed bus route changes introducing temporary stops on Talbot Street.

- 4.31 A road closure will be in place and fully managed by a qualified Traffic Management Company.
- 4.32 The Traffic Management Plan will be submitted and reviewed for approval by the Council's Road Corridor Manager.
- 4.33 As at the time of writing this report, no objections have been received. Staff will update the Council on any objections received after this report was prepared.
- 4.34 The New Zealand Police and the New Zealand Transport Agency have been advised of the proposed closure and have no objections.
- 4.35 Staff recommend that this temporary road closure is approved.

Starlight Christmas Parade Motueka

- 4.36 For the Starlight Christmas Parade on Friday, 12 December 2025, Motueka Events Charitable Trust proposes to close the following local roads (in addition to closure of High Street from Poole Street to Whakarewa Street which is a State Highway administered by Waka Kotahi) Wallace Street from High Street to Decks Reserve Carpark entrance, from 3:00pm to 9:00pm.
- 4.37 This route has been used in previous years for the parade.
- 4.38 The proposed closure for the Starlight Christmas Parade was advertised in Newsline on 11 July 2025, and on the Tasman District Council's website.
- 4.39 The New Zealand Police and the New Zealand Transport Agency have been advised of the proposed closure and have no objections.
- 4.40 The Traffic Management Plan will be submitted and reviewed for approval by the Council's Road Corridor Manager.
- 4.41 A road closure will be in place and fully managed by a qualified Traffic Management Company.
- 4.42 As at the time of writing this report, no objections have been received. Staff will update the Council on any objections received after this report was prepared.
- 4.43 The emergency services have been advised of the proposed closures and have no objections or concerns.
- 4.44 Staff recommend that this temporary road closure is approved.

Richmond Unlimited – Market Day

- 4.45 Richmond Unlimited for the Richmond Market Day proposes to close Queen Street, Friday 29 December 2025, 4.00am-6.30pm.
- 4.46 This closure has been approved in previous years for the Market Day.
- 4.47 The proposed closure for the Richmond Market Day was advertised in Newsline on 11 July 2025, and on the Tasman District Council's website.
- 4.48 There will be proposed bus route changes introducing temporary stops on Talbot Street.
- 4.49 A road closure will be in place and fully managed by a qualified Traffic Management Company.
- 4.50 The Traffic Management Plan will be submitted and reviewed for approval by the Council's Road Corridor Manager.

- 4.51 As at the time of writing this report, no objections have been received. Staff will update the Council on any objections received after this report was prepared.
- 4.52 The New Zealand Police and the New Zealand Transport Agency have been advised of the proposed closure and have no objections.
- 4.53 Staff recommend that this temporary road closure is approved.

5. Options / Kōwhiringa

- 5.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Approve the proposed temporary road closures described in this report.	The events can safely proceed as planned.	Some business owners, residents and road users may be temporarily inconvenienced.
2.	Approve some of the proposed temporary road closures described in this report.	Some of these events can proceed as planned. Less effect on road users or residents.	Some of the events would not be able to proceed to the disappointment of attendees.
3.	Decline the proposed temporary road closures described in this report.	No effects on road users or residents.	The events would not be able to proceed as planned, to the disappointment of attendees.

- 5.2 Option 1 is recommended.**

6. Legal / Ngā ture

- 6.1 It is a requirement that temporary road closures for certain types of events made under Schedule 10 Clause 11(e) of the Local Government Act 1974 come to the Council (or delegated Committee of Council) for approval. Approval for temporary closures for certain events cannot be delegated to Council staff.
- 6.2 As per clause 11 of Schedule 10 of the Local Government Act 1974, consultation with the Police and the New Zealand Transport Agency has been undertaken for the proposed temporary road closures.
- 6.3 As per clause 11(e) of Schedule 10 of the Local Government Act 1974, the road closures will not exceed the aggregate of 31 days for any year.
- 6.4 As per clause 11A of Schedule 10 of the Local Government Act 1974, and clause 5 of the Transport (Vehicular Traffic Road Closure) Regulations 1965, Council staff will advertise the temporary road closures in Newsline and on the Council's website.

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

- 7.1 The following table describes the level of significance of the decision. Overall, the significance is considered low as the effects of the closures are temporary in nature, and appropriate engagement has taken place with affected parties.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Moderate	The Nelson and Westland Car Clubs run a series of events and have done so for many years. The Christmas Parades and Richmond Market Day are all well attended and part of a loved tradition that are well supported and attended by the community.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low	As above.
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	The Nelson and Westland Car Club rally event is for one day only and if there are any effects on the network the Clubs will remedy these. The Christmas Parades and Market Day are well supported community events that are short in duration and will have no lasting effects on the roading network.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	The Council's roading network is considered a strategic asset but this decision only relates to the temporary closures of small sections of the network for a short duration.
5.	Does the decision create a substantial change in the level of service provided by Council?	No	
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	No	
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	

	Issue	Level of Significance	Explanation of Assessment
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater or particular consideration of current legislation relating to water supply, wastewater and stormwater infrastructure and services?	No	

8. Financial or Budgetary Implications / Ngā Ritenga ā-Pūtea

8.1 There are no financial or budgetary implications for this decision.

9. Risks / Ngā Tūraru

- 9.1 The main risk associated with the Council decision is reputational. Nelson-Tasman has an established motorsport community, and many events have been run in our district. Events can bring economic and social benefits to our community. Declining approvals for temporary road closures for these events could cause organisers to stop organising local events, with potential negative economic and social outcomes for some of our community.
- 9.2 Some people will be inconvenienced by the temporary road closures. However, the closures will be short in duration and are part of a strong New Zealand tradition that is cherished and supported by the local community.

10. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

- 10.1 Rallying events cause emissions, although normal daily vehicle usage on these roads also causes emissions. The potential emissions effects resulting from the decision to either approve or not approve the temporary road closures are impossible to calculate. Not approving the Pigeon Valley/ Dovedale Road and Matakītaki Road closures could mean no rallying activity occurs at all (causing nil emissions), or it may mean rally participants travel further afield to attend a different event (causing greater emissions). Similarly, people travelling to attend the Christmas Parades and Market Day events will create emissions.
- 10.2 Overall, the climate change effects of the proposed road closures are considered negligible.

11. Conclusion / Kupu Whakatepe

- 11.1 The Christmas Parades and Market Day are a positive and loved community events with good attendance from the Tasman community.
- 11.2 The Nelson and Westland Car Club Rallies are part of an annual series of events and attracts entrants and spectators from across the region.
- 11.3 Temporary road closures for these events require the Council's approval.

11.4 Staff recommend that the Council approve the temporary road closures in accordance with the Local Government act 1974 section 374 and Schedule 10.

11.5 The proposed Pigeon Valley/ Dovedale Road and Matakītaki Road temporary closures are also in accordance with the Transport (Vehicular Traffic Road Closure) Regulations 1965.

12. Next Steps and Timeline / Ngā Mahi Whai Ake

12.1 If the Council approves the proposed temporary road closures:

- Staff will advertise the closures in Newsline, Antenno and on the Council's website.
- Staff will work with eBus to provide alternative bus routes should they be required for bus stops impacted due to temporary road closures.
- The applicants will submit a Traffic Management Plan to the Council's Road Corridor Manager for approval one month before the event.
- The Nelson and Westland Car Clubs will undertake a letter drop one week prior to affected landowners.
- Staff will inform emergency services of the road closure details.

13. Attachments / Tuhinga tāpiri

Nil

7.4 AMENDMENT TO THE TASMAN DISTRICT COUNCIL TRAFFIC CONTROL DEVICES REGISTER AND TRAFFIC CONTROL BYLAW

Decision Required

Report To:	Tasman District Council
Meeting Date:	11 September 2025
Report Author:	Mike van Enter, Senior Transportation Engineer
Report Authorisers:	Jamie McPherson, Transportation Manager; Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RCN25-09-10

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

- 1.1 The purpose of this report is to obtain the Council's approval to make changes to the Traffic Control Devices Register and map display, to ensure these are enforceable under the Traffic Control Bylaw 2016.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 The Council's Traffic Control Bylaw 2016, and its accompanying Traffic Control Devices Register and map display, is the mechanism for the Council to record all authorised traffic control devices such as parking restrictions and regulatory traffic signs.
- 2.2 This report requests the Council's approval for various changes and additions to the Traffic Control Devices Register.
- 2.3 A summary of the changes can be found in Section 5, and a diagrammatic description of each change is in **Attachment 1**.

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

1. receives the Amendment to the Tasman District Council Traffic Control Devices Register and Traffic Control Bylaw report RCN25-09-10; and
2. approves amendments to regulations, controls, restrictions and prohibitions in the Traffic Control Devices Register of the Tasman District Traffic Control Bylaw 2016 (Chapter 7 of Tasman District's Consolidated Bylaw) pursuant to clause 7(3) of the Bylaw, as proposed by the Diagrammatic Descriptions and associated GIS co-ordinates in Attachment 1 to the agenda report, with effect from 12 September 2025 or the date the traffic control device is installed, whichever is later; and
3. notes that the Traffic Control Devices Register of the Traffic Control Bylaw 2016 will be updated accordingly

4. Background / Horopaki

- 4.1 The Council's Traffic Control Bylaw enables the Council to establish, alter or remove traffic control devices by resolution, amending the Traffic Control Devices Register and map display.
- 4.2 Parking restrictions and certain regulatory Traffic Control Devices are managed through this bylaw. Changes require a resolution of the Council to become legally enforceable.
- 4.3 Consultation should be appropriate and in accordance with the Local Government Act Section 82, which sets out the principles of consultation. The consultation principles include:
 - 4.3.1 That persons who will or may be affected by, or have an interest in, the decision or matter should be provided by the local authority with reasonable access to relevant information in a manner and format that is appropriate.
 - 4.3.2 The nature and significance of the decision or matter, including its likely impact from the perspective of the persons who will or may be affected by, or have an interest in, the decision or matter.
 - 4.3.3 The costs and benefits of any consultation process or procedure.
- 4.4 Some of the proposed Traffic Control Device changes are considered to have minor or very isolated effects. Where the effects are considered isolated, consultation is typically via letter inviting feedback from adjacent property owners and businesses.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

Recreational Parking Management

- 5.1 **Manoy Street** - New no parking restriction clarifying the intent of the recent Talbot Street to Manoy Street, keeping the path entrance free from parked cars.
 - 5.1.1 No new consultation has been undertaken. The recent project to construct the shared path was appropriately consulted on and included the shared path link to the car park area adding the no-parking signs clarifies the intention of the path, that it is not parked on.

Residential Parking Management

- 5.2 **Salisbury Road** – Remove no parking restriction to reinstate parking. Removing the concrete separators from the on-road cycle lanes reduces the width requirement, allowing parking to be reinstated. The layout change will be co-ordinated with a programmed reseal.
 - 5.2.1 Feedback was sought from immediately adjacent property owners and occupiers. One response was received in support of the changes.
- 5.3 **Croucher and Chisnall Streets** - Install P120 time limited parking between 8am to 6pm Monday to Friday to 10 unrestricted spaces to allow the spaces to be used as visitor parking for the surrounding residential area.
 - 5.3.1 High all day parking demand in this area from Richmond town centre activities means residential on-road visitor parking is not currently available in this area.
 - 5.3.2 Residents in Croucher and Chisnall Streets were canvassed for their view on issues with parking in the area and encouraging them to suggest changes. Four submissions were received with various suggestions.

- 5.3.3 The proposed parking changes were developed and feedback sought. Three submissions were received with none opposing the proposed changes.

Bus Stops

- 5.4 **Poole Street** – Relocate existing bus stop from outside number 29 and 31 Poole Street to outside 23 and 25 Poole Street. This was requested by the bus service operator due to the risk posed by an electrical pole at the existing stop.

5.4.1 The property owners affected by the proposed Bus stop were consulted. One submission was received citing that their property amenity would be affected.

5.4.2 The Bus Stop is proposed in this position due to it being screened by vegetation and fences of both properties. The length of the Bus stop including tapers fits within the distance between the two properties driveways.

- 5.5 **Atkins Street** – New Bus stops on Atkins Street.

5.5.1 As part of the review of the service, it was recognised that as demand for the service grows, so will the need for more stops. There is approximately 1.3km between the Bus Stops in Poole Street and Grey Street, where the bus route traverses through a lot of residential area.

5.5.2 Consultation was carried out with nearby residents with several concerned about the effect that the stop outside their property would have on their property's amenity.

5.5.3 Bus Stop locations are determined by firstly locating them where there is sufficient length of road to accommodate the stop including the pull-in and exit tapers, while located in a safe place with good sightlines.

5.5.4 Ideally, the stop location best suits a site where there is either a high fence or vegetation to screen the Bus stop.

5.5.5 Initially, the North bound stop had been proposed outside the empty corner section near Pã Street however, the landowner indicated they wanted to develop this land and maintain their options for siting future accessways.

5.5.6 The proposal attached and recommended for implementation was consulted on recently with no objections received.

- 5.6 **Whitby Road** – New Bus stops on Whitby Road.

5.6.1 Residents in the Spring Grove area at the eastern end of Wakefield, requested Bus Stops in the section of SH6 near Bird Lane.

5.6.2 Consultation was carried out, with one resident voicing concern about the effect that a Bus stop outside their property would have on its amenity and privacy.

5.6.3 The proposed Bus Stops were located where they would fit between vehicle accessways without affecting sightlines and limiting the loss of roadside parking.

5.6.4 Those properties affected by the proposed Bus stops have good road boundary fencing and screening to provide privacy for both residents and bus patrons.

- 5.7 **Aporo Road** – New Bus stops on Aporo Road.

5.7.1 Residents in the area requested Bus Stops on Aporo Road in the proximity of Marriages Road.

5.7.2 Consultation was carried out with residents and a copy of the proposal sent to the Tasman Area Community Association for comment.

5.7.3 Some residents asked if the Bus Stop could be at Deck Road. At Deck Road, the eastern side berm is narrow due to the road boundary being close to the seal edge along with a deep drain that would need realigning leaving bus patrons with little room to stand unless the bus was to stop partially out in the traffic lane. The speed limit in this area is 80km/h.

5.7.4 The proposed Bus Stop locations near Marriages Road, have wide existing seal shoulders with good sightlines. There is room on the eastern side berm to extend out the shoulder to accommodate a Bus shelter.

5.7.5 The seal layby on the western side is also used by the School Bus, where there is an existing shelter.

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

- 6.1 The cost of installing the proposed traffic control devices and bus stops is estimated to be \$21,000.
- 6.2 The cost of installing the proposed traffic control devices, and updating the register, will be met from existing public transport infrastructure budgets.
- 6.3 Line marking typically requires a re-mark once every two years. Adding to the line marking will incrementally increase maintenance costs and contribute to increased future budgets.
- 6.4 Small signs typically have a 10-year design life but may last much longer. Adding more signs will increase future demand on renewals budgets.

7. Options / Kōwhiringa

7.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Approve changes proposed in the report and in Attachment 1 to the agenda report. This is the recommended option.	Improved public transport service. Increased on-road parking on Salisbury Road. Positive feedback from the community who requested changes.	Minor reduction in on-road parking at bus stop locations. Minor increase in walking distance to all-day parking spaces for town centre all day parking demand. Modest cost of installing changes.
2.	Approve some of the proposed changes.	Some of the advantages of Option 1.	If changes are not approved, there could be negative feedback from those involved in the targeted consultation that was undertaken.

Option		Advantage	Disadvantage
3.	Do not approve the proposed changes.	No cost.	<p>No improvement in public transport service.</p> <p>No increased parking on Salisbury Road.</p> <p>No improved residential visitor parking in the Croucher and Chisnall Streets area.</p>

7.2 Option 1 is recommended.

8. Legal / Ngā ture

- 8.1 The proposed changes meet the requirements of the Tasman District Council Traffic Control Bylaw 2016

9. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

- 9.1 No specific iwi engagement has occurred for the changes. These changes are relatively minor operational issues and isolated in effects.

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

- 10.1 The following table describes the level of significance of this decision. Overall, the level of significance is considered low as the changes are generally minor and staff have consulted with directly affected residents, businesses, and stakeholders.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Low	<p>Changing road layouts and adding public transport can create a high level of interest, particularly on more highly trafficked roads.</p> <p>This decision affects a relatively small number of roads in the District.</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>Good management of traffic controls, parking and public transport facilities can contribute towards the success of a place; poorly managed and designed traffic controls and parking can undermine efforts to create highly liveable urban areas.</p>

	Issue	Level of Significance	Explanation of Assessment
			The parking restrictions proposed are to address issues identified.
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	Traffic control devices are not permanent and can be changed if required.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	The Council's roading network is considered a strategic asset. The changes are intended to improve safety and accessibility of our transport network to a variety of user types.
5.	Does the decision create a substantial change in the level of service provided by Council?	Low	
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	No	
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	No	
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater or particular consideration of current legislation relating to water supply, wastewater and stormwater infrastructure and services?	No	

11. Communication / Whakawhitiwhiti Kōrero

- 11.1 Letters inviting feedback have been sent to immediately adjacent landowners and the Tasman Area Community Association. Any feedback received is described with the attached descriptions.

12. Risks / Ngā Tūraru

- 12.1 Low reputational risk associated with not being responsive to community requests and concerns.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

- 13.1 The changes to the transport network made by these traffic control devices are not expected to alter transport behaviour at a level that will impact greenhouse gas emissions although increased public transport use does can reduce transport emissions.

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

- 14.1 The proposed traffic control device changes are consistent with the Council's Roading Policies and Strategies.

15. Conclusion / Kupu Whakatepe

- 15.1 The changes to traffic control devices are proposed to ensure the safe and efficient functioning of the transport network and improved public transport provisions.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

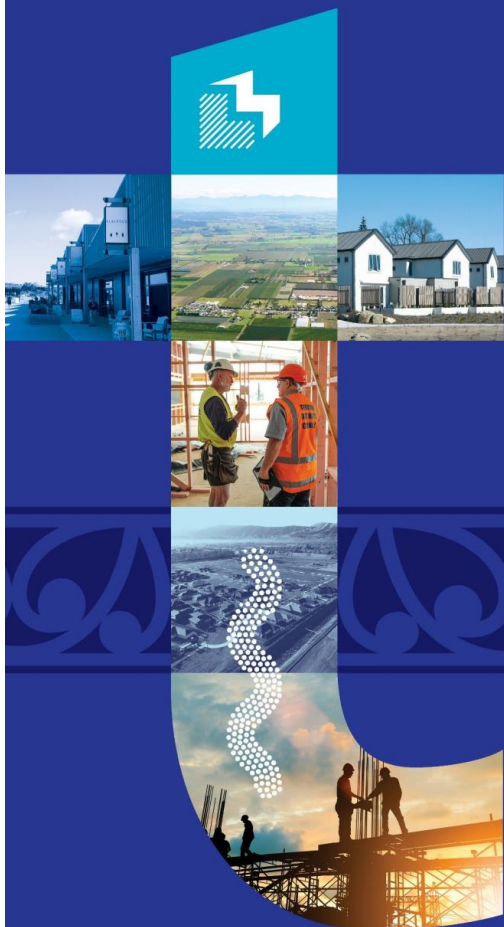
- 16.1 If the Council approves the proposed changes:
- 16.1.1 Staff will provide instructions to our contractors to implement the changes required.
 - 16.1.2 Staff will update the Traffic Control Devices Register as soon as changes are in place.

17. Attachments / Tuhinga tāpiri

1.   Traffic control devices diagramatic descriptions September 2025

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Traffic Control Devices Updates September 2025 Diagrammatic Descriptions



Thriving and resilient Tasman communities

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te tai o Aorere

Recreation Parking Management

Manoy Street

no parking restriction

Request: Add no-parking restriction to allow cyclists to enter the road from the end of the shared path.

Feedback: No new consultation has been undertaken. The recent project to construct the shared path was appropriately consulted on and included the shared path link to the car park area.

Adding the no-parking signs clarifies the intention of the path, that it is not parked on.



Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Manoy Street	No Parking	1600710.22	5448575.30	1600711.93	5448574.18

Residential Parking Management

Salisbury Road

Remove **no parking** restrictions to allow parking

Request: Removing the concrete separators from the on-road cycle lanes reduces the width requirement, allowing parking to be reinstated.

The design includes a 600mm painted separation from the cycle lane to the door opening zone. The relevant guidance includes that of the parking related crashes that involve cyclists, it is clear that car door opening into the path of cyclists is the main cause of cycle/parking-related crashes and has the highest proportion of DSI outcomes.

Not allowing parking (retaining current layout) is the lowest risk however, there is a opportunity to reinstate parking and maintain a standard cycle lane.

Feedback: One response received in support of the changes.



Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Salisbury Road	Remove no parking restriction	1616605.52	5423908.58	1616584.17	5423891.26
Salisbury Road	Remove no parking restriction	1616573.34	5423882.30	1616564.31	5423874.91
Salisbury Road	Remove no parking restriction	1616559.16	5423870.51	1616549.91	5423863.19
Salisbury Road	Remove no parking restriction	1616543.86	5423858.12	1616539.75	5423854.54

Residential Parking Management

Croucher & Chisnall Streets

Install Time Limited Parking of 120minutes between 8am to 6pm Monday to Friday to 10 Existing All Day Parks

No Stopping Restriction Southern corner of Croucher St at Talbot St Intersection

Request: Several locals requested carparks to be allocated for residents due to high parking demand by CBD workers.

Feedback: The decision was to canvas residents in Croucher and Chisnall Streets for their view on issues with parking in the area and encouraging them to suggest changes. Four submissions were received with various suggestions. These suggestions were included into a proposal to restrict end parks of various parking bays to create 120minute parks with a time limit that would extend from 8am when workers would start arriving to park, to 6pm by which time most of these workers would have left. The end parks at regular intervals along both Croucher and Chisnall Streets were selected as this gave all residents a Two-Hour park close by for visitors or if they needed to park their car on the street for trades people to park on the property. Due to there being a lot of higher density housing in the area, onsite parking is often restricted. The end parks were selected as these are often the easiest to drive into and depart from. The 120minutes was chosen as a reasonable length of time that was neither too restrictive or encouraged workers to use these parks and then move their car later. The other widely supported change was removing the end park on the southern side nearest Talbot St intersection, to improve traffic flow. The proposal for consultation, was delivered in mid-June with consultation closing Monday 28 July 25. Three submissions were received with none opposing the proposed changes.



Residential Parking Management

Croucher & Chisnall Streets Cont'd

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Croucher St – Northern side outside No. 23	Two 120minute parks	1615608.21	5423725.90	1615616.42	5423732.58
Croucher St – Northern side outside No. 39	One 120minute park	1615734.36	5423831.56	1615738.58	5423834.92
Croucher St – Southern side outside No. 24 Talbot St	Extend No Stopping lines 6m	1615617.09	5423718.21	1615622.50	5423721.50
Croucher St – Southern side outside No. 30	One 120minute park	1615669.48	5423759.93	1615673.36	5423763.27
Croucher St – Southern side outside No. 36A	One 120minute park	1615725.49	5423806.80	1615721.68	5423803.71
Croucher St – Southern side outside No. 42	One 120minute park	1615768.56	5423842.86	1615764.71	5423839.42
Chisnall St – Eastern side outside No. 2A	One 120minute par	1615616.15	5423790.78	1615620.11	5423786.14
Chisnall St – Eastern side outside No. 4	One 120minute park	1615591.24	5423813.89	1615595.42	5423811.16
Chisnall St – Eastern side outside No. 12	Two 120minute parks	1615534.88	5423869.98	1615541.00	5423863.45

Poole Street Motueka – Relocate Bus Stop

Relocate the Existing Bus Stop on Poole St to outside No. 23/25

Revoke the old Bus Stop outside 29 & 31 Poole St

Request: The bus service operator requested the stop to be relocated due to a pole carrying an overhead service to a private property, potentially being snagged by the bus when departing the Bus stop.

Feedback: The property owners affected by the proposed Bus stop were consulted. One submission was received siting their property amenity would be affected. The Bus Stop, is proposed in this position due to it being screened by vegetation and fences of both properties. The length of the Bus stop including tapers fit within the distance between the two properties driveways.



Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Poole St	No Stopping lines	1600725.91	5449243.19	1600710.46	5449243.93
Poole St	Bus Stop	1600710.46	5449243.93	1600710.65	5449246.36
Poole St	Bus Stop	1600695.31	5449244.34	1600695.38	5449247.07
Poole St	No Stopping lines	1600695.31	5449244.34	1600689.26	5449244.46

Bus Stops – Atkins St Motueka

Install Bus Stops on both sides of Atkins St

Request: As part of the review of the service, it was recognised that as demand for the service grows, so will the need for more stops. There is approximately 1.3km between the Bus Stops in Poole St and Grey Street, with the bus route traverses through a lot of residential area.

Feedback: Consultation was carried out with nearby residents with several concerned about the effect that the stop outside their property would have on their property's amenity. Bus Stop locations are determined by firstly locating them where there is sufficient length of road to accommodate the stop including the pull-in and exit tapers, while located in a safe place with good sightlines. Ideally, the stop location best suits a site where there is either a high fence or vegetation to screen the Bus stop. Initially, the North bound stop had been proposed outside the empty corner section near Pā Street however, the landowner indicated they wanted to develop this land and maintain their options for siting future accessways. The proposal attached and recommended for implementing, was consulted on recently with no objections received.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Atkins St – Eastern side North end	No Stopping lines	1600196.92	5449093.30	1600201.77	5449078.88
Atkins St – Eastern side North end	Bus Stop	1600201.77	5449078.88	1600199.46	5449078.06
Atkins St – Eastern side South end	Bus Stop	1600206.10	5449064.14	1600203.94	5449063.39
Atkins St – Eastern side South end	No Stopping lines	1600206.10	5449064.14	1600209.83	5449052.04
Atkins St – Western side South end	No Stopping lines	1600202.52	5449048.12	1600198.08	5449062.31
Atkins St – Western side South end	Bus Stop	1600198.08	5449062.31	1600200.73	5449063.02
Atkins St – Western side North end	Bus Stop	1600193.82	5449077.16	1600196.06	5449077.57
Atkins St – Western side North end	No Stopping lines	1600193.82	5449077.16	1600192.59	5449080.78



Bus Stops Whitby Road Wakefield

Install Bus Stops on both sides of Whitby Road

Request: Residents in the Spring Grove area at the eastern end of Wakefield, requested Bus Stops in the section of SH6 near Bird Lane.

Feedback: Consultation was carried out with one resident voicing concern about the effect that a Bus stop outside their property would have on its amenity and privacy. The proposed Bus Stops were located where they would fit between vehicle accessways without affecting sightlines and limiting the loss of roadside parking. Those properties affected by the proposed Bus stops have good road boundary fencing and screening to provide privacy for both residents and bus patrons.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Whitby Rd – Northern side West end	No Stopping line	1604890.44	5416850.90	1604896.77	5416856.71
Whitby Rd – Northern side West end	Bus Stop	1604896.77	5416856.71	1604898.25	5416855.09
Whitby Rd – Northern side East end	Bus Stop	1604907.83	5416866.75	1604909.35	5416865.05
Whitby Rd – Northern side East end	No Stopping Line	1604907.83	5416866.75	1604914.36	5416872.74
Whitby Rd – Southern side East end	No Stopping Line	1604927.68	5416868.86	1604924.06	5416865.65
Whitby Rd – Southern side East end	Bus Stop	1604924.06	5416865.65	1604922.04	5416867.25
Whitby Rd – Southern side West end	Bus Stop	1604912.97	5416855.72	1604911.22	5416857.59
Whitby Rd – Southern side West end	No Stopping Lines	1604912.97	5416855.72	1604906.18	5416849.60



Bus Stops – Aporo Rd Opposite Marriages Rd

Install Bus Stops on both sides of Aporo Rd near Marriages Rd Tasman

Request: Residents in the area requested a Bus Stops on Aporo Road in the proximity of Marriages Rd.

Feedback: Consultation was carried out with residents and a copy of the proposal sent to TACA for comment. Some residents asked if the Bus Stop could be at Deck Rd. At Deck Rd, the eastern side berm is narrow due to the road boundary being close to the seal edge along with a deep drain that would need realigning leaving bus patrons with little room to stand unless the bus was to stop partially out in the traffic lane. The speed limit in this area is 80km. The proposed Bus Stop locations near Marriages Rd, have wide existing seal shoulders with good sightlines. There is room on the eastern side berm to extend out the shoulder to accommodate a Bus shelter. The seal layby on the western side is also used by the School Bus, where there is an existing shelter.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Aporo Rd - Eastern side North end	No Stopping lines	1605949.59	5438101.07	1605939.11	5438128.91
Aporo Rd – Eastern side North end	Bus Stop	1605949.59	5438101.07	1605947.50	5438100.36
Aporo Rd – East side South end	Bus Stop	1605955.12	5438087.11	1605952.95	5438085.99
Aporo Rd- East side South end	No Stopping lines	1605969.86	5438060.87	1605955.12	5438087.11
Aporo Rd – West side South end	No Stopping lines	1605930.37	5438118.26	1605942.07	5438083.49
Aporo Rd – West side South end	Bus Stop	1605930.37	5438118.26	1605933.35	5438119.16
Aporo Rd – West side North end	Bus Stop	1605926.05	5438132.84	1605929.11	5438133.66
Aporo Rd – West side North end	No Stopping lines	1605926.05	5438132.84	1605917.09	5438165.23



7.7 EVES VALLEY LANDFILL ROAD STOPPING

Decision Required

Report To:	Tasman District Council
Meeting Date:	11 September 2025
Report Author:	Kevin O'Neil, Senior Property Officer
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RCN25-09-11

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

- 1.1 The purpose of this report is to obtain the Council's approval to the stopping of unformed legal road located within 214 Eves Valley Road, Waimea West under the Public Works Act 1981.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 The Council owns the land at 214 Eves Valley Road, Waimea West. This is where the Eves Valley Landfill site is located.
- 2.2 The Council was approached by the Nelson Tasman Regional Landfill Business Unit (NTRLBU), which is a joint committee between Tasman District Council and Nelson City Council, who manage the landfill site at 214 Eves Valley Road, Waimea West. They have asked the Council to undertake a road stopping over a small section of unformed legal road that encroaches into the Council's land and then terminates part way through the property.
- 2.3 The unformed legal road is part of Golden Hills Road which encroaches approximately 370 metres into the southeastern corner of the Council's property and is 20 metres wide along its entire length.
- 2.4 NTRLBU are proposing to stop the section of unformed legal road that encroaches into southeastern corner of the property comprising an area of approximately 0.7250ha.
- 2.5 There are no other affected adjoining landowners. All costs of the road stopping are to be met by NTRLBU.
- 2.6 The plans of the proposed road stopping are noted in Section 12 of this report.
- 2.7 **Attachment 1** shows the property as it stands now with the unformed legal road (highlighted in red) running partway through the property from the southeastern corner of the property.
- 2.8 This is a routine decision and staff recommend that the Council approves the road stopping, which will be subject to final approval by Land Information New Zealand (LINZ).

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

- 1. receives the Eves Valley Landfill Road Stopping report, RCN25-09-11; and**

2. **approves the stopping of the section of legal road, pursuant to Section 116 of the Public Works Act, within the property of 214 Eves Valley Road as shown highlighted red in Attachment 1 to the agenda report, subject to the approval of Land Information New Zealand; and**
3. **delegates authority to the Group Manager Community Infrastructure to undertake all processes, including the authority to sign all relevant documentation necessary to give effect to the decision to stop the section of legal road within the property of 214 Eves Valley Road, Waimea West.**

4. Background / Horopaki

- 4.1 The Nelson Tasman Regional Landfill Business Unit (NTRLBU) manage the landfill site on property owned by Council at 214 Eves Valley Road, Waimea West. There is an unformed section of legal road which will impede the future use of the site. This section of legal road ends within the property and is not connected to any other property or legal road.
- 4.2 The NTRLBU has identified the area of land surrounding, and including, the area of legal road to be stopped as the most suitable location for creation of a new “cell” for disposal of class 3 and 4 contaminated soils. Stopping this section of road will provide NTRLBU with a longer-term solution for landfilling contaminated soils.
- 4.3 The land adjoining the road stopping area is operated as landfill for regional benefit and is designated in the Tasman Regional Management Plan for landfill purposes D163 (Sanitary Landfill Refuse Disposal). The section of road to be stopped will be incorporated into the landfill designation D163. All costs in relation to this transaction will be met by NTRLBU.
- 4.4 There are no other affected adjoining landowners, and the road has never been formed nor used by members of the public.
- 4.5 The road stopping will occur using the Public Works Act 1981 which allows the road stopping to proceed without the need for public notification. The proposal was considered by the Council’s Road Stopping Panel and the Council’s Transportation Manager. Council staff have also consulted with Herenga ā Nuku (Outdoor Access Commission), Heritage New Zealand and all local Iwi on the proposal.
- 4.6 Herenga ā Nuku has confirmed it does not oppose the road stopping as public access is not being affected as this section of road does not connect to any other legal roads nor does it adjoin any reserve, public conservation land, waterway or provide any other recreational opportunity.
- 4.7 Heritage New Zealand have confirmed there are no heritage sites in the road stopping area.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

- 5.1 There is small section of unformed legal road that partially bisects the Council’s property at 214 Eves Valley Road. This section of legal road ends within the property and is not connected to any other property or legal road
- 5.2 This property is operated as a landfill controlled by the Nelson Tasman Regional Landfill Business Unit (NTRLBU), which is a joint committee set up to benefit both councils located in the region.
- 5.3 The Nelson Tasman Regional Landfill Business Unit (NTRLBU) have identified that the section of legal road that partially bisects the property restricts the full utilisation of the site at

214 Eves Valley Road and have asked if this section of road could be stopped and amalgamated into the Council's Title.

- 5.4 The Road Stopping will be undertaking using the provisions for the Public Works Act 1981.
- 5.5 As the property is zoned "Rural 2" if the Council agrees to progress the road stopping consent will be required from LINZ which has delegated authority from the Minister of Lands.
- 5.6 A valuation will be undertaken to determine the compensation to be paid to the Council for the road land being stopped.
- 5.7 The section of road will be stopped via gazette and the land will be amalgamated into the Council's Title for 214 Eves Valley Road.

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

- 6.1 The NTRLBU is a joint committee between the Tasman District Council and Nelson City Council. The NTRLBU will meet all the costs involved with the road stopping, including paying compensation to the Council (as landowner) for the approximate 0.7250 hectares of road land to be stopped.

7. Options / Kōwhiringa

- 7.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Agree to the road stopping. (Recommended)	The NTRLBU will be able to use the entire landfill site at 214 Eves Valley Road for future expansion.	None Identified.
2.	Not agree to the road stopping.	The shared costs of the road stopping will be saved.	The existence of the unformed piece of legal road restricts the full utilisation of the landfill site.

- 7.2 **Option 1 is recommended.**

8. Legal / Ngā ture

- 8.1 As there are no other affected/adjoining landowners the road stopping can be completed using the Public Works Act 1981, especially as the property is used for a public work (landfill site).
- 8.2 This proposal does not contravene any policy or plan.
- 8.3 Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori has been undertaken.

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

- 9.1 There is no requirement to undertake public notification if the Public Works Act 1981 is used to complete the road stopping. Given there will be no physical changes to the road network, this proposal is considered of low significance and does not require community engagement.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	No	There are no affected adjoining landowners.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	No	
3.	Is there a significant impact arising from duration of the effects from the decision?	No	
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	The entire road network is a strategic asset. This proposal will not have any impact on the existing road network.
5.	Does the decision create a substantial change in the level of service provided by Council?	No	
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	No	
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	No	
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater or particular consideration of current legislation relating to water supply, wastewater and stormwater infrastructure and services?	No	

10. Communication / Whakawhitiwhiti Kōrero

- 10.1 As the road stopping will occur under the provisions of the Public Works Act 1981, there is no requirement for public notification. All local Iwi have been consulted about the proposed road stopping and no issues or concerns have been raised by Iwi. Given there will be no physical changes to the road network, this proposal is considered of low significance.

11. Risks / Ngā Tūraru

11.1 This is a routine low risk proposal.

12. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

12.1 The decision on stopping this section of legal road does not have any impact on the changing climate and neither contributes to, nor detracts from, the Council's and central government policies and commitments relating to climate change.

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

13.1 We note that there is an existing designation (D163) over 214 Eves Valley Road. This designation is for "Sanitary Landfill Refuse Disposal". If the road stopping proceeds this designation will need to be extended to include the area of stopped road.

14. Conclusion / Kupu Whakatepe

14.1 The road stopping is of equal benefit to both the Council and the NTRLBU. The road stopping may result in a small compensation payment to the Council (as landowner) for the road land to be stopped.

15. Next Steps and Timeline / Ngā Mahi Whai Ake

- 15.1 Within the next month the Council will enter into a formal agreement with the NTRLBU to proceed with the road stopping. The agreement notes that the Council cannot guarantee LINZ will approve the road stopping.
- 15.2 A valuation will be undertaken to assess the compensation that the Council is to receive for the road land to be stopped.
- 15.3 LINZ will be asked to approve the road stopping. If this is approved, the land will be formally surveyed, and LINZ asked to publish a gazette notice that stops road and amalgamates this land into the Council's Record of Title for 214 Eves Valley Road, Waimea West.

16. Attachments / Tuhiinga tāpiri

1.   Eves Valley Landfill - Road Stopping - Appendix One

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Appendix 1

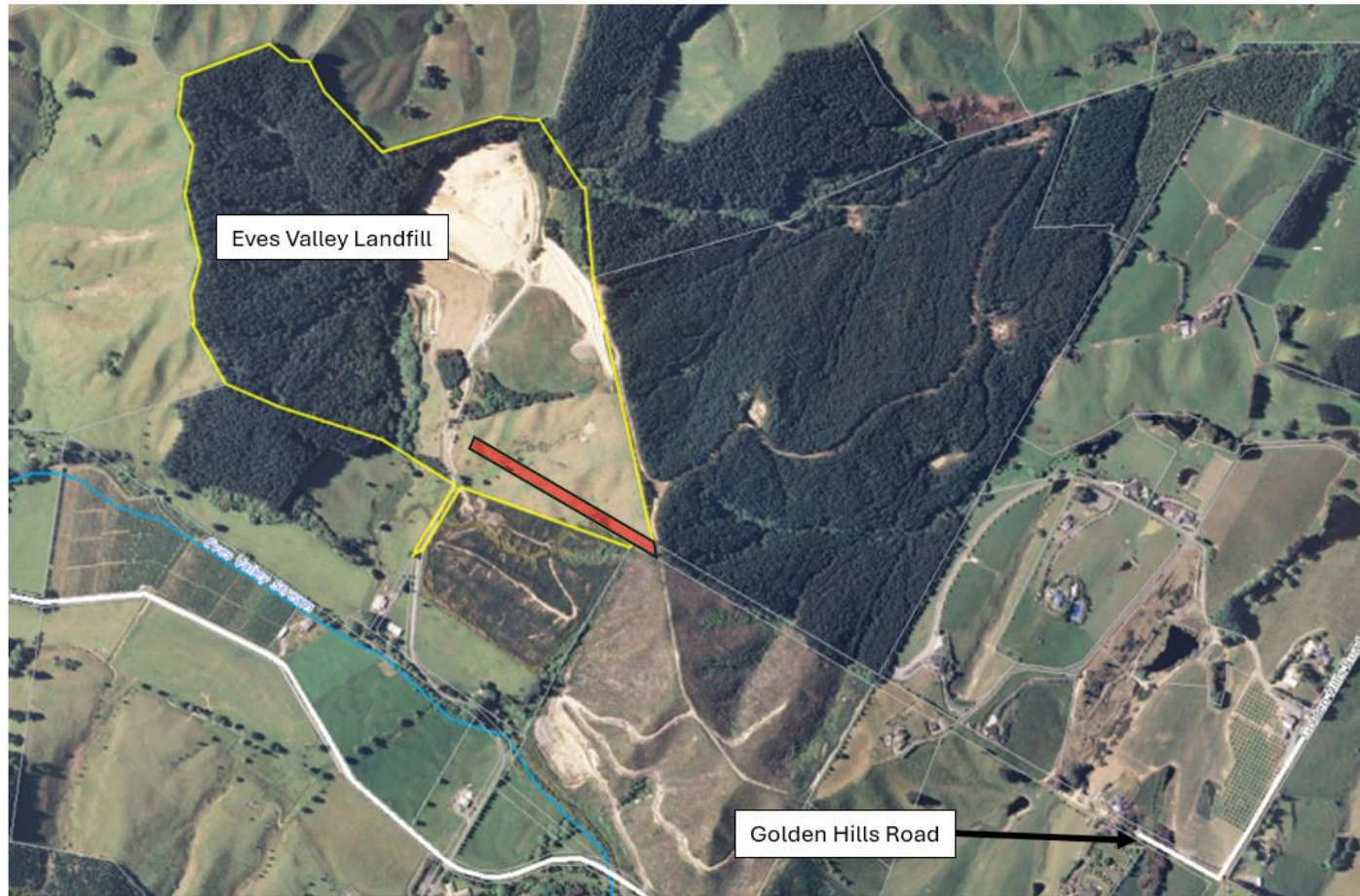


Figure 1: Location of road to be stopped (shown in red)



Figure 2: Unformed Road to be stopped (facing east)

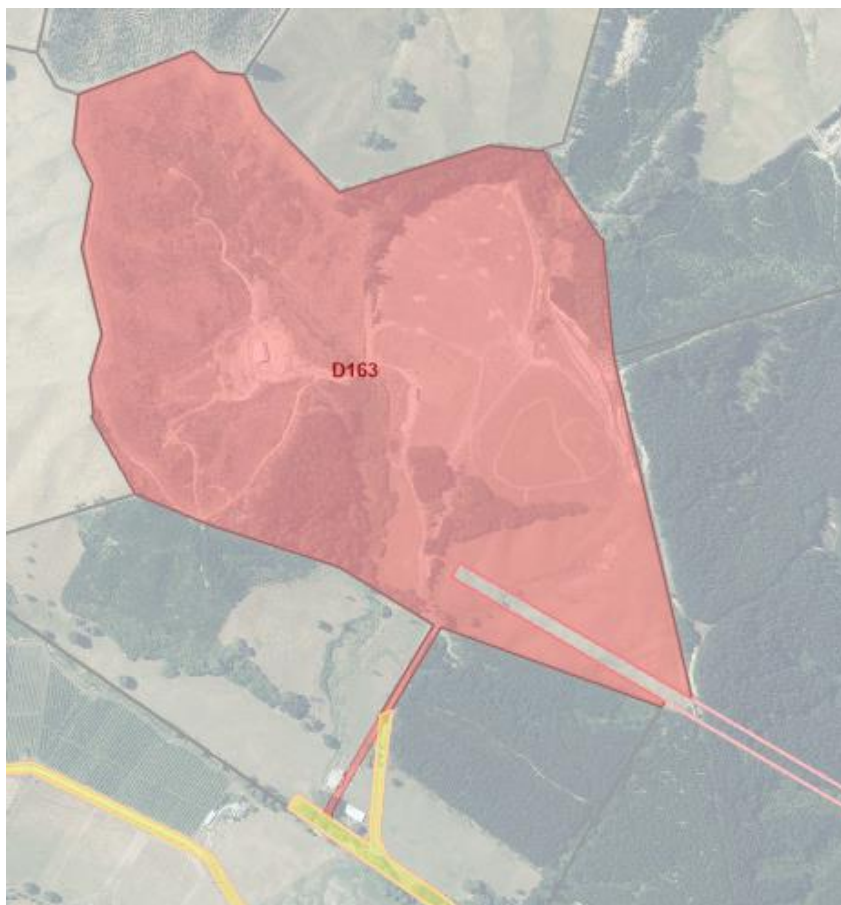


Figure 3: Designation D163 (Eves Valley Landfill)

7.8 SELECTION OF THE SITE FOR THE NEW WAKEFIELD COMMUNITY HUB

Information Only - No Decision Required

Report To:	Tasman District Council
Meeting Date:	11 September 2025
Report Author:	Martin Brown, Project Manager; Grant Reburn, Reserves and Facilities Manager; Rob Coleman, Reserves Officer - Recreation and Systems
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RCN25-09-12

1. Summary / Te Tuhinga Whakarāpoto

- 1.1 In The Tasman District Council Long Term Plan 2024-2034 funding has been allocated for the Waimea South Facilities. The main project is the new Wakefield Community Hub. The location for the new hub was advised in the Long-Term Plan as being on the Wakefield Domain off Collins Road.
- 1.2 In early 2025 a local landowner approached the Council project team regarding part of a site at 52 Edward Street. The site was large enough to house the planned approximate 1200m² to 1500m² facility and provided a viable option to explore, due to its proximity to the centre of the township. A SWOT analysis was developed to assess both the sites.
- 1.3 Two community sessions and a Shape Tasman poll provided this information to the community for comment and feedback.
- 1.4 Most comments and feedback showed the community's overwhelming preference for the proposed facility to remain at the original location of the Wakefield Domain.

2. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

- 1. receives the Selection of the Site for the New Wakefield Community Hub report RCN25-09-12; and**
- 2. acknowledges that after the site review and community engagement, the community overwhelmingly supported that the Wakefield Community Hub remains at the Wakefield Domain, not the alternative site of 52 Edward Street.**

3. Situation

- 3.1 With the emergence of the alternative site, the project team required a fact-based comparison of both sites. JTB Architects were engaged to complete a Strengths, Weakness, Opportunities and Threats (SWOT) assessment and provided a fact-based review for both sites.
- 3.2 The SWOT analysis highlighted both sites' benefits and weaknesses.

- 3.3 In summary, Wakefield Domain allowed for much greater future expansion, interacted more with sports codes and had more space for parking. However, it will require more infrastructure to service and access the remote site, will likely promote car travel over walking due to the need to cross the State Highway. Finally, to access from Clifford Road is reliant on New Zealand Transport Agency (NZTA) approval which will have its challenges. As such alternative established access routes from the State highway and local roads will need to be considered.
- 3.4 In summary, 52 Edward Street has centre township and good walking access, close to school, lower infrastructure and access costs, could invigorate the centre of the township. However, only has limited expansion (maximum building area 1500m²) much more limited car parking, and concerns raised over township traffic increase and capacity, and has more impactful modelled inundation across the site area. The proximity to the local pub was felt by some of the community to be unfavourable and is closer to residential properties.

4. Locations

4.1 Site one Wakefield Domain (Indicative Area)



4.2 Site two 52 Edward Street



5. Community Feedback Summary

- 5.1 Feedback was collected by both the Waimea South Community Facility Charitable Trust and the Council.

- 5.2 The Waimea South Community Facility Charitable Trust set up two engagement meetings. These were held in Wakefield on Tuesday 17 June 2025, in partnership with Council staff. Further comments were also collected via the Trust's website. Additionally, the Trust promoted the information and options on social and local media and Radio New Zealand.
- 5.3 Eighty-one (81) responses were received from the community-driven sessions and feedback forms most responses were from the 40+ year-old population.
- 5.4 The key messages were,
- **Seventy-five percent (75%)** of the responders preferred Site 1, the Wakefield Domain (Recreational Reserve) site.
 - Positives for site 1 included, expansion and future proofing opportunities and good proximity to the sports fields and facilities
 - Concerns for site 1, infrastructure cost to connect the site to mains and the SH6, safe access to the site for walking and cycling and child access, as need to cross SH6
 - **Fourteen percent (14%)** of the responders preferred site 2, the 52 Edward Street Site.
 - Positives for site 2 included the potential lower cost for infrastructure and road access, transforming the current brownfield site and having good access to the school
 - Concerns for site 2 included the proximity to the hotel, parking limitations, increased congestion risks to the township, and lack of connection to the Sports facilities.
- 5.5 The Council ran a 'Shape Tasman' poll from 27 May 2025 to 22 July 2025 providing the information from the SWOT analysis with FAQs. **One hundred and fifteen (115)** comments were recorded (Note* some of the community added more than one comment and some were duplicates) – **71** responders preferred site 1, and **26** preferred site 2.
- 5.6 The key messages were,
- Positives for site 1 included, future expansion opportunity meets the communities' growing needs, no cost to buy the site as we already own it, allows for sport, generous space for expansion, far better outdoor opportunities to connect with other uses.
 - Concerns for site 1 included, potential impact of future flooding, safety of pedestrians and cyclist access. Higher costs for infrastructure.
 - Positives for site 2 included, central to the village, further away from the flood areas, easier to connect to service and roads, use the existing building don't build another,
 - Concerns for site 2 included, restricted shape and size of the site, bringing extra traffic into the village, the cost to purchase the site and demolish the building when the Council already owns site 1,
 - Other comments, what will happen to the current hall? Need to look at flooding potential at the sites after recent events, concerns a small population get to spend so much when lots of work required on rivers. The Council has too much debt so should not be doing this project. Why is the decision going to be based on a small number of responses? The village has more halls than it can use and doesn't need another. Tasman District Council is in too much debt and now has a flood to clean up.

6. Next Steps

- 6.1 With the overwhelming community support for the Wakefield Domain (Recreational Reserve) site, the landowner of 52 Edward Street has been thanked and notified of the outcome from their approach.
- 6.2 The Council's project team is now focused on the project initiation for the new hub on the Wakefield Domain site.
- 6.3 The next steps will involve site investigations, infrastructure and services review. Additionally, the project team is working on the road access and will be liaising with NZTA.
- 6.4 With the site confirmed we will be liaising with our iwi partners on the planned kaupapa.
- 6.5 The project team will be working with the community representatives and stakeholders to develop requirements for the new hub as part of the Design and Build Procurement planning.

7. Attachments / Tuhinga tāpiri

Nil

7.9 CONFIRMATION OF THE LOCATION FOR THE NEW TAPAWERA COMMUNITY HUB

Decision Required

Report To:	Tasman District Council
Meeting Date:	11 September 2025
Report Author:	Martin Brown, Project Manager; John Ridd, Group Manager - Service and Strategy; Grant Reburn, Reserves and Facilities Manager
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RCN25-09-13

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

- 1.1 To seek formal approval from the Council to develop the new Tapawera Community Hub within the Tapawera Memorial Park, north of Matai Crescent, area 3 on the aerial plan provided within this report.
- 1.2 Noting the site proposed, in the adopted Long-Term plan, was 95 Main Road Tapawera, site of the Tapawera Community Council Community Centre and Opportunity (OP) Shop.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 When the new Community hub in Tapawera was proposed, approved and adopted in the 2024/34 Long-Term Plan its location was planned to be at 95 Main Road Tapawera. A site not owned by the Council and was to be purchased by the Council.
- 2.2 Due diligence for the purchase of 95 Main Road Tapawera raised several issues and constraints with the site. This led the project team, with the community and the Parks and Reserves Team to look at other viable sites.
- 2.3 In total three further sites were identified as shown below (noting Site 4 was the original site, 95 Main Road Tapawera).



- 2.4 Two workshops were held with the Council in respect of all the sites and a SWOT analysis has been conducted to understand the benefits and constraints of all four sites.
- 2.5 Sites 1 to 3 (all Council reserve land) were also considered as part of the Reserves Management Plan review process, noting that site 4 was not owned by the Council so was not part of the review.
- 2.6 As part of the Reserves Management Planning Process (RMP), consultation was completed in June 2025. Comments and feedback were gathered on which of the three reserves was preferred for the location of the new Tapawera Community Hub.
- 2.7 The adopted Reserves Management Plan for the Lakes Murchison Ward RMP stated. *Allow the new Tapawera Community Hub to be constructed on parcel (a) of Tapawera Memorial Park, at the location labelled in the above image as Option 3 (i.e. north of Matai Crescent).*
- 2.8 Whilst the Lakes Murchison Ward RMP has been adopted on 14 August 2025, there is no specific mention of the hub in the resolutions. This is a material change to the adopted Long-Term Plan 2024 to 2034, as such the project team is seeking formal approval to construct the Hub within the Tapawera Memorial Park, north of Matai Crescent (area 3 on the aerial image above).

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

1. receives the Confirmation of the Location for the new Tapawera Community Hub report, RCN25-09-13; and
2. approves the location for the future Tapawera Community Hub within the Tapawera Memorial Park, a Council reserve, north of Matai Crescent, shown as area 3 on the aerial plan provided within this report.

4. Background / Horopaki

- 4.1 The Tapawera Hub Project was adopted in the 2024/2034 Long Term Plan.
- 4.2 A budget of \$2.68 million has been allocated, including \$900,000 of community funding, to develop a Community Hub in Tapawera. (Around \$500,000 has already been provided to the community in the form of funding from the Department of Internal Affairs).
- 4.3 Due diligence on the proposed site, 95 Main Road Tapawera, raised several constraints (including site and building not owned by the Council, divided community over the 'historic' nature of the building, other buildings and powerlines located on the site limiting its usable area). As a result, these other sites were considered and reviewed as part of the Reserves Management Plan Review process with a SWOT analysis (Strengths, Weaknesses, Opportunities and Threats) to provide more information on the Council owned land being considered.
- 4.4 Three Council owned reserves were considered against the original proposed site. These reserves were also considered as part of the Lakes Murchison Reserves Management Plan (RMP), and consultation was undertaken with the community.
- 4.5 The hearings and deliberations, as part of the RMP review process, resulted in the preferred site option of site 3 and this was adopted within the Lakes Murchison Reserves Management Plan.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

- 5.1 The Long-Term Plan 2024/2034 adopted the project based on the new hub being located at 95 Main Road, Tapawera.
- 5.2 The intention is to now build in a different location. The new location is within a Council Reserve, as a result the project team needs to seek the Council's approval for this change of location from that in the adopted Long-Term Plan 2024/2034 and to construct the building on the Council Reserve.
- 5.3 From the discussions with the community groups, with the consultation as part of the Reserves Management Plan review process, site 3 has garnered good general support. The following points provide the key factors considered for each of the sites.
 - Site 1 - Gazetted under the Reserves Act 1977, subject to a low level of inundation, limited-service infrastructure in place and potential impacts to adjacent residential properties and the shearing sheds.
 - Site 2 – Not Gazetted under the Reserves Act 1974, Fee simple reserve land, subject to more significant inundation, some limited-service infrastructure in place and potential impacts to adjacent residential property.
 - Site 3 – Not Gazetted under the Reserves Act 1974, Fee simple reserve land, no inundation modelled to the area where the hub is planned to be located, small service infrastructure works required but mostly in place, central to the township with connectivity to shops, toilets, recreational reserve with skate park and playground.
 - Site 4 – 95 Main Road, Tapawera had constraints including, local division over removal of the existing building, other heritage artifacts placed on the site, the Kahurangi Waharoa, overhead powerlines, the cost of purchasing the land and ratifying agreements with all other interested parties and anecdotal boundary encroachments.

- 5.4 The SWOT analysis and indicative estimates undertaken by third-party consultants has highlighted that site 3 provides the best opportunity to get best value for the community. Highlighting site 3 should provide the most cost-effective options to develop the Hub.

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

- 6.1 The move to the alternative site does not impact the projects' incumbent financial risk any more than the original proposed site.
- 6.2 The existing financial and budgetary risks remain the same and relate to the community funded element (\$900,000) and the annual maintenance and running costs for the life of the facility.

7. Options / Kōwhiringa

- 7.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Locate the new Tapawera Community Hub on site 3. (Recommended)	<p>The site is centrally located between amenities (public toilets and skatepark/playground).</p> <p>Lower initial infrastructure connection costs as all services are near the site.</p> <p>Has limited to no inundation modelled across the site.</p> <p>The community generally supports this location over the other two sites.</p>	<p>No road frontage.</p> <p>Lacks room for significant expansion, though could have some expansion over its life.</p> <p>Will require realignment of the existing Tasman's Great Taste Trail.</p> <p>Will reduce the green space in the central township, but there are many green spaces close to the township.</p>
2.	Locate the new Tapawera Community Hub on site 2.	<p>Has road frontage.</p> <p>Has more room for expansion and could tie into the rugby rooms if it was desired.</p>	<p>Has a moderate level of modelled inundation across the site (300 to 700mm).</p> <p>Will require additional infrastructure to connect to the mains (three waters, power and data).</p>

Option		Advantage	Disadvantage
3.	Locate the new Tapawera Community Hub on site 1.	<p>Has significant room for future expansion and could tie in to the rugby club if it was desired.</p> <p>Ties in with the rugby field and sports areas.</p>	<p>No road frontage.</p> <p>It is a Gazetted Reserve (Reserves Act 1974) which could limit the activities within the hub.</p> <p>Furthest from the road access.</p> <p>Will require significant infrastructure to connect to the mains (three waters, power and data).</p> <p>Will require longer access to the driveway.</p> <p>Is 'out of the way' and close to residential properties.</p> <p>Has a low level of modelled inundation across the site (100 to 300mm).</p>

7.2 Option 1 is recommended.

8. Legal / Ngā ture

- 8.1 For information, the land where the hub is to be located is not a Gazetted site under the Reserves Act 1977.
- 8.2 Site 3 has been adopted as the proposed site for the Tapawera hub as part of the Lakes Murchison Reserves Management Plan. (Adopted in August 2025).

9. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

- 9.1 This kaupapa has been included in hui over the last year. Though with the site now confirmed the Whakawhitiwhiti Whakaaro - Iwi Engagement Portal has been updated to reflect the change to the location.
- 9.2 The local iwi partners will be asked how actively they wish to be engaged, and steps progressed now to engage with them on the cultural significance of the area, any cultural monitoring and tikanga.
- 9.3 Additionally, there are opportunities to have local hapū and whānau narratives and stories integrated with these new facilities. As such it will be important for hui on the kaupapa as we move into initial and concept design stages, so they are involved from the start.

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

- 10.1 Generally, as a new facility it has significance for the Council and ratepayers. Specifically for the local population and final users of the new hub this has moderate significance.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Medium	Locally there is a high level of public interest. But as one of the smaller community funded projects has not garnered the reach of other new facilities.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	High	Locally this is the key driver for the facility to improve the amenity of Tapawera and increase the benefit to the community socially and for wellbeing.
3.	Is there a significant impact arising from duration of the effects from the decision?	Medium	Any new facility will come with a minimum life of 50 years or more. As such the community and the Council will need to support the new facility moving forward.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	No	
5.	Does the decision create a substantial change in the level of service provided by Council?	Medium	This new hub will be the first community hub owned by the Council in Tapawera.
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Medium	The Long-Term Plan has provided for around \$1.8 m of Council capital expenditure for Year 3 2026/2027 (relies on a further \$900,000 being raised by the community).
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?	Yes	A new Council facility will be formed and there will be community leases for the user(s) of the facility.
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater or particular consideration of	No	

	Issue	Level of Significance	Explanation of Assessment
	current legislation relating to water supply, wastewater and stormwater infrastructure and services?		

11. Communication / Whakawhitiwhiti Kōrero

- 11.1 Communications will be released once the site has been confirmed with the Council. This is to follow up from the June/July consultation for the Reserves Management Plan. Formal notification to the community, and more generally, the district, of the progress of the project and the new site location will be completed.
- 11.2 Moving forward at key parts of the project we will engage with the community through Shape Tasman Polls. This will include feedback on the concept design, feedback on the final design and as the project progresses to consent and construction.

12. Risks / Ngā Tūraru

- 12.1 Whilst initial desktop and visual assessments have been undertaken on the site locations, there is a low risk that unforeseen challenges may exist with the selected site.
- 12.2 Once confirmation of the site is received from the Council a full detailed site investigation will be conducted. This is to ensure any risks or issues are identified early in the process. This way these can be suitably mitigated through the design process as far as possible.
- 12.3 The project has a limited budget and relies on community funding. The site selected is likely to provide the best opportunity for value, though the scope will need to be prioritised and scope creep managed throughout the project.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

- 13.1 The site selection requested in this report was considered by staff in accordance with the process set out in the Council's 'Climate Change Consideration Guide 2024'. The design team will be provided with the guide. The project team will work with the community and the design team to ensure minimal impact on the Council's carbon footprint. This will be developed through good design, good operating and sustainable practices with elements of the new building and systems installed to mitigate and manage carbon footprint increase.
- 13.2 Part of the initial assessments for the selected sites were focused on climate change considerations. Specifically for this area inundation was a key driver and considering recent weather events. The site selected has no inundation evident in the 1% AEP modelling. Additionally, further steps to increase resilience include screw piling and a finished floor level 600mm above ground level to account for future weather event severity increases.
- 13.3 The design of the new hub will align with the National Adaptation Plan (2022), with steps taken to mitigate where possible embodied carbon and operational emissions.

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

- 14.1 The project is aligned with the Long-Term Plan 2024/34 save for the location change to the Council owned site.
- 14.2 The project is aligned with the recently adopted Lakes Murchison Reserves Management Plan.
- 14.3 The Council has the delegated authority to make the decision requested in this report.

15. Conclusion / Kupu Whakatepe

- 15.1 With the support of the community and the Reserves Management plan process recently undertaken, the move to another site within the township carries a relatively low risk. Additionally, the move from the original 95 Main Road Tapawera site will remove many constraints and risks for the project.
- 15.2 Site 3 in the project teams' opinion, backed up with recent investigations, is likely to provide the best value for the community project. It should see as much of the budget and community funding going into the actual built facilities, as opposed to underground services, as possible.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

- 16.1 With the Council approving Site 3, the design team will be engaged in the next two months.
- 16.2 The concept and preliminary design can then be commenced, and the project developed further.
- 16.3 The current timeline, subject to community funding, should see a tender for the project around June 2026 with the potential for work to commence around August 2026.

17. Attachments / Tuhinga tāpiri

Nil

7.10 JUNE/JULY 2025 TWO WEATHER EVENTS - RECOVERY UPDATE

Decision Required

Report To:	Tasman District Council
Meeting Date:	11 September 2025
Report Author:	Jamie McPherson, Transportation Manager; Mike Schruer, Waters and Wastes Manager; Richard Hilton, Horticultural Officer - Waimea, Richmond & Murchison; Rylee Petterson, Recover Support Manager; Matthew McGlinchey, Finance Strategy & Planning Manager; Richard Kirby, Group Manager - Community Infrastructure
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RCN25-09-14

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

The purpose of this report is to:

- 1.1 provide an update to the Council on the recovery efforts to date.
- 1.2 provide estimates on costs to the Council and available funding streams to minimise the impact of those costs on the Council.

1. Summary / Te Tuhinga Whakarāpoto

- 1.1 On 26-27 June 2025 the Nelson-Tasman region experienced a significant rainfall event, leading to extensive flooding and landslide activity. A State of Local Emergency was declared on 27 June 2025 and transition to recovery occurred on 10 July 2025.
- 1.2 On 11 July 2025 a further significant rainfall and wind event occurred, resulting in further flooding and landslide activity, impacting many of the same areas affected two weeks previously. The district has not experienced flooding of this magnitude since 1877. A further State of Local Emergency was pre-emptively declared on 10 July 2025.
- 1.3 The combined damage from these two events in quick succession was significant, last experienced this widespread in Tasman in 1983. Predominantly rural communities in the Tasman District suffered extensive damage with homes, buildings, businesses and land impacted. Damage to the natural environment is significant, particularly in the river network with the associated deposition of silt and other waste. Widespread landslides have impacted the district's roading network.
- 1.4 Following the second declaration, a further transition into recovery occurred on 17 July 2025, in place for 28 days until 14 August 2025. The notice of local transition period provides Recovery Managers specific statutory powers, including the power to direct works and direct evacuation.
- 1.5 To enable recovery powers to continue, particularly for works in the river network, the transition notice was extended for a further 28 days until 11 September 2025.

- 1.6 The nature of the work required, and the need to retain the Recovery Transition powers it is almost certain that the Transition period will be extended again from 11 September 2025 to Thursday 9 October 2025.
- 1.7 This report also provides a financial summary of the response and outlines the cost implications across Council operations, including expected and potential funding sources. These figures are indicative only and work is continuing to establish the true costs.
- 1.8 The indicative total net external cost to the Council is just under **\$10.6 million** (see Table 1), subject to final funding confirmations and asset condition assessments.
- 1.9 Staff time attributed to the event is approximately **\$530,000** and is not included in the table below.
- 1.10 The external resource costs total **\$415,739** and are included in Table 1. All figures mentioned in the report are indicative and are subject to change as damage assessments are completed and more accurate costs and funding information becomes available.

Activity	Estimated Cost \$m's	Estimated Funding \$m's	Net Cost to TDC \$m's
Forestry	0.0	0.0	0.0
Governance	0.5	-0.5	0.0
Parks & Reserves	0.4	0.0	0.4
Rivers	20.0	-15.0	5.0
Roading	19.3	-15.7	3.6
Great Taste	3.1	-3.1	0.0
Solid Waste	2.1	-2.1	0.0
Rates	0.3	0.0	0.3
3 Waters	0.9	0.0	0.9
EOC Welfare	0.1	-0.1	0.0
EOC Non Welfare	0.2	0.0	0.2
Graeme Valley Rd	1.0	-0.9	0.2
Total	47.9	-37.4	10.6

Table 1 – Summary of Estimated Costs and Funding

- 1.11 Some areas have already received full funding, while others will require Council contribution or internal absorption. Significant funding support is being pursued through the various central government agencies.

2. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

1. **receives the June/July 2025 Two Weather Events - Recovery Update report, RCN25-09-14; and**
2. **approves a Council contribution of 9.5% of total costs, up to a maximum of \$100,000, towards the reinstatement of Graham Valley South Branch Road, to be funded from the subsidised roading activity; and**
3. **notes that as at 2 September 2025, the Council could be looking to fund around \$10.6 million to recover from all the damage incurred by the two weather events.**

3. The Recovery Structure

- 3.1 In the Civil Defence Emergency Management context, two Group Recovery Managers and a Recovery Support Manager oversee the recovery process.
- 3.2 Recovery is delivered through five key work streams called pou: iwi, natural, built, social and economic (see Figure 1).
- 3.3 Each pou has a lead who coordinates activities and reports to the Recovery Support Manager and Recovery Managers. Support functions for the pou include community engagement and communications, and finance and funding.
- 3.4 These roles interact to create a framework for a strength-based, holistic and inclusive approach to recovery.

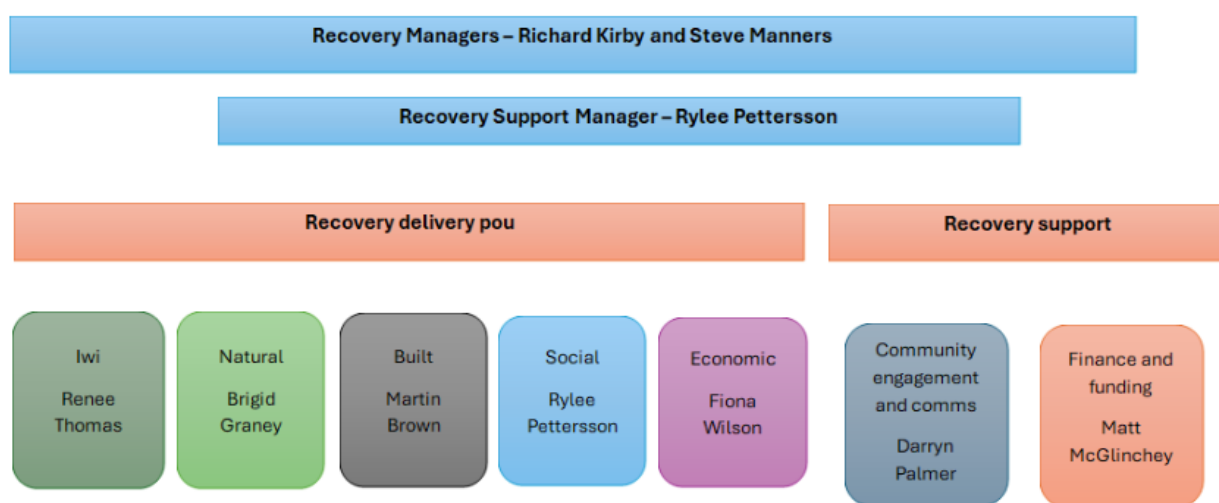


Figure 1: June/July floods recovery structure

Iwi

- 3.5 Iwi have been consulted during the recovery process and have provided advice on planned waste management activities near sites of archaeological significance (Riwaka) and burial sites (near the Motueka Wastewater Treatment Plant).
- 3.6 Rāhui processes are being reviewed and are awaiting sign-off from iwi partners. It is important to note that the setting of rāhui is generally undertaken in response, while the lifting often occurs during recovery.

Social impact

- 3.7 Effective social recovery is critical to the overall recovery of a community. As such, the Council has contracted three recovery navigators to engage with people who have been impacted by these events.
- 3.8 Navigators aim to facilitate access to the right support at the right time to affected individuals and family/whānau to enable them to move forward with their lives.
- 3.9 The navigators have organised several community outreach events and partnered with organisations such as Nelson Bays Primary Health and the Rural Support Trust to attend these events. They are aware of the stress caused by dealing with insurance companies and the subsequent impact on psychosocial wellbeing, so have referred some people to New Zealand Claims Resolution Service to assist with the insurance claims process.

Economic impact to Tasman

- 3.10 A *Tasman Key Sector Impacts Report* was commissioned by the Nelson Regional Development Agency (NRDA). The report is based on information collected from the key primary industry and tourism sectors up to the second week of August 2025 and provides a high-level, indicative summary of the economic impacts.
- 3.11 Key findings show that the cumulative effects over the long-term will be more than \$260 million, with almost \$50 million of potential lost GDP from lower production and demand in the next year alone, split as follows:
- \$25m forestry losses (14% of baseline forestry GDP)
 - \$11m horticulture and viticulture losses (4% of baseline horticulture and viticulture GDP)
 - \$6m livestock losses (4% of baseline livestock GDP)
 - \$6m tourism losses (3% of baseline tourism GDP)
 - \$0.4m aquaculture losses (0.2% of baseline seafood and aquaculture GDP)

4. River Network

- 4.1 Extensive damage has been experienced in our river network. In our larger rivers (XY rivers), the Motueka, Motupiko, Tadmor and Wai-iti rivers have been worst affected. Numerous smaller river Z rivers have also been impacted.
- 4.2 Urgent works are currently being undertaken in several locations to stabilise riverbanks and bridge abutments. The immediate focus is on quantifying the impairment of insured assets.
- 4.3 The Rivers team have begun a comprehensive review of our XY river network using a longer-term, risk-based approach to determine the best way to recover, with a focus on future resilience.
- 4.4 This review will help to inform costs to both the Council and funders on the level of support required.
- 4.5 **Costs to Council:** The impact on river infrastructure (i.e. insured assets) is provisionally estimated as at least \$20 million. Access to several affected sites is still restricted, which limits the ability to confirm the full extent of the damage. The first invoices for river-related repairs are expected imminently.
- 4.6 Complete recovery costs will depend on the full extent of damage, ability to pay, and the overall recovery strategy.
- 4.7 **Funding** is anticipated from three main sources:
- 60% from National Emergency Management Agency (NEMA) and 40% from the Council's insurer, Aon.
 - The claim to NEMA and Aon is subject to specific assets registered on the insurance schedule. This is in the process of assessment. There is an excess of \$750,000 to be covered by the Council. NEMA has their own criteria of what claims they accept, which may differ to what Aon accept.
- 4.8 There is also a possibility that funding via the Regional Infrastructure Fund (RIF) may be accessed. This is administered through Kānoa (Regional Economic Development and Investment Unit at the Ministry of Business, Innovation and Employment (MBIE)). The fund

covers 60% of eligible costs, meaning that the Council would need to co-fund the remaining 40% to unlock that support.

- 4.9 At this stage, Kānoa have ringfenced \$16 million for tranche two of the RIF, focusing on 'build back better' initiatives to improve resilience to the Tasman river network.
- 4.10 Overall, the target is to secure funding for at least 75% of total river restoration costs through a mix of insurance and government contributions

5. Roothing Network

- 5.1 The district roading network suffered widespread damage and a large recovery effort is underway via the Tasman Alliance. Currently, over 4,000 jobs associated with the emergency have been entered into the system and at the time of writing 1,900 jobs were still open and requiring work to be completed.
- 5.2 Management of the roading recovery works is a significant task and a team has been set up within the Tasman Alliance for this.
- 5.3 **Costs to the Council:** the total cost of repairs and restoration is currently estimated at \$20-25 million. Approximately \$6 million has been spent during July and August.
 - a. **Funding:** The Council has secured via the New Zealand Transport Agency's (NZTA) Emergency Works fund, an increase in our Funding Assistance Rate (FAR) to 91% for response activities, and 81% for recovery activities. Additionally, the Ministry for the Environment (MfE) may contribute toward the cost of silt removal on roads.
- 5.4 A significant under slip has led to the sustained closure of Graham Valley South Branch Road, isolating one household and preventing vehicle access to the Flora car park in the Kahurangi National Park.
- 5.5 Graham Valley South Branch Road is part of the roading network, but financial responsibility for maintenance sits with the Department of Conservation (DoC). The Council has been working with DoC and NZTA regarding funding. NZTA has decided to provide funding assistance to DoC of 71% for the estimated \$1million reinstatement cost. DoC has requested that the Council contribute 50/50 towards the remaining 29%, or approximately \$150,000.
- 5.6 Staff have suggested to NZTA that the reinstatement could be funded via the Council at our 81% funding assistance rate, however NZTA have decided to fund DoC. The Council would have expected to do a 50/50 cost share with DoC for the remaining 19%. On this basis, a valid offer from the Council would be to fund 9.5% or up to approximately \$100,000 of the reinstatement costs.

6. Waters and Waste

Three Waters

- 6.1 The damage sustained to the three waters infrastructure was not extensive, and the three water activities are now back to business-as-usual. A recovery plan has been written to address the long-term resilience of the network.
- 6.2 **Cost to Council:** time to repair, clean-up costs and damage to three waters infrastructure (water supply, wastewater, and stormwater) is estimated at \$800,000. Forty percent (40%) of the damage can be claimed through the Aon Infrastructure policy for assets registered in the asset schedule. Rivers and Waters and Waste access a common deductible of \$750,000

per event. The 60% funding provision by NEMA is not accessible due to the cost of damage not exceeding the applicable threshold of \$2.1 million. The NEMA threshold for three waters is at a higher rate than rivers and the Council will need to meet the 60% shortfall through internal funding.

Waste management

- 6.3 There were extensive amounts of silt and complex debris including woody vegetation, plastics and fencing materials deposited in rivers, the roading network, the marine environment, and on both private and public land.
- 6.4 The Council provided access for domestic waste to be dumped at the Council's cost at resource recovery centres, until 10 August 2025. After demand reduced, requests are now being managed on a case-by-case basis.
- 6.5 The majority of horticultural and agricultural waste disposal has been organised by growers who have worked with neighbouring properties to make arrangements. The Council has assisted a small number of growers in Riwaka to receive silt at the carpark of the Riwaka Rugby Grounds and is managing disposal of this material.
- 6.6 Arrangements have been made with a nearby landowner in Riwaka to dispose of the silt on their land. A site of archaeological significance is present on the land and Council staff have been consulting with iwi to ensure that there are no concerns with laying silt near this site.
- 6.7 On the site there will be some disturbance of the silt that has been deposited on top of the existing ground, but there will be no digging into the existing ground. The land is cultivated at present and in future the silt that is spread will be ploughed and mixed with the existing ground. Iwi have agreed with this in principle, provided that the silt is tested (completed) and there is no significant ground disturbance.
- 6.8 **Cost to Council and funding:** The waste management activity is forecast to incur costs of \$2.67 million in response to flood-related waste and disposal challenges.
- 6.9 The Ministry for the Environment have agreed to fund a 70% subsidy up to \$2 million via the Emergency Waste Fund, and the Council will need to contribute \$670,000 to unlock this funding. The funding has extended to include the management and disposal of horticultural and agricultural silt, complex waste in the river network and the marine environment.
- 6.10 The Council's contribution of approximately \$670,000 will be funded through existing activity and capital budgets, including waste levy funds, and the Nelson Tasman Landfill Business Unit (NTRLBU) contingency fund, created following the August 2022 event. Any shortfall in funding will be covered by activity reserves. Discussions are ongoing to confirm access to NTRLBU funds, and further analysis of detailed expenditure will be required to finalise the funding strategy.

7. Tasman's Great Taste Trail

- 7.1 Tasman's Great Taste Trail suffered significant damage, with total repair and reconstruction costs estimated at \$3.1 million. This will be managed in two tranches.
- 7.2 The first tranche, valued at \$1.6 million, which includes all affected trail sections **except** for Wakefield-Belgrove, is awaiting an announcement from MBIE via the NZ Cycle Trail Fund Extreme Event Funding.
- 7.3 The second tranche, which includes a new trail between Wakefield and Belgrove, is still in the planning stages and a funding decision from MBIE may be expected after our route planning has been completed later this year.

8. Council Parks and Forestry

Parks

- 8.1 Council parks and open spaces have experienced damage costing an estimated \$500,000. Unfortunately, this figure falls below the insurance excess, and no other external funding sources are currently available. As a result, the Council will need to absorb this cost internally, likely either through current operating budgets or by incorporating it into future rate increases from the 2026/27 financial year onwards.

Forestry

- 8.2 While forestry operations were impacted by the emergency, the financial effect in the immediate term is expected to be neutral. The Council anticipates approximately \$2 million in increased revenue in the 2025/26 year due to early harvesting, which will offset expected revenue reductions in 2026/27.
- 8.3 However, there will be longer-term impacts, as trees scheduled for harvest in 2027/28 and beyond have been brought forward, potentially reducing future income in those years.

9. Funding – Mayoral Relief Fund

- 9.1 The Mayoral Relief Fund (MRF) was established to support those directly impacted by the weather events. Total contributions to date are \$475,000 including \$150,000 in direct Government support. To date, \$316,000 has been paid out to 140 claimants.
- 9.2 The Ministry of Primary Industry (MPI) has agreed to fund \$340,000 for a rural sector fund, to be administered by the Council. This fund is available to those who have experienced damage and receive more than 51% of their income from their property.
- 9.3 Both funds closed on 5 September 2025. The panel for the MRF meets and distributes funds weekly with a washup of any remaining funds planned shortly after the closing date. The panel for the rural sector fund will endeavour to meet within a couple of weeks of the fund closing to assess all applications.

10. External Expertise and Resources

- 10.1 In response to the scale and complexity of the emergency event, the Council engaged approximately ten external personnel across a range of specialist roles. These resources were brought in to supplement internal capacity and ensure an effective, coordinated recovery effort across multiple workstreams.
- 10.2 Among these roles, a number of specialists were appointed to assist with asset condition assessments. This was critical in identifying the extent of damage across infrastructure, facilities, and public amenities, and in prioritising repair works. Given that many sites were initially inaccessible, specialist assessments were staged over several weeks as access was restored.
- 10.3 Funding coordination has also required dedicated expertise. The Council appointed individuals specifically to manage funding applications, liaise with central government agencies (such as NEMA, NZTA, MFE, and MBIE), and ensure compliance with eligibility criteria. These roles are essential for securing the maximum possible external contribution toward recovery costs, and for managing the significant reporting requirements associated with such funding.

- 10.4 Recovery Navigators were engaged to work directly with affected residents, landowners, and community groups, particularly in areas where impacts were most severe. These roles focused on community engagement, needs assessment, and coordination of relief assistance and rebuilding efforts, ensuring that recovery plans remained responsive to those most affected.
- 10.5 A GIS (Geographic Information System) specialist was also brought in to support spatial mapping of damage zones, assist with risk analysis, and help visualise the extent of flooding and infrastructure impacts. This data was critical for informing decision-making and communicating recovery progress to internal stakeholders and the public.
- 10.6 In addition, data capture specialists were contracted to help record and consolidate operational, financial, and asset-related information from across the organisation and the field. Their work underpins both reporting obligations and future mitigation planning.
- 10.7 Given the significant cost associated with these external resources, estimated at over \$415,000, the Council is actively seeking reimbursement or co-funding from central government. These applications are currently in progress, and confirmation of eligible funding streams is expected to occur over the coming months

11. Additional costs to Council

- 11.1 **Emergency Operations Centre (EOC):** The EOC incurred costs totalling approximately \$265,000. Of this, \$105,000 relates to welfare operations, which are expected to be fully funded through NEMA.
- 11.2 The remaining \$160,000 is yet to be formally allocated and may ultimately be split between joint operations (shared across councils) and Council responsibilities. An internal process is still underway to determine the appropriate allocation and final funding responsibilities for this remaining portion.
- 11.3 **Staff time:** The data reveals that the organisation dedicated a substantial amount of peoplepower to managing emergency and weather-related events, totalling over 10,400 hours between the 2024/25 and 2025/26 fiscal years. Nearly 86% of these hours were concentrated in 2025/26, indicating that the response and recovery efforts will extend well beyond the initial impact.
- 11.4 At an hourly rate of \$50, this labour effort translates to over \$530,000 in costs, representing a significant financial burden on top of other emergency-related expenditures. The sustained high level of staff involvement suggests that the organisation has had to divert considerable resources away from its regular business-as-usual activities. This diversion has likely caused delays or interruptions in routine projects and services; it has impacted overall service delivery and operational efficiency.
- 11.5 While these costs and challenges highlight the immediate and ongoing strain emergency events impose, the experience and coordination developed during this time could enhance the organisation's future preparedness and resilience. Nonetheless, the findings emphasise the need for careful resource planning to ensure emergency responses do not unduly compromise everyday operations.

12. Rating – Financial Impacts

- 12.1 As a result of damage to properties, approximately 300-400 properties need to be revalued by Quotable Value. The costs are \$150,000 for this work. Once the valuations are complete, the Council will also lose the rate revenue associated with rates calculated on the property

value, General Rate being the largest. This is estimated at a further \$150,000 cost to the Council. Funding sources for this are being pursued.

13. Conclusion / Kupu Whakatepe

13.1 The Recovery has progressed very well. The Recovery Team have collaborated with the various agencies and targeted support as required.

13.2 The overall cost to council of the two events is estimated to be around \$10.6 million.

14. Next Steps and Timeline / Ngā Mahi Whai Ake

14.1 To progress with the Recovery effort. The future efforts will be in three specific areas;

- firstly the Navigators working in the various agencies and directing affected people accordingly, and
- secondly focusing on restoring the road network including appropriate resilience in specific areas, and
- thirdly working in the rivers to restore appropriate erosion protection.

15. Attachments / Tuhinga tāpiri

Nil

7.11 RECOMMENDATION FROM THE NELSON TASMAN REGIONAL LANDFILL BUSINESS UNIT - ANNUAL REPORT 2024/2025

Report To:	Tasman District Council
Meeting Date:	11 September 2025
Report Author:	David Stephenson, Team Leader - Stormwater & Waste Management
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RCN25-09-15

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

- 1.1 To consider a recommendation from the Nelson Tasman Regional Landfill Business Unit following the meeting held on Wednesday 27 August 2025.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 At the 27 August 2025 meeting, the Nelson Tasman Regional Landfill Business Unit following the meeting resolved as follows:

That the Nelson Tasman Regional Landfill Business Unit

1. *Approves the Nelson Tasman Regional Landfill Business Unit Annual Report 2024/2025 and the Nelson Tasman Regional Landfill Business Unit Annual Financial Statements 2024/2025 for presentation to Nelson City Council and Tasman District Council with Delegation of all minor amendments to the Nelson Tasman Regional Landfill Business Unit General Manager.*
- 2.2 Link to the [agenda](#) and [recording](#) for the 27 August 2025 Nelson Tasman Regional Landfill Business Unit meeting.

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

1. **receives the Recommendation from the Nelson Tasman Regional Landfill Business Unit - Annual Report 2024/2025 RCN25-09-15; and**
2. **receives the Nelson Tasman Regional Landfill Business Unit Annual Report 2024/2025 and its attachment to the agenda report, the Nelson Tasman Regional Landfill Business Unit – Financial Statements 2024/2025.**

4. Attachments / Tuhinga tāpiri

Nil

7.12 RECOMMENDATION FROM THE NELSON TASMAN REGIONSL LANDFILL BUSINESS UNIT - CLASS 3 CONTAMINATED SOIL GRADUATED FEE UPDATE

Report To:	Tasman District Council
Meeting Date:	11 September 2025
Report Author:	David Stephenson, Team Leader - Stormwater & Waste Management
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RCN25-09-16

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

- 1.1 To consider a recommendation from the Nelson Tasman Regional Landfill Business Unit following the meeting held on Wednesday 27 August 2025.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 At the 27 August 2025 meeting the Nelson Tasman Regional Landfill Business Unit following the meeting resolved as follows:

That the Nelson Tasman Regional Landfill Business Unit

- 1. supports the reduced fee proposal as detailed in Report R25-409 for disposal of class 3 contaminated soils at Eves Valley Landfills; and*
- 2. notes the consultation undertaken; and*
- 3. approves that the proposal for reduced fees at Eves Valley Landfill be submitted to the two Councils for approval; and*
- 4. notes that subject to approval from both Councils, that these changes will take effect from 1 October 2025*

- 2.2 Link to the [agenda](#) and [recording](#) for the 27 August 2025 Nelson Tasman Regional Landfill Business Unit meeting.

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

- 1. receives the Recommendation from the Nelson Tasman Regionsl Landfill Business Unit - Class 3 Contaminated Soil Graduated Fee Update RCN25-09-16; and**
- 2. approves the reduced fee structure as detailed in Report R25-409 noted in the agenda report for disposal of class 3 contaminated soils at Eves Valley Landfill.**

4. Attachments / Tuhinga tāpiri

Nil

7.13 RECOMMENDATION FROM THE NELSON TASMAN REGIONAL LANDFILL BUSINESS UNIT - DRAFT BUSINESS PLAN 2026/2027

Report To:	Tasman District Council
Meeting Date:	11 September 2025
Report Author:	David Stephenson, Team Leader - Stormwater & Waste Management
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RCN25-09-17

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

- 1.1 To consider a recommendation from the Nelson Tasman Regional Landfill Business Unit following the meeting held on Wednesday 27 August 2025.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 At the 27 August 2025 meeting the Nelson Tasman Regional Landfill Business Unit following the meeting resolved as follows:

That the Nelson Tasman Regional Landfill Business Unit

- 1. Approves the Nelson Tasman Regional Landfill Business Unit Draft Business Plan 2026/27 (NDOCS-749984575-2074) for presentation to the Nelson City Council and Tasman District Council for review and feedback, with delegation of all minor amendments to the Nelson Tasman Regional Landfill Business Unit Chairperson and General Manager.*
- 2.2 Link to the [agenda](#) and [recording](#) for the 27 August 2025 Nelson Tasman Regional Landfill Business Unit meeting.
- 2.3 Included in the Draft Business Plan 2026/27 is a proposal to increase the charge for General Refuse from \$266 per tonne (excluding GST) in 2025/26 to \$311 per tonne in 2026/27, an increase of \$45 per tonne, or 17%.
- 2.4 The report to the Nelson Tasman Regional Landfill Business Unit indicates that 62% of the increase in gate charges is due a proposed increase in the Local Disposal Levy, which moves from \$3m to each council in 2025/26 to \$3.9m in 2026/27.
- 2.5 The Local Disposal Levy is a payment made to the Councils to fund waste management and minimisation activities. Each year the councils make requests to the Nelson Tasman Regional Landfill Business Unit, and normally the lower of the two bids is included in the business plan. For Tasman District Council, the Local Disposal Levy is used to offset the fixed cost of operating resource recovery centres and other waste facilities.
- 2.6 As discussed in the report to the Council for deliberations on fees and charges on 27 May 2025, our resource recovery centres fixed costs total approximately \$4m, and our current Local Disposal Levy is \$3m, leaving \$1m to be funded through fees and charges, or general rate if gate revenue is insufficient.

- 2.7 For this reason, our request to the business unit this year was for a Local Disposal Levy of \$4m, which would eliminate the need for fees and charges or general rates to fund our fixed operating costs.
- 2.8 While the proposed business plan provides a Local Disposal Levy of \$3.9m, rather than \$4m, our initial analysis indicates that resource recovery centre charges would **decrease** by approximately 3% - from \$360 per tonne (excluding GST) to approximately \$350 per tonne.

3. Recommendation/s / Ngā Tūtohunga
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That the Tasman District Council

- 1. receives the Recommendation from the Nelson Tasman Regional Landfill Business Unit - Draft Business Plan 2026/2027 RCN25-09-17; and**
- 2. receives the Nelson Tasman Regional Landfill Business Unit Draft Business Plan 2026/27 (NDOCS-749984575-2074) for review and feedback to the Nelson Tasman Regional Landfill Business Unit; and**
- 3. notes that staff will review and provide feedback to Council on the Draft Business Plan 2026/27 (NDOCS-749984575-2074) prior to responding to the Nelson Tasman Regional Landfill Business Unit.**

4. Attachments / Tuhinga tāpiri
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Nil

7.14 CHIEF EXECUTIVE OFFICER UPDATE

Information Only - No Decision Required

Report To:	Tasman District Council
Meeting Date:	11 September 2025
Report Author:	Leonie Rae, Chief Executive Officer
Report Number:	RCN25-09-18

1. Summary / Te Tuhinga Whakarāpoto

- 1.1 The purpose of this report is to provide an update since the Chief Executive's last report on 31 July 2025.

2. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

1. **receives the Chief Executive Officer Update report, RCN25-09-18.**

3. Severe Weather Events - Recovery

- 3.1 At the time of writing, Tasman District Council is still in the recovery phase after the severe weather events and States of Emergency in June and July 2025.
- 3.2 There is still a lot of recovery work being undertaken and although we hope to transition out of recovery on 11 September 2025, there is a large amount of damage throughout the region that will take a very long time to repair.
- 3.3 More information relating to the recovery phase will be reported on through the Operations Committee.

4. Acting Chief Executive

- 4.1 I am on annual leave from Friday 12 September 2025, returning on Monday 6 October 2025.
- 4.2 Steve Manners will undertake the role of Acting Chief Executive during that time. Joanna Cranness will undertake the role of Acting Chief Operating Officer during that time.

5. Opportunity to Acknowledge Elected Members

- 5.1 As I will be on annual leave at the time of the last Full Council meeting for this triennium, I would like to take this opportunity to thank you all for your valuable contributions to Tasman District Council this triennium.
- 5.2 To those elected members not standing again, thank you and farewell.
- 5.3 To those elected members who have stood again, I wish you every success during the election and look forward to seeing you again in the new triennium.

- 5.4 I took the opportunity to attend the Motueka and Tākaka Community Board meetings in August, to express my appreciation of their valuable contributions too, as I will be on leave for their last meetings of the triennium.

6. Local Government Elections 2025 Update

- 6.1 Nominations closed at 12 noon on Friday 1 August 2025, with 40 candidates standing for 23 positions. There are five candidates for the Mayoralty. Candidate details are on the Council's website. There will be no election for the Te Tai o Aorere Māori Ward, as there was one nomination for the position, with Paul Te Poa Karoro Morgan elected unopposed, all other positions are contested.
- 6.2 The voting period will run from 9 September on Saturday 11 October 2025 with progressive results expected Saturday afternoon. Preliminary results are expected on Sunday 12 October 2025, with official results expected by 17 October 2025.
- 6.3 Voting papers and candidate booklets are currently being printed and deliveries will commence on 9 September 2025. There will be special voting facilities (for those that have not received a voting paper) and ballot boxes in the service centres and ballot boxes in the libraries.
- 6.4 The Richmond Service Centre will be open on Saturday 11 October 2025 for people to cast a special vote or post their voting papers. Voting papers posted at the outlying service centres and libraries on Saturday morning will be collected from 12 noon on Saturday 11 October 2025 to be delivered to our electoral providers.

7. Organisation Change Proposal Update

- 7.1 I recently initiated an organisation-wide change process regarding proposed changes to the structure of the Executive Leadership Team and Senior Leadership Group and their supporting activities. The focus of change is on:
- Reshaping leadership roles to put strategy and outcomes at the core
 - Align the strategy and finance activities together
 - Position the Council to lead and influence the Local Water Done Well programme
 - Bring together those services our customers and community are passionate about – and improve the customer experience.
- 7.2 The four-week consultation period for staff ended on 25 August 2025, and at the time of writing this report, I am speaking with staff whose roles are most affected and advising all staff of the final outcome on 3 September 2025.
- 7.3 There are still a few steps to go before the changes are finalised and implemented, however it is expected these changes will take effect throughout the month of November 2025.

8. Attachments / Tuhinga tāpiri

Nil

8 CONFIDENTIAL SESSION

8.1 Procedural motion to exclude the public

The following motion is submitted for consideration:

That the public be excluded from the following part(s) of the proceedings of this meeting. The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

8.2 Richmond Aquatic Centre - Procurement of Management and Operations Agreement Report

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
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	s7(2)(h) - The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.

8.3 Motueka Property Update - Former Motueka Library Building, Laura Ingram Building, Motueka Service Centre and Hickmott Place Carpark

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
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	s7(2)(h) - The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.

8.4 Review of Property Holding - Motueka

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
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	s7(2)(h) - The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.

	s7(2)(i) - The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	
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8.5 Motueka Community Pool Project Update

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
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	<p>s7(2)(c)(ii) - The withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to damage the public interest.</p> <p>For Council to Act a Guarantor for and agreed amount of Community funding to allow work to continue is likely to reduce onus and commitment by the community to raise required funding.</p> <p>s7(2)(h) - The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.</p> <p>For Council to Act a Guarantor for and agreed amount of Community funding to allow work to continue is likely to reduce onus and commitment by the community to raise required funding.</p> <p>s7(2)(i) - The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p> <p>For Council to Act a Guarantor for and agreed amount of Community funding to allow work to continue is likely to reduce onus and commitment by the community to raise required funding.</p> <p>s7(2)(j) - The withholding of the information is necessary to</p>	<p>s48(1)(a)</p> <p>The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.</p>

	<p>prevent the disclosure or use of official information for improper gain or improper advantage.</p> <p>For Council to Act a Guarantor for and agreed amount of Community funding to allow work to continue is likely to reduce onus and commitment by the community to raise required funding.</p>	
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8.6 Chief Executive Officer Remuneration Review 2025/26

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
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.	<p>s48(1)(a)</p> <p>The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.</p>