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

Date:	**Thursday 18 September 2025**
Time:	**9.30am**
Meeting Room:	**Tasman Council Chamber**
Venue:	**189 Queen Street, Richmond**
Zoom conference link:	**https://us02web.zoom.us/j/89034555530?pwd=AQYPfYjZdvoTWEabsttQRUkbdOWWso.1**
Meeting ID:	**890 3455 5530**
Meeting Passcode:	**846952 9.30 am**

Strategy and Policy Committee

Komiti Rautaki me te Kaupapahere

AGENDA

MEMBERSHIP

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

(Quorum 7 members)

Contact Telephone: 03 543 8400 03 543 8400
Email: tdc.governance@tasman.govt.nz
website: www.tasman.govt.nz

AGENDA

1 OPENING, WELCOME, KARAKIA

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation
That the apology be accepted from Councillor C Mackenzie.

3 PUBLIC FORUM

Nil

4 DECLARATIONS OF INTEREST

5 LATE ITEMS

6 CONFIRMATION OF MINUTES

That the minutes of the Strategy and Policy Committee meeting held on Thursday, 7 August 2025, be confirmed as a true and correct record of the meeting.

That the confidential minutes of the Strategy and Policy Committee meeting held on Thursday, 7 August 2025, be confirmed as a true and correct record of the meeting.

That the minutes of the Waimea River Park Management Plan Deliberations meeting held on Thursday, 21 August 2025, be confirmed as a true and correct record of the meeting.

7 REPORTS

7.1 Confirmation of Minutes Waimea River Park Management Plan Deliberations - 21 August 2025 ..... see above
7.2 Chair's Report 4
7.3 Waimea River Park Management Plan - Adoption 6
7.4 Transportation Policies and Procedures Manual for Approval 106
7.5 Drinking-Water Quality Management Policy Approval 205
7.6 Quarterly Climate Change Update 217
7.7 Motueka Masterplan Update 228
7.8 Port Tarakohe Spatial Plan 240
7.9 Update of the Nelson Tasman Inundation Practice Note 2019 336
7.10 Strategic Policy and Environmental Policy Activity Report 446
7.11 Brightwater - Wakefield Catchment Management Plan - Approval to consult ... 460

8 CONFIDENTIAL SESSION

8.1 Procedural motion to exclude the public 522

9 CLOSING KARAKIA

7 REPORTS

7.2 CHAIR'S REPORT

Information Only - No Decision Required

Report To:	Strategy and Policy Committee
Meeting Date:	18 September 2025
Report Author:	Kit Maling, Chairperson Strategy and Policy Committee
Report Authorisers:	John Ridd, Group Manager - Service and Strategy
Report Number:	RSPC25-09-3

1. Summary / Te Tuhinga Whakarāpoto

1.1 This is the Chair's monthly report to the Strategy and Policy Committee.

2. Recommendation/s / Ngā Tūtohunga

That the Strategy and Policy Committee

1. receives the Chair's Report RSPC25-09-3.

3. Welcome

3.1 This is the final meeting of the Strategy and Policy Committee for this triennium. I would like to begin by thanking the staff who prepare the reports and respond to the challenging questions that arise in this area. Their professionalism has consistently guided us in the right direction.

3.2 I would also like to thank my fellow Councillors for the significant contributions you have made to this Committee over the past three years. To those who are not standing again, I wish you every success in your future endeavours. For those of us seeking another term, I wish you all the very best in the upcoming election.

4. Achievements over the last three years

4.1 Over the past three years, we have made a number of plan changes to enable more housing in Murchison, Wakefield, Brightwater, and Motueka. A number of these are still deferred until infrastructure is in place but everything is ready to go.

4.2 Several other plan changes are also underway and will be carried forward by the next Council.

4.3 During this triennium, we have completed a number of Reserve Management Plans across the District, as well as the Cycling and Walking Strategy. Although these achievements may now feel like the more distant past, our focus has continued to be on looking ahead.

4.4 One of the most significant milestones has been the finalisation of the Water Conservation Order for Te Waikoropupu Springs, which represents a major step in protecting our District's environment.



5. Current agenda

5.1 This agenda is quite full, which shows that even though we are approaching an election, the work does not stop. In fact, the pace of change facing local government is perhaps greater now than it has been for many years. Much of this is being driven by Central Government's plans to replace the Resource Management Act and to provide for more housing in the future.

5.2 Looking at these changes it seems to me that local government, and our community, may have less influence over what happens in our District. I am not convinced that this is necessarily a positive direction, but that is something the future will reveal.

5.3 Thanks again and I wish you all the very best for the future.

6. Attachments / Tuhinga tāpiri

Nil

7.3 WAIMEA RIVER PARK MANAGEMENT PLAN - ADOPTION

Decision Required

Report To:	Strategy and Policy Committee
Meeting Date:	18 September 2025
Report Author:	David Arseneau, Team Leader Rivers & Coastal Structures
Report Authorisers:	Rob Smith, Group Manager - Environmental Science
Report Number:	RSPC25-09-4

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

1.1 The purposes of this report are for the Council to:

1.1.1 consider the recommendations of the Hearing Panel appointed to hear submissions on the Draft Waimea River Park Management Plan (Draft Plan) (see **Attachment 1**); and

1.1.2 adopt the amended Plan (see **Attachment 2**) as the final Waimea River Park Management Plan.

2. Summary / Te Tuhinga Whakarāpoto

2.1 The Draft Waimea River Park Management Plan was publicly notified on 13 May and submissions received until 11 June 2025. We received 61 submissions. 19 submitters spoke to the Panel in support of their submissions at the hearing held on 26 June 2025.

2.2 In general, the submissions received either focused on higher level issues or individual policy proposals:

2.2.1 Higer level issues raised included the role of the park within a catchment wide approach to river and environmental management and the need to actively and explicitly provide for climate change adaption.

2.2.2 Individual policy proposal feedback included the proposed restriction for horse riding from Lower Queen Street, how to best provide for motorised vehicle access and manage their use on tracks and within the riverbed, access for gamebird hunting, and greater security of tenure for gravel extraction and processing operators – and the value that they bring to the region.

2.3 Staff have amended the text of the Draft Plan as per the Hearing Panel's recommendations.

3. Recommendation/s / Ngā Tūtohunga

That the Strategy and Policy Committee

1. receives the Waimea River Park Management Plan - Adoption Report RSPC25-09-4; and

2. agrees to amend the wording of the Waimea River Park Management Plan, as per the Hearing Panel recommendations included as Attachment 1 to the agenda report, noting that all amendments have been incorporated into the version included as Attachment 2 to this report; and

3. adopts the Waimea River Park Management Plan dated September 2025 as contained in Attachment 2 to the agenda report; and

4. delegates authority to the Group Manager – Environmental Science, Rob Smith, to approve any minor amendments to the Waimea River Park Management Plan, prior to publication.

4. Background / Horopaki

4.1 Background to the drafting of the Waimea River Park Management Plan (the Plan), the development process, and a copy of the Draft Plan were provided in report **RSCP25-05-6** at the 9 May 2025 Strategy and Policy Committee meeting.

4.2 At that meeting, the Council appointed a Hearings Panel consisting of Councillors Kininmonth, Maling and Shallcrass. The Hearings Panel Chair is Cr Kininmonth. Up to two iwi mātauranga Māori experts on the Panel have also been provided for with one nomination received and approved by the Chair (Ursula Passl).

4.3 On 13 May 2025, the Draft Plan was publicly notified and the draft document and consultation information was published on Shape Tasman. An article calling for submissions was included in the 16 May 2025 edition of Newsline. We emailed each of the eight Te Tauihu iwi and all people who had sent in ideas for inclusion in the Draft Plan, along with other stakeholder groups, to let them know that it was open for submissions. Submissions on the Draft Plan closed on 11 June 2025.

4.4 We received 61 submissions via the Council's online submissions database and hardcopy submission forms.

4.5 19 submitters spoke in support of their submissions at the hearing on 26 June 2025.

4.6 Report **RSH25-06-2** provided the Hearing Panel with:

4.6.1 a list of all submitters;

4.6.2 submissions from those who requested to speak at the Hearing on 26 June 2025;

4.6.3 all submissions sorted by theme; and

4.6.4 detailed submissions.

4.7 A second report (**RSH25-08-1**), provided the Hearing Panel with a summary of all submissions and staff comments to assist deliberations. The Hearing Panel considered all the submissions at their deliberations on 21 August 2025 and provided staff with directions to amend the Draft Plan.

4.8 Due to the large number of submissions received, submission points were grouped into similar themes/topics to assist the Hearing Panel with their deliberations. These themes included:

a) river management;

b) motorised vehicle access;

c) horse riding;

d) gamebird hunting;

e) fishing;

f) boating access;

g) gravel extraction and processing;

h) other commercial activities;

i) financial implications; and

j) submissions with multiple themes.

4.9 A summary of submissions and key themes is presented in **Attachment 3** to this report.

4.10 During deliberations, the Hearing Panel made detailed recommendations for amending the Draft Plan (see the minutes of the deliberations meeting held on 21 August 2025).

4.11 Staff have amended the Waimea River Park Management Plan as per these Hearing Panel directions and recommendations.

4.12 The Hearing Panel has reviewed the amended text and recommends that the Council considers and adopts the amended Plan as the final Waimea River Park Management Plan.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

5.1 A copy of the amended Waimea River Park Management Plan is included as **Attachment 2** to this report. A tracked-change version of the amended Plan is available on request.

5.2 The significant amendments that the Hearing Panel recommended be incorporated into the final Plan are summarised below and included as **Attachment 1**:

Part A – Background

- has been updated to include the review process to date and consideration of the NZ Coastal Policy Statement

Part C – Values

- has been adjusted to include other values of interest to submitters

Part D – Key Issues

- now includes an explicit reference to adaptation measures in response to climate change and motorised vehicle use of the riverbed

Part E – What do we want to achieve?

- modified the framework to better represent the management priority hierarchy
- updated guiding principles to better connect ‘Resilience’ to climate change and ‘Balance’ to wider environmental management objectives
- included ecological connectivity as an important consideration regarding restoration of native habitats
- adjusted walking and biking access sections to acknowledge damage and closures from the 2025 floods
- altered proposed vehicle access restriction at Brightwater from the Great Taste Trail swingbridge to the Bryant Road entrance

- removed proposed prohibition of horse riding for the section of riverbank from Lower Queen Street to the SH60 bridge
- noted the issue of jet-skis disturbing wildlife in the delta and the options available to address this
- provided for the possibility of several weekend closures for parts of the Park over the winter for gamebird hunting
- updated the gravel extraction section to ensure that operators have clear performance criteria and further reinforced the prohibition for storage of imported debris

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

6.1 The Council has provided the budget for preparation of the Waimea River Park Management Plan in its Long Term Plan 2024-2034.

6.2 The costs associated with development of the Plan have been absorbed within the Environmental Science Group, using funds from in-Park gravel extraction fees.

6.3 There will be costs associated with implementing some of the recommended changes in the final Plan. Provision for some of these will come from existing budgets where available, such as the gravel extraction revenue from the Park berm lands, while others will need to be considered during future annual and long term planning processes.

6.4 By adopting the Plan, the Council is not committing to funding any or all projects identified, or to fund them by a particular date. Some of the projects may involve contributions from volunteers (particularly in terms of time and labour), thereby reducing the financial costs associated with Plan implementation. Where additional funding is required outside of existing operational/capital budgets, allocation of funds will be subject to the Council's annual and long term planning processes and will be balanced alongside all projects planned within the District each year.

7. Options / Kōwhiringa

7.1 At the 21 August 2025 deliberations meeting, the Hearing Panel considered all submissions and feedback received on the Draft Plan. The Panel also formed recommendations on how the document should be amended in response to submission points that they accepted in full or in part. The Hearing Panel recommendations are summarised in section 5 of this report and further details are included within the minutes of the deliberations meeting.

7.2 The Hearing Panel recommendations of 21 August 2025 have been given effect to in the wording of the amended Plan (see **Attachment 2**). The Council is being asked to consider the amended document and then adopt this as the final Waimea River Park Management Plan.

7.3 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Agree to all the changes recommended by the Hearing Panel and adopt the amended Plan (see **Attachment 2**) as the final Plan.	This option shows that submitter views have been considered by the Hearing Panel and, where appropriate, amendments have been made to the Plan.	Not every submission point has been accepted. Some submitters may therefore be disappointed that their suggestions were not given effect to in the amended Plan. However, this is part of the public submission process, and not all suggestions will be appropriate or can be adopted.
2.	Agree to some of the changes recommended by the Hearing Panel, reject other changes and/or make further amendments to the Plan text before finalising and adopting the Plan.	Option 2 has similar advantages to Option 1. An additional advantage is that it would enable the Council to make amendments to the Plan before it is finalised if not all the Hearing Panel's recommendations are accepted.	Option 2 has similar disadvantages to Option 1. Additionally, not all elected members were present to hear submitter views and were not part of the deliberations.
3.	Adopt the Draft Plan as the final Plan without amendment, other than the amendments necessary to change the Plan from a "draft" to a "final" Plan.	Limited/no advantages.	The Council will be open to criticism for not listening to the community's views through the public consultation process.

7.4 Option 1 is recommended.

8. Legal / Ngā ture

8.1 The Council has followed the correct procedure for preparing the Plan, as required under the Local Government Act 2002. Detailed descriptions of this process, including engagement with iwi and the initial consultation round undertaken over the winter of 2024 were included in previous reports on this matter.

9. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

9.1 Iwi actively engaged in the Plan review throughout the process. One of the four Hearing Panel members was a mātauranga Māori expert nominated by Ngāti Rārua.

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

10.1 The Waimea River Park Management Plan is moderately significant for our community as it impacts on their use and enjoyment of this area. The public consultation procedure enabled

the public to provide us with their views about the appropriateness or otherwise of the Draft Plan. The amendments proposed are in line with submissions made on the Draft Plan and are not of high significance. Therefore, the Council can adopt the recommendations of the Hearing Panel without undertaking further consultation.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Medium	The Plan is of medium significance to residents and visitors to the Richmond and Moutere-Waimea Wards because it sets policy direction for the use and management of the Waimea River Park.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low	Implementation of the Plan will enhance future well-being.
3.	Is there a significant impact arising from duration of the effects from the decision?	Medium	The Plan is likely to be in place for 10 years.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	N/A	
5.	Does the decision create a substantial change in the level of service provided by Council?	Low	The Plan will enhance the levels of service for Park users in the long-term, however no major changes are proposed. As well, use of the Park is not a formal Council level of service.
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Low	The Plan outlines several development plans for specific areas within the Park. However, budget allocation decisions will be made separately, as part of future annual and long term plan processes. See paragraph 6.4 above.
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	N/A	

	Issue	Level of Significance	Explanation of Assessment
	or contract to carry out the deliver on any Council group of activities?		
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?	Low	The management guidance provided in the Plan includes reference to TMOTW principles.

11. Communication / Whakawhitiwhiti Kōrero

11.1 Communication has been covered in previous reports. Consultation on the Draft Plan was advertised and promoted on the Council's website, social media channels, Shape Tasman and Newsline. Iwi, stakeholders and those who had previously submitted ideas for the Draft Plan were directly notified via email when the document was publicly notified.

11.2 Once the final document is adopted, staff will publish the Plan on the Council's website, update the Shape Tasman project page and write to all submitters to advise them of the outcome.

12. Risks / Ngā Tūraru

12.1 Risks associated with the matters contained in the Plan have been addressed in previous reports.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

13.1 The Plan includes objectives and policies that align with the Tasman Climate Response and Resilience Strategy and Action Plan 2024-2035.

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

14.1 Several other existing polices and plans provide direction for the Park with the Draft MP aligning with these as far as possible:

14.1.1 the Rivers Activity Management Plan focusses on the levels of service to provide flood protection from the Waimea River and takes precedence over other Draft Plan policies as flood protection is the primary purpose for which the Council owns and manages this land;

14.1.2 the Reserves General Policies apply to all parks and reserves in the District, including the Waimea River Park. The Draft Plan reflects and references policies in that document;

14.1.3 the Moutere-Waimea Ward Reserve Management Plan applies to specific reserves or parts of reserves included within the Park including the Appleby Reserve and Pearl Creek Reserves. Policies within this plan take precedence over the Draft Plan however efforts have been made to ensure alignment;

14.1.4 the Waimea Inlet Strategy and Action Plan, developed with partners, provides management direction for the lower reaches of the river which has been incorporated into the Plan's management area; and

14.1.5 National and Regional Policy Statements and the Tasman Resource Management Plan.

14.2 Other Council policies and plans that have relevance for this area and have also been considered in the development of the Draft Plan. These are listed within Appendix 5 of the Draft Plan.

15. Conclusion / Kupu Whakatepe

15.1 The Council has undertaken an extensive public consultation process, initially seeking ideas for inclusion in the draft document during the winter of 2024. The Hearing Panel has then heard and deliberated on written and oral submissions on the Draft Plan that were publicly notified on 13 May 2025.

15.2 The Hearing Panel recommends that the Council adopt the amended Plan (**Attachment 2**), incorporating numerous amendments made in response to matters raised by submitters.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

16.1 The final Waimea River Park Management Plan will come into effect following adoption by the Council.

16.2 Staff will publish the final Plan on the Council's website and make hard copies available in our offices and libraries.

16.3 Staff will also respond to all submitters in writing, advising them of the Council's decisions on the matters they raised.

16.4 Staff will work with iwi, community groups and others to implement the objectives and policies outlined in the final Plan. The Council will consider budget requirements for specific projects via annual plan and long term plan processes.

17. Attachments / Tuhinga tāpiri

1. Attachment 1: Hearing panel recommendations for the Waimea River Park Management Plan 14

2. Attachment 2: Waimea River Park Management Plan (Draft for Adoption) 16

3. Attachment 3: Summary of submissions and key themes 97

Attachment 1: Hearing panel recommendations for the Waimea River Park Management Plan

Section	Change
Part A – Background	Update details of review process
	Include NZ Coastal Policy Statement as relevant guiding document
Part C Values	Update to note increasing importance of flood protection with the rising frequency and severity of flood events, such as experienced in June/July 2025
	Add exotic tree species and gamebirds of value to submitters and contribution of submitting organisations
Part D – Key Issues	Include an explicit reference to adaptation measures in response to climate change and motorised vehicle use of the riverbed
Part E – What do we want to achieve?	Update guiding principles to better connect ‘Resilience’ to climate change and ‘Balance’ to wider environmental management objectives
	Modify the framework to better represent the management priority hierarchy
	Include fine sediment as an important reason to limit riverbed disturbance
	Include ecological connectivity as an important consideration regarding restoration of native habitats
	Alter proposed vehicle access restriction at Brightwater from the Great Taste Trail swingbridge to the Bryant Road entrance
	Remove future aspiration for a possible bridge over the lower Wai iti at the confluence
	Remove proposed prohibition of horse riding for the section of riverbank from Lower Queen Street to the SH60 bridge
	Include connectivity as part of the horse-riding objective
	Note the issue of jet skis disturbing wildlife in the delta and the options available to address this
	Provide for the possibility of several weekend closures for parts of the Park over the winter for gamebird hunting

Section	Change
	Include the possibility of future wetland development to enhance gamebird hunting opportunities
	Update the gravel extraction section to ensure that operators have clear performance criteria and further reinforce the prohibition for storage of imported debris
	Note opportunities available for use of funds generated from gravel extraction

tasman district council | Te Kaunihera o te tai o Aorere

Waimea/Waimeha River Park Management Plan (Draft)



September 2025

Waimea/Waimeha River Park Management Plan

September 2025

Published by:

Tasman District Council Private Bag 4 Richmond
Nelson 7050 New Zealand

Version status: v1.9

Foreword

Ngā iwi o Te Tauihu have an extensive and rich history associated with the Waimea/Waimeha River (awa). From its headwaters to the sea, ki uta - ki tai, the river provided for extensive areas of cultivation and mahinga kai sustaining whānau for generations. Significant Māori settlements, such as those at Appleby/Waimea West and near the confluence of the Wai-iti and Wairoa rivers, were established along its banks, reflecting its central role in daily life and cultural practices.

The fertile flat lands of the Waimea Plains, including Richmond, became a focal point for early European settlement in the 1840s. Pastoral farming, market gardening, and horticulture—primarily apple cultivation, later followed by kiwifruit and viticulture—thrived with water supplied from the Waimea/Waimeha River. As Richmond expanded, the river became an increasingly valued destination for the community to visit and enjoy.

The Tasman District Council acknowledges the cultural, spiritual, historical, and traditional associations of iwi with the Waimea/Waimeha river. It also recognises the important role that the river and its margins have played–and continues to play–in the safety and well-being of the communities of the Waimea Plains.

This plan seeks to weave together the aspirations of iwi, the community, and Council's statutory obligations into a unified and meaningful management framework for land owned or controlled by the Council, striving for mutually beneficial outcomes for the long-term future of the river and its margins.

Te Reo Māori is used throughout this plan to describe elements of the environment (te taiao) and convey the Māori worldview (te ao Māori). While definitions are provided in the glossary, English translations may not fully capture the deeper contextual meaning of these terms.

Manaaki whenua, Manaaki awa, Manaaki tangata
Haere whakamua

Care for the land, care for the river, care for the people
Go forward

Table of Contents

Part A - Background **6**
Part B - About the Park **10**
Part C - Values **13**
Part D - Key Issues **18**
Part E - What do we want to achieve? **19**
Key Outcome Areas 20
1. Te whakahaere waipuke me te whāomoomo oneone / Flood management and soil conservation 22
2. Wai ora / Water quality 23
3. Te tiaki i ngā momo mōrearea me ngā taonga / Threatened and taonga species protection 25
4. Te whakaora i ngā nōhunga māori / Restoration of native habitats 26
5. Te tāmi momo rāwaho / Invasive species control 28
6. Te tiaki i ngā taonga tuku iho ā-ahurea / Cultural heritage protection 29
7. Te tiaki horanuku / Landscape protection 30
8. Te whakamahinga me te pārekareka o te hapori / Community use and enjoyment 31
    - Walking and running 33
    - Biking 34
    - Dog exercising 35
    - Motorised recreational vehicles 36
    - Horse riding 37
    - Use of aircraft 39
    - Fishing 42
    - Camping and overnight stays 44
9. Ngā mahi arumoni / Commercial activities 45
    - Gravel extraction and processing 45
    - Agriculture and horticulture 47

10. Te tūāhanga / Infrastructure 50

Part E - How will we get there? 51

11. Kaitiakitanga /Guardianship 51

12. Te mahi ngātahi / Working together 51

13. Te whakamahere / Planning 52

14. Te reretahi / Coordination 53

15. Park legal status, land acquisition, leasing and licences 53

16. Compliance and enforcement 54

Part F - Actions 56

Appendices 70

Appendix 1 - Glossary 70

Appendix 2 – Standards 71

Appendix 3 – Threatened and Taonga Species - Management Tools 73

Appendix 4 – Mountains to the Sea – Land and Water Review framework 74

Appendix 5 - References 75

Appendix 6 – Park Area 77

Appendix 7 – Management Maps 79

Part A – Background

Introduction

The Tasman District Council (the Council) owns over 409 hectares of land along the margins of the Waimea/Waimeha River (the River) and the lower Wairoa and Wai-iti Rivers. Most of this land is held in freehold title for river control and soil conservation purposes. In addition, the Council has management control over large areas of the riverbed and adjacent unformed legal roads.

In response to community interest expressed to the Council in 2009 to use the land for purposes beyond river control and soil conservation, the various parcels were grouped together as the Waimea River Park (the Park). Consultation was subsequently conducted with iwi, stakeholders, and the wider community, leading to the development of a draft management statement. This work progressed further, culminating in 2010 with a management plan for the Park. The plan aimed to enhance values and uses such as nature conservation, historic resource protection, public access, and recreation—while maintaining the primary purposes. It has provided valuable guidance since then for managing the area, in a similar way to other formal Council reserve management plans (RMPs).

Significant changes since 2010

There have been a variety of changes that have occurred since 2010 that directly affect the management and use of the Park. This Plan seeks to incorporate the necessary response to these changes into policy direction to guide management and development decisions for this important area into the future.

Legislative Changes

- Te Tau Ihu Treaty Settlements (2014)
- National Policy Statement for Freshwater (2020) and associated catchment management planning
- National Policy Statement for Indigenous Biodiversity (2023)

Environmental Changes

- Development of the Waimea Community Dam
- Extreme weather events, particularly droughts and floods with the likelihood that these will intensify and become more frequent into the future
- Greater community recognition of natural values and interest in how reserves are managed and willingness to participate in restoration activities such as planting and pest trapping

Recreational Changes

- Development of Tasman's Great Taste Trail
- Extensive residential development nearby, with increased use and importance of this area for recreation
- Further gravel extraction, formation, planting and use of the Challis Island ponds for promoting and developing sport fishing
- Increased casual use of berm areas and the riverbed by motorised recreational equipment such as four-wheel drives and motorbikes

Economic Changes

- Increasing intensification of surrounding land use, including expansion of viticulture and horticulture
- Increasing demand for aggregate for construction

Review process

While most of the land is not subject to the Reserves Act 1977, the process to develop the 2010 Plan and this plan has followed the process provided for within the Reserves Act 1977.[1]

Over 2024, engagement with Te Tauihu iwi was undertaken and an invitation provided for suggestions and ideas from stakeholders and the wider community for inclusion in a draft Plan (the Plan). The Plan was publicly notified on 13th May 2025. Submissions closed on 11th June 2025. In total, 61 submissions were received on the draft Plan. The draft plan was amended and subsequently adopted by the Council at a meeting of the Strategy & Policy Committee on 18th September 2025.

Plan Structure

The Plan includes an overview of the key values of importance within the Park to iwi and the community and key issues identified through the consultation process. It then identifies the various outcomes sought for the Park, their relative priority, and how the Park can best contribute towards the wider vision, outcomes and aspirations established for the catchment through the Te Mana o te Wai/Tasman Resource Management Plan (TRMP) Land and Water review process. Objectives, policies and actions have then been identified to provide a framework to support the achievement of each outcome area.

The Plan will provide the Council with a framework for day to day and longer-term management for key outcomes of flood management, soil conservation and water quality, and where possible, other outcomes such as biodiversity restoration and community use and enjoyment.

It will also serve as a valuable resource document to inform the Council's Long Term Plan (LTP) and Annual Plan processes over the next 10 years.

Legislative and policy context

Te Tiriti o Waitangi

Te Tiriti o Waitangi is the primary framework through which the relationship between the Crown and Māori is defined. Territorial authorities have delegated responsibilities of governance from the Crown. These responsibilities and obligations are stated in relevant legislation such as the Local Government Act 2002 and the Resource Management Act 1991. The relationship between Iwi and the Councils recognises Te Tiriti o Waitangi and seeks to act in accordance with the evolving principles and practices that give effect to Te Tiriti now and into the future. Te Tauihu Iwi and Councils have recently signed an agreement to affirm their commitment to maintaining a strong partnership and further strengthening ties to achieve better outcomes.[2] By prioritising a Te Tiriti centric approach, the agreement promotes the genuine participation of Iwi in the strategic direction of Te Tauihu.

Te Tau Ihu Settlement Acts 2014

The following settlements acknowledge past injustices and seek to provide redress, while also laying a foundation for future relationships based on partnership, mutual respect, and shared aspirations for the future.

- Ngāti Apa ki te Rā Tō, Ngāti Kuia, and Rangitāne o Wairau Claims Settlement Act 2014
- Ngāti Koata, Ngāti Rārua, Ngāti Tama ki Te Tau Ihu, and Te Ātiawa o Te Waka-a-Māui Claims Settlement Act 2014
- Ngāti Toa Rangatira Claims Settlement Act 2014

[1] Section 41, Reserves Act 1977

[2] Together Te Tauihu – A Partnership Agreement for a Stronger Te Tauihu (2023)

These Acts, and statutory acknowledgements within them, affirm the mana of the Iwi for the river and its margins, providing a foundation for their ongoing partnership with the Council in the current and future management and development of the park.

Local Government Act 2002 (LGA)

The LGA provides the purpose for local government which is described as:

- To enable democratic local decision-making and action by, and on behalf of, communities and
- To promote the social, economic, environmental and cultural well-being of communities in the present and for the future.

Resource Management Act 1991 (RMA)

The purpose of the RMA is to promote the sustainable management of natural and physical resources across the district.

The Tasman Resource Management Plan (TRMP) provides the necessary direction and mechanisms to achieve this purpose.

The National Policy Statement for Freshwater Management (NPS-FM) 2020 and associated Regulations provides the central concept for freshwater management - Te Mana o te Wai. This prioritises the health and wellbeing of water before providing for the health needs of people and other uses thereafter. This approach is required to be included within Regional Policy Statements and Resource Management Plan rules for land and freshwater use.

A review of the Land and Water section of this plan has commenced with important draft high level vision goals and objectives identified for the Waimea/Waimeha catchment.

The NZ Coastal Policy Statement guides local authorities in their day-to-day management of the coastal environment under the Resource Management Act. It seeks to safeguard the integrity, form, function and resilience of the coastal environment and sustain its ecosystems, preserve the natural character, provide for use and community wellbeing, manage risks and give effect to Treaty principles. This policy has direct relevance for lower areas of the Park adjacent to or adjoining the Waimea Inlet.

The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 also place requirements to actively manage risks from potentially contaminated sites of which there are several located within or close to the Park.

Reserves Act 1977

The Reserves Act 1977 was established to acquire, preserve and manage areas for their conservation values or public recreational and educational values. Several areas of land included within the Park are subject to this legislation and have statutory policies for their management that take precedence over policies contained within this plan. These are included within the Moutere Waimea Ward Reserve Management Plan and the Richmond Ward Reserve Management Plan.[3]

[3] Refer to Appendix 6 for a summary of these reserves

Other Plans and /Strategies

There are several other Council or other strategic documents that provide management direction relevant to the Park. The objectives and policies contained within this management plan also need to be consistent with these existing documents:

- Moutere Waimea Ward Reserve Management Plan
- Richmond Ward Reserve Management Plan
- Reserves General Policies
- Rivers Activity Management Plan
- Catchment Enhancement Strategy
- Tasman Biodiversity Strategy
- Waimea Inlet Strategy
- Kotahitanga mō te Taiao Strategy
- Nelson Tasman Future Development Strategy
- Iwi management plans

Part B – About the Park

Park Extent

The Waimea/Waimeha River Park includes Council-owned and controlled land along both sides of the Waimea, lower Wai-iti, and Wairoa Rivers between Brightwater and the Waimea Inlet.[4]

The 2010 Plan included all Council-owned land within the stopbanks, including part of the Appleby Bridge Recreation Reserve.

Since then, additional land in the lower river delta has been acquired, with a notable increase in wetland and saltmarsh restoration efforts and public use, extending beyond the 2010 boundary.

Although the Waimea Inlet Strategy and Action Plan provide guidance in the management of the inlet, and the Moutere-Waimea Ward Reserve Management Plan provides policies for the Pearl Creek Reserve, much of the delta area lacks specific management policies for Council as landowner and controlling authority. This area holds significant ecological value, requiring stricter management to protect sensitive habitats in line with existing policies. Expanding the Park to include the delta will strengthen ecological and hydrological connections between the river and the inlet, while providing opportunities for funding for restoration and enhancement projects, to be potentially supported by Park generated revenue.

Additionally, the 2010 Plan covered only part of the land between the Wai-iti and Wairoa Rivers and Waimea West Road, Bryant Road, and State Highway 6 (SH6) despite the Waimea West Walkway extending beyond the 2010 Plan boundary to Waimea West Road. The development of Tasman's Great Taste Trail (TGTT) swing bridge over the Wairoa River has now also added new links to Bryant Road and beyond to Brightwater.

Land tenure investigations show that the Council manages much of these areas, both upstream and downstream of the 2010 boundaries, making its inclusion in the updated Plan a logical step.



[4] Refer to Appendix 6

Place in the landscape

Natural History

The Wairoa River originates in the mountains of the Richmond Ranges, while the Wai-iti River flows from the lower-lying Moutere Hills to the west. The two rivers converge below Brightwater, forming the Waimea/Waimeha River. The original name, "Waimeha," meaning "brackish" or "insipid water," reflects the river's characteristics as it passed through swampy areas on its way to the Waimea Inlet near Moturoa Island.

The river replenishes groundwater, which supports extensive horticultural production on the Waimea Plains, and provides water for urban supply. During summer, the river's lower reaches often experience very low flows. However, this issue may be partially mitigated by the recent commissioning of the Waimea Community Dam.

The Waimea Plains consist of alluvial sediments deposited through repeated cycles of deposition and erosion, resulting in the "Ranzau" soils that dominate the area today. Historically, the plains were almost entirely covered in podocarp forests, dominated by kahikatea, mataī, tōtara, lowland ribbonwood/mānatu, tītoki, and various hardwood trees. Wetland vegetation thrived in poorly drained areas, old river channels, and near the Waimea Inlet. During floods, the river overflowed into these wetlands, occasionally carving new channels through the riparian forest. The river once meandered across a wider bed than it does today, with more extensive gravel beaches and flood channels.

Extensive wetland ecosystems, including fertile lowland swamps, supported vast areas of harakeke, sedges, and rushes, transitioning to eelgrass, saline turf, and saltmarsh as the river approached the Waimea Inlet. Wildlife was abundant, with kererū and other forest birds thriving in the podocarp forest, while the river and estuary teemed with wetland birds, fish, and invertebrates.

Since human arrival, these forests have been cleared for cultivation—first by Māori and later by European settlers. Wetlands were drained and filled, and gravel was extracted to support the development of the growing urban areas of Nelson and Richmond.

Human History

The Waimea/Waimeha River, inlet, and the surrounding catchment hold a rich Māori history, with numerous occupation and cultivation sites (mahinga kai) that sustained whānau for generations. The fertile plains, lowland forests, wetlands, freshwater and estuarine ecosystems, and sheltered bays provided an abundance of resources.

The river and its adjacent estuarine waters at the mouth were important sources of mahinga kai. Its pure waters were rich in fish, including kōkopu, īnanga, tuna, pātiki, and kahawai, as well as kōura. The area also provided an abundant supply of birds, such as kākā, kererū, and korimako (bellbird), for harvest. Harakeke was widespread and highly valued as a source of weaving material.

Approximately 400 hectares on the western Waimea Plains were cultivated by Māori over hundreds of years. Water from the river was used for irrigation, soil fertility enhanced by the addition of vegetable matter, wood ash, sand and fine gravel, and temperature improved using ash covered rocks. These improvements made the plains ideal for growing kūmara. These gardens were located on both sides of the river near Appleby and at Waimea West, between the river and Eves Valley Stream.

Several significant Māori kāinga and pā were located along the river margins, including a large settlement at Appleby and another near the former confluence of the Wai-iti and Wairoa Rivers. Pathways along the river margins provided access between settlements and to mahinga kai sites.

The river was also a significant ara tawhito (traditional route) providing access to the Rotoiti area and from there east to Wairau and west to Te Tai Poutini. This was an important trade route between Te Tauihu and Te Poutini.

European settlers later established farms on the Waimea Plains. Cotterell's Landing at Pearl Creek, located near the lower reaches of the river, became an important crossing point for travellers between Nelson and Moutere. The river itself also provided a corridor for travelling further up the valley to Waimea West and beyond.

The soils of the Waimea Plains adjacent to the river, supported by a favourable climate and ample groundwater for irrigation, remain extremely valuable for producing food.

Modifications to the river berm lands began in the 1960s, after the land was vested in the Nelson Catchment Board for "soil conservation and river control purposes." Stop banks were constructed during 1963 and 1964, which straightened and confined the river to its current corridor.

Part C – Values

Flood Protection

The Waimea/Waimeha River carries water that falls within its catchment to the sea, supporting human settlement and use of the Waimea Plains over centuries. However, human proximity to the river brings risk from flooding and erosion. Active river management by various catchment management organisations, primarily since the introduction of the Soil Conservation and River Control Act in 1941, has seen the installation of stopbanks and the establishment of the Council-owned 'Park' area for the purpose of river control, protecting human life and the economic productivity of the Waimea Plains. This continues to be the primary purpose of the Park, one that is becoming increasingly important with the rising frequency and severity of flood events, such as experienced in June/July 2025.

Te Ao Māori

Māori values are shaped by te ao Māori, the Māori worldview. te ao Māori is holistic and based on whakapapa (genealogy) to atua kaitiaki (deity gods) and tūpuna, tikanga, kawa and the relationship between whānau, hapū and iwi and the natural world, flora and fauna and all living things.

Ahi kā roa or continual occupation conveys whanaungatanga – the relationships whānau, hapū and iwi have upheld since their arrival to Te Tauihu. Mana and connections with the whenua (land) have been maintained in the rohe through an ongoing commitment to 'keep the home fires burning, these relationships are founded on te ao Māori.

Relationships with the natural world originate through whakapapa (ancestral connections). Inter-generational relationships bind whānau, hapū and iwi to the natural world – ensuring respect for ngā atua kaitiaki (spiritual guardians) and ngā taonga (scared resources and ecosystems) within their domains. There is an intense relationship to the environment, the mauri or life force that is contained in all parts of the natural environment and that binds the spiritual and physical world.[5] It is of great importance for present day whānau, hapū and iwi continue to implement kaitiakitanga (inherited obligations) to uphold the cultural, spiritual and environmental integrity and hauora (health) of the rohe for future generations in accordance with tikanga (customary practices) and the following values:

Kaitiakitanga

Preservation, conservation, maintenance, and management of the awa and environs (including flora, fauna, aquatic and marine) for future generations.

Manaakitanga

To care for each other, to be respectful, and an act of reciprocity of natural resources to be shared with others.

Mātauranga Māori

Acceptance, acknowledgement and application of Māori knowledge within the planning and delivery of key actions.

Mauri

The principal life force of our environs is protected including their tapu and wairua.

[5] Ref – Tasman District Council Responsible Camping Strategy (2018)

Te Mana o te Wai

Te Mana o te Wai recognises the whole-of-system approach to wai, from maunga to moana, or ki uta ki tai with a kaitiakitanga focus on restoring and preserving the balance between water (wai), the wider environment (taiao), and people (tāngata). This all of system approach utilises tikanga ,and mātauranga Māori, In te ao Māori, rivers have a mauri, wairua, tapu and mana of their own - they are entities in their own right. They are central to iwi history and identity.

As part of the Te Tauihu Treaty Settlement process finalised in 2014, Statutory Acknowledgements and Statements of Association recognised the historical connection of ngā iwi o Te Tauihu with the Waimea/Waimeha River and other geographical features within the rohe. The importance of the river is expressed through these excerpts from the 2014 Te Tau Ihu Treaty Settlement Statutory Acknowledgements:

Ngāti Apa Ki Te Rā Tō

"The Waimea River is a symbol for Ngāti Apa people of the intense nature of their relationship to their environment, the mauri or life force that is contained in all parts of the natural environment and that binds the spiritual and physical world."

Ngāti Kuia

"This wāhi tapu incorporates our cultural values of ake tupuna. It is a place which our tūpuna explored and used. It incorporates our cultural values of take ahi kā. It is a core part of our cultural identity."

Rangitāne

"This is a deeply significant site for Rangitāne and the other Kurahaupō iwi. The main pā is located just behind what is now the Appleby School site. Smaller 'satellite' pā were located elsewhere on the banks of the Waimea River and at the junction of the Wairoa and Wai-iti rivers"

Ngāti Tama

"The significance of the Waimea River relates to the awa itself but also to the entire catchment from the waters flowing from the mountains (Gordon Range, Eastern slopes of the Kahukura (Richmond Ranges) and Bryant Ranges and the Dun Mountain) through the flood plains to coastal waters and out to sea."

Ngāti Koata

"The Waimea (along with the Pelorus, Maitai, and Whangamoa) awa is taonga to Ngāti Kōata. The wai flowing through these rivers symbolises the spiritual link between the past and present. Each awa has a mauri and wairua of its own."

Te Ātiawa o te Waka a Māui

"The Waimeha River is sacred to Te Ātiawa o Te Waka-a-Māui. Traditionally, the Waimeha River provided a wealth of resources to sustain Te Ātiawa o Te Waka-a-Māui tūpuna. The mauri of ngā awa represents the essence that binds the physical and spiritual elements of all things together, generating and upholding all life.

Ngāti Rārua

"The Waimeha River is immersed in Māori history. There are numerous wāhi tapu associated with this abundant food basket, linking present day Ngāti Rārua physically and emotionally with their tūpuna. The cultural identity and iwi wellbeing of Ngāti Rārua is intertwined with this awa."

Ngāti Toa Rangatira

"The river mouth of the Waimea is located in Tasman Bay, opposite Rabbit Island. The river and the surrounding area are of cultural, historical, spiritual and traditional significance to Ngāti Toa Rangatira"

Ref: 2014 Te Tau Ihu Treaty Settlement Statutory Acknowledgements

Cultural and Heritage Values

As described in Part B, the fertile plains of the Waimea have a long and rich Māori history. Over hundreds of years, a succession of iwi established various kāinga, pā and areas of significant cultivation.

Little evidence of the settlements, gardens, or associated features remain, because once the land transferred to European ownership, farming practices soon covered most visible traces. However, features of pā and kāinga may survive beneath the cultivation layer and residual kūmara pits, modified darker soils, and gravel 'borrow pits' are likely to remain in some areas.

For ngā iwi, the importance of cultural sites and areas remains strong, even when there is no longer physical evidence of Māori occupation. Many cultural values encompass intangible aspects of Māori culture that provide present-day whānau with a physical and spiritual link to their tūpuna. Consequently, sites of cultural significance to Te Tauihu Iwi continue to exist within or close to the Park. These are likely to include wāhi tapu, wāhi taonga, kāinga and pā sites, cultivation grounds, and mahinga kai. [6]

The river and its water also continue to be considered a taonga and living entity that holds mauri and wairua, with intrinsic value beyond its utility.[7]

Natural Values

The river berms throughout the Park are now dominated by introduced vegetation, including various invasive plant pests such as old man's beard, gorse, broom, barberry, and several willow and poplar species.

Large areas of pasture are also present, most of which are leased for grazing.

Across the wider Waimea Plains, less than 10% of the original indigenous vegetation remains which has resulted in greatly reduced biodiversity values. While native forest restoration planting has taken place in some locations since the 2010 Plan these are relatively small in scale. Early plantings in some places also included introduced oak trees, some of which are now mature large trees.

Despite this loss of native habitat, the riverbed and its margins continue to provide habitat for both indigenous and introduced wildlife, including several threatened species. The open gravel bed of the river, for instance, offers important nesting and foraging grounds for black-fronted tern, Caspian tern, black shag, little shag, pied shag, South Island (SI) pied oystercatcher, banded and black fronted dotterels. The bermlands also support pheasant and California quail populations popular with gamebird hunters.

While only small fragments of freshwater and saline wetlands remain, significant restoration efforts have been underway for many years within the Park, notably at Pearl Creek, Challies Island, and most recently in the delta area. These lower reaches of the river and estuary margins provide habitat for Australasian bittern, banded rail, spotless crake, marsh crake, and fernbird.

The river supports diverse populations of indigenous fish, including longfin eel, shortfin eel, common bully, upland bully, redfin bully, bluegill bully, common smelt, kōkopu, īnanga, and limited numbers of torrentfish in the riffles.

[6] Despite no current records within the NZ Archaeological Association database (Archsite)

[7] Ngāti Tama 2024

The rare giant kōkopu is still found in Pearl Creek, which is spring fed. In the lower reaches, flounder and yellow-eyed mullet also occur. The introduced fishery primarily features brown trout, and a very popular stocked rainbow trout fishery within the Waimea/Waimeha fishout ponds. Chinook salmon have also released in the past and recorded in the river.

The Waimea Inlet is the largest semi-enclosed estuary in the South Island. It is internationally significant for migratory bird species and nationally significant for other endangered or threatened species. These include birds such as bar-tailed godwits, red knot, SI and variable oystercatchers, wrybills white herons, royal spoonbills and little egrets as well as plants like coastal peppercress and grey saltbush. Although most of the inlet lies outside the Park, management practices within the Park and further upstream have a significant influence on the condition of the inlet for these and other species.

Landscape Values

Although the river and its margins are a distinctive feature from the air, they are not highly visible from the ground. State Highways 6 and 60, (SH6, SH60) along with Waimea West Road, provide only brief but pleasant glimpses of the river and its surroundings. Existing tracks and trails including Tasman's Great Taste Trail, Two River Walkway, and Waimea West Walkway provide further opportunities to enjoy the natural river landscape character.

Some areas, such as the gravel processing plant and large stockpiles of gravels adjacent to SH60 and the river, while partially screened, are of low landscape value.

Despite its relatively limited landscape profile, much of the Park still provides a 'natural' strip of landscape that contrasts with the surrounding agricultural and horticultural activities on the Waimea Plains. There is an opportunity to enhance sightlines from roads, tracks, and trails into the Park, as well as to screen and soften those areas with lower landscape value.

Recreation Values

The river has long been popular for a variety of informal recreational activities. Walking, biking, and dog walking are especially common on existing paths such as Tasman's Great Taste Trail, the Two Rivers Walkway, and the Waimea River Walkway.

Swimming is also popular at various locations along the river during the summer months.

There is strong demand for both horse riding and off-road motorised vehicle use; however, both activities are currently poorly provided for. In the case of off-road vehicles, this lack of facilities has led to informal and sometimes inappropriate use of the Park, resulting in damage and conflicts with other users. Although horse riding was included in the 2010 Plan as a target use of the Park, the necessary facilities have yet to be developed. Nonetheless, there are opportunities to better provide for both activities in suitable locations within the park and the surrounding area.

Although fishing does occur in the river, the sport fishing ponds at Challies Island have become especially popular with youth, families, and adults. Many of these users have been introduced to trout fishing and mentored by the Nelson Trout Fishing Club using the ponds as well as the river itself. The Sports Fishing for Youth Trust and Fish & Game-Nelson Marlborough (Fish and Game) and the Club have also been facilitating increased access for elderly and disabled anglers. In addition, whitebaiting and mullet fishing occur in the lower reaches of the river.

As public use of the Park has grown, the suitability of once highly valued hunting areas for pheasant, California quail, and other game birds has declined.

However, the remaining undeveloped sections of the Park that hunters consider safe to use are still highly valued

These areas are primarily for pheasant hunting, although some limited duck hunting also still occurs below the Appleby bridge.

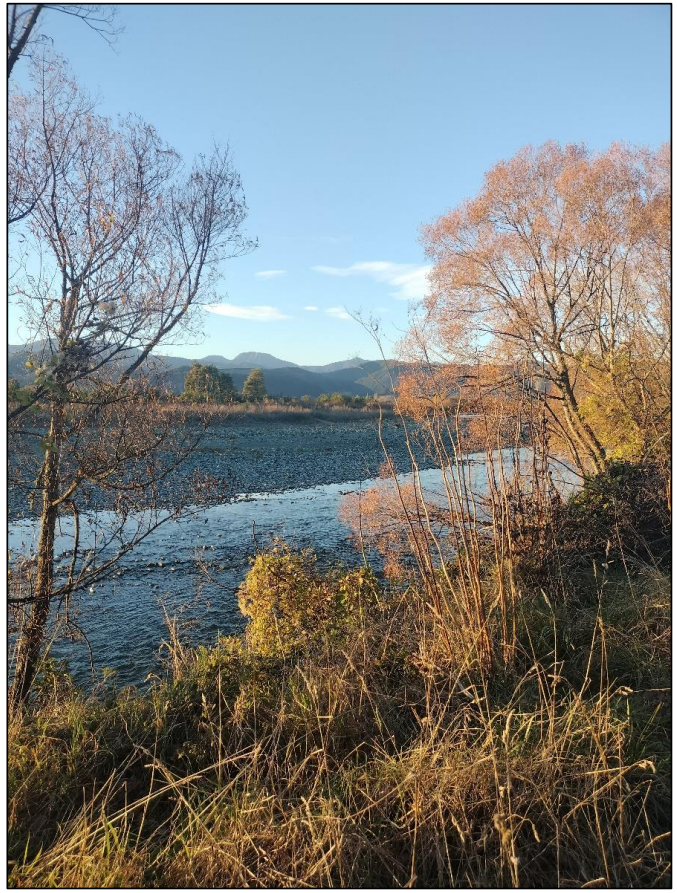
The river is also occasionally used by jet boaters during periods of sufficient flow.

Informal recreational use of the Park is largely unmanaged except at developed sites, such as at Challies Island, Appleby Bridge and existing walking and cycle trails. The Park has also been subject to inappropriate visitor behaviour including off-road vehicle access to the river channel, dumping of rubbish, vandalism and graffiti, and damage to gates and fences to gain off-road vehicle access to inappropriate areas.

Part D – Key Issues

The following key issues have emerged through the Plan review process and from feedback from ngā Iwi, stakeholders and the wider community:

- Actions the Council, as landowner, can take to contribute to catchment-wide objectives for the river, including restoring ecosystem health, habitats and enhancing the wairua and mauri.
- Incorporating climate change projections of increased flood and drought frequency and severity into Park management.
- Providing for a range of additional activities within the Park without compromising essential flood management and soil conservation objectives.
- Determining the role of gravel extraction and processing in contributing to projected industry demand for aggregates, while ensuring effective flood management, support for community recreational needs, and protection and restoration of natural values.
- Facilitating enjoyment of the area by offering a variety of recreational activities while effectively managing those that negatively affect visitor experience or damage the environment, such as motorised vehicle use within the active river channel
- Maximising the potential of this corridor of public land adjacent to a major river, by providing access, connections, and places for both people and wildlife.



Part E – What do we want to achieve?

Moemoeā / Vision

The Park is a very small part of the much more extensive Waimea/ Waimeha River catchment.

This area has been identified as a Freshwater Management Unit (FMU) as part of the current review of the land and water section of the TRMP, which implements the National Policy Statement for Freshwater Management 2020 (NPS-FM). This process takes an integrated, ki uta ki tai (mountains to the sea) approach, recognising the connectivity between surface water and groundwater, between freshwater, land and coastal receiving environments, and the relationships people have with freshwater.

It also gives effect to the Te Mana o te Wai concept for freshwater management which recognises the fundamental importance of water and the importance of maintaining its health to protect the health and wellbeing of the wider environment and our communities.

Following consultation with iwi, stakeholders and the wider community, a vision values and outcomes for each catchment (FMU) has been developed by the Environmental Policy team.

The objectives and policies within this plan are intended to contribute towards this long-term vision for the benefit of future generations as described in Appendix 4.

E waru ngā pou – Our eight guiding principles

- Manaakitia te taiao - Working with nature
  Seeking to reduce exposure of vulnerable assets to river movement, provide for natural river processes, and, where possible, provide room for the river to move
- Mahi ngātahi - Working together
  Our shared efforts produce mutually beneficial outcomes
- Te Aumangea - Resilience
  Management that improves the ability of the Park and surrounding areas to recover from floods, droughts and other events
- Urutau - Adaptability
  Ability to adjust management to accommodate changing circumstances
- Te Taurite - Balance
  Actively using the Park to benefit the community while making a net positive contribution to the health and natural values of the river and supporting broader environmental management objectives including effective flood management
- He Mahinga Maha - Multiple Use
  Providing for a range of activities, allocating spaces and establishing shared use protocols to maximise opportunities and minimise conflicts
- Te Tomopai - Accessibility
  Open community access is available for, unless restrictions are necessary for safety, security or other operational reasons
- Te Raungāwari - Pragmatism
  Setting policy direction that is practical, achievable and enforceable

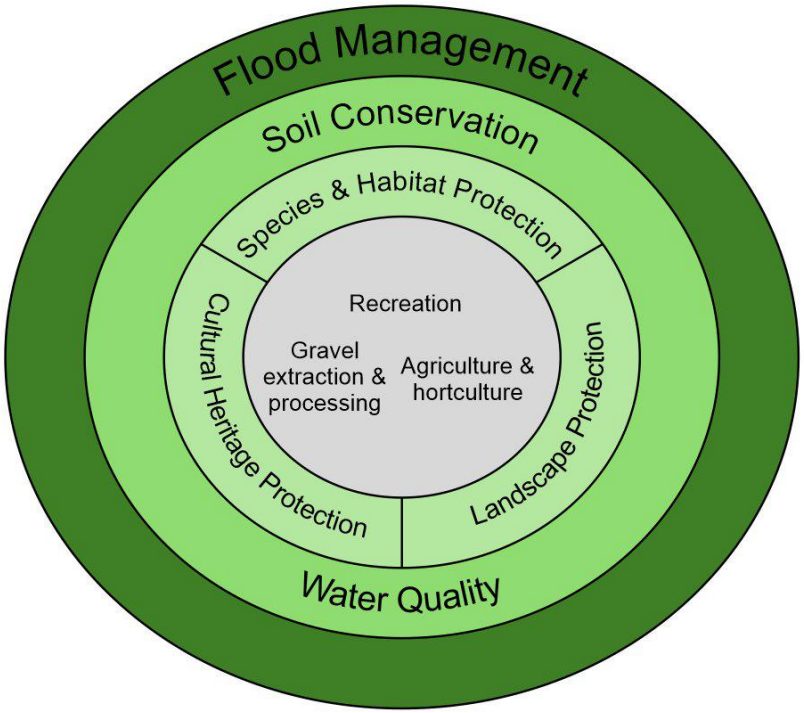
Key Outcome Areas

Framework

This framework reaffirms that the primary purpose of the Council-owned land is river and flood management. In addition to reducing flood risks, effective river and berm-land management also helps conserve adjacent soils, manage sediment loads in the river, and reduce runoff that affects water quality. Other factors influencing water quality are primarily regulated by the TRMP rather than by the policies in this plan.

Within these management parameters, other outcomes can also be achieved in the park. Most importantly those that the Council has statutory obligations under the RMA[8] to protect, including biodiversity, heritage, and landscape values. As landowner, the Council has an opportunity to actively support these outcomes.

Recreational and commercial uses of the park are also important but must be provided for and controlled in ways that do not interfere with effective flood management and soil conservation, or adversely affect water quality, biodiversity, cultural, or landscape values.



[8] Resource Management Act 1991, Section 6

Outcomes	Objectives	Supported by
Flood management and soil conservation	Flood flows do not create safety risks for the community or cause significant damage to surrounding Waimea Plains soils, land uses and the Waimea Inlet. The floodplain within the stopbanks is resilient to floods and the mobilisation of soil and other materials.	• Restoration of native habitats • Agriculture
Water quality	The management, development and use of the Park positively contributes towards water quality objectives for the river, aquifer and the Waimea Inlet.	• Restoration of native habitats
Threatened and taonga species protection	Threatened and taonga species are not adversely affected by management and use of the Park, and opportunities are taken to enhance their habitats.	Restoration of native habitats
Restoration of native habitats	Restore and enhance degraded ecosystems and habitats within the Park, such as lowland alluvial forest and wetlands that are poorly represented within the district.	• Gravel extraction • Invasive species control
Invasive species control	Landowner obligations under the RPMP9 are met and targeted control of other invasive species occurs to enable Plan objectives to be achieved.	• Agriculture
Cultural heritage protection	Contribute to the restoration of the mauri of the river and native species and ecosystems of heritage value within the Park. Known sites and areas of importance are protected, and as appropriate, the whakapapa for the area is shared.	• Restoration of native habitats
Landscape protection	The open riverbed and wetland landscape character bordered by green riparian margins is protected and enhanced.	• Restoration of native habitats
Community use and enjoyment	Provide for a range of recreational activities that can be accommodated without negatively impacting on other outcome targets, users or landowners.	• Flood management
Gravel extraction and processing	Gravel resources continue to be available from within the Park while ensuring direct net enhancement of other park values following extraction. The presence of processing plants and stockpiles does not present an unacceptable risk to the environment, including the Waimea Inlet, during flood events.	• Flood management
Agriculture and horticulture	Pastoral grazing serves as a useful management tool, supporting the Council in achieving effective flood management and other Park outcomes. Other agricultural and horticultural activities that do not positively contribute towards these objectives are not provided for.	• Flood management

[9] Nelson Tasman Regional Pest Management Plan 2024

Policies

1. Te whakahaere waipuke me te whāomoomo oneone / Flood management and soil conservation

Issues

There is a legal obligation and community expectation to contain the river within the existing stopbanks to minimise the risk of flooding or river movement damaging adjacent private properties and the Waimea Plains.

Levels of service for flood management and soil conservation are determined by the Rivers Activity Management Plan. However, this plan can provide a summary of iwi and community aspirations for river management, which may be incorporated into activity management planning.

Nationally, there is a trend toward less 'hard' river engineering techniques, allowing for more natural river movement where feasible—



a direction supported by local feedback.

Maintaining flood capacity through carefully managed gravel extraction is also important, provided it does not cause undue bank or bed erosion or lead to excessive sedimentation of the Waimea Inlet.

Increasingly severe storm events are likely to increase the frequency and severity of floods in Tasman's rivers. Park management must allow for essential flood control measures while minimising other environmental impacts.

Objectives

1.1 Flood flows do not create safety risks for the community or cause significant damage to surrounding Waimea Plains soils, land uses and the Waimea Inlet.

1.2 The floodplain between the stopbanks is resilient to floods and the mobilisation of soil and other materials.

Policies

Within the levels of service set by the Rivers Activity Management Plan, that flood management and soil conservation activities seek to:

<u>Riverbed management</u>

1.1.1 Provide for natural river movement and the maintenance of river features such as meanders and pools.

1.1.2 Utilise planting and other green engineering methods over hard engineering solutions, where appropriate.

1.1.3 Consider undertaking trials for river control methods that show promise but have not been widely used in the region, such as new ecologically friendly bank stabilisation methods.

1.1.4 Limit the use and timing of heavy machinery and vehicle operation within the riverbed to minimise mobilisation of fine

sediments and disturbance to aquatic fauna, riverbed birds and other wildlife

River berm management

1.2.1 Manage bermland activities to avoid any impact or encroachment on the stopbanks.

1.2.2 Manage bermland activities to those that do not exacerbate flood impacts or increase soil degradation.

1.2.3 Prevent investment or development of new assets in the Park that may create greater obligation for a 'defensive' approach to river management.

1.2.4 Manage leases and licences to maintain flexibility for land to be made available at short notice for Council river management purposes.

1.2.5 Seek opportunities to retire bermland into long-term uses with enduring environmental benefit and low ongoing maintenance costs, such as floodplain wetlands and native plantings.

2. Wai ora / Water quality

Issues

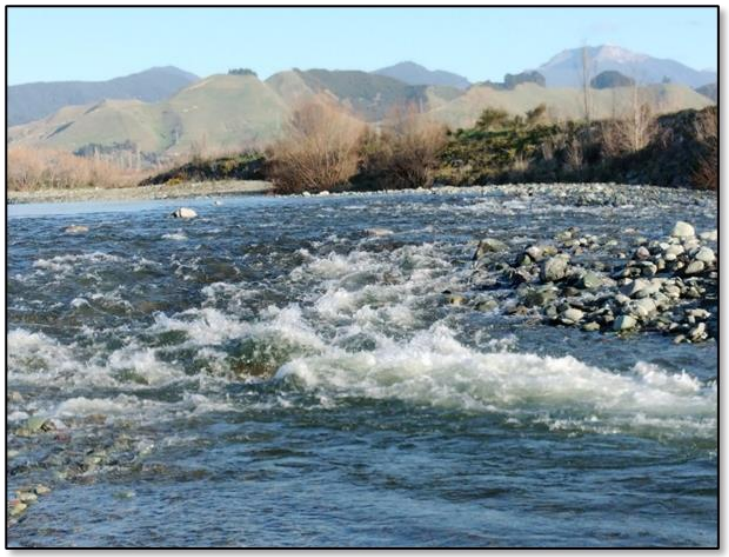
Healthy and clean water is of fundamental importance to iwi and other members of the community.

The river generally has good water clarity and low levels of E coli, nitrates and dissolved reactive phosphorus. However, in the lower reaches, water clarity and quality reduce rapidly, and daily maximum water temperatures can reach high levels over the summer months.

There are also relatively few invertebrates found in the riverbed substrate, which is an indicator of poor water quality.

The lower Wai-iti River has reasonable water quality at average flows, however, it has increasing levels of both nitrates and ammonia. It also has a high coverage of toxic algae (Microcoleus autumnale) over the summer months.

Other spring fed streams, within or entering the river, generally have high nitrate levels, low dissolved oxygen and macro invertebrate levels.[10]



[10] https://www.tasman.govt.nz/my-region/environment/environmental-management/water/water-management/freshwater-management-units-2/waimea-fmu

Intensive horticulture and agricultural use of the Waimea Plains along with associated fertiliser use and water extraction are contributing factors to declining water quality. These issues are currently being managed under the TRMP.

Activities within the Park including grazing, gravel processing and inappropriate motorised vehicle use, can expose various contaminants to runoff into the river. To minimise this risk, these activities should be located carefully and riparian buffer strips planted where necessary to filter surface runoff into the river.

Risks to the river and Waimea Inlet from flood exposure and the mobilisation of material at potential contamination sites[11] have been identified, with the ex-Waimea Country Council landfill at the delta being of particular concern.

Historically the Park has also been subject to ongoing rubbish dumping, including contaminated materials that threaten downstream water quality. Although this is a challenging issue to manage, strategies are needed to minimise dumping and mitigate its associated impacts.

Objective

2.1 The management, development and use of the Park positively contributes towards water quality objectives for the river, aquifer and the Waimea Inlet.

Policies

2.1.1 Impacts from activities within the park on water quality should be prioritised alongside flood management and soil conservation and any necessary mitigation actions put in place.

2.1.2 Develop and maintain planted riparian buffer strips wherever contaminant runoff may harm water quality. Where appropriate, include this requirement in lease or licence agreements.

2.1.3 Prohibit activities within the park that involve assets or other contaminant sources that are likely to be mobilised or contribute to poor water quality during flooding events without robust environmental management plans.

2.1.4 Review the existing risk status for leachate or material from the ex-Waimea County Council landfill contaminating the delta wetland and estuary.

Undertake risk assessments for the other four HAIL sites within the park and take appropriate action to mitigate significant risks which may include:

a) Increasing the groundwater monitoring regime

b) Taking appropriate steps to further secure or remove rubbish

2.1.5 Actively manage and respond to point source pollution events from rubbish dumping including:

a) Timely collection of evidence and legal action

b) Thorough clean up and removal of waste

2.1.6 Active monitoring and enforcement of Resource Consent conditions for consented activities within the Park.

[11]Hazardous Activities and Industries List (HAIL sites)

3. Te tiaki i ngā momo mōrearea me ngā taonga / Threatened and taonga species protection

Issues

High natural values in the lower river and delta, including the presence of several threatened and at-risk species, require special recognition and policies in the way the Park is used and managed to protect species reliant on this area.



In contrast, the majority of the bermland environment currently holds low value for threatened species. Nevertheless, the river and its riverbed are crucial habitats for species such as the black-fronted tern and banded dotterel which have experienced declines due to reduced river habitat, the invasion of introduced predators and woody weeds, and disturbances from vehicles.[12]

Vehicle use within the riverbed is also damaging the important riffle zones, which serve as the primary habitat for torrentfish and other aquatic species.[13]

Controlling this issue is challenging due to multiple access points into the Park and the extensive areas of the riverbed that vehicles can traverse once entry is gained.

Dog ownership in the Tasman District has increased substantially in recent years, leading to higher demand for and usage of parks and open spaces for dog walking. Uncontrolled dog access negatively impacts a variety of native wildlife, through predation, disturbance and increasing stress levels. In response, recent amendments to the Dog Bylaw have introduced stricter controls for dogs in the delta area, including dog prohibitions within Pearl Creek Reserve and Pearl Creek Esplanade Reserve. Expansion of this dog prohibition into other areas in the lower river and delta that the Council has management control over, should also be considered in the next Dog Bylaw review.

The loss of alluvial forests and wetlands, along with the reduction in river water quality, has adversely impacted mahinga kai resources. To support the traditional harvesting practices of tangata whenua, it is important to enhance river habitats for various species of eels, fish and birds, as well as harakeke resources.

Objective

3.1 Threatened and taonga species are not adversely affected by management and use of the park, and opportunities are taken to enhance their habitats.[14]

Policies

3.1.1 Limit locations and the time of year that vehicles can access priority areas of the riverbed and bermland that are important habitats for threatened and taonga species. This may be achieved through barriers, surveillance and enforcement.

[12] Threat status: Black fronted tern – endangered. Banded Dotterel - declining
[13] Threat status: Torrentfish and most other native freshwater fish - declining

[14] See Appendix 3 for available management actions to protect threatened species

3.1.2 Support Dog Bylaw restrictions in locations where threatened species may be at risk.

3.1.3 Ensure that opportunities to enhance the habitats of threatened and taonga species within the park are considered in the development and prioritisation of habitat restoration programmes.

3.1.4 Liaise with and support other agencies, groups, individuals and iwi in threatened species protection work within the Park

3.1.5 Undertake or support monitoring of key threatened and indicator species and use this information to guide Park management.

3.1.6 Include threatened and taonga species in iwi cultural health indicator monitoring (CHI) as described in Section 11.

4. Te whakaora i ngā nōhunga māori / Restoration of native habitats

Issues

The lowland alluvial podocarp forests that once spanned the Waimea Plains have been largely lost, remaining only as a few isolated fragments within the broader region. Currently, there are no mature forested areas within the Park, resulting in significant habitat loss for native species and degraded ecological integrity of the area.

Although the 2010 plan identified significant areas for ecosystem restoration within the Waimea Plains, progress has been minimal aside from the 10 Ha Waimea Community Dam offset mitigation planting project, now in its third year.

It is important to review these proposed restoration sites within the context of current strategies and priorities and to assess the capacity to allocate sufficient resources for implementation. For example, the Kotahitanga mo te Taiao Alliance has an emerging goal to restore 15% of our lowland ecosystems over time.

Wetland areas are also significantly depleted within the Park and the surrounding Tasman District, with over 90% of the original wetlands lost and many of the remaining areas in poor condition.



The lower reaches of the river and delta area adjoining the nationally important Waimea Inlet possess high natural values and have undergone significant restoration efforts in recent years. Numerous opportunities exist to further enhance the work accomplished to date in this and other wetland areas within the Park. The restoration of habitats within the Park is strongly supported by iwi and partner organisations.

Several threats to existing habitats and restoration sites include sedimentation and sea level rise, smothering and exclusion by exotic weeds, and predation by invasive animal pests. Additionally, visitor activities such as the use of motorised vehicles and dog walking can

contribute to habitat damage. Restoration planning must recognise and address these risks.

Objective

4.1 Restore and enhance degraded ecosystems and habitats within the park such as lowland alluvial forest and wetlands that are poorly represented within the district.

Policies

4.1.1 In conjunction with iwi and other partners, develop an ongoing native habitat restoration work programme with the objective of restoring:

a) alluvial podocarp forest, native riparian margins and wildlife corridors and connections at priority locations

b) wetland environments at priority locations including sequencing of various salinities considering effects of sea level rise

c) freshwater fish habitat, including īnanga spawning sites, shade and removal of any remaining fish passage barriers

d) open riverbed habitat

4.1.2 Work with Waimea Water Ltd in completing the 10Ha Waimea Community Dam offset mitigation planting including ensuring that the site is adequately legally protected as required by the 2015 Environment Court Consent Order.

4.1.3 Following the conclusion of the Nelson Tenths Reserve claim, commence process to increase the level of legal protection for the delta area to Nature Reserve as specified within the Moutere Waimea Ward Reserves Management Plan[15]

4.1.4 Undertake further planning for the Challies Island area to better identify and integrate the native habitat, trout fishing and recreation objectives and actions for the entire area.

4.1.5 In considering further land-based gravel extraction activities within the Park, opportunities for further restoration of native habitats such as wetlands be pursued in favour of filling extraction areas with clean fill to restore pastoral use.

4.1.6 For native habitats to be included in iwi cultural health indicator (CHI) monitoring as described in Section 11.

Note: All areas identified for planting restoration need to be designed and implemented to accommodate and not exacerbate effects from increasingly severe flood events.



[15] Moutere Waimea Reserve Management Plan Section 5.9.2 Policy 5, Page 152

5. Te tāmi momo rāwaho / Invasive species control

Issues

Significant areas of the park are dominated by exotic weed species such as old man's beard, broom, gorse, barberry, various species of willow, and many others.

Located as a lineal feature at the bottom of the Waimea/Waimeha catchment, the spread and reinvasion of invasive species pose significant challenges to any control programs. Therefore, it is crucial that weed and pest control efforts are locally targeted to high-value locations and serve specific protection purposes, such as restoring native vegetation or reducing mortality rates of threatened wildlife.

Achieving broader invasive species control objectives will likely require the further development of biological control methods and other landscape-scale management techniques.

A variety of exotic plant species, such as willow and poplar, have been used and continue to be used for river management purposes. However, some of these species can become invasive, posing significant ecological threats. Careful selection of plant species is essential for future river, flood, and erosion control activities to ensure effective management without compromising native biodiversity.

As described, the river acts as a vector for the spread of invasive species and the receiving environment is the internationally significant Waimea Inlet. If the values of the delta and wider inlet are threatened by weed species transported by the river, consideration should be made as to whether there are any practical options available to reduce this effect.

The river and wetland areas are also at risk from various plant and animal pests, including water celery, lagarosiphon, egeria, tench, rudd, perch, and koi carp—some of which were deliberately introduced to the region in the past. Mosquitofish (Gambusia) are also likely present in the slower-moving tributaries of the river. The RPMP contains strategies to manage each of these pest species.

Objective

5.1 Landowner obligations under the Regional Pest Management Plan[16] are met and targeted control of other invasive species occurs to enable Plan objectives to be achieved.

Policies

5.1.1 Undertake targeted invasive species control where necessary to protect natural values or public enjoyment and use of the Park and adjacent Waimea Inlet.

5.1.2 As landowner, undertake plant and animal pest control as required by the RPMP.

5.1.3 Where practical and effective, employ native plants to support bank stabilisation and erosion control works to provide additional biodiversity and enhanced amenity values. If willows or poplar are used, ensure that these are sterile and not easily propagated

5.1.4 If weed spread from the river into the delta and Waimea Inlet is causing significant harm to natural values, and it is feasible, that targeted weed control should be considered to reduce the river's role as a vector.

[16] Nelson Tasman Regional Pest Management Plan 2024

6. Te tiaki i ngā taonga tuku iho ā-ahurea / Cultural heritage protection

Issues

As described in Part C, the Waimea/Waimeha and other rivers in the region are taonga to ngā iwi. The strong relationship with these rivers forms a core part of their cultural identity. This significance encompasses the entire catchment, from waters flowing from the mountains—such as the Gordon Range, the eastern slopes of Kahukura (Richmond Range), the Bryant Ranges, and Dun Mountain—through the flood plains to coastal waters and out to sea.

Given the importance of the river and its ecosystem, iwi have a strong desire to exercise kaitiakitanga to protect and restore the mauri (life force) of the water, the river ecosystem, and the wider catchment. This is particularly important given the extensive modification and degradation the river and catchment have experienced, including the loss of native forest, increased runoff of sediment and contaminants, and the introduction of plant and animal pests. These factors have all contributed to damaging the mauri of the river and undermining its previously important role as a mahinga kai (food and flax gathering area).

It is likely that a variety of archaeological evidence remains in the area given the high level of occupation and use of the river and surrounding plains over hundreds of years. These physical reminders may include residual kūmara pits, modified darker soils and gravel 'borrow pits.'

While there are no site formal records currently located within the Park[17] policies are required to ensure development activity does not damage important sites and a process is in place for accidental discovery of sites.

Objectives

6.1 Contribute to the restoration of the mauri of the river and native species and ecosystems of heritage value within the Park.

6.2 Protect sites and areas of cultural importance, and as appropriate, share the whakapapa for the area.

Policies

6.1.1 Provide for iwi to exercise kaitiakitanga over the river and wider catchment, (Refer to section 11).

6.1.2 Ensure habitat enhancement programmes seek to enhance the mauri and traditional kai and other resources (such as tuna, īnanga and harakeke) and provide for cultural harvest.

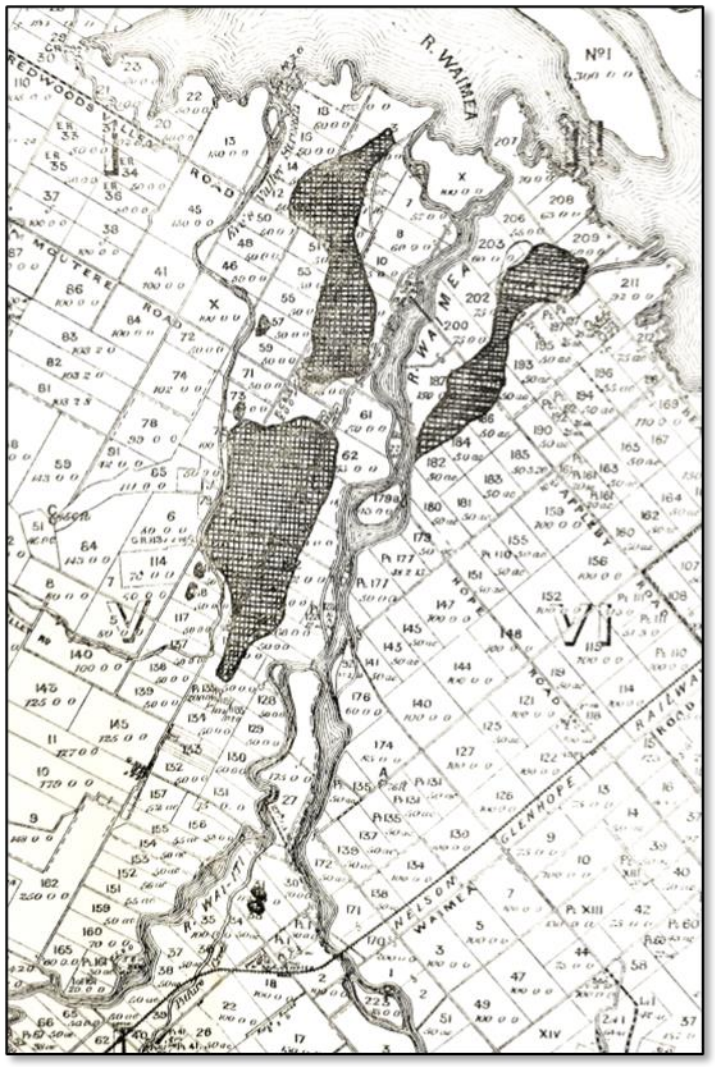
6.1.3 Reduce the risk of damaging wāhi tapu other cultural values through engagement with te tauihu iwi to determine appropriate mitigation which may include:

a) Undertaking an archaeological assessment prior to proposed land disturbance activities that could affect important cultural sites or values

b) Tikanga briefing to contractors prior to the commencement of work and iwi monitoring during significant works as well as strict adherence with accidental discovery protocols

6.2.1 Consider providing information signage and/or Pou whenua or waharoa at significant sites where the risk of vandalism and flood damage is low and where this increases community understanding and protection of cultural heritage.

[17] NZAA Arch Site, Tasman Resource Management Plan



Waimea Gardens (Rigg and Bruce)

7. Te tiaki horanuku / Landscape protection

Issues

The Park contains a wide range of features and activities, each with varying amenity values. In providing for different activities there is a need to minimise their negative visual impacts on the landscape while protecting and enhancing the park's positive landscape features and amenity value.



Objectives

7.1 The open riverbed and wetland landscape character bordered by green riparian margins is protected and enhanced.

Policies

7.1.1 Activities that may adversely affect the visual amenity of Park features are controlled to limit effects.

7.1.2 Where possible, river and riparian management will seek to maintain and enhance the natural river environment.

8. Te whakamahinga me te pārekareka o te hapori / Community use and enjoyment

Issues

One of the key issues for the use and enjoyment of the Park by the community is to ensure ease of access and a high-quality and safe experience for visitors without adversely affecting other important Park activities, the environment or other users.

This includes provision for a range of different types of recreational activities and catering to different visitor abilities. Some activities such as walking, picnicking and swimming have low impacts, whereas motorised off-road vehicle use, horse riding, dog walking and bikes (particularly ebikes) require higher levels of control to address potential environmental and safety concerns.

Unrestricted access and limited 'informal surveillance' in the area has led to challenges such as vandalism, littering, and other antisocial behaviour. To protect the Park's values, access restrictions in some areas, particularly for vehicles and during nighttime hours, may need to be considered to address these ongoing issues.

Objective

8.1 Provide for a range of recreational activities that can be accommodated without negatively impacting on other outcome targets, users or landowners.

Policies

Access and availability

8.1.3 Ensure Park entrances are easy to find, use and meet the needs of a range of visitors.[18]

8.1.4 As a default, manage all areas of the Park to remain available for public use, unless restrictions are required to ensure safety, prevent adverse impacts or to enable approved river management or commercial operations to be undertaken.

8.1.5 Where practical, ensure that visitor facilities are available in suitable locations for people with limited mobility.

8.1.6 Close public vehicle access between Clover Road West and Bartlett Road to reduce potential conflict with other users.

8.1.7 Consider future further closure of public vehicle access between Bartlett Road and Blackbyre Road to reduce potential conflict with bermland tenants and other users, and to reduce extent and frequency of illegal rubbish dumping.

Safety and health

8.1.8 Manage safety risks for visitors and ensure all facilities meet relevant statutory standards and where possible other 'best practice' standards.

8.1.9 In accordance with the Reserves General Policies, promote the Smokefree status of the reserves network.

8.1.10 In locations where significant numbers of people congregate, such as picnic and swimming areas, consider options to actively provide and enhance shade.

Visitor infrastructure and experience

8.1.11 When resources permit, provide:

a) Clear and consistent information signage at entrance points and other key locations within the Park to provide visitors with the necessary information to support their visit.

[18] See Appendix 2 for Entrances and specifications

b) Wayfinding signage at key points within track and trail network containing information regarding permitted mode (bike or foot), distance, duration, difficulty, and required direction of travel as required.

c) Well distributed easy to access seating with features to support those with limited mobility to enhance visitor experience at suitable higher use locations.

8.1.12 Consider education and interpretation signs about the natural landscape, culture and history of the Park for locations where vandalism is less likely. Any such signs should be developed in conjunction with ngā iwi o te tauihu, technical specialists and community groups.

8.1.13 Park signs to be constructed in durable materials and located to avoid adversely affecting amenity values.

8.1.14 Advertising signage may be approved within the Park subject to written authorisation at the discretion of Council.

Consideration be given to:

a) Whether signs are permanent or temporary

b) Size, shape, colour and placement and the effect on amenity values

c) The financial benefit that accrues to Council, or one of its partners, from the sponsorship sign.

Environmental protection

8.1.15 Responsible environmental management practices by visitors to be promoted through the following actions:

a) Active use of the 'Environmental Care Code' and 'Tiaki Promise' on Park signage and through other information channels.

b) Promotion of user responsibility for removal of rubbish through the existing 'pack it in pack it out' approach

c) Progressive provision of toilets at primary entry points as resources permit

Development

8.1.16 New or replacement facilities and infrastructure be provided only where there is an identified need that enhances public use and enjoyment of the Park.

8.1.17 Any proposed recreational facility development to thoroughly consider any potential effects on flood and river management, safety, resilience to damage and other Park outcome areas.

8.1.18 Where possible, the design and construction of new facilities to retain a rustic/natural design theme that fits within the surrounding landscape.

8.1.19 Legal or nationally accepted best practice standards or guidelines for the development of new tracks and facilities to be followed.[19]

8.1.20 Plaques recognising the contribution by individuals or groups towards the development of the Park may be considered at the discretion of Council.

[19] Refer Appendix 2

Picnicking and swimming

Issues

The proximity and value of the river for swimming over the summer months has been highlighted by feedback received. However, water quality and access were identified as limiting factors.

Visitors to the river often combine swimming with picnicking, typically on the riverbed near swimming areas or on nearby grassed spaces where available.

There is a long-standing demand for vehicle access to the riverbed to reach swimming and picnicking areas. To address this practically, it may be appropriate to allow vehicle access in a few locations while restricting it in sensitive areas.



Objective

8.2 Popular picnicking swimming locations are accessible, and good information is available about water quality for swimming over the summer months.

Policies

8.2.1 Walking access is available to popular swimming areas within the river from vehicle access points.

8.2.2 Information regarding water quality for swimming is widely available through a variety of Council channels.

Walking and running

Issues

The primary consideration for walking and running is to ensure a variety of options are available from each Park main entry point, catering to visitors with different abilities, time constraints, and desired experiences.

The other key issues are to ensure that walkers and runners have access to the necessary information and facilities while addressing safety concerns, minimising conflicts with other users, and ensuring there are no adverse impacts on other park outcomes.

Objective

8.3 To offer visitors a variety of walking and running options that cater to different skill levels and durations, accessible from various park entry points

Policies

8.3.1 Formalise the recreation corridor for walkers and bikes along both sides of the river between the Kidson Bridge (Tasman's Great Taste Trail) and Brightwater utilising:

a) The stopbank structure (and road between the nursery and Challies Island) on the western side of the river to Waimea West Road

b) existing track or stopbank and road to the upper Tasman's Great Taste Trail Swingbridge and beyond to Clover Road West on the eastern side of the river and to Bryant Road on the western side.[20]

8.3.2 Investigate the longer-term feasibility of further extending the recreation corridor by

a) Formalising a ford over the Wai-iti River at or immediately upstream of the confluence providing a summer connection between the western corridor to the Twin Rivers Walkway, Tasman's Great Taste Trail, Bryant Road and Brightwater.

b) Extending the route upstream of Bryant Road and/or Clover Road West to the SH6 bridge and beyond.

8.3.3 Formalise/improve walking/running circuits from the following key entry points:

a) Appleby Reserve – Riverside track to Kidson Bridge and stopbank return

b) Lower Queen St - carpark to Kidson Bridge, along western riverbank to SH60 bridge and return via western stopbank to bridge and carpark

c) Challies Island - Riverside track, road and stopbank

d) Bryant Road and Waimea West Road – Twin Rivers Walkway linking back along Waimea West Road (or offroad through future subdivision land acquisition).[21]

8.3.4 Provide for pedestrian access along all stopbanks.[22]

8.3.5 Advocate for dedicated pedestrian/cycling access over SH60 bridge to improve safety and provide improved access.

Biking

Issues

Through the development of Tasman's Great Taste Trail, access for biking has been significantly improved over the past decade. Opportunities now exist to link additional biking connections to the current trail network in place.

E-bikers are now a considerable proportion of bike trail users. Given their faster speeds, additional work is required to maintain sight lines and ensure protocols are followed regarding giving way and warning other users of approaching and overtaking.

Wildlife is also more susceptible to disturbance given these faster speeds.

[20] Note: due to river movement, the section of trail past the gravel processing area will be relocated onto the stopbank to maintain this connection

[21] Note: The eastern bank of the Wai iti River sustained significant damage during the 2025 floods. This section is expected to remain formally closed until access can be safely and fully reinstated

[22] This will require management of encroachment by adjacent landowners in places and fencing modifications.

The other key consideration is to ensure that bikers using the Park area appropriately have the information and facilities that they require, and that there is no conflict with other users or adverse effects on other Park operations.



Objective

8.4 To provide a range of biking options for users with different abilities and available time.

Policies

8.4.1 For bikes to be permitted on all walking track connections and stopbanks proposed in Section 8.3.

8.4.2 To work with the Nelson Cycle Trails Trust to further promote safe and courteous use of bikes within the park including:

a) Clear information at entrance points regarding biking safety protocols

b) Wider promotion of safe biking practices

8.4.3 If wildlife disturbance becomes a significant issue in the delta or other high natural value areas, consider further screening and speed restrictions if required.

Dog exercising

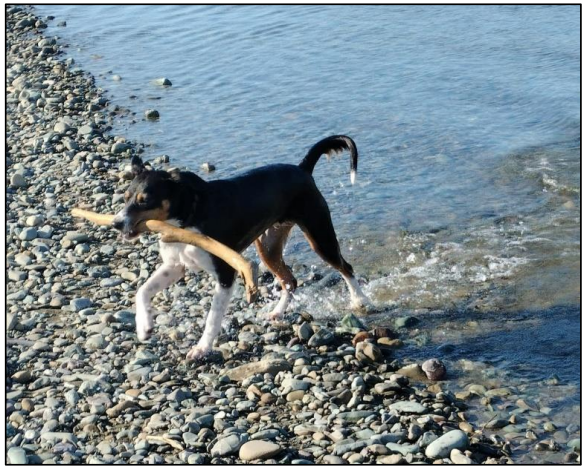
Issues

As described in Section 3, dog ownership in the Tasman District has increased substantially in recent years, leading to higher demand for and usage of parks and open spaces for dog walking.

Uncontrolled dog access can negatively impact native wildlife, through predation, disturbance and increasing stress levels.

It can also impact visitor experience for others.

While recent amendments to the Dog Bylaw have introduced stricter controls for dogs in the delta area primarily to protect wildlife, further expansion of these controls over the wider delta area and other areas necessary should also be considered in the next Dog Bylaw review.



Objective

8.5 To ensure dog exercising opportunities are available within the Park and that dogs do not disturb or cause harm to wildlife or adversely affect experience for other visitors.

Policies

8.5.1 Promote the operative Dog Control Bylaw as it relates to the Park through:

a) Information provided on signs and other information channels

b) Support for enforcement actions.

8.5.2 To actively provide input for future reviews of the Dog Control Bylaw to ensure that all outcome areas of this plan can be achieved. Future changes may include:

a) Expansion of prohibited areas for dogs in important wildlife habitats[23]

b) Additional restrictions where conflict may arise with other users or grazing livestock etc.

c) Allocation of designated off lead areas for dog exercise.

Motorised recreational vehicles[24]

Issues

The popularity of motorised recreational vehicles, such as four-wheel drive vehicles, motorbikes and quad motorbikes, has increased significantly over recent years. This has generated further demand for more locations to be made available to use these vehicles.

It has also created safety and environmental damage issues where they have been used in inappropriate locations around the district.

Access for motorised vehicles is currently largely unrestricted within the Park apart from physical barriers around some picnic areas. The open bed of the river is also accessible for motor vehicle use during periods of normal or low river flows.

This level of access has led to damage in bermland areas, such as the land downstream of the Appleby Reserve, which otherwise holds significant potential for other park objectives.

In certain locations, such as Tasman's Great Taste Trail off Bryant Road, the growing number of walkers and cyclists makes vehicle access increasingly unsuitable, especially since the swimming holes being accessed are within easy walking distance of vehicle parking locations for most visitors.

As described in Section 3, vehicle use of the riverbed is also widespread, with likely disturbance of threatened wildlife such as black fronted terns and banded dotterels. Vehicles crossing the river can also

[23] Note - dog prohibited areas within the 2025 Dog Control Bylaw excludes trained gundogs for gamebird hunting

[24] This section excludes ebikes as defined by the Power – assisted Cycles (Declaration Not to be Motor Vehicles) Notice 2013 or any subsequent regulation under the Land Transport Act 1996

damage the riffle zone of the river habitat occupied by torrent fish. Critical Council river monitoring upstream of the SH60 bridge is also vulnerable to riverbed changes caused by vehicles.

Motorised vehicles can however also provide access to locations that might be challenging or impossible for people to access and enjoy in any other way, such as the aged or disabled.

Objectives

8.6 A range of sites are available for off-road motorised recreational vehicle use within Tasman Bay

8.7 Motorised vehicle use within the Park does not damage park values, infrastructure, river management operations or create safety issues through reckless or dangerous use, or through incompatible co-location with other Park users.[25]

Policies

8.6.1 Formal opportunities for offroad recreational motorised vehicles be considered both within the Park and the wider district

8.7.1 Recreational motorised vehicle use off existing developed gravel roads will be actively discouraged from sensitive areas of river margin, riverbed, native habitat areas, river management maintenance routes, and key walking/cycling routes including:

a) Tasman's Great Taste Trail

b) The crest of the stopbanks along both sides of the Park

c) Both sides of the river bermland downstream of the SH60 bridge. (excluding for boat launching and picnicking within and adjacent to the Appleby Reserve)

d) Upstream of the SH60 bridge for 1 km along the riverbed and bermland

e) Challies Island and recreation area off developed gravel roads

f) Twin Rivers walkway from Waimea West Road to Bryant Road

g) Other areas of riverbed where continued access will endanger populations of threatened species.

Note: Methods to implement this policy include the use of signs, barriers, gates, surveillance and enforcement action and removal of any features created for offroad vehicle activities. The use of nighttime closure for public vehicular access may also be considered.

Horse riding

Issues

Horse riding is a relatively low-impact activity that can be suitable within the Park when conducted in appropriate locations.

The equestrian community continues to express strong interest in establishing horse-riding opportunities within the park, as well as creating broader connections to Moturoa/Rabbit Island and beyond Brightwater.

The 2010 management plan permits horse riding on the eastern side of the river between Lower Queen Street and Clover Road West. However, key infrastructure, such as horse float parking facilities and promotion, has not been implemented.

[25] Land Transport Act 1998, Section 7.

Additionally, most of this section of the river margin is used for industrial purposes and features a rough gravel road with vehicle traffic, creating a difficult surface and environment for horse riding.

The 2010 plan also prohibits horses from stopbanks due to the risk of damage and potential conflict with other users. While single-direction travel along the top of the stopbanks may not directly cause damage, several challenges make this option impractical. The adjacent slopes are vulnerable to damage, the narrow pathway leaves little room for two-way traffic or accommodating other users. Controlling access by motorbikes and quads also becomes difficult if access for horses is permitted. Additionally, existing TRMP regulations prohibit heavy stock grazing and access to stopbanks, further complicating any effort to permit horse use on the stopbanks.

When considering suitable areas for horse riding, the provision of spacious parking areas for horse floats is also required - which limits some sites.

Despite these considerations, there are several options to provide for horse riding within the Park, including the use of some existing developed gravel roads and tracks, and the potential development of new trails. Horse riding at higher use areas such as Tasman's Great Taste Trail, with frequent use by higher speed ebikes are considered incompatible. On identified multiple use trails, well signposted "share the path" protocols can help to ensure safe and enjoyable use for all visitors.

Objective

8.8 Horse riding is enabled to occur at suitable locations within the park, providing a range of opportunities, connections and necessary facilities to support this activity

Policies

8.8.1 Provide for horse riding on multiple use tracks as follows:

Location	Work required
On the western bank south of the Appleby SH60 Bridge to the Wairoa – Wai-iti confluence	• Further concept planning for the Challies Island Recreation Area to confirm suitable routes and horse float parking site • Horse float parking area • Further trail development • Shared use protocol signage
On the eastern bank between Bartlett Road and Clover Road West	• Exclusion of vehicles • Surface improvements • An adequate area to be provided for horse float parking at either end • Shared use protocol signage
On the eastern bank between Bartlett and Blackbyre Road (currently shared with vehicles)	• Surface improvements • Speed limiting features while vehicle access remains available • Shared use protocol signage

8.8.2 Prohibit horse riding:

a) Downstream of the Appleby bridge on the west bank (including Tasman's Great Taste Trail and Waimea Delta/Pearl Creek area) and downstream of Lower Queen St on the east bank

b) On the crest and batters of stopbanks

c) On the Twin Rivers Track, unless the track can be fully reinstated following the 2025 floods and suitable horse float parking made available at either end of the track

Use of aircraft

Issues

Aircraft use is not a significant activity within the park. However, several hazards exist including network infrastructure overhead wires as well as the Park's proximity to approach paths for Nelson airport.

Although aircraft are used infrequently on adjacent properties and within the Park, the use of drones has become increasingly popular in recent years. While drones offer entertainment and photo opportunities, they also can pose safety risks to other aircraft, grazing stock and detract from the visitor experience.

The Civil Aviation Authority (CAA) is the primary agency responsible for regulating drone use. However, landowner permission is also required. The Council's drone policy provides blanket permission for flying drones over Council land, provided users follow CAA rules and meet standard conditions. Sensitive sites, including land leased to other parties, of which constitutes a significant portion of the Park, are excluded from the policy and require separate approval.

Objective

8.9 Aircraft use within the park is conducted safely, without disturbing wildlife, and respecting the privacy and enjoyment of other park visitors.

Policies

8.9.1 The existing Council policy regarding flying unmanned aircraft over Council land will be followed including the requirement to:

a) Not fly over other people or adjoining leased Council land without their consent

b) Be courteous of other park users, who often are there for the quiet enjoyment of the park

c) Not operate within 20 metres of sensitive wildlife habitats (such as coastal or river margins)

d) Not operate within 20 metres of nesting or roosting birds (such as godwits, banded rail, black fronted terns, banded dotterel, bittern).

8.9.2 If significant impacts occur to Park values, further adjustment to this policy be sought (such as defining prohibited operating areas).

Use of boats

Issues

The Waimea and lower Wairoa Rivers are navigable waterways, sometimes used by jetboats and occasionally by kayaks and other watercraft during periods of medium and high flows.



Jet skis are also used within the Waimea Inlet and delta, often operating at speed close to shore, resulting in disturbance to wildlife in

this important area. These activities are managed by the Harbourmaster under the Navigation and Safety Bylaw (2024).The Bylaw provides for boat operating speeds within the Waimea and Wairoa Rivers (below the Lee River) to exceed the standard 5 knots within 200m of shore during periods of sufficient flow.[26] In addition, Maritime New Zealand rules require boat operators to ensure safe operation and to avoid interfering with others using the river.[27]

To undertake this activity, access to the river for boat launching is required. Historically, the best launch sites for larger watercraft, such as jetboats, have been located on the riverbed adjacent to the Appleby Reserve.

Maintaining the accessibility of this historical launching site, especially on weekends, could be considered if vehicle access from this area into the wider Park and riverbed can be controlled. If river movement results in this site becoming unsuitable, alternative locations could be identified if compatible with other Park uses. More widespread boat launching along the riverbed should be discouraged, as it can negatively impact other park values.

The Nelson Marlborough branch of Jetboating NZ has traditionally hosted an annual one-day slalom event. This has required a resource consent to undertake temporary digger modifications of the river channel in a localised area as well as cooperation and coordination with the Council Rivers Team and Harbourmaster. If the potential environmental effects of this activity are appropriately managed and resource consent is granted, access should also be permitted.

Objective

8.10 Access to the river in suitable locations is available for the launching and retrieving of boats and other watercraft.

Policies

8.10.1 Vehicle access to the river for the launching and retrieval of boats is provided for from the Appleby Recreation Reserve.

8.10.2 Infrequent jetboat slalom events to be permitted, provided that the necessary resource consents are secured and any potential negative effects on park values and users are deemed acceptable.

8.10.3 To seek increased enforcement of existing speed restrictions for jet ski operation within the Waimea Inlet adjoining the delta, and to consider wider statutory controls if necessary.

[26] River flow at the Wairoa River (Irvines) exceeds 20 cumecs. (Schedule 2, Navigation and Safety Bylaw 2024) https://www.tasman.govt.nz/my-region/environment/environmental-data/river-flow

[27] Section 26.3, Navigation and Safety Bylaw 2024

Gamebird hunting



Issues

Upland gamebird[28]and waterfowl[29] hunting, as well as related activities such as gun-dog trialling, have traditionally been popular seasonal activities in the Park during the winter months.

However, the increased public use of areas such as Challies Island, Tasman's Great Taste Trail, Two Rivers Walkway and parts of the lower river and delta, has made these locations less appealing to hunters due to greater bird disturbance and heightened public safety concerns.

Lower-use areas of the park, such as between the Wai-iti and Wairoa confluence and Challies Island, still offer some opportunities for game bird hunting. However, visitor activity in these areas is expected to increase over time in the future.

Nelson Marlborough Fish and Game Council (Fish and Game) have expressed interest in working with the Council, Iwi, and the Waimea Aggregate Users Group to create a new wetland through future gravel extraction.

Located in a low-use area of the park, this wetland could support managed game bird hunting and breeding while also providing essential habitat for rare species like the Matuku hūrepo (Australasian bittern). [30]

Hunting can conflict with other recreational activities and raise safety concerns. However, the season for the most sought-after game birds in this area—pheasants and California quail—is restricted to just three weekends in June and July. Additionally, other game bird hunting, including ducks and waterfowl, is primarily concentrated in May during the winter season.

During the preparation of this management plan, feedback was divided between those supporting continued hunting and calling for greater restrictions. Fish and Game reported receiving no public complaints about game bird hunting within the Park under the existing plan. Additionally, hunters have voluntarily avoided high high-public-use areas of the Park to meet their safety obligations under New Zealand's firearms law.

Objective

8.11 To provide for gamebird hunting in the Park in a way that minimises wildlife disturbance and safety risks to other park users.

Policies

8.11.1 For Nelson/Marlborough Fish and Game to continue to provide management oversight for gamebird hunting within the park.

8.11.2 Council staff consult Fish and Game before each hunting

[28] Pheasants and Californian Quail

[29] Grey Duck, Mallard Duck, Shoveler

[30] A 2023 survey for Matuku/Bittern in Northland found them present in 4 out of 5 Fish and Game constructed wetlands developed for gamebird habitat and hunting

season regarding

a) expected use of the Park over the season to ensure hunters receive advice on suitable areas to hunt and members of the public made aware of this hunting activity occurring.

b) the option of several weekend closures of specific areas if justified and minimal disruption of other activities is likely

8.11.3 To ensure hunters obtain permission from lessees prior to hunting on land leased for grazing or other uses.

8.11.4 To work with Fish and Game, Iwi and the community, to explore future wetland development options to enhance gamebird hunting opportunities

Fishing



Issues

Freshwater fishing is a major recreational activity with over 6,500 licence holders in the Nelson Marlborough Fish & Game region. It contributes to physical activity, promotes well-being and brings economic benefits to the community. The Park is an important and well used[31] fishing resource offering fishing opportunities that are highly accessible and close to the Nelson Richmond urban area. Trout fishing occurs along the entire length of the river within the Park.

The Sports Fishing For Youth Charitable Trust, in collaboration with Fish and Game, has been instrumental in developing and now stocking the

[31] The 2021/22 National Angler Survey undertaken by NIWA for Fish and Game NZ placed the fishing ponds and river in 6th and 7th in popularity within the Nelson Marlborough Region

ponds. These ponds have become a valuable resource for promoting and developing sport fishing in the region. Continued support is important, while also ensuring the wider Challies Island area and wetlands are also managed to achieve other key objectives for the Park.

While Fish and Game is responsible for managing the introduced sports fishery, the Council, as the landowner, can support broader efforts to enhance water quality and river habitats. This can be achieved by reducing runoff and sedimentation through effective river management and riparian restoration planting.

The Waimea Community Dam is expected to improve fish habitats by releasing minimum flows of oxygenated water back into the river, particularly during the summer months.

Clearly marking river access points for fishing and other activities, along with restricting vehicle access into the riverbed, can help further protect and enhance fishing opportunities.

Whitebaiting, eeling and mullet fishing also occur towards the river mouth. These fisheries are managed by the Department of Conservation and the Ministry of Primary Industries respectively.

Over time, informal four-wheel drive and quad motorbike tracks have been created in this area, often to reach fishing sites. Any further expansion and proliferation of these tracks may hinder future habitat restoration efforts.

Objective

8.12 Trout fishing continues to be supported by maintaining access to the existing fishing ponds and the river and pursuing actions aimed at improving the quality of the river habitat.

8.13 Access to sites for whitebaiting, eeling and mullet fishing is provided in a way that protects other Park values.

Policies

8.12.1 Continue to support the Sports Fishing For Youth Charitable Trust, Fish and Game NZ (and any other relevant organisation) in the operation of the fishing ponds through:

a) Provision of a licence to occupy

b) Inclusion and integration of the existing trout fishing at the ponds in further wider development planning for the Challies Island area

c) Support for minor improvements and operations where this does not affect other park values.

8.13.1 Access to sites for whitebaiting and eeling continues to be provided for subject to:

a) Control of access by vehicles where this may threaten other park values

b) Changes or restrictions on fishing rules

Camping and overnight stays



Issues

Freedom camping has long been a challenge for the district. Historically, house buses and vans would informally camp at the Appleby Reserve. More recently, small numbers of vehicles have used less frequented, vehicle-accessible parts of the Park, particularly during summer.

While this hasn't caused major issues so far, it's likely that many vehicles are not self-contained, raising concerns about rubbish or effluent being left behind.

The recently amended Freedom Camping Act (2011) allows tent camping and self-contained vehicles within local authority areas unless prohibited by a bylaw. The Council's 2017 Freedom Camping Bylaw does not restrict freedom camping within the Park.

The Act allows for infringement offenses for damage to flora, fauna, and structures, as well as for depositing waste. However, obtaining evidence that identifies the specific offender is often difficult.

Because significant areas of the park can be subject to flooding, overnight camping is not formally provided for in the Plan. If safety issues, damage or negative impacts on other users or neighbouring properties become significant, restrictions or prohibitions in the next review of the Freedom Camping Bylaw may be required.

Objective

8.14 That the focus for community use and enjoyment of the Park be on day visitors.

Policies

8.14.1 Provision is not made for camping and overnight stays within the Park.

8.14.2 To consider restrictions or prohibitions under the Freedom Camping bylaw if safety issues, damage or negative effects on other users or adjoining land uses become significant in the future.

9. Ngā mahi arumoni / Commercial activities

Gravel extraction and processing



Issues

The river and its bermlands serve as an important, centrally located aggregate resource for the Nelson Tasman region.

Gravel extraction companies project a significant shortfall in gravel supply over the next 30 years due to anticipated population growth and the associated housing developments outlined in the Future Development Strategy (2022–2052).

While substantial gravel resources may exist in the wider region,[32] their quality and cost-effectiveness for extraction and processing remain untested.

Gravel resources within the Park play a valuable role. However, concerns exist regarding the 'industrialisation' of the Park and the compatibility of gravel extraction and processing with other Park values, and the potential downstream risks to the Waimea Inlet.

Gravel extraction within the active riverbed is an important tool in river management and flood control. This activity will continue under the direction of the Council Rivers team and in compliance with the TRMP requirements.

In contrast, land-based gravel extraction within the bermlands is discretionary and represents a finite resource. While it has provided valuable aggregate materials for many years, some historical extraction sites were backfilled with inappropriate materials and poorly reinstated surface layers. This has limited their potential for future uses, such as forest restoration or intensive grazing.

More recently, through the current TRMP processes and more active direction by the Council as landowner, gravel extraction sites are being designed to ensure environmental enhancements post-extraction. A notable example is the creation of a planted wetland ecosystem, which is currently progressing at Challies Island.

Gravel processing also takes place within the Park and stopbanks. While this proximity to extraction sites offers operational efficiencies, it also creates vulnerabilities to flood events. These include potential flood damage to onsite equipment and facilities, as well as the mobilisation of stockpiled materials or debris, which could cause significant harm to downstream areas and the Waimea Inlet. Given the projections for more frequent and severe flood events—and the fact that gravel processing does not need to occur on the bermlands between the stopbanks—it is essential to demonstrate that these risks can be effectively mitigated for gravel processing to continue in these locations.

[32] GNS Science (2024)

As noted, high-quality gravel within the Park is currently in limited supply. Given this constraint, it is crucial to implement a robust gravel allocation process to prioritise sufficient resources for key 'public good' purposes, such as roading and other infrastructure. Additionally, lease and gravel extraction charges should reflect the market value of this finite resource. An opportunity also exists for funding generated from gravel extraction to be directed back towards Park enhancement activities.

Objectives

9.1 Gravel resources continue to be available from within the Park while ensuring direct net enhancement of other park values following extraction.

9.2 The presence of aggregate processing plants and stockpiles does not present an unacceptable risk to the environment, including the Waimea Inlet, during flood events.

Policies

9.1.1 Provide for gravel extraction within the active riverbed for river management and flood control, under the direction of the Council Rivers team and in accordance with TRMP requirements.

9.1.2 Provide for land-based gravel extraction within the bermlands subject to:

a) Identification of suitable remaining areas for extraction

b) Effective management of potential adverse effects on the environment and other park values

c) An improvement to the area, such as wetland creation, following the conclusion of extraction

9.2.1 For existing gravel processing to be transitioned out of the Park upon lease renewal, and no new processing areas be approved, unless downstream environmental risks from flooding events can be adequately mitigated.

9.2.2 The Council will work with gravel extraction and processing operators to minimise adverse impacts on other Park values and activities, which is expected to include the following:

a) Developing clear performance criteria that will guide future lease renewals

b) Prohibiting the stockpiling of any Class 4[33] materials within the stopbank area, or the stockpiling of imported soil, woody debris, road trimmings, etc. without appropriate management controls including limited duration, compliance reporting, and sedimentation controls

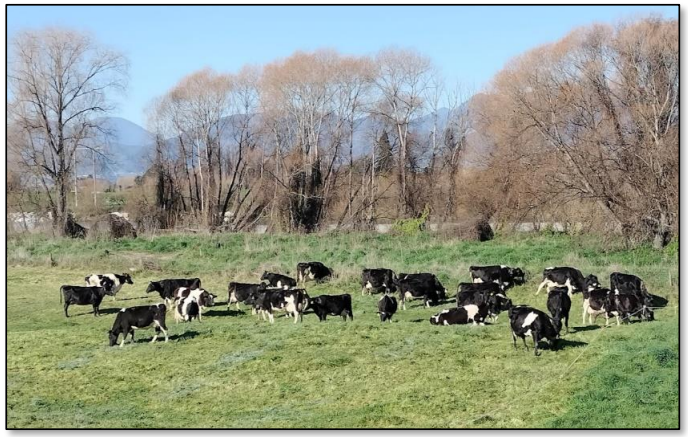
c) Providing suitable width buffer strips where possible to reduce cross boundary effects to the riverbed and stopbanks

d) Maintaining access for walkers and cyclists to stopbanks outside of leased areas and limiting public access closure periods to shared use operational areas and providing alternative accessways where possible.

9.2.3 Review the policy and methodology for gravel allocation and for calculating fees and charges.

[33] Technical Guidelines for Disposal to Land (2022)

Agriculture and horticulture



Issues

Large areas of the park are currently leased to long-standing lessees for grazing purposes. This land use serves as an important management tool, helping to control weeds, reduce fire hazards, and maintain vegetation over vulnerable soils and gravel areas. It also ensures the floodway remains relatively free of obstructions or vulnerable assets while generating a revenue stream.

Since the 2010 plan, several existing lessees have shown interest in using the land leased for grazing for other purposes. This has resulted in one unauthorised vineyard extension, enquiries about further vineyard expansion, and a seasonal trial of arable crops in another location. Land uses involving higher levels of investment and infrastructure, such as intensive fencing, are more susceptible to flood damage and result in greater pressure to contain natural river movement.

Additionally, arable farming is more vulnerable to soil erosion during floods, especially during the crop establishment phase.

Current leases include provisions allowing the Council to cancel leases, in whole or in part, on short notice.[34] These clauses provide the flexibility needed for the Council Rivers team to perform river and flood management activities when required. Future grazing lease renewals should maintain these provisions to ensure continued adaptability.

Community and iwi feedback highlighted the importance of ensuring that grazing on Council-owned land adheres to best practices, remains sustainable, and avoids adverse effects on the river and other park values. Key actions, such as managing nitrate levels and controlling stock access to waterways, will be addressed through Freshwater Farm Plans currently required under the 2023 Resource Management Act freshwater management reforms. Additional concerns, such as encroachment beyond lease boundaries and the need for adequate buffers around critical infrastructure—such as stopbanks, monitoring sites and bores—can be managed through lease conditions and ongoing collaboration with the Council Property and Rivers teams.

Objectives

9.3 Pastoral grazing serves as an effective management tool, supporting the Council in achieving effective flood management and other Park outcomes.

9.4 Other agricultural and horticultural activities that do not positively contribute towards these objectives are not provided for.

[34] Usually, 3-6 months' notice or immediately in an emergency

Policies

9.3.1 Continue to provide for pastoral grazing in Park locations where this serves an important management function.

9.3.2 Investigate the opportunity to retire pastoral grazing areas into native habitat areas as lease terms and available Park management funds allow.

9.3.3 Ensure new leases include adequate buffers around riparian areas, monitoring sites, and bores, can be cancelled at short notice and that the lease agreement is directly with the farmer rather than informally sublet.

9.3.4 Work with lessees to ensure best practice farming on Council land including:

a) Development of meaningful and practical Farm Plans[35] or equivalent 'best practice' environmental management practices linked to lease conditions, including active measures to limit nitrate and stock access to waterways.

b) Implementing operating practices to prevent the use of stopbanks for stock movement and the removal of barriers to public access

c) Taking other actions as necessary to ensure that farming operations integrate well within the wider management context

9.4.1 Other capital-intensive horticultural land uses such as vineyards or orchards, that do not contribute positively to flood management and other Park outcomes will not be permitted.[36]

9.4.2 Arable farming with appropriate soil management plans and monitoring and reporting requirements, may be permitted by exception and at Council's sole discretion.

Recreation concessions

Issues

Recreation concessions have the potential to further enhance the use and enjoyment of the park. To date, there has been limited commercial activity in the park, with businesses such as paintball operators, and cycling tour providers utilising Tasman's Great Taste Trail. Provided that proposed commercial uses do not negatively impact river and flood management or other park management objectives, such opportunities should be actively encouraged.



[35] Or an equivalent informal plan if the farm is under 20 hectares

[36] Including transitioning existing uses from the Park

Objective

9.5 Recreation concessions compatible park objectives are encouraged to create further valuable opportunities for the community.

Policies

9.5.1 Permit new commercial recreation activities in the park, provided such activities:

a) do not require installation of high value or permanent structures and other assets

b) do not require exclusive use of land that is publicly used

c) are compatible with other park management objectives.

10. Te tūāhanga / Infrastructure

Issues

In addition to river management assets like stopbanks, rock protection, and erosion control plantings, the park also requires various infrastructure assets to support its activities.

These include buildings, structures, fencing, and roads. Due to the park's susceptibility to occasional flooding, infrastructure should be limited to essential assets to support park outcomes and designed to withstand flood events through strategic location and resilient construction.

The park also contains districtwide network infrastructure, including state highway bridges, overhead transmission lines, water supply intakes and pipelines, river and groundwater monitoring sites/bores, and a plant nursery. Park activities must be carefully planned and executed to prevent disruptions to the functioning of these assets and ensure unimpeded access for essential maintenance and operations.

Any proposed new network infrastructure should be evaluated based on its criticality/importance to be located within the Park and potential impact on other park objectives.

Objectives

10.1 Park infrastructure is restricted to assets essential for achieving park outcomes and is designed to be resilient to flood events.

10.2 The effective operation and access to network infrastructure is not disrupted by park activities, nor should network infrastructure unduly limit the achievement of other Park objectives.

Policies

10.1.1 Park infrastructure will be provided as needed to achieve the park objectives and designed and operated to be:

a) Located away from high flood risk areas

b) Resilient to damage or be low value allowing easy reinstatement after a flood event

c) Regularly assessed for condition and actively maintained

10.2.1 Park management activities and public use will be managed to ensure they do not compromise the operation, or access to network infrastructure by network operators.[37]

10.2.2 New network infrastructure will be considered on a case-by-case basis with attention to:

a) The criticality of the asset to be located within the Park

b) The potential effects of park activities on the infrastructure and any resulting limitations on park activities

c) The extent of overall public benefit from the new infrastructure

[37] Including Tasman District Council Environmental monitoring and water supply assets

Part E – How will we get there?

11. Kaitiakitanga /Guardianship

Issues

As described in Part C, ngā iwi e waru o Te Tauihu, the eight 'top of the south' iwi, have a deep cultural connection to the Waimea/Waimeha River and its wider catchment. This relationship is formally recognised through the Statutory Acknowledgements[38] and the Te Tauihu Partnership Agreement.

The management of the Park has the potential to negatively impact the mauri of the river as well as mahinga kai, and sites of significance.

Despite their strong cultural association with the area, ngā iwi have had little opportunity to participate in decision making regarding this Council controlled land adjacent to the river, which may affect these values.

Objective

11.1 Ngā iwi are able to exercise kaitiakitanga over the river and surrounding margins.

Policies

11.1.1 Strive to ensure that environmental management policies and management activities for the Park enhance the mana, mauri and wairua of the river.

11.1.2 Enable Te Tauihu iwi to participate in any further planning or review of progress being made towards achieving the Plan objectives, and to seek further management guidance.

11.1.3 Ensure that any information signs installed, or other communication channels, include messaging about the park's cultural and historical significance.

11.1.4 Implement iwi cultural health indicator monitoring (CHI) to track progress towards the plan's goals and objectives and assess impacts on cultural health and associated values.

12. Te mahi ngātahi / Working together

Issues

Historically the land comprising the Park was managed solely for the purposes of river management and flood control, with little participation by iwi or the wider community. Growing interest in recognising and supporting other outcomes for the river and surrounding areas led to the development of the Waimea/Waimeha River Park concept and its inaugural plan in 2010.

Feedback highlights further strong iwi and community interest in participation in Park development activities including planting and restoring native habitats as well as further developing recreational opportunities.

Objective

12.1 The Council, iwi, lessees and the community work together in the management of the Park.

[38] Te Tauihu Treaty Settlements 2014

Policies

12.1.1 Provide opportunities and support initiatives for community participation in the implementation of Plan actions.

12.1.2 Partner with iwi and engage with the wider community before considering significant changes that may affect Park values.

12.1.3 Review communication channels to ensure meaningful information flow between the Council and the community and provide opportunities for feedback.

13. Te whakamahere / Planning

Issues

Given the diverse outcomes that the park is managed for, alongside the overriding priorities of effective river management, soil conservation and water quality, a clear framework for daily and future management is critical to achieving objectives.

This plan builds on the 2010 plan to reflect current circumstances and address current and future challenges and opportunities and establish a vital link to the LTP.

Work programmes focused on achieving identified objectives must also be established and informed by comprehensive information and necessary data.

Limited funding also must be managed efficiently to maximise outcomes for the park. Revenue generated from activities within the Park, especially those with negative impacts, should be directed towards offsetting these effects by supporting restoration efforts.

Additionally, opportunities for third-party funding, such as central Government initiatives, grants, sponsorships and benefactors should also be actively pursued.

Objective

13.1 An effective planning framework is in place with clear direction for management that is practical and able to be implemented.

Policies

13.1.1 Undertake a risk assessment as part of project planning for new activities, to ensure Park values are not threatened.

13.1.2 Utilise existing environmental health monitoring and undertake iwi cultural health monitoring to assess changes, evaluate the success of completed work and identify areas of the plan requiring further effort.

13.1.3 Develop and utilise matauranga Māori where applicable to support Plan implementation.

13.1.4 Maintain an up-to-date inventory of key park assets and conduct regular condition and performance assessments to inform asset management planning.

13.1.5 Ensure the objectives and policies of this management plan are considered during the development of other Council plans, including Activity Management Plans, Annual Plan and the LTP.

13.1.6 Encourage other statutory processes such as those under the TRMP to consider the objectives and policies of this plan.

13.1.7 Review the Park management plan every ten years or sooner as required.

14. Te reretahi / Coordination

Issues

Different Council departments have varying responsibilities for park functions, which has occasionally led to management gaps or conflicts between work programs. While these issues are currently addressed through informal meetings, establishing regular, formal coordination meetings—particularly before annual work programs are finalised and implemented—could improve coordination and oversight.

Objective

14.1 Effective operational coordination of the delivery of key actions within the Park.

Policies

14.1.1 Formalise a Council staff group to coordinate necessary actions to implement the Plan.

14.1.2 Ensure that future work programme activities and development within the Park focus on activities required to implement Plan objectives and policies.

15. Park legal status, land acquisition, leasing and licences

Issues

Most parcels within the park owned by the Council are not formally protected but are held in freehold title for river control and soil conservation purposes. Seven smaller areas are protected under the Reserves Act 1977, six classified as Local Purpose Reserve (esplanade) and one part of a Recreation Reserve. Additionally, part of the Pearl Creek land is legally protected by a Queen Elizabeth II (QEII) Open Space Covenant.

As noted in Section 4, further actions are required to pursue Nature Reserve status for the delta area and to legally protect the land used for the Waimea Community Dam mitigation planting.

Given the primary flood management purposes for the majority of the other land on the margins of the river, no further changes to its legal status of the land are considered necessary. This approach ensures that Council retains flexibility and can implement various elements of this plan as Council policy.

While most of the outcomes sought for the park can be achieved with the current land owned and managed by Council, opportunities for future acquisition exist. These acquisitions could enhance the functionality of the existing area, provide buffers to mitigate cross boundary effects or increase environmental values and resilience by connecting areas of ecological value. Desired land should be identified and pursued as resources allow or acquired through subdivision of adjoining land. If deemed important, a 'right of first refusal agreement' could also be considered.

In some locations, the adjacent landowner has extended activities into the Park. It is important that any significant encroachment is addressed for the land to continue be available to further park objectives and benefit the community.

Some activities within the park are best delivered by third parties through leases or licenses. Given the primary purpose of flood management and soil conservation, as outlined in Section 9, these leases include clauses allowing the Council to retake management control of leased land on short notice if required for these purposes. Retaining this flexibility is essential for the Council.

Access rights and obligations for lessees between different leased areas of the Park, or between land leased and owned by the lessee are currently poorly defined. These should be formalised either through identified non-exclusive area clauses included within the lease, or through a right of way agreement as appropriate.

Objective

15.1 For the legal status of the land comprising the Park to be suitable to achieve Plan objectives and outcomes

Policies

15.1.1 Consider strategic land acquisitions where this supports plan objectives and that these are actively pursued by purchase or by entering 'Right of First Refusal' agreements.

15.1.2 Ensure leases, licences and other statutory instruments adequately:

a) Reflect the purpose and permitted use of the activity

b) Are directly with the party undertaking the activity

c) Provide reasonable rights and obligations including sufficient security of tenure

d) Ensure flexibility for the Council to access the land if required for essential river control and flood management purposes.

e) Include rights and obligations for land used by the lessee as access to the leased area

f) Provide for closure of access to the Park and river for safety or other operational reasons but that these periods be minimised and that, if possible, alternative access points be provided

g) Require any statutory obligations to be complied with including any plant and animal pest control as required by the RPMP.

15.1.3 Actively monitor and respond to Park encroachment as it arises by:

a) Giving notice to the party requesting removal of any encroachment and the reinstatement of the area to the satisfaction of the Council within a specified period at the owners' cost

b) Where removal and reinstatement does not occur, then the Council undertake this work and seek to recover costs.

16. Compliance and enforcement

Issues

The Waimea/Waimeha River Park has a long history of behaviours by some visitors that have negatively impacted other users and the environment.

Vandalism, dumping of cars, household rubbish, contaminants, and lighting fires have been recurring issues over many years. These problems are common in similar areas nationwide that are easily accessible from urban centres, lack informal surveillance, and are perceived by some as wastelands or low-value areas.

Off-road vehicle users, including motorbikes, quad bikes, and four-wheel drives, have bypassed bollards, removed gates and fences, and damaged grass areas and plantings. Others also extensively utilise the riverbed, threatening habitats for native species.

These behaviours may partly stem from the increasing ownership of off-road vehicles and a lack of designated local areas for such activities but also demonstrate a distinct lack of respect and regard for these public spaces.

Although the Plan is a non-statutory document, the compliance provisions of the TRMP regarding discharges, along with several other Council bylaws, provide tools for enforcing some Plan objectives. The Litter Act (1979) also outlines offences for littering and provides

enforcement powers to warranted officers. Existing bylaws can be modified at their scheduled review or replaced earlier if necessary. New bylaws can also be created if wider enforcement coverage is required to implement Plan objectives.

Given the involvement of several Council teams in managing the Park, and the variety of enforcement tools available, there has been a level of ambiguity about how to respond to different incidents and the best approach to resourcing compliance and law enforcement efforts.

A multi-faceted approach is required to reduce compliance issues and to ensure as far as possible that Park objectives and outcomes are achieved. Key strategies include:

- Educating visitors and providing information about the reasons for management policies and the environmental and social consequences of their actions.
- Offering suitable alternative locations for recreational activities that are incompatible at some sites.
- Protecting important areas with barriers and considering restrictions on primary vehicle access roads at night.

16.1.1 Developing and maintaining key sites to a high standard to foster a greater sense of value and respect.

- Reducing the appeal of sites to inappropriate behaviours by promptly removing dumped materials, repairing vandalism or graffiti, and eliminating vehicle-related features such as jumps or bogs.
- Increasing formal and informal surveillance through encouraging increased visitor use, technology, and prompt enforcement response when necessary.
- Persisting with enforcement actions through the transition period for changes in management approach.

Objective

16.1 For sensible and practical management policies for the Park, including provision for a variety of compatible uses, to be accepted and complied with by visitors.

Policies

16.1.2 Provide targeted information through a variety of communication channels to explain the purpose and benefits of management policies and the consequences of inappropriate actions on the environment and other users.

16.1.3 Actively develop and manage sites as identified within the Plan and promptly respond to inappropriate behaviours including:

a) removal of dumped material

b) repair of vandalism or graffiti

c) removal of features built for offroad vehicle use if not a designated area

16.1.4 Manage use restrictions as identified using barriers as appropriate and consider closing primary vehicle access roads at night if warranted by significant ongoing issues.

16.1.5 Encourage increased visitor use and consider options to increase visibility of sites to increase informal surveillance.

16.1.6 Install formal surveillance equipment where necessary and undertake prompt enforcement action.

Part F – Actions

Input areas	Action	Priority
Kaitiakitanga *11.1.1-3*	Provide for iwi to exercise kaitiakitanga over the river and wider catchment through: • Implementing environmental management policies and management activities for the Park that enhance the mana, mauri and wairua of the river. • Enabling Iwi to participate in any further planning or review of progress being made towards achieving the Plan objectives, and to seek further management guidance. • Ensuring that any information signs installed, or other communication channels, include messaging about the park's cultural and historical significance.	**High**
Te mahi tahi / Working together *12.1.1-3*	Provide opportunities and support initiatives for community participation in the implementation of Plan actions. Partner with Iwi and engage with the wider community before making decisions that may affect Park values. Review communication channels to ensure meaningful information flow between the Council and the community and provide opportunities for feedback.	**High**
Te mahi hoahoa / Planning *13.1.1-7*	Undertake a risk assessment as part of project planning for new activities, to ensure Park values are not threatened. Utilise existing environmental health monitoring and undertake iwi cultural health monitoring to assess changes, evaluate the success of completed work and identify areas of the plan requiring further effort. Develop and utilise matauranga Māori where applicable to support Plan implementation. Maintain an up-to-date inventory of key park assets and conduct regular condition and performance assessments to inform asset management planning.	**High**

Input areas	Action	Priority
	Ensure the objectives and policies of this management plan are considered during the development of other Council plans, including Activity Management Plans, Annual Plan and the LTP. Encourage other statutory processes such as those under the TRMP to give consider the objectives and policies of this plan. Review the Park management plan no less than every ten years or sooner as required.	
Te reretahi / Coordination	Formalise a Council staff group to coordinate necessary actions to implement the Plan. Ensure that future work programme activities and development within the Park focus on activities required to implement Plan objectives and policies.	**High**

Outcome areas	Action	Priority
Flood management, soil conservation and water quality *1.1.1-3*	<u>Planning</u> Ensure the Rivers Asset Management Plan and river operations consider levels of service opportunities to: • Provide for natural river movement and the maintenance of river features such as meanders and pools. • Utilise planting and other green engineering methods over hard engineering solutions where appropriate. • Undertake trials for river control methods that show promise but have not been widely used in the region such as new ecologically friendly bank stabilisation methods. • Retire bermland into long-term uses with enduring environmental benefit and low ongoing maintenance costs, such as floodplain wetlands and native plantings.	**High**

Outcome areas	Action	Priority
1.1.4, *1.2.1-3* *2.1.1* *2.1.3* *5.1.3*	<u>Operations</u> Manage bermland activities to those that do not exacerbate flood impacts, increase soil degradation and sedimentation including: • Prevent significant investment or development of new assets in the Park that may create greater obligation for a 'defensive' approach to river management. • Prohibit activities within the park that involve, assets or other contaminant sources that are likely to be mobilised or contribute to poor water quality during flooding events without robust environmental management plans. • Provide for development that is likely to be resilient and not impede regular flood flows • Limit the use and timing of heavy machinery and vehicle operation within the riverbed to minimise disturbance to aquatic fauna, riverbed birds and other wildlife. • Where practical and effective, employ native plants to support bank stabilisation and erosion control works to provide additional biodiversity and enhanced amenity values. If willows or poplars are used, ensure that these are sterile and not easily propagated.	**High**
2.1.2	Develop and maintain planted riparian buffer strips wherever contaminant runoff may harm water quality. Where appropriate, include this requirement in lease or licence agreements.	**Medium**
2.1.4	Review the existing risk status for leachate and mobilisation of materials from the ex-Waimea County Council landfill contaminating the delta wetland and estuary.	**High**
2.1.4	Undertake risk assessments for the other four HAIL sites within the park and take appropriate action necessary to mitigate significant risks which may include: • Increasing the groundwater monitoring regime • Taking appropriate steps to further secure or remove rubbish	**Medium**
Species and Habitat Restoration Invasive Species control *3.1.3*	<u>Planning</u> Ensure that opportunities to enhance the habitats of threatened and taonga species within the park are considered in the development and prioritisation of habitat restoration programmes.	**High**

Outcome areas	Action	Priority
4.1.1 *6.1.2*	Ensure habitat enhancement programmes seek to enhance the mauri and traditional kai and other resources (such as tuna, īnanga and harakeke) and provide for cultural harvest In conjunction with iwi and other partners, develop an ongoing native habitat restoration work programme with the objective of restoring: • alluvial podocarp forest, native riparian margins and wildlife corridors and connections at priority locations • wetland environments at priority locations including sequencing of various salinities taking into account effects of sea level rise • freshwater fish habitat, including īnanga spawning sites, shade and removal of any remaining fish passage barriers • gravel riverbed habitat	
4.1.4	Undertake further planning for the Challies Island area to better identify and integrate the native habitat, trout fishing and recreation objectives and actions required for the entire area.	**High**
3.1.1 *3.1.4* *5.1.1* *5.1.4* *6.1.2*	<u>Operations</u> Liaise with and support other agencies, groups, individuals and iwi in threatened species protection work within the Park Undertake targeted invasive species control where necessary to protect natural values or public enjoyment and use of the Park and adjacent Waimea Inlet and meet statutory obligations as required by the RPMP If weed spread from the river into the delta and Waimea Inlet is causing significant harm to natural values, and it is feasible, that targeted weed control should be considered to reduce the river's role as a vector. Ensure habitat enhancement programmes seek to enhance traditional kai and other resources (such as tuna, īnanga and harakeke) and provide for cultural harvest Limit locations and the time of year that vehicles can access priority areas of the riverbed that are important habitats for threatened and taonga species.	**High**

Outcome areas	Action	Priority
3.1.5, 3.1.6 *4.1.6* *11.1.4*	Monitoring Undertake or support monitoring of key threatened and indicator species and habitats and use this information to guide Park management. For threatened and taonga species and habitats to be included in iwi cultural health indicator monitoring (CHI).	Medium
Cultural heritage protection *6.1.3-5*	Reduce the risk of damaging wāhi tapu and/or other cultural values through engagement with iwi to determine appropriate mitigation. Consider carrying out archaeological assessment prior to proposed land disturbance activities that could affect important cultural sites or values. Provide for iwi monitoring during significant works including adherence with accidental discovery protocols.	High
6.2.1	Consider providing information signage and/or Pou whenua or waharoa at significant sites where the risk of vandalism is low and where this increases community understanding and protection of cultural heritage	Low
Landscape Protection *7.1.1*	Activities that may adversely affect the visual amenity of Park features are controlled to limit effects	Medium
7.1.2	Where possible, river and riparian management will seek to maintain and enhance the natural gravel riverbed environment	Medium
Community use and enjoyment *8.5.2*	Planning To actively provide input to future reviews of the Dog Control Bylaw to ensure that all outcome areas of this plan can be achieved. Future changes may include: • Expansion of prohibited areas for dogs in important wildlife habitats • Additional restrictions where conflict may arise with other users or grazing livestock etc.	Medium

Outcome areas	Action	Priority
	Allocation of designated off lead areas for dog exercise	
8.1.5 *8.1.18-21* *10.1.1*	<u>Development</u> Capital development of Park facilities and infrastructure is undertaken considering: • Whether there is an identified need • Any potential effects on flood and river management, safety and other Park outcome areas • Construction in durable materials to withstand floods and potential vandalism and be located to reduce flood risk and detract from amenity values. • Design and construction that fits within the surrounding landscape. • Ensuring legal or nationally accepted best practice standards or guidelines for the development of new tracks and facilities are followed • Accessible for people with limited mobility. • In locations where significant numbers of people congregate, such as picnic and swimming areas, consider options to actively provide and enhance shade	**High**
8.1.3	Progressively improve park entrances to meet Plan standards	**Medium**
8.1.11	Progressively install direction/wayfinding signs at key intersections within the Park	**Medium**
8.1.15	Consider installing easy to access seating with features to support those with limited mobility at suitable higher use locations where vandalism is less likely	**Low**
8.1.12	Consider installing education and interpretation signs about the natural landscape, culture and history of the area in locations where vandalism is less likely	**Low**

Outcome areas	Action	Priority
8.1.4 *8.1.7* *8.1.8* *8.1.14* *8.1.16* *8.1.21*	<u>Operations</u> As a default, manage all areas of the Park to remain available for public use unless restrictions are required to ensure safety, prevent adverse impacts or to enable approved river management or commercial operations to be undertaken. Manage safety risks for visitors and ensure all facilities meet relevant statutory standards and where possible other 'best practice' standards In accordance with the Reserves General Policies, promote the Smokefree status of the reserves network Consider permitting advertising signage subject to written authorisation considering: a) Whether signs are permanent or temporary b) Size, shape, colour and placement and the effect on amenity values c) The financial benefit that accrues to Council, or one of its partners, from the sponsorship sign. Active use of the 'Environmental Care Code' and 'Tiaki Promise' on Park signage and through other information channels including the promotion of the 'pack it in pack it out' approach for rubbish Consider requests for plaques recognising the contribution by individuals or groups towards the development of the Park	**High**
8.1.6 *8.1.7*	Following consultation with adjoining neighbours and Council lessees, close public vehicle access between Clover Road West and Bartlett Road to reduce potential conflict with other users Consider future further closure of public vehicle access between Bartlett Road and Blackbyre Road to reduce potential conflict with bermland tenants and other users, and to reduce extent and frequency of illegal rubbish dumping	**Medium**
8.3.4	Provide for pedestrian and bike access along all stopbanks	**Medium**

Outcome areas	Action	Priority
8.2.1 *8.2.2*	Ensure walking access is available to popular swimming areas within the river from vehicle access points and that information regarding water quality for swimming is widely available through a variety of Council channels	**Medium**
8.3.1	Formalise the recreation corridor for walkers and bikes along both sides of the river between the Kidson Bridge and Brightwater utilising: • The stopbank structure (and road between the nursery and Challies Island) on the western side of the river to Waimea West Road • Existing track and road to the upper Tasman's Great Taste Trail Swingbridge and beyond to Clover Road West on the eastern side of the river and to Bryant Road on the western side	**Medium**
8.3.2	Investigate the longer-term feasibility of further extending the recreation corridor by • Extending the route upstream of Bryant Road and/or Clover Road West to the SH6 bridge and beyond	**Low**
8.3.3	Formalise/improve walking/running and biking circuits from the following key entry points: • Appleby Reserve – Riverside to Kidson Bridge and stopbank return • Lower Queen St - carpark to Kidson Bridge, along western riverbank to SH60 bridge and return via western stopbank to bridge and carpark • Challies Island - Riverside track, road and stopbank • Bryant Road and Waimea West Road – Twin Rivers Walkway linking back along Waimea West Road (or offroad through future subdivision land acquisition)	**Medium**
8.3.5	Advocate for dedicated pedestrian/cycling access over SH60 bridge to improve safety and provide improved access	**Low**
8.4.2-3	Work with the Nelson Cycle Trails Trust to further promote safe and courteous use of bikes within the park including:	**Medium**

Outcome areas	Action	Priority
	• Clear information at entrance points regarding biking safety protocols • Wider promotion of safe biking practices • Further measures to reduce wildlife disturbance if this becomes a significant issue in the delta or other high natural value areas	
8.6.1	Work with clubs and users to identify and trial suitable sites for use by offroad motorised vehicles within the Tasman District	**High**
8.6.1 *16.1.2*	Advocate for wider site provision in the District for motorised offroad vehicles to reduce pressure on inappropriate locations in the Park and other reserve areas	**High**
8.6.2	Actively discourage recreational motorised vehicle use off existing developed gravel roads into sensitive areas of river margin and riverbed including: • Along the crest of the stopbanks along both sides of the Park	**High**
	• Both sides of the river bermland downstream of the SH60 bridge. (excluding for boat launching and picnicking adjacent to the Appleby Reserve)	**High**
	• Upstream of the SH60 bridge for 1km	
	• Challies Island and recreation area off existing developed gravel roads	**High**
	• Twin Rivers walkway from Waimea West Road to Bryant Road	**High**
	Other areas of riverbed where continued access will endanger populations of threatened species	**High**
8.8.1	Provide for horse riding on multiple use tracks as follows: On the western bank south of the Appleby SH6 Bridge to the Wairoa – Wai-iti confluence (Horse float parking area, shared use protocol signage, further trail development as part of the Challies Island development)	**Medium**

Outcome areas	Action	Priority
	On the eastern bank between Bartlett Road and Clover Road West (exclusion of vehicles, shared use protocol signage surface improvements, adequate area for horse float parking at either end)	Medium
	On the eastern bank between Bartlett and Blackbyre road (shared use protocol signage surface improvements, area for horse float parking at either end if practically possible)	Low
8.8.2	Prohibit horse riding: • Downstream of the Appleby bridge on the west bank (including Tasman's Great Taste Trail and Waimea Delta/Pearl Creek area) and downstream of Lower Queen St on the east bank. • On stop banks • On the Twin Rivers Track	High
8.10.1 *8.10.2*	Continue to provide access for boat launching from the Appleby Reserve	Medium
8.11.2 *8.11.3*	Liaise with Nelson/Marlborough Fish and Game Council to provide management oversight for gamebird hunting within the park including identifying expected use of the Park over the season to ensure hunters receive the best advice on suitable areas to hunt.	Medium
8.11.4	Ensure hunters obtain permission from lessees prior to hunting on land leased for grazing or other uses.	Medium
8.12.1	Continue to support the Sports Fishing For Youth Charitable Trust, Fish and Game NZ (and any other relevant organisation) in the operation of the fishing ponds	Medium
8.14.1	Consider camping and overnight stay restrictions or prohibitions under the Freedom Camping bylaw if safety issues, damage or negative effects on other users or adjoining land uses become significant in the future	Low

Outcome areas	Action	Priority
Lease and Licence Management *1.2.4* *15.1.2*	Ensure that lease and licence agreements: • Reflect the purpose and permitted use of the activity • Are directly with the party undertaking the activity rather than formally or informally sublet • Provide reasonable rights and obligations including sufficient security of tenure, while ensuring flexibility for the Council to access the land if required for essential river control and flood management purposes. • Include rights and obligations for land used by the lessee as access to the leased area • Provide for closure of access to the Park and river for safety or other operational reasons but that these periods be minimised and that if possible alternative access points be provided • Require any statutory obligations to be complied with including any plant and animal pest control as required by the RPMP.	**High**
Gravel Extraction *9.1.1*	Provide for gravel extraction within the active riverbed for river management and flood control, under the direction of the Council Rivers team and in accordance with TRMP requirements.	**High**
9.1.2 *4.1.5*	Provide for land-based gravel extraction within the bermlands subject to: • Identification of suitable remaining areas for extraction • Effective management of potential adverse effects on the environment and other park values • An improvement to the area, such as wetland creation, following the conclusion of extraction	**Medium**
9.2.1	For existing gravel processing to be transitioned out of the Park upon lease renewal, and no new processing areas approved, unless downstream environmental risks from flooding events can be adequately mitigated	**Medium**

Outcome areas	Action	Priority
9.2.2	The Council will work with gravel extraction and processing operators to minimise adverse impacts on other park values and activities through lease conditions to require: • Developing clear performance criteria that will guide future lease renewals • Prohibiting the stockpiling of any Class 4[39] materials within the stopbank area, or the stockpiling of imported soil, woody debris, road trimmings, etc. without appropriate management controls including limited duration, compliance reporting, and sedimentation controls • Providing suitable width buffer strips where possible to reduce cross boundary effects to the riverbed and stopbanks • Maintaining access for walkers and cyclists to stopbanks outside of leased areas and limiting public access closure periods to shared use operational areas and providing alternative accessways where possible.	**High**
9.2.3	Review the policy and methodology for gravel allocation and for calculating fees and charges	**High**
Agriculture and Horticulture *9.3.1, 9.3.2*	Continue to provide for pastoral grazing in Park locations where this serves an important management function otherwise consider retirement of pastoral grazing areas into native habitat areas as lease terms and available Park management funds allow	**High**
9.3.3	Ensure new leases include adequate buffers around riparian areas, monitoring sites, and bores, can be cancelled at short notice and that the lease agreement is directly with the farmer rather than informally sublet.	**High**
9.3.1	Work with lessees to ensure best practice farming on Council land including:	**High**

[39] Technical Guidelines for Disposal to Land (2022)

Outcome areas	Action	Priority
	• Development of meaningful and practical Farm Plans[40] or equivalent 'best practice' environmental management practices linked to lease conditions including active measures to limit nitrate and stock access to waterways. • Implementing operating practices to prevent the use of stopbanks for stock movement and the removal of barriers to public access • Taking other actions as necessary to ensure that farming operations integrate well within the wider management context	
9.4.1 *9.4.2*	Transition from the Park, capital-intensive horticultural land uses such as vineyards or orchards, that do not contribute positively to flood management and other Park outcomes and do not permit new areas Consider by exception, arable farming with appropriate soil management plans and monitoring and reporting requirements	**High**
Recreation Concessions *9.5.1*	Permit new commercial recreation activities in the park, provided such activities: • do not require installation of high value or permanent structures and other assets • do not require exclusive use of land that is publicly used. • are compatible with other park management objectives	**Medium**
Infrastructure *10.2.1*	Park management activities and public use will be managed to ensure they do not compromise the operation, or access to network infrastructure by network operators.	**High**
Legal protection *4.1.2*	Work with Waimea Water Ltd in completing the 10Ha Waimea Community Dam offset mitigation planting including ensuring that the site is adequately legally protected as required by the 2015 Environment Court Consent Order.	**High**

[40] Or an equivalent informal plan if the farm is under 20 hectares

Outcome areas	Action	Priority
4.1.3	When possible, commence process to increase the level of legal protection for the delta area to Nature Reserve as specified within the Moutere Waimea Ward Reserves Management Plan	Medium
Land acquisition *15.1.1*	Identify any strategic land acquisitions where this supports plan objectives and that these are actively pursued by purchase or by entering 'Right of First Refusal' agreements	High
Compliance and enforcement *16.1.1*	Provide targeted information through a variety of communication channels to explain the purpose and benefits of management policies and the consequences of inappropriate actions on the environment and other users	High
2.1.5 *16.1.4*	Actively manage and respond to inappropriate behaviours including: • control spread of point source pollution • removal of dumped material • repair of vandalism or graffiti • installation and maintenance of barriers to control vehicle access • removal of features built for offroad vehicle use if not a designated area • Surveillance and timely collection of evidence and legal action where appropriate	High
2.1.6	Active monitoring and enforcement of Resource Consent conditions for consented activities within the Park	High
3.1.2	Enforce Dog Bylaw restrictions	High
15.1.3	Actively monitor and respond to Park encroachment as it arises by giving notice to the party requesting removal of any encroachment and the reinstatement of the area to the satisfaction of the Council within a specified period at the owners cost.	Medium

Appendices

Appendix 1 - Glossary

ahi kā - keeping the fires burning – i.e. maintaining occupation.

ara tawhito - traditional route/pathway

awa – river or stream

berm or bermlands – Area of land on the banks of the river within the stopbanks excluding the active channels

harakeke - flax (phormium tenax).

iwi - tribe, people.

kāinga - village.

kaitiakitanga - caretaking, guardianship.

kotahitanga - unity, togetherness.

mahinga kai - food-gathering areas.

mahinga rongoā - places of traditional resources (medicinal plants etc.)

mana - status, standing, control, authority.

mauri – life force, essential quality and vitality of a being or entity

manaakitanga - assistance and care for others.

manawhenua - dominion, control, ownership, of land; people with authority over the land.

pā - fortified, palisaded village.

rangatiratanga - chieftainship

tangata whenua - the people of the land, i.e. the residents with customary rights.

taonga - treasure, valuables.

tapu - sacred

Te Tai Poutini - west coast of the South Island

Te Tauihu - Prow (of a canoe), Top of the South Island

wāhi tapu - sacred place.

wai - water

wairua – spirit/soul

whanaungatanga - relationship(s)

whenua- land

Appendix 2 – Standards

Walking

(a) New Zealand Handbook Tracks and Outdoor Visitor Structures SNZ HB 8630:2004.

(b) Track Construction and Maintenance Guidelines – VC 1672 Department of Conservation: 2008

Biking

(c) New Zealand Mountain Bike Trail Design & Construction Guidelines – July 2018.

(d) New Zealand Cycle Trail Design Guide August 2019 (5th edition) Prepared for Ministry of Business Innovation and Employment.

User Behaviour

(e) Shared Use Trail protocols

- Keep left and pass others at a walking pace. Give way to horses.
- Be friendly to others – call out when you approach from behind.
- Always keep your dog, horse, or bike under control.

(f) New Zealand Environmental Care Code

Leave no trace : https://www.mountainsafety.org.nz/learn/skills/environment/

Tiaki Promise https://www.tiakinewzealand.com/

Noise Control

(g) TRMP Standards

Signage

(h) Tasman District Council branding and signs guidelines

(i) NZS 8603:2005 Design and application of outdoor recreation symbols.

Park Entrances

Level	Locations	Asset Standards	Service Levels
Level 1 Primary Entrances	• Lower Queen Street • Appleby Bridge Recreation Reserve • Challies Road	• Parking for multiple vehicles (10+) • Barrier free entry[41] • Signboard • Toilets • Picnic Tables • Shade	• Regular servicing of toilets and waste facilities • Grounds maintenance • Repairs and maintenance as required
Level 2 Secondary Entrances	• Waimea West Road (Tomlinson Picnic Area) • Bryant Road • Pugh Road	• Parking for several vehicles (5-10) (including for large vehicles & trailers) • Barrier free entry	• Grounds maintenance • Repairs and maintenance as required
Level 3 Minor Entrances	• Appleby Quarry entrance road • Blackbyre Road - Bartlett Road • Clover Road West • Waimea West Road (Wai-iti River East Bank) • River Road (2) • Livingstone Road • Cotterel Road	• Parking (0-5) • Entrance sign	• Timely response to vandalism, dumping, fires etc. • Mowing to manage fire hazard as required

[41] Suitable for wheelchair, mobility scooter, baby buggy and bike access.

Appendix 3 – Threatened and Taonga Species - Management Tools

Name		Scientific Name	Status	Management
Riverbed Habitat - Freshwater Fish				
Īnanga		*Galaxias maculatus*	Declining	Gravel extraction works undertaken
Kōaro		*Galaxias brevipinnis*	Declining	outside of nesting season
Giant kōkopu		*Galaxias argenteus*	Declining	Limiting vehicle access to active
Torrentfish	Panoko	*Cheimarrichthys fosteri*	Declining	channels
Blue gilled bully		*Gobiomorphus hubbsi*	Declining	Shade
Red fin bully		*Gobiomorphus huttoni*	Declining	
Longfin eel	Tuna	*Anguilla dieffenbachia*	Declining	
Riverbed Habitat - Birds				
Black fronted tern	Tarapirohe	*Chlidonias albostriatus*	Endangered	Controlling vehicle access to nesting
Caspian tern	Taranui	*Hydroprogne caspia*	Vulnerable	and roosting areas
Banded dotterel	Pohowera	*Anarhynchus bicinctus*	Declining	Dog Control
SI Pied oystercatcher	Tōrea	*Charadrius melanops*	Declining	River management to create/protect
Black-fronted dotterel		*Haematopus finschi*	Uncommon	braids
Pied shag	Kāruhiruhi	*Phalacrocorax varius*	Recovering	Clearing islands as refuges
Black shag	Māpunga	*Phalacrocorax carbo*	Relict	Gravel extraction works undertaken
Little shag	Kawaupaka	*Microcarbo melanoleucos*	Relict	outside of nesting season
Pied stilt	Poaka	*Himantopus Himantopus*	Not threatened	
Marsh/Wetland Habitat				
Australasian bittern	Matuku-hūrepo	*Botaurus poiciloptilis*	Critical	Habitat creation and enhancement
Banded rail	Moho pererū	*Hypotaenidia philippensis*	Declining	Predator control
Marsh crake	Kotoreke	*Zapornia pusilla*	Declining	Dog Control
Spotless crake	Pūweto	*Zapornia tabuensis*	Declining	Limiting human activity to reduce
SI fernbird	Mātātā	*Poodytes punctatus*	Declining	disturbance
Flax	*Harakeke*	*Phormium tenax*	Not threatened	Protection and restoration of wetlands
Alluvial/Riparian Habitat				
Kererū		*Hemiphaga novaeseelandiae*	Not threatened	Restoration of alluvial lowland
Tūī		*Prosthemadera novaeseelandiae*	Not threatened	podocarp forest
Coastal/Estuarine Habitat				
White heron	Kōtuku	*Ardea alba Linnaeus*	Critical	Habitat creation and enhancement
Royal spoonbill	Kōtuku ngutupapa	*Platalea regia*	Uncommon	Predator control
Little egret		*Egretta garzetta*	Vulnerable	Dog Control
Delta/Sea sedge		*Carex litorosa*		

Appendix 4 – Mountains to the Sea – Land and Water Review framework

Vision for the Waimea/Waimeha

It is 2100, our waterbodies are healthy, connected and resilient where indigenous ecosystems and biodiversity are thriving, providing abundant mahinga kai, food and resource gathering and fishing. All waterbodies and their margins have high natural character and have room to move and adapt.

It is 2035, our land and freshwater management provides for our community's social, economic and cultural wellbeing. People have access to safe, clean water for drinking, swimming, recreation and cultural uses.

It is 2040, sustainable and integrated land and water management practices protect the ecosystem health and natural character of our aquifers, rivers, lakes, springs and wetlands, and provides for our agriculture, tourism, commercial and industry sectors. Our urban development connects us to our backyard waterbodies.

It is 2055, our communities and livelihoods are resilient to our changing climate, floods and droughts. We have enabled use of renewable energy and water storage and our food producing areas, including the Waimea Plains, continue to play an important role for local food security.

We all respect and take responsibility for freshwater health. We value the taonga we are protecting. Through collaboration and innovation, we have adapted to new ways of doing things. We have restored, protected and maintained freshwater habitats and the quality and quantity of freshwater, enabling sustainable use for generations to come.

Our urban communities and productive land users protect the interconnected system of waterbodies that feed into the Waimea Inlet and Tasman Bay. The nitrate levels are improving along with the health of the aquifers and spring-fed streams. Urban stormwater is kept clean or treated before entering streams. The Waimea Inlet is vibrant and healthy, teeming with bird life.

Values	Environmental outcomes
Ecosystem Health	Outcome 1 water quality
	Outcome 2 quantity
	Outcome 3 habitat
	Outcome 4 aquatic life
	Outcome 5 ecological processes
Human Contact	Outcome 6 for Human contact:
Mahinga kai	Outcome 7 for Mahinga kai:
Threatened Species	Outcome 8 for Threatened species
Natural form and character	Outcome 9 for Natural form and character
Drinking water supply	Outcome 10 for Drinking water supply
Wai tapu	Outcome 11 for Wai tapu
Transport and tauranga waka	Outcome 12 for Transport and tauranga waka
Hydroelectric generation	Outcome 13 for Hydroelectric generation
Fishing	Outcome 14 for Fishing
Irrigation	Outcome 15 for Irrigation
Animal Drinking Water	Outcome 16 for Animal drinking water
Commercial and industrial use	Outcome 17 for Commercial and industrial use
Public access	Outcome 18 for Public access
Aggregate resources	Outcome 19 for Aggregate resources
Resilience to climate change	Outcome 20 for Resilience to climate change
Kaitiakitanga / Stewardship	Outcome 21 for Kaitiakitanga / Stewardship

Appendix 5 - References

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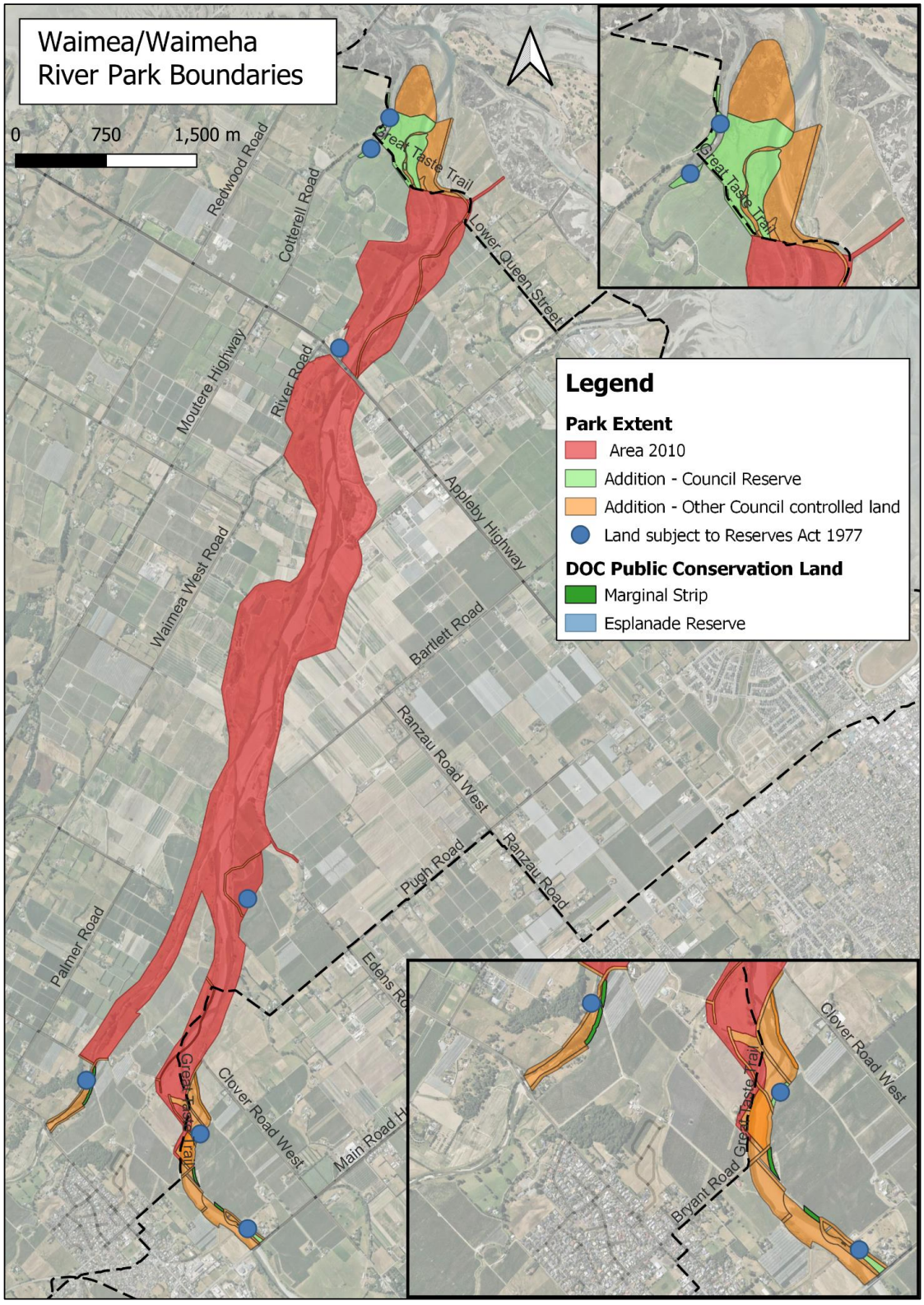
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Appendix 6 – Park Area



Council reserves within the Park subject to Reserves Act (1977) Management Plans

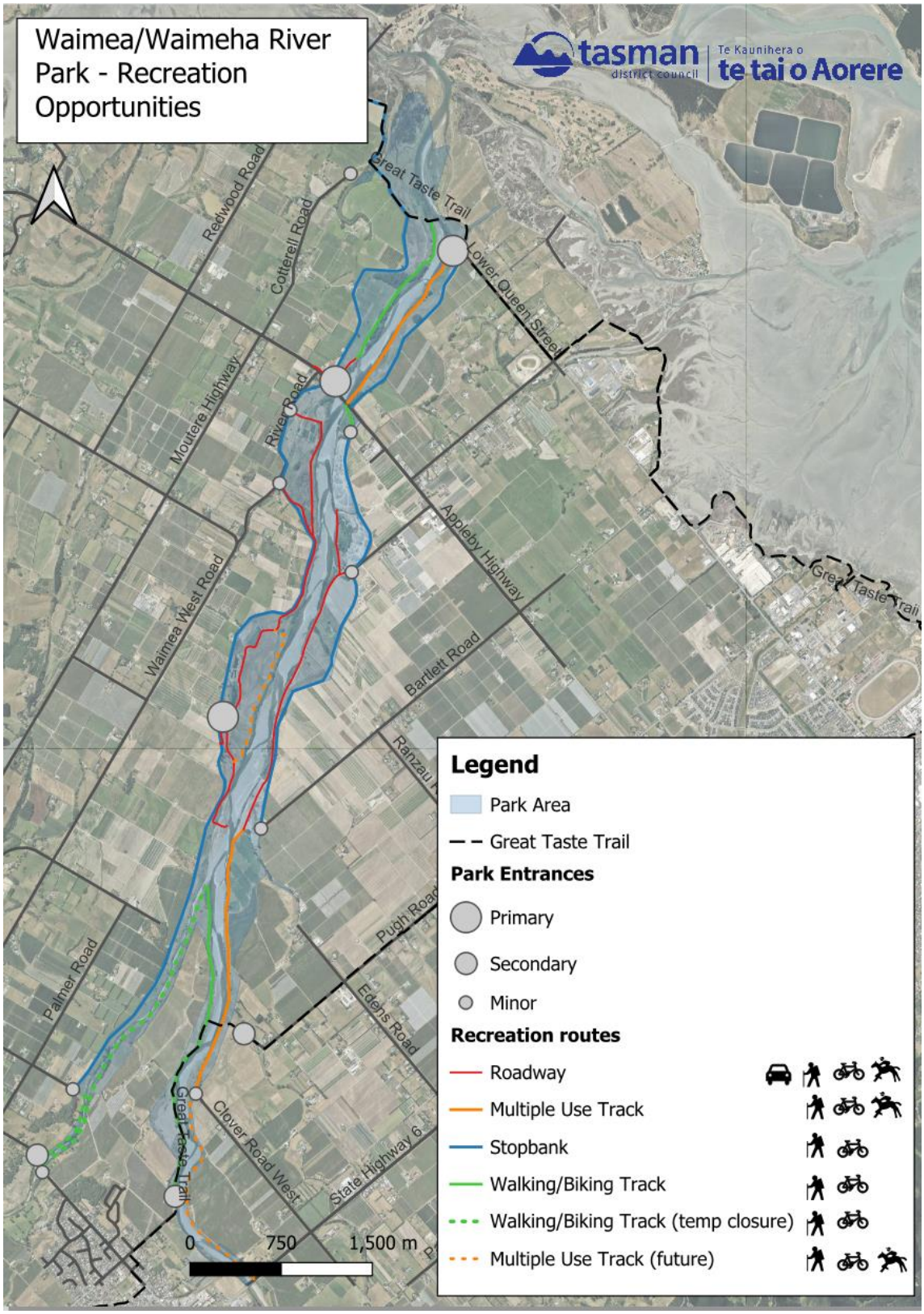
Waimea Moutere Ward Reserve Management Plan

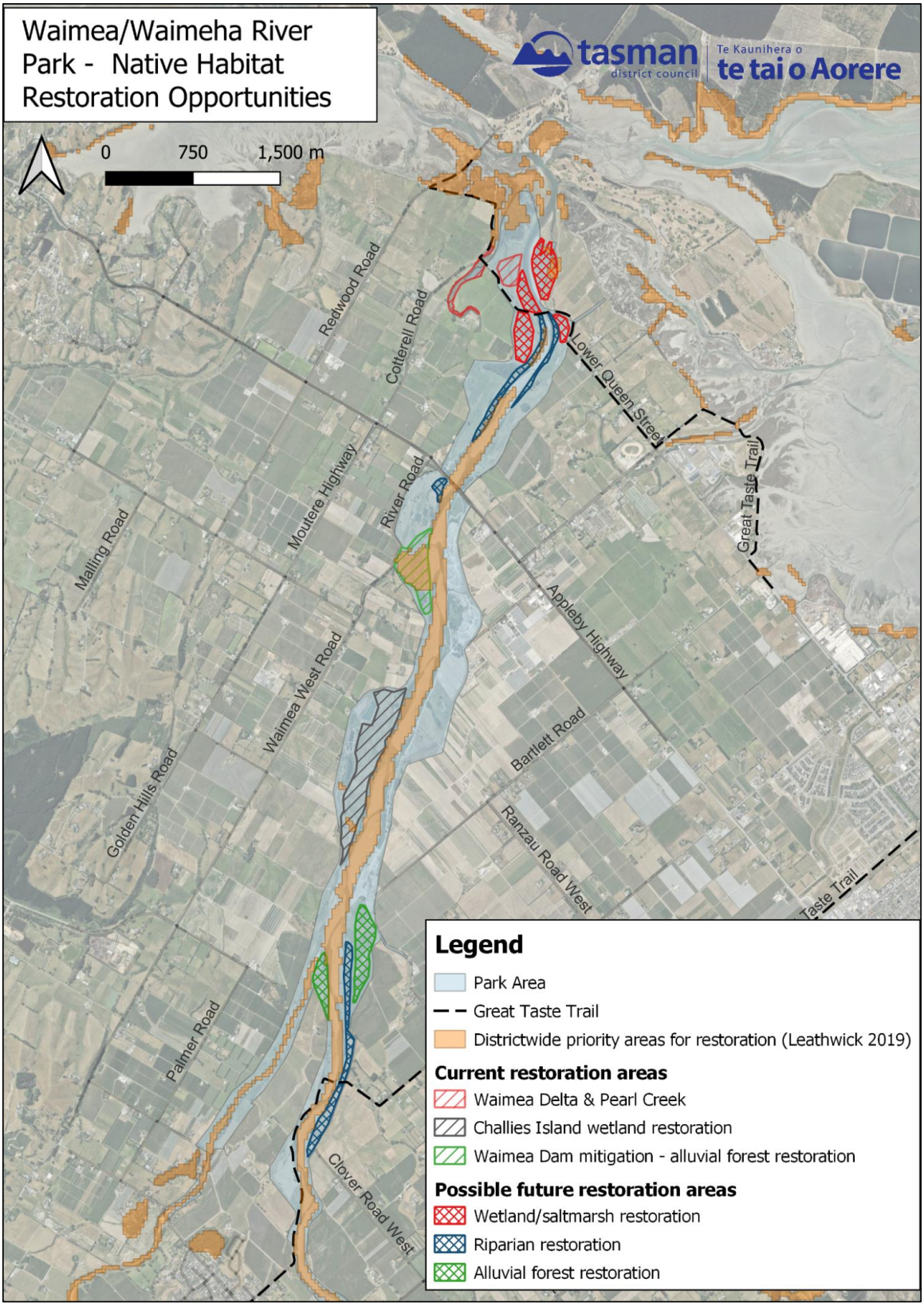
Reserve name	Classification	Legal description	Area
Pearl Creek Reserve	Unclassified	Pt Lot 3 DP 5472, Pt Lot 1 DP 5472, Lot 4 DP 5472, Lot 5 DP 5472, Pt Lot 2 DP 5472	13.7683 Ha
Pearl Creek Esplanade Reserve	Local Purpose (Esplanade)	Lot 1 DP 500380	0.8940 Ha
Cotterell Road Esplanade Reserve	Local Purpose (Esplanade)	Lot 9 DP 18160	1.0950 Ha
Part Appleby Bridge Recreation Reserve (river side of stopbank)	Recreation Reserve	Pt Sec 2 Blk II Waimea SD	1.195 Ha
Palmer Road Esplanade Reserve	Local Purpose (Esplanade)	Lot 2 DP 19534	0.0234 Ha

Richmond Ward Reserve Management Plan

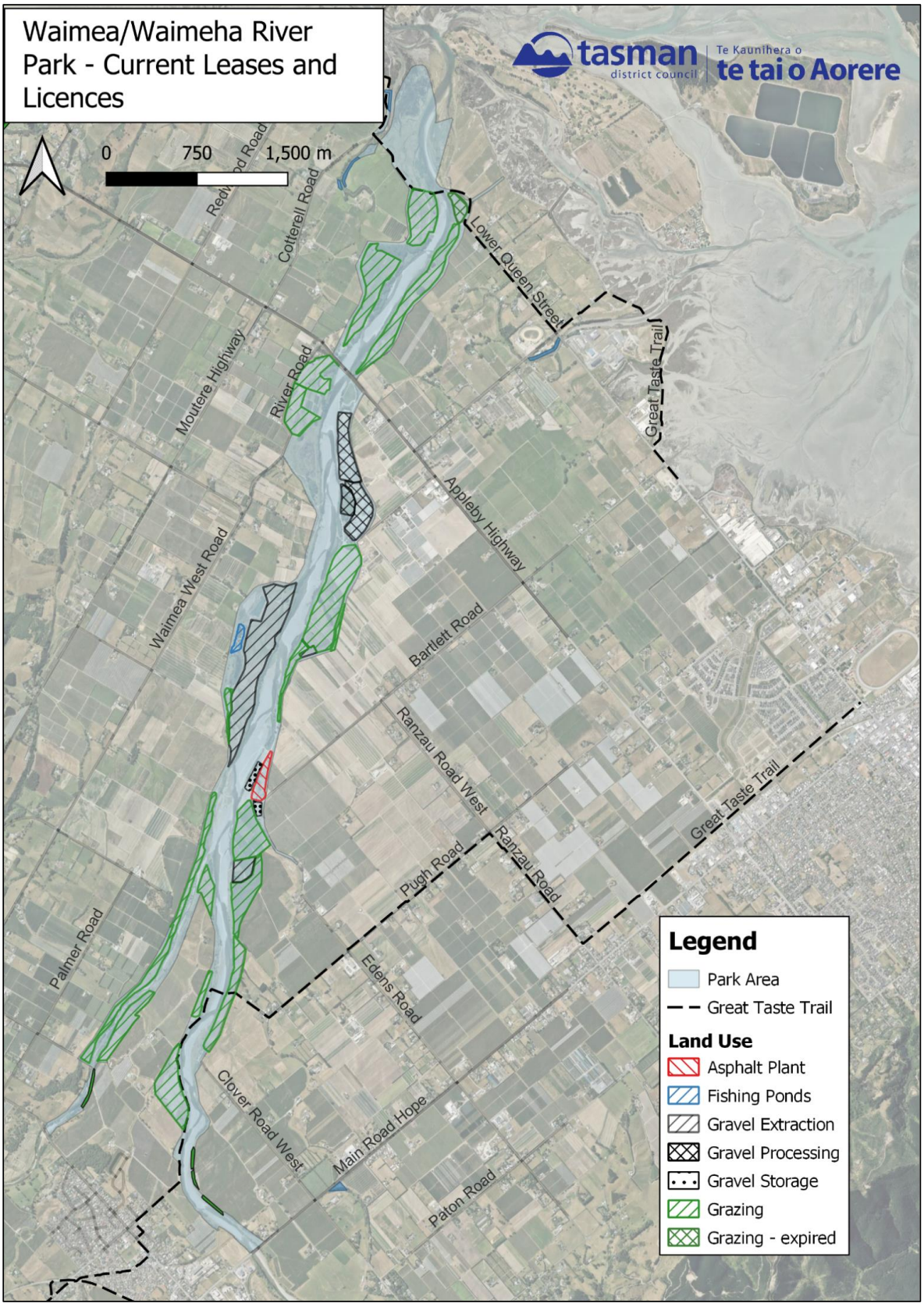
Reserve name	Classification	Legal description	Area
Waimea River Esplanade Reserve	Local Purpose (Esplanade)	Lot 3 DP 363658	1.7181 Ha
Clover Road West Esplanade Reserve	Local Purpose (Esplanade)	Sec 2 SO 355132	0.2850 Ha
Lightband Road West Esplanade Reserve	Local Purpose (Esplanade)	Pt Sec 171 Waimea East District, Pt Sec 170 Waimea East District	0.9997 Ha

Appendix 7 – Management Maps





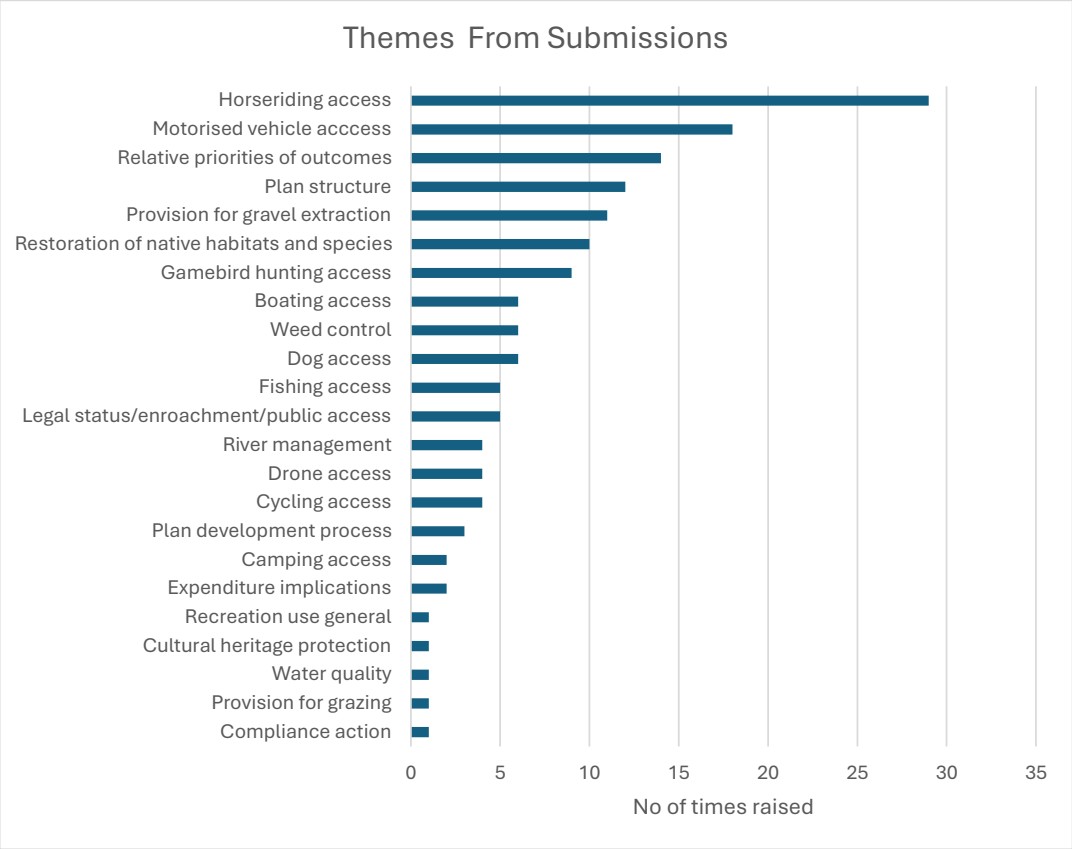
NOTE: Proposed new restoration areas will require evaluation of potential impact on flood management, ecological value, and availability of funding resources before proceeding


Waimea/Waimeha River Park - Current Leases and Licences
tasman district council
Te Kaunihera o te tai o Aorere
0
750
1,500 m
Cotterell Road
Lower Queen Street
Great Taste Trail
River Road
Moutere Highway
Appleby Highway
Waimea West Road
Bartlett Road
Ranzau Road West
Ranzau Road
Great Taste Trail
Pugh Road
Palmer Road
Edens Road
Clover Road West
Main Road Hope
Paton Road
Legend
Park Area
Great Taste Trail
Land Use
Asphalt Plant
Fishing Ponds
Gravel Extraction
Gravel Processing
Gravel Storage
Grazing
Grazing - expired

Attachment 3: Summary of submissions and key themes

The summary of submissions and staff comments have been arranged into broad themes from the six key questions provided through the Shape Tasman consultation portal and uploaded supporting documents provided

Analysis by Key Themes



Theme	Issues Raised
Horse riding access (29)	Many submissions expressed concern that local riders could lose access for horses along the eastern bank between SH 60 Appleby Bridge and Lower Queen Street. There was a request to reinstate the commitment in the 2010 Plan to provide additional horse float parking at Lower Queen Street. There were also requests for additional horse riding opportunities, with several submitters expressing concern that the activity is being increasingly excluded from the Park. Submitters supported the proposed objective to provide for horse riding but requested an additional objective to improve riding connectivity to other sites.

Theme	Issues Raised
	Support was noted for allowing horse riding on the western bank between SH60 and the Wairoa/Wai-iti confluence, and on the eastern bank between Clover Road West and Blackbyre Road. There was opposition to the proposed prohibition of horse riding on the tops of stopbanks, with concerns raised about the justification for such a restriction. There was also opposition to the proposed prohibition of horse riding on the Twin Rivers Track. Concerns were raised about the compatibility of e-bikes and horses, highlighting the need for clear shared-use protocols.
Motorised vehicle access (18)	Concern was raised that insufficient vehicle access is currently provided to the riverbank. Some submitters stated that vehicle access to the riverbed should not be allowed at any time or in any location throughout the year. There was support for the proposed closure of public vehicle access between Bartlett Road and Blackbyre Road. A request was made for off-road motorised vehicle opportunities to be provided elsewhere in the wider district, outside the Park. There was also a request for a designated area within the Park for off-road motorbike riding. The Tasman Cycle Trails Trust requested that the vehicle restriction on the Great Taste Trail be relocated from the proposed point at the swingbridge to a location immediately beyond the swimming holes.
Relative priorities of outcomes (14)	Both support and opposition to the proposed hierarchy of outcomes with a request to improve diagram on page 18 to make it clear that environmental protection outcomes are of greater importance to human use outcomes Support for proposed vision and principles with minor adjustments Concern there is no high-level objective regarding community use and development Opposition that it is possible to create a balance between gravel extraction and ecological protection/Te Mana o te Wai Concern that gravel extraction is undervalued and should be a higher priority There was both support for and opposition to the proposed hierarchy of outcomes, with a request to improve the diagram on page 18 to more clearly show that environmental protection outcomes take precedence over human use outcomes. Submitters expressed support for the proposed vision and principles, with suggestions for minor adjustments. Concern was raised that there is no high-level objective addressing community use and development. Some submitters opposed the notion that a balance can be achieved between gravel extraction and ecological protection/Te Mana o te Wai.

Theme	Issues Raised
	Concern was also expressed that gravel extraction is undervalued and should be given higher priority.
Plan structure (12)	The overall plan framework was supported by submitters. Concern was raised that climate change is not adequately considered or provided for within the plan. A request was made to include an additional key issue: balancing the needs of sensitive wildlife and recreational gamebird hunting with increasing public access and use of the Park. A further request was made to include flood management as a key issue, given it is the Park's primary purpose. The section on **Kaitiakitanga / Guardianship** was supported. Submitters requested that Section 12.1 "Working Together" include lease and licence holders as recognised partners. Stronger integration with wider Council activities—particularly flood management, resource management, and catchment management—was recommended. A request was made for the plan to include more detailed historical information about land status and the various land parcels within the Park. Submitters also called for the inclusion of a specific policy section addressing the placement of fill over berm land.
Provision for gravel extraction (11)	The importance and value of gravel extraction and processing for the district is understated (noted by 5 submitters). The efficiencies gained from onsite gravel processing are also understated. Submitters emphasised the need to recognise that gravel extraction and processing can be compatible with the Park's values when managed responsibly. There was a request to provide certainty for existing leaseholders through clear environmental performance criteria for lease renewals. Submitters encouraged exploring integrated land-use models that combine economic activity with ecological and community benefits. Support was expressed for developing a clear policy and methodology for gravel allocation and fee calculation, in consultation with the industry. There was a request to restrict gravel extraction within the riverbed to outside the bird breeding season and to ensure extraction and processing do not cause significant adverse effects. Opposition was raised against any gravel extraction from the bermlands. Some submitters requested the removal of gravel processing from within the Park as soon as possible. Several submitters also supported the idea that funds generated from gravel extraction be reinvested into the implementation of the Plan.
Gamebird hunting access (9)	Submitters expressed that the plan understates the importance of gamebird hunting in the area and the number of people interested in the activity.

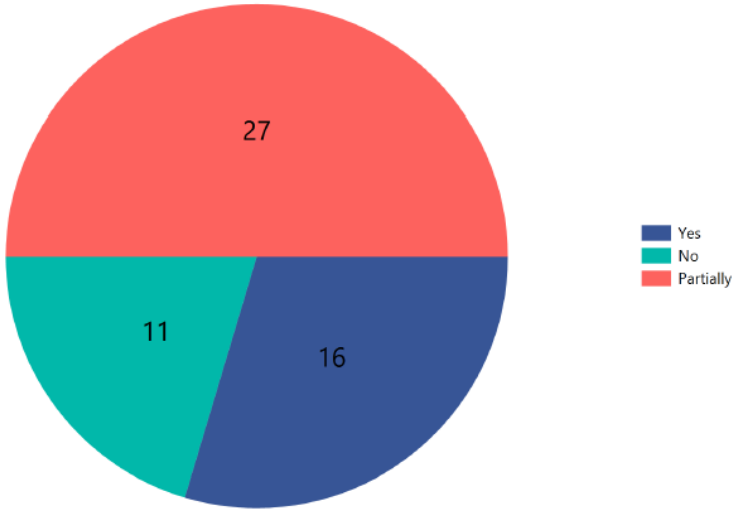
Theme	Issues Raised
	There was a request to retain some 'undeveloped' areas dedicated to gamebird hunting and/or to consider closing public access during several pheasant and quail hunting weekends if necessary. Submitters encouraged collaboration with Fish & Game (F&G) to explore the development of future huntable wetlands. Provision for the use of trained hunting dogs, including within the delta area, was requested. Concerns were raised about wildlife disturbance and safety issues caused by gamebird hunters and their dogs, and in contrast feedback rejecting the assertion that hunting contributes to these effects if well managed. Concern was expressed that the Reserves General policy regarding maimais is not being applied to the Park. There was support for retaining historic oak trees as a seasonal food source for gamebirds.
Restoration of native habitats and species (10)	There was broad support for the protection and restoration of native habitats and species. A submitter requested inclusion of specific policies for managing and enhancing the natural values of coastal land subject to tidal influence. Stronger policies were requested to control wildlife disturbance caused by public use. More detailed species management plans were also sought, including measures to ensure resilience to harvest where relevant. Submitters also noted a need for a more explicit assessment of, and response to, the effects of climate change on species and habitats.
Boating access (6)	Jetboating New Zealand requested continued access for jetboat launching below Appleby Bridge, adjacent to the ends of Ranzau Road and Bartlett Road. A submitter suggested considering whether there are suitable locations within the Park for water sports such as rowing, waka, and canoeing. There was a recommendation to prohibit jetboating and jetskis from the river and delta areas and to work with users to identify alternative suitable locations.
Weed control (6)	There was broad support for ongoing weed control efforts throughout the Park. Submitters suggested focusing on specific invasive species, including sycamore, old man's beard, and banana passionfruit. The ability to manage existing crack willow within the river system should be retained. Support was expressed for ceasing the use of willows or poplars for bank stabilization. It was recommended that the Council partner with upstream landowners to manage key invasive species across the catchment.
Dog access (6)	Submitters requested that dogs should not be permitted throughout the delta area instead only permitted in areas of low biodiversity value and that a dog park be provided

Theme	Issues Raised
	Access for trained hunting dogs in suitable areas was also requested
Fishing access (5)	There was support for the fishing ponds and the opportunities they provide to a wide range of users. Opposition was expressed to referring to fishing as a sport. Submitters requested that river-based trout fishing be added as an activity and called for active management of inappropriate visitor behaviours, such as rubbish dumping and unauthorised vehicle access across the active river channel.
Legal status. encroachment/public access (5)	Submitters requested more detailed information regarding the origins of the land administered by the Council and that an appropriate legal reserve status be pursued. There was support for further land acquisitions where necessary to meet the Plan's objectives. A request was made for the Plan to include the eastern side of the river. It was suggested that a Wildlife Management Reserve would be a more appropriate protection status for the delta area than a Nature Reserve, as it would allow for access restrictions and controlled hunting. Submitters requested that encroachment be removed within 12 months, rather than within a "specified time" as currently proposed.
River management (4)	Support was expressed for efforts to enhance freshwater fish habitat and īnanga spawning sites. Submitters highlighted the need for detailed modelling of climate change effects on river management and the suitability of associated infrastructure. There was a request to continue gravel extraction for flood control purposes both within the Park and across the wider district. A request was made for greater emphasis and clear policy direction are needed to limit the generation and downstream transport of fine sediment.
Drone access (4)	Support was expressed for proposed policy on drones, including restrictions on operating drones near other users or over leased areas without permission A request was made to increase the buffer zone for sensitive wildlife habitat from 20 metres to 100 or 200 metres.
Plan development process (3)	Submitters identified a need for wider social media engagement to gather feedback on plans for the Park. Concern was expressed regarding the lack of direct consultation with adjacent landowners who have a direct interest in the Park.
Cycling access (4)	A submitter felt that too much emphasis is being placed on providing for cyclists, resulting in negative visual impacts on other users. There was support for constructing a clip-on bridge on the SH60 Appleby Bridge. Opposition was expressed to the use of e-bikes, with submitters recommending they be treated as motorised vehicles and managed accordingly.

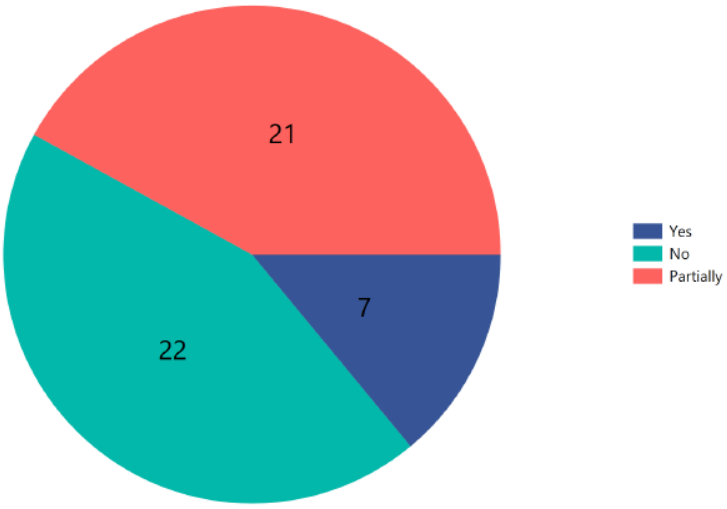
Theme	Issues Raised
Camping (2)	Support was expressed for further restrictions on camping where natural values are being restored There was support closing the Park overnight as it does at Moturoa/Rabbit Island to prevent camping and antisocial behaviour
Expenditure Implications (2)	Concern was raised that the Plan's policies may lead to increased Council expenditure and pressure on rates. There was a request to explicitly direct income generated from gravel extraction towards Park development.
Recreational use general (1)	Submitters requested a prohibition on advertising within the Park and restricted public access to the delta to protect threatened biodiversity.
Cultural heritage protection (1)	Support was expressed for cultural heritage protection provisions, with ongoing liaison and partnership with iwi considered critical.
Water quality (1)	Better integration was requested within wider Council resource management functions to achieve meaningful improvement. Actions to manage vehicle crossing of the river, use of planting buffers and responding to any leachate issues from HAIL sites were supported.
Provision for grazing (1)	Submitters requested that grazing be limited to sheep rather than cattle or dairy cows. There was a call to actively encourage better farming practices, including taxing fertiliser use and providing rates relief for organic gardening.
Compliance action (1)	Support was expressed for the use of formal surveillance equipment where necessary, along with prompt enforcement actions.

Analysis by Consultation Question

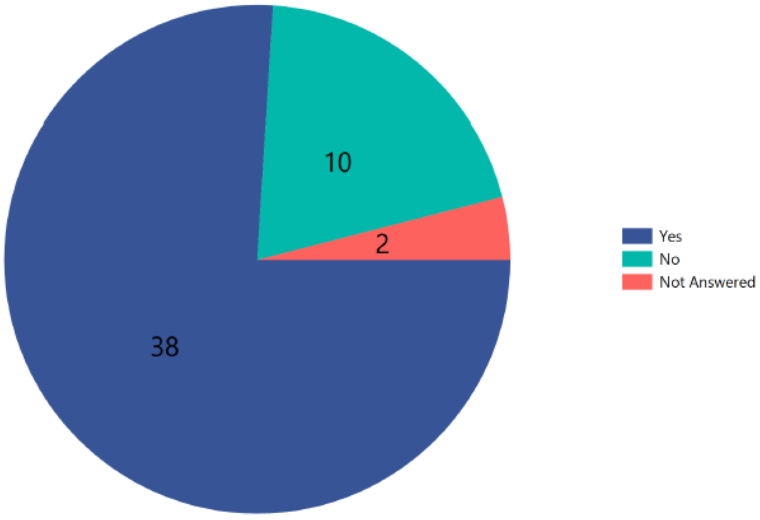
01 - Have the key issues for the Park been identified and adequately addressed? If not, what further issues need consideration?


27
11
16
Yes
No
Partially

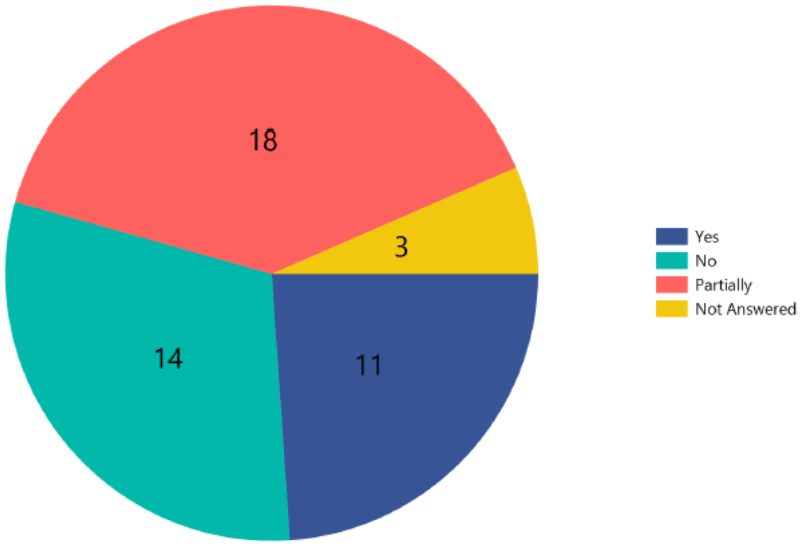
02 - Does the Plan strike the right balance in protecting and enhancing species, habitats, cultural and landscape values, while providing opportunities for other activities and uses to occur?



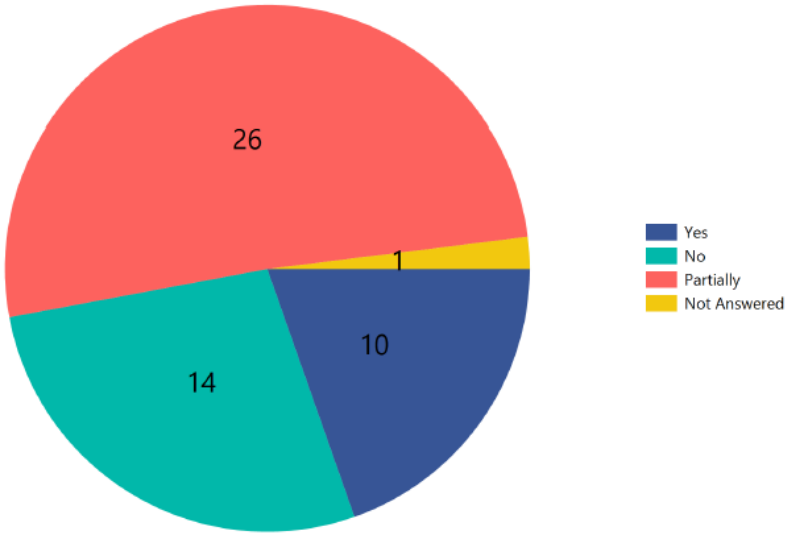
03 - Are there any activities or uses of the Park not adequately considered in the plan?



04 - Does the Plan provide sufficient guidance for commercial activities in the Park into the future?



05 - Do you support the identified management practices to implement Plan objectives and policies?



7.4 TRANSPORTATION POLICIES AND PROCEDURES MANUAL FOR APPROVAL

Decision Required

Report To:	Strategy and Policy Committee
Meeting Date:	18 September 2025
Report Author:	Jane Murray, Transportation Planning Advisor
Report Authorisers:	Jamie McPherson, Transportation Manager; Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RSPC25-09-5

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

1.1 The purpose of this report is to seek approval for the updated version of the Transportation Policies and Procedures Manual (the manual) - see **Attachment 1**.

2. Summary / Te Tuhinga Whakarāpoto

2.1 The current manual, last updated in 2007, sets out the requirements for the Council, landowners, and individuals carrying out work on roads. It contains 23 policies that have been updated to reflect current best practices:

2.1.1 Updates to legislation and regulations, for example, references to Engineering Standards have been replaced with the Nelson Tasman Land Development Manual.

2.1.2 Minor edits to existing policies to align with current best practice.

2.1.3 Two new draft policies have been introduced:
- *Low-Use Bridges;* and
- *Coastal Erosion Protection Structures in Road Reserve.*

2.1.4 Five policies have been deleted:
- *Stock on roads* and *Stock Races* have been superseded by *Stock Control Bylaw 2022*;
- *Speed Limits* replaced by the *Setting of Speed Limits Rule 2024*;
- *Edge Marker Posts* replaced by the separate *Delineation Policy*; and
- *Bridge handrail painting policy* now considered redundant.

2.2 We sought public feedback on the draft manual between 30 June to 21 July 2025 where we received five submissions including one from Federated Farmers.

2.3 Federated Farmers raised concerns about, and opposed, the Low-Use Bridges Policy. Staff recommend that this policy be reviewed separately in 2026 with further consultation.

2.4 Staff recommend approving the rest of the updated version of manual (**Attachment 1**).

3. Recommendation/s / Ngā Tūtohunga

That the Strategy and Policy Committee

1. **receives the Transportation Policies and Procedures Manual for Approval Report RSPC25-09-5; and**
2. **approves the updated version of the Transportation Policies and Procedures Manual; and**
3. **agrees to undertake further engagement on the low use bridges policy with Federated Farmers and the rural sector more generally, before bringing a decision to the Council on this policy.**

4. Background / Horopaki

4.1 The Transportation Policies and Procedures Manual has not been updated in its entirety since 2007. As a result, many references to key strategic documents and positions/departments are outdated. Some procedures are not fit for purpose and need to be updated to reflect best current practice.

4.2 Four policies have been superseded or removed:

4.2.1 Stock on Roads and Stock Races have been superseded by Stock Control Bylaw 2022;

4.2.2 Speed Limits has been superseded by the Setting of Speed Limits Rule 2024;

4.2.3 Edge Marker Posts has been superseded by the separate Delineation Policy; and

4.2.4 Bridge Handrail Painting Policy is considered redundant.

4.3 Two new policies have been added:

4.3.1 *Coastal Erosion Protection Structures on Road Reserve or Unformed Legal Roads* outlines the process for private landowner seeking approval to establish Coastal Erosion Protection Structures (CEPS) on road reserves or unformed legal roads. This aligns with a similar reserves policy which was recently developed and approved by the Council.

4.3.2 *Low-Use Bridges* sets out the Council's position not to replace bridges on low-traffic roads when they reach the end of their life.

4.3.3 A Council workshop was held on 29 May 2025 to outline the changes proposed for the manual. At the workshop, the Mayor and Councillors indicated general support for the approach of retaining many current policies with targeted changes and additions as outlined in the attachments to this report.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

5.1 A version of the manual shows the full tracked changes (**Attachment 1**). The section below outlines each of the policies and briefly states the nature of the changes proposed.

Introduction chapter

5.2 This chapter explains the manual's purpose in guiding the Council's management of roads in Tasman. It outlines the key documents, definitions, enforcement requirements, fees, and the scope of activities related to the use and occupation of these roads. The relevant legislation

has been updated. The policy now clarifies that the policies are separate from the resource consent processes**.**

Operating on the road

5.3 This policy outlines the Council's guidelines for safely conducting certain activities and events on or near roads, ensuring they do not cause damage to road infrastructure. The relevant legislation has been updated, and a new paragraph relating to the approval process for undertaking private works within the road corridor.

Vehicle accessways

5.4 This policy explains how property owners can apply to build driveways (vehicle crossings and accessways) to their properties, whether for private or commercial use. The relevant legislation has been updated and links to the Nelson Tasman Land Development Manual have been added.

Roadside open drains

5.5 This policy states that new open drains in the road margin, including accessway or side culverts, are not allowed without written Council approval. These drains mainly serve adjacent land, not the road, and are generally not maintained by the Council. Under Council policy and the Land Drainage Act 1908, adjacent landowners are responsible for their upkeep. NZTA and the Council will only fund maintenance in proportion to the road's benefit. The definition section has been updated along with minor changes in relation to the process for approval. Wording in relation to road culverts has been amended in response to Federated Farmer's request for clarification.

Fencing

5.6 This policy explains the Council's policy for allowing fencing within road margins under appropriate circumstances. Two sections have been updated: a) fencing application to cost share; b) prior notice requiring fences to be moved for road improvements. Wording in relation to road improvements: fences in road margin has been amended in response to Federated Farmer's requests for clarification.

Utilities

5.7 This policy explains how the Council manages utilities within the road reserve and provide guidance around the installation of privately owned services in these areas. Two sections have been added: a) Provisions of Council's Resource Management Plan; b) As built plans.

Temporary closure of roads

5.8 This policy explains how the Council ensures public safety during special events, maintenance, or unforeseen circumstances on or near the roadway. Temporary closure of roads for public events has been merged into this policy. There have been minor adjustments made to the process section. Applicants must demonstrate that they will make reasonable efforts to minimise disruption.

Dust suppression

5.9 This policy provides guidelines on measures to reduce dust impacts on homes near gravel roads. The Council does not provide dust suppression agents or their application. Residents may apply for a permit to use approved dust suppressants, subject to conditions and approval. An additional sentence has been added to the section on treatment length.

Sealing of unsealed roads

5.10 This policy outlines that the Council generally does not seal gravel (unsealed) roads at its own expense due to limited funding and the high expenses. However, it may approve requests from those who wish to fund the sealing themselves. The Council will approve sealing based on minimising future maintenance costs. The wording has been updated to reflect current practice.

Formed legal (paper) roads

5.11 This policy outlines the process for managing public requests to form legal (paper) roads. A new section has been added relating to the requirements for registering the property owner's responsibility regarding maintenance onto the property LIM.

Partially formed legal roads that are not maintained

5.12 This policy explains the Council's approach to partially formed roads within legal road corridors that it does not maintain. The Council will only provide funds towards upgrades or ongoing maintenance if there is clear public benefit and sufficient funding is available. The section relating to a) public use and b) maintenance has been updated to clarify obligations of road users.

Road stopping

5.13 This policy outlines the process for managing public requests to stop sections of legal road. This policy has been revised and now provides additional details regarding when the Council will consider stopping a road, detailing the legal process and the role of the Road Stopping Panel.

Gates and cattle stops across public roads

5.14 This policy explains when the Council may permit gates or cattle stops across roads and outlines the associated process and requirements. The amount of public liability insurance has been increased.

Debris on roads

5.15 This policy explains the importance of keeping road surfaces clear of materials that could compromise safety or reduce the lifespan of the road. Minor amendments have been made to reflect current practice, including the process when a) debris does not impose an immediate safety risk, and b) the introduction of an administration fee.

Grazing on the road margin

5.16 This policy outlines when the Council may permit temporary roadside grazing under appropriate circumstances. Grazing of urban roads is no longer included in the policy as a permitted activity. New wording has been added in relation to the distances between the fence and the roadway, and the re-erection of fences.

Use of the road

5.17 This policy states that the Council generally does not allow storage on road margins except in exceptional circumstances. Some private structures, like mailboxes, are usually permitted. Most others, such as rural school bus shelters or gateway structures, require a licence to occupy approved by the Council. Encroachments over 20 m^2 are charged market rental as determined by the valuer. A new clause has been added stating that larger encroachments, such as dwellings, will incur an annual rental fee based on the equivalent rates for similar

buildings to ensure owners of these encroachments are contributing to the cost of Council services. Wording in relation to dwellings has been amended in response to Federated Farmer's request for clarification.

Vegetation control

5.18 This policy allows rural property owners to apply for a 'no spray' frontage if they manage vegetation to the Council's satisfaction. In urban and peri-urban areas, the current service level continues. Adjacent landowners are expected to maintain the road verge, as the Council does not budget for this except in limited garden areas. Additional clarification is provided regarding the scope and extent of Council maintenance activities and requirements in both the urban area and the rural area.

Trees on roads

5.19 This policy explains the process for residents or organisations to make changes to trees and shrubs on roadsides. The following sections have been updated: a) Objectives, b) Road Safety Implications, c) Key Linkages. In addition, techniques to trim or maintain trees are preferred rather than removal, where possible.

5.20 We received one submission relating to an apparent lack of timely action by the Council in addressing existing trees that pose clear road safety risks. This issue relates to prioritisation and budget setting rather than the policy itself, noting that staff already risk-assess problem trees and focus available budget as required.

Signage

5.21 This policy ensures that regulatory, wayfinding and advertising traffic control devices (signs) are suitable for their location and installed correctly. This policy has been updated to reflect the new requirements under the Traffic Control Devices Rule and to clarify the importance of standardised and compliant signs. It also reflects the Public Places Bylaw 2024 and requirements for sandwich boards.

Convex mirror

5.22 This policy outlines the process for managing public requests to install convex mirrors. This policy has been updated to reflect that these devices are considered a last resort and specifies the circumstances under which they may be installed. The Council will accept no liability or responsibility for matters relating to the road mirror.

School and pedestrian crossings

5.23 This policy outlines the criteria and process for installing school and pedestrian crossings, including Kea crossings. A new process has been introduced for crossings, along with an updated key linkage section, to reflect current good practice regarding pedestrian network planning and design guidance.

Low use bridges

5.24 This is a proposed new policy that outlines how the Council will manage low use bridges to ensure prudent application of ratepayer funds. The Council may choose not to repair or replace bridges on low-traffic roads when they reach the end of their life. This approach aligns with NZTA funding criteria policy. Routine and low-cost maintenance will continue. The policy also allows for lowering bridge weight limits and/or closing them as they deteriorate or when costly repairs or replacements are needed, when there is insufficient funding. Before carrying out major work, the Council will seek contributions from landowners who benefit. Landowners may also propose bridge upgrades to the Council.

5.25 We received two submissions in opposition to this policy, one from an individual and one from Federated Farmers. Individual concerns were that the policy unfairly shifts the financial burden onto a few individuals, undermines the principle of shared public infrastructure, raises serious equity and safety issues, and reflects an attempt by the Council to sidestep its core responsibilities. Federated Farmers had concerns that the policy had the potential to cut off highly productive farmland requiring access for milk tankers, stock trucks etc.

5.26 Staff are aware of the concerns, which need to be balanced with the Council's ability to fund the maintenance and renewal of these low use bridges. Staff recommend a separate consultation period next year, during which we will work with the community to better understand the issues and develop solutions with more detailed consideration of which bridges may be affected.

Coastal erosion protection structures on road reserve or unformed legal roads

5.27 This is a new policy that explains the process and considerations when a private landowner seeks approval to establish Coastal Erosion Protection Structures (CEPS) on road reserves or unformed legal roads. This aligns with a similar reserves policy which was recently developed and approved by the Council. Key elements include:

5.27.1 roads as inappropriate locations: roads are generally not considered suitable places for CEPS;

5.27.2 access retention: access to these roads must be maintained;

5.27.3 cultural and environmental considerations: establishing a CEPS requires consideration of historic places, iwi values, and native vegetation;

5.27.4 preference for soft engineering solutions: the Council prefers soft engineering solutions over hard structures;

5.27.5 expert assessment requirement: an expert assessment must be provided to justify the need for the structure;

5.27.6 landowner responsibility: landowners are responsible for all costs associated with the CEPS; and

5.27.7 removal: the Council will retain the ability to remove the CEPS if need be.

5.28 A new section has now been added stating this policy aligns with the reserves policy and should that policy alter then this policy will be updated.

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

6.1 There are no financial or budgetary implications for this decision.

6.2 The draft manual reflects current practices, and do not propose any changes to levels of service or scope of Council activities that would add greater costs to the Council.

7. Options / Kōwhiringa

7.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Update all the policies	Updating this manual ensures Council practices align with current legislation and best practice. It also improves transparency and helps communities better understand Council procedures and decisions related to road management.	Low use bridges policy is objected to by Federated Farmers and updating it now may lead some community members to feel that there has not been adequate consultation.
2	Update the all the policies, except for low use bridges policy which will be consulted on in 2026. Recommended option.	• Updating this manual ensures Council practices align with current legislation and best practice. It also improves transparency and helps communities better understand Council procedures and decisions related to road management. • Provides time to work with the community on developing the low use bridges policy.	No apparent disadvantage in short term. Long term, it leaves open a policy question about how to deal with ageing and bridges that have low general public use.
3.	Do not update policies		The current 2007 manual would remain operational but would not reflect best practice or current legislation.

7.2 Option 2 is recommended.

8. Legal / Ngā ture

8.1 There is no legal requirement for a Transportation Policies and Procedures Manual. However, it helps staff comply with legislation, promotes openness about our procedures, guides everyday operations, and explains the reasons behind Council decisions on road management.

9. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

9.1 The proposed amendments are administrative in nature and are considered inconsequential for iwi.

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

10.1 The policy and related decisions to be made are considered of low significance to the general public, but medium-high interest to some individuals and some sectors. Consequently, public consultation was undertaken. Given the strong interest Federated Farmers have in the proposed low use bridge policy, staff are recommending further consultation with the sector before bringing a decision to the Council.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Low	The effects of the new policies relating to CERPs or low use bridge structures are limited to a small number of people. Targeted consultation on the low use bridges policy in 2026 provides time to work through key issues.
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	Policies are able to be modified as and when required, and good practice is to update them at regular intervals.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	The road network is a strategic asset, but this decision does not propose any significant changes.
5.	Does the decision create a substantial change in the level of service provided by Council?	Low	No. Proposed changes reflect current practices so there are no changes in level of services.
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.
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 A public notice was published on the Council's website on 27 June 2025, with an article in Newsline promoting the consultation. The submission period was 30 June to 20 July 2025. We only received four individual responses to the consultation, and they were in relation to:

11.1.1 opposition to the low use bridges policy;

11.1.2 general comment relating to road connections in Ruby Bay that did not relate to a specific policy; and

11.1.3 a request for timely action on addressing existing trees that pose a safety risk (trees on the roadsides).

11.2 We received one submission from Federated Farmers and this related to:

11.2.1 low use bridges;

11.2.2 accessway and road culverts;

11.2.3 fences in the road margins;

11.2.4 use of the road; and

11.2.5 vegetation control.

11.3 We sent Federated Farmers a copy of Attachment Two: Submission Points and Feedback and invited them to meet with us to discuss the proposed changes. They advised that they are satisfied with the changes and do not wish to meet or speak at the public forum.

11.4 Refer to Attachment Two: Submission Points and Feedback for further details.

12. Risks / Ngā Tūraru

12.1 The amendments to the manual are administrative and reflect current practices. Risk is considered low.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

13.1 The draft manual introduces a new chapter on Coastal Erosion Protection Structures in Road Reserve. This policy is important because it outlines the process, criteria and

expectations for these structures in light of sea level rise and climate change impacts on coastal areas.

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

14.1 These policies align with the Land Development Manual, Regional Land Transport Plan, Traffic Control Bylaw 2016, Public Places Bylaw 2025, Activity Management Plans, along with the Richmond and Motueka Town Centre Parking Strategy, Health and Safety at Work Act 2015, Land Transport Rule – Traffic Control Devices, New Zealand Guide to Temporary Traffic Management, Local Government Act, and Land Transport Act and the Utilities Access Act.

15. Conclusion / Kupu Whakatepe

15.1 Minor edits to existing policies to align with current best practice and updates to legislation and regulations are recommended.

15.2 One policy is recommended for adoption now:

15.2.1 Coastal Erosion Protection Structures in Road Reserve.

15.3 One policy is recommended for further consultation in 2026:

15.3.1 Low-Use Bridges

15.4 Five policies are recommended for deletion:

15.4.1 Stock on roads and Stock Races have been superseded by Stock Control Bylaw 2022;

15.4.2 Speed Limits replaced by the Setting of Speed Limits Rule 2024;

15.4.3 Edge Marker Posts replaced by the separate Delineation Policy; and

15.4.4 Bridge handrail painting policy now considered redundant.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

16.1 Following Council approval staff will make the proposed changes as set out in the attachments. The Council website will be updated to reflect these changes.

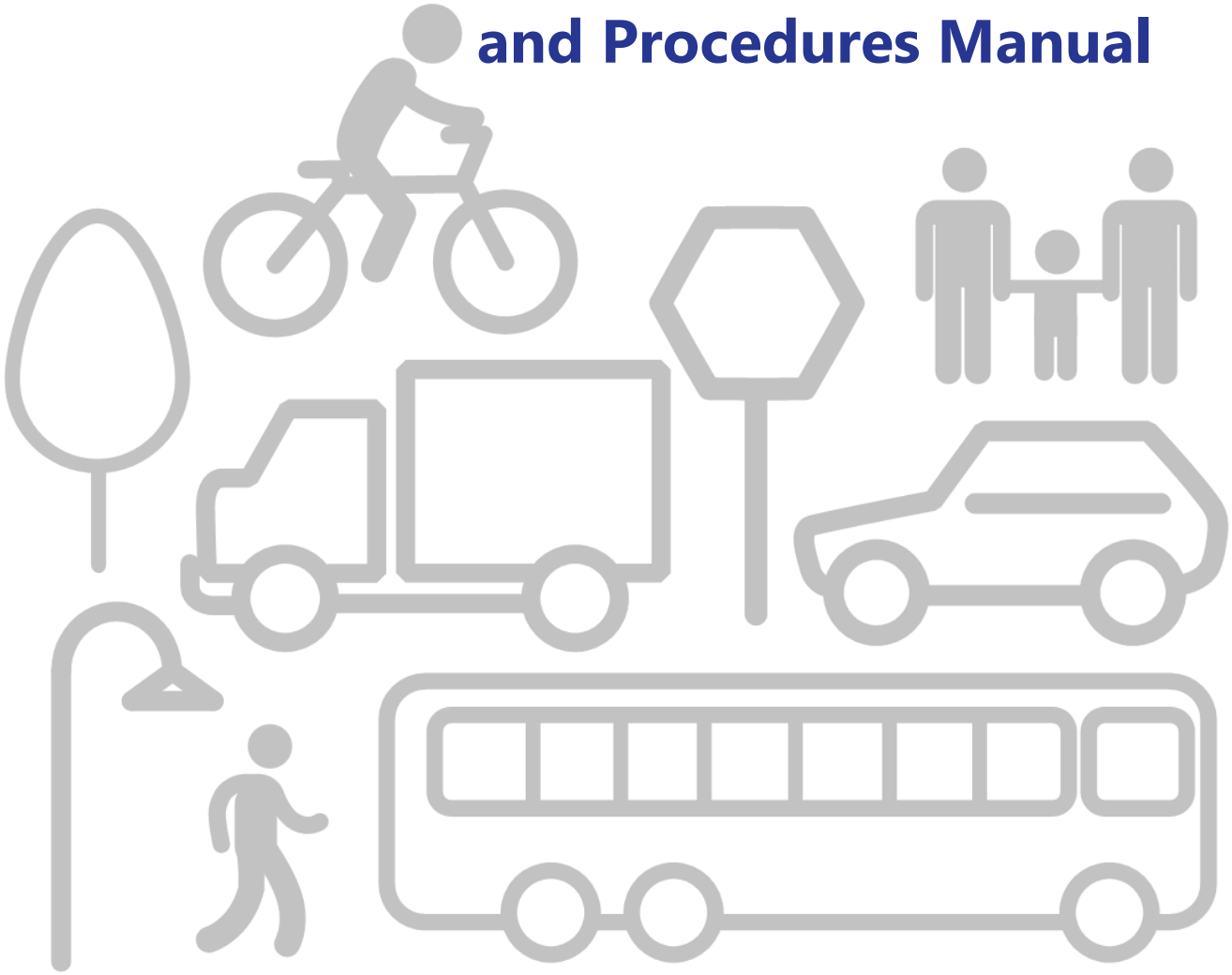
16.2 Low Use Bridges will be scheduled for further consideration and consultation in 2026.

17. Attachments / Tuhinga tāpiri

1.	Draft Transportation Policies and Procedures Manual	116
2.	Submission Points and Feedback	187
3.	Federated Farmers Submission	192
4.	Submissions Review of Transportation Policies and Procedures	200

tasman district council

Transportation Policies and Procedures Manual



Quality Assurance Statement		
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Tasman District Council	**Status:**	Draft
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0.2	Updated version	Jane Murray Transportation team	June 2025
0.3	Post Consultation	Jane Murray	August 2025

Contents

1 INTRODUCTION 4
2 OPERATING ON THE ROAD 9
3 VEHICLE ACCESSWAYS 11
4 ROADSIDE OPEN DRAINS 15
5 FENCING 18
6 UTILITIES 22
7 TEMPORARY CLOSURE OF ROADS 26
8 DUST SUPPRESSION 28
9 SEALING OF UNSEALED ROADS 31
10 FORMING LEGAL (PAPER) ROADS 32
11 PARTIALLY FORMED LEGAL ROADS THAT ARE NOT MAINTAINED 35
12 ROAD STOPPING 38
13 GATES AND CATTLE STOPS ACROSS PUBLIC ROADS 41
14 DEBRIS ON ROAD 44
15 GRAZING OF THE ROAD MARGIN 47
16 USE OF THE ROAD 49
17 VEGETATION CONTROL 54
18 TREES ON ROADS 56
19 SIGNAGE 59
20 CONVEX MIRROR 66
21 SCHOOL AND PEDESTRIAN CROSSINGS 68
22 COASTAL EROSION PROTECTION STRUCTURES ON ROAD RESERVE OR UNFORMED LEGAL ROADS [NEW] 70

1 Introduction

This manual has been assembled for Tasman District Council and includes Council Policies and Procedures affecting Council's Transportation Network.

The policies in this manual were made with regard to the powers, duties and obligations of the Council under the appropriate parts of the Local Government Act 1974 and 2002, Land Transport Act 1998 (as amended to 2006), Land Act 1948, Public Works Act 1981, Land Transport Management Amendment Bill and the several bylaws and amendments to these pieces of legislation in respect to all roads under the control of Council. This manual aligns with the performance outcomes outlined in the Transportation Chapter of the Land Development Manual.

1.1 Purpose

The purpose of this manual is to:

- Identify the requirements of Council in relation to the use and occupation of roads within its district and
- Establish the framework within which Council will exercise its powers in respect of the roads under its control and
- Enhance the control and management of the road network within the district.

1.2 Objectives of the Policy

The overall objectives of the roading policies are:

- to clearly and concisely document the requirements for Council, landowners and individuals undertaking activities on roads
- to put in place a minimal regulatory framework to ensure the safety of people using roads and protect the roading assets from damage
- to ensure application and permitting processes are simple and efficient
- to keep administration costs to a minimum
- to ensure that enforcement can be undertaken quickly and effectively
- to recover administration and enforcement costs on a user pays basis.

1.3 Transportation Bylaws

Traffic Control Bylaw 2016

Public Places Bylaw 2024

1.4 Tasman Resource Management Plan

Specific references to the Tasman Resource Management Plan (TRMP) have been included in some of the policies where there are rules in the District Plan relating to these activities. In the event of any conflicts, the TRMP and any conditions imposed on a resource consent take precedence over the Transportation Policy. Some policies may also have references to the Resource Management Act 1991.

1.5 Other Strategic Transportation Documents

1.5.1 Regional Land Transport Plan

1.5.2 Transportation Activity Management Plan

The Transportation Activity Management Plan is the key strategic document which outlines Council's strategic objectives for Transportation, and the activities Council undertakes and decision making processes that are used to provide a network of formed roads, footpaths and car parks which meet the needs of the user. The Activity Management Plan is reviewed every three years, and is available on Council's website.

1.5.3 Land Development Manual

The Land Development Manual provide a set of requirements for development undertaken by developers in the Tasman District.

1.5.4 Richmond and Motueka town Centre Parking Strategy
1.5.5 (Health and Safety at Work Act 2015)
1.5.6 Land Transport Rule - Traffic Control Devices 2004 (including amendments)
1.5.7 New Zealand Guide to Temporary Traffic Management (New Zealand Transport Agency)
1.5.8 Local Government Act 1974
1.5.9 Land Transport Act 2002
1.5.10 Utilities Access Act 2010

1.6 Approvals

The form 'permit application' shall be used and completed by all applicants to gain permits as set out in this document.

The issuing of permits for activities covered by this manual and listed on the 'Permit Application' form shall be delegated to the Transportation Manager or such other person appointed by the Transportation Manager.

All permits shall be subject to the terms and conditions as determined by the Transportation Manager or such person appointed by the Transportation Manager. The applicant shall be responsible for all costs to construct and maintain the necessary works.

Where there is no specific application form or "permit application' then the applicant shall provide a letter requesting Council consider their request and supplying specific details outlined in the relevant policy. This letter in the first instance needs to be addressed to Council's Transportation Manager.

The implementation of this Policy on the use of roads, roadways or road margins shall be delegated to the Transportation Manager except for where a Resource Consent is required or specific approval of Council.

Upon written request from an occupier, landowner or ratepayer, Council may grant exemptions to the Transportation Policy by resolution of Council.

An exemption will be at the pleasure of Council and may contain specific conditions regarding the exemption. Council reserves the right to withdraw any approval for exemption with a minimum of 24 hours' notice.

Consents may also be required from Tasman District Council under the Resource Management Act where activities disturb the bed and banks of waterways, and have the potential to discharge contaminants to water, land or air. No permit issued under these Policies shall be deemed to relieve the permit holder of their obligations under the Tasman Resource Management Plan, Resource Management Act, or any other legislation.

1.7 Definitions

In this Policy, except where inconsistent with the context, the following definitions shall apply.

"**Council**" means the Tasman District Council.

"**Debris**" means any refuse, rubbish, animal remains, glass, metal, garbage, dirt, filth, rubble, ballast, stones, earth,

hedge trimmings or waste matter, or any other thing of a like nature.

"**Formed Road**" means all formed roads under the control and management of Council and within the maintained network.

"**Hours of Darkness**" means –

a) Any period of time between half an hour after sunset on one day and half an hour before sunrise on the next day; or
b) Any other time when there is not sufficient daylight to render clearly visible a person or vehicle.

"**Land Development Manual**" refers to Tasman District Council and Nelson City Council's jointly approved engineering standards & policies document

"**Maintained network**," means all maintained roads and their specified maintained length as scheduled in Council's Road Maintenance Contracts or that have been vested with Council as part of subdivision work.

"**Public Notice**" means , in relation to a notice given by a local authority, means one that—
(a) is made publicly available, until any opportunity for review or appeal in relation to the matter notified has lapsed, on the local authority's Internet site; and
(b) is published in at least—
(i) 1 daily newspaper circulating in the region or district of the local authority; or
(ii) 1 or more other newspapers that have a combined circulation in that region or district at least equivalent to that of a daily newspaper circulating in that region or district

"**Road**" has the same meaning as in Section 315 of the Local Government Act 1974 except that it only includes State Highways(s) where the control has been delegated to the Council by the New Zealand Transport Agency, and shall where the context requires, include a street.

"**Road controlling authority**" means Tasman District Council for all roads other than:

- State Highways which New Zealand Transport Agency is the road controlling authority
- Roads on Department of Conservation estate which Department of Conservation is the road controlling authority

"**Road margin**" means any margin of a road adjacent to but not forming part of either the roadway or footpath (if any).

"**Roadway**" means that portion of the road used or reasonably useable for the time being for vehicular traffic in general and includes any cycle track used by the public or footpath.

"**Stock Crossings at Grade**" means stock crossings where the crossing and the road are at the same level.

"**Street**" has the same meaning as "road" as defined by s.315 of the Local Government Act 1974.

"**Unformed Road**" means all unformed roads, both fenced and unfenced, under the control and management of the Council. These are known as 'paper roads'.

"**Unmaintained Road**" means all formed roads outside the maintained network, under the control and

management of Council.

"**Urban Area**" meaning as specified in the Tasman Resource Management Plan.

1.8 Enforcement

Every person who in the opinion of Council has acted in any manner in contravention of this Policy shall be liable to prosecution under:

- Section 350 of the Local Government Act 1974;
- Section 357 of the Local Government Act 1974;
- Section 22AB of the Land Transport Act 1998, or;
- any other provision of any Act or regulation deemed to be appropriate by Council.

Where the provisions of the following Tasman District Council bylaws:

- Traffic Control Bylaw 2016
- Public Places Bylaw 2024

then the offence provisions of the Bylaw shall apply.

The approval of Council's Executive shall be required before any prosecution is taken for acting in any manner in contravention of this any Policy or any of the Bylaws. This information shall be relayed to Council at the first opportunity.

Where Council has incurred any cost in making good any damage or carrying out any work necessitated by any action or inaction contrary to this policy it may recover same in any court of competent jurisdiction.

In addition, penalties may also be incurred for breaches against the Resource Management Act 1991 and relevant district plan(s) as administered by Tasman District Council, for any discharges into the environment or unlawful disturbances to the beds of waterways.

1.9 Fees and Bonds

1.9.1 Fees

The fee specified on the permit application or application form shall be paid prior to Council considering the request.

The fee is to cover costs incurred to Council for administering the application. The fee may cover site inspections, requests for further information, contacting affected parties, correspondence where required, issuing instructions to council's consultant and filing of the application including associated documentation.

1.9.2 Bonds

Where any work, for which approval has been given under this Policy, involves physical disruption to the roadway or road margin a bond shall be required.

This bond is to cover reinstatement of the roadway or road margin in the event of default on the behalf of the applicant.

The bond shall be refunded on completion of all work, including reinstatement, to the required standard.

The applicant shall inform Council upon the completion of work, which shall then be inspected by Council staff within 20 working days.

The refund shall be made within 15 working days of the inspection subject to satisfactory reinstatement.

In the case of reinstatement not being satisfactory, Council shall give the applicant written notice of a set time

frame (minimum of 10 days) to make good the repairs which, in the opinion of Council, are required to bring the reinstatement to a satisfactory standard. However, where an issue arises in terms of safety then the minimum repair response time may be shortened or alternatively, Council may require its own road maintenance contractor to undertake remedial works.

If repairs are not completed within this time frame, the bond shall be used by Council to cover the reinstatement of all affected assets on the roadway or road margin. The balance of any bond shall be refunded after expenses deducted.

Note: Where the reinstatement or lack of causes a safety risk to the public or risk to private property then Council may act immediately.

The amount of bond payable in any case shall be as prescribed in the 'permit application' or application form.

Where Council has incurred any cost in making good any damage or carrying out any work necessitated by any action or inaction contrary to this policy it may recover same in any court of competent jurisdiction.

1.10 Scope of Activities

These policies apply to any road which is under the control of Council including State Highways where this function has been formally delegated to the Council by the New Zealand Transport Agency.

2 Operating on the Road

Council allows certain works and public events to be carried out on or near the roadway providing these are undertaken in a safe manner and do not damage the road asset.

2.1 Purpose

This policy is intended to

- Prevent injury to road users including pedestrians and cyclists
- Prevent damage to the road surface, drainage and roadside furniture (signs etc)
- Minimise delays to the travelling public

2.2 Key Linkages

- Tasman Resource Management Plan
- Traffic Control Bylaw 2016
- Land Transport Rule - Traffic Control Devices 2004 (including amendments)
- Health and Safety at Work Act (2015)
- Code of Practice for Temporary Traffic Management (New Zealand Transport Agency)
- New Zealand Guide to Temporary Traffic Management (New Zealand Transport Agency)

2.3 Policy

Council allows work or public events to be carried out on or near the roadway providing damage to the road asset does not occur and a Temporary Traffic Management Plan approved by Council is in place.

Note

Where the road surface is going to be disturbed for the installation of a private or public utility then an approved Corridor Access Request will need to have been issued by Council along with an approved Temporary Traffic Management Plan, before any work on the road can begin, see Council's other Transportation Policies regarding utilities and services on road.

2.4 Process – Working within Road Corridor/Public Events within Road Corridor

2.4.1 Approval for Operating in the Road Corridor

When undertaken private works within the road **corridor**, an "Agreement to Work" is required from Council. The Agreement to Work is granted at the discretion of the Council Transportation Manager and grants permission for private /third party works to be undertaken within the road corridor.

An Agreement to Work does not cover the ownership of a third party / private asset in the road. For more detailed information on having permission to have private asset or infrastructure installed in a road corridor is here: Agreement to occupy a road | Tasman District Council.

2.4.2 Temporary Traffic Management Plan (TTMP)

Where the work involves working either from or in the roadway including the shoulder of the road or a public event is being held on the roadway then a Temporary Traffic Management Plan in accordance with the New Zealand Guide to Temporary Traffic Management must be in place ~~and approved by Council~~, irrespective of how busy the road is. For a very low volume road then the level of traffic management required will be to a lower standard than a road carrying high traffic volumes.

Applicants shall provide a proposed traffic plan to Council f~~or approval~~ prior to commencement of the works or public event. ~~The Work or event shall not commence until approval has been given.~~ All necessary safety measures and associated costs shall be the responsibility of the applicant.

The Temporary Traffic Management Plan details shall depend on the site parameters and the nature of the operation. Random audits of sites may be carried out to ensure compliance with the approved TTMP. Council can provide advice and suggest those who are able to assist in developing a Temporary Traffic Management Plan.

2.5 Process – Where a Temporary Traffic Management Plan (TTMP) is Not Required

A TTMP is not required in the following instances:

Stock Droving or at a Stock Crossing, however in these instances temporary warning signage is still required. See Council's Stock Control and Droving Bylaw 2022;

If you are uncertain about whether your work or event requires a TTMP, please contact the Council.

Comment

In all cases some form of warning signage needs to be in place to ensure the travelling public have fore warning of what to expect ahead.

2.6 Process – Damage to the Road or Road Assets

Where the road surface including that of the road margin is damaged or disturbed then it shall be reinstated to a similar condition or better than prior to the area being disturbed and to the satisfaction of Council.

It is important that water tables and openings to culverts are reinstated.

The cost of reinstatement and repair of the road surface including kerbs, traffic islands and footpaths etc due to work undertaken under Council's Corridor Access Request, shall be at the permit holders expense.

Where signs including road marker posts are damaged or removed then these should be reported to Council's Road Asset Engineer enabling them to be put right. It is important that signs in particular are reinstated correctly ~~otherwise if a crash occurs and this can be attributed to the sign being incorrectly re-established or broken then those responsible may be held liable~~as these may be a critical safety feature.~~.~~

~~Generally Council will not recover repair costs for damage from those responsible providing the damage is firstly reported and secondly it is not extensive and care has been taken to limit any damage.~~

Comment

Where the road surface is damaged then, the cost of reinstatement and repair shall be on those responsible for causing it and not at the expense of all ratepayers.

Where damage to signage occurs it is better to have the damage reported and get it repaired than to leave it unattended and risk the chances that it may lead to a crash. The signs of primary importance are all Regulatory and Permanent Warning Signs.

3 Vehicle Accessways

Subject to specific approval, Council allows property owners to establish driveways (vehicle crossings and accessways) to their properties for both private and commercial use.

3.1 Purpose

To provide the requirements for constructing a vehicle accessway in urban and rural areas.

3.2 Objective [new section]

The objective of this policy is to ensure that:

- vehicle crossings are constructed where they are required
- that crossings do not compromise the safety of the crossing user or road users
- that crossings do not impede drainage
- that District Plan and resource consents requirements are adhered to
- that crossings are located with regards to other street furniture and street trees
- that crossings are constructed to an appropriate standard
- that road and services assets are not damaged during construction.

3.3 Road Safety

Vehicle crossings create a safety issue when there is inadequate sight distance or if they are located too close to intersections.

A hazard is also created when access ways are not surfaced appropriately and loose gravel is flicked onto the road carriageway. In some cases gravel and silt can be washed down the access way and onto the road. This results in a loss of traction for vehicles using the access, and can create a danger for vehicles using the road, particularly motorcycles.

If road side drainage is blocked then this can result in flooding on the road.

3.4 Key Linkages

- Tasman Resource Management Plan
- Nelson Tasman Land Development Manual~~)~~

3.5 Policy – New and Upgraded Accessway

All new driveways (crossings and accessways) including those proposed to be upgraded for a different class of vehicle i.e. commercial or as part of a resource consent shall be subject to permit from Council (See attached Permit Application at the back of this policy).

The proposed new or upgraded driveway (crossing or accessway) shall fully comply with those conditions set out in both the Tasman Resource Management Plan (TRMP) and the Nelson Tasman Land Development Manual.

Under special circumstances Council's Transportation Manager, or Council's Environment and Planning Manager in the case of resource consents, may permit a variation to the requirements set out in either the Nelson Tasman Land Development Manual or TRMP documents respectively.

3.5.1 Private Urban Accessway

Further conditions are:

- All driveways (crossings) shall be finished with a permanent surface of either, Concrete or Asphalt Concrete~~.~~ Where there is an adjacent footpath to the new driveway then the finished surface in the road shall generally be the same of either concrete or Asphaltic Concrete but not chip seal.
- No silt gravel or debris of any kind shall be able to runoff or migrate from the premises on to the roadway or associated drains.
- All storm water runoff shall be managed so that it is not directed onto the footpath or road.
- The construction of new and upgraded access way shall be undertaken by an engineering services contractor that meets the minimum training standards outlined in the Nelson Tasman Land Development Manual

Comment

Driveways should be constructed properly ensuring they do not create maintenance issues and drivers are able to use them safely. Silt, gravel or debris runoff or migration on to the roadway from the premises or driveway can also create a nuisance and safety hazard for road users.

3.5.2 Commercial & Industrial Urban Accessways

Commercial accessways shall be those which service businesses or cater for heavy trucks/vehicles on a regular basis.

All commercial accessways shall be subject to a permit from Council and be designed to the appropriate standard relative to the type of vehicles using the accessway.

Further conditions are:

- Where kerb and channel exists then this will be reconstructed to comply with the requirements of ~~Council's~~ the Nelson Tasman Land Development Manual;
- All crossings (accessways) shall be finished with a permanent surface of either, Concrete, or Asphalt Concrete and ~~ideally~~ matching the surrounding footpath where one exists, except in industrial zones when it will be concrete.
- No silt gravel or debris of any kind shall be able to runoff or migrate from the premises on to the roadway or into drains.

Comment

Driveways (Crossings) should be able to withstand the type of traffic using them without sustaining damage affecting the footpath or roadway.

3.5.3 Private Rural Accessways

Private Rural Driveways (Accessways) shall require a permit.

Further conditions are:

- The (accessway shall be constructed of an appropriate depth of hard-fill and sealed with a two coat chip seal;
- Adequate provision shall be made to ensure there is no impedance to the water channel, drainage paths, or pipes under the accessway;
- The accessway shall be laid out ~~-~~and sealed as shown in diagram SD 409 of the NTLDM, for Diagram 1 Rural Vehicle Crossing For Up To Six Dwellings.
- Visibility of approaching traffic shall meet the minimum sight distances set out in the Nelson Tasman Land Development Manual Table 4-14 to allow safe entry and exit;
- Intersection with the main roadway shall be at 90degrees ;
- Available off roadway standing area of relatively flat grade shall be provided to allow safe entry and exit, enabling drivers to stop and clearly see with adequate visibility approaching traffic. See the Nelson Tasman Land Development Manual Table 4-14

- No silt gravel or debris of any kind shall be able to run from the property on to the roadway or into drains.

Comment

These conditions allow road users to safely turn into and out of the accessway.

3.5.4 Commercial Rural Accessways

Commercial rural accessways shall be those that service businesses or cater for heavy trucks/vehicles including access to dairy sheds, woolsheds, grain stores, silage pits and stockyards.

All commercial driveways (accessways) shall be subject to a permit from Council and be designed to the appropriate standard, relevant to the type of vehicle using it.

Further conditions are:

- Adequate provision shall be made to ensure there is no impedance to the water channel or drainage paths, pipes under the driveway (accessway);
- Intersection with the roadway shall be at 90 degrees;
- The driveway (accessway) shall be laid out including sealed as shown in Nelson Tasman Land Development Manual, SD 409, for either Diagram 2 "Vehicle Crossing For More Than Six Dwellings or For a Rural Activity " or Diagram 3 "Commercial Access –Vehicle Crossing for Commercial or Industrial Activity" whichever is appropriate;
- Visibility of approaching traffic shall meet the minimum sight distances set out in the Nelson Tasman Land Development Manual Table 4-14 to allow safe entry and exit;
- Available off roadway standing area of relatively flat grade shall be provided to allow safe entry and exit, enabling drivers to stop and clearly see with adequate visibility approaching traffic. See the Nelson Tasman Land Development Manual Table 4.10.2.2

No silt, gravel or debris of any kind shall be able to run from the property on to the roadway or into drains.

Comment

These conditions allow vehicles to safely turn into and out of the accessway without causing excessive damage.

3.6 Policy - Temporary Commercial Driveways (Accessways)

Temporary commercial accessways are used for operations such as establishing dairy lands, harvesting trees and field crops, relocating houses, etc.

All temporary commercial accessways shall require a permit from Council.

Any application shall include the following:

- Location of temporary accessway which shall ensure that visibility of approaching traffic is adequate to allow safe entry and exit.
- Time period of usage.
- Vehicle numbers.
- Establishment works designed to ensure no damage or inconvenience is caused to the road or road user respectively, including ensuring that debris shall not be left on the road and drainage paths are not inhibited.

Comment

Accessways should allow vehicles to turn into and out of the accessway safely without causing damage to the road.

Where debris is left on the road, it shall be removed in accordance Council's Transportation Policy 'Debris on the Road'.

3.7 Associated Documents:

Permit Application for Vehicle Crossing or Accessway, refer Council website

4 Roadside Open Drains

Council does not permit new open drains to be constructed in the road margin without the express written permission of the Transportation Manager.

Some open drainage systems may be permitted where they form an aesthetic feature of a new subdivision, approved under a Resource Consent.

Maintenance work carried out to existing open earth drains in the road margin is generally a permitted activity. Some drains are maintained by Council where these are identified in Council's Stormwater Asset Management Plan.

4.1 Definition

Land Drain: The primary function of a Land Drain is for land drainage, typically in a rural or peri-urban area. These drains tend to be cut into the earth, unlined or formed with concrete, are "U" shaped in profile and quite deep.

Where a Land Drain runs adjacent to a property within the legal road, it's the adjacent landowners responsibility to keep the drain maintained. This includes culverts underneath accessways to the landowner's property.

Roadside Water Tables: The primary function of these shallow drains is to drain the road carriage way and shoulder of stormwater but they may also collect some overland runoff. The profile of these drains tends to be of a shallow "V" shaped and may be lined with concrete or possibly asphalt Council is responsible for maintaining these drains

4.2 Purpose

- This policy is intended to give clear direction as to who is responsible for maintaining the roadside open drains;
- A further intention is to reduce the risk of injury to road users from existing drains being enlarged;
- Ensure that surface water does not build-up with in the drain and then flow over the road thus causing a hazard or damage to the Transportation asset.

4.3 Key Linkages

- Tasman Resource Management Plan
- Local Government Act 1974
- Land Drainage Act 1908
- Council's Stormwater Activity Management Plan (AMP)

4.4 Policy

All open roadside land drains except those in urban areas identified in Council's AMP, are the responsibility of the adjacent land owner whose property frontage the drain extends along, to keep clear and maintained.

4.5 Process – Accessway and Road Culverts

Council is responsible for all culverts under public roads that it currently maintains and is recorded in Council's ~~Road Asset Maintenance Management Database (RAMM)~~Asset Register. From time to time Council may require its road maintenance contractor to clear culverts under public formed roads that it does not maintain.

Accessway culverts generally are the responsibility of the land owner whose property it serves however these may be cleared out by Council's road maintenance contractor from time to time if they present a problem to the roadway. Council may seek to recover these costs from the land owner benefitting from the accessway, but only if repeated requests for the landowner to clear the culver have been unsuccessful. If the culvert is undersize and

causing on going problems then the land owner may be required to renew with a larger pipe.

The lowering of both accessway and road culverts to gain outfall will be the responsibility and cost of the applicant. In some circumstances Council may contribute to the replacement of an existing culvert where there is benefit to the public road.

Where the Council is upgrading a road or drainage system then existing accessway culverts may be replaced and generally at Council's expense.

~~Any work in the road corridor will require a corridor access request and a traffic management plan to be submitted to Council 5 days prior to carrying out the work.~~

~~**Comment**~~

~~*From time to time culverts when being lowered may require replacing due to being inadequate in size or of such bad condition that it would be unreasonable to expect the applicant to pay fully for the new culvert.*~~

4.6 Process - Need to Maintain Drains

Permission is not required to undertake this work however, where the work is undertaken from the road side of the drain, a Temporary Traffic Management Plan will be required for maintained & formed roads.

All cleanings and spoil are to be removed from the site. Spoil will not be permitted to be left in road reserve unless otherwise agreed by the Council.

The Council may mediate in the interests of gaining co-operation from all landowners to clean or pay for their section of the drain to be cleared.

Where cooperation cannot be achieved, then Council may arrange for the work to be undertaken and the cost to be reclaimed from the landowner/s whose frontage the drain extends along.

Comment

Drains if not maintained, can cause stormwater to back-up causing flooding of nearby properties and roadway.

4.7 Process – Desire to Deepen Drain

Open drains will not be permitted to be deepened without first seeking permission from the Transportation Manager, and subject to the applicant obtaining resource consent (if applicable).

Generally deepening of open drains to a depth exceeding 1.5 metres below natural surface level on any road or widen open ditches towards the centre of the road will not be permitted.

Comment

Deep drains create a hazard to all road users.

Deepening drains can affect outfalls on existing roads or accessway culverts thus causing a situation where water lies in the drain due to the culvert invert level being higher than that of the drain.

4.8 Process – Desire to Pipe Drain

Landowners may wish to pipe a section of the open drain, however permission must first be sought from Council before any work begins. The pipe size, type and grade, including treatment of inlet and outlet, shall be to the satisfaction of Council.

The cost of the work including ongoing maintenance will be at the landowner's expense. The responsibility for ongoing maintenance should be stated on the Land Information Memorandum for the property.

Comment

Ideally the piped ditch should have a shallow swale overlying its alignment and graded to permit fall as well as entry

points for overland flow where appropriate.

For piped drains it is essential to ensure the pipe is adequate to cope with the flow, and will not restrict up stream flow. The ongoing financial liability of the pipe shall rest with the benefitting adjacent landowner.

Applicants shall be responsible for obtaining any required resource consents

4.9 Process – Roadside Drains in Urban Areas

In urban areas, road drainage including roadside drains shall be maintained by Council.

Piping of frontages, and piped accessways and connection to piped stormwater drains are subject to specific application and approval.

5 Fencing

5.1 Purpose

To allow fencing within roads in appropriate circumstances.

5.2 Objective

The objective of this policy is to:

- identify when fencing within the road reserve is permitted
- enable economic use of wide road reserves in rural areas
- reduce maintenance costs of wide road verges
- maintain and improve road safety
- ensure public accessibility along roads is protected
- define the requirements for fences within road reserve
- avoid neighbour disputes.

5.3 Road Safety Implications

Fences within the road corridor provide a hazard which can be hit during a crash. The type of fencing, location of the fence, and classification of the road will therefore be considered by Council staff prior to approving consent for fences within the road corridor.

5.4 Key Linkages

- Fencing Act 1978
- Section 357 Local Government Act 1974
- Stock Control and Droving Bylaw 2022
- Public Works Act 1981

5.5 Policy

5.5.1 Road Boundary Fencing

All new fences including those to be renewed shall be at the cost of the land owner.

In urban areas the fence will be erected on the road property boundary unless a License to Occupy has been obtained.

5.5.2 Fencing Between Private Property and Council Reserve

All new fences including those to be renewed shall be on a 50/50 cost share basis between the Council and landowner. A reserve would include walkways, carparks and service lanes if not on legal road.

5.5.3 Fencing in Road Margin

Unformed road – The land owner is permitted to erect a fence within the road in cooperation with adjoining landowner/s however Council reserves the right to have the fence removed by the fence owner prior to the formation of a road. Note: The landowner is entitled to utilise the unformed road adjacent to ~~his~~ their property however, they shall not limit public access. Therefore, it is preferred that the fence is erected on the legal boundary or close to it.

Unmaintained and formed roads - The landowner shall apply to Council for a permit to erect a new fence in the road margin. Note: Council reserves the right to request the fence be removed for road improvements, safety reasons or public access.

5.5.4 Fencing Application to Cost Share

Where a land owner's property fronts onto Council Reserve and is not a road boundary, then they shall apply to Council for a "Fencing Permit". Council will contribute 50 percent of the cost up to the maximum annual subsidy rate per metre including GST to cover the cost of the fence (See "Fencing Application" in the Associated documents at the end of this section for details).

Council sets annually its Fees & Charges for the new financial year which includes its fencing contribution for shared fences between private property and land designated as reserve. Note: This does not include Road reserve be it formed or unformed (referred to as paper road),

Council's Fence contribution per metre rate covers basically a 1.8metre high wooden paling fence of the standard expected in an urban area. Measured length for claiming purposes will be to the nearest 0.1m.

Where the landowner wishes to install a decorative fence costing more than that of a standard fence, then the additional cost will be at their expense.

Comment

Rate payers should not have to fund the additional cost of a fence that exceeds the standard, or to relocate fences that are occupying public land.

5.5.5 Road Improvements General

Fence in Road Margin

Where a fence has been erected in the road margin and Council requires the fence to be removed for either road or transportation improvements, access to existing structures such as culverts or bridges or for road safety reasons, then the cost of removing and reinstating the fence and the survey of the property boundary if required shall be at the adjacent landowner's expense.

Fence on Road Boundary

Where the fence is located on the boundary or the road runs over private land, then Council shall arrange and pay for the cost of relocating the fence as well as the cost of legalising the land ~~taken~~ acquired for~~.~~ improvements. ~~In some cases, compensation may be paid for the land where appropriate.~~

Comment

Where private land is required for road or transportation improvements then the owner is entitled to compensation in accordance with the Public Works Act.~~deserves some form of consideration which could involve monetary, land swap or improvements~~.

5.5.6 Prior Notice Requiring Fences Moved for Road Improvements

Fence in Road Margin

Council will first consult with the affected owner prior to any work proceeding.

Council shall then issue to affected land owners a "Notice of Intent" prior to requiring the relocation of any roadside fence due to proposed road works.

Where private land is required then Council will consult with affected landowners prior to any work proceeding. Once the details are known, Council will begin negotiations with the landowners regarding relocation of fences and potential land purchase.

The landowner should ideally be given as much prior notice as possible. Below is an indicative time frame.

Desirable notice	12 months
Minimum notice	6 months
Under urgency	0 to 6 months

Comment

Some planned projects may not be funded for some years therefore Council will try to give landowners as much warning as possible.

Council will issue both notices of intention and liaise with affected land owners early on during the planning stage.

5.5.7 Defining Legal Boundary Position

Where fences are to be relocated for road improvements, Council accepts responsibility to define the location of the road boundary. If the landowner disputes the location of the boundary as defined, then at their cost they may wish to engage their own surveyor to check the location.

Comment

The Council will generally not provide a formal boundary re-definition survey.

5.5.8 Land Entry and Purchase Agreements

In all cases written land entry and land purchase agreements, if applicable, will be obtained before work is carried out on private land.

Comment

Council's Property Officer will be involved during the early stages of planning where land entry and/or purchase is proposed.

5.5.9 Request to Leave an Existing or Erect a New Fence in Road Margin

Where fences in the road margin are not required to be relocated as part of improvement works or a landowner wishes to erect a new fence within the road margin then they shall enter into an agreement with Council where such an agreement doesn't currently exist. This policy does not apply to existing fences or the renewal of existing fences.

See Council's Application Form and Permit "Application to Place a Fence on Road Margin" ~~at the end of this policy~~on the Council's website.

Comment

An agreement is necessary to ensure that fences are not erected in unsuitable locations or constructed of unsuitable materials causing concerns for the safety or access of the public.

5.5.10 New Fence Maintenance

Once the new fence has been erected and is considered completed in terms of the extent of the work and quality then the ongoing maintenance and cost is the responsibility of the landowner. However, where the fence borders Council reserve land not legal road, then the ongoing maintenance shall be on a cost share basis. Painting of the fence is not considered maintenance.

Comment

Fencing within the district on road frontages is extensive. If Council were to except liability, sharing this cost would create a huge burden on rate payers.

Under common law landowners are responsible for keeping stock out of their property therefore, it is to their benefit to provide and maintain a suitable fence.

5.6 Associated Documents

Fencing Application - For Cost Share
Application "To Place A Fence On Road Margin" including copy of Conditions
Copy of Permit "To Erect Fence On Road Margin" including Inspection Sheet
Works and Entry Agreement

6 Utilities

6.1 Purpose

To enable Council services and provide guidance around privately owned services to be located within the road reserve.

6.2 Objective

The objective of this policy is to ensure that:

- public services are located in a manner which does not impact on road safety, or future road maintenance and renewal costs
- the road corridor is utilised in an effective manner so that any particular service does not compromise other or future service providers or road users
- ensure that reinstatement is carried out to a standard which does not result in any ongoing costs or reduction in road safety
- promote economic development by enabling the location of private services within road reserve
- ensure the location and ownership of private services within road reserve are recorded
- ensure private services are located in a manner which does not impact on road safety, or future road maintenance and renewal costs
- identify the responsibilities of the landowners and Council with regards to installation, maintenance, replacement and insurance provisions for private services on roads.

6.3 Road Safety Implications

The road safety implications for private services are the same as those for services on roads and temporary traffic management.

6.4 Key Linkages

- Nelson Tasman Land Development Manual
- Local Government Act 1974
- Utilities Access Act 2010
- National Code of Practice for Utility Operators' Access to Transport Corridors 2015
- Tasman District Council - Corridor Access Request including Conditions for Excavation and Reinstatement within Road Reserve
- Council's Transportation Policy – "Operating on the Road"
- Council's Transportation Policy – "Licence to Occupy Road"

6.5 Policy

Subject to the conditions of this policy, permission may be granted subject to special conditions including entering into an agreement with Council in the form of a "Licence to Occupy Road" where appropriate, for the following activities by adjacent landowners with respect to the road:

- Installing water mains and connections (for example a community water scheme or for farm reticulation);
- Laying of road culverts (for example draining a paddock into a nearby stream);
- Installing a private service such as power or telecom under the road;
- Connection into a public utility such as stormwater, sewer, or water supply mains.

6.5.1 Provisions of Council's Resource Management Plan [new]

Network Utility operators shall check with the Council's Resource Planning Department staff to determine whether the installation of the relevant network utility complies with the provisions of the TRMP.

Comment

Checking with Council's Resource Management Plan provisions will establish whether a particular proposal is a permitted activity or requires Resource Consent from the Tasman District Council, before installation begins.

6.5.2 Applying for Permission [new]

Once compliance with the Tasman Resource Management Plan has been established, the installation of any utility service within the road by a recognised and accredited utility authority shall be allowed.

A detailed application for the installation of services shall be submitted to Council for consideration prior to the commencement of work. Council shall not unreasonably decline the installation of a utility service however it shall have authority as to the final lay position of the new service.

Landowners shall obtain permission from Council before commencing work. Permission may be granted in the form of a permit, Licence to Occupy Road or by written approval.

In the case of requesting to either trench through or thrust-bore under the road a Corridor Access Request shall be submitted for approval.

Applications shall typically include but not limited to the following:

- Type of utility or service request;
- Location of work;
- Details of the proposal;
- Details of person undertaking the work;
- Traffic management plan.

Comment

Permits are required to ensure work is carried out to the required standard.

Bonds and fees are required to cover costs and to ensure adequate standards are met.

6.5.3 Responsibility of Contractor or Person Undertaking the Work

The person or contractor undertaking the work shall, at the expense of the applicant, undertake the following:

- To ensure all traffic control requirements are met;
- Have Public Liability Insurance;
- To check the location of all underground services, including survey marks, and ensure their protection during construction;
- To ensure all construction work, including compaction and reinstatement, is carried out to the required standard.

Comment

These conditions are important for the safety of road users including the contractor or person installing the service.

6.5.4 Notifying Council of Completion

The applicant shall notify Council once work has been completed. Council shall inspect the site as soon as it is practicable.

Comment

Council has a responsibility to ensure work is carried out to the required standard to protect the integrity of the transportation asset.

6.5.5 As Built Plans [new]

As built plans will be required once the work is completed, the details will include the offset position of the service from boundaries or other land marks as well as depth of service and size etc.

6.5.6 Bond

Where a bond has been required then this shall be returned on the satisfactory completion of the maintenance period and supply of as built plans.

Comment

A bond is required to cover costs if the applicant fails to complete the work to the required standard. Generally the bond is only applicable to a service being installed under the road.

6.5.7 Unsatisfactory Reinstatement

If reinstatement is not to the required standard the applicant shall be requested to carry out all necessary work to bring it up to standard.

If the applicant fails to complete the requested work in the given timeframe, Council will arrange for this work to be carried out with all expenses borne by the applicant.

Comment

The condition of the road should not be adversely changed by the installation of private services.

The cost of bringing the road asset back to an acceptable standard should not be borne by ratepayers.

6.5.8 Responsibility of the Network Utility Authority

The utility authority shall meet all costs associated with the installation of the utility and the reinstatement of the road pavement and adjacent ground. Where practical, the utilities shall avoid disturbance of the road pavement.

Applicants are referred to the "Conditions for Excavation and Reinstatement within the Road" attached to the end of this policy.

Network utility operators shall advise Council in writing prior to commencing work, the timeframe for beginning and completing the necessary works. They shall also notify neighbouring property owners prior to commencing work informing them of the nature of the works, the likely timetable and the contact name and number for the utility operator undertaking the work.

Comment

Prior notice will enable disruptions to other road users to be minimised.

6.5.9 Placement of Above Ground Structures

The design and scale of some network utilities such as telecommunication masts and equipment shelters may mean their location within the road is not appropriate in certain circumstances. The necessity of their location in the road shall be demonstrated by the utility operator, ensuring their placement does not pose a traffic hazard for road users. It is also likely that a Resource Consent will be required for these types of facilities. Note: A licence to occupy the road margin may be necessary see Council's Transportation policy "Use of Roads and Road Licences".

Comment

Council has a responsibility to ensure the safety of the Transportation network.

6.6 Associated Documents

- Road Opening Permit Process Guideline
- Application for Permit to Excavate in the Road
- Conditions for Excavation and Reinstatement within the Road
- Road Opening Notice
- Permit to Excavate in the Road

7 Temporary Closure of Roads

7.1 Purpose

This policy is intended to ensure public safety during special events, periods of maintenance and other unforeseen circumstances being held on or adjacent to the roadway. This includes the safety of, workers, participants, passers-by and that emergency access is provided for.

It also ensures that all parties affected by the temporary road closure are given adequate notice of the closure and an opportunity to make submissions.

7.2 Objective

The objective of this policy is to:

- provide information to groups wishing to close roads
- ensure all consultation occurs with affected parties.

7.3 Road Safety Implications

Any activity which is occurring within the road reserve has the potential to impact on road safety by:

- placing event participants at risk of being hit by a vehicle
- causing confusion for people driving on the roads
- creating a distraction for motorists
- placing vulnerable road uses such as pedestrians and cyclists at risk of being hit by a vehicle.

Temporary traffic management and/or road closures are required to mitigate these risks.

7.4 Key Linkages

- Transport (Vehicular Traffic Road Closure) Regulations 1965 and/or
- Section 342 of the Local Government Act (The Tenth Schedule thereto) as the circumstances determine.

7.5 Policy

Subject to the conditions of the Local Government Act and the tenth schedule to that Act, the Council may allow roads to be temporarily closed where necessary in the interests of safety, speed and efficiency of work, or to minimize damage to the road.

Roads may be closed for the purpose of (but not limited to):

- construction of the road and for public utilities
- problems associated with traffic operations
- exhibitions, fairs, shows, markets, concerts, film-making, sporting events or public functions

The applicant must demonstrate that they will make all reasonable efforts to minimize public disruption (in terms of work area, methodology, and time of closure)

For State Highway routes, the New Zealand Transport Agency is the road controlling authority and therefore all queries and applications shall be directed to that authority or their agent.

7.5.1 Intention to Apply for Temporary Road Closure

Applicants, who will generally be event organisers, contractors or utility providers, must apply to the Council for approval before closing the road (See Application Form on the Council's website). It is imperative that approval is sought as early as possible and ideally at least 60 days prior to the proposed closure.

Each application shall be accompanied by the prescribed fee as set out in the Council's schedule of fees and charges.

Comment

Early applications are necessary so that as much notice as possible can be given to those people likely to be affected by the closure of the road. For temporary road closures under the Local Government Act 1974 Schedule 10 clause 11(e), typically at least 42 days are required from the first advertised date for submissions in order to allow for formal Council reporting, meeting and approval timeframes. If any submissions are received then additional time may be required to sort these out. Generally submissions would not be accepted for road closures where they were for road maintenance or, undertaking work for service utilities.

7.5.2 Process – Applicant's Responsibilities

The applicant shall accept responsibility as follows:

- To accept financial liability for any damage that is caused to the road as a result of the event or work undertaken. This includes damage to road surfaces, bridges, any road furniture or utilities forming part of the road;
- To provide Council with either a covering letter from its insurer or a copy of its current liability insurance certificate, for public liability insurance cover of not less than $2,000,000;
- To supply Council with a monetary bond or similar as may be prescribed in the Application;
- To advise the local Police Station, Emergency Services including the Emergency Call Centre of the closure;
- To contact and confer with property owners adjacent to the road/s proposed to be closed temporarily and advise them of the activity to be undertaken and how provision for their access is to be provided;
- Supply a Temporary Traffic Management Plan for Council approval;
- To notify Council when work has ceased and the road has been reopened.

Comment

These conditions are to ensure that affected parties are notified, and to ensure the safety of the public.

7.5.3 Process – Public Notification

The Council shall complete the necessary formal public notices for the proposed temporary road closure notifications when required in accordance with the Local Government Act 1974 Schedule 10 clause 11(e).

The first advertisement, detailing the intent to temporarily close the road, shall generally be placed in the Council's Newsline publication, and website, as early as possible. This advertisement invites people to make a submission and/or objection to the Council, so that relevant matters may be taken into consideration by the Council when deciding whether to approve the temporary road closure.

Comment

Any objections will be discussed with the applicant to see if issues raised can be addressed prior to a decision by the Council. .

7.5.4 Process – Second Advertisement

The second advertisement, detailing the hours the road is closed and any detours if available, shall be placed in the Council's Newsline publication, and website prior to the closure.

Comment

This informs the general public of when the road is closed and when it will re-open.

7.6 Associated Documents:

- Temporary Road Closure Application Form

8 Dust Suppression

8.1 Purpose

This policy is intended to provide guidance around measures to reduce the impacts of dust on residents located close to gravel roads.

8.2 Objective

The objective of this policy is to manage the impacts of dust on residential properties where there are houses close to gravel roads

- To ensure the safety of other road users by providing a safe surface that will not cause drivers to lose control;
- To minimize the spraying of passing vehicles with oil;
- To protect the integrity of the road;
- To protect the environment including waterways

8.3 Road Safety Implications

Dust on gravel roads creates a safety issue by restricting visibility for vehicles following or passing another vehicle. It also restricts the visibility and can create an unpleasant environment for vulnerable road users such as pedestrians, cyclists and horse riders.

8.4 Key Linkages

- Land Transport (Road User) Rule 2004: S7.16.
- The Local Government Act 1974 Section 357 (1) (f)
- The Resource Management Act 1991
- Tasman Resource Management Plan

8.5 Policy

Council does not provide any dust suppression agents or its application.

Dust suppression agents other than oil may be applied to unsealed roadways subject to approval of Council's Transportation Manager.

Oil may only be applied to an unsealed public road within Tasman District to suppress dust after resource consent has been approved.

8.5.1 Approval (Dust Suppressants other than Oil)

The applicant shall first seek permission from Council for applying other dust suppression agents other than oil, before applying them. This should include a discussion with the Council Duty Planner to determine if a resource consent is required.

Where the applicant wishes to apply a dust suppressant other than oil, then they should write to the Transportation Manager and provide the following information:

- Full name and postal address,
- Address of property or RAPID number where dust suppressant is to be applied to the roadway,
- The length of roadway section to be treated,
- The type of dust suppressant proposed to be applied and information about it,
- The name of company/person who will be applying the suppressant,
- Affected neighbours.

Comment

In some locations such as on or near vertical or horizontal curves, approaches to waterway crossings or close to waterways then permission may not necessarily be granted;

Suitable signage may also be required in some locations to alert drivers to the change in the road surface;

Prior to permitting the application of a dust suppressant consideration needs to be given to the risk of increasing the operating speed of the roadway in terms of the current road surface and alignment particularly if this is out of character with the rest of the roadway alignment;

Advisory Speed Curve warning signs are not installed on gravel roads.

8.5.2 Liability for Damage

The applicant shall be responsible for any damage to public or private property, which may arise from application of the dust suppressant.

To protect their liability for damage to third parties, the applicant shall arrange and keep in force Public Liability Insurance to the minimum value of $2,000,000.

Evidence of this insurance shall be required before any approval is given.

Comment

Claims could arise for example from damage to vehicles such as a crash, or to property damage or cleaning up waterways. If in the event of the dust suppressant getting into a waterway then charges could be laid under the Resource Management Act

Civil action could also arise due to personal or property loss.

8.5.3 Treatment Length and Signage

The applicant shall only treat a minimum length of roadway to provide dust relief. This length shall generally not exceed 100 metres beyond the road boundary of the subject property.

Treated surfaces shall be clearly visible to approaching traffic from 150 metres. Where this is not possible then suitable signage approved by Council shall be erected.

Comment

The visibility distance of 150 metres is necessary so approaching drivers can anticipate the situation and react accordingly rather than coming around a bend or over the crest of a hill and suddenly finding themselves driving on oil and over reacting.

8.5.4 Weather and Road Conditions

Ideally dust suppressants should be applied after the road has been graded and during a period of fine weather.

Oil shall not be applied to the roadway when the surface is wet or 48 hours before rain is forecast or when the surface has wheel ruts or potholes i.e. any depressions that will hold water.

Due care shall be taken to prevent excess oil escaping into water ways and drainage systems.

Dust suppressant shall not be applied to the roadway surface where this would require working of the roadway surface (ie lime/cement stabilisation etc.) until the specific approval of Council has been obtained.

Comment

Should the newly oiled surface become wet while the oil is still fresh, the oil will remain on the surface causing both spraying of passing vehicles as well as a dangerous slippery surface.

8.5.5 Routine Grading and Restoring the Road Surface Shape

The Council shall endeavour to restrict grading of treated sections of roadway unless the section becomes badly rutted or potholed. The section however will be graded during winter when reshaping of the pavement is carried out. Metalling (applying gravel) of the roadway may also affect the treated surface.

Comment

After summer when the road surface is sufficiently damp, the roadways are reshaped to restore the cross-fall of the roadway to provide good drainage. Additional gravel is also applied to the road from time to time.

WARNING

Should the dust suppressed surface become a hazard to drivers either due to excessive application or potholes not being filled, then Council will arrange for its maintenance contractor to grade out the treated section. No compensation will be paid.

8.6 Associated Documents:

- Please contact Council's local office for a copy of the latest resource consent application form "TO APPLY OIL TO METAL ROADS AND APPLICATION FOR PERMISSION TO APPLY OIL TO TASMAN DISTRICT COUNCIL ROAD" and written approval forms.

9 Sealing of Unsealed Roads

9.1 Purpose

To manage requests from the public to seal gravel roads.

9.2 Objective

The objective of this policy is to:

- outline the process that will be followed to consider requests to seal currently unsealed roads
- to clarify responsibility for costs for construction and maintenance

9.3 Key Linkages

- The Local Government Act 1974
- Nelson-Tasman Land Development Manual

9.4 Policy

Council will generally not seal gravel (unsealed) roads at the Council's cost, due to lack of available funding and relatively high cost of works.

The Council may give approval to others who wish to seal unsealed roads. This will need to follow the Corridor Access Request process and be designed in accordance with the Nelson-Tasman Land Development Manual.

Comment

It is critical that good road geometric and pavement strength design principles be followed to ensure the safety of road users (as traffic speeds typically increase significantly when an unsealed road is sealed) and that the newly-sealed road does not create an undue burden on maintenance funds if not well-constructed.

10 Forming Legal (Paper) Roads

10.1 Purpose

To manage requests from the public to form legal (paper) roads.

10.2 Objective

The objective of this policy is to:

- outline the process that will be followed to consider requests to form unformed legal roads
- to clarify responsibility for costs for construction and maintenance
- ensure that consideration is given to the effects on adjoining landowners
- ensure that approval or refusal to form unformed legal roads is made in a procedurally robust manner.

10.3 Road Safety Implications

Unformed legal roads which are formed for the benefit of individual landowners are not maintained by Council. As these roads are not included on Council's maintenance list, they are not inspected and road safety issues are not identified or mitigated.

Council specifies the standard of road which is to be constructed when providing approval to form unformed legal roads. This is to ensure that the road is fit for the purpose it is intended. The practicality and safety of forming unformed legal roads in challenging topography is also considered as part of the approval process.

If Council becomes aware of a safety issue on a road which has been formed in accordance with this policy and the applicant does not remedy this after notification, then Council may undertake work to make the road safe and recover this cost from the applicant.

10.4 Key Linkages

- The Local Government Act 1974, particularly Part 21 and Schedules 12, 13.
- The Resource Management Act.
- Tasman Resource Management Plan
- Property Law Act 1952
- Nelson Tasman Land Development Manual

10.5 Policy

Where a new road is to be formed on paper road then a Resource Consent will likely be required unless, it complies with the standards set out in Council's Tasman Resource Management Plan and Nelson Tasman Land Development Manual. However, irrespective of this Council permission will still need to be granted before the new road is formed as well as suitable plans with supporting evidence submitted for approval by Council's Transportation Manager.

Where the applicant has requested a variation from the TRMP, then Council's Community Infrastructure Team will set the minimum requirements as to an acceptable lesser standard, particularly where the road is to be maintained by Council.

Council will not fund extensions to the road network, the cost of forming the new road will be on the applicant.

Comment

Reasonable consideration will be given to permit extension of the Transportation network to provide primary access for the property. Applications for road extensions to service secondary access will need substantial justification.

10.5.1 Resource Consent

The proposed formation of a new public road requires Council approval. Whilst forming a road on legal road is a permitted activity under Council's TRMP a Resource Consent is likely to be required where a variation is sort from the district plan or in certain areas such as St Arnaud. The Council is not obliged to maintain any newly-formed road unless it agrees to do so. Also refer Section 11.

Comment

Resource Consents require the holder to undertake the work in compliance with the district plan and ~~Council's~~ the Nelson Tasman Land Development Manual. The Resource Consent Application enables Council to determine whether it is a complying activity and when it is non-complying for affected parties to have their say.

10.5.2 Who bears the cost

The cost of forming the road shall be entirely at the consent holder/applicants cost. These costs shall include those of the consent or attaining information to support the application or complying with any requirements of Council's engineering standards.

Comment

Depending on the amount of input required by Council will determine whether a fee or cost recovery will apply. The fee or charges are to cover staff inputs and disbursements for investigation, legal opinion & reporting.

10.5.3 Information required where Resource Consent is not required

The applicant shall forward the following information:

- The purpose for which the road is required
- The proposed alignment and the extent of physical formation required
- A summary of existing access to affected properties
- Sufficient maps, sketch drawings & photographs to detail the proposal
- Supporting accreditation from all adjacent land owners who may be affected by the proposal.

Applicants should be aware that, if the application is approved, they shall not have exclusive use of the road. The newly formed road shall be available for public use.

Note

Suitable plans and documentation as required in ~~Council's~~ the Nelson Tasman Land Development Manual will be required before any Transportation work begins.

Comment

Generally reasonable consideration will be given to permit extension of the Transportation network to provide primary access for the property

10.5.4 Register of maintenance responsibility on Land Information Memorandum and Property Title

Where the property owner/s is responsible for maintaining a newly formed section of road then this information shall be noted on the property LIM. This will ensure that successive property owners are informed of the existing road maintenance status and their responsibility. Where a Resource Consent is required then the maintenance of the newly formed road should be noted in the consent. Providing the road maintenance is a requirement of the consent then this information is able to be registered on the property's title however, this will need to be a condition of the consent..

Comment

Potential purchasers need to know what maintenance liabilities exist with the road and their property access.

10.5.5 Legalization of portions of the road

Where it is necessary for the road alignment to deviate from the legal road due to topography then the applicant shall pay for any legalization required. Where land is required from a neighbour then acquisition of the land and legalisation costs will be at the applicant's arrangement and expense.

Comment

Council should not have to incur any cost in relation to the formation of a new road.

10.5.6 Fencing and other structures including trees

Where fences or structures on the legal road require moving then it is up to the applicant to liaise with the affected party and come to an agreement. In all situations, Council will require proof that an agreement has been reached. The Council may be willing to mediate where a resolution can not be reached.

Trees on legal road are the property of the Council. See Transportation Policy regarding "Trees on Road Reserve". Note there are a number of protected trees in the district and which are listed in Council's TRMP. Therefore where these protected trees exist in the legal road then the proposed road alignment will need to be designed accordingly.

Comment

Applicants are required to liaise with all neighbouring property owners to ensure that all issues are resolved prior to any work beginning.

11 Partially Formed Legal Roads that are not Maintained

11.1 Purpose

The purpose of this policy is to outline Council's approach to managing issues that arise regarding roads which have been partially formed (often as a driveway or access track by residents) within legal road corridors but are not maintained by Council.

11.2 Objective

The objective of this policy is to:

- clarify the legal situation with regards to roads that have been partially formed and are located within legal road corridors but are not maintained by Council using public funding
- identify Council's responsibilities with regards to formed, but not publicly maintained legal roads
- identify the process Council may follow when advised of issues regarding formed, but not publicly maintained legal roads.

11.3 Road Safety Implications

Council does not routinely inspect formed legal roads which are not included on Council's maintenance list. As a result it does not actively identify or mitigate any road safety issues on these roads. These roads are generally back country tracks of poor quality, which have not been formed by the Council, and their condition is self-explaining to road users.

Council may install a sign stating "End of Council Maintained Road" on roads which are used by the wider public and where it has been identified that maintenance or other issues or risks exist which may not be obvious to road users.

11.4 Key Linkages

- The Local Government Act 1974
- Tasman District Council Land Development Manual
- Council's Road Maintenance Contracts
- Land Transport Act 2002

11.5 Policy

11.5.1 Public Use

Formed tracks which are located within legal road reserve may be used by the public, as it is usually not legally possible to prevent public access

It is an offence to damage the surface of the road, and Council can take legal action against users who cause damage to the surface within the road reserve though inappropriate vehicle use as determined by Council.

It is important that users stay within the legal road boundaries. Council considers it to be the responsibility of the road user to ensure that they remain within the legal road boundary. Landowners may choose to fence their road boundaries to prevent road users from entering adjacent property.

Because these roads have usually been formed by private individuals, they are often constructed where it is most practical to build a road, and may deviate from the legal road reserve in places. These roads cannot be used by

the public where they deviate from the legal road boundaries, without the consent of the landowner.

In some cases farm tracks continue beyond the extent of the legal road, and public access is not legally provided beyond the legal road boundary. There are a number of popular high country routes which are not continuous legal roads. These roads sometimes have a section which crosses private land. Landowner consent is required to use these tracks where they extend beyond the legal road boundary.

Topographical plans should not be used to identify legal roads. These plans show many roads which are located on private land and are not legal roads. A useful mapping resource for identifying the legal status of roads is available on the Herenga ā Nuku Aotearoa , the Outdoor Access Commission website www.

Council encourages people accessing unmaintained roads to determine the legal status of the road before setting out.

11.5.2 Request to maintain an unmaintained section of formed legal road

Council shall consider applications to maintain either the full length or section of an existing formed legal road on a case by case basis.

Council will not maintain the road unless there is demonstrable public benefit by those requesting the extension, and the Council has sufficient funding available for maintenance.

The applicant shall forward the following information:

- A letter signed by the majority of residents requesting Council to include the section of road under consideration in its maintenance network;
- The length of road or the point at which the maintenance is proposed to be extended to.

Comment

Generally Council will only take over maintenance of a road section once it has been brought up to a suitable standard approved by the Council.

11.5.3 Funding of upgrade to maintainable standard

The funding of a road upgrade prior to being included in Council's maintained network will depend on the estimated cost of the upgrade. This cost may defer the road being taking over by council until such time as the Council has approved funding to upgrade it. Benefitting landowners may be requested to contribute a sum towards some or all of the upgrading costs. This sum may be able to be paid off over a period of time.

Comment

Generally Council is willing to consider payment options where residents are willing to contribute to an infrastructure upgrade. However, this needs to be agreed with the Council's Finance team prior to any upgrade work starting.

11.5.4 Legalization of the road or portions of the road

Where the road alignment has deviated from the legal road then the residents/ratepayers along the affected portion of road must agree for the legalization to be instigated. Generally the cost of such legalization would be undertaken at Council's cost however, this will depend on the circumstances. Instead of any financial compensation it may be that a land swap can occur involving the existing section of legal road to be stopped.

Comment

Council will not take over the maintenance of a road or section of road unless it has clear title. This enables any land issues to be resolved now rather than in the future.

11.5.5 Gates

The policy regarding gates across roads is outlined in Gates and Cattle Stops Across Public Roads Policy.

Landowners may not lock gates on legal roads, even if the road is not maintained by council. Council is able to close roads in some circumstances under Schedule 10 of the Local Government Act 1974.

Landowners are encouraged to contact Council to discuss any situations where they believe it is necessary to close a road to the public. There are a number of legal requirements that need to be met to enable a road to be closed, either permanently or temporarily. It is therefore advantageous if landowners advise Council in advance of times when the road may need to be closed.

12 Road Stopping

12.1 Purpose

To manage requests from the public to stop sections of legal road.

Road stopping is the term given to removing the legal road status road and providing a freehold title for that section of land. This then enables the sale of that section of the land to the adjoining landowner.

12.2 Objective

The objective of this policy is to:

- outline the criteria Council may consider when determining if a road should be stopped or not
- identify which statutory process should be used for different situations
- identify the responsibility for costs of road stopping
- outline the method by which the land will be valued.

12.3 Road Safety Implications

There are no road safety implications related to this policy.

12.4 Key Linkages

- Section 342 of the Local Government Act 1974 and Tenth Schedule to the above Act.
- Public Works Act 1981

12.5 Policy

The Council will consider applications for a road stopping from owners whose land adjoins unformed legal road, or where an encroachment has occurred, provided that suitable alternative land is available for road. (Adjoining owners' means owners of properties that are immediately next to the land in question.)

The Council may sell unformed legal road to an adjoining property owner when it determines the land will not be required for utilities, public access, roads or footpaths in the future. A main requirement will be that the adjoining landowner must amalgamate the portion of stopped road with the landowners existing title.

The procedure to stop roads shall be the manner provided in Section 342 of the Local Government Act 1974 and the Tenth Schedule to that Act. In special circumstances the Public Works Act may be used..

Council shall give consideration to neighbours and special interest groups who may be affected parties. The Council has a Memorandum of Understanding with Herenga ā Nuku Aotearoa, formerly the Walking Access Commission, that they will be consulted on any road stopping application.

12.5.1 Application

As a first step, an initial conversation with a member of the Council's Property Team is recommended as they can advise you of specific requirements for your application and provide any general information you may need. This approach can be an informal meeting at the Council offices, or information sent by email, or a telephone enquiry.

Formal applications may be made with attached Fee (see Council's Schedule of Fees and Charges to Council for the stopping of any road or portion of road. The applicant shall provide the following details at the time of application:

- A statement detailing the reason the applicant requires the road to be stopped – maps and documents detailing the extent of road to be stopped
- Written statements from all landowners adjacent to the road to be stopped and other likely affected parties, supporting the stopping of the road.

- Indications of which parcels of land, portions of the stopped road are to be amalgamated.
- Written confirmation that the applicant is prepared to meet the costs of the process whether it is successful or not, including land purchase.

Comment

Council requires detailed information to be able to give full consideration to the application.

A Fee is required to cover the initial administration costs in handling the application.

The land would be offered back to adjacent land owners and generally measured from the centre line of the legal road.

12.5.2 Consideration Given to Application

All Road Stopping applications are considered on a case by case basis by the Council's Road Stopping Panel who meet on average three times per year. In assessing an application for road stopping the Panel will consider such things as:

- The current level of public use and the right of the public to use the land
- Potential future use as a road corridor or roading link, road widening, walkway/cycleway, future services etc
- Public access to reserves, waterways and conservation estate
- Any adverse affects to other property owners in the area
- The implications of changes to the area if the land was to pass into private ownership (e.g. development potential)
- Any affected heritage or cultural sites in the area
- Any significant plants or trees in the area and possible covenants in place to protect them
- Any legal arrangements such as easements that would be required if the road was stopped
- Utilities services

If the Road Stopping Panel concludes that the Road Stopping cannot be approved the applicant is notified in writing of the reason for the refusal and the process ends.

If the Road Stopping Panel approves the application in principle Council will enter into a Road Stopping Agreement with the applicant. This agreement will set out the expectations and responsibilities of the applicant and the Tasman District Council. Generally agreements would include a purchase price, costs, a timeframe and any special conditions applying to the Road Stopping.

The Legal Process

Council must follow the correct legal framework in order to process a Road Stopping application. Applications are considered under either the Public Works Act 1981, or under the Local Government Act 1974 depending upon which legislation is relevant to your application.

Procedure under Public Works Act 1981

The Public Works Act 1981 is a relatively streamlined and therefore a quicker process but can only be used where there is no wider public interest in the land in question and where any identified affected parties have given their written consent. An example of this would be where the stopped road is being exchanged for an adjoining parcel of land which will be vested as road, that is "like for like", or where the landowner applicant owns all of the adjoining land and the unformed legal road is landlocked or where an historic encroachment has occurred.

Local Government Act 1974

The Local Government Act 1974 is used where the proposal to stop a road has a wider public interest (or the potential for such) and therefore requires public notification. This involves Council erecting signs on the unformed legal road, sending letters to surrounding property owners, and at least two public notices, a week apart, in local newspapers. Details of the road stopping are made available to the general public for inspection together with the reasons why the road is to be stopped. Members of the public have 40 days to object.

If no objections are received within the time limit the Council may declare the road stopped by Public Notice.

Once this has been done the road ceases to be a road and can be sold.

In the event that objections are received the process can become lengthy and would proceed as follows:

- Council must decide whether the objections are justified by holding a hearing in front of a Council committee at which persons who have objected are entitled to be in attendance and their concerns heard.
- Following this the committee will decide whether or not to uphold the objections. If the objections are upheld, then the road stopping cannot proceed and the process stops.
- Council may decide to reject the objections and continue with the road stopping. In this event if the objections are not withdrawn or otherwise resolved the Council must send the objections and full documentation regarding the proposed Road Stopping, to the Environment Court.
- The Environment Court may hold a court hearing, or may be able to arrange mediation to resolve any objections before a hearing.
- If the Environment Court approves the stopping Council will continue with the process to stop the road and sell the land to the applicant.
- If the Environment Court rejects the Road Stopping, the process ends, The Environment Court decision is final.

Comment

In considering the above legislative requirements Council will consider:

- *Current use of the road*
- *Likely public objections*
- *Future needs of the road for access*

12.5.3 Costs

If the application is approved then the applicant will pay all costs incurred by Council including legal fees, land transfer charges, current land value and where required survey costs.

In the case of an unsuccessful application, the applicant shall meet all costs incurred by Council.

If a special Council meeting is required regarding an application then additional charges will accrue.

Comment

Ratepayers of the district should not have to foot any costs as there is no direct benefit to them.

13 Gates and Cattle Stops Across Public Roads

13.1 Purpose

To identify when Council may consider permitting a gate or cattle stop across a road and requirements relating to installation and maintenance.

13.2 Objective

The objective of this policy is to:

- Identify the classifications of road where Council will consider permitting the use of gates or cattle stops
- ensure that gates and cattle stops on public roads are constructed and maintained to an appropriate standard
- provide for the safety and legal rights of passage of road users
- identify the responsibilities of the landowners and Council with regards to maintenance, replacement and removal of gates and cattle stops on roads
- avoid neighbour disputes.

13.3 Road Safety Implications

The presence of gates and cattle stops on very low volume, mountainous, back country roads is predictable and expected by road users. In these instances the policy outlines the requirements for installation and maintenance to ensure the gates and cattle stop do not pose a safety hazard.

Gates and cattle stops create a hazard when they are located on roads where users travel at higher speeds and could not reasonably expect a gate or cattle stop to exist.

The approaches of cattle stops on medium to high volume gravel roads are prone to excessive deterioration as a result of vehicles braking on the approach. The cross fall of a gravel road is designed to allow water to run off the road. This cross fall flattens on the approach to a cattle stop and, as a result, it is more prone to potholes occurring. This deterioration also causes a safety issue.

On gravel roads which are used to access residential properties, or are part of school bus routes there is a public expectation that Council will provide a reasonable level of service for the surface of the road. The surface of the road, and roadside drainage channels and culverts can be damaged where cattle stand on the road which impacts on the level of service able to be provided

13.4 Key Linkages

- Section 344 of Local Government Act 1974.
- Heavy Motor Vehicle Regulations 1974

13.5 Policy

The Council may allow the erection of a swing gate or a cattle stop or both across any unmaintained or formed Road, where:

- In the Council's opinion it is not practicable or reasonable to fence the road, or
- By agreement the road has been taken or may be constructed through private lands and the owner or occupier requests that a gate or cattle stop or both be erected on the outer boundary at the cost (including maintenance) of one or both parties as may be agreed.

Note

A gate may be installed across any unformed Road providing it is not locked.

13.5.1 Application to Install Facility

Requests for installation of a gate or cattle stop on any unmaintained or formed road shall be made on the appropriate application form in the Associated Documents at the end of this policy document.

Details shall include:

- Land owner and property details;
- Road name and location of gate or Cattle Stop;
- Proposed type of Gate (including that associated with a cattle stop);
- Type of construction and manufacturer of Cattle Stop;
- Tenure required;
- Sketch plan of site;
- Signed consent of all adjacent landowners affected by the gate or cattle stop (also regular road users where appropriate);
- Evidence of current Public Liability Insurance for at least $2,000,000

Comment

The gate or cattle stop should be positioned in a suitable location where it can be clearly seen in advance and does not create difficulties for adjacent landowners or regular road users.

The gate may require reflective signs attached or a pre-warning sign erected depending on how conspicuous the gate is and the amount of forward visibility available i.e. if the gate is erected near a bend or perhaps just over the brow of a hill.

Where a gate is installed, a turning area may require constructing to permit traffic to turn especially a road maintenance grader and gravel trucks such as a Bottom-Dumper.

All cattle stops shall have installed permanent warning signs.

13.5.2 Cattle Stops

All proposed Cattle Stops shall be precast and manufactured by a supplier approved by Council.

Comment

There are a number of manufacturers around that make cattle stops to the required strength enabling full Class 1 loading.

Associated Signage –

- *In advance of the cattle stop a Permanent Warning sign (750mmx750mm diamond shape) showing an exclamation mark and a supplementary plate "Cattle Stop" erected beneath will be installed. The signs shall be manufactured as per MOTSAM Manual (Speak to Council staff for details).*
- *The sign shall be erected approximately 80metres in advance of the cattle stop or less where approved by council with the sign installed on a white painted wooden 100x100mm H4 Post. The sign shall be attached to the post at a height no less than 1.5metres above the road level to the underside of the sign and offset approximately 1.2metres from the road edge to the centre of the sign.*
- *The sign shall be able to be seen by a driver in advance for a distance of approximately 150metres.*

A Road Opening Permit will need to be applied for prior to the work proceeding. As part of this process a Traffic Management Plan will also need to be submitted for approval.

13.5.3 Associated Fencing

The approval of a swing gate or cattle stop shall be deemed to include suitable fencing in the road margin up to the facility. Where a Cattle Stop is erected the fence associated with it shall have within its length a gate not less than 3.3metres in length.

Comment

The swing gate or cattle stop is redundant without the associated fencing on the road margin. Also the public have a right to pass along a public road.

13.5.4 Locked and Unlocked Gates

Gates across a public road shall remain unlocked at all times. The gate shall have a notice fixed to either one or both sides stating "Public Road" with reflectorised lettering of no less than 75mm high.

In exceptional circumstances, Council may permit a gate to be locked in the interest of public safety. In these situations to enable access, the above sign shall include contact names and details including phone numbers of two persons able to be contacted 24 hours a day.

Comment

Gates should not prevent public access as the public have a right to use any legal road.

In the case of a locked gate which is remote from any farm house then the additional details are necessary in case of an emergency (For example a quarry which is seldom used but has a road which runs to it or along side it).

13.5.5 Responsibility for Damage

Council shall not be liable for damages in respect to any accident arising from the existence of the gate or cattle stop. The person responsible for the gate or cattle stop shall maintain Public Liability Insurance at all times for the minimum amount required.

Comment

The gate or cattle stop is a private structure and it is the responsibility of the applicant who is expected to maintain Public Liability Insurance.

13.5.6 Register of Details on Property File

Where a Permit has been granted to install gates and cattle stops on any unmaintained and formed roads then a copy of the permit will be put on the property file, enabling this information to be recorded on a Land Information Memorandum.

Comment

Potential purchasers need to know what liabilities exist regarding these structures.

13.6 Associated Documents:

- Application to Place Gate across Public Road (including conditions)
- Permit to Install a Gate on Public Road
- Application to Place Cattle Stop Across Public Road (including conditions)
- Permit to Place Cattle Stop on Public Road

14 Debris on Road

14.1 Purpose

To ensure that the road surface is kept clear of material which will compromise the safety of road users, and/or reduce the life of the road assets.

14.2 Objective

The objective of this policy is to:

- reduce the risk of crashes occurring as a result of material placed on roads
- reduce damage and gradual deterioration to roads as a result of material placed on roads
- to clearly document Council's requirements and the process that will be followed when material is placed on roads
- to recover administration, removal and enforcement costs from people who place material on roads.

14.3 Road Safety Implications

Material placed on roads impacts on road safety as a result of:

- the road surface becoming slippery or rough
- creating sudden unexpected changes to the road environment
- creating dust which reduces visibility
- causing road users to brake or swerve to avoid obstacles
- causing damage to the surface of the road, for example scouring.

14.4 Key Linkages

- Section 357 Local Government Act 1974
- Traffic Regulations 1976
- Litter Act 1979
- Transport Act 1998 and its Regulations
- Land Transport Road User Rule 2004
- Tasman District Council Stock Control & Droving Bylaw 2022

Note

Any person who allows, directly or indirectly, material to be deposited on the road from a vehicle may be subject to infringement action by NZ Police and, is separate of any action taken by the Council.

14.5 Policy

Immediate Safety Risk

Where an immediate safety risk exists, debris shall be removed within the shortest possible time frame.

For example: Gravel spilt on the roadway.

Does Not Impose an Immediate Safety Risk

In all other situations where the debris is not on the roadway but is in the road margin and doesn't create an immediate safety risk, then the person/s responsible where they can be identified shall be requested to remove the debris within a set time frame depending on the type and location of it.

Note

While not specifically covered by this policy, the issue of discharges of effluent from stock trucks onto roads is a matter of concern to the Council and the community. Operators are requested to apply best management practice to their stock truck operations and have the appropriate effluent holding tanks installed on their trucks. Also, stock truck operators attention is drawn to the industry developed "Code of Practice for the Minimisation of Stock Truck Effluent spillage from Trucks on Roads (2003).

14.5.1 Responsibility for Cost

The cost of removal and, where necessary disposal of the debris including traffic control shall remain the responsibility of the person/s that caused the debris to be on the road.

Comment

The cost of rectifying the situation is the responsibility of the person/s who created the problem and should not be borne by any other ratepayers or road users.

14.5.2 Debris creates an immediate safety risk and the person responsible can be identified

Where debris is deemed to be an immediate safety risk and the person/s responsible for it can be easily identified and able and willing to respond then they shall be required to rectify the situation immediately.

The Council will act if the situation is not rectified within half (½) hour of contact being made.

Comment

- If contact can be made with 10 minutes effort then they are considered to be easily identified;
- The cost of removing the debris including temporary traffic control and where necessary the need for the contractor's staff to direct traffic shall be recovered from those responsible. An administration fee may also be charged;
- Only Council's utility and Transportation network maintenance contractor hold approved temporary traffic management plan that can be implemented immediately.

14.5.3 Debris creates an immediate safety risk – Person responsible cannot be identified

Where the person/s responsible cannot be easily identified or unable or unwilling to respond immediately, Council as the road controlling authority shall generally employ its Transportation network maintenance contractor to rectify the situation.

Comment

It is important to remove the safety risk in the shortest time frame.

Council's network maintenance contractor shall therefore be requested to undertake the works as Emergency Works.

14.5.4 Debris does not create an immediate safety risk

Person Responsible Identified

In all other situations where the debris does not create an immediate safety risk due to it being in the road margin, and those responsible can easily be identified, then the person/s responsible shall be contacted and the following requirements discussed. The request should then be followed up with a letter or email for reference purposes and should include the outcome if not complied with.

- Time frame to complete – This should be ideally within Twenty Four (24) Hours however, where there is a low risk to the safety of the travelling public then a longer time may be permitted. Ideally this period shouldn't extend past two weeks

- Non Compliance - If the debris is not removed within the specified time frame then Council will arrange removal and forward the cost onto those responsible after contacting them by phone or letter stating this will happen.

Person Responsible cannot be Identified

Where the person/s responsible cannot be identified then the debris shall be removed as part of the Transportation network maintenance contractors cyclic or programmed maintenance.

Comment

The time and effort locating and negotiating with the person/s responsible has to be balanced against the cost of Council arranging removal. Therefore where those responsible cannot be contacted or located then the cost of the removal will be at Council's expense, with its road network maintenance contractor undertaking the work.

15 Grazing of the Road Margin

15.1 Purpose

To enable temporary grazing of roadsides in appropriate circumstances.

15.2 Objective

The objective of this policy is to:

- enable temporary roadside grazing on low volume roads to assist with vegetation control
- identify when grazing of roadsides will be permitted
- ensure the safety of road users is not compromised
- ensure road assets are not damaged as a result of roadside grazing.

15.3 Road Safety Implications

Grazing of roadsides can impact on road safety if:

- the presence of stock on roadsides is unexpected
- temporary fences are located too close to the road or in high risk locations
- stock are able to wander onto the road.

15.4 Key Linkages

- Tasman District Council "Stock Control & Droving Bylaw 2022"
- Tasman Resource Management Plan (TRMP)
- Electricity Act 1992 and the Electricity Regulations 1997.
- Section 357 Local Government Act 1974
- Animals Law Reform Act 1989

15.5 Policy

Grazing of the road margin in rural areas is permitted subject to the requirements of this policy.

All animals shall be securely fenced in or tethered in such a manner that they cannot graze closer than within one metre from the edge of the roadway.

No cattle or horses may be grazed on the road margin during the hours of darkness nor shall such animals be tethered on the road margin during the hours of darkness.

Persons wishing to graze their animals in the road margin may only do so along their own property frontage unless permission has been sought from other property owners or occupiers of the property and a copy of a signed letter from the affected land owner(s) has been supplied to Council.

Note

Grazing of stock in the road margin in a rural zoned area is a permitted activity subject to meeting the requirements of this policy. Council requests that person/s considering grazing stock in road margin first contact Council's Asset Engineer Roads to ensure there are no Transportation works planned or any other issues.

Comment

Wandering stock can pose a significant safety hazard to road users.

Property owners often take a pride in their road frontage and therefore it is simply a matter of courtesy that permission is first sought before grazing stock on someone else's road frontage.

15.5.1 Electric Stock Proof Fences

Only stock-proof electric fences shall be permitted. These shall be constructed of approved flexible electric fencing standards with a minimum of three wires except that a single wire will be permitted for adult stock. Steel waratahs are not permitted.

All fences shall be erected in compliance and accordance with the requirements of the Electricity Act 1992 and the Electricity Regulations 1997. Fences shall be suitably labelled notifying the public the fence is "LIVE".

Comment

Solid posts and steel Waratahs when struck by a vehicle can cause severe injuries to its occupants.

15.5.2 Location of Temporary Grazing Fence from Roadway

The fence shall not be erected closer than 2 metres from the edge of the sealed roadway, or 1.5metres in the case of gravel road. Where a water table/drain exists, then the fence shall be erected approximately 0.5 metre behind the back slope of the water table on the boundary side.

A maximum length of 200 metres of fencing is permitted for temporary grazing at any one time and this shall be relocated at least every 10 days. These limits may be extended, subject to written permission in special circumstances only.

Temporary fences generally shall not be permitted on both sides of the road at the same time.

Comment

A reasonable safety margin has to be kept between the fence and the traffic lane.

If both sides of the road were to be grazed at once there is no escape route for traffic. A maximum length of 200 metres is seen to be a manageable extent for a single grazing area.

15.5.3 Fencing Around Culverts/Bridges

All waterways, culverts and bridges along the road shall be fenced-off and kept clear of stock. No electric wires shall be permitted to be attached to any Transportation structure or Council asset.

Comment:

Cattle in particularly can damage culvert flow paths as well as embankments and pollute waterways. Access to culverts and the underside of bridges should be accessible at all times for maintenance and emergency purposes

15.5.4 Time Limit of Temporary Fence Being up

All temporary fences shall remain in position while the road margin is being grazed, and must be completely removed immediately afterwards. Generally a fence should not remain up longer than 10 days.

Comment

The time limit is intended to prevent any adverse effect on the road margin. It is also intended to prevent the fence becoming a permanent fixture.

15.5.5 Request to Remove Fence

The Council may require the fence to be removed at any time. The fence shall not be re-erected without specific written authorisation from Council.

Comment

Unforeseen circumstances may mean that no roadside grazing is appropriate in a particular situation.

16 Use of the Road

16.1 Purpose

To outline general expectations around use of the road, and ensure the storage of materials, erections of structures and right of use on road reserve does not compromise the safety of the road, impact on other property owners or result in damage to the roading assets.

16.2 Objective

The objective of this policy is to:

- identify when material may be stored on road reserve
- outline requirements for storing materials on road reserve.

16.3 Road Safety Implications

Inappropriate storage of material on roads can cause a hazard in the event of a crash. Mud can also be tracked onto the road from farm vehicles accessing the material. This causes the roads to become slippery.

This policy adopts a risk based approach to identifying when storage on road reserve will be considered appropriate and when it may not occur. This is based on the likelihood and consequence of a vehicle crashing into the material, as well as the damage that can occur to the road in accessing the materials.

16.4 Key Linkages

- Local Government Act 1974
- Public Works Act 1981.

16.5 Policy

Except in exceptional circumstances or for Transportation purposes, Council does not allow storage on road margins. This includes hay bales, balage, logs, stockpiles and machinery etc.

Subject to the requirements of this policy, public access is a right along an unformed legal road. In many rural areas, unformed legal roads may be used for grazing or other farm related activities. Licences to occupy may be issued for specific occupation.

Council allows the following structures to be placed on the road margin subject to the conditions of this policy:

- School bus shelters
- Mail Boxes and Post Box Receptors
- Gateway entrance structures including fences (Special conditions)

Non-complying structures shall be considered on a case by case basis.

New Loading/Unloading facilities for machinery and stock are not permitted on the road margin of unmaintained and formed roads.

Private lights attached to dedicated street light poles or other street furniture is not permitted.

16.5.1 Ground Surface Conditions

The type of transportation mode appropriate for each road, particularly unformed roads, is limited by the physical nature of the road and the state of the surface (ie. ground surface type, topography, vegetation, foundation, weather conditions, etc).

The mode of transportation shall not cause measurable damage to the ground surface or pavement formation.

It shall be the responsibility of the public accessing the roads to have ascertained the status and location of the road, and to judge what is safe and appropriate.

Utility Networks and Public Works providers shall be entitled to use unformed legal roads by any vehicle considered necessary provided that any ground surface damage shall be repaired as soon as possible.

Council gives no assurances that any road is passable. Applicants use roads at their own risk.

Comment

Public access is a right along a road however that right is limited to not damaging the surface.

16.5.2 Use of Road

Where an unformed or unmaintained road is fenced and occupied as part of adjoining property, the landowners whose property through which the road passes shall be entitled to use the road subject to the following:

- No planting of trees shall be permitted unless permission has been granted by Council's Transportation Manager;
- Ffencing for the purposes of stock control may be erected but should not prevent foot access
- No physical works shall be carried out on the road other than with the written approval of Council's Transportation Manager;
- The landowner shall be responsible for the control of noxious plants and pests on the road;

Comment

In most cases unformed roads are used as part of an adjoining property whereas this sets out the rights and obligations of occupation.

16.5.3 Landlocked Parcels of Land

Where an unformed or unmaintained Road is fenced and is contained within a unitary landholding, the landowner may assume rights to use the land, or in the case of landholdings under separate ownership the occupation shall be by agreement by the landowners. In either case the occupation is subject to Use of Road 16.5.2 except:

- Where the road provides practical access to a parcel of land isolated from a formed road, the landowner of the isolated land shall have rights of access by foot or vehicle, and to drove stock provided no measurable damage is made to the road surface;
- Roads may be isolated by swinging gates subject to Council's Transportation Policy "Gates & Cattle Stops;
- Unformed roads may be formed to provide an all weather surface, see Council's Policy on "Formation and Maintenance of Legal Roads".

Comment

In some cases fenced unformed or unmaintained roads are separated from an adjoining property. There is normally a reason for this such as access to another parcel however adjoining owners may occupy the road subject to conditions.

16.5.4 Leases and Licences

Section 45 of the Public Works Act allows the issue of a lease; tenancy or licence of any land held for a public work on such terms and conditions as Council thinks fit.

This authority is used for the issue of licences in the case of existing ~~buildings~~ dwellings constructed on roads, for

public utilities not constructed by Council or in special circumstances where the land is to be occupied by a third party or an adjoining landowner.

All licences shall be at the pleasure of Council. The issue of a licence except in the case of safety shall not limit the access rights of the public, whereas the terms of the licence shall have priority over clauses 16.5.2 Use of Road and 16.5.3 Landlocked Parcels of Land herein.

In accordance with Councils existing delegation, Council's Property Officer is authorised to sign road licences on behalf of Council.

Application for a licence should be made in the first instance to Council's Transportation Manager.

Each application shall be accompanied by the prescribed fee as set out in the Council's Schedule of fees and charges.

Larger encroachments such as a dwelling will be charged annual rental based on the equivalent rates for similar buildings and as per the Council's Schedule of Fees and Charges.

Comment

The issue of licences for specific occupation of roads is authorised by Section 45 of the Public Works Act 1981. Licences are normally only granted if circumstances warrant it.

Some encroachments such as dwellings or baches should not unreasonably benefit from not being on their own title. It is fair for those benefitting to pay towards Council's costs and avoid being subsidised by other ratepayers.

16.5.5 Structures Application

All proposed structures to be placed in the road margin other than mail boxes shall require permission from the Council.

Applications forms to place a structure in the road margin are included in the Associated Documents at the end of this policy. Information required shall include:

- The type of structure and size including details of construction
- The proposed location of the structure from road boundaries
- Public Liability Insurance details

Comment

This allows Council to ensure that structures are built from suitable material and are located as safely as possible.

16.5.6 School Bus Shelters

School bus shelters placed in road reserve shall be constructed of an approved material and in such a manner that they can be relocated.

They shall be placed as far as practical from the road and with the back of the shelter on the boundary or in private property.

A Licence to Occupy is required for these structures (See Section – Use of Roads & Road Licences).

Comment

- *Council must ensure a reasonable building standard is adhered to and that the safety of the children, and the general public, is considered when locating the shelter.*
- *Safe sightlines are not restricted for intersections, accessways or curves.*

16.5.7 Mail Boxes & Post Box Receptors

Mail boxes

Mailboxes installed on roads where there is no kerb, shall be placed as far from the road edge as possible and preferably behind the water table where one exists. The absolute minimum distance a mail box shall be placed next to a road and measured from either the edge of seal or gravel carriageway shall be 1 metre.

The structure holding the mailbox shall be constructed of a material that will collapse if struck by a vehicle such as a 100x100mm timber post or similar and painted white to make it conspicuous.

Roadside mail box access aprons constructed to provide vehicle access to a mail box shall be constructed in such a manner that water table flow is not restricted. If necessary, pipes of a minimum size specified by Council shall be placed in the water table under the proposed entrance and/or exit. See Council's Transportation Policy – "Vehicle Crossings and Accessways".

Note: Permission to construct a mail box access apron in a new position away from an existing vehicle accessway in the road margin shall require approval by Council as for a vehicle accessway.

The owner of the mail box shall be responsible for all costs associated with the installation and maintenance of any drainage systems and vehicle access areas constructed in the road margin. Generally the vehicle access area to the box will be associated with a property accessway.

Post Box Receptors

These are generally provided by New Zealand Post. New Post Box Receptors are permitted to be installed in the berm or road margin providing the location is approved by Council.

A Licence to Occupy is required for these structures (See Section – Use of Roads & Road Licences).

Comment

- The location of the mailbox or post box receptor and their construction materials requirements, are to minimise the risk of harm to road users;
- Sightlines shall not be unreasonably restricted by the mail box or post box receptor;
- The mailbox is a private service and therefore it is appropriate that all costs to maintain associated work such as vehicle access areas are borne by the applicant and not other ratepayers in general;
- The access apron for servicing the mail box needs to be located in a safe location thereby providing good sightlines for both those drivers accessing the mail box as well as those drivers approaching it from along the road, similar for any new accessway.

16.5.8 Gateway Entrance Structures

New gateway entrance structures shall generally be constructed on the boundary and not within legal road unless otherwise approved by Council. See Council's Transportation Policy – "Fencing".

A Licence to Occupy is required for these structures (See Section – Use of Roads & Road Licences).

Materials used in any gateway entrance structure shall generally be of a frangible nature with the exterior cladding being of an acceptable type which by nature doesn't cause an unacceptable hazard (Note: Relevant where the structure is in the road margin).

The structure shall not limit the safe sightlines of drivers approaching and exiting the entrance or nearby intersection or horizontal curve.

Comment

These conditions are to minimise the risks to road users.

16.5.9 Loading and Unloading structures

New permanent loading/unloading structures for stock or machinery are not permitted on the road margin. Aany structure should be offset at least 3metres from either the seal or gravel road edge. In all cases the manoeuvring of vehicles using these structures should not occur on the roadway.

Existing structures shall be adjusted so that vehicles loading or unloading stock or machinery can be parked off the roadway and, ideally manoeuvred into position in a safe manner and without causing damage to the road.

The structure where on private property, shall not limit the safe sightlines of drivers approaching or exiting nearby intersections, entrance or curves.

Comment

Loading and unloading on the road margin creates a safety hazard for road uses as well as those involved in the operation. A further concern is regarding the damage that may be caused to the roadway and road margin.

16.5.10 Registering Structure on Land Information Memorandum

The structure's ownership and subsequent responsibilities shall be by way of a Licence to Occupy and a copy kept on the property file. This will ensure future property owners are informed of the structure's ownership and its liabilities.

Comment

Ideally if the structure is no longer required then it should be removed by the owner. The Licence to Occupy allows for this removal.

Future owners need to know what liabilities they may inherit if these are legally transferable.

16.5.11 Structure No Longer Required

Where structures are no longer required by those responsible for them, then they shall at their own cost have them removed and the Licence to Occupy where appropriate, will need to be terminated.

Comment

The cost of removing a structure should not be at the expense of ratepayers.

16.6 Associated Documents:

- Example 1 – Licence to occupy road
- Example 2 – Licence to occupy road
- Application To Place Structure On Road Margin
- Structure On Roads – Inspection Sheet
- Conditions

17 Vegetation Control

Council is generally responsible for vegetation control within the road although there are limits to the extent of work the Council can deliver. This includes the use of non-residual chemical herbicides to knock down vegetation growing in the roadway including around street furniture. We are also responsible for control of ~~the following~~ pest plants within the road as well as other noxious weeds identified in Council's Regional Pest Plant Management Strategy.

17.1 Purpose

This policy is intended to:

- Allow residents to request their frontage not be chemically sprayed and instead, undertake vegetation control themselves.
- Describe the nature and extent of vegetation control completed by the Council in urban areas

17.2 Objective

The objective of this policy is to:

- Define areas that are sprayed for vegetation control
- Outline the process for requests to have their frontage not chemically sprayed

17.3 Road Safety

Overgrown vegetation can obscure visibility for all road users and limit the ability to pull vehicles off the road and onto the shoulder. Management of vegetation is important to maintain sightlines especially on roads with curvature.

17.4 Key Linkages

- Tasman Resource Management Plan (TRMP)
- Tasman District Council's Road Maintenance Specification
- Regional Pest Plant Management Strategy
- Council's Resource Consent for Roadside Spraying

17.5 Policy

Council will permit sections of non-urban road frontage to forego spraying providing the applicant whose frontage is not to be sprayed maintains it to a satisfactory standard.

17.5.1 Areas of Spraying

Non-Urban Roads (Rural)

Non-urban roads generally do not have kerbs and the land adjacent to the road is zoned Rural.

Council's Transportation maintenance contractor is required to maintain a vegetation free environment for certain areas within the roadway for all non-urban roads including spraying around ends of culverts, marker posts and other street furniture. Pest Plants are also to be controlled with in the road boundaries.

Urban Roads

For urban roads Council's Transportation maintenance contractor is responsible for keeping the roadway between the kerbs and full width of footpaths free of vegetation as well as the road free of pest plants.

Where adjacent residents have planted vegetation which encroaches into the road or footpath area, the current owner/occupier is responsible for maintaining that vegetation. The Local Government Act 1974 enables the Council to serve notices on landowners and seek reimbursement for any costs the Council incurs in relation to this private vegetation.

The Council does not proactively mow urban road berms. Adjacent residents commonly mow these to keep them to a standard that meets residents expectations. The Council will only carry out reactive mowing in cases where it is deemed necessary for safety reasons.

Residents need the Council's permission before carrying out any planting activity in road reserves.

Comment

Council has a responsibility to maintain the Transportation asset including, controlling all nominated pest plants to prevent them spreading into private property.

Property owners have a responsibility to ensure they do not cause a nuisance to road or footpath users.

17.5.2 Applications for Spray Free Frontage

Applicants are required to fill out an application form and forward this to Council's Transportation team for processing.

Conditions relating to Council agreeing not to spray frontages is attached to the application form.

Note

The area which is to be excluded from chemical control is between the roadway centreline to the boundary of the applicant and extending either over the full length of their frontage or a part of it as indicated by the marker pegs.

Comment

The applicant must be certain that they are able to control vegetation including destroying all identified pest plants. If all land owners including council are to destroy all identified pest plants then it is unreasonable to allow pest plants to infest parts of road margins where permission for non-chemical control has been granted.

17.5.3 Where a frontage is not being maintained

Where an applicant is not complying with the conditions set down for the control of vegetation along their frontage including, maintaining pegs identifying the section of frontage for non-chemical control, then Council will in the first instance contact the applicant giving them one month to bring the frontage up to specification.

Where after one month the frontage is out of specification and the applicant is unwilling to meet the requirements even with an extension of time then the applicant's frontage shall be removed from the "No Spray Frontages" list.

Comment

It is necessary that applicants control the vegetation on their frontage and where this requirement is not met to give them reasonable time to rectify the situation

17.5.4 Marker Pegs

Red marker pegs are to be installed at the start and end of the no spray zone and for these to be clearly visible from the road. Council will arrange for suitable marker pegs to be supplied at the Council's cost.

When a new permit is issued the Council reserves the right to charge permit holders for replacement pegs.

17.6 Associated Documents

- Application - No Spraying List including Conditions

18 Trees on Roads

18.1 Purpose

To enable changes to planted tree and shrubs on roadsides by people or organisations other than Council.

18.2 Objective

The objective of this policy is to:

- ensure that trees with amenity and heritage value are protected. Trees and shrubs can play an important role to add amenity to urban areas, provide essential shading in the summer and warming in the winter. Placement of trees can contribute to lowering street speeds and can encourage active transport.
- identify where trees on road reserve can be pruned in the first instance before removal is considered
- enable trees that impede pedestrian flow, compromise the integrity and efficient operation of infrastructure service or reduce visibility on curves or at driveways can be trimmed or maintained in the first instance before being removed by other parties
- outline health and safety expectations and requirements when removing trees
- outline traffic management requirements for removal of trees
- improve the amenity of road corridors through considerate plantings.

18.3 Road Safety Implications

Trees on roadsides may impact on the safer roadsides component of the New Zealand Road Safety Strategy. Trimming or maintenance for trees should be used to ensure there are adequate sight lines at high risk locations..

In some instances trees have a detrimental impact on the safety of a road by shading the road and causing ice issues on sealed roads and freeze/thaw issue on unsealed roads, or by tree roots affecting the surface of the road. An investigation of trimming or maintenance techniques or a mitigation of risks to preferred before tree removal is considered.

18.4 Key Linkages

- Sections 316 and 317 Local Government Act 1974
- Tasman Resource Management Plan
- Nelson-Tasman Land Development Manual

18.5 Policy

Consent to remove tree/s shall only be granted where the purpose of the removal meets one of the following criteria:

- Benefits the general community e.g. safety;
- Removes a genuine nuisance e.g. footpath uplifted, affecting underground or overhead utilities;
- Where there is a proven need for the clearance to allow for road or path construction.

No new plantings in road margins on roads with speed limits above 50kph shall be allowed, or allowed to grow, so that excessive frosting or shading of the roadway occurs or sightlines at intersections or through curves are restricted.

Comment

Shading during winter weather conditions could result in safety problems to road users, particularly on corners or intersections.

18.5.1 Request to Have Tree/s Removed

Any person or utility operator wishing to remove any tree/s irrespective of whether the tree/s have occurred naturally, planted by others or planted for street beautification purposes, shall require written permission, unless Council agrees to remove the tree/s at its own cost for safety or genuine nuisance reasons.

The cost of removal, should permission be granted, shall generally be at the applicants' expense.

Applications under this section shall include the following information:

- Location of site;
- Extent of operation proposed;
- Purpose for removing trees;
- Written consent of adjoining landowners;
- Where appropriate support of the local community board;
- Details of income and expenditure of operation to remove trees, to whatever level of detail Council deem appropriate given the scale of operation and assessed level of risk. This applies to trees being removed for one of the reasons listed above and at the cost of private individuals and the trees after harvesting will reap financial gain.

Comment

- *The application must contain sufficient detailed information to allow an informed decision to be made. The weighting of the consent (or opposition) of any adjoining landowner will be considered in relation to the purpose of removing the tree/s.*
- *A Traffic Management Plan is likely to be required on all unmaintained or formed roads therefore the work will generally only be permitted to be carried-out by a suitably qualified Arborist. However the size and extent of the job will determine this.*
- *The stump may require removing and the surrounding area reinstated.*
- *Both underground and overhead services may need locating prior to work proceeding.*
- *Where substantial harvesting is required from the road margin then details or revenue may be requested however, this needs to be balanced against the cost of harvesting and the benefits of removing the shading influence giving rise to frost problems;*
- *In some instances it may be worth removing a tree if ongoing interference to the pavement, culverts, footpath and overhead or underground services will continue.*

18.5.2 Removal to Make Way for Development

Where the need to remove the trees is associated with some form of development which will require consent then approval to remove the trees will be subject to all such consents being issued first.

Comment

This process is intended to ensure that trees are only removed for genuine reasons and only when all other activities have consent.

18.5.3 Roads with Speed Limits above 50kph

No new plantings in road margins on roads with speed limits above 50kph shall be allowed, or allowed to grow, so that excessive frosting or shading of the roadway occurs or sightlines at intersections or through curves are restricted.

Comment

Shading during winter weather conditions could result in safety problems to road users, particularly on corners or intersections.

18.5.4 Planting for Shelter

Planting on the road margin solely for the purpose of providing shelter shall not be allowed on roads with speed limits above 50 kph.

Comment

Planting on the road margin should be for aesthetic value. Shelter species should be planted inside the boundary on private property and subject to the setback and shading rules in the Tasman Resource Management Plan.

18.5.5 Responsibility for Roadside Planting

All responsibility for roadside planting shall lie with the adjoining landowner and shall transfer with the ownership of the land. This includes:

- Reinstatement of any services damaged
- Clearance of roadside drains
- Annual control of pest plants
- Removal of overhanging branches
- Immediate removal of trimmings whether generated from roadside, plantings or shelterbelts inside the property.

Comment

All costs involved in the remedy of the above should be met by the individual landowner rather than ratepayers in general.

Any trimmings etc left on the road or road margin shall be removed in accordance with Council's Transportation Policy - 'Debris on the Road'.

18.5.6 Safety Issues

No planting shall be allowed which obstructs, impedes or restricts visibility at intersections, property accessways or through road curves, or which presents a roadside physical hazard to vehicles when they lose control

Comment

Plants that restrict visibility create a safety hazard for motorists and pedestrians.

18.5.7 Liability for Damage

Council shall not be held responsible for damage to any planting no matter how it occurs, nor shall Council be held responsible in any way for claims for damages. It is a condition of the issuing of all permits that the applicant arranges and keeps in force, public liability insurance to protect their liability for damage to third parties.

Consideration of overhead utility lines need to be considered as the cost of trimming the tree if it interferes with an overhead power line will be at the owners expense.

Comment

Plants are the property of the applicant and they shall be responsible for them.

18.5.8 Removal of Tree/s or Shrubs

Council reserves the right to have any tree, other than a protected tree, removed at any time. The cost of such removal would generally be at Council's expense.

Comment

Unforeseen circumstances may mean that planting on the road margin is no longer appropriate in a particular situation.

19 Signage

Signs provide an important traffic control and information function throughout the towns and rural areas of the district.

The main categories of signs are:

1. Traffic Control Devices (traffic signs)
2. Advertising Signs
3. Street Name Blades
4. Tasman's Great Taste Trail Signs

Traffic Control Devices provide compulsory instruction, guidance and warning to road users. They contribute to a safe and efficient road network by ensuring that traffic is controlled by means of traffic signs that are safe, appropriate, effective and uniform and are applied in a consistent manner.

19.1 Purpose

This policy is intended to ensure that regulatory, way finding and advertising signs are appropriate for the location and installed correctly.

To ensure that signs do not detract from traffic safety by causing confusion or distraction to or obstructing the views of motorists or pedestrians.

19.2 Objective

The objective of this policy is to ensure that the Council meets its responsibilities in regard to installing and maintaining these signs including associated road markings on local roads within Tasman district.

- Advertising Signs includes all other signs that are intended to be seen by road users. This includes signs located within the road boundaries or on private property near a road. The signs may be permanent, temporary, movable or vehicle mounted.
- Street Name Blades form an important part of the urban and rural road network aiding direction and wayfinding. Council has also adopted the Rapid Numbering system on Name Blades reducing the need for some direction signs.
- Tasman's Great Taste Trail Signs includes all direction, marker posts, information and advertising signs on Tasman's Great Taste Trail. The signs are all a consistent colour scheme so that they are readily recognisable as Tasman's Great Taste Trail signs. Direction and advertising signs to commercial activities are required to apply to the Nelson Tasman Cycle Trails Trust, and a fee may be applicable. Advertising from the trail is an important mechanism for the Trust to derive some income to cover maintenance and operation costs of the cycle trail.

Note: All regulatory signs installed on State Highways or side and cross roads intersecting any State Highway are the responsibility of the New Zealand Transport Agency.

19.3 Road Safety Implications

The Traffic Control Devices Manual Traffic sets out principles that signs are an essential element of the road system. They are provided to aid the safe and orderly movement of traffic. The Manual provides guidance and indicates best practice to the transport industry and practitioners on the use of traffic signs and consistent use

nationwide. The manual refers to rules, provides standards and guidance on the use of traffic signs. However, practitioners should always apply sound engineering judgement to ensure that the use and installation of traffic signs are effective at a particular site.

19.4 Key Linkages

Traffic Control Devices:

- Land Transport Rule – Traffic Control Devices 2004 (including amendments); implemented via,
  - Traffic Control Devices Manual (New Zealand Transport Agency)
  - Note: The Code of practice for temporary traffic management (COPTTM) and any updates are included as Part 8 of the Traffic Control Devices Manual. Temporary Traffic Management signs are included in the included sign specification set.
- Land Development Manual
- Stock Control and Droving Bylaw 2022

Advertising Signs:

- Tasman Resource Management Plan (TRMP); specifically,
  - Chapter 11 – Land Transport Effects
  - Section 16.1 - Outdoor Signs & Advertising
- Tasman District Council Application for Tourist Symbol (http://www.tasman.govt.nz/transport/roading/roading-policies-permits/tourist-signage/)
- Traffic Control Devices Manual Part 3 Advertising Signs (New Zealand Transport Agency)
- NZS 8603:2005 Design and Application of Outdoor Recreation Symbols
- Tasman District Council's Public Places Bylaw 2024.

Street Name Blades:

- Traffic Control Devices Manual Part 7 Street Name Signs (New Zealand Transport Agency)
- Tasman District Council Street Name Blade Specification (November 2011)
- AS/NZS 4819.2011 – Australian/New Zealand Standard Rural and Urban Addressing

Tasman's Great Taste Trail:

Tasman District Council Management Plan for Tasman's Great Taste Trail – June 2016 specifically:

- Tasman's Great Taste Trail OPERATIONS PLAN 1 December 2014

19.5 Policy

Traffic Control Devices:

Council is bound by the **Land Transport Rule: Traffic Control Devices 2004** which specifies the requirements for the design, construction, installation, operation and maintenance of traffic control devices, and sets out the functions and responsibilities of road controlling authorities in providing traffic control devices to give effect to their decisions on the control of traffic.

Council has adopted the Traffic Control Devices Manual (New Zealand Transport Agency) as the standard for signage on district roads to ensure compliance with the Land Transport Rule.

For State Highways within Tasman District, the New Zealand Transport Agency is the road controlling authority and all sign enquires other than for general advertising signage shall be directed to that authority. Note: For

general advertising signs applicants will need to apply for resource consent from Council.

Council has adopted the guidelines contained in the Traffic Control Devices Manual to determine which type of sign either a STOP, GIVE WAY or uncontrolled intersection (no sign) is the most appropriate for the location.

All One Lane Bridges on all through roads and those no exit roads with traffic volumes greater than Twenty vehicles (20) per day shall be signed in accordance with the New Zealand Transport Agency Manual of Traffic Signs and Markings. All other roads may be signed where appropriate due to high vehicle operating speeds, lack of appropriate sightlines or high tourist numbers.

Note

Any roads referred to as tracks are not required to be signed to this standard such as the Braeburn Track.

All Intersection Direction Signs (IDS), Advance Direction Signs (ADS), Confirmation Direction Signs (CDS), Place Name Signs (PNS) and Street Name Signs will be manufactured, located and installed in accordance with the Traffic Control Devices Manual.

Additional Requirements:

- White legend with blue background (when signing Council Roads);
- The legend and background material will be High Intensity (HI) grade as a minimum standard;
- For rural road name blades inclusion of number range for RAPID addressing purposes.

19.5.1 Responsibility for Provision and Maintenance of Signage

As the road controlling authority for local roads, Council shall be responsible for the provision and maintenance of the following types of signs:

- Mandatory and Regulatory Signs
- Permanent Warning Signs
- Permanently installed Temporary Warning Signs for such things as ice or other natural hazards but excluding stock and truck crossing signs
- Directional and Information Signs at Major Intersections
- Destination Information and Road and Street Name Signs
- Motorist Services signs for public facilities
- General information signs for public amenities.

Note

Contractors working on the road are responsible for provision and maintenance of temporary traffic signs.

For all other types of signs all costs including maintenance shall be borne by the organisation or individual requesting the sign. These include but are not limited to:

- *Motorist Services Information for private facilities*
- *Presence of Tourist Interests*
- *Stock Signs*
- *Temporary Stock Signs*
- *Temporary / Permanent Truck Crossing Signs*
- *RAPID Numbers*

19.5.2 Applying for Signs

Motorist Service Signs are applied for on Council's attached form at the back of this policy entitled "Application Form for Tourist Symbol Sign".

General advertising signs shall managed through Council's Resource Consent process. Application forms are available from Council's planning department.

RAPID Number signs are applied for through the Building Consent process.

Stock Crossing signs are required at all road stock crossings see Councils Transportation Policy "Stock Crossings at Grade"

For all other type of road signage enquires (including tourist facility signs) contact Council's Transportation team.

Comment

It is important to ensure signs meet design standards and are being installed in a location that is complimentary to, and not an obstruction to existing signage. It is important that signs do not create a hazard to the travelling public or create road safety issues. Too many signs create both visual pollution as well as confusion in differentiating between the traffic rules, safety messages and those superfluous ones promoting a tourist establishment.

19.5.3 Compliance with Traffic Control Devices Manual (New Zealand Transport Agency)

All signs, excluding general advertising signs, shall comply with the New Zealand Transport Agency Traffic Control Devices Manual, and be manufactured and installed by an approved manufacturer as per the RSMA Compliance Standard for Traffic Signs 2008.

Council will arrange for the sign to be manufactured at a competitive price, with its road network maintenance contractor installing the sign. An account will then be sent to the applicant by Tasman District Council for the cost of the sign and installation once the sign has been erected. A quote for the work can be provided before the work proceeds.

Comment

This will ensure the sign conforms to the Traffic Control Devices Manual and manufactured to the approved standard.

19.5.4 Temporary Warning Signs

All temporary signs shall be removed or folded down (if appropriate) when not in use.

Comment

When signs are left out beyond the period of intended use, road users become complacent and tend to ignore the signs.

19.5.5 Motorist Service Signs

These signs are for services which are commonly required by travelers and are located adjacent to the road or a reasonable distance along a side road.

Motorist service signs are not normally provided for commercial services in rural areas when the service is located adjacent to the road and;

- Suitable advertising signing is or can be erected within its grounds or
- Advertising signs are erected on private property in advance of the service facilities.
- To qualify for signing as a motorist service, accommodation facilities must be:
- Available to casual travellers for a considerable proportion of the year.
- Registered with an appropriate operators association e.g. HANZ, etc

Comment

It is inappropriate to direct visitors to temporary accommodation that may not be operating when they arrive.

19.5.6 Advertising Signs

These signs require resource consent. Applications for these signs are to be sent to the Resource Consents section of Council's Environment & Planning Department.

The signs will be non reflective.

Real Estate Signs including auction or any other private sale or promotion signs are permitted subject to size, content and construction outlined in Council's Tasman Resource Management Plan and Public Places Bylaw 2024, providing they are on the frontage of the property for sale. Remote signage is not permitted on road margin due to them potentially restricting sightlines and thereby creating a hazard, they may also distract driver's attention from nearby traffic signs. No sale signs may be attached to any traffic sign including post or other street furniture (including bus stops).

19.5.7 Retail Displays and signs on Footpaths

Footpath displays require written permission from Council. No operator of a business shall place, erect, or establish any retail display on the public footpath or road. If written Council permission is provided for a display, no person shall establish on the footpath any display that poses a hazard to pedestrians due to its design or location, or that reduces the width of the footpath available to pedestrians to less than 1.8 metres.

Refer to Tasman District Council's Public Places Bylaw 2024 for full details.

19.5.8 Sandwich boards :

Sandwich boards are covered by our Public Places Bylaw 2024 as follows:

Each business may have one sandwich board, located immediately outside the business and not obstructing other businesses. Placement must be on the roadside edge of the footpath, ensuring a minimum of 1.8 metres of clear footpath width. If the footpath width does not allow for 1.8 metres of clear footpath after a sandwich board is placed, no board is permitted. Maximum dimensions for sandwich boards are 600mm wide and deep, 900mm high; larger signs or flags are not permitted.

Sandwich boards must not obscure visibility or impact road safety, particularly near intersections or pedestrian crossings. Boards must be stable and weighted to resist movement in the wind; folding boards must be secured to prevent opening or closing in windy conditions. During heavy winds, sandwich boards must be brought indoors to mitigate hazards to pedestrians. Sandwich boards, including the base, must be brought onto private property outside of business hours and may not be left overnight on the footpath. Sandwich boards must not obstruct or impact users of accessible parking, bus stops or pedestrian crossings.

The Council reserves the right to dictate the exact location for the placement of boards, prioritising pedestrian safety and convenience. Council retains the right to remove any board deemed a nuisance or non-compliant with these requirements at any time. The Council may, at its discretion, grant exemptions to the requirement that the sign be placed directly outside the business. Exemptions may be considered in cases such as businesses located down alleyways, where placing a sandwich board on the main footpath is necessary, provided it does not obstruct the footpath and maintains the required 1.8 metres of clear pedestrian space.

19.5.9 Tourist Information Signs

Only certain types of tourist facilities qualify for this type of signage. The signs are generally white text on a brown background. Council follows the New Zealand Transport Agency Traffic Control Devices Manual guidelines as to when these signs are appropriate.

19.5.10 Rapid Numbers

Rural Residential Dwellings

All rural residential dwellings shall be issued with a Rapid Number. This shall be applied for as part of the Building Consent.

Non Rural Residential Dwellings

Non-residential buildings may be allocated a rapid number upon application to Council.

Comment

Rapid numbers enable emergency services to locate rural properties quickly. Halls, sheds etc may need to be located by emergency services.

19.5.11 One Lane Bridge Pavement Markings

Pavement markings shall only be applied where the approaches are sealed. Approaches to one lane bridges on known tourist and higher traffic routes and those frequently used by heavy traffic should ideally be sealed to reduce corrugations as well as enable a hold line and lead-in edge lines to be marked.

On high trafficked sealed routes the words "One Lane Bridge" shall be marked and directional arrows shall be marked on popular tourist routes indicating the direction of each departure lane (See Appendix for list of roads marked with arrows to date).

Comment

Directional arrows are useful where tourists travel in the same direction on the opposite side of the road in their own country, find themselves on a low trafficked road with few cues to remind them which side of the road to drive on.

19.5.12 Determining Which Approach Lane Should Give Way

Ideally a consistent approach should be taken as to which traffic direction shall give way on a route with a series of one lane bridges however, this needs to be weighed-up against other factors such as approach speeds and sight distances, vertical and horizontal alignment etc. In other cases where the route comprises only one or a few bridges then each priority should be determined on a case by case basis.

Comment

Ideally where approaching traffic has the highest speed or best sight line then it should be these drivers that give way as drivers on the other approach are most likely to slow and act cautiously where conditions are not ideal.

19.5.13 Other Options to Signage

Warning or regulatory signage is often requested due to a safety concern however, the sign itself is unlikely to address the core reason for the safety concern. A warning sign should be considered a last resort and must not replace good planning, design, safe road use or improvements where these are affordable. Vulnerable road users including parents and schools need to take responsibility to ensuring safe practices are followed and that young children are guided by an older person. It remains the parents' responsibility to judge if their child is old enough to be able to travel independently.

Where a warning sign is requested, and it is accepted as an appropriate response to the safety concern, but it is not a priority within Council's network wide safety budget, individuals may be prepared to pay for and maintain the signage themselves. In these instances Council's road network maintenance contractor should install the sign to ensure correct placement.

19.5.14 Applying for IDS, ADS and CDS Signs

Council shall determine on a case by case basis where these signs are appropriate. Generally these signs shall only be installed on major routes that lead to towns and tourist destinations where the route intersects with Arterial, Distributor and Collector Hierarchy Roads.

Comment

These signs are generally of significant size and cost and therefore are not appropriate on local roads.

19.5.15 Place Name Signs

Place name signs are only appropriate at the entrance point to significant settlements i.e. significant numbers of dwellings along the roadside where generally a speed limit will be in place.

Comment

Unless there is a real need to identify the settlement then the sign simply increases costs to Council for installing and ongoing maintenance..

20 Convex Mirror

20.1 Purpose

Provide guidance where Council receives a request to erect a convex mirror .

20.2 Objectives

The objective of this policy is to:

- Response to community concerns around safety
- Outline the process to install a convex mirror

20.3 Road Safety Implications

Mirrors may improve visibility of approaching traffic for drivers using challenging accessways. However they are also a target for vandalism and may be unavailable or ineffective for long periods of time.

20.4 Key Linkages

Traffic Control Devices

20.5 Policy – Convex Mirror

It should be noted that these devices are to be used as a last resort and must not replace good planning or design. Accordingly, the approval of a road mirror is expected to be the exception rather than the norm. It is also noted that mirrors are not always the most appropriate solution.

Mirrors should only be used in last resort situations for existing access ways where no other property access is viable, due to the problems associated with them, such as limited visibility when raining or at dawn or dusk, difficulty for non-regular users and slight distortions of image. They will not be approved for new access crossings.

Council will permit residents to have a suitable size convex mirror erected by Council's road maintenance contractor within the road margin at their own cost. The ongoing maintenance of the mirror and post is the owner's responsibility.

The mirror shall be erected on either a suitably frangible post (100x100 H4 post or similar) painted and maintained white in colour or attached to a service utility pole where permission has been granted by the poles owner.

Council reserves the right to remove the mirror where it has fallen into disrepair.

Other means of providing sight distance should be explored in the first instance to remove the risks of incorrect use of mirrors, bad visibility and inadequate stopping distances.

Other options that should be explored include removal of vegetation, trimming of a bank, realignment or removal of a structure such as a fence and relocation or realignment of a driveway. An alternative, less convenient option would involve carrying out the unsafe manoeuvre at another safer location. For example, if sight distances to the right are inadequate to make a right turn, but a safe left turn can be achieved, then all exits from the drive should be in a left direction with a right turn undertaken in a safer location elsewhere.

Liability

The Tasman District Council will accept no liability or responsibility for matters relating to the road mirror. Any issues regarding the road mirror is fully the applicant's responsibility.

20.5.1 Mirror Location

The mirror should be set high enough that it doesn't create a hazard for pedestrians and offset far enough from the road edge that it doesn't interfere with drivers' sightlines or causes a hazard to cyclists.

Also, when installing the post care must be taken not to damage underground services and the surrounding ground surface is suitably reinstated.

Comment

Mirrors need to be located where they do not create a hazard in themselves to other road users.

21 School and Pedestrian Crossings

There are a number of school and pedestrians crossings in the district on urban roads. These facilities are covered under legislation and therefore are required to comply as well as be maintained to a good standard.

21.1 Purpose

Provide guidance where Council receives a request to install pedestrian crossings.

21.2 Objectives

The objective of this policy is to:

- To provide guidance as to where School (Including Kea Crossings) and Pedestrian crossing facilities shall be installed.
- Ensure that pedestrian crossing facilities comply with legislation and therefore safe for use by the public.

21.3 Road Safety Implications

Pedestrian crossings are to provide safe and prioritised crossing locations for the most vulnerable of road users.

21.4 Key Linkages

- Land Transport Rule – Traffic Control Devices 2004 (including amendments)
- New Zealand Transport Agency (NZTA) Pedestrian Network Guidance
- Safer Journeys for Schools (New Zealand Transport Agency)
- AS/NZS1158.3.1:2020 Lighting for Roads and Public Places
- School Travel Plans

21.5 Policy

To follow the relevant crossing selection process set out by NZTA's Pedestrian Network Guidance, New Zealand Transport Agency Safer Journeys for Schools and Traffic Control Devices for both pedestrian and school pedestrian crossings.

All markings, signage and lighting shall comply with the appropriate legislation and Traffic Notes.

21.5.1 Applying for a Crossing

Where a request is received for a pedestrian crossing or school pedestrian crossing, then the Pedestrian Network Guidance crossing selection process shall be undertaken. Selecting the appropriate pedestrian crossing facility is critical to ensuring people can cross streets safely and easily. Selecting the type of pedestrian crossing facility to implement requires a comprehensive and context sensitive approach.

For a school crossing, there is no specific number of children wishing to cross that justifies a school patrol, but as the patrols require a significant commitment of effort from the school to operate, alternative ways of assisting pupils across the road may be considered when there are fewer than 20 children per hour, for example the use of school wardens.

Crossing facilities near schools experience short periods of high pedestrian flows, but may have little use outside these times. Therefore, crossing facilities that give full-time priority to pedestrians instead of vehicles may not be the best solution

Comment

It is important that facilities are only installed where they can be reasonably justified. If the crossing selection process is not followed and facilities are allowed on an ad-hoc basis then the problem of inconsistent approach occurs creating increased risk when drivers are not expecting crossing facilities

Council will only install crossings that meet this policy and if budget is available. Each crossing request will be prioritized along with other demands on available pedestrian or road safety budgets.

22 Coastal Erosion Protection Structures on Road Reserve or Unformed Legal Roads [new]

22.1 Purpose

To provide an overview on the process and considerations when a private landowner wishes to establish a Coastal Erosion Protection Structures (CEPS) on Road Reserve or Unformed Legal Road.

22.2 Objective

The objectives of this policy are to

- Provide an overview on the process for obtaining landowner approval
- Addresses Council's likely response to unlawful structures built on road reserve or unformed legal road

22.3 Road Safety Implications

The installation of any CEPS should not put any road users at any risk or create a hazard.

22.4 Key Linkages

- Coastal Erosion Protection Structures on Council Reserve Land Policy 2024
- Coastal Assets Activity Management Plan
- The NZ Coastal Policy Statement 2010
- Local Government Act 1974

22.5 Policy

The general policy position is that Council will not protect private land or structures and each proposal to construct a CEPS on Council owned land will be assessed individually.

Roads (formed or unformed) are not generally regarded as appropriate places for CEPS.

The policy applies only to hard protection structures only, including (but not limited to) sea walls, rock revetments, and any other form of longshore solid artificial structures. Much of the Council owned land near the coast is non-formed road reserve and whilst in most cases a formed road will never be built in these areas, the corridor still has merit for non-vehicular access and services such as 3-waters, power and telecommunications infrastructure. The potential future uses of the land need to be considered in any CEPS discussion. Further, the general public have rights of access to paper roads, and these rights are highly valued by our community and must not be unreasonably impinged upon. Further potential limitations include:

- Historic places
- Iwi values
- Native vegetation

The Council's preference, where appropriate, is for soft engineering solutions first. Hard engineering solutions can create 'end effects'. Among other things, they can create a loss of the high tide beach and they can exacerbate erosion of nearby properties and significantly decrease their climate resilience. If landowners wish to pursue hard CEPS on roads, then they will need to show why such structures are necessary and what other viable options are available. If there are no other viable options, this needs to be identified and an explanation provided through an expert assessment by a suitably qualified expert. For proposed CEPS on public road, the design will require consideration of maintaining access both above and below ground. If it removes existing public access without providing a suitable alternative, it is unlikely to be acceptable. Landowners will be required take responsibility for all costs associated with CEPS proposed to be located on roads. This includes all costs associated with applying for the necessary approvals, construction, ongoing maintenance, repair and removal, if that is required in the future.

Council will retain the ability to remove the CEPS if it turns out to be ineffective, causes adverse effects, is not appropriately maintained, becomes dangerous or is damaged beyond repair, etc. Where substantial works are required, an entirely new approval process is likely to be required. All landowners need to be aware that there will come a point where sea-level rise and coastal erosion is such that managed retreat will ultimately in most instances be necessary. The Council will not take on any liability for structures built, owned and maintained by other landowners on roads. That will be the sole responsibility of the landowners who apply for and build the structure and their successors. A bond may be required by Council to unpin the performance of these responsibilities – to be determined on a case-by-case basis.

NOTE: Consent for a CEPS may be required under the Building Act 2004 (**Building Act**), the LGA, the RMA, and the Tasman Resource Management Plan (**TRMP**). Any relevant bylaws may also influence the construction of structures on Council Land. If the proposed structure is located on an unformed legal road ('paper road'), there will need to be an approval process under the Local Government Act 1974.

The Council will not accept structures being erected on its land, without the necessary approvals in place. Such structures are unlawful and Council will generally require their removal at the constructors' cost.

Process Steps

1. Applicant identifies potential road site for CEPS and seeks initial feedback from the Transportation Manager on specific issues to be addressed in proposal.
2. Applicant researches all aspects of proposed CEPS with expert support and submits information to Council's Transportation Manager
3. The Transportation Manager determines if landholder approval could be granted and the appropriate conditions (e.g. consents, bonds, further design, other approvals).
4. Applicant obtains evidence that conditions are met and provides to Transportation Manager who reviews the application.
5. The Community Infrastructure Manager reviews all information, and if satisfied, issues landholder approval for CEPS on Road.

Shape Tasman

Share your feedback Results

Jun 30, 2025 - Jul 14, 2025

Project: Review of Transportation Policies and Procedures Manual

Form: Share your feedback

Tool Type: Form

Activity ID: 387

Exported: 2025-08-11 16:41:48

Exported By [redacted]

Filter By: No filters applied.

socialpinpoint

Response No: 1

Contribution ID: 28199
Member ID:
Date Submitted: Jul 14, 2025, 02:21 PM

Q1 **Name:**

Short Text [redacted]

Q2 **Organisation (if applicable):**

Short Text

Q3 **Email:**

Email [redacted]

Q4 **Phone:**

Telephone [redacted]

Q5 **Provide feedback on any of our proposals:**

Long Text

Chapter 11 - Partially Formed Legal Roads that are not Maintained
Section 11.5.2 - Request to maintain an unmaintained section of formed legal road

Whilst agreeing with the content of section 11.5.2, I believe that there is an additional paragraph needed which deals with instances where the full length or sections of an existing formed legal road which is unmaintained has become an important part of the road network, is used extensively by the general public who are not residents, and where there is a large, obvious and undeniable demonstrable public benefit. In these instances, it would be grossly unfair for the local residents to continue to fund the maintenance of the road.

Examples of this might be:
- where the road is part of the Great Taste Cycle network or
- where there are more than an average of 5 instances per day of recreational use of the road (motorbikes, quad bikes, 4WDs, cyclists, horse riders, etc)

In these cases, I believe that a new paragraph is needed which compels Council to maintain these roads, to be inserted before the paragraph which starts with "The applicant shall forward..."

Can I suggest the following wording (although I have no pride in authorship, so please amend as you see fit):

Council must take over the maintenance of the road where a full length or section of an unmaintained road has, over time, developed into being an important part of the road network, is used extensively by the general public and where, therefore, there is a large, obvious and undeniable public benefit. In these instances, it would be grossly unfair for the maintenance of that section of road to be funded by the residents.

Response No: 2

Contribution ID: 26364
Member ID:
Date Submitted: Jul 06, 2025, 10:42 PM

Q1 **Name:**

Short Text [redacted]

Q2 **Organisation (if applicable):**

Short Text

Q3 **Email:**

Email [redacted]

Q4 **Phone:**

Telephone

Q5 **Provide feedback on any of our proposals:**

Long Text

I am writing to express my strong opposition to the local council's recent proposal to cut rates funding for maintaining and replacing low-use bridges. The council's suggestion that only the individuals who use these bridges should bear the cost of maintenance and replacement is not only impractical but also unjust. These vital public infrastructure assets serve a broader societal purpose that should be funded by all taxpayers, not just the few who directly benefit from them.

So firstly, one of the fundamental principles of public infrastructure is that it serves the common good. Because bridges—whether they are used by a few individuals or thousands—are part of a larger network that benefits society in ways that are often not immediately apparent. They contribute to emergency response times, and provide access to rural and less-developed areas, which may be essential in times of disaster or unforeseen circumstances. Moreover, many low-use bridges are often located in areas where residents rely on them for critical access to schools, healthcare, and employment. To suggest that the small number of people who use these bridges should pay the full cost is to ignore the broader societal and economic benefits that these infrastructures provide to the entire community, regardless of the level of usage.

Secondly, the idea of passing on the cost to those who use low-traffic bridges presents serious equity issues among rate payers. Imposing additional financial responsibility on top of annual rates to these individuals comes across as a penalisation for simply being on the wrong side of the river.
In contrast, urban residents who benefit from well-maintained, high-use infrastructure would continue to receive these services at no extra cost.

This proposal effectively creates a two-tier system where safe public infrastructure is provided only to certain residents in the region. It also runs the risks of people making unsafe over river crossings, disturbing the areas flora and fauna if driving through rivers due to lack of reliable and suitable infrastructure on a public access road.
That leads to multiple questions- if a household pays to have a suitable bridge constructed when a current, public 'low use' one expires, is it then a private bridge? Is a there a right to charge a toll? Or is it just the councils responsibilities being done for them out of the individuals necessity and the latter are expected to be generously providing for the community?

While it is understandable that the council needs to make difficult decisions about public spending, cutting funds for bridges and shifting the burden onto users is not the right solution. Instead, the council should focus on finding more efficient ways to allocate resources without compromising public safety or equity. A more balanced and implementing measures to ensure that individual families in communities are not unduly burdened. Public infrastructure is a collective responsibility, and access should not be determined by the number of users or their ability to personally financially fund it.

All in all, this proposal feels like the council are trying to sidestep a responsibility the rate payer entrusts them to oversee and by picking an expensive issue that affects a minority they surely hope there will be insignificant backlash with huge monetary savings.

Share your feedback

socialpinpoint

Response No: 3

Contribution ID: 26355
Member ID:
Date Submitted: Jul 03, 2025, 11:30 AM

Q1 **Name:**

Short Text [redacted]

Q2 **Organisation (if applicable):**

Short Text

Q3 **Email:**

Email [redacted]

Q4 **Phone:**

Telephone [redacted]

Q5 **Provide feedback on any of our proposals:**

Long Text

Regarding connections in the Ruby Coast Area I can't find any provisions connecting Awa Awa Road and Foleys Road to Stage Coach Road eg, or Eden Road to Tasman View Road, or Arcadia Rd to Weka Rd.
There are many areas where single properties hinder the connection of large areas for walking, biking, horse riding and driving. Potential users have to take big detours, or don't even consider making the most of their direct neighbourhood. This is detrimental to the Council.s aim to reduce transport to minimize CO2 emissions.
Kind regards, [redacted]

Response No: 4

Contribution ID: 26323
Member ID:
Date Submitted: Jun 30, 2025, 02:02 PM

Q1 **Name:**

Short Text [redacted]

Q2 **Organisation (if applicable):**

Short Text

Q3 **Email:**

Email [redacted]

Q4 **Phone:**

Telephone [redacted]

Q5 **Provide feedback on any of our proposals:**

Long Text

Chapter 18: trees on roadsides
It seems there is insufficient attention given to trees that already exist that are likely to cause a road safety issue. Case in point. I contacted the council regarding a partially dead tree that was overhanging Higgs Road. I pointed out that there were large dying branches overhanging the road, but nothing was done. Quite some time later the council sprang into action after one of those large branches fell, partially blocking the road. This branch was promptly dragged off the road and removed by neighbours, the council then removed the remaining threatening branches still up the tree. Each branch would have quite easily totalled a car. A matter of minutes before the branch fell there were children directly under that branch. Council needs the means to remove such safety hazards promptly, and I cannot find anything in this chapter which addresses this kind of threat, especially in a timely manner.

FEDERATED FARMERS OF NEW ZEALAND



Federated Farmers of New Zealand

Feedback on:
Tasman District Council - Review of Transportation Policies and Procedures Manual

4 August 2025

0800 327 646 | FED FARM .ORG.NZ

FEEDBACK TO TASMAN DISTRICT COUNCIL

REVIEW OF TRANSPORTATION POLICIES AND PROCEDURES MANUAL

Submitter details

Name of submitter:	Golden Bay and Nelson Provinces, Federated Farmers of New Zealand
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FEEDBACK ON THE TASMAN DISTRICT COUNCIL'S REVIEW OF ITS TRANSPORTATION POLICIES AND PROCEDURES MANUAL

Introduction

Federated Farmers welcomes the opportunity to provide feedback on the Tasman District Council's review of its Transportation Policy and Procedures Manual.

Federated Farmers of New Zealand is a voluntary, primary sector organisation that represents farming and other rural businesses. Federated Farmers has a long and proud history of representing the needs and interests of New Zealand farmers and their communities.

Federated Farmers aims to add value to its members' farming businesses by ensuring that New Zealand provides an economic and social environment within which:

- Our members may operate their businesses in a fair and flexible commercial environment;
- Our members' families and their staff have access to services essential to the needs of the rural community; and
- Our members adopt responsible management and environmental practices.

The economic importance of the agricultural sector to New Zealand's economy is well recognised. Its direct and indirect contribution to New Zealand's economy is about 15%. Land-based primary sector exports comprise over 70% of New Zealand's merchandise exports. Any policy or procedure which affects farm businesses has the potential to also impact, positively or negatively, on district, regional and national economies. Transportation is a key component of farm operations, including the movement of goods and services to farms, produce from farms to processors, and produce/processed products to ports.

This submission was developed in consultation with the members and policy staff of Federated Farmers.

Federated Farmers acknowledges any feedback from individual members of Federated Farmers.

Key Points:

- Federated Farmers asks that Council commits to maintaining the district's roading network, including both roads and bridges. This is vital for both economic and social reasons. It is crucial for our cohesion as a district and a nation.
- Federated Farmers supports the concept of an "Agreement to Work", granted at the discretion of the Council Transportation Manager to enable private/third party works to be undertaken, within the road corridor, without the need to employ a Council Approved Operator.

- Federated Farmers opposes cost recovery for work done on accessway culverts. If there is an issue with an accessway culvert, the owner of the property should be asked to rectify the issue in the first instance.

- Federated Farmers believes that the provision and maintenance of adequate road culverts is an essential part of Council's responsibility to maintain a road network in the district. Therefore, Federated Farmers requests retention of the original Section 4.9.

- If removal or replacement of fences is required for Council purposes, then Council should meet these costs. This is especially true for fences whose placement on the road margin was encouraged to reduce the work of Council to maintain road margins.

- Federated Farmers supports the statement that, "where fences are to be relocated for road improvements, Council accepts responsibility to define the location of the road boundary".

- Federated Farmers is opposed to any requirement to enter into an agreement with Council covering the location of existing fences within the road margin, especially if there is a cost to farmers in doing so.

- Federated Farmers supports deletion of the requirement that only contractors on Council's Approved Health and Safety Contractors List will be permitted to work in the road. This will potentially increase the efficiency (including by reducing the cost) of building cattle stops.

- Federated Farmers supports provisions enabling unformed legal roads to be occupied by adjoining landowners.

- Federated Farmers seeks clarification that farm structures, such as haybarns, encroaching on unformed/unmaintained legal roads will not be charged annual rentals, as suggested for houses and baches occupying such land.

Detailed Feedback

Network Principle

When considering the maintenance of public roads and bridges, the network principle must be considered.

The maintenance of publicly funded infrastructure networks (including roads) is one of the hallmarks of a civil society. Secure road access is necessary to provide access to homes, education, healthcare, emergency services, and to enable businesses to move goods in and out. Such networks enable New Zealanders to function collectively, as a nation.

It is stated in the One Network Road Classification Guidelines[1] that: *New Zealand's roads are a vital part of our transport infrastructure and make a major contribution to economic growth and community vitality.* More specifically, it is stated that: *rural roads are the first link in the supply chain between our farms and forests and world markets*.

A stated goal of the One Network Road Classification Guidelines is: *to provide road users, whether they are vehicle drivers, riders on passenger transport, cyclists or pedestrians with more consistent customer levels of service across the country*. Any shrinkage of the roading network (including abandonment of bridges) diminishes those customer levels of service.

[1] NZ Transport Agency 2013: Applying the One Network Road Classification Guidelines.

Definition of "Low Use Bridge"

Federated Farmers is opposed to the new definition of "Low Use Bridge" and any notion that this definition may lead to the lack of maintenance or eventual abandonment of such bridges. This definition (e.g. "bridges that serve three or fewer ratepaying properties") has the potential to cut off highly productive farmland requiring access for milk tankers, stock trucks etc.

2.4.1 Approval for Operating in the Road Corridor

Federated Farmers supports the concept of an "Agreement to Work", granted at the discretion of the Council Transportation Manager to enable private/third party works to be undertaken, within the road corridor, without the need to employ a Council Approved Operator.

4.5 Process – Accessway and Road Culverts

It is stated that Council is responsible for all culverts under public roads that it currently maintains and are recorded in Council's Road Asset Maintenance Management Database.

It is also stated that accessway culverts are generally the responsibility of the landowner whose property they serve, but that these may be cleared out by Council's road maintenance contractor from time to time if they present a problem to the roadway. It is further stated that Council may seek to recover these costs from the land owner. Federated Farmers opposes any such cost recovery. If there is an issue with an accessway culvert, the owner of the property should be asked to rectify the issue in the first instance.

Later in the same paragraph, it is stated that "any work in the road corridor will require a corridor access request and a traffic management plan to be submitted to Council 5 days prior to carrying out the work". This appears to be in conflict with Section 2.4.1, where it is stated that private/third party works can be undertaken in the road corridor under an "Agreement to Work". Therefore, Federated Farmers opposes the requirement for submission of a corridor access request and a traffic management plan. Instead, as stated previously, we support the use of a an "Agreement to Work", granted at the discretion of the Council Transportation Manager.

4.9 Process – Road Culverts

It is proposed to delete Section 4.9, which states that Council is responsible for providing and maintaining adequate road culverts, and provides some specification about how this should be done. Federated Farmers believes that this is an essential part of Council's responsibility to maintain a road network in the district. Therefore, Federated Farmers requests retention of the original Section 4.9.

5.5.5 Road Improvements General

Fence in Road Margin

This section states that, where a fence in the road margin needs to be moved for a variety of reasons, including road or transportation improvements, access to existing structures such as culverts or bridges, or for road safety reasons, any removal, reinstatement or re-surveying will be at the adjacent landowners expense. Federated Farmers opposes such costs falling upon adjacent land owners. If removal or replacement of fences is required for Council purposes, then Council should meet these costs. This is especially true for fences whose placement in the road margin was encouraged to reduce the work of Council to maintain road margins.

Therefore, Federated Farmers opposes the amendments to this section along with any pre-existing requirement for adjacent landowners to pay for removal or reinstatement of fences, or re-surveying of boundaries.

5.5.7 Defining Legal Boundary Position

It is stated that, "where fences are to be relocated for road improvements, Council accepts responsibility to define the location of the road boundary". Given this statement, are the words in blue ("and the survey of the property boundary if required") necessary? Federated Farmers requests the removal of this portion of Section 5.5.5.

5.5.9 Request to Leave an Existing or Erect a New Fence in Road Margin

It is stated that, where fences in the road margin are not required to be relocated as part of improvement works or where a landowner wishes to erect a new fence within the road margin, then they shall enter into an agreement with Council, where such an agreement doesn't currently exist.

It is not clear whether "new fence" means a new fence-line or whether it would include an upgraded or replacement fence on an existing fence-line. Federated Farmers opposes any requirement to seek Council agreement for upgrading or replacing a fence on an existing fence-line.

It should be noted that fences may encroach on the road margin for legitimate reasons, including:

- The road margin boundary can be quite crooked in places meaning that straight fence-lines attempting to follow the boundary may encroach in places;
- Historically, farmers were encouraged to place fences close to the road (and within the road margin), to reduce the work of the Council in maintaining road margins.

Federated Farmers is opposed to the requirement to enter into an agreement with Council covering the location of existing fences within the road margin, especially if there is a cost to farmers in doing so.

13.5.2 Cattle Stops

Federated Farmers supports deletion of the sentence requiring that only contractors on Council's Approved Health and Safety Contractors List will be permitted to work in the road. This will potentially increase the efficiency (including by reducing the cost) of building cattle stops.

16 Use of the Road

16.5 Policy

It is proposed to delete a statement that "roads may be occupied by adjoining landowners.." (referring to unformed legal roads). Federated Farmers opposes deletion of this statement, especially where historic fence-lines exist.

This subject is also covered by Section 16.5.2, which Federated Farmers supports.

16.5.2 Use of Road

Federated Farmers supports this section, which clarifies the use of unformed unmaintained roads by adjoining landowners.

16.5.4 Leases or Licences

It is stated that “Larger encroachments such as a building or dwelling will be charged an annual rental based on the equivalent rates for similar buildings and as per the Council’s Schedule of Fees and Charges”.

Federated Farmers is concerned about the use of the word “building”. We oppose any suggestion that there should be a charge for a farm building, such as a haybarn, which might have encroached on an unformed/unmaintained legal road. We support the new sentence under “Comment” and ask that this clarification is built into the main text of Section 16.5.4, to clarify that “annual rentals” would not apply to farm buildings such as haybarns.

17 Vegetation Control

It is stated that Council vegetation control responsibility also includes responsibility “for control of the following pest plants within the road as well as other noxious weeds identified in Council’s Regional Pest Management Strategy”. There appears to be no list of the “following pest plants”. Are these plants additional to those in the Pest Management Strategy? This needs to be clarified.

22 Low Use Bridges (new)

As stated previously, Federated Farmers is concerned about the new definition of “Low Use Bridge” and any notion that this definition may lead to the lack of maintenance or eventual abandonment of such bridges. This definition (e.g. “bridges that serve three or fewer ratepaying properties” or “two or fewer permanent dwellings”) has the potential to cut off highly productive farmland requiring access for milk tankers, stock trucks etc.

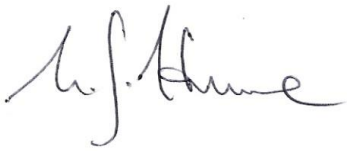
As also stated previously, under the heading Network Principle, Federated Farmers highlighted the importance of maintaining the roading network, for both economic and social reasons. It is crucial for our cohesion as a district and as a nation.

Therefore, Federated Farmers asks that Council commits to maintaining the district’s roading network, in its entirety.

Conclusion

Federated Farmers thanks Tasman District Council for the opportunity to provide feedback on the Transportation Policy and Procedures Manual. Federated Farmers looks forward to continuing to work constructively with Council on the review of this manual.

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Sue Brown

President, Golden Bay Province

Federated Farmers of New Zealand

Kerry Irvine

President, Nelson Province

Federated Farmers of New Zealand

Shape Tasman

Share your feedback Results

Jun 30, 2025 - Jul 14, 2025

Project: Review of Transportation Policies and Procedures Manual

Form: Share your feedback

Tool Type: Form

Activity ID: 387

Exported: 2025-08-11 16:41:48

Exported By [redacted]

Filter By: No filters applied.

socialpinpoint

Response No: 1

Contribution ID: 28199
Member ID:
Date Submitted: Jul 14, 2025, 02:21 PM

Q1 **Name:**

Short Text [redacted]

Q2 **Organisation (if applicable):**

Short Text

Q3 **Email:**

Email [redacted]

Q4 **Phone:**

Telephone [redacted]

Q5 **Provide feedback on any of our proposals:**

Long Text

Chapter 11 - Partially Formed Legal Roads that are not Maintained
Section 11.5.2 - Request to maintain an unmaintained section of formed legal road

Whilst agreeing with the content of section 11.5.2, I believe that there is an additional paragraph needed which deals with instances where the full length or sections of an existing formed legal road which is unmaintained has become an important part of the road network, is used extensively by the general public who are not residents, and where there is a large, obvious and undeniable demonstrable public benefit. In these instances, it would be grossly unfair for the local residents to continue to fund the maintenance of the road.

Examples of this might be:
- where the road is part of the Great Taste Cycle network or
- where there are more than an average of 5 instances per day of recreational use of the road (motorbikes, quad bikes, 4WDs, cyclists, horse riders, etc)

In these cases, I believe that a new paragraph is needed which compels Council to maintain these roads, to be inserted before the paragraph which starts with "The applicant shall forward..."

Can I suggest the following wording (although I have no pride in authorship, so please amend as you see fit):

Council must take over the maintenance of the road where a full length or section of an unmaintained road has, over time, developed into being an important part of the road network, is used extensively by the general public and where, therefore, there is a large, obvious and undeniable public benefit. In these instances, it would be grossly unfair for the maintenance of that section of road to be funded by the residents.

Share your feedback

socialpinpoint

Response No: 2

Contribution ID: 26364
Member ID:
Date Submitted: Jul 06, 2025, 10:42 PM

Q1 **Name:**

Short Text [redacted]

Q2 **Organisation (if applicable):**

Short Text

Q3 **Email:**

Email [redacted]

Q4 **Phone:**

Telephone

Q5 **Provide feedback on any of our proposals:**

Long Text

I am writing to express my strong opposition to the local council's recent proposal to cut rates funding for maintaining and replacing low-use bridges. The council's suggestion that only the individuals who use these bridges should bear the cost of maintenance and replacement is not only impractical but also unjust. These vital public infrastructure assets serve a broader societal purpose that should be funded by all taxpayers, not just the few who directly benefit from them.

So firstly, one of the fundamental principles of public infrastructure is that it serves the common good. Because bridges—whether they are used by a few individuals or thousands—are part of a larger network that benefits society in ways that are often not immediately apparent. They contribute to emergency response times, and provide access to rural and less-developed areas, which may be essential in times of disaster or unforeseen circumstances. Moreover, many low-use bridges are often located in areas where residents rely on them for critical access to schools, healthcare, and employment. To suggest that the small number of people who use these bridges should pay the full cost is to ignore the broader societal and economic benefits that these infrastructures provide to the entire community, regardless of the level of usage.

Secondly, the idea of passing on the cost to those who use low-traffic bridges presents serious equity issues among rate payers. Imposing additional financial responsibility on top of annual rates to these individuals comes across as a penalisation for simply being on the wrong side of the river.
In contrast, urban residents who benefit from well-maintained, high-use infrastructure would continue to receive these services at no extra cost.

This proposal effectively creates a two-tier system where safe public infrastructure is provided only to certain residents in the region. It also runs the risks of people making unsafe over river crossings, disturbing the areas flora and fauna if driving through rivers due to lack of reliable and suitable infrastructure on a public access road.
That leads to multiple questions- if a household pays to have a suitable bridge constructed when a current, public 'low use' one expires, is it then a private bridge? Is a there a right to charge a toll? Or is it just the councils responsibilities being done for them out of the individuals necessity and the latter are expected to be generously providing for the community?

While it is understandable that the council needs to make difficult decisions about public spending, cutting funds for bridges and shifting the burden onto users is not the right solution. Instead, the council should focus on finding more efficient ways to allocate resources without compromising public safety or equity. A more balanced and implementing measures to ensure that individual families in communities are not unduly burdened. Public infrastructure is a collective responsibility, and access should not be determined by the number of users or their ability to personally financially fund it.

All in all, this proposal feels like the council are trying to sidestep a responsibility the rate payer entrusts them to oversee and by picking an expensive issue that affects a minority they surely hope there will be insignificant backlash with huge monetary savings.

Response No: 3

Contribution ID: 26355
Member ID:
Date Submitted: Jul 03, 2025, 11:30 AM

Q1 **Name:**

Short Text [redacted]

Q2 **Organisation (if applicable):**

Short Text

Q3 **Email:**

Email [redacted]

Q4 **Phone:**

Telephone [redacted]

Q5 **Provide feedback on any of our proposals:**

Long Text

Regarding connections in the Ruby Coast Area I can't find any provisions connecting Awa Awa Road and Foleys Road to Stage Coach Road eg, or Eden Road to Tasman View Road, or Arcadia Rd to Weka Rd.
There are many areas where single properties hinder the connection of large areas for walking, biking, horse riding and driving. Potential users have to take big detours, or don't even consider making the most of their direct neighbourhood. This is detrimental to the Council.s aim to reduce transport to minimize CO2 emissions.
Kind regards, [redacted]

Response No: 4

Contribution ID: 26323
Member ID:
Date Submitted: Jun 30, 2025, 02:02 PM

Q1 **Name:**

Short Text [redacted]

Q2 **Organisation (if applicable):**

Short Text

Q3 **Email:**

Email [redacted]

Q4 **Phone:**

Telephone [redacted]

Q5 **Provide feedback on any of our proposals:**

Long Text

Chapter 18: trees on roadsides
It seems there is insufficient attention given to trees that already exist that are likely to cause a road safety issue. Case in point. I contacted the council regarding a partially dead tree that was overhanging Higgs Road. I pointed out that there were large dying branches overhanging the road, but nothing was done. Quite some time later the council sprang into action after one of those large branches fell, partially blocking the road. This branch was promptly dragged off the road and removed by neighbours, the council then removed the remaining threatening branches still up the tree. Each branch would have quite easily totalled a car. A matter of minutes before the branch fell there were children directly under that branch. Council needs the means to remove such safety hazards promptly, and I cannot find anything in this chapter which addresses this kind of threat, especially in a timely manner.

7.5 DRINKING-WATER QUALITY MANAGEMENT POLICY APPROVAL

Decision Required

Report To:	Strategy and Policy Committee
Meeting Date:	18 September 2025
Report Author:	Kim Arnold, Senior Infrastructure Planning Advisor; Evan McKenzie, Team Leader - Water Quality & Safety
Report Authorisers:	Dwayne Fletcher, Strategic Policy Manager; Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RSPC25-09-6

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

1.1 The purpose of this report is to seek approval of an updated Drinking Water Quality Management Policy.

2. Summary / Te Tuhinga Whakarāpoto

2.1 This policy sets out the principles, priorities and approaches that reinforce the commitment of Council to fulfil its responsibility and demonstrate good practice in the management of its drinking water supply schemes.

2.2 The Council also has obligations as a Regional Authority to protect the quality of sources of drinking water in the Tasman District.

2.3 The Council is committed to the management of the quality of drinking water quality in its water supply schemes, to enable the provision of high-quality and safe drinking water that meets the expectations of its customers and complies with the requirements of relevant legislation.

2.4 This policy is due for review as part of the Council's ongoing process to keep policies, strategies and plans up-to-date and relevant.

2.5 The proposed amendments are considered minor and administrative in nature, with a low level of significance or public interest.

3. Recommendation/s / Ngā Tūtohunga

That the Strategy and Policy Committee

1. **receives the Drinking-Water Quality Management Policy Approval Report RSPC25-09-6; and**
2. **approves the updated Drinking Water Quality Management Policy; and**
3. **delegates authority to the Chief Executive or Group Manager - Community Infrastructure to approve minor edits to the policy arising from this meeting.**

4. Background / Horopaki

4.1 The Council is committed to the management of the quality of drinking water quality in its water supply schemes, to enable the provision of high-quality and safe drinking water that meets the expectations of its customers and complies with the requirements of relevant legislation. This policy reinforces and demonstrates this commitment of Council.

4.2 The Council also has obligations as a Regional Authority to protect the quality of sources of drinking water in the Tasman District.

4.3 Relevant drinking water legislation is wide ranging, regularly changes, and currently includes the Water Services Act 2021 Water Services (Drinking Water) Regulations, 2022, Drinking Water Quality Assurance Rules, 2022 and Local Government (Water Services) Act 2025, as well as National Environment Standard for Sources of Human Drinking Water.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

5.1 This policy is due for review as part of the Council's ongoing process to keep policies, strategies and plans up-to-date and relevant.

5.2 The proposed amendments ensure that the content of the policy is accurate, aligns with current legislation, and follows Council process for review and update of policies.

5.3 The proposed changes are considered minor and administrative in nature, with a low level of significance or public interest.

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

6.1 There are no financial or budgetary implications as result of the proposed amendments to the Drinking Water Quality Management Policy.

6.2 The proposed amendments to the policy are considered minor and administrative in nature.

7. Options / Kōwhiringa

7.1 The options for the Committee are outlined in the following table:

Option		Advantage	Disadvantage
1.	Approve the updated policy	Ensures the policy is accurate, is consistent and aligns with current legislation, and follows Council process for review and update of policies.	Nil
2.	Not approve the updated policy	Nil	The current policy will remain in place however it will contain inaccuracies and will be inconsistent with current legislation.

7.2 Option 1 is recommended.

8. Legal / Ngā ture

8.1 There are no legal implications with approving the updated Drinking Water Quality Management Policy.

8.2 The policy stems from the requirements in the Water Services Act 2021 and provides evidence of Council's commitment to managing water quality in the drinking water supplies Council owns and operates.

9. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

9.1 The proposed amendments to the Drinking Water Quality Management Policy are considered minor and administrative in nature, and not of significance for iwi.

9.2 The policy is currently, and will continue to be, accessible via the Council's website.

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

10.1 The amendments proposed to the Drinking Water Quality Management Policy are considered minor and of low significance.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Low	The proposed amendments are minor and administrative in nature.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low	The updated policy will be more aligned with current legislation.
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	The policy will be reviewed and updated if required on a regular basis.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	Council's drinking water supply networks are strategic assets however the updates to the policy are minor and do not involve significant change.
5.	Does the decision create a substantial change in the level of service provided by Council?	Low	There is not substantial change to the level of service provided.
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Nil	There is no impact on debt, rates or finances in the Long Term Plan.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	N/A	

	Issue	Level of Significance	Explanation of Assessment
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	
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 proposed amendments to the Drinking Water Quality Management Policy are considered minor, administrative in nature, of low significance and of low public interest.

11.2 The policy has been reviewed by staff internally in the organisation by those responsible for the management of drinking water quality in Council's water supply schemes.

11.3 The current policy is publicly available via the Council's website and the updated policy will continue to also be publicly available.

12. Risks / Ngā Tūraru

12.1 There is not considered to be any risk associated with the proposed amendments to the Drinking Water Quality Management Policy.

12.2 The proposed changes are considered minor, administrative in nature, of low significance and of low public interest.

12.3 If the policy is not kept up-to-date and aligned with current legislation, there is potential risk for the Council, in that it will contain inaccuracies and refer to legislative terms that are outdated.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

13.1 The proposed changes to the policy are not considered to have any implications on the process set out in the Council's Climate Change Consideration Guide 2024.

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

14.1 The review and update of this policy align with the Council's process of regularly reviewing and updating of policies, strategies and procedures to ensure these are kept current and relevant.

15. Conclusion / Kupu Whakatepe

15.1 This policy sets out the principles, priorities and approaches that reinforce the commitment of the Council to fulfil its responsibility and demonstrate good practice in the management of its drinking water supply schemes.

15.2 This policy is due for review as part of the Council's ongoing process to keep policies, strategies and plans up-to-date and relevant.

15.3 The proposed changes are considered minor and administrative in nature, with a low level of significance or public interest.

15.4 Staff recommend that the Strategy and Policy Committee approves the updated policy.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

16.1 Following approval of the proposed updates to the Drinking Water Quality Management Policy at this meeting of the Strategy and Policy Committee, any further amendments arising from this meeting will be made to the policy.

16.2 The updated policy will be signed and made publicly available on the Council's web site.

17. Attachments / Tuhinga tāpiri

1. Draft Drinking Water Quality Management Policy 210

Drinking Water Quality Management Policy

ORGANISATIONAL POLICY

POLICY REFERENCES	
• Sponsor:	Richard Kirby
• Effective date:	1 October 2025
• Internal review due:	Every three years
• Legal compliance:	This Policy relates to the Water Services Act 2021. A list of other relevant legislation and guidance can be found in section 6.
• Associated Documents/References:	A list of associated Council documents can be found in section 6.
• Policy Number:	ES10
• Approved by Chief Executive:	
• Approved by Council (If Applicable):	Strategy and Policy Committee

Purpose

Tasman District Council (the Council) has responsibility for supplying drinking water to residents and businesses connected to its drinking water supply schemes. It also has Regional Authority obligations to protect the quality of sources of drinking water in Tasman District.

The Council is committed to demonstrating good practice in the management of drinking water quality in order to provide safe, high-quality drinking water that consistently meets the expectations of its consumers and the requirements of all relevant drinking water legislation. This includes the Water Services Act 2021, the Water Services (Drinking Water Standards for New Zealand) Regulations 2022, the Drinking Water Quality Assurance Rules 2022, Local Government (Water Services) Act 2025 and the National Environmental Standard for Sources of Human Drinking Water.

This document sets out the principles and policies which the Council uses to ensure it meets this commitment.

Definitions

Abstraction point means a location at which water is abstracted for use in a drinking water supply (for example, the location at which water is abstracted from a river, stream, lake or aquifer).

Drinking Water has the same meaning as in section 6 of the Water Services Act 2021.

Drinking Water Supply has the same meaning as in section 9 of the Water Services Act 2021.

Point of Supply has the same meaning as in section 13 of the Water Services Act 2021.

Residual Risk is the risk rating given to the hazard based on the likelihood and consequence after safety controls have been put in place.

Source Protection Zones are areas surrounding and upstream of source water in which land use activities are controlled to manage the risk of contamination.

Source Water means (a) the water body from which water is abstracted for use in a drinking water supply (for example, a river, stream, lake or aquifer), and (b) rainwater.

Drinking Water Safety Plan has the same meaning as in sections 30 and 31 of the Water Services Act 2021.

Application

This Policy applies to Council owned and operated drinking water supply schemes as outlined in Schedule 1 to this Policy. It does not apply to water sourced from private bores and private water supply schemes[1].

This Policy does not replace any statutory requirements, including those of the Water Services Act 2021, the Building Act 2004 or the Resource Management Act 1991, including any subsequent amendments.

Principles

In meeting the purpose of this Policy, the Council is guided by the following principles of drinking-water safety in New Zealand:

Principle 1:	A high standard of care must be embraced
Principle 2:	Protection of source water is of paramount importance
Principle 3:	Maintain multiple barriers against contamination
Principle 4:	Change (including changes to processes and hazardous events) precedes contamination
Principle 5:	Suppliers must own the safety of drinking water
Principle 6:	Apply a preventive risk management approach

Policy

In meeting the purpose of this Policy, the Council has identified five key policy areas. These are:

1. A Source-to-Point of Supply Approach

The Council takes a source-to-tap approach for managing drinking water quality, recognising that:

- Council, as a regional authority, has obligations to protect sources of human drinking water from becoming contaminated;
- Council, as a supplier of drinking water, has a responsibility to provide safe drinking water to the point of supply;

[1] Noting that the management of risks to sources of human drinking water in the Tasman District is anticipated to reduce risk to all drinking water supplies.

- Consumers have responsibility for managing water quality from the point of supply to the tap. Council has a role in providing information to consumers to help them meet that responsibility;
- Council, as a Building Consent Authority, has responsibility for ensuring that the relevant requirements of the Building Code are met.[2]

The Council acknowledges that protection of source water is of paramount importance in protecting consumers against drinking water contamination and illness. Current sources used by the Council include surface water and groundwater. Council will:

a) Embrace a high standard of care to manage water quality at all points along the delivery chain;
b) Maintain an organisational sense of responsibility and dedication to providing consumers with safe drinking water;
c) Monitor and manage land use activities upstream of abstraction points to ensure they do not impact on downstream drinking water quality;
d) Maintain robust multiple barriers against contamination appropriate to the level of potential contamination and harm;
e) Ensure, where appropriate, source protection is enabled in the Tasman Resource Management Plan;
f) Develop, maintain and review Drinking Water Safety Plans (DWSPs) for each supply scheme, that identify:
    - The critical control points for managing water quality;
    - The needs and expectations of key stakeholders who could affect, or be affected by, decisions or activities to do with the drinking water supply;
    - Robust risk assessments and mitigation measures;
    - Detailed improvement plans;
    - Contingency plans to be implemented in respect of outages or contamination events;
    - Risks to source water.

Schedule 1 contains a list of current Council-operated Drinking water Supply Schemes.

2. Investment Priorities

The Council will prioritise investment in drinking water supply infrastructure and source protection measures based on:

a) The need to protect public health and safety;
b) Achieving and maintaining statutory compliance in having due regard for legislated timeframes;
c) Meeting the needs of current and future population.

The Council will review its priorities for drinking water supply infrastructure every three years in the Water Supply Activity Management Plan (WS-AMP).

The WS-AMP will include:

a) Key issues for the Water Supply Activity and Source Water Protection;

[2] Clause G12: Buildings provided with water outlets, sanitary fixtures or sanitary appliances must have safe and adequate water supplies.

b) Priority projects for investment;
c) Levels of service;
d) Current and future demand;
e) Key risks and assumptions;
f) Financial forecasts;
g) A summary of any changes to legislation that have occurred.

The Council will review its priorities for source protection as it reviews the Tasman Regional Policy Statement and the Tasman Resource Management Plan.

3. Communication, engagement and consultation

The Council will ensure that mechanisms exist for the exchange of information between different parts of the Council and its drinking water supply contractors. This will include:

a) Regular formal meetings of the Drinking water Safety Team;
b) Sharing of upstream monitoring results between regional science teams and waters and wastes staff;
c) Contract management meetings between key waters and wastes staff ~~-a~~nd key maintenance contractor staff;
d) Team briefings/toolbox talks between Council waters and wastes staff, water treatment plant operators, and compliance staff.

The Council will engage with Nelson City Council, Health NZ/Te Whatu Ora and the Water Services Authority -Taumata Arowai to discuss regional water quality and quantity issues.

The Council will ensure that iwi, key stakeholders, regulators and customers are kept informed of drinking water quality issues. This will include

a) Staff (both with regional and territorial authority functions) holding regular meetings with regulators and Health NZ/Te Whatu Ora (the Drinking water Working Party);
b) Communication and engagement with iwi and customers affected by water quality events or outages;
c) Engaging with the community and iwi on strategic issues, investment priorities and risks through Long Term Plan consultation;
d) Engaging with the community, iwi and key stakeholders on source water protection measures though reviews of relevant resource management plans;
e) Providing relevant water quality information to consumers to allow them to manage water quality downstream of the point of supply;
f) Providing information to inform the community of water quality issues.

4. Managing Risk

The Council's overarching approach to risk management is set out in the Risk Management Policy (2020) or any subsequent amendments to that Policy.

The Council acknowledges that contamination is almost always preceded by some kind of change (including changes to asset infrastructure, processes and hazardous events), and will monitor and respond appropriately to such changes.

The Council will use a preventive risk-based approach to identify and manage risks to drinking water quality, by:

a) Proactively:

- Identifying threats and risks to water quality and quantity;
- Asset planning to install/replace critical infrastructure before it fails;
- Protecting drinking water sources in the Tasman District using physical barriers and through the development of Source Protection Zones which include controls for high risk activities;
- Monitoring, and reporting on, changes that could impact on drinking water quality;
- Developing and maintaining contingency plans and incident response capability.

b) Reactively:

- Repairing faults/breakages as they occur;
- Responding to, and investigating, customer complaints, suggestions and concerns;
- Engaging with the regulators following an outage or contamination event;
- Communicating with potentially affected customers following an outage or contamination event;
- Undertaking compliance enforcement, as required, for contamination events in Source Protection Zones.

5. Roles and Responsibilities

a) Strategic

Council	Strategic decision makers shall make decisions on drinking water quality matters based on the Six Principles identified in this Policy. Staff involved in infrastructure planning, land use planning, and natural resource use planning all have a role to play in ensuring that risks to current and future drinking water sources and supplies are identified and mitigated.
Executive Leadership Team	
Local Water Done Well Entity Manager	
Waters and Wastes Manager	
Waters and Wastes team	
Strategic Planning and Enterprise Manager	
Infrastructure Planning Team	
Environmental Policy Manager	
Resource Consents Team	
Environmental Information Manager	
Water Resource Scientists	

b) Operational

Local Water Done Well Entity Manager	Managers, staff and contractors involved in the operational monitoring of water resources and collection, treatment, storage and delivery of drinking water from source to tap have responsibility for identifying risks and ensuring that any changes that could impact on water quality are communicated in
Water and Wastes Manager	
Water Engineers	
Water Quality and Safety Team	
Water Supply Operations and Maintenance Contractor and Subcontractors	
Environmental Policy Manager	
Resource Consents Manager	

Natural Resources Consents Team	order to minimise downstream impacts on water quality. Staff take ownership and are committed to continually improving the drinking water quality management system.
Building Assurance Manager	
Building Consents Team	
Environmental Information Manager	
Environmental Monitoring Team	
Water Resource Scientists	

6. Key Legislation and Reference Documents

Government Legislation and Guidance
Building Act 2004
Guidelines for Drinking water Quality Management for New Zealand (updated 2019)
Local Government Act 2002
National Environmental Standard for Sources of Human Drinking Water 2007
Resource Management Act 1991
Water Services Act 2021
Taumata Arowai – the Water Services Regulator Act 2020
Water Services (Drinking Water Standards for New Zealand) Regulations 2022
Drinking Water Quality Assurance Rules 2022
Aesthetic Values for Drinking Water Notice 2022
Drinking water network environmental performance measures and guidance material 2022
Local Government (Water Services) Act 2025

Tasman District Council Documents
Risk Management Policy (2020)
Water Supply Activity Management Plan 2021 - 2051
Public Water Supply Bylaw (Amended 2024)
Tasman Regional Policy Statement 2001 (Amended 2021)
Tasman Resource Management Plan (Updated June 2023)

_____

Authorised by Chief Executive

_____

Approved by Mayor

(on behalf of Council)

tasman district council | Te Kaunihera o te tai o Aorere

Schedule 1: Council-Operated Drinking water Supply Schemes as of 21 August 2025

Scheme	Metered Connections	Restricted Rural Connections	Approximate number of people served	Source (Groundwater/ Surface Water)	Notes
Brightwater	1,068	183	2905	Groundwater	Urban, rural, lifestyle, agricultural, commercial
Collingwood	220	1	288	Groundwater	Urban
Dovedale	0	305	661	Surface water	Rural
Eighty-Eight Valley	0	193	481	Surface water	Rural
Kaiteriteri/ Riwaka	630	0	725(summer:2000+)	Groundwater	Urban, large campground
Māpua / Ruby Bay	995	238	2736	Groundwater	Urban, rural, commercial
Motueka	1,400	0	3177	Groundwater	Urban, commercial
Murchison	307	1	488	Groundwater	Urban
Pōhara	54	0	160 (summer:1000+)	Surface water	Urban, 70% of houses are holiday homes/ baches; large campground
Redwood Valley 1	0	109	259	Groundwater	Rural
Redwood Valley 2	0	309	726	Groundwater	Rural
Richmond	6797	154	18145	Groundwater	Urban, rural, commercial, industrial
Tapawera	168	1	315	Groundwater	Urban
Upper Takaka	19	0	35	Surface water	Urban
Wakefield	832	67	2551	Groundwater	Urban, rural

Council also provides a firefighting water supply in Takaka.
Council owns but does not operate the Hamama rural scheme

7.6 QUARTERLY CLIMATE CHANGE UPDATE

Information Only - No Decision Required

Report To:	Strategy and Policy Committee
Meeting Date:	18 September 2025
Report Author:	Anna Gerraty, Senior Community Policy Advisor; Cat Budai, Community Policy Advisor
Report Authorisers:	Alan Bywater, Team Leader - Community Policy; Dwayne Fletcher, Strategic Policy Manager; John Ridd, Group Manager - Service and Strategy
Report Number:	RSPC25-09-7

1. Summary / Te Tuhinga Whakarāpoto

1.1 This report provides updates on progress with the implementation of the Tasman Climate Response and Resilience Strategy and Action Plan 2024-2035. It also provides climate change updates in brief at the regional, national and international levels.

2. Recommendation/s / Ngā Tūtohunga

That the Strategy and Policy Committee

1. receives the Quarterly Climate Change Update Report RSPC25-09-7.

3. Tasman Climate Response and Resilience Strategy and Action Plan – progress update

3.1 An internal working group of 20 Council staff meets bi-monthly to coordinate implementation of the Tasman Climate Response and Resilience Strategy and Action Plan 2024-2035. This section presents highlights from the last quarter (November 2024 to March 2025).

Community facilities to gain solar and battery systems

3.2 In June 2025, the Council signed a co-funding agreement with the Energy Efficiency and Conservation Authority (EECA) under the Community Resilience Programme. The agreement will see solar panels and battery storage installed at 10 key community facilities across Tasman District by mid-2026.

3.3 These facilities include some of the District's largest recreation centres and community halls, as well as Te Āwhina Marae in Motueka and Onetahua Marae in Golden Bay. The Council partnered with both marae in the funding application, recognising their central role as community hubs in times of need.

3.4 The $825,000 project is jointly funded, with EECA contributing up to $660,000 and Council and both marae providing the remaining $165,000. The systems will provide backup power during emergencies and enhance the resilience of these sites, many of which are designated Civil Defence Centres.

3.5 This investment also aligns with the Council's Climate Action Plan by reducing emissions and lowering electricity costs at community facilities, while ensuring they can continue to serve residents during severe weather events or extended power outages.

Other energy efficiency projects

3.6 The Warmer Healthier Homes Te Tau Ihu Charitable Trust continues to retrofit insulation into eligible homes. In 2024/2025, 78 Tasman homes benefited, with a further six homes insulated in July 2025.

3.7 Solar panels have been installed on the new Port Tarakohe building and are now operational.

Waste minimisation projects

3.8 Following the success of the Council's first Building Materials Market Day back in June, another one was held on Saturday 9 August from 8.00 am to 12.00 pm at our Richmond Resource Recovery Centre. The event provides access to quality second-hand building products at reasonable prices, such as timber, panels, joinery, flooring, fixings, plumbing, roofing, and bricks.

3.9 Over the past year, as part of our construction and demolition waste recycling and reuse programme – Tasman Reconstruct – we've been taking construction and demolition industry materials that would have otherwise gone to landfill and have been working with our not-for-profit partners to ensure quality used building products are accessible for the public to purchase.

3.10 This programme is a win for everyone as it allows people to get rid of reusable building materials for free instead of paying to dump them and offers the community the opportunity to purchase these quality reusable items for fair prices, while keeping unnecessary waste out of landfill.

Public and active transport initiatives

3.11 Patronage on newer bus routes has slightly declined following the removal of the government's free and reduced bus fare scheme. Average monthly usage on the Motueka–Nelson route fell from 3,410 in June 2024 to 3,252 in June 2025, while the Wakefield–Nelson route decreased from 2,565 to 2,295 over the same period.

3.12 Work is underway to implement changes identified in the recent bus review, which will progress subject to funding availability.

3.13 NZTA has delayed the delivery of its National Ticketing Solution in the Nelson Tasman area until 2027.

3.14 The first phase of the Speed Management Plan, which lowered speeds around schools, has been completed, and Phase 2 was approved on 14 August. Staff also participated in Mission Zero's Low Carbon Commute initiative, which promotes active travel for businesses.

3.15 No progress has been made on incentives for alternative transport modes such as ride-sharing or fleet sharing due to current funding constraints.

Environmental education actions

3.16 The Change Learning Programme continues to be delivered across Tasman schools, alongside environmental education workshops. Students are also collaborating on a Top of the South Climate Action Plan, supported by councils across the region.

3.17 Internal engagement continues through Take the Jump initiatives, and support is being provided to external projects such as the Climate Forum's Travel Friendly programme.

Recent top-of-south flood events (June–July 2025)

3.18 A sequence of intense rain events in late June and early July 2025 prompted states of emergency across Nelson–Tasman, triggering evacuations, infrastructure damage (bridges, culverts, roads), landslips, and changes in river courses and morphology. This was one of the worst flooding events in the region's history.

3.19 This event underscores several adaptation priorities in the Climate Action Plan, including infrastructure resilience and improved disaster preparedness. The Council's ongoing advocacy for national disaster tools aligns directly with this need.

3.20 When the recovery period ends, analysis of the flood events and impacts on the community will inform future work programmes and development of the Long Term Plan 2027-2037.

Adaptation planning initiatives

3.21 Climate change and resilience considerations continue to be embedded across Council strategies and planning processes. The government's ongoing reforms to the resource management system have introduced significant uncertainty, particularly through recent 'plan stop' legislation, though exemptions allow some work such as Plan Change 85 on Natural Hazards to progress.

3.22 A technical review of the TDC/NCC Inundation Practice Note is nearly complete. A separate report on the agenda for the 18 September Strategy and Policy Committee meeting considers next steps for community engagement and adoption.

3.23 Development of a regional climate adaptation strategy is currently paused due to budget cuts, though delivery may occur through the government's proposed adaptation framework.

3.24 An update on the Motueka Masterplan, which incorporates community-focused climate adaptation planning, is included in a separate report to the 18 September Strategy and Policy Committee meeting.

4. Regional Update

Nelson Tasman Regional Climate Risk Assessment

4.1 Nelson City Council staff have completed their review of the regional climate change risk assessment. Tasman District Council staff are nearing completion. Staff expect the risk assessment to be completed for Tasman by November.

4.2 Demo sessions of the improved Resilience Explorer geospatial tool were held in July and early August, after which a decision was made not to continue with the tool. This is primarily because it was not yet ready for community use, and Council can generate the same information and insights for its use from its internal systems. The Council can revisit this in the future.

4.3 Despite delays caused by workloads and other competing priorities, the project has remained on budget.

Nelson City Council (NCC) update

4.4 The Whakatū Nelson Climate Change Strategy was adopted on 3 July 2025. The Climate Change Strategy provides direction to guide climate action in Nelson, outlining priority areas for mitigation and adaptation work. It is a whole-of-community strategy, which has been

prepared with support from a Climate Change Advisory Group, made up of climate change experts and community representatives. The Climate Action Plan forms part of the Strategy. The plan contains Council and Iwi projects, and some community projects added following community engagement.

4.5 NCC is working through the 10-step adaptation cycle to provide direction on addressing climate change risks. NCC has carried out work on stages 1–4 of the adaptation cycle and is now preparing for the next three steps: develop options and pathways (step 5), evaluate those options (step 6) and develop an implementation strategy that includes signals and triggers for action (step 7). They are identifying priority areas for developing adaptation options and pathways by assessing the urgency and necessity of adaptation efforts. On 5 June, NCC agreed to start with The Wood as the first priority area for their adaptation planning.

4.6 NCC's 6th annual operational footprint, for the year 2022/23, has been completed and audited, continuing the declining trend in greenhouse gas (GHG) emissions over the last five years. This reduction has been driven in large part by infrastructure improvements at the York Valley landfill, such as methane collection and flaring. Their GHG emissions inventory now also includes leased-out properties.

4.7 NCC's promotion of the Te Tau Ihu Warmer Healthier Homes project, which retrofits insultation into qualifying houses, has supported households' reductions in energy use. Tasman District Council has also been promoting the project.

4.8 NCC worked with Network Tasman to relocate the Millers Acre charger to Buxton Square and is investigating other new locations for EV chargers.

4.9 A new climate change grant round ($50,000 available in total) opens in October 2025. Successful grant rounds run in 2024/2025 were:

- Climate Change Community Grant;
- Climate Change Business Grant; and
- Dragons' Den.

4.10 NCC continues to share opportunities to engage with the Take the Jump campaign internally through the Green Team. They recently promoted Plastic Free July and have undertaken a waste audit to understand current practices amongst staff.

4.11 NCC continues to fund the climate change learning programme delivered by Will Stovall.

Nelson Tasman Climate Forum update

4.12 Staff and Councillor representatives continue to attend monthly Leadership Group hui of the Nelson Tasman Climate Forum.

4.13 The theme for Climate Action Week 2025 is 'The World We Want'. This year, the timing of the festival has been moved from winter to spring, with events planned for the week of 17 to 24 October. Forum members coordinating the festival have received many suggestions for events (e.g. a potting up party at Hope School, a Kai Resilience hui in Golden Bay, Motueka repair café, Snowden's Bush quiz night, presentations in libraries, Waimea Inlet plant maintenance working bee and online events).

4.14 The Forum volunteers are developing two transport campaigns: Swap One Travel Plans for Employees and Travel Friendly School Travel Plans. Environmental education and transport planning staff from both TDC and NCC attended a 'Travel Friendly Workshop' on 23 July to discuss these projects.

5. National Update

Mitigation

Impacts of Climate Change on Regional Economies project

5.1 The Ministry of Business, Innovation and Employment has released project reports on the impacts of climate change on regional economies project. The project was undertaken by Manaaki Whenua Landcare Research (MWLR), Plant & Food Research, Scion, and the New Zealand Institute of Economic Research and modelled the impacts of different climate scenarios out to 2050/2100 on land-based primary industries.

5.2 It also modelled how New Zealand's economy could react to three theoretical future scenarios relevant to land-based primary industries and influenced by climate change. These scenarios considered potential changes in productivity growth, changing export demand, and biophysical impacts of climate change.

5.3 These results should be considered alongside a range of wider factors influencing land use and regional economic activity not considered by this research, such as:

- pest and disease incursions;
- more frequent and intensive extreme weather events; and
- future global demand and supply of land-based primary industry goods.

5.4 While the modelling is high-level, it reinforces the importance of diversifying the Tasman economy, supporting land-use practices that are resilient under changing climate conditions, and working with primary industries to plan for potential shifts in productivity and export demand.

Legislation to restrict farm-to-forest conversions

5.5 On 10 June, Agriculture and Forestry Minister Todd McClay introduced legislation to put a stop to large-scale farm-to-forestry conversions.

5.6 The Climate Change Response (Emissions Trading Scheme - Forestry Conversions) Amendment Bill will restrict wholesale conversions of farmland to exotic forestry by stopping Land Use Capability (LUC) Classes 1-5 land from entering the ETS and capping new ETS registrations on LUC 6 land.

5.7 In summary, the Bill restricts the entry of versatile farmland (LUC 1–6) into the ETS, sets an annual cap of 15,000 ha for LUC 6 land (allocated by ballot with small blockholder provisions), and allows limited planting (up to 25%) of LUC 1–6 land in exotic ETS forestry. It also provides transitional exemptions for qualifying pre-announced investments, protects specified categories of Māori-owned land, and introduces registration requirements to prevent further planting through subdivision.

5.8 The legislation is now before Parliament and is to come into force in October 2025.

5.9 The new restrictions may influence forestry activity, rural land values, and the District's carbon sequestration profile. Forestry land is generally valued lower than productive farmland for rating purposes. If significant areas of farmland were to convert to forestry, the overall rates base (capital and land value) could decline, shifting the rates burden onto other property categories. Conversely, limiting conversions may help to maintain higher-value farmland and a broader rating base. The legislation may also influence the level and type of resource consent applications received, and affect wider local economic development trends. Council will need to monitor these areas to understand any longer-term impacts on

service delivery and strategic planning, including the operation of provisions relating to Treaty obligations and specified Māori land.

Climate Change Commission emissions monitoring – July 2025

5.10 The Climate Change Commission has released its annual monitoring report on emissions reductions, which assesses progress against the 2050 net zero target, emissions budgets and emissions reduction plans.

5.11 This year's report covers analysis on progress toward the 2050 target and the first three emissions budgets and progress toward implementing the first and second emissions reduction plans. In summary, the report found:

- the country is making progress on reducing greenhouse gas emissions - total net emissions continued to fall over the last year measured;
- the country is likely to achieve the first emissions budget (for 2022–2025) due to a combination of emissions reductions and changes to accounting methods;
- the second emissions budget (for 2026–2030) can be met but there are some areas of significant risk;
- current plans are insufficient to meet the third emissions budget (for 2031–2035) and further action is required before the third emissions reduction plan. The government needs to act ahead of the next emissions reduction plan (due in 2029) as many options that would make a difference will take time to take effect; and
- there are also significant risks for meeting the 2050 target without further action.

5.12 The Commission's analysis shows there are many viable opportunities for further emissions reduction, particularly in renewable energy, transport and agriculture, that could reduce risk for the economy and return other benefits to the country. The Government has until October to consider and respond to the Commission's report.

5.13 The report provides a useful benchmark to assess whether Council's current and planned emissions reduction measures (e.g. fleet transition, public transport mode-shift, landfill gas capture, energy efficiency in community facilities) are aligned with national trajectories and expectations, and to identify any areas where local action could be strengthened.

Greenhouse gas emissions

5.14 Greenhouse gas emissions decreased in 13 out of 16 regions (including in Tasman District) in New Zealand in the year ended December 2024, according to figures released by Stats NZ on 21 August.

5.15 Taranaki had the largest decrease in total greenhouse gas emissions between 2023 and 2024, down 678 kilotonnes (12 per cent), followed by Canterbury, down 166 kilotonnes (1.3 per cent), and Southland, down 153 kilotonnes (2.4 per cent). The decrease in emissions in Canterbury was driven by the agriculture, forestry, and fishing industry, Waikato had the largest increase in emissions, up 960 kilotonnes (7.1 per cent), due to electricity, gas, water, and waste services.

5.16 In Tasman District, total regional greenhouse gas emissions decreased by 24 kilotonnes CO_2-e in 2024: primary industry emissions were down by 15, goods producing industries were down by 7, and both overall household and household transport emissions were down by 2 kilotonnes CO_2-e. Emissions from service industries remained static (0% change).

5.17 In 2024, New Zealand saw a 118 per cent increase in electricity generation from coal because of a reduction in hydro available for electricity generation, the Ministry of Business, Innovation and Employment reported in its electricity statistics.

5.18 In 2024, total regional household emissions increased slightly by 16 kilotonnes (0.2 per cent) from the previous year. Household emissions accounted for 11 per cent of New Zealand's total emissions, with the remainder coming from industry.

Building system changes with resilience implications

5.19 The Ministry of Business, Innovation and Employment (MBIE) has published the first edition of Building Product Specifications (effective 28 July 2025), standardising how product performance information is presented. This will assist councils in consenting and inspection by clarifying compliance evidence for resilience-critical products such as claddings and membranes.

5.20 These changes could help streamline the building consent process and reduce disputes over whether products meet the Building Code. This is particularly relevant for "climate-exposed builds" — buildings or structures that must withstand high rainfall, strong winds, sea spray, or other weather extremes common in parts of our District. Clearer product information should make it easier for both applicants and Council staff to assess compliance, although training for staff and local industry will be important to ensure a smooth transition.

5.21 In July 2025, MBIE also announced plans to remove the "Schedule Method" for demonstrating compliance with Building Code H1 insulation requirements by the end of 2025, transitioning to more flexible and cost-effective Calculation and Modelling methods—potentially saving up to $15,000 per home. Following advocacy by the Far North District Council, MBIE is considering treating the Far North as a separate climate zone in recognition of its warmer average temperatures —this could result in relaxed insulation standards for that region.

Adaptation

Independent climate adaptation report released

5.22 The Ministry for the Environment has released the final report of the Independent Reference Group on climate adaptation. The Independent Reference Group was established to hear insights from members' experience of making decisions on adaptation challenges and issues to inform policy advice on developing a new national adaptation framework.

5.23 The group's report contains independent recommendations for developing a new adaptation system. It is not Government policy but adds to the range of evidence and insights being considered as the national adaptation framework is developed.

5.24 The Government is developing a national adaptation framework to help New Zealanders better understand and manage the risks to our homes, communities and economy from a changing climate. It is expected to help communities to make more informed decisions and provide greater certainty to support our economy.

5.25 The group considered the urgent challenge of the increasing exposure of New Zealand's homes and infrastructure to natural processes like floods, erosion and storms. Its report suggests how New Zealand could transition over time to a new system for adapting to these challenges.

5.26 The group makes recommendations across three broad areas, suggesting that New Zealanders need easy access to information about the way natural hazards could impact them, so they can make informed decisions.

5.27 Those who benefit most from investments to reduce the risks from climate change should generally contribute more. However, the group recommends that the Government should invest where there are wider national benefits. It suggests support may be appropriate for particularly vulnerable areas with less ability to pay.

5.28 New Zealanders should be responsible for knowing their risks and making their own decisions, unless there is risk to life. As part of this, the group suggests property values and the cost of ownership such as insurance premiums or mortgages should reflect the changing level of risk, and any financial support after a disaster should not be tied to the value of affected properties. It also says Iwi/hapū/Māori should be empowered and resourced to make local adaptation decisions for whenua Māori and Māori assets.

5.29 The Ministry also released research it commissioned into the number and value of homes that might suffer damage from at least one flood in the next 35 years: Estimated number and valuation of residential properties within inundation/flood zones impacted by climate change. Interim findings from this analysis were provided to the Finance and Expenditure Committee's climate adaptation inquiry and released with the Committee's final report last year. The Independent Reference Group also cites the research in its report.

5.30 More information on the work underway to develop a climate adaptation framework is on the Ministry for the Environment's website.

Long-term resilience policy direction – draft

5.31 How can New Zealand build long-term resilience to hazards, such as severe weather, pandemics, volcanic activity, and earthquakes? That is the subject of a draft Long-term Insights Briefing the Ministry for the Environment and the Department of the Prime Minister and Cabinet have developed on behalf of the National Hazards Board.

5.32 Discussions about national resilience-building are particularly timely. The country faces growing challenges from various hazards, and New Zealanders have been affected by a range of these events. Enhancing our national resilience will help us mitigate the consequences of disasters, and capture an array of economic, social, and environmental benefits.

5.33 The draft briefing shares information on New Zealand's hazard landscape and the forces that shape it. It also outlines the challenges of resilience-building and opportunities for action. Submissions closed on 27 August 2025. The Council did not submit due to staff capacity, but staff note that it is a very high-level briefing paper.

Emergency management reform update

5.34 As part of its response to the government Inquiry into the Response to the North Island Severe Weather Events, the government intends to pass a new Emergency Management Bill during this term of Parliament. The Bill will replace the Civil Defence Emergency Management Act 2002.

5.35 The Government has agreed in principle to an investment and implementation roadmap to strengthen New Zealand's emergency management system. The roadmap sets out the initiatives needed in the next five years to deliver the change needed.

5.36 Key initiatives include:

- regional support teams based around New Zealand to provide surge support during and following emergencies and boost regional workforce capability;
- a refreshed and increased Resilience Fund to empower more communities to prepare for and respond to emergencies;
- agreements and partnerships with businesses, iwi/Māori and community organisations to enhance local readiness;
- Professional pathways to expand the emergency management workforce and build capability.
- proactive procurement and placement of critical equipment and supplies; and
- a Common Operating Picture to support shared situational awareness and decision-making.

5.37 The National Emergency Management Agency (NEMA) has considered all 324 submissions received on the discussion document: Strengthening New Zealand's emergency management legislation.

5.38 Following public consultation, Cabinet has agreed to a series of policy proposals which will now be drafted into the bill (read Minister Mitchell's press release).

5.39 The Cabinet paper provides details on 21 policy proposals. In summary the Bill will:

- clarify who is in control during emergencies (particularly when undeclared) and clarify accountabilities at the local level;
- improve how Civil Defence Emergency Management Group plans are developed and with whose input, given they drive change on the ground;
- provide for representation of iwi Māori, rural communities and the wider community on Coordinating Executive Groups;
- expand the tools available to improve assurance of the system, e.g. through rules or Compliance Orders; and
- expand the lifeline utilities/essential infrastructure providers that can be recognised under the legislation (e.g. certain digital services and solid waste).

5.40 The bill will be introduced to Parliament later this year. More information, including the proactively released Cabinet decisions and associated papers, can be found on NEMA's website.

5.41 New regional support teams and increased resilience funding could be opportunities for Council to access extra resources for emergency preparedness and recovery. Early engagement may help shape how these are deployed locally.

Changes for natural hazard information in LIMs

5.42 The Local Government Official Information and Meetings Amendment Act 2023, which was passed in July 2023, came into force on 1 July 2025, introducing changes in relation to natural hazards information in Land Information Memoranda (LIMs).

5.43 The amendments introduce new provisions requiring LIMs to contain information about:

- known or potential natural hazards affecting the land concerned;
- known or potential impacts of climate change that exacerbate those natural hazards; and

- the cumulative or combined effects of those hazards and impacts for the land concerned.

5.44 The Local Government Official Information and Meetings Act provides for regulations to be developed. In April 2025 new regulations were passed prescribing how natural hazard information is to be presented in the LIMs. The regulations come into force on 17 October 2025.

5.45 Simpson Grierson published an article: Streamlining natural hazard information in LIMs – what you need to know that provides an overview of the changes and what they mean in practice to both councils and customers.

5.46 The October 2025 regulations will require Council's LIM processes and hazard datasets to be fully aligned. Communication strategies may be needed to help property owners and buyers interpret hazard information; however, Council cannot provide interpretation or advice beyond the information held. The recently established LIM & Property Information team is actively preparing to meet these requirements.

New guidance for risk tolerance conversations

5.47 A new resource is now available to help councils and other agencies lead meaningful conversations with communities about natural hazard and climate change risk tolerance.

5.48 The guidance, titled 'Natural hazard and climate change risk tolerance conversations: Guidance to aid design' was developed by the Let's Talk About Risk team and funded by the Natural Hazards Commission Toka Tū Ake. It supports practitioners in designing and delivering engagement processes that reflect what matters most to people.

5.49 The guidance was developed through extensive consultation with engagement specialists, council hazard planners, policy advisors, elected representatives, and community members. It draws on interviews, structured discussion groups, and in-depth case studies from across New Zealand, including Wharekawa Coast on the Firth of Thames, Amberley Beach in Hurunui, and Gorge Road in Queenstown.

5.50 These real-world examples illustrate how risk tolerance conversations can be designed to suit different contexts—from immediate hazard response to long-term climate adaptation planning.

5.51 The guidance offers practical tools, methods, and design principles for eliciting public views on risk tolerance and includes tailored advice for both elected officials and communities. The guidance documents and reports on the case studies are available here.

Additional climate projection datasets available

5.52 New datasets have been released to help technical users access the projections of New Zealand's future climate in different ways. The projections were produced by Earth Sciences New Zealand (formerly NIWA) and published by the Ministry for the Environment to show how the climate could change in New Zealand over the rest of this century.

5.53 The core dataset shows average results from six different climate models. Since its release, additional information has been added, including the results from each individual model, an extra climate scenario, and a new climate variable. The data is now also available in a "vector" format, which means it is broken down into smaller geographic areas (such as grid cells or catchments). This makes it easier for councils and others to map the data, link it to local boundaries, and use it in spatial planning and analysis.

5.54 In addition, a version of the dataset has been packaged by regions and health districts, making it easier to explore without specialist software. This geographic dataset can be

viewed and analysed in common tools such as Excel or Power BI, as well as in more advanced data analysis platforms. The data can be accessed via: New Zealand Climate Projections Dataset – Climate Projections Data.

6. International Update

International Court of Justice rules that countries must address climate change

6.1 A historically traditional court, the International Court of Justice, has ruled that countries can be held legally responsible for emissions and may have to pay reparations for damage caused by their greenhouse gases.

6.2 The case was initiated by Pacific Islands Students Fighting Climate Change. The ruling will provide guidance to other courts and Governments, and while it is not binding, it is likely to influence some of the 3,000 climate cases in progress. It sends a strong message to fossil fuel companies and polluters that it's no longer business as usual. Fossil fuel-producing countries such as the United States argued against the court making a ruling on climate change, saying it should be up to individual nations. However, the court was undeterred. ICJ President Yuji Iwasawa said that the environment and human rights were related, and countries were already passing laws based on this premise.

6.3 "The human right to a clean, healthy and sustainable environment is therefore inherent in the enjoyment of other human rights," he said. "Taking into account the adverse effects of climate change on the enjoyment of human rights, the Court considers that the full enjoyment of human rights cannot be ensured without the protection of the climate system and other parts of the environment."

6.4 While not directly enforceable in New Zealand, the ruling could influence national policy settings and funding priorities, with flow-on implications for council climate obligations and legal risk.

OECD: Governing for the green transition

6.5 The OECD's Government at a Glance 2025 includes a chapter on climate governance summarising good practices in coordination, budgeting, and performance monitoring. This report provides a framework for evaluating and strengthening internal governance of climate-related work, including cross-departmental coordination and tracking of performance metrics.

UK Climate Change Committee progress report – June 2025

6.6 The UK Climate Change Committee's two 2025 statutory progress reports highlight practical local-authority levers for mitigation and adaptation in planning, buildings, transport, heat, and nature restoration. The reports' recommendations for local climate action could help identify potential gaps in our Tasman Climate Strategy and Action Plan.

7. Attachments / Tuhinga tāpiri

Nil

7.7 MOTUEKA MASTERPLAN UPDATE

Decision Required

Report To:	Strategy and Policy Committee
Meeting Date:	18 September 2025
Report Author:	Diana Worthy, Team Leader – Natural Resources Policy
Report Authorisers:	Barry Johnson, Environmental Policy Manager; John Ridd, Group Manager - Service and Strategy
Report Number:	RSPC25-09-8

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

1.1 To seek approval to integrate Motueka Masterplan background work with early work on the Regional Spatial Plan (RSP), which will be required under the new resource management (RM) legislation. Once the confirmed scope of the RSP is known, staff recommend reporting back to the Council in early 2026 to determine the next steps for the Motueka Masterplan.

2. Summary / Te Tuhinga Whakarāpoto

2.1 Staff have previously recommended that a masterplan approach is used to work with the Motueka community to develop a long-term vision and actions for Motueka. A masterplan can be implemented through the Council's plans and strategies to guide investment and development consistent with the masterplan's long-term vision.

2.2 A report (RSPC25-05-2) was presented to this Committee on 9 May seeking approval to commence work on a masterplan for Motueka. The Committee directed staff to report back on the masterplan scope and work programme within this Council term. Over May to August staff have progressed scoping out the masterplan work programme, however recent government announcements on the RM system reform have required a reconsideration of the approach to the proposed masterplan work programme.

2.3 Given the current operating environment, staff recommend that we pivot the Motueka Masterplan work programme so that background work is integrated with early work on the new RSP. This background work includes collection of data/information and filling data/information gaps needed to answer key regional questions. For Motueka, the scope can be informed by the draft problem definition, project objectives and extent of masterplan area as detailed in Paragraphs 5.2–5.4.

2.4 Once the Government has provided clear scope on the RSP (expected by the end of this year as part of the new RM bills), staff can bring a report to the Council early next year to discuss and determine next steps for Motueka in the context of regionwide spatial planning requirements and how we can begin working with the Motueka community. This is a pragmatic and desirable approach given our limited staff resources and budget and reduces the Council's financial and reputational risks. It will avoid the risk of giving mixed messages to the Motueka community if we were to start those conversations now and then find the new legislation sends spatial planning in an unanticipated direction.

3. Recommendation/s / Ngā Tūtohunga

That the Strategy and Policy Committee

1. **receives the Motueka Masterplan Update Report RSPC25-09-8; and**
2. **approves integrating Motueka Masterplan background work with early work on the Regional Spatial Plan (e.g. collection of data/information and filling data/information gaps), and for Motueka the scope can be informed by the draft masterplan problem definition, project objectives and extent of masterplan area as detailed in Paragraphs 5.2–5.4 of this report; and**
3. **requests that staff report back to Council in early 2026, once the confirmed scope of the Regional Spatial Plan is known, to determine next steps for engaging with the Motueka community on the Motueka Masterplan project.**

4. Background / Horopaki

4.1 A report (RSPC25-05-2) was presented to this Committee at the 9 May 2025 meeting seeking approval to commence work to inform future recommendations on the scope and timing of a Masterplan project for Motueka. The Committee requested staff report back on the scope (by end of July) and the work programme (by October) within this Council term, rather than wait for the incoming Council to approve these matters at a future meeting.

4.2 Over May to August, staff have progressed scoping out the work programme, namely:

- a meeting was held with the Motueka Ward Councillors on 27 May to test the draft work programme scope as detailed in Section 5. At this meeting it was also agreed that a single report would be presented to the Committee at this 18 September meeting covering off work programme matters, rather than two separate reports in July/September (as reported (RSPC25-06-5) at the 26 June Committee meeting);
- over late June and July staff sought more detailed resourcing information from Council budget holders and managers, which has also been used to inform sections of this report; and
- a follow-up meeting was held with the Motueka Ward Councillors on 28 August.

4.3 As identified in report RSPC25-05-2, significant legislative reform is underway and staff are keeping a watching brief on these initiatives as they will have significant influence on our future Council work. Over July and August, the Government released further aspects of the RM system reform which has implications for the proposed Motueka Masterplan as detailed in Section 5.

4.4 It is also important to acknowledge the damaging flood events of late June/early July and the impact that this has had on our Motueka Valley communities and the ongoing recovery from these events. Adapting to the effects of climate change and reducing the risks from natural hazards remain priorities for central government through the RM reform and local councils, including Tasman, have a key role to play in ensuring resilient communities.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

Scope of Motueka Masterplan

5.1 Staff took on board the feedback received from the Mayor and Councillors at the 9 May Committee meeting which included feedback on what were the drivers of the masterplan and the possible work programme scope. The following aspects of the work programme were tested and agreed with the three Motueka Ward Councillors on 27 May:

Draft Problem Definition:

5.1.1 Motueka is a desirable place to live, work, play and visit but challenges with enabling housing, tourist accommodation and industrial land supply and infrastructure is limiting opportunities.

5.1.2 Motueka's unique natural environment – river, coast, highly productive land – presents challenges to enabling resilient new development, and natural hazards and climate change effects poses risks to existing development now and in the future.

Draft Masterplan Objectives:

5.1.3 Empowering improved economic, social, cultural, and environmental wellbeing for Motueka and surrounds, by:

- *providing an integrated and cohesive plan for meeting the sustainable growth needs of Motueka now and in the future;*
- *providing Council with a framework and strategic direction for projects over the short, medium and longer term; and*
- *enabling and supporting a well-functioning, vibrant and resilient Motueka that meets the aspirational needs of the community*

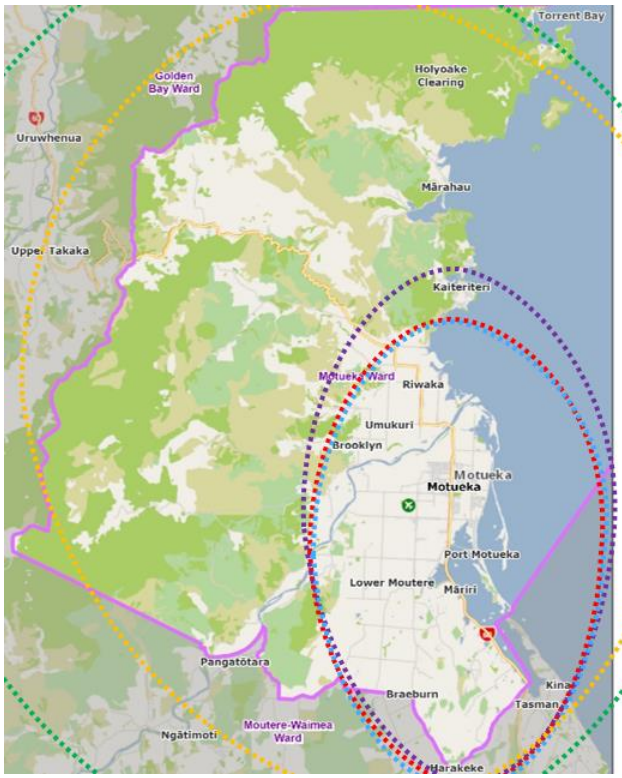
Draft Extent of Masterplan Area

5.1.4 It was identified that the extent of the masterplan could vary depending on the stages of masterplan development. For example, background work would identify and understand the strategic role that Motueka plays within the Ward and District through economic, social, cultural and environmental lenses. Masterplan options analysis and drafting would consider Motueka and surrounds at different scales, depending on the topic/issue being addressed, as illustrated in Diagram 1 overpage. Importantly, it is recognised that options for growth locations may be found within Motueka township or solutions may come from further afield. Irrespective of location, any proposed growth locations will need to be assessed against a range of considerations and relevant criteria for suitability.

Staff Resources and Work Programme Timeframes:

5.1.5 It had previously been identified that staff capacity would be stretched at times due to development of the 2027 Long Term Plan (LTP) in conjunction with other business-as-usual work. Consequently, it was estimated that it could take up to four years to complete a Motueka Masterplan project (noting that Māpua Masterplan took approximately 2.5 years). This estimated timeframe recognises the complexity of the issues, ensures a viable and realistic timeframe for staff, and recognising that meaningful community engagement takes time and resources. It is noted that contracting consultants (if budget is available) to speed up the process is not a feasible option. In many cases it is Council staff who hold the technical and local knowledge required to inform the process and it would still require staff time and effort to manage/support consultants.

Diagram 1: Draft Extent of Motueka Masterplan Area



Masterplan supports a well-functioning, vibrant and resilient Motueka that meets the needs of the community by identifying:

- Growth locations (either in Motueka or solutions may come from further afield)
- Infrastructure servicing (areas of benefit)
- Natural hazards and climate change resilience
- Council reserves and facilities (in Motueka, but of benefit to Ward)
- Cultural and ecological values (ki uta ki tai, mountains to sea)
- Economic opportunities (Ward, District and beyond)

(colours represent indicative areas of influence, Motueka Ward Boundary in pink)

RM system reform implications for Motueka Masterplan work

5.2 Recent central government announcements on the RM system reform have implications for the Motueka Masterplan work programme as detailed below.

Regional Spatial Planning

5.3 In March 2025, the Expert Advisory Group released its blueprint recommendations for RM reform (EAG Report -- Blueprint for RM Reform.pdf) and Cabinet released its recommendations on the same (Factsheet -- Resource management reform.pdf). A new Planning Act and a new Natural Environment Act are proposed and will be released as Bills at the end of this year. Spatial planning (under the Planning Act) will be central to enabling development and a Regional Spatial Plan (RSP) will replace Council's Regional Policy Statement and Future Development Strategy (FDS), sitting above District and Natural Environment Plans. Spatial plans will provide a "vital role" in the new system and there will be a legislated requirement to implement them, informing other regulatory plans, to streamline the system e.g. Natural Environment Plans, Regional Land Transport Plans, LTPs.

5.4 In late August, staff commenced work on preparing a Tasman 'regional spatial planning inventory' – an evidence base for the development of the RSP. The inventory will establish what an RSP is (based on information released by government to date), the matters it may include, available spatial data currently and data gaps that need to be filled. As part of this process, information will be updated from the previous 2022 FDS technical work, providing a snapshot of the information already held by the Council. The information will be organised by themes such as base mapping, development and growth, climate change and natural environment, infrastructure, human environment (culture and heritage). It will highlight gaps in the information that the Council has, that an RSP would likely need, to answer key regional questions and address key regional issues.

5.5 While the final scope of the RSP is yet to be confirmed, staff have identified that there are likely significant crossovers with the information needs, process and timing between any RSP and a proposed Motueka Masterplan. Initial work for the RSP is a similar exercise that staff are anticipating for background work on the masterplan.

5.6 Staff recommend that while we await clarity on the scope of the RSP that we pivot the Motueka Masterplan work programme so that any masterplan background work is integrated with this early work on the RSP. Work on this wider Tasman 'regional spatial planning inventory' can be leveraged to inform any future work on a Motueka Masterplan. This background work includes collection of data/information and filling data/information gaps, and for Motueka the scope can be informed by the draft problem definition, project objectives and extent of masterplan area as detailed in Paragraphs 5.2–5.4.

5.7 We further recommend holding off on community engagement at this time until we have more clarity on spatial planning scope and requirements. It will avoid the risk of giving mixed messages to the Motueka community if we were to start those conversations now and then find the new legislation sends spatial planning in an unanticipated direction.

5.8 Once the government has provided clear scope on the RSP (expected by the end of this year as part of the new RM bills), staff can bring a report to the Council early next year to discuss and determine next steps for the Motueka Masterplan. In the current operating environment, this is a pragmatic and desirable approach given our limited resources and budgets.

RMA System Reform: timeframes and implications for the Council

5.9 The messaging staff are receiving from central government officials is that councils will be required to prepare plans at pace once the new RM legislation comes into force. The government aims to introduce the bills in late 2025 and pass the bills into law by mid-2026. Central government is assuming 12 months to prepare and notify the first RSP and similar timeframes for preparation of both the Natural Environment and District Plans thereafter. For comparison, the current FDS which is a narrower type of spatial plan, took 18 months to develop and adopt. Such timeframes will be incredibly ambitious to achieve, especially with known background data gaps and it will put a lot of pressure on staff and resources. Once the scope of the RSP is known, the Council will need to prioritise work programmes alongside our statutory plan making requirements (e.g. LTP, new RM plan making).

"Plan Stop" legislation

5.10 In July 2025 central government made it clear with its "plan stop" legislation that councils are now to focus on preparing for the new RM system. The intention is to ensure that councils do not expend resources unnecessarily by stopping parts of RMA 1991 plan-making processes between the time when the plan stop legislation came into force (20 August 2025) and when legislation to replace the RMA comes into force.

5.11 While the Motueka Masterplan would be prepared under a Local Government Act 2002 process, much of the work is planning related (e.g. assessment of planning constraints and opportunities, review of planning zones, servicing requirements) and would inform a future RM plan (as well as other Council strategies and plans). Whilst the government has signalled that it is appropriate for councils to continue with background work for future plan-making processes, councils need to make a judgement call on what this entails. Staff anticipate that continuing with background work on the Motueka Masterplan integrated with early work on the RSP is in accordance with government expectations.

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

6.1 The June/July masterplan resourcing exercise undertaken by staff started to identify in detail staff capacity and what could be utilised from existing budgets. However, the task was proving challenging without having a detailed work plan for each step in the masterplan process. There was an indication that the project could be administered working within existing budgets, prioritising what work needed to be commissioned to fill any existing information gaps. An Adaptation Planning budget is in the 2024 LTP (for the first time) and this has been earmarked to cover any future masterplan engagement costs.

6.2 As detailed earlier, staff recommend that we consolidate our limited resources so that any masterplan background work is integrated with early work on the RSP. In pivoting the work programme, any commissioned information/work could be used to inform both RSP and/or master planning processes. In the current operating environment, it is important that the Council's limited staff resources and budgets are prioritised and focuses on work that will continue to have value as we transition into the new RM planning system.

6.3 Any implications for Environmental Policy budgets associated with preparing new RM plans will be considered through future report(s) to the Council and are out of scope of this report. Budgetary considerations will be better known once the RM reform bills are released later this year and can be fed into the next LTP.

7. Options / Kōwhiringa

7.1 The options are outlined in the table overpage.

7.2 Staff recommend Option 1.

Option		Advantage	Disadvantage
1.	Undertake background work on Motueka Masterplan integrated with background RSP work. For Motueka the scope is informed by problem definition, objectives and extent of masterplan area (as set out Para. 5.2-5.4) Report to Committee early next year once full scope of RSP is known to determine next steps for Motueka Masterplan	• Efficient use of limited resources • Focuses on work that will continue to have value as we transition into the new RM system • Avoids potentially unnecessary work or duplication of work • RSP scope (when known) will inform masterplan work programme • Continuation of background work is consistent with govt. "plan stop" messaging	• Delays commencement of a full masterplan work programme (e.g. community/stakeholder engagement) • Unlikely to satisfy some community members' expectations around timing of masterplan development

Option		Advantage	Disadvantage
2.	Continue with full Motueka Masterplan work programme, irrespective of RSP work	• Continue with masterplan work programme including community/stakeholder engagement • Satisfies some community expectations around timing of masterplan development	• Decision is premature when the RSP scope is unknown • Inefficient use of limited resources • Work may be completed that does not have value when RSP scope known and we transition into the new RM system • May cause community and stakeholder confusion, and inefficient use of their time with engagement given unknowns • Continuation of full masterplan work programme may be inconsistent with govt. “plan stop” messaging
3.	Stop Motueka Masterplan, only focus on RSP	• Avoids potentially unnecessary work or duplication of work	• Decision is premature when the RSP scope is unknown • Prescribed RSP scope may not permit addressing all local Motueka issues and options, may still require a masterplan • Background work on Motueka is still required for RSP and masterplan could leverage off this in the future • Does not satisfy some community expectations around timing and need for a Motueka Masterplan • May be taking govt. “plan stop” messaging to the extreme

8. Legal / Ngā ture

8.1 As noted in earlier sections, RM system reform is underway and moving at pace. Staff are keeping a watching brief on this initiative and our work programmes remain flexible and will respond to government direction as it becomes known. In the interim, the Environmental Policy team will focus on work that will continue to have value as we transition into the new RM planning system. Once the government has provided clear scope on the RSP, staff can bring a report to the Council early next year to discuss and determine next steps for the Motueka Masterplan.

8.2 Nationally the “plan stop” legislation has been a game changer for councils and their existing RMA plan review/plan change work programmes. However, staff anticipate that continuing with background work on the Motueka Masterplan integrated with early work on the RSP is in accordance with government expectations.

9. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

9.1 Meaningful master planning requires a 'community-centred' process, and it is important to partner early with Te Tauihu iwi. Staff had intended to undertake early engagement with whānau, hapū and iwi to discuss the proposed work programme and high-level scope (as set out in Paragraphs 5.2-5.4). Initial contact was made with Post Settlement Governance Entities, Wakatū Inc. and Whakarewa and a hui was planned for late August. However, staff cancelled the hui given the need to reconsider the work programme in response to the government's RM system reform announcements. Once staff have received direction from the Council, we can advise these groups of next steps and likely timeframes to initiate proactive engagement – whether that is via RSP and/or master planning processes. Like Council, staff anticipate that these groups have similar workload pressures, and it is important that engagement is undertaken effectively and meaningfully at the right time.

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

10.1 The options in this report have a relatively high level of significance for the Motueka community. A masterplan project of this type will involve significant community involvement and consultation.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	High	The Council's decision on which option to approve will be of high public interest to ngā iwi and the wider community, as the development of the masterplan is of high public interest.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	High	The Council's decision on which option to approve may influence future well-being outcomes as the masterplan (or RSP) will have implications for future delivery of Council functions (planning, infrastructure, reserves and facilities, etc), as well as wider environmental, social and economic implications for both the present and future community.
3.	Is there a significant impact arising from duration of the effects from the decision?	High	The Council's decision on which option to approve may have significant impact, as a masterplan (or RSP) would have significant positive impacts for the community.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Medium-High	The Council's decision on which option to approve does not relate to a strategic asset. However, development and implementation of a masterplan (or RSP) will have implications for future delivery of the Council's strategic assets

	Issue	Level of Significance	Explanation of Assessment
			in the Motueka area e.g. three waters, roading, reserves and facilities, etc.
5.	Does the decision create a substantial change in the level of service provided by Council?	Medium-High	The Council's decision on which option to approve will not impact on LOS. However development of a masterplan (or RSP) may result in changes to LOS provided by the Council in the future.
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Low-Medium	The Council's decision on which option to approve will not substantially affect debt, rates or Council finances during this LTP. However delivery of a masterplan (or RSP) is likely to influence future LTPs.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	N/A	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	N/A
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	N/A	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?	Medium-High	The Council's decision on which option to approve does not require particular considerations relative to TMOTW. However the development of a masterplan (or RSP) will include consideration of TMOTW and current legislation regarding three waters infrastructure services.

11. Communication / Whakawhitiwhiti Kōrero

11.1 Through previous Strategy and Policy Committee reports, it has been publicly communicated the Council's intention to commence a Motueka Masterplan. Reports have highlighted the importance of taking a 'community-centred' approach with any masterplan

process and ensuring opportunities to engage with the whole community during key steps (via development of a communications plan).

11.2 While staff have been in the process of developing the masterplan scope and work programme for Committee approval, no formal community engagement has taken place. However, there have been expressions of interest for participation by some stakeholders and interested parties that Council staff are in regular contact with. As noted in Section 9, the early engagement hui with Post Settlement Governance Entities, Wakatū Inc. and Whakarewa to discuss the proposed work programme and high-level scope was cancelled.

11.3 If the Committee agrees to the staff recommendation in this report – namely that masterplan background work is integrated with early work on the RSP – then this needs to be communicated to the wider community. Any communications will need to emphasise key messaging regarding prioritising limited staff resources and budgets and focusing on work that will continue to have value as we transition into the new RM planning system. The key message is that work is continuing on Motueka but it is too early to start conversations with the community until we have clarity on the scope of what is able to be done under the new system.

11.4 Once the government has provided a clear scope for the RSP, the Council will be able to determine next steps for the Motueka Masterplan and communicate this with the wider community, including what is the process (e.g. RSP or master planning) and opportunities to get involved. It is important to note that the government's signalled pace of developing new RM plans will make it impossible to engage with ngā iwi and the community in the same way the Council currently does.

12. Risks / Ngā Tūraru

12.1 There are risks associated with the three options presented in this report as follows:

12.2 Option 1 - Undertake background work on Motueka Masterplan integrated with early RSP work, and report to the Committee early next year once full scope of RSP is known to determine next steps for Motueka Masterplan: this is the preferred option and reduces risks (financial and reputational) by ensuring we focus on work that will continue to have value as we transition into the new RM planning system. Appropriate community messaging is required to mitigate reputational risk, particularly to address those members of the community who may support Options 2 or 3.

12.3 Option 2 - Continue with full Motueka Masterplan work programme, irrespective of RSP work: Deciding to pursue this option is premature given the RSP scope is currently unconfirmed. This option presents financial and reputational risks that are unlikely to be mitigated. Masterplan work may be completed that does not have value when the RSP scope is confirmed, stakeholder/community engagement may cause confusion and be premature without this clarity, and continuation of a full masterplan work programme may be inconsistent with the government's "plan stop" messaging.

12.4 Option 3 - Stop Motueka Masterplan, only focus on RSP: like Option 2, deciding to pursue this option is premature given the RSP scope is unconfirmed. This option presents financial and reputational risks that are unlikely to be mitigated. Work may be stopped/paused that is still required if all local Motueka issues are not addressed via the RSP scope and may cause inefficiencies if this work is needed to be resumed at a later date. There is significant reputational risk in stopping the Motueka Masterplan, without a clear understanding of what can or cannot be addressed via the RSP, when there are expectations in the community for

a master planning process and the Council may be criticised for taking the government's "plan stop" messaging to the extreme.

12.5 Wider RM system reform is likely to also create resourcing, financial and reputational risks to Council work programmes. If the scope of the RSP does not address all local Motueka issues and there may remain a need for a master planning process, existing Council resourcing (staff, budgets) is unlikely to accommodate developing a masterplan alongside our statutory plan making requirements (e.g. LTP and new RM plans). Additionally, the pace of developing new RM plans (including the RSP) will make it impossible to engage with ngā iwi and the community in the same way we currently do. This presents reputational risk as the Council may be perceived as pushing work through and not giving enough time for consultation. These risks will need to be further discussed and mitigated through future reports to Council once the full implications of the new RM system are known.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

13.1 It is anticipated that climate change mitigation and adaptation considerations and options would be holistically addressed either within a Motueka Masterplan or RSP, to enable emissions reductions and build community resilience. This will ensure long-term sustainability and protect communities, infrastructure, and ecosystems from existing and future climate risks.

13.2 The Tasman Climate Response and Resilience Strategy and Action Plan's (2024-2035) adaptation outcome is "*Tasman District becomes more resilient to the impacts of climate change*". The Action Plan includes the following short-term action which both a masterplan and/or RSP would give effect to:
"*Council's policy statements, strategies and plans developed and implemented under the resource management system and Local Government Act:*

- *plan for natural hazards and sea level rise and consider future climate risks when identifying areas for development;*
- *enable climate-resilient development and infrastructure in the right locations;*
- *prioritise nature-based solutions where possible;*
- *identify vulnerable people, communities, and transition to a more resilient environment;*
- *is responsive to climate change adaptation requirements.*

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

14.1 The staff recommendation is to integrate Motueka Masterplan background work with early work on the RSP. Once the Government has provided a clear scope for the RSP, Council will be able to determine next steps for the Motueka Masterplan. Both the RSP and master planning processes can and will inform other Council plans, policies and strategies. For example, the government has signalled that spatial plans will provide a "vital role" in the new RM system and there will be a legislated requirement to implement them, informing other regulatory plans, to streamline the system e.g. Natural Environment Plans, Regional Land Transport Plans, LTPs.

14.2 Whilst masterplans are not statutory documents, they inform and are implemented by other Council plans and strategies (e.g. RM plans, activity management plans and LTPs. Given the strategic nature of masterplan considerations, decisions (including any hearings) and adoption of any future standalone Motueka Masterplan would follow Local Government Act 2002 processes and be considered through the Strategy and Policy Committee (or future Council Committee).

15. Conclusion / Kupu Whakatepe

15.1 Given the current operating environment, staff recommend that we pivot the Motueka Masterplan work programme so that any background work is integrated with early work on the RSP. This background work includes collection of data/information and filling data/information gaps, and for Motueka the scope can be informed by the masterplan draft problem definition, project objectives and extent of masterplan area as detailed in Paragraphs 5.2–5.4.

15.2 Once the government has provided clear scope on the RSP (expected by the end of this year as part of the new RM bills), staff can bring a report to the Council early next year to discuss and determine next steps for the Motueka Masterplan. This is a pragmatic and desirable approach given our limited staff resources and budget and reduces the Council's financial and reputational risks.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

16.1 If the Council agrees to the staff recommendations, the next steps for the remainder of 2025 would include:

- masterplan background work is integrated with early work on the RSP (e.g. a wider Tasman 'regional spatial planning inventory'), including collection of data/information and filling data/information gaps; and
- communications/messaging to the wider community on this approach to the work programme and detailing the reasons why community engagement is being delayed.

16.2 In early 2026, once the scope of the RSP is known, staff bring a report to the Council to discuss and determine next steps for the Motueka Masterplan.

17. Attachments / Tuhinga tāpiri

Nil

7.8 PORT TARAKOHE SPATIAL PLAN

Decision Required

Report To:	Strategy and Policy Committee
Meeting Date:	18 September 2025
Report Author:	Tania Bray, Policy Planner
Report Authorisers:	Barry Johnson, Environmental Policy Manager; John Ridd, Group Manager - Service and Strategy
Report Number:	RSPC25-09-9

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

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

2. Summary / Te Tuhinga Whakarāpoto

2.1 The Port Tarakohe Spatial Plan (Spatial Plan) provides a high-level planning framework that sets out intended uses of areas within the Port and its immediate surrounds. The purpose of the Spatial Plan is to inform Tasman Resource Management Plan (TRMP) or its successors, decisions regarding zoning and to influence wider Tasman District Council decisions in relation to long term funding and work plans for various Council departments.

2.2 The Spatial Plan (Attachment 1) consists of three objectives and a list of actions to achieve the objectives. The priority and the team responsible for achieving each of the actions is included. The accompanying background report details the issues and options and process leading to the decisions made in the Spatial Plan.

2.3 The draft Port Tarakohe Spatial Plan (draft Spatial Plan) was workshopped with the Council in October 2024 and approval given for public consultation. Following consideration of the public feedback and discussions with the Golden Bay Ward Councillors several amendments were made to the draft and incorporated into the Spatial Plan.

2.4 The Spatial Plan simplifies the management of the port by bringing the management under a single entity (Enterprise team) with the whole port to be managed for port and harbour purposes. Separation between the three sub activity areas (commercial, recreation and conservation) has been softened with preference given to developments which support those activities.

2.5 The Spatial Plan has now been completed and is ready for the Council to consider and adopt. Once adopted, the next step is to complete the projects identified in the Action Plan.

3. Recommendation/s / Ngā Tūtohunga

That the Strategy and Policy Committee

1. receives the Port Tarakohe Spatial Plan Report RSPC25-09-9; and

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

4. Background / Horopaki

4.1 Port Tarakohe is a highly valued community asset that provides for recreational and commercial activities within Golden Bay. Port Tarakohe is important for the following reasons:

4.1.1 The port facilities enable shipping and provide a shore base for fishing, rock barging and aquaculture industries.

4.1.2 The port area provides a range of highly valued recreational activities that include sheltered boat launching, marina berths and moorings and the Pōhara Boat Club. Recreational fishing also occurs off the two breakwaters. Rock climbing, cycling, and visiting the Abel Tasman Memorial are also popular in the adjoining area.

4.1.3 The port is seen as critical for community resilience for Golden Bay/Mohua which is prone to storm events which can isolate the Bay through road closures for considerable lengths of time.

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

4.2 A series of strategic and business plans have been developed for the port by the Council over the last decade with variable levels of implementation. In association with these plans there have been numerous processes of community consultation and there has been strong interest and differing views from the community regarding the current and future use of the port. Over time, development of the port has tended to be project specific, leading to ad hoc land use.

4.3 Through prior strategic planning and the review of the TRMP, it was identified that the current zoning provisions were not particularly well aligned with the day-to-day operations or proposed development of the port. The effect of this is unnecessary effort and expenditure in the ordinary operation and development of the port. The review of the TRMP provided an opportunity to improve the planning framework for the port. To inform this new planning framework an understanding of how the port is used, what needs to be at the port and how it will grow into the future is required. The intention was to have the new planning framework in place before the original resource consents for the port expire in the next 10 years.

4.4 The purpose of developing a Spatial Plan for Port Tarakohe was to bring together all of the previous strands of work/information, fill in information gaps, provide principled direction and start to weave a new direction for the port and surrounding areas.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

5.1 The Spatial Plan (Attachment 1) is at the final stage and following consideration by the Council and adoption, this project will be complete. The Spatial Plan project has been

discussed through previous Council workshops with approval given for the drafting and release of various draft documents for community consultation. At the end of the Spatial Plan is the background report which discusses the issues and options, and decision process used to arrive at this final stage.

5.2 On 31 October 2024 the Council considered the draft Spatial Plan (Attachment 2) and approved the release of the draft Spatial Plan for community consultation. This consultation was undertaken between December 2024 and February 2025. See Attachment 3 for a summary of the feedback.

5.3 Following consideration of the feedback on the draft Spatial Plan and discussions with the Golden Bay Ward Councillors and key staff several changes were made to the draft Spatial Plan. These are detailed below.

5.4 The draft Spatial Plan proposed that the port be divided into three key areas (figure 1.) with each area clearly defined for different users and activities. It was proposed to ensure separation between the commercial port, recreation and conservation spaces to improve certainty for users. It was also proposed that the recreation area should be considered for reclassification (as a recreation reserve), a reserve management plan be developed, and management of this community area transferred to the reserves section.

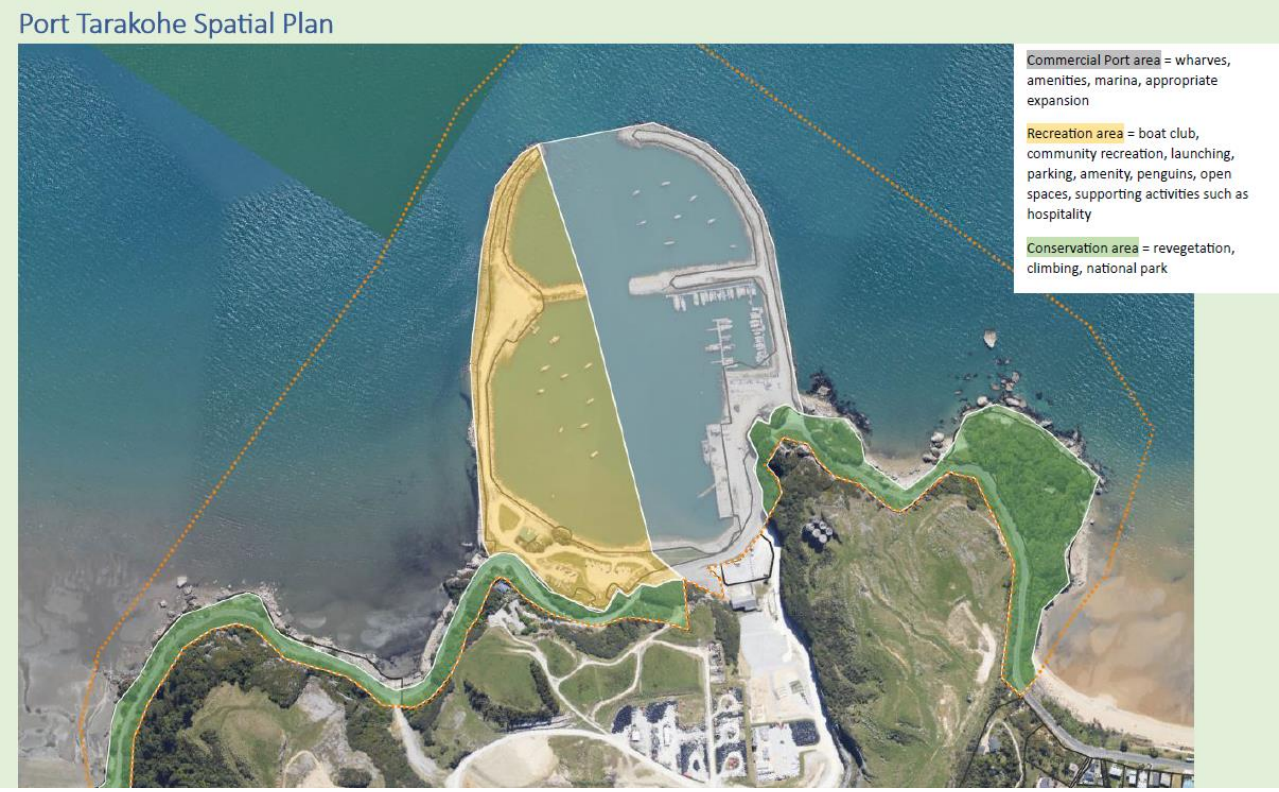


Figure 1.

5.5 After considering the feedback and discussing with the Golden Bay Councillors, the prevailing purpose of the Port was changed from the three separate activity areas back to a single area for “port and harbour purposes”, under a single integrated entity (Enterprise team). This change simplifies management of the port and returns it to the status quo. Support and protection of the identified cultural, recreation and conservation values for the area will also remain with the Enterprise Team.

5.6 While the Spatial Plan has been amended to a single area for port and harbour purposes the Spatial Plan continues to recognise the three activity areas (commercial, recreation and

conservation) but proposes to identify these sub areas in the TRMP as overlay areas (figure 2.) It is proposed that development within the overlay areas will continue to be for port and harbour purposes, but preference will be given to uses and facilities that support the values within each area e.g. recreational facilities within the recreation overlay area.

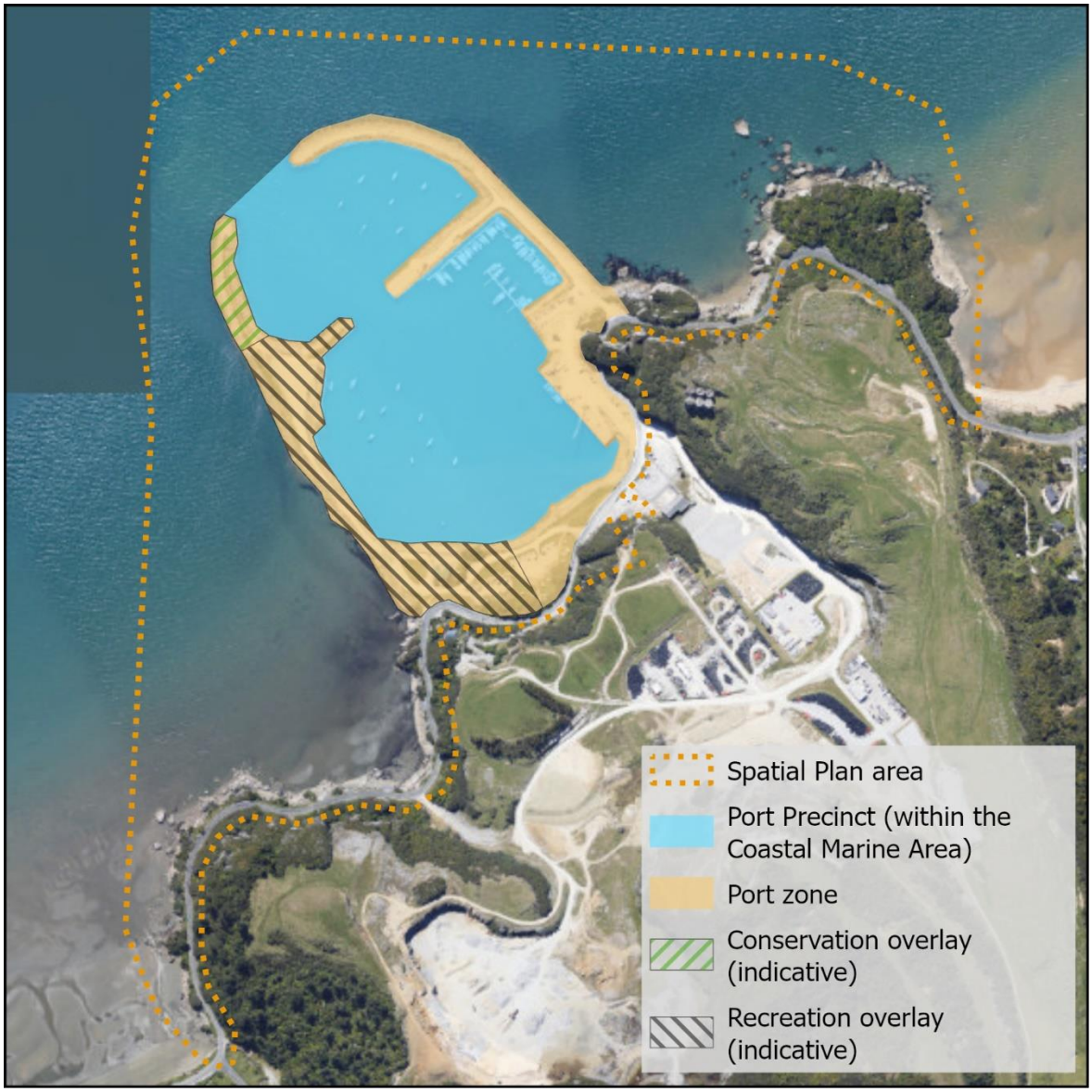


Figure 2.

5.7 The wording in the draft Spatial Plan was intended to be high level and provide general direction without diving into specific details, which were to be worked through in separate workstreams. Unfortunately, this led to a level of confusion in the community and some feedback attempted to fill in the details and provide feedback on what they thought was intended. The draft Spatial Plan map (figure 1.) proved to be particularly confusing and reference to Port, Recreation and Conservation Zone within the text of the draft Spatial Plan also added to the misdirection. Under the National Planning Standards strong guidance is provided regarding what the new zones for Port Tarakohe should be and the Council is also well progressed on the work regarding the identification and protection of areas of landscape and natural character values (action point 3.1). The wording in the Spatial Plan has been subsequently amended to make it clearer up front to the community what zoning changes are likely to occur.

5.8 A copy of the final Spatial Plan has been provided to the Golden Bay Ward Councillors and key staff for consideration ahead of this meeting. The changes sought by the Councillors have been made and the Spatial Plan is now brought back to Council for consideration and approval.

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

6.1 The proposed Spatial Plan will be used to inform the Council's resource management plan and any future planning documents, and to influence wider Council decision making in relation to Long Term Plan funding and work plans for various Council departments.

6.2 The Port Tarakohe Spatial Plan does not have a direct financial implication, however it does contain a number of objectives and actions points which may require funding in the short to longer term.

6.3 Several of the action points have already been budgeted for and are within current work programmes e.g. roading report. Other action points have been on the work programme for some time and are nearing completed e.g. "Identification of areas of landscape and natural character…" Some action points only require staff time and may be considered BAU, e.g. developing an approach to protect ecological areas.

6.4 It is anticipated that the budgetary implications will be low.

7. Options / Kōwhiringa

7.1 The options are outlined in the following table:

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

7.2 Option 1 is recommended.

8. Legal / Ngā ture

8.1 The Port Tarakohe Spatial Plan has been prepared under the Local Government Act and will be used to inform future projects. The plan does not have any statutory weight. There are no further legislative requirements for this completed project.

9. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

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

9.2 Manawhenua ki Mohua provided a strategic overview of cultural values for the PGF Port Tarakohe business case proposal (2019) and this document provided clear guidance on cultural issues at a high level, including direction on activities considered to be inappropriate in and around the port. A copy of the strategic overview has been included in the background report for the Spatial Plan (Attachment 1), and was used in the development of the Spatial Plan.

9.3 Manawhenua ki Mohua and pou taiao have been involved since the earliest stages of this project with a hui (and site visit) held in May 2023 prior to community consultation.

9.4 Manawhenua ki Mohua and pou taiao were further involved in the draft issues and options report (February/March) in 2024 and a second hui was held in December 2024.

9.5 The feedback from iwi has been incorporated into the Spatial Plan, including specific action points identifying cultural values for the area. The feedback from the consultation project will also be brought forward into subsequent resource management plan development.

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

10.1 The Port Tarakohe Spatial Plan has a low level of 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	Port Tarakohe is the only all tide marine facility in Golden Bay and it's an important facility which is relied on by a variety of organisations and the community. Past engagements regarding the port have shown community interest.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low	The Spatial Plan introduces a high-level planning framework, the decisions which directly impact the use of the port will be made through future decisions/ actions.
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	The Spatial Plan introduces a high-level planning framework which supports existing use of the port.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Yes	Port Tarakohe is a strategic asset.
5.	Does the decision create a substantial change in the level of service provided by Council?	No	The Spatial Plan introduces a high-level planning framework - any subsequent decision will be subject to a further process.

	Issue	Level of Significance	Explanation of Assessment
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	No	The Spatial Plan includes an action plan which will lead to future work. The proposed actions will not substantially affect debt or rates.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	No	
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	The Spatial Plan introduces a high-level planning framework, the decisions which directly impact activities at the port will be made through separate decision making processes.
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater or particular consideration of current legislation relating to water supply, wastewater and stormwater infrastructure and services?	No	

11. Communication / Whakawhitiwhiti Kōrero

11.1 Engagement has been an important part of the development of this Spatial Plan.

11.2 Consultation had been undertaken with the community over the decades, canvassing various issues within the port and surrounding areas. It was considered repetitious to ask the community again to identify issues and options when these have been canvassed multiple times over the years. Instead a draft issues and options report was prepared from what was already known and iwi, port users and the community were asked what, if any, information gaps needed filling.

11.3 Feedback was sought on the draft issues and options report during February and March 2024. The approach to seeking feedback included:

11.3.1 a presentation to the Golden Bay Community Board in February 2024;

11.3.2 a Shape Tasman webpage;

11.3.3 notices in Newsline;

11.3.4 a public open day at the Boat Club on 14 February 2024;

11.3.5 various communications with numerous interested parties; and

11.3.6 inputs from Council staff in relation to roading, reserves, servicing and development.

11.4 The summarised feedback received included:

11.4.1 support for further development of the commercial port to support development and economic growth. This included requests for improved wharf facilities and better safety, provision of ablutions, and especially increased parking;

11.4.2 concern over increases in traffic leading to road safety issues;

11.4.3 recognition that the port is a community asset and plays a critical role in providing for resilience for Golden Bay/Mohua;

11.4.4 support for increased recognition of and provision for recreational boating use and improved recreational facilities including an extension to the western arm, safety improvements to the recreational ramp and pontoon, better small vessel facilities, upgrades to the access and parking arrangements, café or similar, tourism support facilities, retail opportunities, benches and picnic tables, fishing platforms. Provision for rock/cliff climbing. Better maintenance and upgrades of existing facilities. More and better everything;

11.4.5 upgrade the recreational facilities at the port to provide a diversity of recreational opportunities for the community. Support for the Pōhara Boat Club and the activities they provide;

11.4.6 make provision for cruise ship visitors;

11.4.7 requests for better protection for those walking and cycling to and through the port area, including development of a shared pathway;

11.4.8 concern over impacts of existing and increased development at the port and associated with expansion of the mussel farm industry. Effects on the amenity of adjoining residential areas;

11.4.9 need for protection of the surrounding ecological and landscape qualities of the cliffs, vegetation and coastline. Need to continue ecological restoration projects;

11.4.10 support for increased ecological improvement including habitat restoration; and

11.4.11 request for continued use of the port area for vehicle-based camping.

11.5 Following consideration of the feedback on the draft issues and options report a draft spatial plan was prepared. Feedback was sought on the draft Spatial Plan during December 2024-February 2025. The approach to seeking feedback included:

11.5.1 a hui with MKM and pou taiao;

11.5.2 a presentation to the Golden Bay Community Board;

11.5.3 updates to the Shape Tasman webpage;

11.5.4 notices in Newsline;

11.5.5 a public open day at the Boat Club on 10 December 2024;

11.5.6 a meeting with the Enterprise Unit on 18 December 2024;

11.5.7 various communications with numerous interested parties;

11.5.8 inputs from Council staff in relation to infrastructure; and

11.5.9 a formal feedback form and public survey during December 2024 to 10 February 2025.

11.6 The overall feedback provided general support for having a Spatial Plan to guide future development but very different views on what this should contain and who / what activities should be prioritised. Attachment 3 provides a summary of the feedback on the draft Spatial Plan.

11.7 As a whole, the feedback can be summarised into four main themes:

11.7.1 the commercial port area is an important resource for supporting economic operations including marine farms, tourism opportunities and providing resilience for Golden Bay/Mohua. The commercial port and harbour activities should be prioritised;

11.7.2 desire for increased and enhanced amenities and activities, including ablutions, seating, planting, parking, improved access, and safety, and potentially hospitality;

11.7.3 the port area is an important recreational space for passive and active recreation and there is a demand for increased recognition of and support for the full range of recreational opportunities; and

11.7.4 protect the significant ecological and landscape qualities of the area including the habitat for Kororā/little blue penguins, and the cliffs with their unique vegetation.

11.8 In response to these four themes the Spatial Plan introduced a range of objectives and action points to address the themes identified.

12. Risks / Ngā Tūraru

12.1 Adopting the plan is low risk and will provide an overarching framework to guide strategic and operational decisions regarding the port. This will also ensure funding and investment decisions are made in a cohesive manner. If the Spatial Plan is not adopted the status quo will continue with ad hoc project specific development occurring. This risks unintended consequences and potential for inefficient use of the port long term and it will make the drafting of planning provisions for the port more difficult. In the absence of a high-level spatial plan pulling the various uses of the port together into one cohesive strategy then decisions and funding will continue to be made on a case-by-case bases.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

13.1 The matter requiring a decision in this report was considered by staff in accordance with the process set out in the Council's 'Climate Change Consideration Guide 2024.

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

13.3 The Spatial Plan is high level and is given effect to through the action plan. Action point 2.2 acknowledges the importance of the port for community resilience and advocates that resilience and climate change be considered as part of the drafting of the Port Management Plan.

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

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

14.1 The Spatial Plan provides a high-level planning framework that sets out intended uses of areas within the port and its immediate surrounds. The purpose of the Spatial Plan is to inform the TRMP or its successor decisions regarding zoning and to influence wider Council decision making in relation to long term funding and work plans for various Council departments. The intention is for existing policy and strategic plans to align with the Spatial Plan, with time.

14.2 In the drafting of the Spatial Plan consultation has been undertaken with all relevant sections of Council and several presentations have been given to the Enterprise Committee and the Port User Advisory Committee.

14.3 Existing strategies and reports on the port, where relevant, were incorporated into the planning process, particularly the draft issues and options report.

14.4 The Action Plan aligns with the requirements of the Resource Management Act 1991(RMA) and the New Zealand Coastal Policy Statement (NZCPS) and several of the action points require further work to amend the TRMP in accordance with the RMA and NZCPS.

15. Conclusion / Kupu Whakatepe

15.1 The Port Tarakohe Spatial Plan provides a high-level planning framework that sets out intended uses of areas within the port and its immediate surrounds. The purpose of the Spatial Plan is to inform the TRMP decisions regarding zoning and to influence wider Council decision making in relation to long term funding and work plans for various Council departments.

15.2 Extensive consultation has now been undertaken, and Council consideration and approval of the Spatial Plan is now required to complete the process.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

16.1 The Spatial Plan is high level and contains three objectives and an Action Plan, with action points giving effect to the objectives. The next step involves implementing the actions identified in the Action Plan.

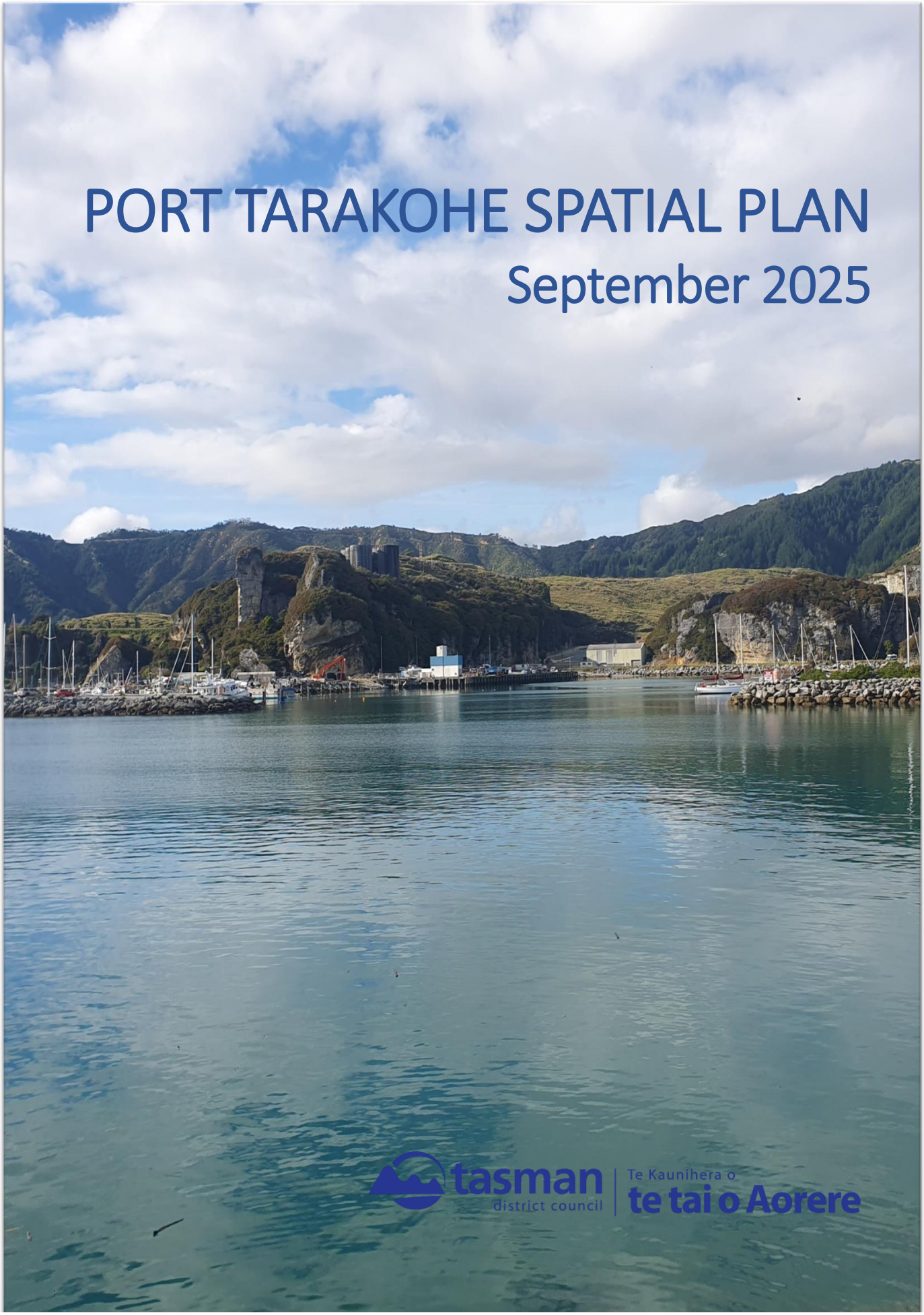
16.2 Some of the action points have been given a high priority and a significant number of those projects have already been started e.g. Council has already identified areas of Outstanding Natural Features and Landscape and Natural Character and the roading report. Other action points have been given a lower priority or will require a longer time period to achieve.

16.3 A significant number of the action points require a change to the TRMP or its successor under RMA reform. The Port Tarakohe Spatial Plan will be an important component of the new Regional Spatial Plan under the RMA replacement legislation.

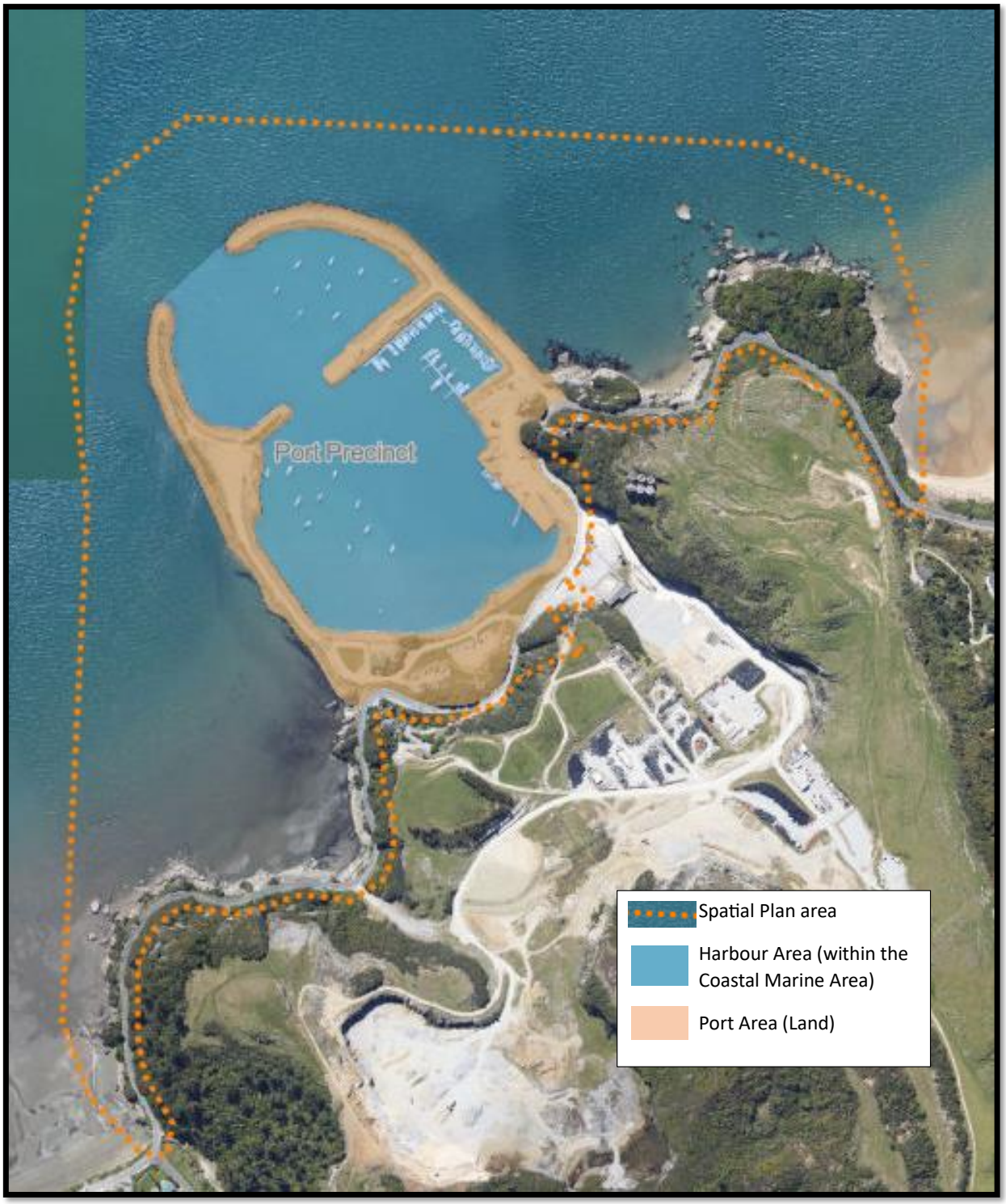
16.4 Following approval of the Port Tarakohe Spatial Plan the website will be updated and a copy of the spatial plan made available. Stakeholders and affected staff will also be notified of the finalisation of the spatial plan.

17. Attachments / Tuhinga tāpiri

1. Attachment 1: Final Port Tarakohe Spatial Plan 251
2. Attachment 2: Draft Port Tarakohe Spatial Plan 293
3. Attachment 3: Port Tarakohe Engagement Notes 331


PORT TARAKOHE SPATIAL PLAN
September 2025
tasman
district council
Te Kaunihera o
te tai o Aorere

Port Tarakohe Spatial Plan



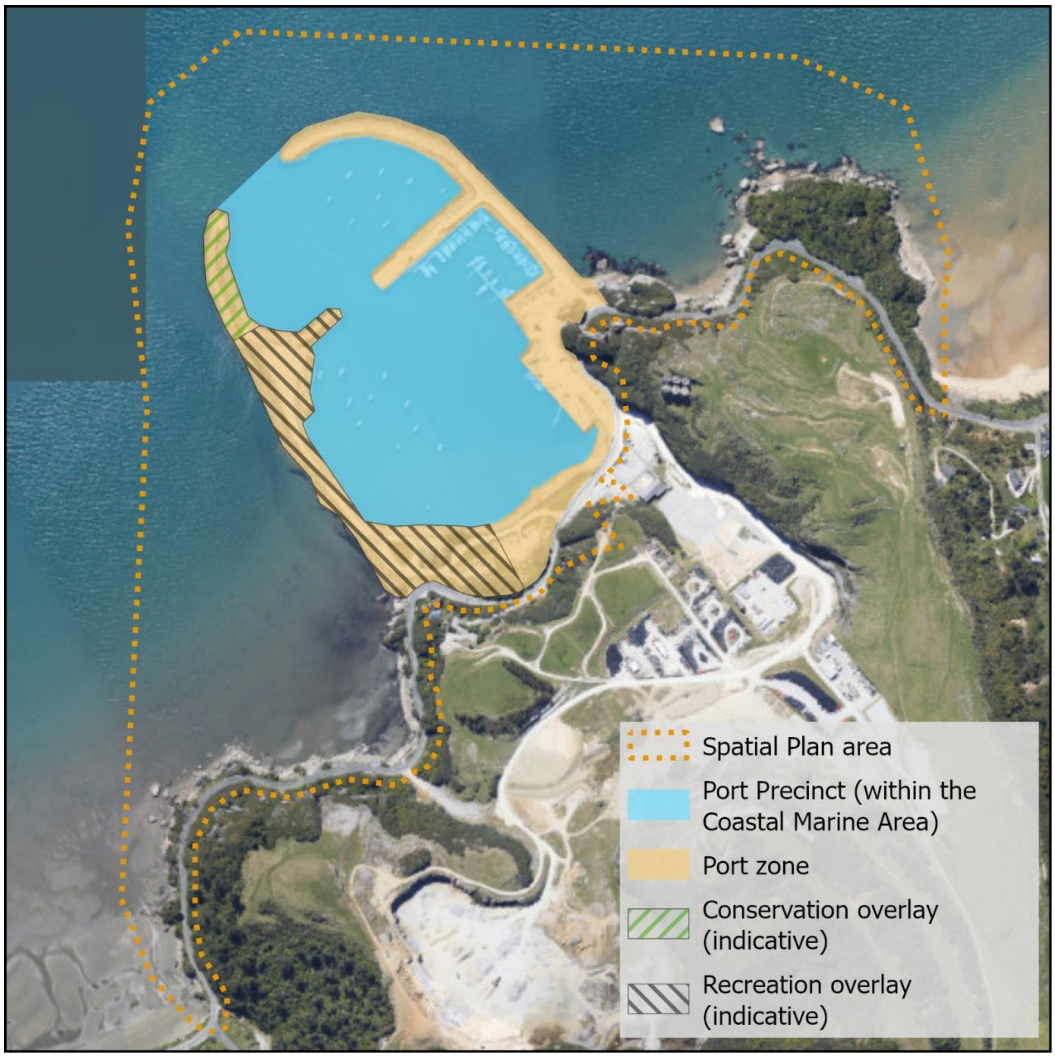
Port Tarakohe Spatial Plan

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

The Council has determined that it is appropriate for Port Tarakohe to continue to operate as a Port and Harbour and that Port Tarakohe needs to be managed as one integrated entity.

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

The implementation of this approach through planning tools will be by way of a future plan change and that forms a key action within the Action Plan to implement the Spatial Plan. Within that plan change it is likely that the coastal marine area that makes up the Harbour Area will become a "Port Precinct", and the Port Area will be zoned "Port ". To recognise and provide for the existing clusters of recreation and conservation activities within the Port, these areas will be identified as overlay areas (see the map below). Development within the overlay areas will continue to be for port and harbour purposes, but preference will be given to uses that support community recreation and conservation activities and values.



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



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

Objectives for Port Tarakohe

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

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

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

Port Tarakohe Action Plan

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

Objective	Action	Responsibility	Priority[1]
Objective 1: Identifying areas of the Port for particular uses and activities improves certainty	1.1 Undertake a plan change to the Tasman Resource Management Plan to apply the Spatial Plan within a planning framework.	Policy team	High
	1.2 Legalise existing extensions to arms and width of breakwaters to ensure that the reclamation areas are identified correctly, and property boundaries align with MHWS.	Legal team	Medium
Objective 2: Providing for growth and change to enable opportunity	2.1 Undertake a plan change to the Tasman Resource Management Plan to achieve the Spatial Plan through inclusion of rules that enable appropriate activities, restrict inappropriate activities, and manage effects of activities on the surrounding environment.	Policy team	High
	2.2 Prepare and consult on a management plan for the Port and Harbour Area that sets out future growth options through to 2035 and includes: • identification of constraints on growth and options to resolve constraints, • resilience to hazards and climate change,` • management of effects on the surrounding environment including noise, lighting and contaminants, and • identification of opportunities for improved cultural, recreation, amenity and conservation outcomes.	Enterprise team	Medium

[1] High = within 3 years, Medium = 2-5 years.

Objective	Action	Responsibility	Priority[1]
	2.3 Prepare a three waters servicing report that includes: • assessment of current constraints on services, • identification of options for improved services to meet the demand of likely new activities, • timeline and costing of options to feed into the LTP or decisions on development contributions, and • management of stormwater, wastewater and contaminants that is necessary to meet NZCPS requirements.	Water and Waste team Enterprise team	High
	2.4 Prepare a roading and transport report that includes: • identification of current issues with roading access and safety for all users, addressing both movement to and within the Spatial Plan area, • options to improve safety for all road users on Abel Tasman Drive, • options to improve safety for all road users at intersections within the Port area, and • timeline and costing of options to feed into the LTP.	Transport team Enterprise team	High
Objective 3: Celebrating values and protecting special spaces recognises history, the people and the environment	3.1 Identification of areas of landscape and natural character value, and protection of these through plan changes to the Tasman Resource Management Plan.	Policy team	High
	3.2 Identification of areas of ecological significance and development of an approach to protecting these.	Policy team	Medium
	3.3 Cultural value identification: work with iwi to commission a specific assessment of cultural values for the Spatial Plan area that will inform mechanisms to protect and celebrate values[2].	Enterprise team	High

[2] For example, this could include opportunities to celebrate e.g. information panels or pou, or enhance e.g. development of mahinga kai areas.

Objective	Action	Responsibility	Priority[1]
	3.4 Formalise a community based biodiversity group and together with that group prepare a biodiversity restoration and enhancement plan. The plan will identify opportunities for ecological restoration and enhancement, and guide actions to implement the plan, including sources of funding and timing of works.	Biosecurity and Biodiversity teams	Medium
	3.5 Support works by DOC to enhance the Abel Tasman memorial site including through investigations into additional parking, safe walking access and signage.	All of Council	Medium
	3.6 Develop a contamination management plan that ensures that all activities within the Spatial Plan area respond to the directions of the NZCPS to protect the coastal environment from contamination. This will include identification of sources of contamination and an action plan to manage risks.	Enterprise team	High

Further information on the background to this Spatial Plan and the process of developing the Spatial Plan can be found here: xxxxxxxxxxxx include link to background report xxxxxxxxxxxxxx



PORT TARAKOHE SPATIAL PLAN

Background Report

September 2025

tasman district council | Te Kaunihera o te tai o Aorere

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

Please refer to the final Spatial Plan here xxxxx for more information.

Contents

Port Tarakohe Spatial Plan - Background ... 2

Introduction 2

Engagement 3

Engagement Process 3

Why have a spatial plan? 4

Spatial Plan Location 5

Spatial Plan Themes 6

Spatial Plan Context 7

Draft Spatial Plan 2024 17

Objectives 2025 18

Spatial Plan 2025 19

Action Plan 2025 21

Appendix One: Engagement Summary 24

Appendix Two: Tarakohe Harbour Vesting Act extract 27

Appendix Three: Manawhenua ki Mohua Strategic Overview of Cultural Values Of the Port Tarakohe Business Case, May 2019 ...28

Port Tarakohe Spatial Plan- Background

Introduction

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

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

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

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

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

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

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

[3] Noting that the land containing the Abel Tasman Monument is a disconnected part of the Abel Tasman National Park.

[4] Source: MKM interpretation signage advice, 2022

Engagement

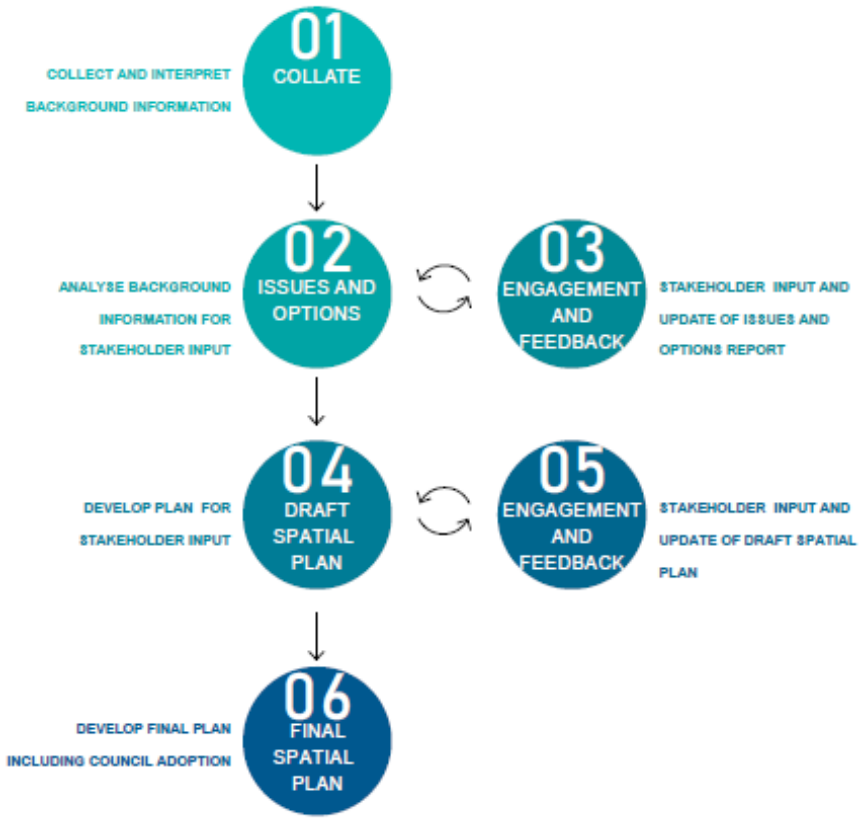
Engagement has been an important part of the development of this Spatial Plan. **Appendix One** provides a summary of the various methods of engagement and the feedback received.

The main themes received through the feedback include:

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

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

Engagement Process



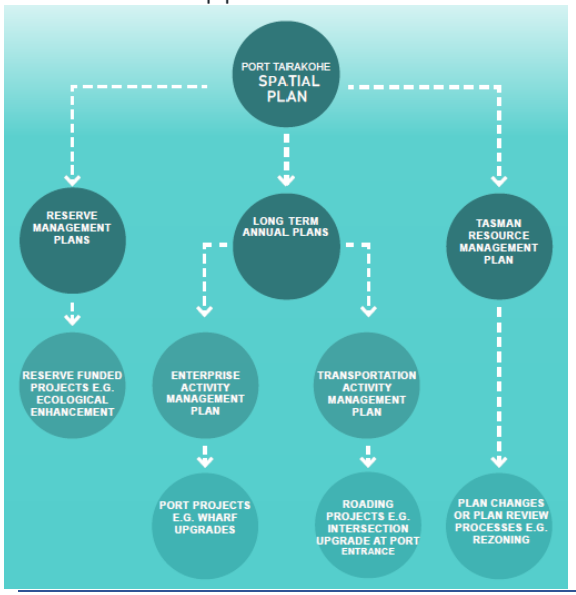
Why have a spatial plan?

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

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

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

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



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

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



Spatial Plan Location



Spatial Plan Themes

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

MANA WHENUA

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

COMMUNITY NEEDS

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

SPECIAL ENVIRONMENTS

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

GROWTH

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

RESPONSES TO HAZARDS AND CLIMATE CHANGE

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

Spatial Plan Context

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

History of the Port







Ownership

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

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

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

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

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

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



Māori Cultural context

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

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

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

Key issues identified include the need to:

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

Commercial Port Activities

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

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

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

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

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

[5] Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995

Recreation and Community

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

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

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

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

Special natural and ecological areas

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

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

> "*having regard to the specific local purpose for which the reserve has been classified, every local purpose reserve shall be so administered and maintained under the appropriate provisions of this Act that …*
>
> *(a) where scenic, historic, archaeological, biological, or natural features are present on the reserve, those features shall be managed and protected to the extent compatible with the principal or primary purpose of the reserve*"[7].

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

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

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

[6] Reserves Act 1977, section 23(1)

[7] Reserves Act 1977, section 23(2)

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

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





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

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

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

Access and movement

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

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

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

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

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

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



Infrastructure

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

Water supply issues relate to:

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

Wastewater issues relate to:

- Wastewater at the Port currently discharges to Council's reticulated network. There is a Council owned pump station at the Port which pumps the wastewater from the Port (as well as from the communities further east of the Port such as Ligar Bay and Tata Beach) to the Tākaka Wastewater Treatment Plant. Currently the treatment plant is at capacity and TDC are unable to connect new Port facilities or consent new subdivision properties to the system until the system upgrades have been completed (programmed for 2022-2026). Residential growth in and around Tākaka is also competing for any additional capacity.
- The network has a history of wastewater overflows onto private property, and underlying services are due an upgrade in some locations.
- The Pōhara Valley Road pump station is sited in the middle of TDC's legal road.
- Expansion of wastewater services is critical for the operation and expansion of the commercial Port area and the ability to cater for more aquaculture activities as well as dealing with issues relating to biosecurity.
- It is possible that some forms of industrial development may only create minimal wastewater from toilet blocks and offices and options could be explored to store it and discharge off peak into infrastructure (existing or future expansion) or transport it off site. Contaminated water from boat maintenance would likely need to be transported off site to an approved disposal location.

Stormwater issues relate to:

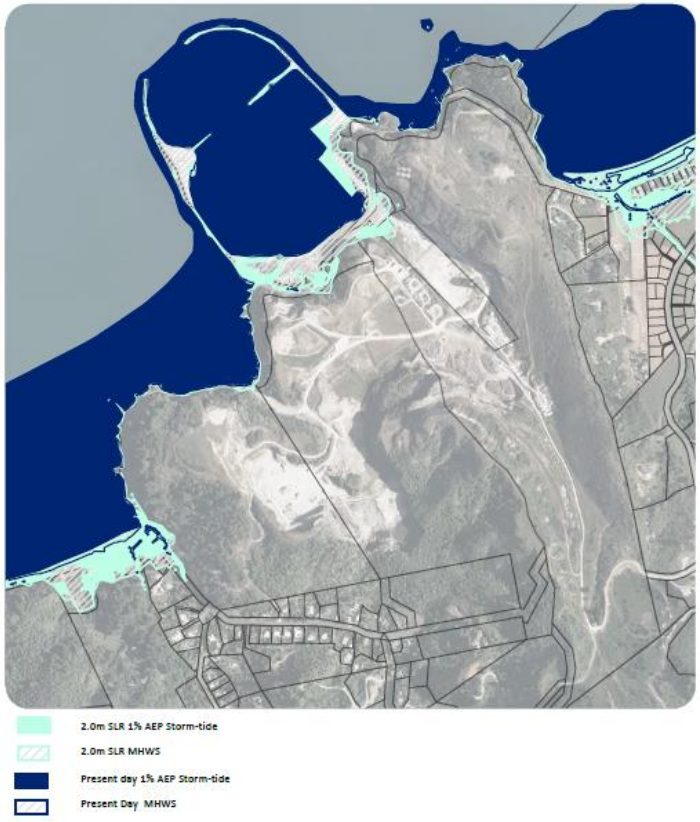
- Stormwater management is not integrated into any network operating within the wider area.
- Stormwater needs to be managed to ensure that contaminants do not discharge into the coastal marine area and to protect cultural values.

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

Climate change

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

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



Statutory context

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

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

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

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



Current context in 2024/25

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

Eastern (Port) Side of the Port

① Horseshoe shaped rock arms that protect the Port from wave action.

② Moorings (inner and outer harbour) and marina (pile and floating berths).

③ Main wharf, weighbridge, light and ice towers, manager's office and associated wharf facilities and security features.

④ Fuel facility, water tanks and commercial power supply.

Western (Recreational) Side of the Port

⑤ Horseshoe shaped rock arm that protects the Port from wave action.

⑥ Pohara boat club building, including public toilets and showers, and associated washdown area, parking and access areas.

⑦ Boat ramp and pontoon for launching recreational boats.

⑧ Launching ramp adjacent to the boat club for sailboats and waka ama.

⑨ Boat compound and hardstand storage compound.

⑩ Recreational moorings in an undeveloped space behind the inner rock arm.

⑪ Motor Caravan Association park-over site.

⑫ Penguin boxes and penguin fence.

Abel Tasman Memorial

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



Draft Spatial Plan 2024

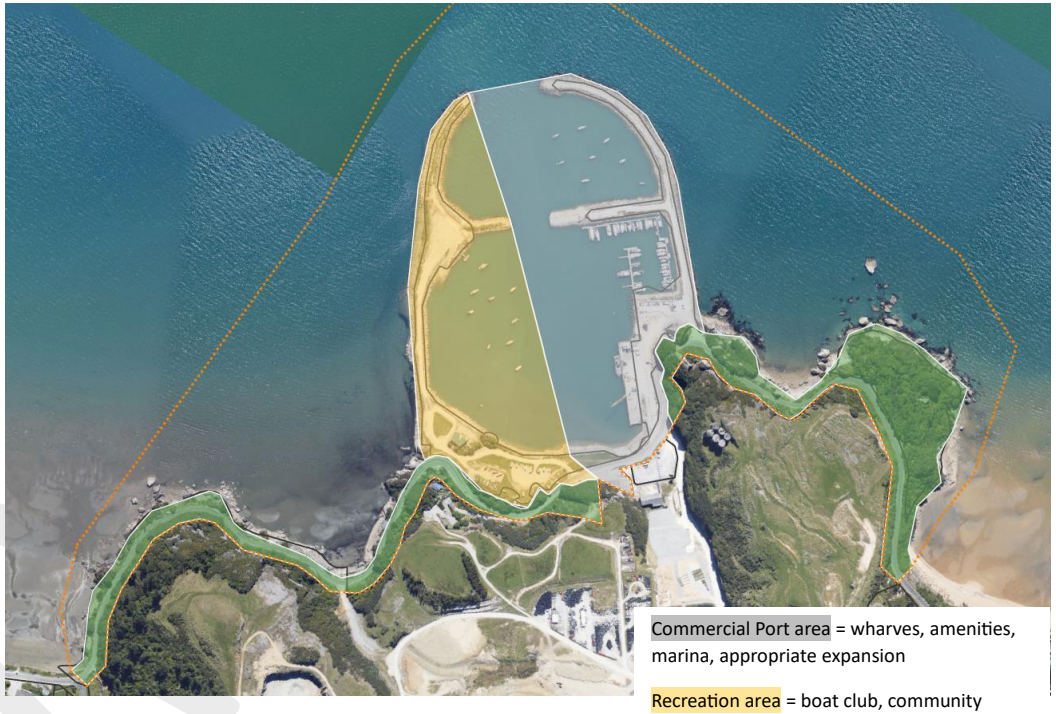
A draft spatial Plan was developed in 2024 with a view to dividing the Port Tarakohe area into three distinct spaces – Commercial Port, Recreation and Conservation. This Draft Spatial Plan also included three key objectives:

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

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

On this basis the content of the objectives have been revised (see next page) to place more emphasis on use and development within the Spatial Plan area for Port and harbour purposes, with preference given to developments and uses that support recreation and conservation within the sub activity areas.

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



Draft Spatial Plan diagram 2024

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

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

Conservation area = revegetation, climbing, national park

Objectives 2025

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

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

Council has determined that priority will be given to Port Tarakohe for use for port and harbour purposes. Commercial returns from port and harbour activities will be used to support the development and operation of the Port, including the working port facilities and community resilience and recreation facilities.

The working port facilities will be focussed on the eastern side of the Port Area, containing the main wharfs, ramps and wharf facilities and the existing marina.

Recreation and Conservation overlay areas contain community recreational facilities and conservation values and preference will be given to uses and developments which support community recreation and conservation.

The Harbour Area primarily provides marine access to and from the adjoining Port Areas and use and development is likely to include commercial and recreational marine facilities with a need to be located there.

The wider foreshore and cliffs, including the Abel Tasman memorial land will not be identified as part of the Port area but will retain their existing zoning and identification. Much of this land has been identified as areas of Outstanding Natural Features and Landscapes and under the NZCPS Council is required to protect and enhance these areas of conservation and ecological significance.

Objective 2: Providing for growth and change to enable opportunity

Growth, in a variety of forms can provide economic support to businesses and the community, resilience for the community, improved recreational opportunities, and ecological enhancement. To facilitate such opportunities there is a need to make deliberate decisions around support for appropriate growth, particularly in relation to infrastructure provision, and roading / access. Key elements to resolve include securing a potable water supply, developing an adequate wastewater management approach, and ensuring safe access and movement to and through the Port and Harbour area.

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

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

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

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

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

Cultural values – cultural values for the area will be identified and incorporated into activities and uses where appropriate. For example information panels, Pou or restoration.

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Spatial Plan 2025

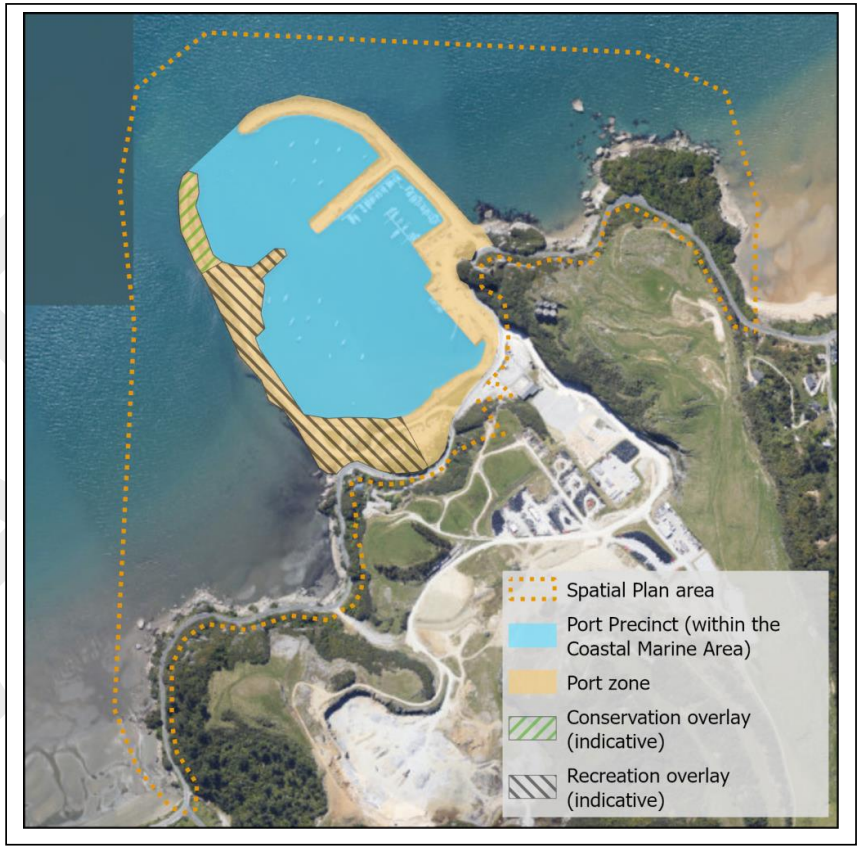
Having considered the feedback received, the statutory purpose of the Port, relevant legislation, and the needs of Council and the community, the Council has determined that it is appropriate that Port Tarakohe continue to operate as a Port and Harbour and that Port Tarakohe will operate as one integrated entity.

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

The implementation of this approach through planning tools will be by way of a future plan change and that forms a key action within the Action Plan to implement the Spatial Plan. Within that plan change it is likely that the coastal marine area that makes up the Harbour Area will become a "Port Precinct", and the Port Area will be zoned "Port ". To recognise and provide for the existing clusters of recreation and conservation activities within the Port, these areas will be identified as overlay areas (see the adjoining map). Development within the overlay areas will continue to be for port and harbour purposes, but preference will be given to uses and facilities that support community recreation and the conservation activities and values.

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

Spatial Plan





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

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Action Plan 2025

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

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

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

Objective	Action	Responsibility	Priority[8]
Objective 1: Identifying areas of the Port for particular uses and activities improves certainty	1.1 Undertake a plan change to the Tasman Resource Management Plan to apply the Spatial Plan within a planning framework.	Policy team	High
	1.2 Legalise existing extensions to arms and width of breakwaters to ensure that the reclamation areas are identified correctly, and property boundaries align with MHWS.	Legal team	Medium
Objective 2: Providing for growth and change to enable opportunity	2.1 Undertake a plan change to the Tasman Resource Management Plan to achieve the Spatial Plan through inclusion of rules that enable appropriate activities, restrict inappropriate activities, and manage effects of activities on the surrounding environment.	Policy team	High
	2.2 Prepare and consult on a management plan for the Port and Harbour Area that sets out future growth options through to 2035 and includes: • identification of constraints on growth and options to resolve constraints, • resilience to hazards and climate change, • management of effects on the surrounding environment including noise, lighting and contaminants, and • identification of opportunities for improved cultural, recreation, amenity and conservation outcomes.	Enterprise team	Medium

[8] High = within 3 years, Medium = 2-5 years.

Objective	Action	Responsibility	Priority[8]
	2.3 Prepare a three waters servicing report that includes: • assessment of current constraints on services, • identification of options for improved services to meet the demand of likely new activities, • timeline and costing of options to feed into the LTP or decisions on development contributions, and • management of stormwater, wastewater and contaminants that is necessary to meet NZCPS requirements.	Water and Waste team Enterprise team	High
	2.4 Prepare a roading and transport report that includes: • identification of current issues with roading access and safety for all users, addressing both movement to and within the Spatial Plan area, • options to improve safety for all road users on Abel Tasman Drive, • options to improve safety for all road users at intersections within the Port area, and • timeline and costing of options to feed into the LTP.	Transport team Enterprise team	High
Objective 3: Celebrating values and protecting special spaces recognises history, the people and the environment	3.1 Identification of areas of landscape and natural character value, and protection of these through plan changes to Tasman Resource Management Plan.	Policy team	High
	3.2 Identification of areas of ecological significance and development of an approach to protecting these.	Policy team	Medium
	3.3 Cultural value identification: work with iwi to commission a specific assessment of cultural values for the Spatial Plan area that will inform mechanisms to protect and celebrate values[9].	Enterprise team	High
	3.4 Formalise a community based biodiversity group and together with that group prepare a biodiversity restoration and enhancement plan. The plan will identify opportunities for ecological restoration and enhancement, and guide actions to implement the plan, including sources of funding and timing of works.	Biosecurity and Biodiversity team	Medium

[9] For example, this could include opportunities to celebrate e.g. information panels or pou, or enhance e.g. development of mahinga kai areas.

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

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Appendix One: Engagement Summary

Feedback Round One: draft Issues and Options Report

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

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

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

The summarised feedback received included:

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

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

Feedback Round Two: draft Spatial Plan

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

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

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

Issues raised that are beyond the Spatial Plan:	• Role of TDC as manager of Port and also enforcer of rules and regulation • Concern over management of historical activities, enforcement, etc • Concern over prospect of privatisation of the Port • Continuation of lease / license agreements and security of tenure • Questions over application of cultural values

Changes requested to Spatial Plan:	Area identification: • Removal of all of PTL land from Spatial Plan • Include swing mooring / outer eastern arm area as recreation • Amend penguin area to conservation • Amend plan to show water area differently from land areas • Amend plan to show whole area as commercial port Actions / activities / uses and descriptions: • Explicitly provide for motor caravan parking in recreation area – ensure that recreation is not just public and free. • Do not change reserve designation from existing local purpose reserve • Ensure explicit provision for recreational boats that do not contribute to commercial costs / income. • Include fishing area with easy access. • Better manage lighting within the Port and noise generated from port activities. • Ensure contamination is managed. • Provision for installation of an underwater grid. • Do not change the zoning. • Provide for improvements to recreation area and vehicle entrances. • Provide for improved port facilities. • Ensure security for recreational boating and berthage. • Ensure the plan provides flexibility and ensure that different types of recreational opportunities and that conservation efforts are all appropriately supported and managed together with commercial uses.

Appendix Two: Tarakohe Harbour Vesting Act extract

Preamble

Whereas—

(a) certain land was authorised to be reclaimed by Orders in Council made pursuant to section 175 of the Harbours Act 1950 on 29 August 1977, and published in *Gazette*, 1977, Volume III, at page 2439:

(b) the land reclaimed was not in accordance with the authority granted by the Order in Council in that certain unauthorised areas were reclaimed, and other authorised areas were not reclaimed:

(c) no application was made to have the reclamation vested in the reclaiming body pursuant to section 175D of the Harbours Act 1950:

(d) the Tasman District Council has acquired the interests of the reclaiming body and wishes to validate the reclamation in order that the reclamation be designated as a local purpose reserve and be vested in the Council for development as both a working harbour and a recreational area.

1 Short Title

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

2 Validation of reclamation

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

3 Land vested in Tasman District Council, etc

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

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



Cultural context

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

[1] These chiefs included: Te Meihana, Niho Tehamu, Te Aupōuri Mātenga, Henare Tatana Te Keha, Tāmati Pirimoana, Terahui Hekaka, and Takarei Tewhareaitu These chiefs included: Te Meihana, Niho Tehamu, Te Aupōuri Mātenga, Henare Tatana Te Keha, Tāmati Pirimoana, Terahui Hekaka, and Takarei Tewhareaitu

Background

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

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

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

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

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

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

Cultural values [2]

1. Cultural significance of area

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

[2] Content identified at the first working group Hui on Thursday 23rd May 2019.

[3] Pers comm. Chris Hill (May 2019)

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

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

The location of recorded sites adjacent to Port Tarakohe are illustrated in the map below[4]



[4] Maps provided by Christine Barnett (Central Region, Heritage NZ) May 2019

2. Relationships

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

3. Dredging

a. Disposal of dredged material

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

b. Toxicity of dredged material

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

4. Reclamation

a. Proposed narrowing of the Port entrance.

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

5. Earthworks for supporting infrastructure

a. Placement of new ramp

b. Recreational marina piles

c. Wastewater pipeline for proposed toilets

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

6. Reciprocity

a. Planting Plan

b. Penguin habitat restoration

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

Cultural activities

a. Access to culturally sites

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

b. *Waka ama*

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

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


PORT TARAKOHE
DRAFT SPATIAL PLAN
OCTOBER 2024
tasman district council
Te Kaunihera o
te tai o Aorere
Boffa Miskell

Contents

Contents 2
Spatial Plan - Background 3
Introduction 3
Engagement 4
Process 4
Why have a spatial plan? 5
Spatial Plan Location 6
Spatial Plan Themes 7
Spatial Plan Context 8
Port Tarakohe Spatial Plan 18
Overarching Spatial Plan Objectives 19
Port Tarakohe Action Plan 22
Appendix One: Engagement Summary 26
Appendix Two: Tarakohe Harbour Vesting Act extract 28
Appendix Three: Manawhenua ki Mohua Strategic Overview of Cultural Values Of the Port Tarakohe Business Case, May 2019 29
Appendix Four: Analysis of objectives 35

Spatial Plan- Background

Introduction

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

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

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

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

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

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

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

[1] Noting that the land containing the Abel Tasman Monument is a disconnected part of the Abel Tasman National Park.

[2] Source: MKM interpretation signage advice, 2022

Engagement

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

The main themes received through the feedback include:

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

Process



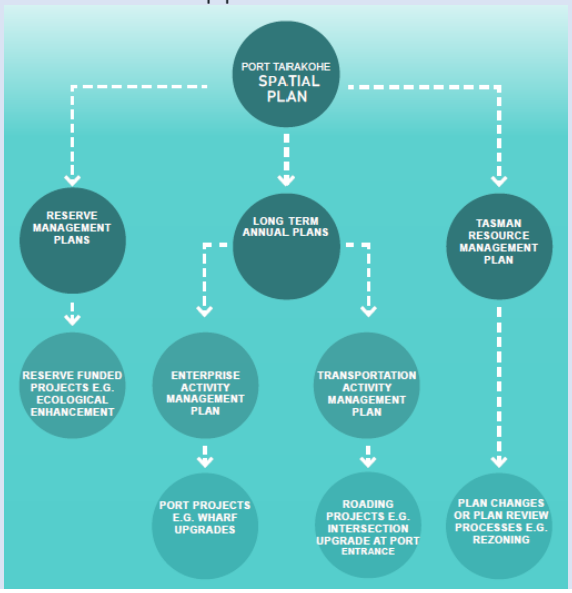
Why have a spatial plan?

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

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

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

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



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

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



Spatial Plan Location



Spatial Plan Themes

The key themes for the Spatial Plan are:

MANA WHENUA

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

COMMUNITY NEEDS

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

SPECIAL ENVIRONMENTS

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

GROWTH

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

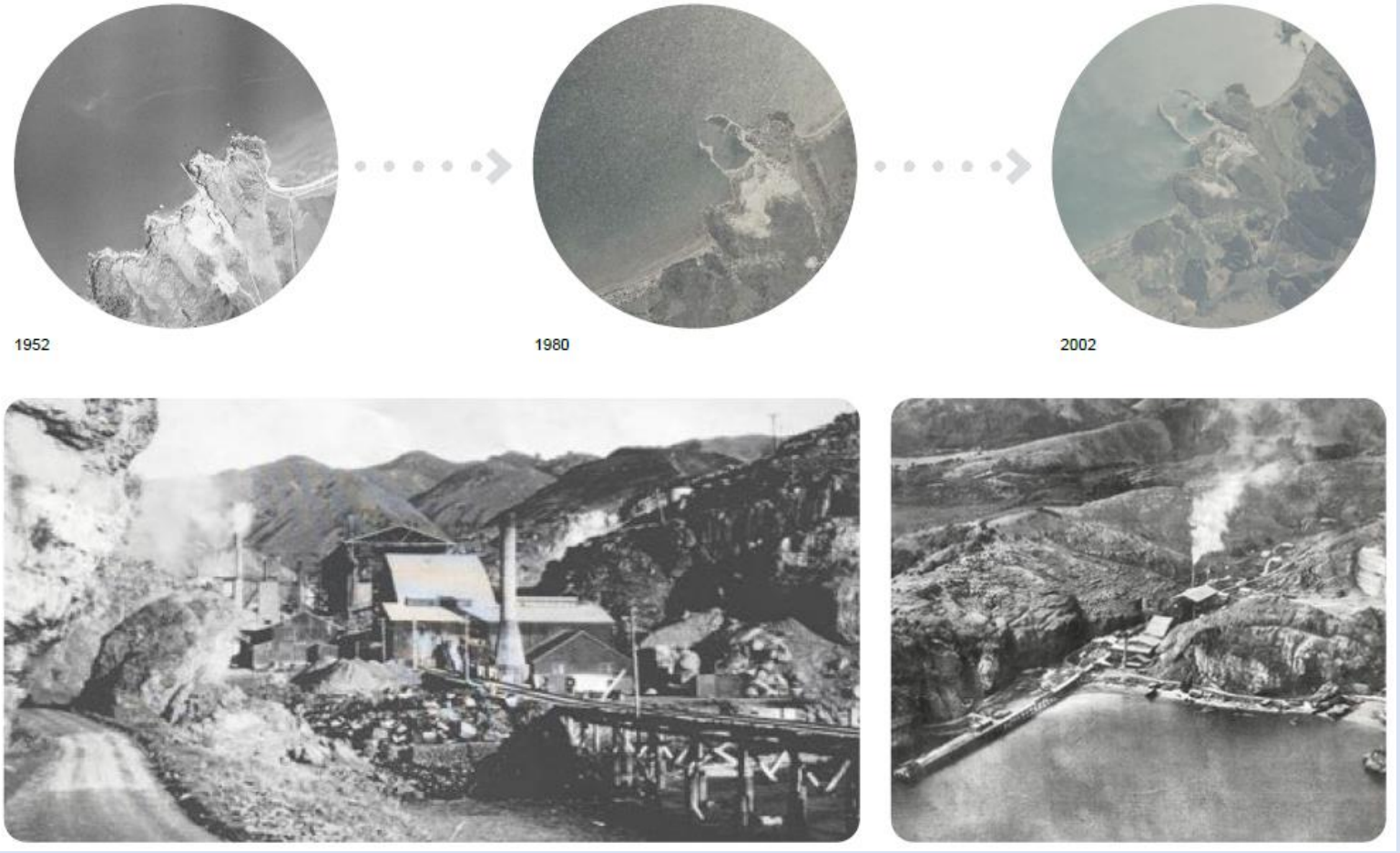
RESPONSES TO HAZARDS AND CLIMATE CHANGE

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

Spatial Plan Context

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

History of the Port



Ownership

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

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

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

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

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

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



Māori Cultural context

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

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

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

Key issues identified include the need to:

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

Commercial Port Activities

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

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

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

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

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

[3] Tasman District Council (Tarakohe Harbour Reclamation Validation and Vesting) Act 1995

Recreation and Community

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

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

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

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

Special natural and ecological areas

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

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

> "*having regard to the specific local purpose for which the reserve has been classified, every local purpose reserve shall be so administered and maintained under the appropriate provisions of this Act that …*
>
> *(a) where scenic, historic, archaeological, biological, or natural features are present on the reserve, those features shall be managed and protected to the extent compatible with the principal or primary purpose of the reserve*"[5].

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

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

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

[4] Reserves Act 1977, section 23(1)

[5] Reserves Act 1977, section 23(2)

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

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





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

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

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

Access and movement

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

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

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

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

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

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

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



Infrastructure

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

Water supply issues relate to:

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

Wastewater issues relate to:

- Wastewater at the Port currently discharges to Council's reticulated network. There is a Council owned pump station at the Port which pumps the wastewater from the Port (as well as from the communities further east of the Port such as Ligar Bay and Tata Beach) to the Tākaka Wastewater Treatment Plant. Currently the treatment plant is at capacity and TDC are unable to connect new Port facilities or consent new subdivision properties to the system until the system upgrades have been completed (programmed for 2022-2026). Residential growth in and around Tākaka is also competing for any additional capacity.
- The network has a history of wastewater overflows onto private property, and underlying services are due an upgrade in some locations.
- The Pōhara Valley Road pump station is sited in the middle of TDC's legal road.
- Expansion of wastewater services is critical for the operation and expansion of the commercial Port area and the ability to cater for more aquaculture activities as well as dealing with issues relating to biosecurity.
- It is possible that some forms of industrial development may only create minimal wastewater from toilet blocks and offices and options could be explored to store it and discharge off peak into infrastructure (existing or future expansion) or transport it off site. Contaminated water from boat maintenance would likely need to be transported off site to an approved disposal location.

Stormwater issues relate to:

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

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

Climate change

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

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



Statutory context

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

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

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

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

Spatial Plan - Background



Current context…

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

Eastern (Port) Side of the Port

① Horseshoe shaped rock arms that protect the Port from wave action.

② Moorings (inner and outer harbour) and marina (pile and floating berths).

③ Main wharf, weighbridge, light and ice towers, manager's office and associated wharf facilities and security features.

④ Fuel facility, water tanks and commercial power supply.

Western (Recreational) Side of the Port

⑤ Horseshoe shaped rock arm that protects the Port from wave action.

⑥ Pohara boat club building, including public toilets and showers, and associated washdown area, parking and access areas.

⑦ Boat ramp and pontoon for launching recreational boats.

⑧ Launching ramp adjacent to the boat club for sailboats and waka ama.

⑨ Boat compound and hardstand storage compound.

⑩ Recreational moorings in an undeveloped space behind the inner rock arm.

⑪ Motor Caravan Association park-over site.

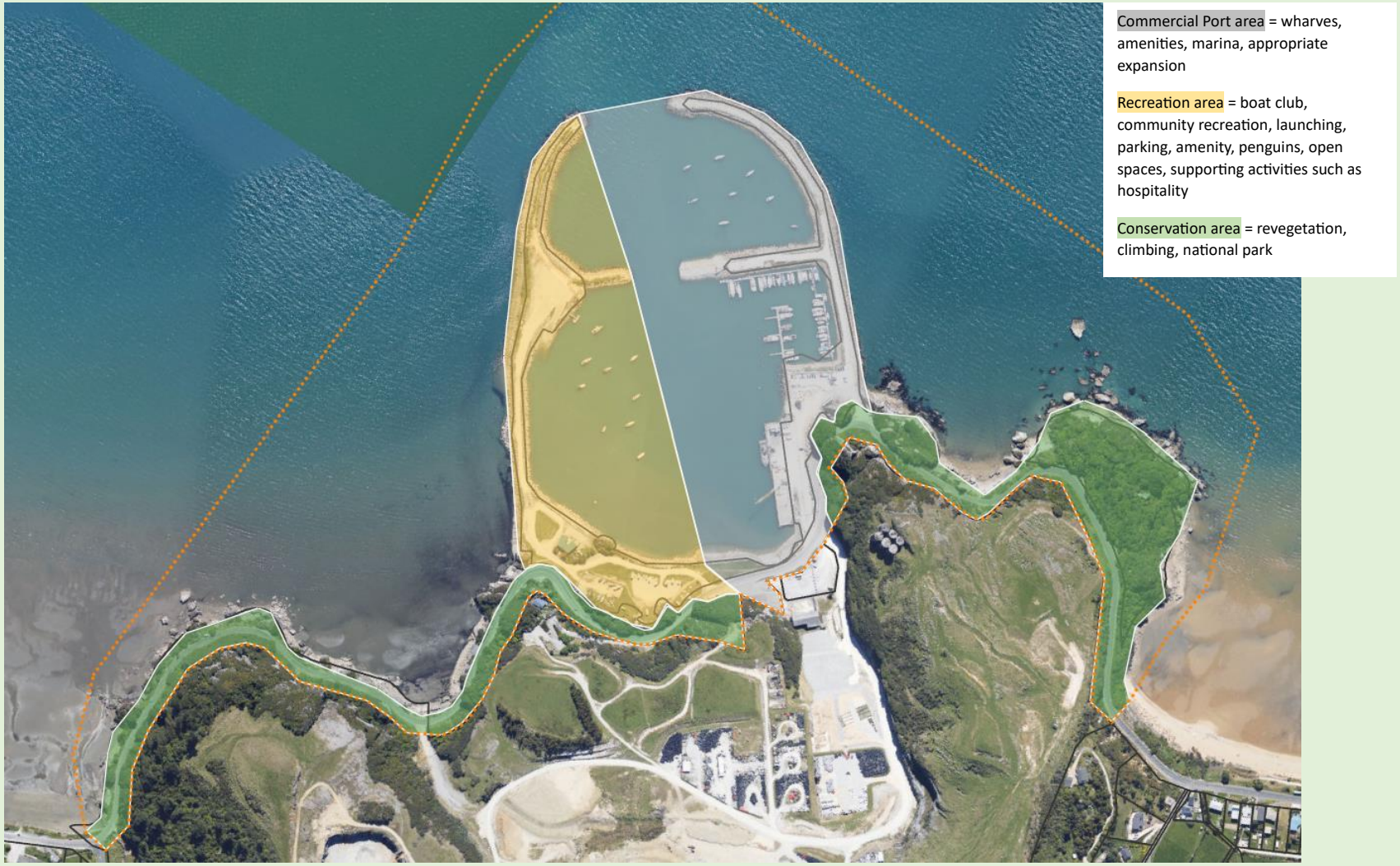
⑫ Penguin boxes and penguin fence.

Abel Tasman Memorial

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



Port Tarakohe Spatial Plan



Overarching Spatial Plan Objectives

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

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

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

[6] Note this is a diagrammatic representation of a spatial layout and is not a zoning pattern.

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

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

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

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

1. **Commercial Port Area** – covering the eastern part of the Spatial Plan area, and containing the marina, wharfs, ramps and wharf facilities.
   The purpose of this area is to provide a Port and harbour facility with an economic focus and provision for community resilience, commercial and light industrial activities and working port facilities.
   The direction for this area is to undertake appropriate and sustainable growth and development that provides for economic and community wellbeing, while protecting cultural values and the environment.

2. **Recreation Area** – covering the western and central part of the Spatial Plan area, and containing the boat club, recreational ramps, parking and open space areas.
   The purpose of this area is to support and enhance recreation and community opportunities, including passive and active recreation and support activities that enhance recreational options. Provision for recreation activities will include protection of the Kororā | little blue penguin habitat.
   The direction for this area is to provide excellent community recreation opportunities that enhance the special values of the area and support more of the community to use this space.

3. **Conservation Area** – covering the foreshore and cliffs and including the Abel Tasman memorial land.
   The purpose of this area is to provide for ecological protection and conservation restoration and enhancement activities. A parallel purpose is to provide for limited recreational activity in the form of climbing and walking.
   The direction for this area is to protect and enhance areas of conservation and ecological significance.

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

Objective 2: Providing for growth and change to enable opportunity

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

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

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

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

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

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

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

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

Port Tarakohe Action Plan

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

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

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

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

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

[7] Short term is the next 1-3 years.
[8] Medium term is 3-6 years.

Port Tarakohe Action Plan

Objective	Action	Action category	Term		Responsibility	Priority
			Short[7]	Medium[8]		
Objective 2: Providing for growth and change to enable opportunity	Undertake a process to identify 'functional need' to inform rules that enable/restrict activities within the three areas.	Planning	✓		Policy team	High
	Apply rules to each of the three areas, that enable appropriate activities but restrict inappropriate activities or inappropriate scale of change (through a plan change). Differentiate rules between activities and effects to appropriately control outcomes.	Planning	✓		Policy team	High
	Prepare and consult on a management plan for the commercial Port area that sets out future growth options over the next 5-10 years and addresses cost / benefit and funding. This will also include identification of constraints on growth and demand for services, amenities and facilities, together with options to resolve constraints. It will include resilience, management of contaminants, resolving conflicts between users, and support for wider commercial activities, and an assessment of how growth supports cultural values, community wellbeing and environmental values.	Commercial		✓	Enterprise team	Medium
	Prepare a three waters servicing report that includes: • Assessment of current constraints on services. • Identification of growth and demand for the different uses/activities in the commercial Port and recreation areas, including alignment with provision for likely new activities. • Assessment of options to supply the existing and future uses, including ensuring sufficient provision for growth. • Timeline and costing of options to feed into the LTP as the mechanism to secure the necessary funding to carry out the work needed to facilitate growth and development. This assessment will include management of stormwater, wastewater and contaminants to meet NZCPS requirements and to protect cultural and ecological values.	Servicing Reserves Commercial	✓		Water and Waste team Reserves team Enterprise team	High

Objective	Action	Action category	Term		Responsibility	Priority
			Short[7]	Medium[8]		
	Prepare a roading and transport report that includes: • Identification of current issues with roading access for all users, addressing both movement to and within the Spatial Plan area. • Options to improve safety for all road users on Abel Tasman Drive. • Options to improve safety for all road users at intersections accessing the commercial Port area, recreation area and adjacent private land. • Timeline and costing of options to feed into the LTP as the mechanism to secure the necessary funding to carry out roading works that will ensure safety and accessibility.	Transport Reserves Commercial	✓		Transport team Reserves team Enterprise team	High
	Review and consult on the Golden Bay Ward Reserves Management Plan (RMP) to incorporate specific management policies for Port Tarakohe reserve. This Port Tarakohe section will include specific direction to guide development of the recreational area, including relocation of activities and identification of new uses that have a functional need to locate within the reserve space, for example: • provision for new recreational marina facilities, • improved boat storage, • ramp upgrades, • improved facilities to clean boats, • improved parking and access, • improved plantings and hard landscaping[9], and • methods to achieve protection of special values. The plan may also include consideration of commercial activities such as hospitality. Budgets to implement the RMP policies can then be included in the Council's Reserves and Facilities and Council Enterprises Activity Management Plans to implement upgrades and new works over time.	Reserves	✓		Reserves team	High

[9] Hard landscaping includes seating, picnic facilities, shelters, information signs, educational material, etc.

Port Tarakohe Action Plan

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

[10] For example, this could include opportunities to celebrate e.g. information panels or pou, or enhance e.g. development of mahinga kai areas.

Appendix One: Engagement Summary

Feedback on draft Issues and Options Report

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

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

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

The summarised feedback received included:

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

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

Appendix Two: Tarakohe Harbour Vesting Act extract

Preamble

Whereas—

(a) certain land was authorised to be reclaimed by Orders in Council made pursuant to section 175 of the Harbours Act 1950 on 29 August 1977, and published in *Gazette*, 1977, Volume III, at page 2439:

(b) the land reclaimed was not in accordance with the authority granted by the Order in Council in that certain unauthorised areas were reclaimed, and other authorised areas were not reclaimed:

(c) no application was made to have the reclamation vested in the reclaiming body pursuant to section 175D of the Harbours Act 1950:

(d) the Tasman District Council has acquired the interests of the reclaiming body and wishes to validate the reclamation in order that the reclamation be designated as a local purpose reserve and be vested in the Council for development as both a working harbour and a recreational area.

1 Short Title

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

2 Validation of reclamation

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

3 Land vested in Tasman District Council, etc

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

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



Cultural context

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

Background

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

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

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

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

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

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

[1] These chiefs included: Te Meihana, Niho Tehamu, Te Aupōuri Mātenga, Henare Tatana Te Keha, Tāmati Pirimoana, Terahui Hekaka, and Takarei Tewhareaitu These chiefs included: Te Meihana, Niho Tehamu, Te Aupōuri Mātenga, Henare Tatana Te Keha, Tāmati Pirimoana, Terahui Hekaka, and Takarei Tewhareaitu

Cultural values [2]

1. Cultural significance of area

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

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

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

The location of recorded sites adjacent to Port Tarakohe are illustrated in the map below[4]



[2] Content identified at the first working group Hui on Thursday 23rd May 2019.

[3] Pers comm. Chris Hill (May 2019)

[4] Maps provided by Christine Barnett (Central Region, Heritage NZ) May 2019

2. Relationships

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

3. Dredging

a. Disposal of dredged material

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

b. Toxicity of dredged material

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

4. Reclamation

a. Proposed narrowing of the Port entrance.

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

5. Earthworks for supporting infrastructure

a. Placement of new ramp

b. Recreational marina piles

c. Wastewater pipeline for proposed toilets

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

6. Reciprocity

a. Planting Plan

b. Penguin habitat restoration

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

Cultural activities

a. Access to culturally sites

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

b. *Waka ama*

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

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

Appendix Four: Analysis of objectives

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

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

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

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

2. Providing for growth and change to enable opportunity

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

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

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


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Port Tarakohe Draft Spatial Plan Engagement Notes

Public open day 10 December 2024

Feedback received from 6 people / groups.

PTL / Dan and Katie Hames

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

Hans Stoffregen

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

Joan and Bob Butts

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

James Alker (?)

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

Des and Sarah (Golden Bay Traffic Management)

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

Martin and Dick (Marina Association)

- Existing marina is now paid off but additional spend on commercial wharf
- Changing the zoning could push recreational boats out of the marina.

- Don't know if building a new recreational wharf or marina is possible – not sure of bottom conditions (mud or limestone) and if dredging is realistic to sufficient depth.
- "Clearwater Mussels say there is no problem so what is the motivation for this Plan?"
- "We don't need a spatial plan to fund what we need"
- The four new berths are worth $30k/yr each but only one has been let
- Evident that there is confusion over who runs the Port – interaction between the Enterprise Committee and the Enterprise business unit.
- Want recreational boaties represented on business decisions
- Issues with different rates for concrete marina from plastic marina
- Want to retain the status quo with security for recreational boaties remaining and recreational representation on enterprise unit decisions.
- If there is a commercial operation for the port it needs to include recreation

New Zealand Motor Caravan Association Inc

- Concerned they will lose access
- Members are part of the community and they contribute significantly to the Port both financially and through environmental improvements.
- The only POP site in Golden Bay, substantial expenditure in the bay.

Enterprise Unit meeting 18 December 2025

Nick Chin, Tom McKnight (Planscapes), Tania Bray, Jeremy Butler, Stephanie Styles

- Concern that the spatial plan will place a constraint on commercial sustainability of the Port
- Intent to maximise revenue from the Port
- Still don't understand what the purpose of the Spatial Plan is or what it will do. Explained drivers and opportunities to input.
- Not clear that there will be flexibility in the plan or future plan change for commercial development
- Enterprise unit generates revenue from the boat ramp, boat wash, boat club and don't want this constrained. Potential for other revenue like a restaurant.
- What about if we wanted the whole port to be commercial with no recreation at all?
- Concern that having the PTAG already constrains commercialisation of the Port.
- Explained that this has been presented to the Enterprise Committee with no concerns expressed.
- Enterprise unit doing a business case for new marina on western side and want to provide for commercial boats on that side too.
- NC "we want a written guarantee that we won't be constrained"
- NC "we can't support recreation, want flexibility to develop, want to generate revenue". Any revenue like housing, restaurant, chandlery, commercial boat wash.
- Noted that current zoning doesn't allow for many of the activities desired.

Follow up email received 13/01/25:

> *Tēnā korua Tania raua ko Stephanie,*
>
> *With reference to our meeting held on 18/12/24, we are concerned that the current Draft Port Tarakohe Spatial Plan in its current form does not adequately recognise and provide*

for 'appropriate commercial activities' to take place within the 'Recreation Area' identified in the Draft Spatial Plan.

Commercial activities play an important role in sustaining the economic viability of Port Tarakohe and the revenue that is derived from it. We wish to suggest the following amendments to the Draft Spatial Plan to ensure that clear direction is provided so that commercial activities can occur within the Recreation Area where appropriate:

1. *Objective 1 clearly emphasises 'ensuring separation of activities' and confining commercial, recreation and conservation activities to separate areas of the Port. While Objective 1 does state that 'support activities that enhance recreational options' will be supported in the Recreation Area it is unclear what 'support activities' relate to and the scope of these.* ***We wish to see clear direction included in Objective 1 that outlines that 'appropriate commercial activities' can take place in the Recreation Area.***
2. *Objective 2 recognises that 'both the Commercial Port area and Recreation area have the potential for some growth and change in activities.' The objective states that 'This growth can provide resilience for the community, economic support to both businesses and the community, increased and improved recreational opportunities, and improved open spaces.'* ***We wish to see Objective 2 amended to recognise that providing for long-term growth and change in the appropriate commercial activities occurring in the Recreation Area will also result in providing resilience to the economic viability and running of the Port itself.***
3. *In order to provide for the requested changes to Objectives 1 and 2 there will likely need to be an amendment/s to the wider Draft Spatial Plan which outlines the need to enable appropriate commercial activities throughout the entirety of Port Tarahoke for the direct purpose of supporting the economic viability and running of the Port itself.*

Thank you for your time and consideration on this matter. We are happy to discuss these matters in more detail if any further clarifications are required.

Ngā mihi

Nick

Via Shape Tasman formalised public feedback December 2024-February 2025

Feedback received from 6 people / groups.

Positive / Negative about draft Spatial Plan

- 5 in general support or not raising overall concerns, some asking questions or making suggestions (MCA, Norman Matthews, Britta Steude / penguin trust, Chris Charlton, Janet)
- 1 not on the Plan itself but on concerns over current lighting (Cynthia Shang)

Refer to separate notes / spreadsheet from John Bullock.

Other Feedback received

Te Whatu Ora Health NZ (email to Tania Bray 5 December 2024) "*supportive of comments from mana whenua ki Mohua around improved safety, a shared path for Walking & Cycling and better ablutions, access, parking, benches and picnic tables"* and they are interested in being involved in the work that comes from the Spatial Plan.

Department of Conservation (email from Andrew Lamason 13 January 2025) "*All seems reasonable to me. Interested to hear what the thoughts around the AT memorial may be in due course*."

Mohua Penguin Trust (meeting with Britta Steude 23 January 2025) discussed the Trust's feedback provided through Shape Tasman and desire for stronger protection of penguin areas. See feedback via Shape Tasman for more information.

Port Tarakohe Ltd feedback (email to Tania Bray 10 February 2025):

- Objection to any change in underlying reserve status
- Request for transparency on changes to reserve status, enablement of port business restructure and private / public partnerships, and the lack of reference to this in the spatial plan
- Does not support the activity areas proposed in the draft plan or inclusion of any previously agreed to PTL land in the spatial plan.
- Expresses concern over the interaction of the spatial plan with existing legal agreements, long term funding, governance, possible partnerships or investments.
- Raises concern over council approach to governance and acting as owner / operator and regulatory authority. Requests independent oversight including of finances and reporting and independent commissioner for any statutory changes.
- Raises issues with ongoing land exchange negotiations with Council.

See document provided for details of issues, concerns and requests.

Richard Lamb (email to Tania Bray 10 February 2025):

- Considers there is no justification for "plan zone changes proposed".
- Considers there is no basis to give priority to commercial activities.
- Raises concern that the proposed division of use zoning does not support the needs of recreational users.

See document provided for details of issues, concerns and requests.

Martin Potter (email to Tania Bray 11 February 2025):

- Request for an underwater grid within the Port to support underwater inspections of vessels or urgent underwater repairs.

Martin Potter as Chairman of the Tarakohe Marina Association (email to Tania Bray 5 February 2025)

- Reserve status and zones should remain unchanged as a change could impact on future access to berthage and moorings.
- No evidence of conflict or competing uses.
- Parks department is not appropriate to manage a marina or moorings.
- Outer eastern arm should be part of the recreation zoned area.

William Wallis (email to TDC 18 February 2025)

- Agree with Martin Potter

7.9 UPDATE OF THE NELSON TASMAN INUNDATION PRACTICE NOTE 2019

Decision Required

Report To:	Strategy and Policy Committee
Meeting Date:	18 September 2025
Report Author:	Paula Hammond, Policy Planner - Natural Resources
Report Authorisers:	Barry Johnson, Environmental Policy Manager; John Ridd, Group Manager - Service and Strategy
Report Number:	RSPC25-09-10

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

1.1 This report seeks the Council's approval to:

1.1.1 update the Nelson Tasman Inundation Practice Note (IPN) independently of Nelson City Council (NCC); and

1.1.2 consult on a Tasman IPN 2025, which draws on up-to-date national guidance and local technical data, in accordance with Section 82 of the Local Government Act 2002 (LGA).

2. Summary / Te Tuhinga Whakarāpoto

2.1 The IPN was adopted by Tasman District Council (TDC) and Nelson City Council (NCC) in 2019 to provide a standardised methodology for determining minimum ground and building platform levels for new development in areas at risk of inundation from freshwater and coastal flooding. It is non-statutory guidance which assists staff and development industry professionals in implementing provisions of the Resource Management Act 1991(RMA), the Tasman Resource Management Plan, and Building Act 2004 (BA). It is a key tool to ensure development resilience in inundation-prone areas.

2.2 Since the IPN was adopted in 2019, there have been significant updates to both central government guidance and local data in relation to flooding, sea level rise and vertical land movement. Council staff have been applying the updated guidance and most recent data across Council's decision-making processes as the information has become available. As a result, the IPN document is now outdated and no longer reflects updated national guidance, the most up-to-date technical information or council practice.

2.3 TDC and NCC staff have been working, since mid-2022, towards completing a review and update of the 2019 IPN. However, NCC staff have advised they are deferring further work and decision-making on the IPN until the new triennium.

2.4 TDC staff have completed an update of the IPN, independent of NCC, that aligns with the latest national guidance and incorporates the best available local data. This is to provide for resilient development.

2.5 A clean copy of the draft Tasman Inundation Practice Note 2025 is provided in Attachment 1 with changes highlighted in the tracked version (Attachment 2) and summarised in the Feedback Information (Appendix 3).

3. Recommendation/s / Ngā Tūtohunga

That the Strategy and Policy Committee

1. receives the Update of the Nelson Tasman Inundation Practice Note 2019 Report RSPC25-09-10; and

2. approves the update of the Inundation Practice Note independently of Nelson City Council; and

3. approves the draft Tasman Inundation Practice Note (2025) in Attachment 1 and Attachment 2 of this report for feedback; and

4. approves Tasman Inundation Practice Note – Feedback Information in Attachment 3 of this report; and

5. delegates to the Chair of the Strategy and Policy Committee and the Chief Executive authority to make any further minor amendments or corrections required to the draft Tasman Inundation Practice Note (2025) or feedback material prior to seeking feedback; and

6. notes that should Nelson City Council decide to update their Practice Note in the future, consideration will be given to either ensuring consistency or adopting a Joint Inundation Practice Note.

4. Background / Horopaki

What is the Inundation Practice Note?

4.1 The 2019 Inundation Practice Note (IPN), jointly developed and adopted by TDC and NCC, provides a standardised methodology for Council staff and development professionals. The methodology is used to determine minimum ground and building platform levels for subdivision, new buildings, and major alterations in areas at risk of inundation from seawater or freshwater flooding.

4.2 It assists Council staff and development industry professionals in implementing provisions of the RMA and requirements of the Building Act 2004 (including hazard notices). It is a key tool to ensure development resilience in inundation-prone areas.

4.3 The Tasman Resource Management Plan's (TRMP) provisions determine where and what type of development can occur in locations exposed to natural hazards. The IPN compliments this by providing a methodology to identify appropriate minimum ground and building platform levels in areas that may be at risk of inundation.

4.4 The IPN is non-statutory guidance that sits alongside the Nelson Tasman Land Development Manual (NTLDM). Both documents were developed in parallel and followed the Local Government Act 2002 consultative process before being adopted jointly in 2019. The NTLDM was updated under delegated authority in 2020 to correct minor errors, clarify

wording and make technical amendments. The NTLDM is incorporated by reference into the TRMP and it references the IPN.

Why does the Inundation Practice Note need updating?

4.5 Since adoption of the IPN in 2019, both central government guidance and local technical data have evolved significantly. The IPN document is outdated and no longer reflects the latest national guidance and technical information associated with sea-level rise and inundation.

4.6 The review of the 2019 IPN aims to update the IPN to reflect:

4.6.1 **Updated MfE Coastal Hazards and Climate Change Guidance** (first updated in 2022 and then again in 2024) (MfE 2024 Guidance): The guidance provides direction on how to plan and account for sea-level rise when considering development under the RMA. It includes updated climate change scenarios, which scenarios to apply to different types of development, and new advice on accounting for vertical land movement. It recommends interim, precautionary sea-level rise allowances when making coastal planning, policy and consenting decisions. This is until a more detailed dynamic adaptive pathways planning (DAPP) approach is developed for the specific area. Neither TDC or NCC has yet to start and/or complete local community adaptation planning.

4.6.2 **MBIE Natural Hazard Provisions Guidance** (2023) (MBIE 2023 Guidance): The guidance explains the requirements and the steps that need to be taken before a building consent can be granted for building work on land subject to natural hazards and in particular flooding. The guidance recommends that the likely exposure to inundation hazards (the 'design event') should be assessed over the life of the building. It takes into consideration both current and future exposure to inundation (as a result of climate change). This typically involves considering the economic life of the building which is generally considered to be 75 to 80 years.

4.6.3 Updated data sets including revised mean sea-level and high tide analysis by NIWA in 2023, revisions to the NIWA coastal calculator in 2024, extreme sea level analysis for Waimea and Moutere Inlets by NIWA in 2024, revised local flood modelling outputs and new vertical land movement data.

4.7 It is important to highlight that TDC staff have been applying the updated guidance and most recent data across Council's decision-making processes as the information has become available (e.g. in resource consents and building consents, RMA plan changes, asset management). Staff have kept the Council and managers informed of the two updates to the MfE coastal hazards guidance (in 2022 and 2024) given the significance of it for our decision-making in coastal locations. Implementing up-to-date information in our decision-making processes has minimised the potential for the Council's future liability.

4.8 However, this updated information/guidance is not reflected in the existing 2019 IPN document and as a result, there is an urgent need to revise the IPN document to ensure consistency and clarity regarding the process to determine minimum ground and building platform levels.

Review progress

4.9 In late 2022, TDC and NCC staff commenced a joint review of the 2019 IPN in response to the first release of updated 2022 MfE Guidance. Progress on the review has been influenced by staff capacity, the commissioning of technical information, the release of subsequent

national guidance, and the need to reconcile differing implementation approaches between the two councils.

4.10 Since the review began, MfE released a further update to its guidance in 2024 and MBIE published its Natural Hazards Provisions Guidance in 2023. Council staff have been working to incorporate these updates, along with newly available technical data, into the revised IPN document to mirror Tasman's practice.

4.11 At the start of 2025, staff from both councils had largely completed the technical review. However, there remain two matters where the two councils are/may take separate approaches:

4.11.1 Design life for building consents: TDC staff are continuing with the current practice of applying an 80-year life span which aligns with the 2019 IPN. This approach is confirmed by MBIE's 2023 Guidance and aligns with decisions from the High Court (Davidson v Palmerston North City Council HC Palmerston North CIV-2006-085-1462, 30 May 2008).

4.11.2 MfE 2024 Guidance relating to sea-level rise information: TDC are applying the most up to date information and approach contained in the MfE 2024 Guidance.

4.12 The review of the joint IPN cannot be finalised until NCC confirms their approach. NCC staff have now deferred any decisions on their approach on the IPN until a new council is sworn in post-2025 elections and it is unlikely that any decision will be made until sometime in 2026. NCC staff have advised that in the interim they will continue to use the 2019 IPN document as the basis for determining minimum ground and building platform levels in the Nelson District.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

5.1 In June and July 2025, the Tasman District was impacted by two major flooding events, each causing widespread disruption and damage. The financial and social costs associated with responding to and recovering from these events are substantial, placing considerable pressure on local communities and resources. Building greater resilience to such events is crucial. The IPN is one of the tools we can use to help build that resilience.

5.2 Anecdotal feedback from the June/July 2025 flooding events suggests that where staff had applied the IPN methodology and land and building platforms had been raised as per consent requirements, those buildings were not subject to inundation.



Lower Moutere Flooding 27 June 2025



Motupiko River Flooding 27 June 2025

Options for progressing review of the IPN

5.3 Two options have been considered for progressing the update of the IPN- (i) to delay the update until NCC have confirmed their approach; or (ii) progress the update independently of NCC, noting that a combined IPN can be produced when NCC is able to clarify its position. The advantages and disadvantages of the options are discussed in Section 7 below.

5.4 Progressing the review independently of NCC will ensure that the IPN is updated to reflect the approach and data that TDC already applies in practice. An updated IPN document will provide a transparent, up-to-date and defensible basis to inform resource consent and building consent decisions. It will also support the Council's processes particularly as we respond to rebuild efforts following the June/July weather events.

5.5 Revising the document will reduce reputational and legal risks by demonstrating consistency and transparency between TDC's practice and its published guidance. It will also provide greater certainty for landowners and developers and reinforce resilience by ensuring that the Council's guidance reflects the most up-to-date hazard and climate data.

5.6 In light of NCC's decision to pause their review of the IPN and confirm their approach until sometime in 2026, Council staff consider it is appropriate for TDC to consider proceeding independently. This will prevent further delays in updating the document, maintain alignment with national best practice, and ensure that the IPN accurately represents the approach already being implemented by TDC staff.

Tasman IPN 2025

5.7 The draft Tasman IPN 2025 has been developed from the jointly adopted 2019 Nelson Tasman IPN, with references to NCC removed so the document will apply solely to Tasman District. While the track changes to the IPN (Attachment 2) appear substantial, the changes can be categorised into the following areas:

5.7.1 clarification and refinement of technical definitions;

5.7.2 changes to align the IPN with national guidance, including explanations of the new guidance, updated tables and figures to reflect the national guidance;

5.7.3 revised sea-level rise values (accounting for vertical land movement) along with updated high tide and extreme sea level values and explanations of the data sources used;

5.7.4 detailed guidance on the use of updated sea level rise tables; and

5.7.5 small incidental changes to improve the accuracy, readability and application of the IPN.

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

Review and feedback process

6.1 Costs can be met from existing staff and operational budgets. No additional funding is required to complete the updated Tasman IPN 2025 and gather community feedback.

Financial implications for the community

6.2 The IPN sets out the methodology for determining minimum ground and building platform levels to reduce the risk of inundation. Meeting these levels may involve raising land or, in some cases, elevating buildings on piles. While such measures add to construction costs,

they need to be weighed against the potentially much higher costs of repairs and recovery if a property is inundated.

6.3 There is also a potential financial cost to the Council, should the Council be found liable in the future (following an inundation event) for not following national guidance and/or using the most up-to-date data.

7. Options / Kōwhiringa

7.1 Two options are identified:

7.1.1 **Option 1 – Delay the update of the IPN** until NCC have confirmed their approach and then reinstate the joint review and consultation process. In the meantime, TDC staff would continue to apply the most up-to-date data and methodology described in national guidance in our decision-making processes.

7.1.2 **Option 2 – Progress the update (and seek community feedback) on the IPN independently of NCC.** TDC staff would seek community feedback on the draft Tasman IPN 2025 in November 2025, post the October 2025 local body election.

7.2 The advantages and disadvantages of these options outlined in the following table. Staff recommend Option 2:

Option		Advantage	Disadvantage
1.	**Delay update of IPN, remain a joint Nelson Tasman IPN**	• No additional staff effort or process required in the short term. • Maintains current documentation and joint alignment on paper.	• The 2019 IPN document has outdated data and inconsistent with national guidance. • Misalignment with current TDC practice – may cause confusion for applicants, require re-work if they have relied on the 2019 IPN or may weaken credibility. • Unknown timeframe if NCC want to proceed with a joint review. • NCC may not agree with the outstanding matters in Section 4.10, resulting in a joint IPN with differing approaches

Option		Advantage	Disadvantage
3.	**Progress review independently, consult on a draft Tasman 2025 IPN**	• Provides IPN document clarity and alignment with national guidance and best available technical data. • Document reflects TDC practice • Reduces legal and reputational risk. • Enables earlier community consultation and adoption as not collaborating with NCC.	• Potential confusion among Nelson-Tasman stakeholders due to different council approaches.

8. Legal / Ngā ture

Legislative requirements

8.1 While the IPN is non-statutory guidance, it helps implement the requirements of the RMA and Building Act, as well as the requirements of the New Zealand Coastal Policy Statement and the objectives, policies and rules of the TRMP.

8.2 The IPN should be aligned with the most up-to-date national guidance and reflect the best available information, ensuring clear, robust, and defensible decision-making, thus reducing the Council's reputational and legal risk.

8.3 The Council's website currently notes that the IPN document is outdated, pending a technical update, and until the document has been updated, to contact the Environmental Information Natural Hazards team for more information.

8.4 TDC can create a new IPN and NCC can continue to rely on the Nelson Tasman IPN 2019. NCC may wish to consider updating the name of the IPN 2019 in the interim to avoid confusion.

8.5 It is anticipated that the IPN will still be required under the new resource management system as the IPN provides a methodology for setting appropriate ground and building platform levels, ultimately reducing the risk of inundation hazards for new development. The Government has signalled that 'adapting to the effects climate change and reducing the risks from natural hazards' is one of the objectives of the resource management reform.

Feedback

8.6 Under the Local Government Act 2002, the Council needs to consider the views and preference of affected or interested persons in its decision-making. The Council will need to consult or seek feedback from the community to understand their views.

9. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

9.1 Ngā iwi across the district are landowners and developers, and the IPN may be of interest to them. Te Tauihu iwi will be contacted directly about any future consultation process and will have the opportunity to provide feedback.

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

10.1 Overall, staff consider the decision to progress the review of the IPN independently of NCC and update the IPN to align with national guidance and use the most up-to-date data, is of low/medium significance.

10.2 The general public's interest in the IPN is anticipated to be low. However, interest within the development industry is likely to be low to medium.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Low-Medium	The IPN has been in place since 2019 and much of the development industry is familiar with the practice note. The level of public interest is expected to be low given that the IPN only applies to areas where development is taking place in locations that maybe subject to inundation. In addition, the Council is using the current guidance when making decisions so the effect of this change is likely to be minor.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low-Medium	The updated IPN may impact on present or future generations in a minor way, for example the cost of construction of increased building platform levels will mean higher build costs which may be passed on through rent and indirect charges from a business using the building. Conversely the cost of not raising ground or building platform levels could be considered a negative impact on present or future generations, if buildings become inundated in future storm events putting life and property at risk.
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	The IPN can be reviewed at any time. Future reviews of the IPN could take place following climate change adaptation work or further updates to national guidance.

	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)	N/A	No
5.	Does the decision create a substantial change in the level of service provided by Council?	Low	An updated IPN would not impact the level of service provided by the Council. The updated IPN will provide clarity on Council's approach to setting minimum ground or building platforms.
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Low	An updated IPN would not impact on Council's debt, level of rates charged or Council's financial capacity.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	N/A	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	N/A
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	N/A	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?	Low	The updated IPN does not require particular considerations relating to TMOTW.

11. Communication / Whakawhitiwhiti Kōrero

11.1 The current 2019 IPN is available for the public to access on the Council's website. The website notes that the IPN document is outdated, pending a technical update, and until the document has been updated, to contact the Environmental Information Natural Hazards team for more information.

11.2 As outlined above, the proposed changes to the IPN incorporate best practice and processes outlined in national guidance with the most up-to-date technical data.

11.3 By engaging with the community, particularly the development and building sector, seeking feedback on the proposed changes to the IPN will ensure the community has the opportunity

to provide their views on the IPN. Feedback on the IPN will be considered by the Council before formally adopting the IPN.

11.4 A clean copy of the draft Tasman IPN 2025 (Attachment 1), together with a track change version of the IPN (Attachment 2), and the feedback information (Attachment 3) summarising the changes will be communicated to the community via the usual Council channels (Shape Tasman, Newsline, social media). Targeted newsletters and emails will be sent to the development and building sector and planners. A webinar will be available for anyone to attend, where the updates and changes to the IPN will be explained and participants will have the opportunity to ask questions.

12. Risks / Ngā Tūraru

12.1 There are potential risks with the two options presented in this paper.

Delay update of IPN until NCC confirms their approach

12.2 If the update of the IPN is delayed, there will be an ongoing misalignment between TDC's current practice of applying the most up-to-date national guidance and the outdated 2019 IPN, which does not reflect this approach. This situation reduces transparency and creates confusion for both applicants and staff. It also increases legal and reputational risk, as decisions may be open to challenge on the basis that the published 2019 IPN conflicts with national guidance and Council's actual practice.

12.3 TDC has no certainty regarding when NCC is expected to confirm its position on the IPN, but it is likely sometime next year.

12.4 If TDC delays the update until NCC have confirmed their approach, NCC's approach may still differ from TDC, resulting in a joint IPN that describes the two different approaches, if agreement cannot be reached.

Progress review independently of NCC

12.5 There is currently a difference in approach between TDC and NCC in how the 2019 IPN and updated guidance are applied. This creates a risk of stakeholder confusion, particularly for developers who operate across both districts. The risk is partly mitigated by the fact that differences between the two councils' implementation of the IPN already exist, and stakeholders are accustomed to navigating these. Clear documentation of the rationale for TDC's approach (to align with national guidance and updated data) through an updated IPN will further reduce the potential for confusion.

12.6 There is a risk that developers and landowners will see that the updated IPN resulting increased costs due to higher building platform or ground level requirements (as a result of national guidance regarding sea-level rise). However, this risk can be effectively mitigated through early and proactive engagement with the development sector, coupled with clear communication that highlights the long-term benefits of resilience, including reduced recovery costs and enhanced sustainability of developments.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

13.1 Updating the 2019 IPN strengthens TDC's ability to manage and adapt to climate related risks. The Tasman Climate Action Plan (2024-2027) has a short-term action 2(a)(ii) for regulatory activities (resource and building consenting) to continue to account for inundation and sea level rise based on Ministry for the Environment guidance and apply the TDC/NCC 'Inundation Practice Note' for setting minimum ground and floor levels for subdivision, new

buildings, and major alterations. Updating the IPN document is in accordance with the Tasman Climate Action Plan.

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

14.1 An updated IPN supports the Long-Term Plan's strategic priorities, particularly 'Strong resilient and inclusive communities', and 'Enabling positive and sustainable development'.

14.2 Numerous provisions in the TRMP require natural hazard considerations. An updated IPN provides a methodology and approach to setting appropriate resilient ground and building platform levels to mitigate the effects of natural hazards. An updated IPN also assists with the Council's administration of the Building Act 2004 by providing the methodology and approach for determining whether a hazard notice is required for a development.

15. Conclusion / Kupu Whakatepe

15.1 The 2019 IPN requires updating to reflect current best practice and national guidance. Given delays from NCC, it is recommended that TDC proceed independently. This approach ensures the Council can provide clear, update-to-date and legally defensible guidance to support the both the RMA and Building Act consenting processes for future development in hazard-prone areas and reflects Tasman staff practices.

15.2 The proposed updates to the IPN are recommended for public engagement.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

16.1 If approved, feedback on the draft Tasman Inundation Practice Note (2025) will be sought from the community in November 2025. The feedback period will run for four weeks.

16.2 Based on the low level of significance assessed in Section 10 above and noting that only three submissions were made in 2019 when the IPN was first adopted, no hearing is proposed. Feedback received will be analysed with any recommended changes included in a staff report back to the Council early next year when Committee dates are set.

17. Attachments / Tuhinga tāpiri

1.	Draft Inundation Practice Note (clean copy)	348
2.	Draft Inundation Practice Note (track change copy)	391
3.	2025 Update of the Inundation Practice Note - Feedback Information	442

Draft Inundation Practice Note

Calculating minimum ground and/or building platform levels for subdivision, new buildings and major alterations

September 2025 – CLEAN COPY VERSION

Statutory Status: This practice note has been developed in support of the Nelson-Tasman Joint Land Development Manual (2020) and provides an acceptable approach for determining minimum ground and/or building platform levels under the Resource Management Act 1991 and the Building Act 2004.

CONTENTS

CONTENTS 1
LIST OF FIGURES 2
LIST OF TABLES 2
DEFINITIONS 3
1 Introduction 5
1.1 Purpose 5
1.2 Summary of seawater inundation calculation and freshwater inundation calculation process 5
1.3 Combined seawater and freshwater inundation 6
1.4 Inundation hazards and scope of practice note 6
1.5 Exceptions 7
1.6 Council's inundation information 7
1.7 Resource Management Act 1991 and Building Act 2004 7
2 How to determine minimum ground and/or building platform levels 10
2.1 Introduction 10
2.2 Development considerations 10
2.3 Identifying locations subject to seawater and/or freshwater inundation hazards 11
2.4 Seawater and freshwater inundation design events 13
2.5 Seawater Inundation Calculation 16
2.6 Freeboard 21
2.7 Freshwater inundation process 21
2.8 Combined seawater and freshwater inundation 22
2.9 Determining the minimum ground and/or building platform level 23
2.10 Options for raising ground and/or building platforms 24
3 Supporting information for calculating levels 24
3.1 Introduction 24
3.2 Seawater and freshwater inundation design events 24
3.3 Identifying locations subject to seawater and/or freshwater inundation hazards based on elevation thresholds 25
3.4 Supporting information to inform the seawater inundation calculation 25
3.5 Supporting information to inform the freshwater inundation process 30
3.6 Supporting information relevant to both the seawater inundation calculation and the freshwater inundation calculation process 31
4 Building Servicing 34
4.1 Dwellings and onsite effluent and stormwater disposal 34
4.2 Reticulated stormwater servicing 34
4.3 Backwater 34
5 Building Use and Hazard Tolerance 35
5.1 Building use and hazard tolerance 35

5.2 Further considerations for owners and designers 35
6 Imposing Hazard Notices on Property Titles 36
7 Options for Reducing Inundation Hazard 37
8 Further Information and Guidance 38
9 Appendices 38
Appendix 1: Superseded vertical datums 39
Appendix 2: References 40
Appendix 3: Seawater inundation and relative sea level rise values 41

LIST OF FIGURES

Figure 1: Locations of where the seawater inundation and/or freshwater inundation process may apply 11
Figure 2: How to determine if your site is subject to seawater and/or freshwater inundation (all elevations relative to NZVD2016 vertical datum) 12
Figure 3: Seawater Inundation Calculation 17
Figure 4: Freshwater Inundation Process 22
Figure 5: Examples of options for raising ground and/or building platform levels 23
Figure 6: Processes that contribute to seawater inundation and erosion 26

LIST OF TABLES

Table 1: Design criteria to determine ground and/or building platform levels based on activity and land elevation (all elevations relative to NZVD2016 vertical datum) 14
Table 2: Seawater Inundation and Relative Sea Level Rise 19
Table 3: Minimum Freeboard Requirements 21

DEFINITIONS

Annual exceedance probability (AEP)	The Annual Exceedance Probability is the chance or probability of a natural hazard event (such as storm tide) of a particular size or greater occurring or being exceeded annually and is usually expressed as a percentage.
Building Platform Level	The underside of the floor joists or the underside of the floor slab (depending on construction method). The building platform level is determined by adding freeboard onto an inundation level (typically a 1% AEP event).
E1 E1 AS or VM	The clause of the Building Code relating to "Surface Water" that relates to the protection of Residential and Communal Building from inundation in the 2% AEP event. The Acceptable Solution or Verification Method under the Building Code which provides a pathway to demonstrate compliance with E1.
Freeboard	A provision for flood level design estimate imprecision, construction tolerances, and natural phenomena (such as waves, debris, aggradations, channel transition and bend effects) not explicitly included in the calculations. (NZS 4404/2010 definitions) Within this practice note a freeboard allowance is added to the calculated flood level to result in a minimum ground and/or building platform level to account for any uncertainties associated with historical data and hydraulic assessments.
Inundation	Freshwater or seawater entry to land or buildings
Local adjustment (LA) factor	Takes account of local, site or project specific matters e.g. existing hazard mitigation, topographical effects, design life of buildings, etc.
Land Development Manual (LDM)	Joint Nelson City and Tasman District Councils' manual that specifies engineering design and construction standards.
Major alterations	The Building Act 2004 does not define 'major alterations'. However, MBIE's Natural Hazards Provisions: guidance on complying with Sections 71 to 74 of the Building Act 2004 (2023, page 16) states that whether an alteration is considered to be a 'major alteration' is ultimately a judgement call for the building consent authority to make, taking into account all the circumstances. The Guidance identifies the following matters should generally be considered when deciding if building work amounts to major alterations: • how much the work differs from that which would be exempt from a building consent • the size of the alteration in relation to the total size of the existing building • the percentage increase in the building's footprint and site coverage • the complexity of the construction that is to be undertaken • the intended use of the building
Mean sea level (MSL)	The average level of the sea over a long period. Mean sea-level changes due to processes such as the thermal expansion of sea water and the melting of land-based ice masses that change the height of the sea surface over time. In Tasman and Golden Bays mean sea level is currently 0.093 m NZVD2016 (based on the Port Nelson tide gauge for the epoch 2013–2022; NIWA 2023).
Mean high water springs (MHWS)	The average of the levels of each pair of successive high waters, during that period of about 24 hours in each semi-lunation (approximately every 14 days), when the range of the tide is greatest (spring range).

Mean higher high water (MHHW)	The average of the highest of the two daily astronomical tides. In 2024, NIWA assessed this level at 1.39m above MSL (equals an elevation of 1.30m relative to NZVD2016) based on Port Nelson records.
New Zealand Vertical Datum (NZVD2016)	New Zealand Vertical Datum 2016 as per standard LINZS25009. A survey datum for referencing vertical elevations against.
Relative sea-level rise (RSLR)	Sea-level rise experienced locally relative to the land mass. RSLR includes the rate of vertical land movement (VLM) for either subsidence or uplift.
Storm surge	Storm surge is the rise in seawater level caused solely by a storm; this can be caused by wind and wave action and low barometric pressure.
Storm tide	Storm tide is the observed seawater level during a storm.
Vertical land movement (VLM)	Vertical land movement, which includes uplift or subsidence, contributes to the relative sea-level rise experienced locally.
Wave runup	Wave runup is the maximum vertical extent of wave uprush on a beach or structure above the mean level of the sea
Wave setup	Wave setup is the increase in mean water level due to the presence of breaking waves. Also includes the increase in the mean water level against the shore due to wind blowing across a water body.

1 Introduction

1.1 Purpose

This practice note explains the methodology to determine minimum ground and/or building platform levels for subdivision, new buildings, and major alterations in areas identified as being subject to seawater and/or freshwater inundation within Tasman District.

The document comprises of two parts:

- **Section 2**: a 'how to' guide which summarises the processes and information required to determine minimum ground and/or building platform levels.
- **Sections 3-7**: supporting information which provides further explanation for the methodology used and other factors which should be considered when determining levels including building servicing, building use and hazard tolerance, and Building Act 2004 s73 hazard notices.

This practice note provides guidance to support Tasman District Council's (the Council) administration of the Building Act 2004 and New Zealand Building Code, the natural hazards provisions in the Council's resource management plans and the Nelson-Tasman Joint Land Development Manual. It provides a standard approach to be used by Council staff and development industry professionals during building and resource consent processes.

The Tasman Resource Management Plan sets out the policy framework to assess development on land subject to inundation hazards and includes other plan considerations such as design, neighbourhood amenity, access and servicing. Some areas of Tasman District are not suitable for new development due to inundation hazards. In other locations, raising ground and/or building platform levels may provide appropriate mitigation and this practice note documents the process used to determine minimum levels.

1.2 Summary of seawater inundation calculation and freshwater inundation calculation process

Seawater inundation calculation process
The information contained within this practice note enables the calculation of minimum ground and/or building platform levels in coastal locations subject to seawater inundation. Section 2 (Figure 3) outlines the 7 steps required to calculate a minimum ground and/or building platform level based on the following information:

- consideration of what **seawater inundation information** is available from Council.
- **'seawater inundation'** that includes storm surge and wave set up for all properties, and wave runup for those properties within 30m of the coast, or as mapped by Council.
- **'relative sea level rise'**, which is dependent on the planning category and based on Ministry for the Environment (MfE) 2024 guidance.
- a **'freeboard'** requirement which also accounts for any uncertainties associated with historical data and the hydraulic assessments. The freeboard will vary depending on the type of development and any local adjustment factors.
- **'local adjustment factors'** which may increase or decrease the levels after considering additional factors such as exposure to coastal effects (such as wave run-up) due to particular local topographic features or coastal barriers; inundation from impounded sea water and/or freshwater, or from overland flow of seawater.
- consideration of **Building Act 2004 requirements** and s73 hazard notices.

Freshwater inundation calculation process
The practice note also outlines the general process to determine minimum ground and/or

building platform levels in areas subject to freshwater inundation. Locations that are subject to freshwater inundation are not restricted to a specific distance from the coast or a river. There are many factors that contribute to potential hazards from freshwater inundation and these need to be considered for any site at any location.

The methodology is broadly similar to the seawater inundation calculation, although the data sources for determining inundation water levels are variable and include flood records and computer model simulations (which may include a tidal boundary condition). Section 2 (Figure 4) outlines the 6 step process which includes:

- consideration of what **freshwater inundation or floodwater flow information** is available from Council. This information should consider any site specific **'local adjustment factors'** such as particular local topographic features or barriers; inundation from impounded freshwater, or from overland flow of water.
- the need for a **site specific assessment** in circumstances where Council does not hold sufficient information or where particular local adjustment factors may apply.
- identification of **flood levels for a 2% or 1% annual exceedance probability (AEP) event**, dependant on subdivision or building requirements.
- a **'freeboard'** requirement which also accounts for any uncertainties associated with historical data and the hydraulic assessments. The freeboard will vary depending on the type development and any local adjustment factors.
- consideration of **Building Act 2004 requirements** and s73 hazard notices.

1.3 Combined seawater and freshwater inundation

Some sites in the Tasman district may be subject to both seawater and freshwater inundation. In these locations both the seawater calculation, the freshwater process and a combination of the two should be applied to determine which of the three inundation scenarios poses the greatest exposure to inundation hazards. The highest value of the three levels calculated will determine the minimum ground and/or building platform level.

1.4 Inundation hazards and scope of practice note

Development near the coast or a seawater body, such as a harbour or estuary influenced by tides, is potentially subject to coastal hazards. Such hazards include inundation from waves and/or storm surge, impounded seawater, or combinations of wave effects, impounded sea and freshwater flooding. In addition to these, sea level will rise and rainfall intensity will increase as a result of projected changes to the climate. However, due to a variety of earth processes (e.g., tectonic motion, subsidence and seismic activity), relative sea-level change at different locations may differ from the national or regional norm.

Beyond coastal influences, inundation can occur from incident rainfall, capacity exceedance in established watercourses and infrastructure networks, ponding behind embankments and causeways, and secondary flowpaths that only occur during significant rain or blockage of the normal route of stormwater.

This practice note outlines the approach to determine minimum finished ground and/or building platform levels for new development and buildings in areas identified as being subject to inundation. It considers different hazard scenarios for either seawater and/or freshwater inundation. It does not cover all other potential sources of inundation such as groundwater, tsunami, and dam break (in certain areas).

There are many variables in relation to the coast and watercourses in terms of topography, land and beach composition and profiles, as well as building types and designs. Therefore, a site specific assessment of the proposed development taking into account specific hazard

influences (by applying local adjustment factors) may still be required. Council can advise further in such situations.

Note that properties indicated as not being subject to inundation under this practice note methodology may still be exposed to inundation hazards in more extreme or unpredictable weather events than allowed for. A pragmatic approach to mitigating hazard exposure in events exceeding the design guidelines is recommended, consistent with acceptable levels of risk.

1.5 Exceptions

Circumstances will arise when the standardised approach, as outlined in this practice note, may not be preferred. Such scenarios should be treated as exceptions, requiring a site specific assessment which Council will consider on a case-by-case basis.

1.6 Council's inundation information

The Council has ongoing programmes of work to collect and collate inundation hazard information, including computer modelling, and is obliged to make existing natural hazard information available to the public under the Local Government Official Information and Meetings Act 1987 and the Building Act 2004. Check with Council for the most up to date inundation hazard information available. Updates to this practice note may be undertaken as inundation information is refined and/or new modelling datasets are developed.

Seawater inundation
The Council is using the 'Coastal Calculator tool' developed by NIWA (current version at time of writing is March 2024) to determine the seawater inundation hazard potential at various places around the Tasman and Golden Bay coastlines. This calculator assesses wave runup and wave setup elevations and shoreline structure overtopping rates for a variety of vertical survey datum, beach slope, storm-tide event probability and sea-level rise settings. Calculations show that coastal influences on the level setting process progressively increase below 8m elevation (NZVD2016), particularly within 30m of MHWS. In addition, freshwater inundation may be a contributing or even dominant threat to a building or development.

A number of seawater inundation hazards reports are available as listed in Appendix 2 References. For further information please contact the Council.

Freshwater inundation
Flood levels vary spatially and temporally and can be determined through hydrological and hydraulic modelling processes which include a number of assumptions and model inputs.

The Council has undertaken flood modelling of major urban areas and most major rivers in the District. Generally the flood modelling includes scenarios out to the year 2130 for a 1% AEP event and takes into account the effects of climate change on sea-level rise and rainfall intensity. The Council also has a number of historic flood patten maps and flood level survey data of past flood events that can provide a useful indication of actual flood levels.

Council's inundation modelling work programme includes secondary flowpath modelling. Where this modelling has yet to be undertaken, or is still in progress, secondary flow paths will be considered as a 'local adjustment factor' (refer to Section 3.6.3). Council will be able to advise on what information is held to help inform the calculation of minimum ground and/or building platform levels in these situations.

1.7 Resource Management Act 1991 and Building Act 2004

The Resource Management Act 1991 and Building Act 2004 are the two key pieces of

legislation which empower councils to manage the risk from inundation hazards in relation to new development and land use.

Resource Management Act 1991 (RMA 1991)
It is noted that resource management system reform is underway, and the RMA 1991 will be replaced by two new Acts – the Planning Act and the Natural Environment Act. Central government aims to introduce Bills in late 2025 and pass the Bills into law mid-2025. In the meantime, the information presented below remains the most up to date legislative requirements. This practice note may need updating when the reform is completed.

Under the RMA 1991, councils are required to recognise and provide for the management of significant risks from natural hazards as a matter of national importance (s6(h)) and to have particular regard to the effects of climate change (s7(i)).

National instruments prepared under the RMA 1991 place requirements on councils. The New Zealand Coastal Policy Statement 2010 (NZCPS) details existing national objectives and policies for coastal natural hazards. Policy 24 requires councils to identify coastal areas that will be potentially affected by coastal hazards over *at least* 100 years. Policy 24 also requires councils to "take into account national guidance and the best available information on the likely effects of climate change on the region or district". Of relevance are the Ministry for the Environment's Coastal Hazards and Climate Change Guidance 2024 (MfE 2024 Guidance), in conjunction with the NZ SeaRise: Te Tai Pari O Aotearoa programme (launched 2022). The MfE 2024 Guidance revises the 2017 publication with a number of updates, including advances in sea-level rise science and global projections[1] and the application of vertical land movement (VLM) – as displayed on the NZ SeaRise online platform.

NZCPS Policy 25 sets the policy framework for planning decisions for land use and development in areas potentially affected by coastal hazards, with an emphasis on avoidance and reduction of risks. Government is currently developing a National Policy Statement for natural hazards which, when completed, will provide further guidance to councils and their communities on natural hazards and the management of the risks they present. .

Councils must give effect to the NZCPS and other national direction through their regional policy statement, regional plans and district plans. The Tasman Resource Management Plan sets out the management regimes for dealing with risks from natural hazards and include controls on the use of land for the purpose of the avoidance or mitigation of natural hazards.

When considering an application for resource consent, Council must have regard to any actual and potential effects on the environment of allowing the activity, including the effects arising from natural hazards (s104).

Council may refuse or grant a subdivision consent subject to conditions if there is a significant risk from natural hazards (s106). An assessment of the risk from natural hazards requires a combined assessment of all of the following taken together:

(a) the likelihood of natural hazards occurring (whether individually or in combination);
(b) the material damage to land in respect of which the consent is sought, other land, or structures that would result from natural hazards; and
(c) any likely subsequent use of the land in respect of which the consent is sought that would accelerate, worsen, or result in material damage of the kind referred to in (b) above.

[1] Based on the 2021 Intergovernmental Panel on Climate Change (IPCC) Sixth Assessment Report sea level data, downscaled to Aotearoa New Zealand.

Conditions attached to subdivision consents granted may include the protection of the land and any adjacent land against natural hazards including inundation (s220).
For any new subdivision and development, an applicant will need to demonstrate that newly formed allotments contain adequate space for buildings which are not subject to material damage from inundation in response to a 1% AEP design event in 100 years time (refer to Section 2.3). Furthermore, it will need to be demonstrated that in achieving this there are no adverse effects (increased flood levels, diversion of flood flows and/or secondary flood routes) that occur on adjacent or surrounding property in response to this design flood event. Other resource management plan considerations such as amenity, access and servicing also need to be incorporated into design and decision making processes.

Council may also refuse or grant a land use consent subject to conditions if there is a significant risk from natural hazards (s106A). An assessment of the risk from natural hazards required a combination assessment of all of the following taken together:
(a) the likelihood of natural hazards occurring (whether individually or in combination);
(b) the material damage to land in respect of which the consent is sought, other land, or structures that would result from natural hazards; and
(c) any likely subsequent use of the land in respect of which the consent is sought that would accelerate, worsen, or result in material damage of the kind referred to in (b) above.
(d) whether the proposed use of land would result in adverse effects on the health or safety of people.

For other development (on existing titles) subject to the RMA 1991, the practice note process will be the same as for subdivision and development as described above. However, the full application of this process may be modified on a case-by-case basis where the development is of a limited duration and consequently will not be subject to long term projected climate change effects.

Building Act 2004 (BA 2004) and the New Zealand Building Code (Building Code)

The BA 2004 manages natural hazards in relation to the construction and modification of buildings. Council is required to take into account certain natural hazards, including inundation, when determining whether to grant building consents (for construction of a building or major alterations[2] to a building) on land subject to specified natural hazards, with certain exceptions (under s71-74). The emphasis in the management of natural hazards is to encourage people to avoid situations in which they or their property could be subject to natural hazards. Sections 71-74 of the BA 2004 regarding building on land subject to natural hazards and the application of hazard notices on property titles are discussed in detail under Section 6.

Clause E1 of the Building Code requires buildings and site work to be constructed to protect people and other property from the adverse effects of surface water. Performance E1.3.2 requires that surface water, resulting from an event having a 2% AEP, shall not enter housing, communal residential and communal non-residential buildings. Therefore, for these building types a proposed building platform level providing protection from a 2% AEP event is required to comply with the Building Code. However, a 1% AEP flood event is considered the threshold for flooding that amounts to inundation. Therefore, a building may be built with a building platform level that raises the floor above the 2% AEP flood level to comply with the Building Code. However, the building consent may be granted with a s73 ‘hazard notice’ if

[2] See MBIE’s Natural Hazards Provisions: guidance on complying with Sections 71 to 74 of the Building Act 2004 (2023) page 16 for further guidance regarding matters that should generally be considered when deciding if building work amounts to major alterations.

adequate provision hasn't been made to also protect the land and other property from inundation, which as noted above is a 1% AEP flood event (MBIE, 2023).

Clause B2.3.1 of the Building Code requires that building elements that provide structural stability must continue to satisfy the performance requirements of the Building Code for the life of the building, being not less than 50 years. Section 2.4 goes into more detail on the design event time period considered for building consents; MBIE (2023) also provides useful detail on building lifetimes for the consideration of natural hazards.

2 How to determine minimum ground and/or building platform levels

2.1 Introduction

This section provides a summary guide of how to determine minimum ground and/or building platform levels for subdivision, new buildings, and major alterations. It applies to areas that are subject to seawater and/or freshwater inundation within Tasman District. It should be read in conjunction with the supporting information and explanation contained in Sections 3-7.

2.2 Development considerations

If you wish to develop your property, or you are a developer or agent acting on behalf of a landowner, there are a number of preliminary planning and development matters that you should consider as part of any building design. This will depend on the nature and location of the property, the type of development proposed, and any legal and resource management plan requirements.

If the development site is (or may be) located in an area subject to inundation hazards, it is recommended that you consider the potential impacts of the development proposal within and beyond the site. Speak to a Council resource consent planner or building consent officer and natural hazards staff, as they can assist you in making informed decisions about your proposal and the resource and/or building consent process.

General matters that you should consider include:

- The choice of foundation design. Raising the ground level to mitigate inundation hazard may not be allowable due to potential adverse effects on your own or neighbouring land from floodwater diversion or floodwater storage removal.
- Preserving future options with respect to adapting to unknown or increasing hazard exposure. For example, a pile foundation design allows for adaption to any increase in erosion or inundation hazards via further house elevation, relocation within the site or removal from the site.
- Functionality of the building and vulnerability of activities proposed within the building.
- Identifying if your site needs to be serviced for on-site stormwater and wastewater disposal over some or all of the lifetime of the building.
- Building access, particularly during an inundation event or over the longer term due to projected climate change effects such as sea-level rise and increased rainfall intensity. This includes the accessway to the building from the road or other public, or private, access points; or accessway to and around ancillary buildings such as detached garages.
- Other resource management plan requirements including design, neighbourhood amenity, and landscape considerations.

It should also be noted that building design and location on site may have implications for obtaining or retaining inundation insurance.

2.3 Identifying locations subject to seawater and/or freshwater inundation hazards

This practice note considers different scenarios from either seawater and/or freshwater inundation as shown in Figure 1.

Figure 1: Locations of where the seawater inundation and/or freshwater inundation process may apply

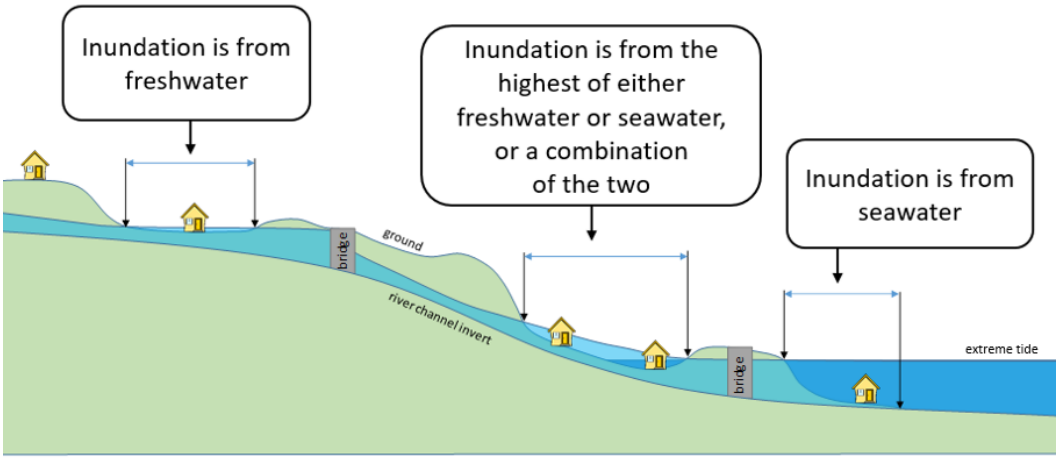


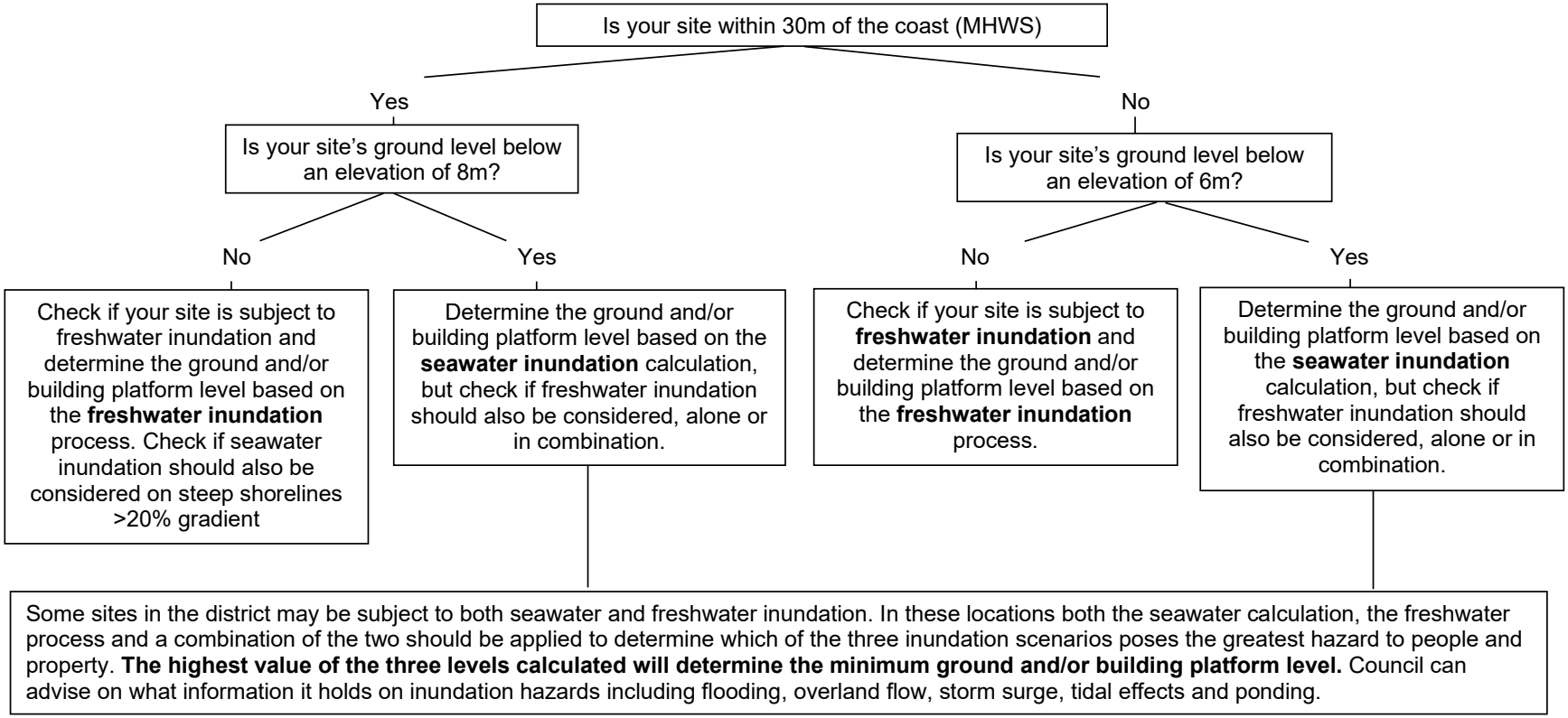
Figure 2 provides a flow diagram to help determine which type of inundation hazard may be applicable to a specific site, based on elevations (measured to NZVD2016 vertical datum) and a 30m distance from MHWS.

In coastal locations within 30m of MHWS, the seawater inundation calculation applies below an elevation of 8m (NZVD2016). Ground up to at least this level can be affected by seawater wave runup depending on shoreline slope or other factors. These areas may also be affected by the influence of freshwater inundation (for example at river mouth locations) and this hazard also needs to be considered both in isolation and in combination with seawater inundation.

Similarly, in low-lying areas more than 30m away from MHWS, both seawater and/or freshwater inundation may be present and should be considered. If a site's ground elevation is below 6m (NZVD2016), there is the potential for freshwater and/or seawater inundation hazard to be present (depending on distance from MHWS) in isolation or in combination and the higher value of the three inundation levels calculated will determine the minimum ground and/or building platform level.

Above an elevation of 8m (NZVD2016), freshwater inundation is likely to predominate but also check for the possibility of seawater inundation adjacent to steep shorelines where the upper beach slope is >20% gradient. For more information or guidance on which inundation hazard may be present on your site, please contact the Council.

Figure 2: How to determine if your site is subject to seawater and/or freshwater inundation using NZVD2016 Levels



2.4 Seawater and freshwater inundation design events

The required “design event” sets the context for the assessment of effects under the resource consent and building consent processes and the calculation of ground levels and building platform levels (as shown in Table 1).

Under RMA 1991 processes, the design event is a 1% AEP generally over a 100 year planning horizon. This encompasses projections of a 1% AEP event occurring with at least 100 years with projected climate change normally taken into account. This is driven largely by the NZCPS 2010, which indicates that a planning horizon of *at least* 100 years is to be considered for coastal development (Policy 24 and elsewhere). Given the close inter-relationship between freshwater and river systems and the open coast, this 100 year planning horizon is also adopted for all of these systems to ensure consistency in application. A planning horizon of *more than* 100 years is specifically considered for subdivision, greenfield developments and major asset infrastructure developments in coastal locations where a sea level rise component applies. This is consistent with the MfE 2024 Guidance as detailed in Section 3.4.2.

E1 of the Building Code requires the avoidance of water entering residential, communal residential and communal non-residential buildings in a 2% AEP event, over the expected life of the building, but no less than 50 years. In October 2023, MBIE released Natural Hazards Provisions: Guidance on Complying with Sections 71 to 74 of the Building Act 2004 (MBIE 2023 Guidance). Regarding inundation, the Guidance states that “A flooding event with a 1% AEP is considered to be the threshold for flooding that amounts to inundation. If the inundation hazard does not exceed 1% AEP, the land is not likely to be subject to the hazard for the purposes of Section 71” (page 20).

The impact of natural hazards and climate change effects on buildings will depend on the time period being considered. For example, what constitutes a flood with a 1% AEP or a 2% AEP may change over time because of climate change. The MBIE 2023 Guidance (page 21) states that “the period of time required to be considered for building consents is not specifically defined in the BA 2004; however, the economic life of a building is generally considered to be between 75 to 80 years based on:

- Building Code, Clause B2.3.1 (a) states that building elements that provide structural stability to the building or those that are difficult to replace are required to continue to satisfy the performance requirements of the Building Code for the life of the building, being not less than 50 years
- case law and past determinations have all stated that the building life should be greater than 50 years without stating any specific timeframe
- BRANZ house condition surveys show that only a small proportion of Aotearoa New Zealand houses are older than 80 years.”

Given this, Council considers the likelihood of inundation on a site over a 75 - 80 year period for building consent processes in relation to seawater and freshwater inundation.

In coastal settings subject to both seawater and rainfall runoff (freshwater) inundation hazards, consideration of the combined effects of storm-tide and rainfall runoff events is required. This may be a low probability storm-tide event coupled to a higher probability rainfall event (e.g. 1-2% AEP storm tide and 5% AEP rainfall), or the reverse, to determine the most severe appropriate design case. In some specific instances the use of a different design event may be justified and should be treated as a local adjustment factor. All such cases may be treated as exceptions requiring a site specific assessment.

Table 1: Design criteria to determine ground and/or building platform levels based on activity and land elevation

Note: all elevations are relative to NZVD2016 vertical datum.

Subdivision under RMA 1991		
Site Location	**Joint Probability AEP**	**Design Event Criteria**
<30m from MHWS and <8m NZVD2016 Less than 30m distance from MHWS and less than 8m elevation	1%	The higher level determined from a) to c) below: a) 1% AEP rainfall/inundation event at or beyond 2130 coincident with an appropriate high-tide (e.g. MHWS/MHHW) elevated by sea-level rise*; or b) 1% AEP storm-tide event with wave setup/runup elevated by sea-level rise* occurring with no rainfall; or c) 1% AEP joint probability storm-tide event elevated by sea-level rise* coincident with a 5% AEP rainfall inundation event at the year 2130. *Sea-level rise in accordance with the planning category in the 2024 MfE guidance.
>30m from MHWS and <6.0m NZVD2016 Greater than 30m distance from MHWS but less than 6m elevation	1%	The higher level determined from d) to f) below: d) 1% AEP rainfall/inundation event at or beyond 2130 coincident with an appropriate high-tide (e.g., MHWS/MHHW) elevated by sea-level rise*; or e) 1% AEP storm-tide event with wave setup elevated by sea level rise* occurring with no rainfall; or f) 1% AEP joint probability storm-tide event elevated by sea-level rise* and wave over-topping coincident with a 5% AEP rainfall inundation event at the year 2130. *Sea-level rise in accordance with the planning category in the MfE 2024 Guidance.
>30m from MHWS and >6.0m NZVD2016 Greater than 30m distance from MHWS and greater than 6m elevation	1%	1% AEP rainfall/freshwater inundation event at or beyond 2130.
Development[3] where no subdivision is required under the RMA 1991		
Site Location	**Joint Probability AEP**	**Design Event Criteria**
<30m from MHWS and <8m NZVD2016 Less than 30m distance from MHWS and less than 8m elevation	1%	The higher level determined from g) to i) below: g) 1% AEP rainfall/inundation event at or beyond 2130 coincident with an appropriate high-tide (e.g., MHWS/MHHW) elevated by sea-level rise*; or h) 1% AEP storm-tide event with wave setup / runup elevated by sea-level rise* occurring with no rainfall; or i) 1% AEP joint probability storm-tide event elevated by sea-level rise* coincident with a 5% AEP rainfall inundation event at the year 2130. *Sea-level rise in accordance with the planning category in the MfE 2024 Guidance.

[3] Comprehensive housing developments or multiple apartments on one title, commercial/industrial developments (e.g. industrial parks with private roads), multiple tenancy buildings.

>30m from MHWS and <6.0m NZVD2016 Greater than 30m distance from MHWS but less than 6m elevation	1%	The higher level determined from j) to l) below: j) 1% AEP rainfall/inundation event at or beyond 2130 coincident with an appropriate high-tide (e.g., MHWS/MHHW) elevated by sea-level rise*; or k) 1% AEP storm-tide event with wave setup elevated by sea-level rise* occurring with no rainfall; or l) 1% AEP joint probability storm-tide event elevated by sea-level rise* and wave over-topping coincident with a 5% AEP rainfall inundation event at the year 2130. *Sea-level rise in accordance with the planning category in the MfE 2024 Guidance.
>30m from MHWS and >6m NZVD2016 Greater than 30m distance from MHHWS and greater than 6m elevation	1%	1% AEP freshwater inundation event at or beyond 2130
Buildings[4] not receiving a hazard notice under BA 2004[5] and on an existing Title		
Site Location	**Joint Probability AEP**	**Design Event Criteria**
<30m from MHWS and <8m NZVD2016 Less than 30m distance from MHWS and less than 8m elevation	1%	The higher level determined from m) to o) below: m) A RMA Consent Notice on the Title, or n) 1% AEP rainfall/inundation event coincident with an appropriate high-tide (e.g., MHHW/MHWS) elevated by sea-level rise out to an 80-year period; or o) 1% joint probability storm-tide event with wave run-up elevated by sea-level rise out to an 80-year period coincident with a 5% AEP rainfall event out to an 80-year period
>30m from MHWS and <6.0m NZVD2016 Greater than 30m distance from MHWS but less than 6m elevation	1%	The higher level determined from p) to r) below: p) A RMA Consent Notice on the Title, or q) 1% AEP rainfall/inundation event coincident with an appropriate high-tide (e.g., MHHW/MHWS) elevated by sea-level rise out to an 80-year period; or r) 1% joint probability storm-tide event with wave run-up elevated by sea level rise out to an 80-year period coincident with a 5% AEP rainfall event out to an 80-year period
>30m from MHWS and >6m NZVD2016 Greater than 30m distance from MHWS and greater than 6m elevation	1%	1% AEP freshwater inundation event out to a 80-year period
Buildings receiving a hazard notice under the BA2004 and on an existing Title		
Site Location	**Joint Probability AEP**	**Design Event Criteria**

[4] NZ Building Code E1.3.2 limits the application of the 2% AEP level of protection to housing, communal residential, and communal non-residential buildings.
[5] Properties where land intimately connected to a building that is subject to inundation in a 1% AEP event may require a hazard notice under s73 of the BA 2004. Refer to Section 6 for more information.

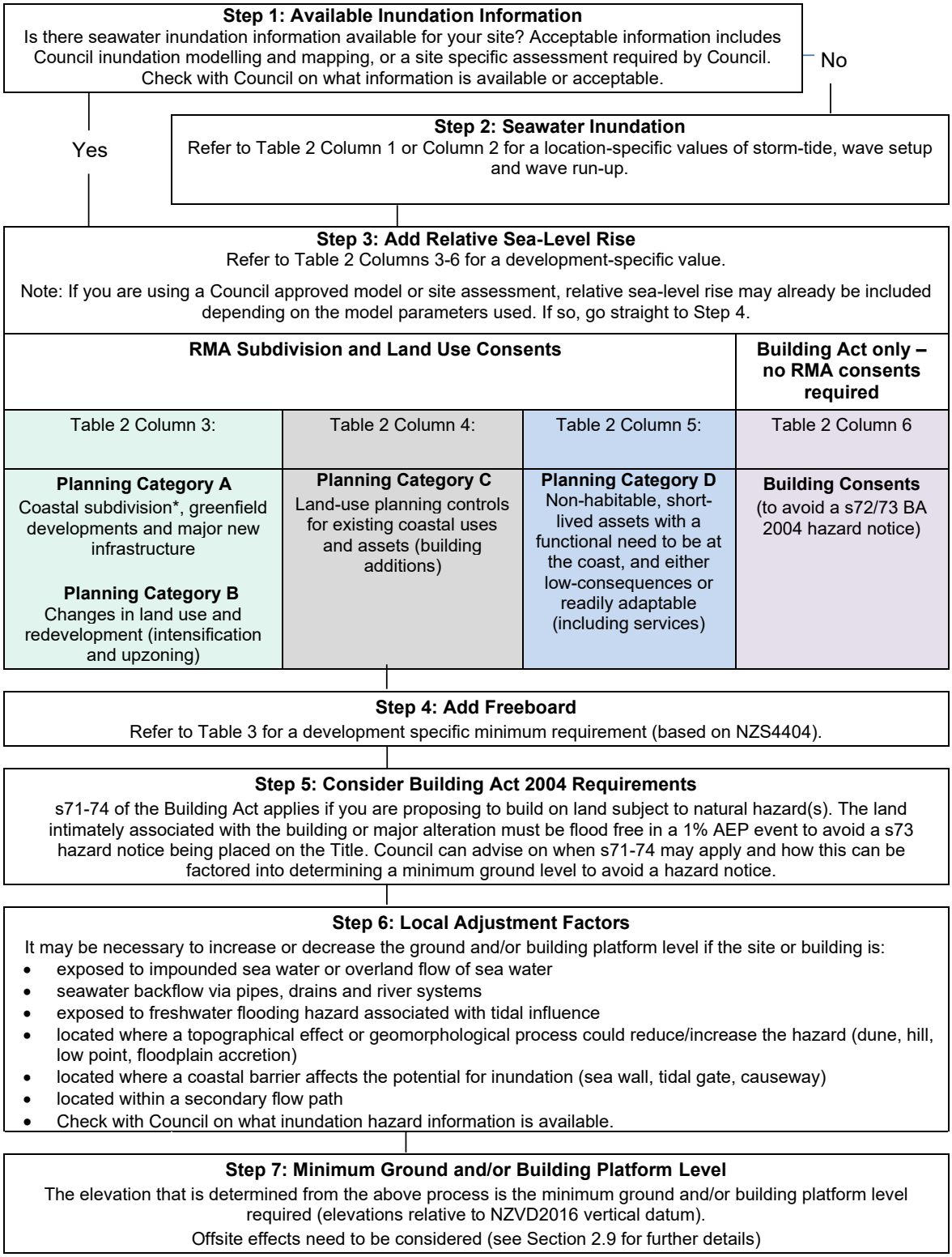
<30m from MHWS and <8m NZVD2016 Less than 30m distance from MHWS and less than 8m elevation OR >30m from MHWS and <6.0m NZVD2016 Greater than 30m distance from MHWS but less than 6m elevation	2%	The higher level determined from s) and t) below: s) 2% AEP rainfall/inundation event coinciding with MHWS tide out to an 80-year period; or t) 2% AEP storm-tide event, with wave runup and sea-level rise coincident with a 5% AEP rainfall event out to an 80-year period
>30m from MHWS and >6m NZVD2016 Greater than 30m distance from MHWS and greater than 6m elevation	2%	2% AEP freshwater inundation event out to an 80-year period

2.5 Seawater Inundation Calculation

Figure 3 summarises the 7 steps required to calculate a minimum ground and/or building platform levels in coastal locations subject to seawater inundation. An explanation of each of the factors included in the calculation is provided in Sections 3-7 and should be read in conjunction with this summary.

17

Figure 3: Seawater Inundation Calculation



Notes:

- Planning Categories are taken from Table 8, pages 52-53 of the MfE 2024 Guidance (see Section 3.4.3 and Table 5 of this IPN for more information).

* "coastal subdivision" will be deemed as subdivision of land below 8m elevation (NZVD2016).

2.5.1 Seawater Inundation – storm-tide, wave setup and wave runup

Within the seawater inundation calculation, Step 2 and Table 2 (Columns 1 and 2) considers storm-tide (ST) and wave setup (WS) for specific upper beach slopes of a sandy nature. These factors may apply to properties on land adjacent to the open coast, estuaries and low-lying land that is more distant from the shoreline. Additionally, wave runup (WR) may be a factor affecting those properties within 30m distance of MHWS on the open coast or as mapped by Council.

The values shown in Table 2 (Columns 1 and 2) are the maximum values that are generally applied in the seawater inundation calculation for the relevant setting and location. These values apply to typical beach slopes at a variety of general locations and will need to be checked for each site, as the adjacent beach slope may vary from the generalised beach slope listed in Table 2 for that locality. Some modification of the maximum storm-tide and wave setup factor may be possible due to the wave setup component not being fully developed, particularly within larger estuaries. It is noted that the values set out in Table 2 are derived from two different methodologies for (a) open coasts and (b) sheltered estuarine environments (e.g. inlets and estuaries).

Section 3.4.2 provides further information and Appendix 3 details all values for storm-tide, wave setup and wave runup for the relevant setting and location. Appendix 3 also lists a number of notes and assumptions.

2.5.2 Relative sea-level rise

The seawater inundation calculations in Step 3 and Table 2 (Columns 3, 4 and 5) considers relative sea level rise (RSLR) to be used for subdivision and land use resource consents under the RMA and building consents under the BA 2004. The RSLR values are dependent on your planning category (e.g., coastal subdivision, intensification, building additions) and are based on the Ministry for the Environment's Coastal Hazards and Climate Change Guidance 2024 (MfE 2024 Guidance) in conjunction with the NZ SeaRise: Te Tai Pari O Aotearoa programme (launched 2022).

For situations where a resource consent is not required, the RSLR values in Table 2 Column 6 are used for building consents to determine whether a 'hazard notice' may be required under s72/73 BA 2004. These RSLR values are for the SSP2-4.5 climate change scenario out to the year 2100, with values taken from the NZ SeaRise: Te Tai Pari O Aotearoa programme. The use of SSP2-4.5 in this context is based on the MBIE's Natural Hazard Provisions Guidance on complying with Sections 71 to 74 of the BA 2004 and the potential likelihood of different sea-level rise projections.

Section 3.4.3 provides further information and Appendix 3 details all values for RSLR (including local sea-level rise and VLM). Appendix 3 also lists a number of notes and assumptions.

Table 2: Seawater inundation and relative sea-level rise

Select values from the columns relevant to your site's location and planning category.

Note: Applicants should refer to the NZ SeaRise website for the latest relative sea-level rise (RSLR) data. RSLR numbers presented below are based on version 1 of NZ SeaRise (2022). See Appendix 3 for further details on the numbers in Table 2.

	Step 2: Seawater Inundation elevation (present day)		**Step 3: Relative sea-level rise increment (RSLR)**			
	Land adjacent to Estuaries and land >30m from MHWS (Maximum storm tide & wave setup) (m NZVD2016)	Land adjacent to Open Coast and <30 from MHWS (Maximum storm tide, wave runup & wave setup) (m NZVD2016)	**RMA Subdivision and Land Use Consents** Check for relevant planning category			**Building Consents+**
			Sea-level rise & vertical land movement (m) (Scenario: SSP5-8.5H+ for 100 year timeframe)	Sea-level rise & vertical land movement (m) (Scenario: SSP5- 8.5M for 100 year timeframe)	Sea-level rise & vertical land movement (m) (Scenario: SSP5-8.5M for 50 year timeframe)	Sea-level rise & vertical land movement (m) (Scenario: SSP2-4.5M for 80 year timeframe)
	Column 1	**Column 2**	**Column 3**	**Column 4**	**Column 5**	**Column 6**
Planning category++	**All categories**	**All categories**	**A and B**	**C**	**D**	**N/A**
Richmond & Eastern Waimea Inlet	2.57	3.32	1.97	1.52	0.69	0.78
Rabbit Island (Open Coast)	2.73	3.47	1.89	1.44	0.64	0.71
Mapua & Western Waimea Inlet	2.48	3.32	1.89	1.44	0.64	0.71
Ruby Bay (Open Coast)	2.99	3.96	1.87	1.42	0.63	0.70
Kina (Open Coast)	2.75	3.54	1.91	1.46	0.65	0.73
Moutere Inlet (south)	2.45	3.32	1.90	1.45	0.65	0.72
Moutere Inlet (north)	2.44	3.32	1.75	1.30	0.57	0.62
Motueka Open	2.83	3.70	1.76	1.31	0.57	0.62
Riwaka	2.79	3.58	1.85	1.40	0.62	0.69
Kaiteriteri	3.05	4.18	1.85	1.40	0.62	0.69
Marahau Nth	2.91	3.74	1.76	1.31	0.58	0.63
Totaranui	3.26	4.81	1.72	1.27	0.56	0.59
Tata Beach	2.81	3.58	1.82	1.37	0.60	0.66
Pohara-Rototai	2.72	3.36	1.81	1.37	0.60	0.66
Patons Rock	2.74	3.39	1.65	1.20	0.51	0.54
Parapara	2.69	3.21	1.89	1.44	0.65	0.71
Pakawau	2.58	2.90	1.95	1.50	0.68	0.75
Puponga	2.70	3.17	1.77	1.32	0.58	0.62

Notes:

+ Where a building consent only is required to avoid a s72/73 Building Act 2004 hazard notice.
++ Planning Categories are taken from Table 8, pages 52-53 of the MfE 2024 Guidance (see Section 3.4.3 and Table 5 of this IPN for more information).

- Category A**:** Coastal subdivision, greenfield developments and major new infrastructure. The council defines “coastal subdivision” as subdivision of land below 8m elevation (NZVD2016).
- Category B**:** Changes in land use and redevelopment (intensification and upzoning)
- Category C**:** Land-use planning controls for existing coastal uses and assets (building additions)
- Category D**:** Non-habitable, short-lived assets with a functional need to be at the coast, and either low-consequences or readily adaptable (including services)

2.6 Freeboard

Step 4 requires inclusion of a development specific minimum freeboard requirement (based on NZS4404). With all hydraulic assessments, whether derived from historical mapped data or computer modelling assessment, there is a degree of uncertainty in the flood level results obtained. In order to account for these uncertainties, as well as for certainties such as maintaining building weather tightness during rainfall, it is usual that a “freeboard” allowance (Table 3) is applied to building platform levels above the calculated flood level (as illustrated in Figure 5).

Table 2: Minimum Freeboard Requirements

Type of Structure	Freeboard height above design inundation level
Non-habitable residential buildings and detached garages*	0.20m
Commercial and industrial buildings*	0.30m
Habitable dwellings (including attached garages)*	0.50m
Major community facilities related to supply of electricity, telecommunications, water supply or wastewater disposal	0.60m
Bridges and buildings over watercourses (freeboard to the underside of structure)^	0.60m

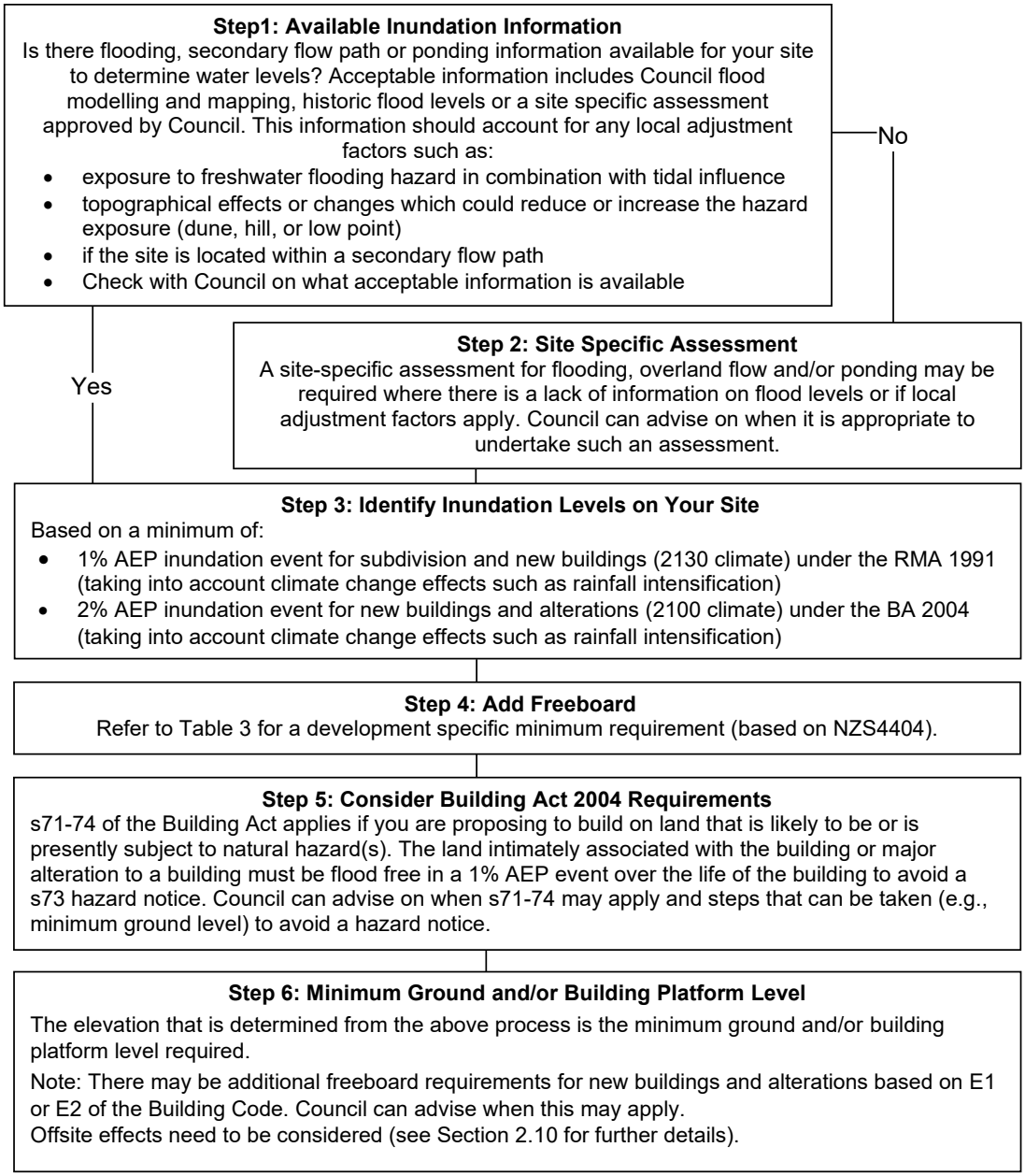
** Levels as per NZS4404: 2010 Land Development and Subdivision Infrastructure*
^ Levels as per NZTA Bridge Manual, SP/M/022, 3rd edition, May 2016

The minimum freeboard shall be measured from the prescribed water level (e.g. a 1% or 2% AEP event) to either the underside of the floor joists, or underside of the floor slab—this level is the Building Platform Level. Structures need to comply with freeboard requirements of the NZ Building Code and those may be separate from and in addition to the freeboard requirements above. Council can advise on when this may apply. Further information on freeboard is included in Section 3.6.2.

2.7 Freshwater inundation process

The freshwater inundation process uses a methodology broadly similar to the seawater inundation calculation, although the data sources for determination of inundation water levels are variable and include flood records and computer model simulations. Figure 4 summarises the 6 step process to determine minimum ground and/or building platform levels in locations subject to freshwater inundation. An explanation of each of the factors included in the calculation is provided in Sections 3-7 and should be read in conjunction with this summary.

Figure 4: Freshwater inundation process



2.8 Combined seawater and freshwater inundation

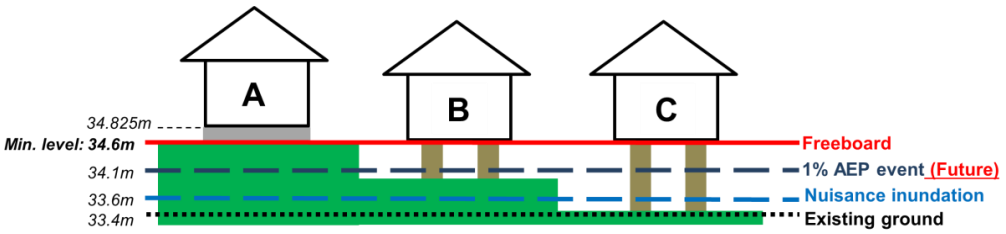
Some sites in the districts may be subject to both seawater and freshwater inundation. In these locations both the seawater calculation, the freshwater process and a combination of the two should be applied to determine which of the three inundation scenarios poses the greatest hazard to land and buildings. The highest value of the three levels calculated will determine the minimum ground and/or building platform level. Refer to Table 1 for design event criteria.

2.9 Determining the minimum ground and/or building platform level

Once all the steps in the seawater inundation calculation or freshwater inundation process are completed, a minimum ground and/or building platform level will be determined. This can be demonstrated using the scenario illustrated in Figure 5 for a 1% AEP freshwater inundation event. The existing ground level elevation is 33.4m (NZVD2016), with the 1% AEP flood level reaching 34.1 m NZVD2016. The calculated minimum building platform level required is 34.6 m (NZVD2016). This is a combination of the inundation level (34.1 m NZVD2016) and freeboard of 0.5 m.

For House A (in Figure 5) the chosen construction method is a concrete slab. The ground has been raised to the building platform level of 34.6 m with the slab laid on top of this. The floor level of House A (in Figure 5) will be a minimum of 1.425m above the existing ground level elevation (34.4m). This allows for the additional minimum 0.225 m clearance above the filled ground level as required under the Building Code. However, for the building pile substructure foundation examples, the building platform level of Houses B and C will be up to 1.2m above the existing ground level to provide appropriate mitigation against inundation hazard (i.e. inundation level of 34.1m elevation). It is important to note that for Houses B and C, the ground on which the building is located is subject to inundation during a 1% AEP event. Therefore, a 'hazard notice' under s72–73 of the BA 2004 is likely to be imposed during the building consent process. More information about hazard notices under the BA 2004 is provided in Section 6.

Figure 5: Examples of options for raising ground and/or building platform levels



Options	
A	Subdivision or buildings on river floodplains, freshwater ponding areas, and in seawater inundation locations (either by wave run-up or ponding on lower-lying land), where filling for a building platform can be undertaken and there are less than minor adverse effects off-site.
B	Buildings on river floodplains, freshwater ponding areas and in seawater inundation locations, where filling for a building platform can be undertaken to a small degree to reduce nuisance inundation (for example a 20% AEP event) without adverse effects off-site occurring but where filling for a building platform has more than minor adverse effects off-site.
C	Buildings on river floodplains, freshwater ponding areas and in seawater inundation locations, where any filling for a building platform has more than minor adverse effects off-site.

2.10 Options for raising ground and/or building platforms

Various options exist to reduce and mitigate inundation hazard exposure to land and buildings. Generally, Council will seek to avoid subdivision and development in areas subject or potentially subject to significant inundation hazards, by promoting development in areas with no or low flood hazard exposure through its resource management plans and resource consent processes.

Council can allow development where measures to reduce and mitigate the likelihood and magnitude of inundation hazards to land and buildings are adopted, provided these mitigation measures do not significantly increase the inundation hazard to other properties. Such measures include the raising of ground and/or building platform levels as well as various design considerations and technological innovations as discussed in further detail in Section 7. Any mitigation option will need to comply with relevant legislation and the Tasman Resource Management Plan. Its feasibility will be assessed on a case-by-case basis and should be discussed with Council.

Figure 5 shows examples of options for raising ground and/or building platform levels, and suggests activities where these might be appropriate. In locations exposed to inundation hazards, any new property titles created through subdivision should provide functional land where a building platform can be established that is free from inundation. The potential of adverse effects on other parties will be an important consideration, especially when considering raising the ground level. In this case, it will need to be demonstrated that there are no adverse effects incurred or exacerbated on adjacent properties, including by raised flood levels, diversion of flood flows and/or secondary flood routes, building design, neighbourhood amenity, access and servicing.

3 Supporting information for calculating levels

3.1 Introduction

This section provides supporting information and explanation on the different factors of the seawater inundation calculation and freshwater inundation process, as outlined in Section 2. Some subsections and information are relevant to both types of inundation hazards, while others may only be relevant to either seawater or freshwater inundation hazards.

3.2 Seawater and freshwater inundation design events

In this practice note, reference is made to rainfall and sea level/storm-tide events. Both have probabilities associated with them that reflect event severity. The lower the probability of an event occurring, the more severe that event.

It is usual that when the effects of severe rainfall are determined through modelling, a generic rainfall pattern is often used which distributes rainfall over time in such a way as to cause the most adverse performance from the system analysed for the given frequency. In simpler terms, when a 1% AEP rainfall event is used for analysis particularly in small catchments, this rainfall intensity will be assumed to be occurring everywhere in the catchment simultaneously, which is a reasonable assumption for urban stormwater catchments. In reality, rainfall distribution does not always occur in this way over greater distances and appropriate rainfall distributions need to be assessed in larger catchments.

When a sea level is applied in any assessment, this level is made up of several factors which include both tidal and weather-related influences. The “predicted tide” is independent of

prevailing weather and is based solely on a standard atmospheric barometric pressure condition and factors including the relative positions of the sun and moon. However, factors relating to a weather event includes low barometric pressure, wind speed and duration, fetch (distance over which the wind blows over water) and shoreline conditions, i.e. factors typically associated with storm conditions and local geography and topography.

An appropriate high tide level should be adopted for the tidal baseline condition from which the hydraulic grade line is calculated, for discharges from open channels and pipelines terminating at the coast (see Table 1). This is to ensure that the effect of a 1% AEP rainfall/runoff event on the drainage network is appropriately simulated or designed for the development being considered, without imposing an improbable tidal boundary condition (such as highest astronomical tide) that would unduly influence rainfall runoff at the coast.

Conversely, an extreme storm-tide event is invariably accompanied by some rainfall. A 5% AEP rainfall event has been allowed for as a reasonable but not improbable combination. Coinciding extreme (e.g. 1% AEP) storm-tides and rainfall can occur at the same time. However, such events have a very low joint probability that is certainly less than 1%. In this practice note, it is considered that reasonable joint probability limits have been set to provide a practical and affordable basis for design. These scenarios are summarised in Table 1 (Section 2).

3.3 Identifying locations subject to seawater and/or freshwater inundation hazards based on elevation thresholds

In coastal locations both the seawater inundation calculation and the freshwater inundation process relies on elevation thresholds as a starting point to determine locations that may be subject to these hazards, as shown in Figure 2 (Section 2). All elevations quoted in this document are relative to NZVD2016 vertical datum. Appendix 1 provides further details of superseded vertical datums.

The land elevation and coastal setback thresholds have been selected on the basis that they are conservative values that capture land potentially affected by a seawater inundation event occurring over a minimum of the next 100 years.

3.4 Supporting information to inform the seawater inundation calculation

This section details supporting information and explanation specific to the application of the seawater inundation calculation. Refer to Section 2 for the flow diagram summary (Figure 3) to calculate ground and/or building platform levels in locations subject to seawater inundation.

3.4.1 Seawater Inundation – background information

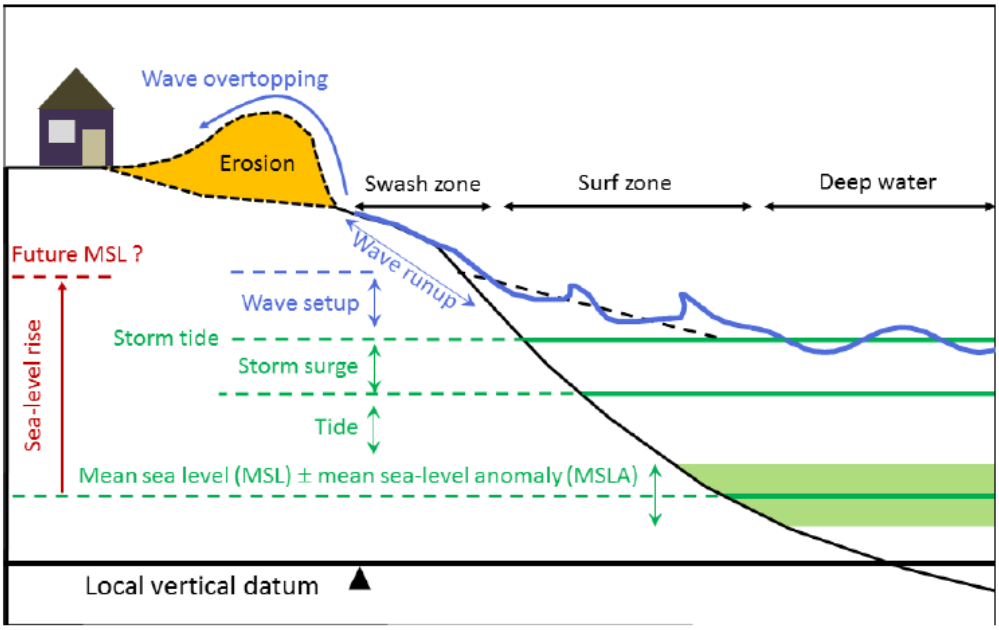
Step 2 of the seawater inundation calculation considers storm-tide and wave set up for all properties, and wave runup for those properties within 30m of the coast as discussed further below.

3.4.1.1 Extreme sea-level elevations from storm-tides and waves

The primary factors affecting seawater inundation hazard are storm surge, wave setup, wave run up and sea level rise. These effects are illustrated in Figure 6.

Figure 6: Processes that contribute to seawater inundation and erosion

(Source: MfE (2017))



3.4.1.2 Tasman and Golden Bay coastlines

A NIWA study commissioned by the Council (NIWA, 2014) considered 14 representative "open coastline" locations exposed to extreme sea levels within Tasman District and included consideration of combined tide, storm surge (inverse barometric and wind-induced effects), wave setup, and wave runup. The Coastal Calculator has been revised (NIWA 2024). This tool can be used at each of these locations to determine a range of outputs for selected inputs, as previously described.

The study shows that wave setup makes a small contribution to total elevation of the sea at the coastline relative to storm tides, owing to the relatively large tidal range and sheltered wave environment within the bays. However, wave runup makes a significantly larger contribution, being almost four times as large as wave setup. Wave runup is very sensitive to beach slope and has been calculated at the MHWS elevation on the beach profile (NIWA 2014).

The NIWA assessment does not take into account the effects of erosion (both current and future) when considering the potential for inundation and does not provide maps or assessment on the extent, depth or volume of inundation inland of the shoreline.

An additional wave overtopping module to the NIWA coastal calculator enables assessment of the volume of wave overtopping for a range of sea wall structure configurations.

3.4.1.3 Coastal inlets

Natural tidal inlets and estuaries in Tasman and Golden Bays have sufficient tidal flow in and out of their entrances such that they effectively reach equilibrium with the open coast sea level across the high tid

e cycle. That is, at high tide the sea level within the estuary and on the open coast is effectively the same. However, there will be a difference in elevation mid tide when sea water is flowing either in or out of the estuary.

Because estuaries are relatively sheltered environments and have reduced fetch compared to the open coast, wind-generated waves are smaller and their shorelines are subject to reduced wave runup, wave setup, and erosion effects. However, elevated sea levels resulting from storm surge and wave set up occurs over a sufficiently long duration for open coast shoreline and estuary water levels to be very similar if not the same. For calculating ground and/or building platform levels adjacent to estuary margins, only the storm tide and wave setup factor need be used. Wave runup need not be considered unless the site is exposed to some degree of open-coast wave generation or surge effects, with possibly a small allowance made if the fetch across the estuary becomes significant.

The offshore wave conditions assessed in the NIWA coastal calculator are not applicable in a sheltered estuarine environment. For the Waimea and Moutere Inlets NIWA (2024) undertook numerical modelling of the effects of storms on water levels in each estuary; these levels have been used in Table 2 and Appendix 3. In other Tasman estuaries where specific numerical modelling has not been undertaken, an approach consistent with that used by Tonkin and Taylor (2020) for assessing significant wave height and wave set-up in the estuary has been adopted.

Where a tidal inlet or estuary has been modified (such as the construction of a causeway with a culvert or tide gate that restricts the tidal flow) the sea water level within the truncated estuary embayment will often be lower than for the wider estuary and the open coast. However, such locations are also likely to be influenced by stormwater or stream inflows. Both of these effects should be assessed and taken into account with an additional ‘local adjustment factor’.

3.4.2 Seawater inundation and relative sea-level rise

The seawater inundation calculation’s Step 2 and Step 3 require the reader to select seawater inundation and relative sea-level rise values from Table 2.

Table 2 has separated Tasman’s coastline into 18 sections (locations), representative of the location’s particular shoreline characteristics, including open coast or inlets. In most cases it will be evident which location applies to your site or check with Council for confirmation.

Appendix 3 presents an expanded Table 2 which details all values for seawater inundation and relative sea-level rise. These values are dependent on the location, planning category and/or to avoid a BA 2002 hazard notice. Appendix 3 also lists a number of notes and assumptions.

3.4.2.1 Seawater inundation – storm-tide, wave setup and wave runup

The seawater inundation calculation’s Step 2 and Table 2 (Columns 1 and 2) sets out the maximum storm-tide and wave setup values for the relevant setting and location.

3.4.2.2 Relative sea-level rise

The seawater inundation calculation’s Step 3 and Table 2 (Columns 3 – 6) sets out relative sea level rise (RSLR) values for both resource and building consent processes for the relevant location. RSLR is sea-level rise experienced locally relative to the land mass and includes the rate of vertical land movement (VLM) for either subsidence or uplift.

The RSLR values presented in Table 2 are based on the Ministry for the Environment's Coastal Hazards and Climate Change Guidance 2024 (MfE 2024 Guidance) in conjunction with the NZ SeaRise: Te Tai Pari O Aotearoa programme (launched 2022). The NZ SeaRise online platform presents 247 data points (locations) with sea-level rise and VLM values for Tasman and Golden Bays – these have been averaged across 18 separate sections (locations) of the coast. Further information is presented in Appendix 3.

The rate and magnitude of future sea-level rise is uncertain, especially later this century and beyond. Scientists advise that sea levels will continue to rise and that levels are likely to rise at an accelerated rate over time as the Earth's temperature rises, meaning changes could happen sooner than predicted – or there may be changes to emission rates that reduce the rate of warming. The MfE 2024 Guidance recommends the use of IPCC's five shared socio-economic pathways (SSPs). Each of these present a different scenario of how future societal choices, demographics, and economics will influence greenhouse gas emissions. The emissions under each SSP will in turn influence the amount of energy that is trapped in the atmosphere by greenhouse gasses (a process referred to as radiative forcing) and consequently the rate of sea-level rise.

An example of the range of projected timeframes for when sea-level rise increments could be reached for a central location in New Zealand is illustrated in Table 4. VLM is not included in this table.

Table 4: Summary of approximate year when absolute sea-level rise heights could be reached using the recommended projections for a central location in Aotearoa New Zealand
(Source: Table 6, page 49 of the MfE 2024 Guidance)

SLR (metres)	Year achieved for SSP5-8.5 H+ (83rd percentile)	Year achieved for SSP5-8.5 (median)	Year achieved for SSP3-7.0 (median)	Year achieved for SSP2-4.5 (median)	Year achieved for SSP1-2.6 (median)
0.2	2035	2040	2045	2045	2050
0.3	2050	2055	2060	2060	2070
0.4	2055	2065	2070	2080	2090
0.5	2065	2075	2080	2090	2110
0.6	2070	2080	2090	2100	2130
0.7	2080	2090	2100	2115	2150
0.8	2085	2100	2110	2130	2180
0.9	2090	2105	2115	2140	2200
1.0	2095	2115	2125	2155	>2200
1.2	2105	2130	2140	2185	>2200
1.4	2115	2145	2160	>2200	>2200
1.6	2130	2160	2175	>2200	>2200
1.8	2140	2180	2200	>2200	>2200
2.0	2150	2195	>2200	>2200	>2200

Notes: Approximate year (to the nearest five-year value) when each absolute sea-level rise (SLR) height could be reached from a central location from the NZ SeaRise platform, under the *medium confidence* SLR projections, relative to the 1995–2014 baseline (mid-point 2005). Excludes vertical land movement and the *low confidence* SLR projections. The table uses 0.1 metre SLR height increments up to 1 metre, thereafter 0.2 metre height increments.

Can be considered broadly representative across Aotearoa New Zealand, because the absolute SLR from north to south only varies by ± 0.025 metres by 2150 (relative to the central location).

Vertical land movement

Local sea-level rise is also affected by up and down movements of our land – this is known as vertical land movement (VLM). VLM can occur in large jumps during earthquakes, but less obvious are the smaller shifts that occur continuously in between large seismic events.

These small but continuous changes add up, and in areas that are going down (subsiding) the annual rate of sea-level rise can double. Most of the Tasman coast is subsiding with rates of subsidence up to 4mm per year (over a 100 year period this equates to 0.40 metres), meaning the impacts of local sea-level rise will be felt much sooner.

The NZ SeaRise online platform presents the results of a New Zealand coastline VLM study using satellite data from 2003-2011. Like with the sea level rise data, the 247 locations (Tasman and Golden Bays) with VLM data has been averaged across 18 separate sections (locations) of the coast. Appendix 3 provides the averaged VLM values for each location.

Interim allowances for relative sea-level rise

The Council is yet to prepare long-term local adaptive planning strategies for our coastal communities. In these circumstances, the MfE 2024 Guidance provides recommended relative sea-level rise (RSLR) allowances for councils to use in decision-making processes (e.g., plan making and land-use decisions) under the RMA in the interim until such time that a council and their community have developed an adaptive planning strategy. These RSLR allowances form a precautionary initial planning and design response and are consistent with the precautionary approach set out in the New Zealand Coastal Policy Statement's Policy 3. Table 5 sets out four planning categories of activities or types of development (A – D) and the recommended interim precautionary RSLR allowances.

Table 5: Interim precautionary relative sea-level rise allowances recommended to use for coastal planning and policy before undertaking a dynamic adaptive pathways planning approach for a precinct, district or region
(Source: Table 8, pages 52-53 of the MfE 2024 Guidance).

Planning category	Recommended interim precautionary RSLR allowances
A. Coastal subdivision, greenfield developments and major new infrastructure	Using a **timeframe** out to **2130** (≥100 years), apply the *medium confidence* **SSP5-8.5 H+** based RSLR projection* that includes the relevant VLM rate for the local and/or regional area. (Note: approximately 1.6 metre rise in MSL, before including VLM.)
B. Changes in land use and redevelopment (intensification and upzoning)	Using a **timeframe** out to **2130** (≥100 years), apply the *medium confidence* **SSP5-8.5 H+** based RSLR projection* that includes the relevant VLM rate for the local and/or regional area. (Note: approximately 1.6 metre rise in MSL, before including VLM.)
C. Land-use planning controls for existing coastal uses and assets (building additions)	Using a **timeframe** out to **2130** (≥100 years), apply the *medium confidence* **SSP5-8.5 M** based RSLR projection that includes the relevant VLM rate for the local and/or regional area. (Note: approximately 1.2 metre rise in MSL, before including VLM.
D. Non-habitable, short-lived assets with a functional need to be at the coast, which are either low consequences or readily adaptable (including services)	Using a **timeframe** out to **2075** (≥50 years), apply the *medium confidence* **SSP5-8.5 M** based RSLR projection that includes the relevant VLM rate for the local and/or regional area. (Note: approximately 0.5 metre rise in MSL, before including VLM.)

Notes:

* H+ is the 83rd percentile (or p83 at the top of the likely range on graphs in the NZ SeaRise platform).
i) Relative sea-level rise (RSLR) projections that include satellite-derived vertical land movement (VLM) are

available from the NZ SeaRise platform. Alternatively, locally monitored VLM can be applied to the SLR projections.
ii) M = median or p50 (50th percentile); MSL = mean sea level; RSLR = relative sea-level rise; SSP = shared socio-economic pathway used by the Intergovernmental Panel on Climate Change; VLM = vertical land movement.
The approximate rise in MSL can be considered broadly representative across Aotearoa New Zealand, because the absolute SLR from north to south only varies by ± 0.025 metres by 2150 (relative to the central location).

For resource consent processes, the above planning categories are used to inform which RSLR value to select for your development proposal (Step 3, Table 2: Columns 3, 4 or 5).

For BA 2004 purposes, the Council uses the SSP2-4.5 median (p50) scenario over an 80-year period (see Section 2.4) to determine the amount of RSLR that is considered 'likely' when assessing inundation hazards under the natural hazard provisions of the Act, specifically Sections 71 to 74. For development proposals where there is only a building consent (no resource consent is required), Step 3 uses Table 2 Column 6 values for building consents to avoid a hazard notice.

3.5 Supporting information to inform the freshwater inundation process

This section details information that informs the application of the freshwater inundation process. Refer to Section 2.7 for the flow diagram summary (Figure 4) of how to calculate ground and/or building platform levels in locations subject to freshwater inundation.

3.5.1 Piped networks, waterways and secondary flowpaths

As described in Section 1, the Council has inundation modelling work programmes in place and this includes modelling of piped stormwater networks, waterways, and secondary flowpaths that may impact on urban areas. Check with Council on what modelling information is available or being developed.

Modelled results provide an overview of the expected flood extent and flood depths. This information can be used to determine the base water level for ground and/or building platform level calculations. Flood model accuracy can vary and it may be necessary to consider site specific features relevant to the locality when assessing expected flood levels at a particular property.

Council has also mapped or is in the process of mapping secondary flowpaths for key urban areas. In these circumstances, the location and peak volume of the flowpath has been determined by Council and can be used to determine the appropriate siting of development under both building (Building Act s71-74) and resource consent (RMA s106) processes.

In areas that have not yet had flowpaths mapped, the appropriate location, level and freeboard of ground and/or building platform levels for new development will need to be determined from first principles and will be considered as a 'local adjustment factor' when setting the minimum level.

3.5.2 Freshwater inundation information: climate change effects on rainfall intensity

Within the freshwater inundation process (Figure 4), Step 3 accounts for a projected increase in rainfall intensity. It is anticipated that incidences of extreme weather (rainfall events) and associated freshwater inundation will increase in the future, both in magnitude and frequency. Annual rainfall is predicted to rise over the summer, autumn and winter seasons across Tasman district with high intensity rainfalls occurring more often. Percentage change factors to rainfall depths to convert from the current climate to a future climate are provided in

HIRDS v4 Usage information[6]. Increased rainfall intensity (approximately 20%-46% greater than present by 2130, depending on catchment size) should be applied in determining the 1% AEP inundation event for the year 2130, when considering inundation levels for subdivision and new buildings under RMA 1991 processes. Increased rainfall intensity should also be considered under Building Act processes, though out to 75–80 years into the future.

3.6 Supporting information relevant to both the seawater inundation calculation and the freshwater inundation calculation process

3.6.1 Sloping sites

Ground level at the point of interest (which should be taken as an individual building footprint and some curtilage, even if it is within a subdivision development) may be on a slope. In scenarios where ponding (as opposed to overland flow) is the primary consideration, the ground level is to be taken as the lowest ground level subject to ponding as determined either by topographical survey, LiDAR or other relevant method. In the case where overland flow (e.g., river flood plains) is the primary consideration, the ground level at the upstream edge of the proposed development is the ground level that applies. Where multiple buildings are proposed to be formed, the ground levels at each of these should be considered individually. The effects of the building or development's presence on flood flow paths and velocities should also be considered.

3.6.2 Freeboard: allowances for flood level uncertainties

With all hydraulic assessments, whether derived from historical mapped data or computer models, there is a degree of uncertainty in the flood level results obtained. There are several reasons for this including changes in topography or watercourse morphology since a flood event map was drawn or modelling undertaken, changing shoreline conditions altering wave runup or inland flow capability, or model parameters that cannot be defined with precision due to lack of climate data. In order to account for these uncertainties, as well as for certainties such as maintaining building weather tightness during rainfall, it is usual that a "freeboard" allowance is also applied to raise building platform levels above the calculated flood level. A freeboard factor also allows for water levels that may occur in an unlikely but possible event such as infrastructure blockage or failure, capacity exceedance, floodwater diversion and "bow waves" generated by moving vehicles. However, in some cases it may be more appropriate to consider these effects as a local adjustment factor (see below).

The freeboard allowances specified in Table 3 (Section 2.5.3) are to be added to the assessed flood level, to result in a minimum building platform level. There may be local adjustment factors that affect the nominal freeboard required. This may be due to the effect of unusual topography, new flood mitigation structures or shoreline changes affecting seawater inundation potential. Such circumstances may result in the freeboard being higher or lower than the initial minimum value. Council can advise in those circumstances.

The freeboard allowances listed in Table 3 are taken from the Subdivision and Development Standard NZS4404:2010 in relation to habitable dwellings, non-habitable residential buildings and detached garages, and commercial and industrial buildings. Buildings will also need to comply with freeboard requirements of the Building Code and those may be separate from and in addition to the freeboard requirements listed. Council can advise when this will apply.

The Building Code's Acceptable Solutions and Verification Methods for Clause E1 Surface Water (AS and VM for NZ Building Code) requires a minimum freeboard *to the floor level* of 0.15m above the highest adjacent ground level (which could be inferred to be the ponding

[6] https://niwa.co.nz/climate-and-weather/hirdsv4-usage

level). However, the conditions where 0.15m can be applied are restrictive (see below) and unlikely to be applicable in most inundation scenarios:

A catchment area of no more than 0.25 hectares, and which is:

- *free from a history of flooding;*
- *not adjacent to a watercourse;*
- *not located in low lying area; and*
- *not located in a secondary flow path.*

Conditions are also restrictive where Verification Method E1/VM1 of the AS and VM for NZ Building Code requires a freeboard of 0.50m. This applies where ponded water (2% AEP event assumed) exceeds 100mm in depth and extends from the building directly to a road or carpark and therefore likely to be subject to waves generated by vehicles. Such waves will not be sustained unless there is at least 100 mm depth of water and an unobstructed path from the point where the wave is generated to the building. In calculating this 0.50m freeboard, 0.15m is attributed to flood level estimation uncertainty and the remaining 0.35m to wave effects including 0.20m wave height and 0.15m wave runup (Determination 1999/005). This provides a sound base reference for inundation mitigation calculations in some circumstances. Verification Method E1/VM1 shall be used where the Council does not have more accurate data available from calibrated or verified hydrological modelling[7]. For all other cases, E1/VM1 requires a freeboard of 0.15m.

3.6.3 Local adjustment factors

The local adjustment (LA) factor enables the minimum acceptable land or building platform level at any particular site to be adjusted up or down. The LA factor takes account of local, site or project specific matters that would be inappropriate to apply generally.

In some cases, such as greenfield subdivision, and where Council does not hold sufficient information, the applicant may be required to provide a more detailed site-specific assessment of natural hazards to determine an appropriate LA factor. Site specific LA factors should be discussed with Council to ensure all factors are addressed and appropriate minimum ground and/or building platform levels are determined.

This practice note does not define the potential LA factors in great detail. The matters listed below are not exhaustive, and there may be further aspects that should be considered when determining the LA factor (including those listed in Section 4). A specialist engineering assessment may be required to determine relevant details for a particular site.

- **Hazard mitigation works or infrastructure**

Land and/or building platform levels may be increased or reduced where, for example, there are existing inundation (or erosion) hazard mitigation works or infrastructure present that will function effectively for a time into the future, but beyond that time mitigation function cannot be relied on or becomes no longer available. In the case of hazard mitigation works, this may be due to expiry of consents or a change of policy with respect to the presence of those works (e.g., tide banks, revetments). In the infrastructure case, the elevation of road corridors

[7] Acceptable Solutions and Verification Methods are produced by MBIE as a means of compliance with the Building Code. E1/VM1 provides a method for verifying that a proposed building will meet the requirements of Building Code E1.3.1 and E1.3.2 in the following circumstances: (a) the catchment area does not exceed 100ha; and (b) the surface water results only from rainfall on the catchment and does not include water from other sources such an inundation from rivers, lakes or the sea.

or causeways can act to exclude the tide to some degree, but over time may no longer have sufficient elevation to continue to do so.

If the proposal includes inundation hazard mitigation as part of the development, then a site specific assessment that accounts for the performance of the mitigation measures should be undertaken.

- **Freshwater/seawater inundation hazard associated with increasing tidal influence**

Ground and/or building platform level increases may also be necessary in an area where stormwater/ freshwater or groundwater inundation hazard to inland areas increases as a result of increasing (or elevated) sea states. This would include, for example, areas reliant on natural drainage to the coast, or areas where stormwater detention is provided. As sea levels rise, more frequent and/or longer periods of stormwater detention may be required before drainage can occur. With increasing sea levels, drainage infrastructure may require modification with flap gate or tide exclusion gates, to prevent backflow into low lying areas. Some areas may require pumping systems to discharge stormwater to the coast or be used to lower groundwater levels, without which flood hazards to existing or proposed greenfield or infill development becomes a concern.

In soft shoreline areas, particularly where erosion mitigation structures are not already present or are relatively minimalist in scale, increasing sea levels will very likely exacerbate coastal erosion hazards. Further coastal erosion may reduce or remove the depth and/or height of elevated back-beach barrier systems such as dunes, exposing any lower-lying hinterland behind to increased frequency and/or severity of inundation.

- **Groundwater**

There may be sites where groundwater may affect potential inundation levels. These are likely to be very low lying areas adjacent to the coast below 2.5m elevation (NZVD2016). As the level of the sea rises, the water table will rise in these areas, which may lead to surface ponding in some places and more extensive inundation after heavy rain. It is not known the potential extent of groundwater inundation in low lying coastal areas and therefore this should be considered as a local adjustment factor where it may apply.

- **Topographical effects**

Topographical effects including exposure to wave runup at open coast beach locations during storm surge events require specific assessment. Reference should be made to the extreme sea-level elevations from the relevant NIWA reports and any detailed hazard maps that may be available at the time of development when an appropriate LA factor is determined.

Other topographical features or effects can alter storm-tide shoreline water levels or affect wave runup potential in both a present day and future projected sea level rise climate. These include dynamic coastal features such as sand spits and bar deposits that form and disperse over time, and sea level rise exacerbating or initiating erosion of coastal barrier systems, overtopping of natural and/or constructed barriers to seawater inundation, or exacerbating the frequency and/or magnitude of stormwater impounding.

- **Design life of buildings**

The Building Code has a requirement that building elements that provide structural stability, including building platforms, must continue to satisfy performance requirements of the Building Code for the life of the building being not less than 50 years. Case law and determinations have all taken the position that building life should be greater than 50 years without stating any specific timeframe (MBIE, 2023). Recent guidance from MBIE (2023) has suggested that the economic life of a building is generally considered to be 75–80 years.

However, other than for buildings having a specified intended life, the effects of sea-level rise beyond the 50 year timeframe applies, dependant on the nature and duration of building use, as per central government guidance, the NZCPS and decisions from the Environment Court.

Where short-lived buildings or assets are proposed, the minimum building platform level required may be reduced below that needed to mitigate long-term, extreme hazard exposure, dependent on the use of the building or asset. For more information refer to Section 5 Building Use and Hazard Tolerance. Additional information can be found in Section 2.4.

4 Building Servicing

The following section outlines servicing matters that will need to be considered as part of any new development proposed and may influence minimum ground and/or building platform levels as a local adjustment factor.

4.1 Dwellings and onsite effluent and stormwater disposal

For ground level assessments, the level will need to be sufficient to provide effective functioning of wastewater and stormwater systems, treatment or disposal that takes into account rising groundwater and sea levels. Development at a number of coastal communities where wastewater reticulation is unavailable hinges upon the feasibility and ongoing function of onsite effluent and stormwater disposal systems. Council may require site specific assessments where new dwellings cannot be connected to reticulated wastewater or stormwater systems. The viability of residential development will depend on being able to achieve wastewater and stormwater standards.

4.2 Reticulated stormwater servicing

Where subdivided lot(s) are being connected to a reticulated stormwater system the inundation level assessment will need to take into account the effectiveness of the connections to any proposed network. The key considerations will include pipe size, cover and outlet level. This is to ensure the outlet of the stormwater system will not be subject to tailwater effects during the design rainfall or inundation event that the proposed network has adequate cover over the pipes and there is enough fall in the pipe network to effectively connect and function with the network pipe sizes. Also, the secondary flow from uphill areas, roads etc. must not impact the new development.

4.3 Backwater

In some locations, determining the minimum building platform level will need to take into account backwater affects. For example, by the tide constraining rainfall runoff from rivers and streams, open channels and pipe networks discharging to the coast. In these circumstances, the tide or high river flood levels causes a “backwater effect” that can increase water levels in low lying coastal locations.

Typical locations are where land drainage pathways (either built channels, pipe outfalls or streams and rivers) exit to the coast, estuaries, areas inland of causeways or low lying areas adjacent to the coast. Development areas that rely on stormwater detention areas adjacent to the coast are also potentially prone to backwater effects, as these areas may also have drainage outflows constrained by the level of the tide.

For ground and/or building platform level assessments at these locations, the inundation level should be determined either with the assistance of historical data and/or by hydraulic calculations taking into account the local catchment characteristics and future sea level rise projections.

For further information on managing backwater effects the Nelson-Tasman Land Development Manual provides standards for outfall levels, while NZS4404 provides recommended approaches for assessing backwater levels.

5 Building Use and Hazard Tolerance

The following section outlines building use and inundation hazard considerations which may influence minimum ground and/or building platform levels as a local adjustment factor.

5.1 Building use and hazard tolerance

The nature and use of a building affects the tolerance to inundation hazards. Clause E1.3.2 of the Building Code requires that water from the 2% AEP flood event shall not enter residential and communal buildings. Council can exercise discretion under the Building Code and accept a lower building platform level, or may grant a waiver of any minimum building platform level requirement, where the potential for damage is low. A range of factors should be considered by Council and developers/owners when considering appropriate building platform levels. Considerations include (but are not limited to):

- building functionality
- vehicle access
- access for people with disabilities
- building materials
- community significance of use e.g. 'lifeline' facilities, such as communications equipment, hospitals and other essential services
- threat to life from inundation
- value of assets exposed vs cost to protect
- building owner-insurer relationships or requirements
- amenity and historical value

5.2 Further considerations for owners and designers

The Building Code refers to categories of buildings by importance level based on structural failure considerations. The table of categories is comprehensive and in practice is too complex to assist any process for determining building importance relative to inundation hazard exposure for the purpose of this practice note. Therefore, a simple classification based on the use of the building can be applied[8] as follows:

- **'Occupied' buildings**

Structures in which people live, sleep or work (i.e. habitable and productive buildings) or have important post disaster functions. 'Habitable or productive buildings' are of high social and economic importance. For example, habitable/productive buildings include residential housing and attached garages, sleepouts, shops, offices, and factories, hospitals and care facilities, buildings containing communication equipment, etc.

- **'Non-Productive' buildings**

Flood hazard exposure to non-productive, non-habitable buildings may generally have only a low economic impact, low structural significance or minor effect. As a consequence, they generally do not need serious consideration when making building decisions on hazard-prone land. They may occupy hazard prone land, but the consequence of flooding hazards to these buildings is generally low. Such buildings include public toilets, garden sheds, car ports, detached garages, domestic sheds and rural sheds, etc.

[8] The two proposed building classifications only relate to implementation of this practice note and does not override requirements under the Building Code or compliance with the BA 2004.

There may be situations where a new residential house (‘occupied building’) is built with a raised building platform level while a detached garage or ancillary shed does not require the same raised level as it is a ‘non-productive building’. However, change to the hazard exposure arises when homeowners want to convert these detached garages or sheds to habitable buildings (e.g., creation of an additional room, sleepout, AirB’n’B). In these circumstances, the garage or shed becomes an occupied building and the building platform level should be raised to ensure people and assets are not exposed to inundation hazards.

Where there are multiple uses proposed for a new building (e.g., garage with a sleepout), Council will consider the function of the building and require building platform levels to be raised to ensure the most vulnerable use (where it is an occupied building) is protected from inundation hazards.

6 Imposing Hazard Notices on Property Titles

Under Section 71 of the BA 2004, a property may be deemed to be subject to a natural hazard and some assessment is required to determine if the natural hazard occurrence is considered “likely” during the expected lifetime of the building. Section 71(3)(d) identifies inundation as a hazard, including flooding, overland flow, tidal effects, and ponding.

The threshold adopted for inundation hazards is whether the land that the building is intimately connected to is likely to be subject to inundation during a 1% AEP event (MBIE, 2023). Thus, it may be possible to meet the requirements of the Building Code by having a minimum building platform level set above the 2% AEP flood level, but still be subject to a hazard notice on the title because the land on which the building is intimately connected to is subject to inundation in a 1% AEP event (MBIE, 2023).

Under Section 71(1) a building consent authority must refuse to grant building consent for the construction of a building, or major alterations to a building if (a) the land on which the building work is to be carried out is subject or is likely to be subject to one or more natural hazards; or (b) the building work is likely to accelerate, worsen, or result in a natural hazard on that land or any other property’.

However, under Section 71(2) where the building consent authority is satisfied that adequate provision has been or will be made to –
protect the land, building work, or other property from the natural hazard or hazards;
orrestore any damage to the land or other property as a result of the building work, then Section 71(1) does not apply and building consent can be granted.

Despite section 71, a building consent authority that is a territorial authority must grant a building consent if the building consent authority considers that—

(a) the building work to which an application for a building consent relates will not accelerate, worsen, or result in a natural hazard on the land on which the building work is to be carried out or any other property; and

(b) the land is subject or is likely to be subject to 1 or more natural hazards; and

(c) it is reasonable to grant a waiver or modification of the building code in respect of the natural hazard concerned.

Where a building consent has been granted under Section 72, Section 73 requires that a notice advising of the hazard is placed onto the Title of the property.

In order to avoid any hazard notices under Sections 72 and 73 of the BA 2004, a property owner will generally need to ensure that the land intimately connected with the building is free from flooding in a 1% AEP flood and that any applicable requirements noted in Sections 71 (2)(a) and (2)(b) have been applied. Specific discussion with Council is recommended for landowners seeking this outcome.

7 Options for Reducing Inundation Hazard

Various options exist to reduce inundation hazard exposure to land and buildings. Generally, Council will seek to avoid subdivision and development in areas subject or potentially subject to significant inundation hazards, by promoting development in areas with no or low flood hazard exposure through its resource management plan and resource consent process. Council can accept development proposals that include measures that reduce and/or mitigate the likelihood and magnitude of inundation hazards to land and buildings where these measures do not increase the inundation hazard to other properties.

This means that Council will seek to avoid development in flood hazard areas wherever possible to the greatest extent practicable, or allow mitigation measures to reduce the hazard exposure of the development. The purpose of this is to reduce the hazard exposure to people and property and preserve expected or required levels of functionality, while allowing for uncertainties associated with increased rainfall, sea level rise and modelling. Mitigating inundation hazards through building design is an option available to applicants through the BA 2004 and RMA 1991.

The feasibility of any option will need to be assessed on a case by case basis and should include an assessment of the potential adverse effects on other parties and whether resource consent will also be required (e.g. for earthworks, alteration of secondary flow paths, exceeding building height standards etc.). Where public funding is involved, the life cycle costs of maintaining any option over the lifespan of the development or building also needs consideration.

Any particular option will need to comply with relevant legislation and the policies and rules of the Council’s resource management plan, or obtain resource consent or other permits as necessary.

Options for reducing inundation hazards to land where it can be demonstrated that this action will not create an increased hazard or nuisance for any other property include:

- raise ground level
- onsite structural intervention to prevent flood water entry, contain location of, or divert flood waters away from the site including:
  - diversion bunds or walls; and
  - protected preferential drainage flow paths
- offsite structural intervention to reduce site flood hazard exposure by provision of additional works or infrastructure elsewhere including:
  - diversion bunds or walls;
  - protected preferential drainage flow paths; and
  - floodwater detention.

Options for reducing inundation hazards to buildings (in addition to the above):

- alternative building site within a property;
- raising building platform height;
- foundation and building design (to allow for future building relocation or raising of the

building platform height); and
- avoiding landscaping works or other site developments that may compromise the function of secondary flow paths, flood storage and building freeboard.

Technologies used internationally that support these options include:
- Adjustable screw piled houses
- Floating houses as used in New Orleans and Holland
- Flexible, waterproof service connections
- Manual or automatic flood barriers
- Pressure sewer systems with elevated control systems.
- Overhead or off grid power supply

8 Further Information and Guidance

For further information or guidance on how to determine minimum ground and/or building platform levels for subdivision, new buildings, and major alterations, please contact Tasman District Council by telephone (03 543 8400) or email (info@tasman.govt.nz).

9 Appendices

Appendix 1: **Previous vertical datum**
Appendix 2: **References**
Appendix 3: **Seawater Inundation and Relative Sea Level Rise Values**

Appendix 1: Superseded vertical datums

All elevations quoted in this document are relative to the New Zealand Vertical Datum 2016 (NZVD2016) as administered by Land Information New Zealand (LINZ). Some older plans and documents may refer to elevations relative to the Nelson Vertical Datum 1955 (NVD55).

The difference between these vertical survey datums varies slightly across the District. At the Port Nelson Tide gauge the difference is 0.326 m. That is: 0.0m elevation NZVD2016 = 0.326 m elevation NVD55.

For datum conversions elsewhere in the district, please refer to the LINZ website - https://www.geodesy.linz.govt.nz/concord/

Appendix 2: References

LINZ, 2016	New Zealand Vertical Datum 2016, Land Information New Zealand, July 2016
MBIE 2023	Natural Hazard Provisions Guidance on complying with Sections 71 to 74 of the Building Act 2004, Ministry of Business, Innovation and Employment, October 2023
MfE 2024	Ngā pūmate takutai me te ārahitanga huringa āhuarangi Coastal hazards and climate change guidance. Ministry for the Environment, February 2024
NIWA 2014	Extreme Sea Level Elevations from Storm Tides and Waves Tasman and Golden Bay Coastlines, NIWA, 2014
NIWA 2024	Tasman District Coastal Calculator Update.
NIWA 2023	Mean High Water Spring (MHWS) Levels for the Tasman and Golden Bay Coastline, Prepared for Tasman District Coastline, May 2023
NIWA 2024	Moutere and Waimea estuary extreme sea level assessment.

Appendix 3: Seawater inundation and relative sea level rise values

This Appendix provides additional information and values for Table 2, which informs the seawater inundation calculation (as detailed in Section 2 Figure 3).
The values in the shaded columns in the table (over page) form the information presented in Table 2.
A number of notes and assumptions are provided below this table.

Table 2: Seawater Inundation and Relative Sea Level Rise (All Values)

	Beach Slope	Step 2: Seawater Inundation						Step 3: Relative Sea Level Rise (RSLR)											
	Data below assumes SLR = 0.0m and 1% AEP storm-tide event.	Land adjacent to Estuaries and land >30 from MHWS			Land adjacent to Open Coast and <30m from MHWS			RMA Subdivision and Land Use Consents Planning Categories for Resource Consents									Building Consents (to avoid a hazard notice) Where no RMA consents are required		
								Planning Category A and B • Coastal subdivision, greenfield developments and major new infrastructure • Changes in land use and redevelopment (intensification and upzoning)			Planning Category C • Land-use planning controls for existing coastal uses and assets (building additions)			Planning Category D • Non-habitable, short-lived assets with a functional need to be at the coast, and either low-consequences or readily adaptable (including services)					
	Beach Slope Between 2.0m-2.5m (mV:1mH) NZVD2016	**Max. Storm tide & Wave Setup**	Storm Tide	Wave setup	**Max. Storm tide, Wave Run up & Wave Setup**	Storm Tide	Wave runup (incl. setup)	**RSLR** SLR + VLM	SLR Scenario: SSP5-8.5H+ for year 2130 (m)	VLM to year 2130 (m)	**RSLR** SLR + VLM	SLR Scenario: SSP5-8.5M for year 2130	VLM to year 2130 (m)	**RSLR** SLR + VLM	SLR Scenario: SSP5-8.5M for year 2080	VLM to year 2080 (m)	**RSLR** SLR + VLM	SLR Scenario: SSP2-4.5M for year 2100	VLM to year 2100 (m)
		Column 1			**Column 2**			**Column 3**			**Column 4**			**Column 5**			**Column 6**		
Richmond & Eastern Waimea Inlet	N/A	**2.57**	2.32	0.25	**3.32**	2.32	1.00	**1.97**	1.60	0.37	**1.52**	1.15	0.37	**0.69**	0.49	0.20	**0.78**	0.51	0.27
Rabbit Island (Open Coast)	0.08	**2.73**	2.37	0.46	**3.47**	2.37	1.28	**1.89**	1.60	0.29	**1.44**	1.15	0.29	**0.64**	0.49	0.15	**0.71**	0.51	0.20
Mapua & Western Waimea Inlet	N/A	**2.48**	2.32	0.16	**3.32**	2.32	1.00	**1.89**	1.60	0.29	**1.44**	1.15	0.29	**0.64**	0.49	0.15	**0.71**	0.51	0.20
Ruby Bay (Open Coast)	0.16	**2.99**	2.35	0.73	**3.96**	2.35	1.77	**1.87**	1.60	0.27	**1.42**	1.15	0.27	**0.63**	0.49	0.14	**0.70**	0.51	0.19
Kina (Open Coast)	0.09	**2.75**	2.34	0.52	**3.54**	2.34	1.41	**1.91**	1.60	0.31	**1.46**	1.15	0.31	**0.65**	0.49	0.16	**0.73**	0.51	0.22
Moutere Inlet (south)	N/A	**2.45**	2.32	0.13	**3.32**	2.32	1.00	**1.90**	1.60	0.30	**1.45**	1.15	0.30	**0.65**	0.49	0.16	**0.72**	0.51	0.21
Moutere Inlet (north)	N/A	**2.44**	2.32	0.12	**3.32**	2.32	1.00	**1.75**	1.60	0.15	**1.30**	1.15	0.15	**0.57**	0.49	0.08	**0.62**	0.51	0.11
Motueka Open	0.12	**2.83**	2.34	0.62	**3.70**	2.34	1.58	**1.76**	1.60	0.16	**1.31**	1.15	0.16	**0.57**	0.49	0.08	**0.62**	0.51	0.11
Riwaka	0.12	**2.79**	2.34	0.56	**3.58**	2.34	1.43	**1.85**	1.60	0.25	**1.40**	1.15	0.25	**0.62**	0.49	0.13	**0.69**	0.51	0.18
Kaiteriteri	0.17	**3.05**	2.34	0.87	**4.18**	2.34	2.11	**1.85**	1.60	0.25	**1.40**	1.15	0.25	**0.62**	0.49	0.13	**0.69**	0.51	0.18
Marahau Nth	0.16	**2.91**	2.35	0.61	**3.74**	2.35	1.48	**1.76**	1.60	0.16	**1.31**	1.15	0.16	**0.58**	0.49	0.09	**0.63**	0.51	0.12
Totaranui	0.14	**3.26**	2.34	1.15	**4.81**	2.34	2.85	**1.72**	1.61	0.11	**1.27**	1.16	0.11	**0.56**	0.50	0.06	**0.59**	0.51	0.08
Tata Beach	0.13	**2.81**	2.43	0.66	**3.58**	2.43	1.66	**1.82**	1.61	0.21	**1.37**	1.16	0.21	**0.60**	0.49	0.11	**0.66**	0.51	0.15
Pohara - Rototai	0.11	**2.72**	2.43	0.53	**3.36**	2.43	1.36	**1.81**	1.60	0.21	**1.37**	1.16	0.21	**0.60**	0.49	0.11	**0.66**	0.51	0.15
Patons Rock	0.12	**2.74**	2.43	0.54	**3.39**	2.43	1.37	**1.65**	1.61	0.04	**1.20**	1.16	0.04	**0.51**	0.49	0.02	**0.54**	0.51	0.03
Parapara	0.11	**2.69**	2.43	0.41	**3.21**	2.43	1.07	**1.89**	1.61	0.28	**1.44**	1.16	0.28	**0.65**	0.50	0.15	**0.71**	0.51	0.20
Pakawau	0.07	**2.58**	2.44	0.20	**2.90**	2.44	0.60	**1.95**	1.61	0.34	**1.50**	1.16	0.34	**0.68**	0.50	0.18	**0.75**	0.51	0.24
Puponga	0.12	**2.70**	2.43	0.36	**3.17**	2.43	0.91	**1.77**	1.61	0.16	**1.32**	1.16	0.16	**0.58**	0.50	0.08	**0.62**	0.51	0.11

Seawater Inundation Notes and Assumptions:

1. Data sourced from NIWA coastal calculator (March 2024), Moutere and Waimea estuary extreme sea level assessment (NIWA, 2024), and Coastal hazards assessment in Tasman Bay / Te Tai o Aorere and Golden Bay / Mohua (TDC, 2019).

2. The 'response-variable module' of the coastal calculator was used to calculate Table 2 data. The calculator assumes a number of parameters, including that the beaches are sandy in nature. The above data excludes those parts of shorelines partially or completely affected by rock revetment or other structural interventions, such as at Riwaka, Ruby Bay south, Motueka south, mid-Kina Peninsula, mid-Pakawau, and much of the Puponga coast.

3. All levels are relative to NZVD2016. MSL is taken to be -0.09 m NZVD2016, based on an averaging of tidal levels for the period 2013–2022 (NIWA 2023). MSL for the epoch 2013–2022 is therefore 0.24 m above NVD55 0 m. The differential between NVD55 and NZVD2016 is taken as 0.33 m in the coastal calculator.

4. The beach gradients are the average of a number of measurements taken between the 2.0m and 2.5m LiDAR contours (NZVD2016). The data is very sensitive to the beach slope used and for specific design, the upper beach gradient measurement should be checked.

5. The Coastal Calculator uses the Stockdon et al (2006) wave setup and wave runup formula, developed for sandy beaches only. The formula employs a constant beach slope and thus for composite slopes as generally occurs, an upper beach slope is recommended and has been used, as this will conservatively return a higher wave setup and wave runup value. The calculator also assumes that the beach slope used remains constant for whatever sea level rise scenario selected – this may not be the case in reality due to the effect of a number factors such as shoreline erosion and changes to nearshore sediment composition.

6. Storm tide and wave setup values for Waimea Inlet and Moutere Inlet have been taken from NIWA (2024). Values adopted are from Scenario 5, with a storm tide of 2.32 m.

7. Wave run-up in the sheltered estuarine environments has been assessed using a simplified approach. It has been assumed that the wave run-up in these environments is similar to the nearshore wave height. A wave run-up height of 1 m above the still water level has therefore been adopted for sheltered coastlines. In reality the run-up will be highly dependent on the actual exposure, the nearshore slope and the shoreline type (i.e. whether the shoreline is protected by a seawall or revetment). These should be assessed on a site-specific basis. The reduction in run up height with distance from the coastal edge can be assessed if the crest elevation and backshore slope is known, but is generally restricted to 15-30 m from the coastal edge.

Relative Sea Level Rise Notes and Assumptions:

1. "Planning Category" RSLR scenarios are based on Ministry for the Environment's Coastal Hazards and Climate Change Guidance 2024 – Table 8 Interim precautionary relative sea-level rise allowances recommended to use for coastal planning and policy before undertaking a dynamic adaptive pathways planning approach for a precinct, district or region (pages 52-53).

2. SLR projections and VLM rates are derived from the NZ SeaRise Programme. SLR projections from the NZ SeaRise Programme are given relative to a MSL baseline for the epoch 1995–2014. These projections have been adjusted to align with the 2013–2022 MSL epoch (NIWA 2023). For Tasman and Golden Bays the offset between 1995–2014 MSL and 2013–2022 MSL is -0.061 (NIWA, 2023).

3. VLM rates have been taken from the NZ SeaRise Programme and have been averaged across sections of the coastline that broadly correspond with the sections of the coastline used for the NIWA coastal calculator.

Draft Inundation Practice Note

Calculating minimum ground and/or ~~floor~~ building platform levels for subdivision, new buildings and major alterations

~~March 2019~~September 2025 – TRACK CHANGE VERSION

~~For further information or guidance on this practice note, please contact the relevant Council:~~

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Statutory Status: This practice note has been developed in support of the Nelson-Tasman Joint Land Development Manual (~~2019~~2020) and provides an acceptable approach for determining minimum ground and/or ~~floor~~ building platform levels under the Resource Management Act 1991 and the Building Act 2004.

CONTENTS

CONTENTS 1
LIST OF FIGURES 2
LIST OF TABLES 2
DEFINITIONS 3
1 Introduction 5
1.1 Purpose 5
1.2 Summary of seawater inundation calculation and freshwater inundation calculation process 5
1.3 Combined seawater and freshwater inundation 6
1.4 Inundation hazards and scope of practice note 6
1.5 Exceptions 7
1.6 Council's inundation information 7
1.7 Resource Management Act 1991 and Building Act 2004 8
2 How to determine minimum ground and/or building platform levels 10
2.1 Introduction 10
2.2 Development considerations 10
2.3 Identifying locations subject to seawater and/or freshwater inundation hazards 11
2.4 Seawater and freshwater inundation design events 15
2.5 Seawater Inundation Calculation 18
2.6 Freeboard 23
2.7 Freshwater inundation process 24
2.8 Combined seawater and freshwater inundation 25
2.9 Determining the minimum ground and/or building platform level 26
2.10 Options for raising ground and/or building platforms 27
3 Supporting information for calculating levels 27
3.1 Introduction 27
3.2 Seawater and freshwater inundation design events 27
3.3 Identifying locations subject to seawater and/or freshwater inundation hazards based on elevation thresholds 28
3.4 Supporting information to inform the seawater inundation calculation 28
3.5 Supporting information to inform the freshwater inundation process 36
3.6 Supporting information relevant to both the seawater inundation calculation and the freshwater inundation calculation process 37
4 Building Servicing 40
4.1 Dwellings and onsite effluent and stormwater disposal 40
4.2 Reticulated stormwater servicing 41
4.3 Backwater 41
5 Building Use and Hazard Tolerance 42
5.1 Building use and hazard tolerance 42

5.2 Further considerations for owners and designers 42
6 Imposing Hazard Notices on Property Titles 43
7 Options for Reducing Inundation Hazard 44
8 Further Information and Guidance 45
9 Appendices 45
Appendix 1: Superseded vertical datums 46
Appendix 2: References 47
Appendix 3: Seawater inundation and relative sea level rise values 49

LIST OF FIGURES

Figure 1: Locations of where the seawater inundation and/or freshwater inundation process may apply 12
Figure 2: How to determine if your site is subject to seawater and/or freshwater inundation (all elevations relative to NZVD2016 vertical datum) 13
Figure 3: Seawater Inundation Calculation 19
Figure 4: Freshwater Inundation Process 25
Figure 5: Examples of options for raising ground and/or building platform levels 26
Figure 6: Processes that contribute to seawater inundation and erosion 29

LIST OF TABLES

Table 1: Design criteria to determine ground and/or building platform levels based on activity and land elevation (all elevations relative to NZVD2016 vertical datum) 16
Table 2: Seawater Inundation and Relative Sea Level Rise 21
Table 3: Minimum Freeboard Requirements 24

DEFINITIONS

Annual exceedance probability (AEP)	The Annual Exceedance Probability is the chance or probability of a natural hazard event (such as storm tide) of a particular size or greater occurring or being exceeded annually and is usually expressed as a percentage.
Building Platform Level	The underside of the floor joists or the underside of the floor slab (depending on construction method). The building platform level is determined by adding freeboard onto an inundation level (typically a 1% AEP event). ~~The 1% AEP inundation level with freeboard added. This gives the level Depending on construction method, is either the base of a con~~
~~Climate change effects (CCE) factor~~	~~A minimum allowance for climate change effects, including sea level rise and more intense rainfall.~~
E1 E1 AS or VM	The clause of the Building Code relating to "Surface Water" that relates to the protection of Residential and Communal Building from inundation in the 2% AEP event. The Acceptable Solution or Verification Method under the Building Code which provides a pathway to demonstrate compliance with E1.
Freeboard	A provision for flood level design estimate imprecision, construction tolerances, and natural phenomena (such as waves, debris, aggradations, channel transition and bend effects) not explicitly included in the calculations. (NZS 4404/2010 definitions) Within this practice note a freeboard allowance is added to the calculated flood level to result in a minimum ground and/or building platform level to account for any uncertainties associated with historical data and hydraulic assessments.
~~Freeboard allowance~~	~~A freeboard allowance is added to the calculated flood level to result in a minimum ground and/or floor level to account for any uncertainties associated with historical data and hydraulic assessments.~~
Inundation	Freshwater or seawater entry to land or buildings
Local adjustment (LA) factor	Takes account of local, site or project specific matters e.g. existing hazard mitigation, topographical effects, design life of buildings, etc.
Land Development Manual (LDM)	Joint Nelson City and Tasman District Councils' manual that specifies engineering design and construction standards.
Major alterations	~~The Building Act 2004 does not provide a definition of 'major alteration' of a building but in determining a threshold Council will consider factors such as (a) intended use and degree of design and construction complexity; (b) size of the alteration; (c) increase in building footprint and percentage of site coverage. Refer to Determination 2017/055 for more information.~~ The Building Act 2004 does not define 'major alterations'. However, MBIE's Natural Hazards Provisions: guidance on complying with Sections 71 to 74 of the Building Act 2004 (2023, page 16) states that whether an alteration is considered to be a 'major alteration' is ultimately a judgement call for the building consent authority to make, taking into account all the circumstances. The Guidance identifies the following matters should generally be considered when deciding if building work amounts to major alterations: • how much the work differs from that which would be exempt from a building consent • the size of the alteration in relation to the total size of the existing building

	• the percentage increase in the building's footprint and site coverage • the complexity of the construction that is to be undertaken • the intended use of the building
Mean sea level (MSL)	~~An average level for the surface of the sea from which heights such as elevations may be measured. For the Tasman and Golden Bays this is defined as being 3.195m below Reference Mark N1 (AC4T) as defined by the NZVD2016 Datum.~~ The average level of the sea over a long period. Mean sea-level changes due to processes such as the thermal expansion of sea water and the melting of land-based ice masses that change the height of the sea surface over time. In Tasman and Golden Bays mean sea level is currently 0.093 m NZVD2016 (based on the Port Nelson tide gauge for the epoch 2013–2022; NIWA 2023).
Mean high water springs ~~6~~ (MHWS ~~6~~)	The average of the levels of each pair of successive high waters, during that period of about 24 hours in each semi-lunation (approximately every 14 days), when the range of the tide is greatest (spring range). ~~Refers to the level equalled or exceeded by the highest 6% of all predicted tides relevant to Tasman and Golden Bays, ranging between 1.86m - 1.93m NZVD2016 (MSL 2020 projection), or between 1.72m - 1.79m NZVD2016 (MSL 2008-17)~~
Mean higher high water (MHHW)	The average of the highest of the two daily astronomical tides. In 2024, NIWA assessed this level at 1.39m above MSL (equals an elevation of 1.30m relative to NZVD2016) based on Port Nelson records.
New Zealand Vertical Datum (NZVD2016)	New Zealand Vertical Datum 2016 as per standard LINZS25009. A survey datum for referencing vertical elevations against.
~~Reduced level (RL)~~	~~Reduced level in surveying refers to equating elevations of survey points with reference to a common assumed datum. It is a vertical distance between survey point and adopted datum plane (NZVD2016). Thus it is considered as the base elevation which is used as reference determine heights or depths.~~
Relative sea-level rise (RSLR)	Sea-level rise experienced locally relative to the land mass. RSLR includes the rate of vertical land movement (VLM) for either subsidence or uplift.
Storm surge	Storm surge is the rise in seawater level caused solely by a storm; this can be caused by wind and wave action and low barometric pressure.
Storm tide	Storm tide is the observed seawater level during a storm.
Vertical land movement (VLM)	Vertical land movement, which includes uplift or subsidence, contributes to the relative sea-level rise experienced locally.
Wave runup	Wave runup is the maximum vertical extent of wave uprush on a beach or structure above the mean level of the sea
Wave setup	Wave setup is the increase in mean water level due to the presence of breaking waves. Also includes the increase in the mean water level against the shore due to wind blowing across a water body.

1 Introduction

1.1 Purpose

This practice note explains the methodology to determine minimum ground and/or ~~floor~~ building platform levels for subdivision, new buildings, and major alterations in areas identified as being subject to seawater and/or freshwater inundation within ~~the Nelson and~~ Tasman ~~d~~Districts.

The document comprises of two ~~key~~ parts:

- **Section 2**: a 'how to' guide which summarises the processes and information required to determine minimum ground and/or ~~floor~~ building platform levels.
- **Sections 3-7**: supporting information which provides further explanation for the methodology used and other factors which should be considered when determining levels including building servicing, building use and hazard tolerance, and Building Act 2004 s73 hazard notices.

This practice note provides guidance to support ~~Nelson City Council and~~ Tasman District Council's (the Council) administration of the Building Act 2004 and New Zealand Building Code, the natural hazards provisions in the Council's~~'~~ resource management plans and the Nelson-Tasman Joint Land Development Manual. It provides a standard approach to be used by Council staff and development industry professionals during building and resource consent processes.

The ~~Councils'~~ Tasman ~~r~~Resource ~~m~~Management ~~p~~Plans sets out the policy framework to assess development on land subject to inundation hazards and includes other plan considerations such as design, neighbourhood amenity, access and servicing. Some areas of ~~Nelson and the~~ Tasman ~~d~~District are not suitable for new development due to inundation hazards. In other locations, raising ground and/or ~~floor~~ building platform levels may provide appropriate mitigation and this practice note documents the process used to determine minimum levels.

1.2 Summary of seawater inundation calculation and freshwater inundation calculation process

Seawater inundation calculation process

The information contained within this practice note enables the calculation of minimum ground and/or ~~floor~~ building platform levels in coastal locations subject to seawater inundation. Section 2 (Figure 3) outlines the ~~8~~ 7 steps required to calculate a minimum ground and/or ~~floor~~ building platform level based on the following information:

- ~~identification of the **development setting** such as greenfield subdivision, intensification, non-habitable assets, etc.~~
- consideration of what **seawater inundation information** is available from Council.
- **'seawater inundation'** a ~~**'storm tide adjustment factor'**~~ that includes storm surge and wave set up for all properties, and wave runup for those properties within 30m of the coast, or as mapped by Council.
- **'relative sea level rise'**, which is dependent on the planning category and a ~~**'climate change effects factor'** which takes into account effects of sea level rise~~ based on ~~recent~~ Ministry for the Environment (MfE) 2024 guidance.
- a **'freeboard'** requirement which also accounts for any uncertainties associated with historical data and the hydraulic assessments. The freeboard will vary depending on the type of development and any local adjustment factors.
- **'local adjustment factors'** which may increase or decrease the levels after considering additional factors such as exposure to coastal effects (such as wave run-up) due to particular local topographic features or coastal barriers; ~~risks of~~ inundation from

impounded sea water and/or freshwater, or ~~risks~~ from overland flow of seawater.
- consideration of **Building Act 2004 requirements** and s73 hazard notices.

Freshwater inundation calculation process
The practice note also outlines the general process to determine minimum ground and/or ~~floor~~ building platform levels in areas subject to freshwater inundation. Locations that are subject to freshwater inundation are not restricted to a specific distance from the coast or a river. There are many factors that contribute to potential ~~risks of~~ hazards from freshwater inundation and these need to be considered for any site at any location.

The methodology is broadly similar to the seawater inundation calculation, although the data sources for determining inundation water levels are variable and include flood records and computer model simulations (which may include a tidal boundary condition). Section 2 (Figure 4) outlines the 6 step process which includes:
- consideration of what **freshwater inundation or floodwater flow information** is available from Council. This information should consider any site specific **'local adjustment factors'** such as particular local topographic features or barriers; ~~risks of~~ inundation from impounded freshwater, or ~~risks~~ from overland flow of water.
- the need for a **site specific assessment** in circumstances where Council does not hold sufficient information or where particular local adjustment factors may apply.
- identification of **flood levels for a 2% or 1% annual exceedance probability (AEP) event**, dependant on subdivision or building requirements.
- a **'freeboard'** requirement which also accounts for any uncertainties associated with historical data and the hydraulic assessments. The freeboard will vary depending on the type development and any local adjustment factors.
- consideration of **Building Act 2004 requirements** and s73 hazard notices.

1.3 Combined seawater and freshwater inundation

Some sites in the ~~Nelson and~~ Tasman district~~s~~ may be subject to both seawater and freshwater inundation. In these locations both the seawater calculation, the freshwater process and a combination of the two should be applied to determine which of the three inundation scenarios poses the greatest exposure to inundation hazards. The highest value of the three levels calculated will determine the minimum ground and/or ~~floor~~ building platform level.

1.4 Inundation hazards and scope of practice note

Development near the coast or a seawater body, such as a harbour or estuary influenced by tides, is potentially subject to coastal hazards. Such hazards include inundation from waves and/or storm surge, impounded seawater, or combinations of wave effects, impounded sea and fresh~~-~~water flooding. In addition to these, sea level will rise and rainfall intensity ~~are projected to~~ will increase as a result of projected changes to the climate. However, due to a variety of earth processes (e.g., tectonic motion, subsidence and seismic activity), relative sea~~-~~level change at different locations may differ from the national or regional norm.

Beyond coastal influences, inundation can occur from incident rainfall, capacity exceedance in established watercourses and infrastructure networks, ponding behind embankments and causeways, and secondary flowpaths that only occur during significant rain or blockage of the normal route of stormwater.

This practice note outlines the approach to determine minimum finished ground and/or ~~floor~~ building platform levels for new development and buildings in areas identified as being subject to inundation. It considers different hazard scenarios for either seawater and/or

freshwater inundation. It does not cover all other potential sources of inundation such as groundwater, tsunami, and dam break (in certain areas).

There are many variables in relation to the coast and watercourses in terms of topography, land and beach composition and profiles, as well as building types and designs. Therefore, a site specific assessment of the proposed development taking into account specific hazard influences (by applying local adjustment factors) may still be required. Council can advise further in such situations.

Note that properties indicated as not being subject to inundation under this practice note methodology may still be ~~at risk from~~ exposed to inundation hazards in more extreme or unpredictable weather events than allowed for. A pragmatic approach to mitigating hazard exposure in events exceeding the design guidelines is recommended, consistent with acceptable levels of risk.

1.5 Exceptions

Circumstances will arise when the standardised approach, as outlined in this practice note, may not be preferred. Such scenarios should be treated as exceptions, requiring a site specific assessment which Council will consider on a case-by-case basis.

1.6 Council's[1] inundation information

~~Both~~ The Council~~s~~ ~~have~~ has ongoing programmes of work to collect and collate ~~model~~ inundation hazard~~s~~ information, including computer modelling, and ~~are~~ is obliged to make existing natural hazard information available to the public under the Local Government Official Information and Meetings Act 1987 and the Building Act 2004. Check with ~~each~~ Council for the most up to date inundation hazard information available. Updates to this practice note may be undertaken as inundation information is refined and/or new modelling datasets are developed.

Seawater inundation

~~Both~~ The Council~~s are~~ is using the 'Coastal Calculator tool' developed by NIWA (current version at time of writing is March 2024) to determine the seawater inundation hazard potential at various places around the Tasman and Golden Bay coastlines. This calculator assesses wave runup and wave setup elevations and shoreline structure overtopping rates for a variety of vertical survey datum, beach slope, storm-tide event probability and sea~~-~~level rise settings. Calculations show that coastal influences on the level setting process progressively increase below ~~the reduced level of 6m~~8m elevation (NZVD2016), particularly within 30m of MHWS~~-6~~. In addition, freshwater inundation may be a contributing or even dominant threat to a building or development.

A number of seawater inundation hazards reports are available as listed in Appendix 2 References. For further information please contact the ~~relevant~~ Council.

Freshwater inundation

Flood levels vary spatially and temporally and can be determined through hydrological and hydraulic modelling processes which include a number of assumptions and model inputs.

~~Nelson City Council NCC has undertaken modelling of inundation extents associated with all major rivers and most streams in the district. The modelling includes a number of scenarios to the year 21230 for a 1% AEP event and takes into account the effects of climate change on sea level rise and rainfall intensity. The outputs of this modelling can be viewed on Nelson City Council's NCC's website.~~

The Council has undertaken flood modelling of major urban areas and most major rivers in the District. Generally the flood modelling includes scenarios out to the year 2130 for a 1% AEP event and takes into account the effects of climate change on sea-level rise and rainfall intensity. The Council also has a number of historic flood patten maps and flood level survey data of past flood events that can provide a useful indication of actual flood levels. ~~Tasman District Council has undertaken similar studies in some urban areas, with further modelling and mapping continuing and planned to be undertaken for other urban drainage areas and rivers. Available information includes floodplain modelling data for the coast adjacent to Takaka township, the Mapua-Ruby Bay coastal plain and historic records of flooding in the Waimea, Takaka, Motueka, Aorere delta and a number of minor river systems. This historical data generally maps the extent of particular flood events, from which flood depth can sometimes be inferred using LiDAR contour data, and in some instances flood heights are noted~~

~~Both~~ Council's~~'~~ inundation modelling work programme~~s~~ includes secondary flowpath modelling. Where this modelling has yet to be undertaken, or is still in progress, secondary flow paths will be considered as a 'local adjustment factor' (refer to Section 3.6.3). Council will be able to advise on what information is held to help inform the calculation of minimum ground and/or ~~floor~~ building platform levels in these situations.

1.7 Resource Management Act 1991 and Building Act 2004

The Resource Management Act 1991 and Building Act 2004 are the two key pieces of legislation which empower councils to manage the risk from ~~of~~ inundation hazards in relation to new development and land use.

Resource Management Act 1991 (RMA 1991)

It is noted that resource management system reform is underway, and the RMA 1991 will be replaced by two new Acts – the Planning Act and the Natural Environment Act. Central government aims to introduce Bills in late 2025 and pass the Bills into law mid-2025. In the meantime, the information presented below remains the most up to date legislative requirements. This practice note may need updating when the reform is completed.

Under the RMA 1991, councils are required to recognise and provide for the management of significant risks from natural hazards as a matter of national importance (s6(h)) and to have particular regard to the effects of climate change (s7(i)).

National instruments prepared under the RMA 1991 place requirements on councils. The New Zealand Coastal Policy Statement 2010 (NZCPS) details existing national objectives and policies for coastal natural hazards. Policy 24 requires councils to identify coastal areas that will be potentially affected by coastal hazards over *at least* 100 years.

Policy 24 also requires councils to "take into account national guidance and the best available information on the likely effects of climate change on the region or district". Of relevance are the Ministry for the Environment's Coastal Hazards and Climate Change Guidance 2024 (MfE 2024 Guidance), in conjunction with the NZ SeaRise: Te Tai Pari O Aotearoa programme (launched 2022). The MfE 2024 Guidance revises the 2017 publication with a number of updates, including advances in sea-level rise science and global projections[1] and the application of vertical land movement (VLM) – as displayed on the NZ SeaRise online platform.

NZCPS Policy 25 sets the policy framework for planning decisions for land use and development in areas potentially affected by coastal hazards, with an emphasis on

[1] Based on the 2021 Intergovernmental Panel on Climate Change (IPCC) Sixth Assessment Report sea level data, downscaled to Aotearoa New Zealand.

avoidance and reduction of risks. ~~It is anticipated that~~ Government ~~will~~ is currently developing ~~national direction in the form of~~ a National Policy Statement ~~or National Environmental Standards on~~for natural hazards which, when completed, will provide further guidance to councils and their communities on natural hazards and the management of the risks they present. ~~This practice note may need updating at that time~~.

Councils must give effect to the NZCPS and other national direction through their regional policy statement, regional plans and district plans. The ~~operative suites of~~Tasman R~~r~~esource ~~m~~Management ~~p~~Plan~~s for the two districts~~ set~~s~~ out the management regimes for dealing with risks from natural hazards and include controls on the use of land for the purpose of the avoidance or mitigation of natural hazards.

When considering an application for resource consent, Council must have regard to any actual and potential effects on the environment of allowing the activity, including the effects arising from natural hazards (s104).

Council may refuse or grant a subdivision consent subject to conditions if there is a significant risk from natural hazards (s106). An~~y~~ assessment of the risk from natural hazards requires a combined assessment of all of the following taken together:

(a) the likelihood of natural hazards occurring (whether individually or in combination); ~~and~~
(b) the material damage to land in respect of which the consent is sought, other land, or structures that would result from natural hazards; and
(c) any likely subsequent use of the land in respect of which the consent is sought that would accelerate, worsen, or result in material damage of the kind referred to in (b) above.

Conditions attached to subdivision consents granted may include the protection of the land and any adjacent land against natural hazards including inundation (s220).
For any new subdivision and development, an applicant will need to demonstrate that newly formed allotments contain adequate space for buildings which are not subject to material damage from inundation in response to a 1% AEP design event in 100 years time (refer to Section 2.3). Furthermore, it will need to be demonstrated that in achieving this there are no adverse effects (~~raised~~ increased flood levels, diversion of flood flows and/or secondary flood routes) that occur on adjacent or surrounding property in response to this design flood event. Other resource management plan considerations such as amenity, access and servicing also need to be incorporated into design and decision making processes.

Council may also refuse or grant a land use consent subject to conditions if there is a significant risk from natural hazards (s106A). An assessment of the risk from natural hazards required a combination assessment of all of the following taken together:

(a) the likelihood of natural hazards occurring (whether individually or in combination);
(b) the material damage to land in respect of which the consent is sought, other land, or structures that would result from natural hazards; and
(c) any likely subsequent use of the land in respect of which the consent is sought that would accelerate, worsen, or result in material damage of the kind referred to in (b) above.
(d) whether the proposed use of land would result in adverse effects on the health or safety of people.

For other development (on existing titles) subject to the RMA 1991, the practice note process will be the same as for subdivision and development as described above. However, the full application of this process may be modified on a ~~case by case~~case-by-case basis where the development is of a limited duration and consequently will not be subject to long term projected climate change effects.

Building Act 2004 (BA 2004) and the New Zealand Building Code (Building Code)

The BA 2004 manages natural hazards in relation to the construction and modification of buildings. Council is required to take into account certain natural hazards, including inundation, when determining whether to grant building consents (for construction of a building or major alterations[2] to a building) on land subject to specified natural hazards, with certain exceptions (under s71-74). The emphasis in the management of natural hazards is to encourage people to avoid situations in which they or their property could be subject to natural hazards ~~at risk~~. Sections 71-74 of the BA 2004 regarding building on land subject to natural hazards and the application of hazard notices on property titles are discussed in detail under Section 6.

Clause E1 of the Building Code requires buildings and site work to be constructed to protect people and other property from the adverse effects of surface water. Performance E1.3.2 requires that surface water, resulting from an event having a 2% AEP, shall not enter housing, communal residential and communal non-residential buildings. Therefore, for these building types a proposed building platform level providing protection from a 2% AEP event is required to comply with the Building Code. However, a 1% AEP flood event is considered the threshold for flooding that amounts to inundation. Therefore, a building may be built with a building platform level that raises the floor above the 2% AEP flood level to comply with the Building Code. However, the building consent may be granted with a s73 'hazard notice' if adequate provision hasn't been made to also protect the land and other property from inundation, which as noted above is a 1% AEP flood event (MBIE, 2023).

Clause B2.3.1 of the Building Code requires that building elements that provide structural stability must continue to satisfy the performance requirements of the Building Code for the life of the building, being not less than 50 years.

Section 2.4 goes into more detail on the design event time period considered for building consents; MBIE (2023) also provides useful detail on building lifetimes for the consideration of natural hazards.

2 How to determine minimum ground and/or ~~Floor~~ building platform levels

2.1 Introduction

This section provides a summary guide of how to determine minimum ground and/or ~~floor~~ building platform levels for subdivision, new buildings, and major alterations. It applies to areas ~~identified as being~~ that are subject to seawater and/or freshwater inundation within ~~the districts of Nelson City Council and~~ Tasman District ~~Council~~. It should be read in conjunction with the supporting information and explanation contained in Sections 3-7.

2.2 Development considerations

If you wish to develop your property, or you are a developer or agent acting on behalf of a landowner, there are a number of preliminary planning and development matters that you should consider as part of any building design. This will depend on the nature and location of the property, the type of development proposed, and any legal and resource management plan requirements.

[2] See MBIE's Natural Hazards Provisions: guidance on complying with Sections 71 to 74 of the Building Act 2004 (2023) page 16 for further guidance regarding matters that should generally be considered when deciding if building work amounts to major alterations.

If the development site is (or may be) located in an area subject to inundation hazards, it is recommended that you consider the potential impacts of the development proposal within and beyond the site. Speak to athe relevant Councils' Duty resource consent planner or building consent officer and natural hazards information staff, as they can assist you in making informed decisions about your proposal and the resource and/or building consent process.

General matters that you should consider include:

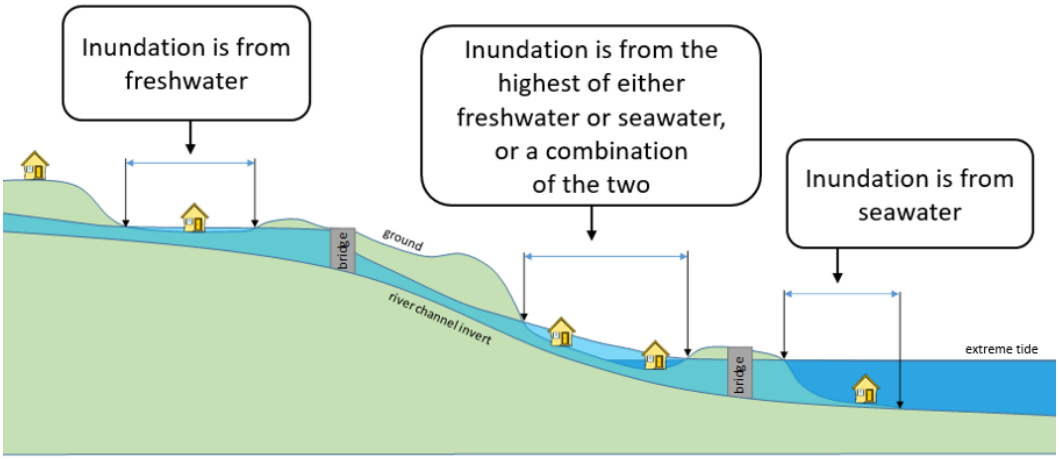
- The choice of foundation design. Raising the ground level to mitigate inundation hazard may not be allowable due to potential adverse effects on your own or neighbouring land from floodwater diversion or floodwater storage removal.
- Preserving future options with respect to adapting to unknown or increasing hazard exposure. For example, a pile foundation design allows for adaption to any increase in erosion or inundation hazards via further house elevation, relocation within the site or removal from the site.
- Functionality of the building and vulnerability of activities proposed within the building.
- Identifying if your site needs to be serviced for on-site stormwater and wastewater disposal over some or all of the lifetime of the building.
- Building access and use, particularly during an inundation event , or over the longer term due to projected climate change effects such as sea-level rise and increased rainfall intensity. This includes the accessway to the building from the road or other public, or private, access points; or accessway to and around ancillary buildings such as detached garages.
- Other resource management plan requirements including design, neighbourhood amenity, and landscape considerations.

It should also be noted that building design and location on site may have implications for obtaining or retaining inundation insurance.

2.3 Identifying locations subject to seawater and/or freshwater inundation hazards

This practice note considers different scenarios from either seawater and/or freshwater inundation as shown in Figure 1.

Figure 1: Locations of where the seawater inundation ~~calculation~~ and/or freshwater inundation process may apply



~~In coastal locations subject to inundation hazards, both the seawater inundation calculation and the freshwater inundation process relies on 'reduced level' (RL) thresholds as a starting point to determine locations that may be subject to these hazards. A RL is a level measured against a specified datum and NZVD2016 Datum is used in this practice note.~~ Figure 2 provides a flow diagram to help determine which type of inundation hazard may be applicable to a specific site, based on elevations (measured to ~~RLs~~ NZVD2016 vertical datum) and a 30m distance from MHWS~~.~~ ~~6.~~

In coastal locations within 30m of MHWS~~-6~~, the seawater inundation calculation applies below an elevation of ~~RL 86~~m (NZVD2016). Ground up to at least this level can be affected by seawater ~~inundation~~ wave runup depending on shoreline slope or other factors. These areas may also be affected by the influence of freshwater inundation (for example at river mouth locations) and this hazard also needs to be considered both in isolation and in combination with seawater inundation.

Similarly, in low-lying areas more than 30m away from MHWS~~-6~~, both seawater and/or freshwater inundation may be present and should be considered. If a site's ground ~~level~~ elevation is ~~between RL 4m and~~below 6m (NZVD2016), there is the ~~risk of~~ potential for freshwater and/or seawater inundation hazard ~~may~~ to be present (depending on distance from MHWS~~-6~~) in isolation or in combination and the higher value of the three inundation levels calculated will determine the minimum ground and/or ~~floor~~ building platform level.

Above an elevation of ~~RL 86~~m (NZVD2016), freshwater inundation is likely to predominate but also check for the possibility of seawater inundation adjacent to steep shorelines where the upper beach slope is >20% gradient. For more information or guidance on which inundation hazard may be present on your site, please contact the ~~relevant~~ Council.

Figure 2: How to determine if your site is subject to seawater and/or freshwater inundation using RL thresholds

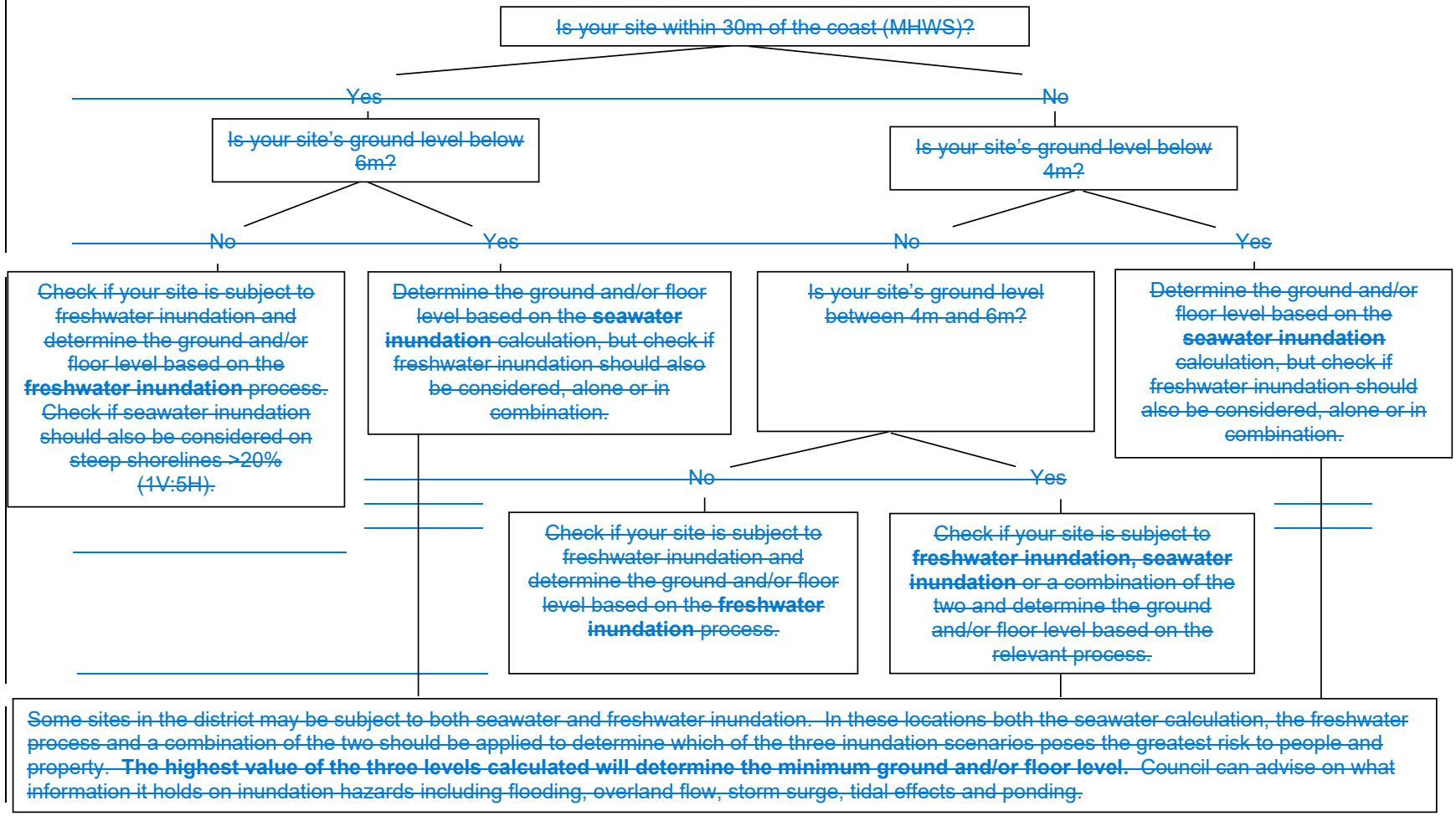
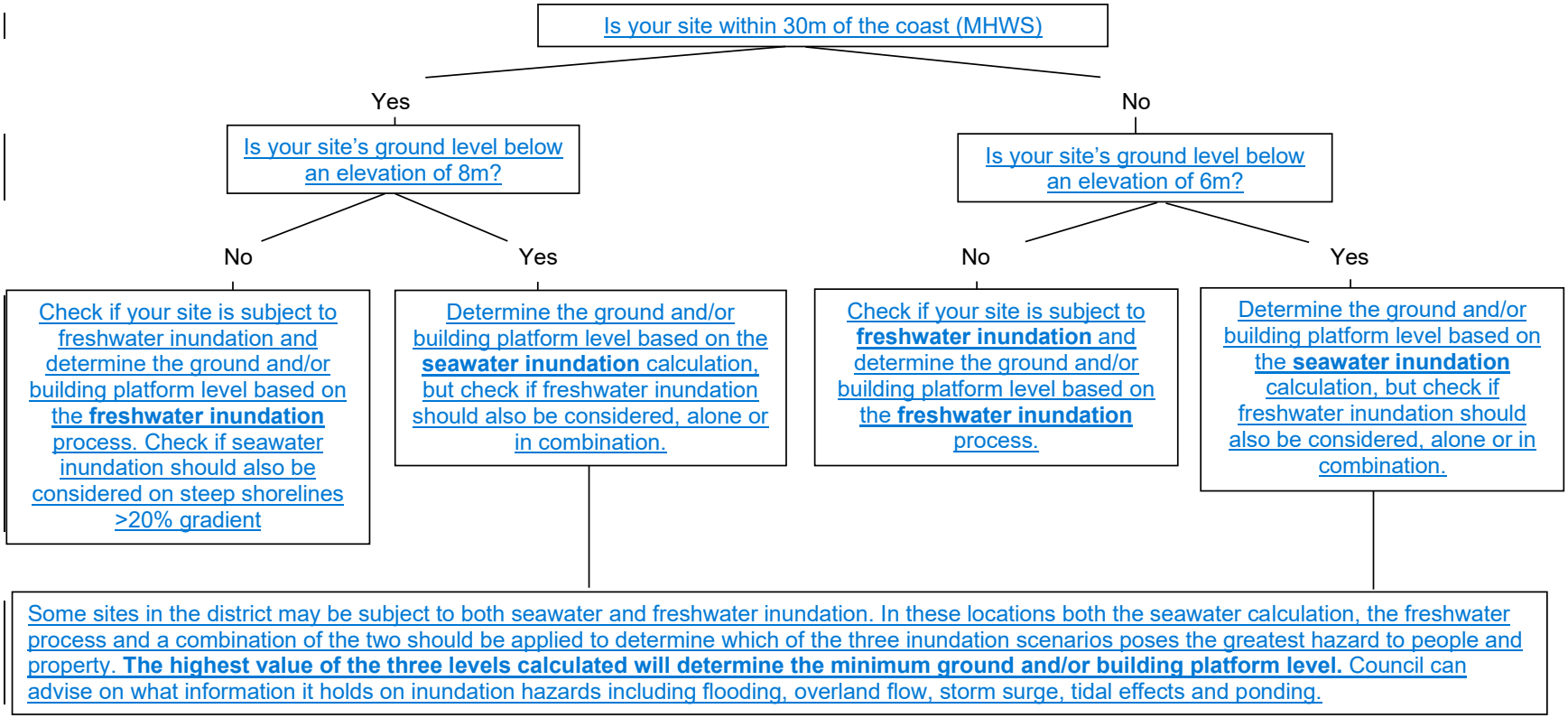


Figure 2: How to determine if your site is subject to seawater and/or freshwater inundation using NZVD2016 Levels



2.4 Seawater and freshwater inundation design events

The required "design event" sets the context for the assessment of effects under the resource consent and building consent processes and the calculation of ground levels and ~~floor~~ building platform levels (as shown in Table 1).

Under RMA 1991 processes, the design event is a 1% AEP generally over a 100 year planning horizon. This encompasses projections of a 1% AEP event occurring with at least 100 years ~~of~~ with projected climate change normally taken into account. This is driven largely by the NZCPS 2010, which indicates that a planning horizon of *at least* 100 years is to be considered for coastal development (Policy 24 and elsewhere). Given the close inter-relationship between freshwater and river systems and the open coast, this 100 year planning horizon is also adopted for all of these systems to ensure consistency in application. A planning horizon of *more than* 100 years is specifically considered for subdivision, greenfield developments and major asset infrastructure developments in coastal locations where a sea level rise component applies. This is consistent with the ~~recent~~ MfE 2024 Gguidance as detailed in Section 3.4.2.

E1 of the Building Code requires the avoidance of water entering residential, communal residential and communal non-residential buildings in a 2% AEP event, over the ~~unlimited~~ expected life of the ~~structure~~ building, but no less than 50 years. In October 2023, MBIE released Natural Hazards Provisions: Guidance on Complying with Sections 71 to 74 of the Building Act 2004 (MBIE 2023 Guidance). Regarding inundation, the Guidance states that "A flooding event with a 1% AEP is considered to be the threshold for flooding that amounts to inundation. If the inundation hazard does not exceed 1% AEP, the land is not likely to be subject to the hazard for the purposes of Section 71" (page 20).

The impact of natural hazards and climate change effects on buildings will depend on the time period being considered. For example, what constitutes a flood with a 1% AEP or a 2% AEP may change over time because of climate change. The MBIE 2023 Guidance (page 21) states that "the period of time required to be considered for building consents is not specifically defined in the BA 2004; however, the economic life of a building is generally considered to be between 75 to 80 years based on:

- Building Code, Clause B2.3.1 (a) states that building elements that provide structural stability to the building or those that are difficult to replace are required to continue to satisfy the performance requirements of the Building Code for the life of the building, being not less than 50 years
- case law and past determinations have all stated that the building life should be greater than 50 years without stating any specific timeframe
- BRANZ house condition surveys show that only a small proportion of Aotearoa New Zealand houses are older than 80 years."

Given this, Council considers the likelihood of inundation on a site over a 75 - 80 year period for building consent processes in relation to seawater and freshwater inundation.

In coastal settings subject to both seawater and rainfall runoff (freshwater) inundation hazards, consideration of the combined effects of storm-tide and rainfall runoff events is required. This may be a low probability storm-tide event coupled to a higher probability rainfall event (e.g. 1-2% AEP storm tide and 5% AEP rainfall), or the reverse, to determine the most severe appropriate design case. In some specific instances the use of a different design event may be justified and should be treated as a local adjustment factor. All such cases may be treated as exceptions requiring a site specific assessment.

Table 1: Design criteria to determine ground and/or ~~floor~~ building platform levels based on activity and land elevation

Note: all elevations are relative to NZVD2016 vertical datum.

Subdivision under RMA 1991		
Site Location[3]	**Joint Probability AEP**	**Design Event Criteria**
<30m from MHWS and <~~6m 8m RL~~NZVD2016 Less than 30m distance from MHWS and less than 8m elevation	1%	The higher level determined from a) to c) below: a) 1% AEP rainfall/inundation event at or beyond ~~2120~~ 2130 ~~occurring at the same time as~~ coincident with ~~the MHWS-6~~ an appropriate high-~~-~~tide ~~level~~ (e.g. MHWS/MHHW) elevated by sea-level rise*; or b) 1% AEP storm-tide event with wave setup/runup elevated by sea-level rise* occurring with no rainfall; or c) 1% AEP joint probability storm-tide event elevated by sea-level rise* coincident with a 5% AEP rainfall~~/~~ inundation event at the year ~~2120~~2130. *Sea-level rise in accordance with the ~~development setting~~planning category in the ~~2017~~ 2024 MfE guidance.
>30m from MHWS and <6.0m NZVD2016 ~~>30m and >4m, <6m RL~~ Greater than 30m distance from MHWS but less than 6m elevation	1%	The higher level determined from d) to f) below~~:~~: ~~a) to c) above; or~~ ~~d) a 1% AEP rainfall/inundation event at or beyond 2120~~ d) 1% AEP rainfall/inundation event at or beyond 2130 coincident with an appropriate high-tide (e.g., MHWS/MHHW) elevated by sea-level rise*; or e) 1% AEP storm-tide event with wave setup elevated by sea level rise* occurring with no rainfall; or f) 1% AEP joint probability storm-tide event elevated by sea-level rise* and wave over-topping coincident with a 5% AEP rainfall inundation event at the year 2130. *Sea-level rise in accordance with the planning category in the MfE 2024 Guidance.
>30m from MHWS and >6.0m NZVD2016 Greater than 30m distance from MHWS and greater than 6m elevation	1%	1% AEP rainfall/freshwater inundation event at or beyond ~~2120~~2130.
Development[4] where no subdivision is required under the RMA 1991		
Site Location[3] ~~(NZVD2016)~~	**Joint Probability AEP**	**Design Event Criteria**
~~<30m and <6m RL~~ ~~>30m and <4.0m RL~~ ~~>30m and >4m, <6m RL~~ <30m from MHWS and <8m NZVD2016	1%	The higher level determined from g) to i) below: g) 1% AEP rainfall/inundation event at or beyond 2130 coincident with an appropriate high-tide (e.g., MHWS/MHHW) elevated by sea-level rise*; or h) 1% AEP storm-tide event with wave setup / runup

~~[3] 30m is in relation to distance inland from MHWS-6 the current day MHWS.~~

[4] Comprehensive housing developments or multiple apartments on one title, commercial/industrial developments (e.g. industrial parks with private roads), multiple tenancy buildings.

Less than 30m distance from MHWS and less than 8m elevation		elevated by sea-level rise* occurring with no rainfall; or i) 1% AEP joint probability storm-tide event elevated by sea-level rise* coincident with a 5% AEP rainfall ~~/~~inundation event at the year 2130. *Sea-level rise in accordance with the planning category in the MfE 2024 Guidance.
>30m from MHWS and <6.0m NZVD2016 Greater than 30m distance from MHWS but less than 6m elevation	1%	The higher level determined from j) to l) below: j) 1% AEP rainfall/inundation event at or beyond 2130 coincident with an appropriate high-tide (e.g., MHWS/MHHW) elevated by sea-level rise*; or k) 1% AEP storm-tide event with wave setup elevated by sea-level rise* occurring with no rainfall; or l) 1% AEP joint probability storm-tide event elevated by sea-level rise* and wave over-topping coincident with a 5% AEP rainfall ~~/~~inundation event at the year 2130. *Sea-level rise in accordance with the planning category in the MfE 2024 Guidance.
>30m from MHWS and >6m ~~RL~~NZVD2016 Greater than 30m distance from MHHWS and greater than 6m elevation	1%	1% AEP freshwater inundation event at or beyond ~~2120~~2130
~~Residential and Communal~~ Buildings[5] not receiving a hazard notice under BA 2004[6] and on an existing ~~t~~Title ~~under BA 2004~~[7]		
Site Location[3] ~~(NZVD2016)~~	**Joint Probability AEP**	**Design Event Criteria**
<30m from MHWS and <~~6m~~ 8m ~~RL~~NZVD2016 Less than 30m distance from MHWS and less than 8m elevation	~~2~~1%	The higher level determined from m) to o) below: ~~e~~m) A RMA ~~process as recorded as a c~~Consent ~~n~~Notice on the ~~t~~Title, or ~~f~~n) ~~2%~~1% AEP rainfall/inundation event ~~occurring at the same time as MHWS 6 by the year 2120~~ coincident with an appropriate high-tide ~~level~~ (e.g., MHHW/MHWS) elevated by sea-level rise out to an 80-year period; or ~~g~~o) ~~2%~~1% ~~AEP~~ joint probability storm-tide event with wave run-up elevated by sea-level rise out to an 80-year period coincident with a ~~and~~ 5% AEP rainfall ~~by the year 2120.~~ event out to an 80-year period
~~>30m and <4.0m RL~~ ~~>30m and >4m, <6m RL~~>30m from MHWS and <6.0m NZVD2016 Greater than 30m distance from MHWS but less than 6m elevation	~~2~~1%	The higher level determined from p) to r) below: ~~e) g) above~~ p) A RMA Consent Notice on the Title, or q) 1% AEP rainfall/inundation event coincident with an appropriate high-tide (e.g., MHHW/MHWS) elevated by sea-level rise out to an 80-year period; or r) 1% joint probability storm-tide event with wave run-up elevated by sea level rise out to an 80-year period coincident with a 5% AEP rainfall event out to an 80-

[5] NZ Building Code E1.3.2 limits the application of the 2% AEP level of protection to housing, communal residential, and communal non-residential buildings.

[6] Properties where land intimately connected to a building that is subject to inundation in a 1% AEP event may require a hazard notice under s73 of the BA 2004. Refer to Section 6 for more information.

~~[7] Properties where land intimately connected to a building that is subject to inundation in a 1% AEP event may require a hazard notice under s73 of the BA 2004. Refer to Section 6 for more information.~~

		year period
>30m from MHWS and >6m NZVD2016 Greater than 30m distance from MHHWS and greater than 6m elevation	21%	2% AEP freshwater inundation event by the year 2120 1% AEP freshwater inundation event out to a 80-year period
Buildings receiving a hazard notice under the BA2004 and on an existing Title		
Site Location[3] (NZVD2016)	**Joint Probability AEP**	**Design Event Criteria**
<30m from MHWS and <8m NZVD2016 Less than 30m distance from MHWS and less than 8m elevation AND OR >30m from MHWS and <6.0m NZVD2016 Greater than 30m distance from MHWS but less than 6m elevation	2%	The higher level determined from s) and t) below: s) 2% AEP rainfall/inundation event coinciding with MHWS tide out to an 80-year period; or t) 2% AEP storm-tide event, with wave runup and sea-level rise coincident with a 5% AEP rainfall event out to an 80-year period
>30m from MHWS and >6m NZVD2016 Greater than 30m distance from MHHWS and greater than 6m elevation	2%	12% AEP freshwater inundation event out to an 80-year period
Other buildings on existing title under BA 2004		
All sites	NA	In the absence of a consent notice on title, no ***requirements*** but encouragement to adopt prudent levels

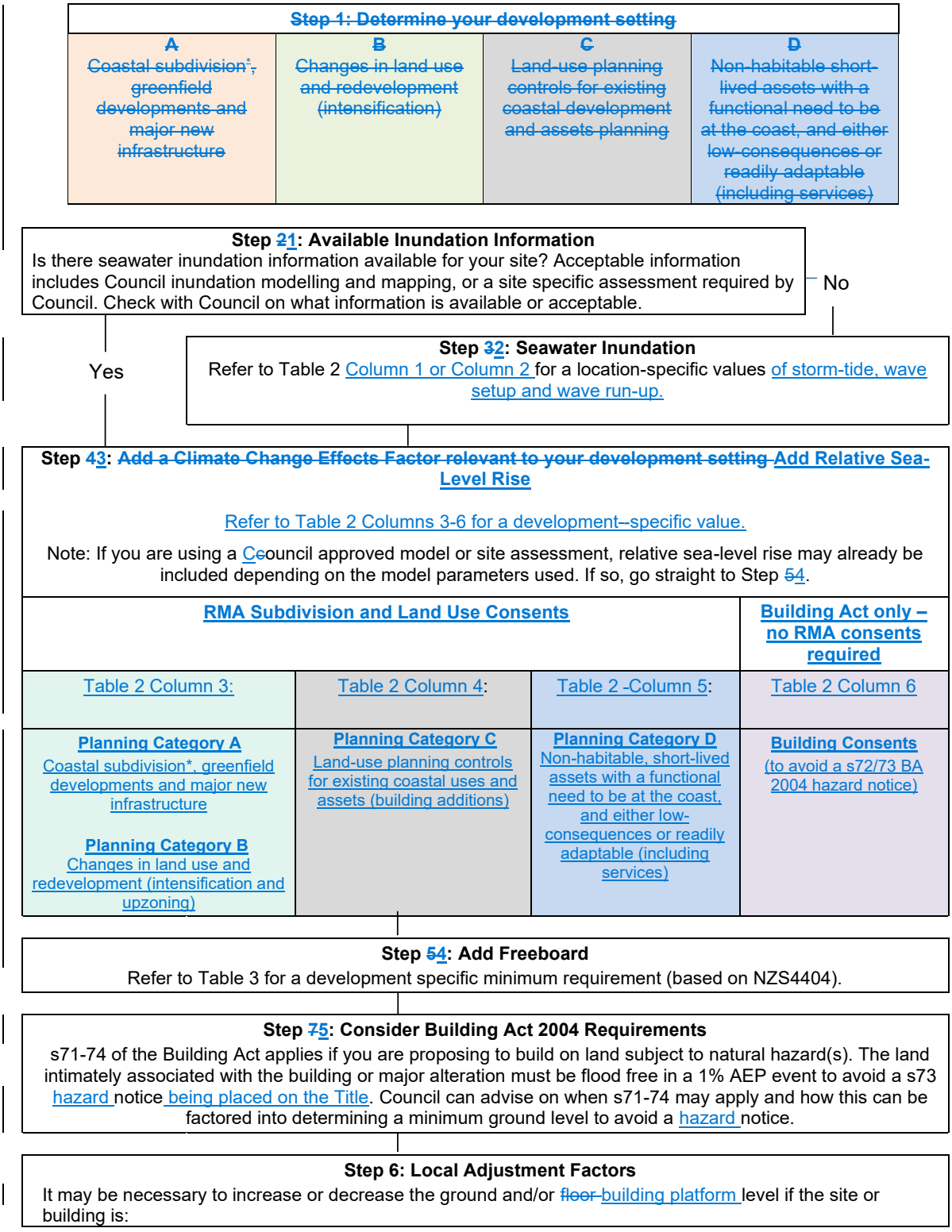
2.5 Seawater Inundation Calculation

Figure 3 summarises the 8 7 steps required to calculate a minimum ground and/or floor building platform levels in coastal locations subject to seawater inundation. An explanation of each of the factors included in the calculation is provided in Sections 3-7 and should be read in conjunction with this summary.

The calculation is dependent on the 'development setting' and transitional sea level rise allowances taken from the Ministry for the Environment's guidance on 'Coastal Hazards and Climate Change: Guidance for Local Government' (MfE, 2017). An explanation of each of the factors included in the calculation is provided in Sections 3-7 and should be read in conjunction with this summary.

19

Figure 3: Seawater Inundation Calculation



- ~~at risk~~exposed to ~~from~~ impounded sea water or overland flow of sea water
- seawater backflow via pipes, drains and river systems
- exposed to freshwater flooding hazard associated with tidal influence
- located where a topographical effect or geomorphological process could reduce/increase the ~~risk~~ hazard (dune, hill, low point, floodplain accretion)
- located where a coastal barrier affects the ~~risk~~ potential for~~of~~ inundation (sea wall, tidal gate, causeway)
- located within a secondary flow path

Check with Council on what inundation hazard information is available.

Step 7: Minimum Ground and/or ~~Floor~~Building Platform Level

The elevation that is determined from the above process is the minimum ground and/or ~~floor~~ building platform level required (elevations~~,~~ relative to ~~0m~~ NZVD2016 vertical datum).

Offsite effects need to be considered (see Section 2.9 for further details)

Notes:

- Planning Categories are taken from Table 8, pages 52-53 of the MfE 2024 Guidance (see Section 3.4.3 and Table 5 of this IPN for more information).

* "c~~C~~oastal subdivision" will be deemed as subdivision of land below ~~RL 6~~8m elevation (NZVD2016).

~~‡ Avoid hazards risk by using sea level rise over more than 100 years and the H+ scenario (which is a sea level rise of approximately 1.5m 1.66 m for the year 2130 and increases to approximately 1.9 m out to the year 2150).~~

2.5.1 ~~2.6 Storm Tide Adjustment Factor~~Seawater Inundation – storm-tide, wave setup and wave runup

Within the seawater inundation calculation, Step 2~~,~~ and Table 2 (Columns 1 and 2) considers ~~the Storm Tide Adjustment Factor (Table 2) provides example values for s~~storm-tide (ST) and wave setup (WS) for specific upper beach slopes of a sandy nature. These factors may apply to properties on land adjacent to the open coast, estuaries and low~~-~~lying land that is more distant from the shoreline. Additionally, wave runup (WR) may be a factor affecting those properties within 30m distance of MHWS on the open coast or as mapped by Council. ~~The values in Table 2 apply to typical beach slopes at a variety of general locations. These values will need to be checked for each site, as the adjacent beach slope may vary from the generalised beach slope listed in the table at that locality. The maximum value (shaded columns) is the factor generally applied in the seawater inundation calculation for the relevant setting. However, some modification of the maximum ST+WS factor may be possible due to the WS component not being fully developed, particularly within larger estuaries.~~

The values shown in Table 2 (Columns 1 and 2) are the maximum values that are generally applied in the seawater inundation calculation for the relevant setting and location. These values apply to typical beach slopes at a variety of general locations and will need to be checked for each site, as the adjacent beach slope may vary from the generalised beach slope listed in Table 2 for that locality. Some modification of the maximum storm-tide and wave setup factor may be possible due to the wave setup component not being fully developed, particularly within larger estuaries. It is noted that the values set out in Table 2 are derived from two different methodologies for (a) open coasts and (b) sheltered estuarine environments (e.g. inlets and estuaries).

Section 3.4.2 provides further information and Appendix 3 details all values for storm-tide, wave setup and wave runup for the relevant setting and location. Appendix 3 also lists a number of notes and assumptions.

2.5.2 Relative sea-level rise

The seawater inundation calculations in Step 3 and Table 2 (Columns 3, 4 and 5) considers relative sea level rise (RSLR) to be used for subdivision and land use resource consents under the RMA and building consents under the BA 2004. The RSLR values are dependent on your planning category (e.g., coastal subdivision, intensification, building additions) and are based on the Ministry for the Environment's Coastal Hazards and Climate Change Guidance 2024 (MfE 2024 Guidance) in conjunction with the NZ SeaRise: Te Tai Pari O Aotearoa programme (launched 2022).

For situations where a resource consent is not required, the RSLR values in Table 2 Column 6 are used for building consents to determine whether a 'hazard notice' may be required under s72/73 BA 2004. These RSLR values are for the SSP2-4.5 climate change scenario out to the year 2100, with values taken from the NZ SeaRise: Te Tai Pari O Aotearoa programme. The use of SSP2-4.5 in this context is based on the MBIE's Natural Hazard Provisions Guidance on complying with Sections 71 to 74 of the BA 2004 and the potential likelihood of different sea-level rise projections.

Section 3.4.3 provides further information and Appendix 3 details all values for RSLR (including local sea-level rise and VLM). Appendix 3 also lists a number of notes and assumptions.

Table 2: Seawater inundation and relative sea-level rise

Select values from the columns relevant to your site's location and planning category.

Note: Applicants should refer to the NZ SeaRise website for the latest relative sea-level rise (RSLR) data. RSLR numbers presented below are based on version 1 of NZ SeaRise (2022). See Appendix 3 for further details on the numbers in Table 2.

	Step 2: Seawater Inundation elevation (present day)		**Step 3: Relative sea-level rise increment (RSLR)**			
	Land adjacent to Estuaries and land >30m from MHWS (Maximum storm tide & wave setup) (m NZVD2016)	Land adjacent to Open Coast and <30 from MHWS (Maximum storm tide, wave runup & wave setup) (m NZVD2016)	**RMA Subdivision and Land Use Consents** Check for relevant planning category			**Building Consents+**
			Sea-level rise & vertical land movement (m) (Scenario: SSP5-8.5H+ for 100 year timeframe)	Sea-level rise & vertical land movement (m) (Scenario: SSP5- 8.5M for 100 year timeframe)	Sea-level rise & vertical land movement (m) (Scenario: SSP5-8.5M for 50 year timeframe)	Sea-level rise & vertical land movement (m) (Scenario: SSP2-4.5M for 80 year timeframe)
	Column 1	**Column 2**	**Column 3**	**Column 4**	**Column 5**	**Column 6**
Planning category++	**All categories**	**All categories**	**A and B**	**C**	**D**	**N/A**
Richmond & Eastern Waimea Inlet	2.57	3.32	1.97	1.52	0.69	0.78
Rabbit Island (Open Coast)	2.73	3.47	1.89	1.44	0.64	0.71
Mapua & Western Waimea Inlet	2.48	3.32	1.89	1.44	0.64	0.71

	Step 2: Seawater Inundation elevation (present day)		Step 3: Relative sea-level rise increment (RSLR)			
	Land adjacent to Estuaries and land >30m from MHWS (Maximum storm tide & wave setup) (m NZVD2016)	Land adjacent to Open Coast and <30 from MHWS (Maximum storm tide, wave runup & wave setup) (m NZVD2016)	RMA Subdivision and Land Use Consents Check for relevant planning category			Building Consents+
			Sea-level rise & vertical land movement (m) (Scenario: SSP5-8.5H+ for 100 year timeframe)	Sea-level rise & vertical land movement (m) (Scenario: SSP5- 8.5M for 100 year timeframe)	Sea-level rise & vertical land movement (m) (Scenario: SSP5-8.5M for 50 year timeframe)	Sea-level rise & vertical land movement (m) (Scenario: SSP2-4.5M for 80 year timeframe)
	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Planning category++	All categories	All categories	A and B	C	D	N/A
Ruby Bay (Open Coast)	2.99	3.96	1.87	1.42	0.63	0.70
Kina (Open Coast)	2.75	3.54	1.91	1.46	0.65	0.73
Moutere Inlet (south)	2.45	3.32	1.90	1.45	0.65	0.72
Moutere Inlet (north)	2.44	3.32	1.75	1.30	0.57	0.62
Motueka Open	2.83	3.70	1.76	1.31	0.57	0.62
Riwaka	2.79	3.58	1.85	1.40	0.62	0.69
Kaiteriteri	3.05	4.18	1.85	1.40	0.62	0.69
Marahau Nth	2.91	3.74	1.76	1.31	0.58	0.63
Totaranui	3.26	4.81	1.72	1.27	0.56	0.59
Tata Beach	2.81	3.58	1.82	1.37	0.60	0.66
Pohara-Rototai	2.72	3.36	1.81	1.37	0.60	0.66
Patons Rock	2.74	3.39	1.65	1.20	0.51	0.54
Parapara	2.69	3.21	1.89	1.44	0.65	0.71
Pakawau	2.58	2.90	1.95	1.50	0.68	0.75
Puponga	2.70	3.17	1.77	1.32	0.58	0.62

Notes:

+ Where a building consent only is required to avoid a s72/73 Building Act 2004 hazard notice.
++ Planning Categories are taken from Table 8, pages 52-53 of the MfE 2024 Guidance (see Section 3.4.3 and Table 5 of this IPN for more information).

- Category A: Coastal subdivision, greenfield developments and major new infrastructure. The council defines “coastal subdivision” as subdivision of land below 8m elevation (NZVD2016).
- Category B: Changes in land use and redevelopment (intensification and upzoning)
- Category C: Land-use planning controls for existing coastal uses and assets (building additions)
- Category D: Non-habitable, short-lived assets with a functional need to be at the coast, and either low-consequences or readily adaptable (including services)

Select a value from the shaded columns relevant to your site's location.		Data below assumes SLR = 0.0m and 1% AEP storm-tide event.	Land adjacent to Estuaries and land >30 from MHWS-6			Land adjacent to Open Coast and <30m from MHWS-6		
Location		Beach Slope Between 2.0m-2.5m (mV:1mH) NZVD2016	Max. & WS	Storm Tide	Wave Setup	Max. ST, WR & WS	Storm Tide	Wave runup (incl. setup)
NELSON								
Oananga Bay		0.16	3.13	2.34	0.95	4.39	2.34	2.31
Delaware Spit (open coast)		0.08	2.84	2.34	0.66	3.90	2.34	1.84
Glenhaven to Glenduan		0.20	3.70	2.34	1.64	5.80	2.34	3.90
Nelson Haven (Tahunanui Beach)		0.06	2.62	2.32	0.38	3.32	2.32	1.20
TASMAN BAY								
Richmond & Eastern Waimea Inlet		0.4	2.54	2.34	0.2	3.34	2.34	1.0
Rabbit Island		0.08	2.66	2.29	0.46	3.39	2.29	1.28
Ruby Bay-natural			2.91	2.27	0.73	3.88	2.28	1.77
Kina Peninsula		0.09	2.68	2.27	0.52	3.46	2.27	1.41
Motueka Nth		0.12	2.76	2.27	0.62	3.62	2.27	1.58
Kaiteriteri		0.17	2.97	2.27	0.87	4.10	2.27	2.11
Marahau Nth			2.83	2.27	0.61	3.67	2.27	1.48
Totaranui			3.19	2.27	1.15	4.74	2.27	2.85
GOLDEN BAY								
Tata Beach		0.13	2.73	2.36	0.66	3.50	2.36	1.66
Rototai		0.11	2.64	2.35	0.53	3.28	2.35	1.36
Paton Rock		0.12	2.67	2.36	0.54	3.31	2.36	1.37
Parapara		0.11	2.61	2.36	0.41	3.13	2.36	1.07
Pakawau			2.51	2.36	0.20	2.83	2.36	0.60
Puponga		0.12	2.70	2.36	0.36	3.09	2.36	0.91

2.6 2.7 Freeboard

Step 4 requires inclusion of a development specific minimum freeboard requirement (based on NZS4404). With all hydraulic assessments, whether derived from historical mapped data or computer modelling assessment, there is a degree of uncertainty in the flood level results obtained. In order to account for these uncertainties, as well as for certainties such as maintaining building weather tightness during rainfall, it is usual that a "freeboard" allowance (Table 3) is applied to building platforms and floor building platform levels above the calculated flood level (as illustrated in Figure 5).

Table 2: Minimum Freeboard Requirements

Type of Structure	Freeboard height above design inundation level
Non-habitable residential buildings and detached garages*	0.20m
Commercial and industrial buildings*	0.30m
Habitable dwellings (including attached garages)*	0.50m
Major community facilities related to supply of electricity, telecommunications, water supply or wastewater disposal	0.60m
Bridges and buildings over watercourses (freeboard to the underside of structure)^	0.60m

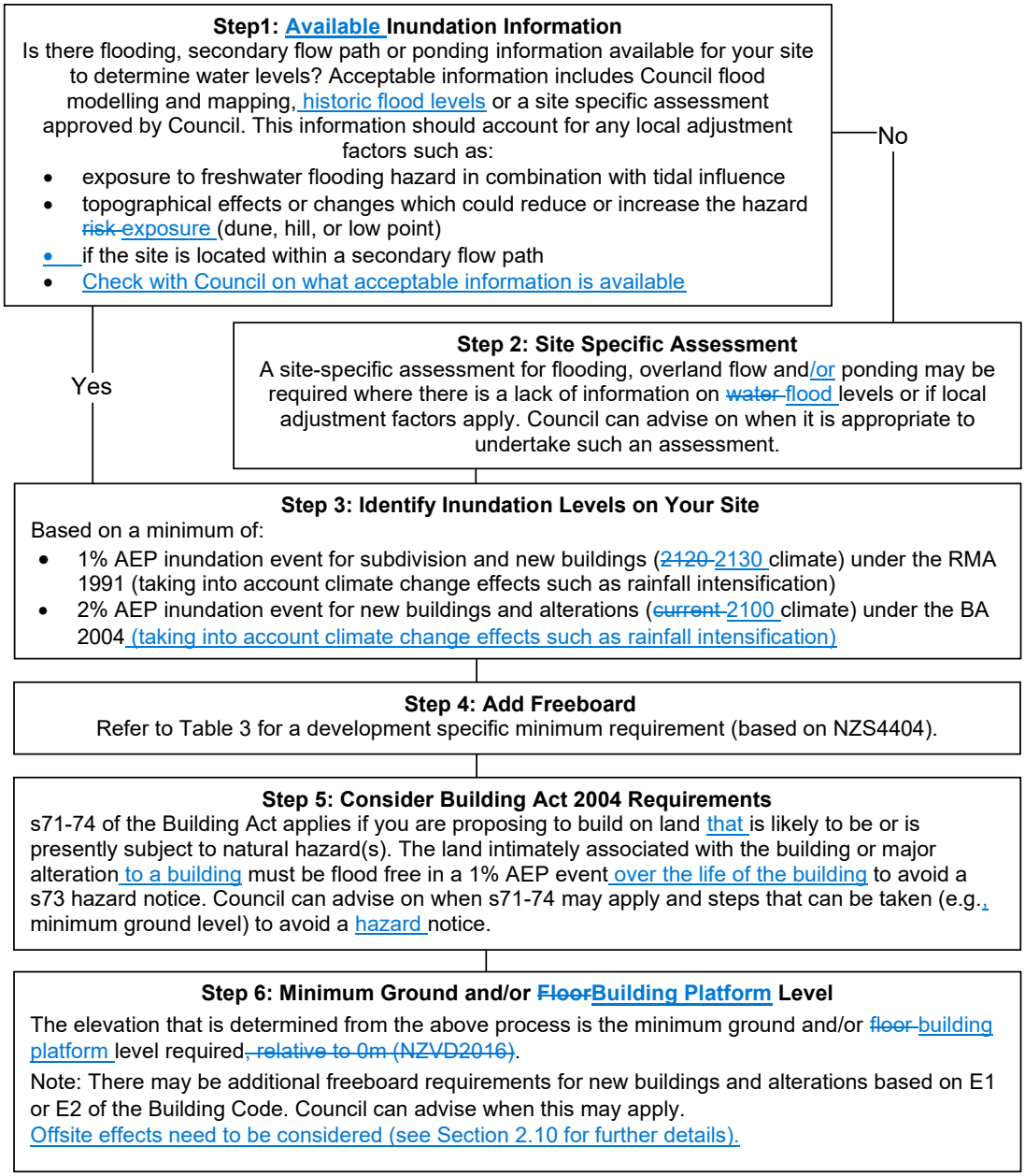
** Levels as per NZS4404: 2010 Land Development and Subdivision Infrastructure*
^ Levels as per NZTA Bridge Manual, SP/M/022, 3rd edition, May 2016

The minimum freeboard shall be measured from the prescribed water level (e.g. a 1% or 2% AEP event) to either ~~the building platform level,~~ the underside of the floor joists, or underside of the floor slab—this level is the Building Platform Level. Structures need to comply with freeboard requirements of the NZ Building Code and those may be separate from and in addition to the freeboard requirements above. Council can advise on when this may apply. Further information on freeboard is included in Section 3.6.2.

2.7 ~~2.8~~ Freshwater inundation process

The freshwater inundation process uses a methodology broadly similar to the seawater inundation calculation, although the data sources for determination of inundation water levels are variable and include flood records and computer model simulations. Figure 4 summarises the 6 step process to determine minimum ground and/or ~~floor~~ building platform levels in locations subject to freshwater inundation. An explanation of each of the factors included in the calculation is provided in Sections 3-7 and should be read in conjunction with this summary.

Figure 4: Freshwater inundation process



2.8 2.9Combined seawater and freshwater inundation

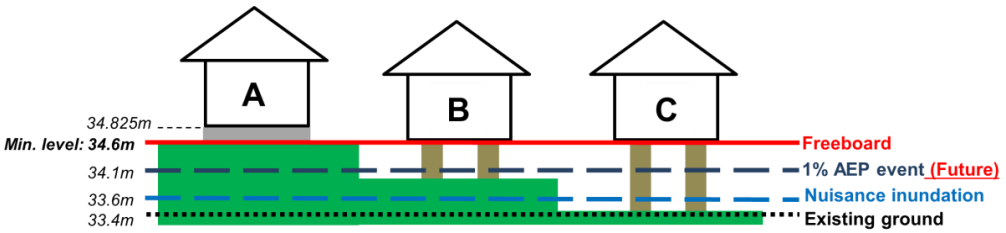
Some sites in the districts may be subject to both seawater and freshwater inundation. In these locations both the seawater calculation, the freshwater process and a combination of the two should be applied to determine which of the three inundation scenarios poses the greatest hazard to land and buildings. The highest value of the three levels calculated will determine the minimum ground and/or floor building platform level. Refer to Table 1 for design event criteria.

2.9 ~~2.10~~ Determining the minimum ground and/or ~~floor~~ building platform level

Once all the steps in the seawater inundation calculation or freshwater inundation process are completed, a~~n~~ minimum ground and/or building platform ~~elevation~~ level will be determined. ~~which is relative to RL 0m (NZVD2016). The additional height of the minimum ground and/or floor level required for hazard mitigation at the site will be the difference between the calculated level and the existing ground level.~~ This can be demonstrated using the scenario illustrated in Figure 5 for a 1% AEP freshwater inundation event. The existing ground level elevation is ~~RL~~ 33.4m (NZVD2016), with the 1% AEP flood level reaching 34.1 m NZVD2016. ~~.~~The calculated minimum ~~ground~~ building platform level required ~~for a non-pile foundation design~~ is ~~RL~~ 34.6 m (NZVD2016). This is a combination of the inundation level (~~RL~~ 34.1 m NZVD2016) and ~~a~~ freeboard of ~~(~~0.5 m~~)~~.

For House A (in Figure 5) the chosen construction method is a concrete slab. The ground has been raised to the building platform level of 34.6 m with the slab laid on top of this. The floor level of House A (in Figure 5) will be a minimum of 1.425m above the existing ground level elevation (~~RL 34.825~~34.4m). This allows for the additional minimum 0.225 m ~~floor level~~ clearance above the filled ground level as required under the Building Code. However, for the building pile substructure foundation examples, the ~~floor~~ building platform level of Houses B and C will be up to 1.2m above the existing ground level to provide appropriate mitigation against inundation hazard (~~RL~~ i.e. inundation level of 34.1~~6~~m elevation). It is important to note that for Houses B and C, the ground on which the building is located is subject to inundation during a 1% AEP event. Therefore, a 'hazard notice' under s72–73 of the BA 2004 is likely to be imposed during the building consent process. More information about hazard notices under the BA 2004 is provided in Section 6.

Figure 5: Examples of options for raising ground and/or ~~floor~~ building platform levels



Options	
A	Subdivision or buildings on river floodplains, freshwater ponding areas, and in seawater inundation locations (either by wave run-up or ponding on lower-lying land), where filling for a building platform can be undertaken and there are less than minor adverse effects off-site.
B	Buildings on river floodplains, freshwater ponding areas and in seawater inundation locations, where filling for a building platform can be undertaken to a small degree to reduce nuisance inundation (for example a 20% AEP event) without adverse effects off-site occurring but where filling for a building platform has more than minor adverse effects off-site.
C	Buildings on river floodplains, freshwater ponding areas and in seawater inundation locations, where any filling for a building platform has more than minor adverse effects off-site.

2.10 ~~2.11~~ Options for raising ground and/or building platforms~~floor levels~~

Various options exist to reduce and mitigate inundation hazard exposure to land and buildings. Generally, ~~both~~ Council~~s~~ will seek to avoid subdivision and development in areas subject or potentially subject to significant ~~risk from~~ inundation hazards, by promoting development in areas with no or low flood hazard exposure through its resource management plans and resource consent processes.

~~Both~~ Council~~s~~ ~~will also seek options~~can allow development where measures to reduce and mitigate the likelihood and magnitude of inundation hazards to land and buildings are adopted, provided ~~where~~ these ~~activities~~ mitigation measures do not significantly increase the inundation hazard to other properties. ~~This~~ Such measures include~~s~~ the raising of ground and/or building platform levels as well as various design considerations and technological innovations as discussed in further detail in Section 7. Any mitigation option will need to comply with relevant legislation and the ~~respective~~ Tasman ~~r~~Resource ~~m~~Management ~~p~~Plan~~s~~. Its feasibility will be assessed on a case-by-case basis and should be discussed with Council.

Figure 5 shows examples of options for raising ground and/or ~~floor~~ building platform levels, and suggests activities ~~for which~~where these might be appropriate. In locations exposed to ~~where there is or maybe an~~ inundation hazards, any new property titles created through subdivision should provide functional land where a building platform can be established that is free from inundation. The potential of adverse effects on other parties will be an important consideration, especially when considering raising the ground level. In this case, it will need to be demonstrated that there are no adverse effects incurred or exacerbated on adjacent properties, including by raised flood levels, diversion of flood flows and/or secondary flood routes, building design, neighbourhood amenity, access and servicing.

3 Supporting information for calculating levels

3.1 Introduction

This section provides supporting information and explanation on the different factors of the seawater inundation calculation and freshwater inundation process, as outlined in Section 2. Some subsections and information are relevant to both types of inundation hazards, while others may only be relevant to either seawater or freshwater inundation hazards.

3.2 Seawater and freshwater inundation design events

In this practice note, reference is made to rainfall and sea level/storm-tide events. Both have probabilities associated with them that reflect event severity. The lower the probability of an event occurring, the more severe that event.

It is usual that when the effects of severe rainfall are determined through modelling, a ~~nested~~ generic rainfall pattern is often used which distributes rainfall over~~in~~ time in such a way as to cause the most adverse performance from the system analysed for the given frequency. In simpler terms, when a 1% AEP rainfall event is used for analysis particularly in small catchments, this rainfall intensity will be assumed to be occurring everywhere in the catchment simultaneously, which is a reasonable assumption for urban stormwater catchments. In reality, rainfall distribution does not always occur in this way over greater distances and appropriate rainfall distributions need to be assessed in larger catchments.~~When a 1% AEP rainfall event occurs at one location, it is seldom occurring at the same intensity everywhere else in the catchment at the same time, although that~~

~~depends on the size of the catchment under consideration.~~

When a sea level is applied in any assessment, this level is made up of several factors which include both tidal and weather-related influences. The “predicted tide” is independent of prevailing weather and is based solely on a standard atmospheric barometric pressure condition and factors including the relative positions of the sun and moon. However, factors relating to a weather event includes low barometric pressure, wind speed and duration, fetch (distance over which the wind blows over water) and shoreline conditions, i.e. factors typically associated with storm conditions and local geography and topography.

~~The~ An appropriate ~~MHWS~~high tide level should be adopted for the tidal baseline condition from which the hydraulic grade line is calculated, for discharges from open channels and pipelines terminating at the coast~~, is determined by~~ (see Table 1). This is to ensure that the effect of a 1% AEP rainfall/runoff event on the drainage network is appropriately simulated or designed for the development being considered, without imposing an improbable tidal boundary condition (such as highest astronomical tide) that would unduly influence rainfall runoff at the coast.

Conversely, an extreme storm-tide event is invariably accompanied by some rainfall. A 5% AEP rainfall event has been allowed for as a reasonable but not improbable combination. ~~Lastly, c~~Coinciding extreme (e.g. 1% AEP) storm-tides and rainfall can occur at the same time. However, such events have a very low joint probability that is certainly less than 1%. In this practice note, it is considered that reasonable joint probability limits have been set to provide a practical and affordable basis for design. These scenarios are summarised in Table 1 (Section 2).

3.3 Identifying locations subject to seawater and/or freshwater inundation hazards based on ~~reduced level~~ elevation thresholds

In coastal locations both the seawater inundation calculation and the freshwater inundation process relies on ~~RL~~ elevation thresholds as a starting point to determine locations that may be subject to these hazards, as shown in Figure 2 (Section 2). All elevations quoted in this document are relative to NZVD2016 vertical datum. Appendix 1 ~~lists previous vertical datums used~~provides further details of superseded vertical datums.

~~Historically, 0.0m NZVD55 was the same as 0.0m MSL. In NZVD2016, the datum used for the Top of the South Maps and NCC/TDC LiDAR contour maps, RL 0.0m is no longer the same as MSL 0.0m. The NVD55 0.0m (MSL1939-1942) is 0.337m lower than NZVD2016 0.0m. Due to 0.15m sea level rise since 1939-1942 MSL assessment, MSL (2008-2017) is 0.187m NZVD2016 and becomes 0.047m NZVD2016 (MSL 2020 projection). Once sea levels have risen 0.337m from NVD55 0.0m, NZVD2016 0.0m will then also become mean sea level. This is projected to occur in the early 2020s.~~

The land elevation and coastal setback thresholds ~~(the ‘RLs’)~~ have been selected on the basis that they are conservative values that capture land potentially affected by a seawater inundation event occurring over a minimum of the next 100 years. ~~The 30m distance threshold from MHWS-6 also coincides, for the moment, with the minimum permitted activity setback distance for buildings from MHWS-6 in the Tasman Resource Management Plan and other national practices such as the coastal marine area setback in the NES for Plantation Forestry (2018).~~

3.4 Supporting information to inform the seawater inundation calculation

This section details supporting information and explanation specific to the application of the

seawater inundation calculation. Refer to Section 2 for the flow diagram summary (Figure 3) to calculate ground and/or ~~floor~~ building platform levels in locations subject to seawater inundation.

3.4.1 ~~Storm Tide Adjustment Factor~~Seawater Inundation – background information

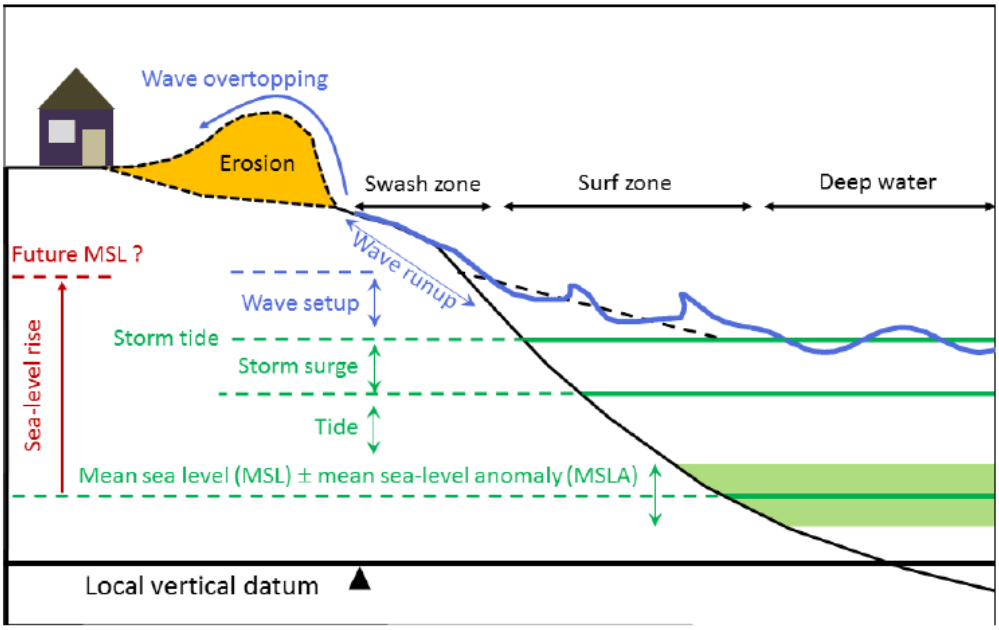
Step 2 of the seawater inundation calculation ~~The storm tide adjustment factor~~ considers storm~~- surge~~ tide and wave set up for all properties, and wave runup for those properties within 30m of the coast as discussed further below.

3.4.1.1 Extreme sea-level elevations from storm-tides and waves

The primary factors affecting seawater inundation hazard are storm surge, wave setup, wave run up and sea level rise. These effects are illustrated in Figure 6.

Figure 6: Processes that contribute to seawater inundation and erosion

(Source: MfE (2017))



3.4.1.2 Tasman and Golden Bay coastlines

A NIWA study commissioned by ~~TDC~~ the Council (NIWA, 2014~~(1)~~) considered 14 representative “open coastline” locations exposed to extreme sea levels within Tasman District and included consideration of combined tide, storm surge (inverse barometric and wind-induced effects), wave setup, and wave runup. The Coastal Calculator has been revised (NIWA ~~May 2018~~2023~~)~~4). This tool can be used at each of these locations to determine a range of outputs for selected inputs, as previously described.

The study shows that wave setup makes a small contribution to total elevation of the sea at the coastline relative to storm tides, owing to the relatively large tidal range and sheltered

wave environment within the bays. However, wave runup makes a significantly larger contribution, being almost four times as large as wave setup. Wave runup is very sensitive to beach slope and ~~is~~ has been calculated at the MHWS~~-6~~ ~~level~~ elevation on~~of~~ the beach profile (NIWA~~,~~ 2014~~(1)~~).

The NIWA assessment does not take into account the effects of ~~potential future~~ erosion (both current and future) when considering the ~~risk of~~potential for inundation and does not provide maps or assessment on the extent, depth or volume of inundation inland of the shoreline.

An additional wave overtopping module to the NIWA coastal calculator enables assessment of the volume of wave overtopping for a range of sea wall structure configurations.

~~3.4.1.3 Nelson City coastline~~

~~NIWA has undertaken a number of coastal assessment studies for NCC over recent years, most recently in November 2015 (NIWA 2015 (2)). Like the Tasman District, the Nelson City coastal environment is variable, and requires region-specific assessment in terms of design storm tides.~~

~~The Wood is effectively protected from wave runup by the Boulder Bank and Nelson Haven. The Wood is located close to the sea-level gauge from which storm-tide elevation probabilities were derived, providing a good degree of confidence in assessed storm-tide elevations for that area.~~

~~Stoke is located inside the Waimea Inlet and is protected from direct ocean wave effects. The storm-tide elevations were derived on the coast outside the tidal inlet. Tidal and storm-surge waves can amplify (or decay) inside tidal inlets. While NIWA do not have information on tidal shoaling inside Waimea Inlet, they have allowed for an 8cm amplification in storm surges affecting Stoke, based on NIWA studies from Auckland's Waitemata Harbour. Monaco is also located within the Waimea inlet, but less so than Stoke. Depending on the aspect of the shoreline under consideration and the wind and wave direction, Monaco is likely to be subject to wave runup and wave setup effects somewhere between those experienced at Tahunanui Beach and Stoke.~~

~~Glenduan and Tahunanui Beach are both directly exposed to waves from Tasman Bay, thus they require local adjustment factors in the form of wave setup and runup elevations. NIWA's approach to assessing storm tide and wave set up/run up is outlined in their November 2015 report.~~

~~3.4.1.4~~3.4.1.3 Coastal inlets

Natural tidal inlets and estuaries in Tasman and Golden Bays ~~and the Nelson Haven~~ have sufficient tidal flow in and out of their entrances such that they effectively reach equilibrium with the open coast sea level across the high tid
e cycle. That is, at high tide the sea level within the estuary and on the open coast is effectively the same. However, there will be a difference in elevation mid tide when sea water is flowing either in or out of the estuary.

Because estuaries are relatively sheltered environments and have reduced fetch compared to the open coast, wind-generated waves are smaller and their shorelines are subject to reduced wave runup, wave setup, and erosion effects. However, elevated sea level~~s~~ ~~elevation~~ resulting from storm surge and wave set up occurs over a sufficiently long duration for open coast shoreline and estuary water levels to be very similar if not the same. For calculating ground and/or ~~floor~~ building platform levels adjacent to estuary margins, only the storm tide and wave setup factor need be used. Wave runup need not be considered unless

the site is exposed to some degree of open-coast wave generation or surge effects, with possibly a small allowance made if the fetch across the estuary becomes significant.

The offshore wave conditions assessed in the NIWA coastal calculator are not applicable in a sheltered estuarine environment. For the Waimea and Moutere Inlets NIWA (2024) undertook numerical modelling of the effects of storms on water levels in each estuary; these levels have been used in Table 2 and Appendix 3. In other Tasman estuaries where specific numerical modelling has not been undertaken, an approach consistent with that used by Tonkin and Taylor (2020) for assessing significant wave height and wave set-up in the estuary has been adopted.

Where a tidal inlet or estuary has been modified (such as the construction of a causeway with a culvert or tide gate that restricts the tidal flow) the sea water level within the truncated estuary embayment will often be lower than for the wider estuary and the open coast. However, such locations are also likely to be influenced by stormwater or stream inflows. Both of these effects should be assessed and taken into account with an additional 'local adjustment factor'.

~~**3.4.1.5 Storm tide adjustment factor**~~

~~Values shown for the storm tide adjustment factor (Table 2, Section 2) are calculated for a present-day 1% AEP joint probability storm-tide event, assuming a sandy shoreline and for the prescribed MHWS-6 beach slope. All structurally modified (e.g. rock revetment) and other shoreline types, including rocky shoreline locations, will require site specific assessment. The data in this table is derived from the NIWA coastal calculator for each of the sites in the Nelson and Tasman districts.~~

3.4.2 ~~Climate change effects factor: sea level rise~~Seawater inundation and relative sea-level rise

The seawater inundation calculation's Step 2 and Step 3 require the reader to select seawater inundation and relative sea-level rise values from Table 2.

Table 2 has separated Tasman's coastline into 18 sections (locations), representative of the location's particular shoreline characteristics, including open coast or inlets. In most cases it will be evident which location applies to your site or check with Council for confirmation.

Appendix 3 presents an expanded Table 2 which details all values for seawater inundation and relative sea-level rise. These values are dependent on the location, planning category and/or to avoid a BA 2002 hazard notice. Appendix 3 also lists a number of notes and assumptions.

~~Within the seawater inundation calculation, the climate change effects (CCE) factor accounts for projected sea level rise. The CCE factor applies the transitional sea level rise values shown in Figure 3. The CCE factor does not consider increased rainfall or increased frequency of storm events.~~

~~Since the early 2000s, MfE has provided local government with guidance on how to adapt to coastal hazards arising from climate change, particularly hazards associated with sea level rise. This guidance has been used by councils to inform land use and infrastructure asset planning in coastal areas. MfE publications in 2008 and 2009 (MfE 2008(1) and MfE 2009) provided baseline sea level rise recommendations for different future timeframes[8], in metres~~

[8] ~~The previous guidance (MfE July 2008(1)) adopted a risk-based approach, advising local government to start assessments of a range of higher sea levels at a base level of 0.5 metres and at least consider 0.8 metres by the 2090s, with an extension beyond 2100 applying a rate of 10 mm/yr.~~

~~relative to the 1980-1999 average. To date, both Councils have applied these sea level rise recommendations to their flood modelling scenarios and assumptions and the setting of minimum ground and/or floor levels.~~

~~MfE's publication 'Coastal Hazards and Climate Change: Guidance for Local Government' (December 2017) has provided a major revision to the previous guidance and includes the findings of the latest Fifth Assessment Report produced by the Intergovernmental Panel on Climate Change (IPCC). The guidance provides an iterative 10 step framework to enable local government to undertake 'long-term adaptive planning' for climate change in coastal communities, recognising that because of the uncertainty about future climate change it is necessary to examine a range of sea level rise scenarios. The guidance advises councils to consider and apply four sea level rise scenarios when developing and testing adaptation plans and policy, and for the design and adaptive development of assets and infrastructure at the coast. Table 4 provides a bracketed sequence of years in the future when specific sea level rise increments could be reached in New Zealand.~~

~~While councils across New Zealand work towards the recommended long term adaptive planning pathways approach as detailed in the guidance, MfE has provided minimum transitional sea level allowances to be used in planning processes as shown in Table 5. Sea level rise allowances are provided for four categories of activities or types of development (A – D) and are expressed as either scenarios or a minimum value. These categories are referred to as the 'development setting' within the seawater inundation calculation.~~

~~For category 'A' the guidance advises the use of the H+ scenario which identifies a sea level rise of 1.5m for the year 2130 and increases to 1.9m out to the year 2150 (as shown in Table 4). This is a significant change to the previous nominal 1m sea level rise which was applied. The use of the H+ scenario future-proofs the anticipated longer life of new developments and gives cognisance to the NZCPS requirement to avoid future hazard risk over planning timeframes *beyond* 100 years.~~

~~For informing where intensification of existing development is inadvisable (category 'B'), the guidance does not provide for a transitional value and instead the full MfE adaptive pathways planning approach should be applied. MfE's guidance outlines the process for the adaptive pathways approach. In such situations it is recommended to discuss early on the suitability of your proposal with Council.~~

~~Transitional sea level rise values for categories 'C' (existing development) and 'D' (short-lived non-habitable assets) within Table 5 correspond to the equivalent values recommended for sea level rise from the previous MfE guidance (MfE, 2008a).~~

~~Until such time that each Council has progressed the adaptive planning pathways approach as detailed in the MfE guidance, the transitional sea level rise values for each of the development settings (as shown in Table 5) will be applied in planning processes.~~

3.4.2.1 Seawater inundation – storm-tide, wave setup and wave runup

The seawater inundation calculation's Step 2 and Table 2 (Columns 1 and 2) sets out the maximum storm-tide and wave setup values for the relevant setting and location.

~~3.4.2.1~~3.4.2.2 Relative sea-level rise

The seawater inundation calculation's Step 3 and Table 2 (Columns 3 – 6) sets out relative sea level rise (RSLR) values for both resource and building consent processes for the relevant location. RSLR is sea-level rise experienced locally relative to the land mass and includes the rate of vertical land movement (VLM) for either subsidence or uplift.

The RSLR values presented in Table 2 are based on the Ministry for the Environment's

Coastal Hazards and Climate Change Guidance 2024 (MfE 2024 Guidance) in conjunction with the NZ SeaRise: Te Tai Pari O Aotearoa programme (launched 2022). The NZ SeaRise online platform presents 247 data points (locations) with sea-level rise and VLM values for Tasman and Golden Bays – these have been averaged across 18 separate sections (locations) of the coast. Further information is presented in Appendix 3.

The rate and magnitude of future sea-level rise is uncertain, especially later this century and beyond. Scientists advise that sea levels will continue to rise and that levels are likely to rise at an accelerated rate over time as the Earth's temperature rises, meaning changes could happen sooner than predicted – or there may be changes to emission rates that reduce the rate of warming. The MfE 2024 Guidance recommends the use of IPCC's five shared socio-economic pathways (SSPs). Each of these present a different scenario of how future societal choices, demographics, and economics will influence greenhouse gas emissions. The emissions under each SSP will in turn influence the amount of energy that is trapped in the atmosphere by greenhouse gasses (a process referred to as radiative forcing) and consequently the rate of sea-level rise.

An example of the range of projected timeframes for when sea-level rise increments could be reached for a central location in New Zealand is illustrated in Table 4. VLM is not included in this table.

Table 4: Summary of approximate year when absolute sea-level rise heights could be reached using the recommended projections for a central location in Aotearoa New Zealand
(Source: Table 6, page 49 of the MfE 2024 Guidance)

SLR (metres)	Year achieved for SSP5-8.5 H+ (83rd percentile)	Year achieved for SSP5-8.5 (median)	Year achieved for SSP3-7.0 (median)	Year achieved for SSP2-4.5 (median)	Year achieved for SSP1-2.6 (median)
0.2	2035	2040	2045	2045	2050
0.3	2050	2055	2060	2060	2070
0.4	2055	2065	2070	2080	2090
0.5	2065	2075	2080	2090	2110
0.6	2070	2080	2090	2100	2130
0.7	2080	2090	2100	2115	2150
0.8	2085	2100	2110	2130	2180
0.9	2090	2105	2115	2140	2200
1.0	2095	2115	2125	2155	>2200
1.2	2105	2130	2140	2185	>2200
1.4	2115	2145	2160	>2200	>2200
1.6	2130	2160	2175	>2200	>2200
1.8	2140	2180	2200	>2200	>2200
2.0	2150	2195	>2200	>2200	>2200

Notes: Approximate year (to the nearest five-year value) when each absolute sea-level rise (SLR) height could be reached from a central location from the NZ SeaRise platform, under the *medium confidence* SLR projections, relative to the 1995–2014 baseline (mid-point 2005). Excludes vertical land movement and the *low confidence* SLR projections. The table uses 0.1 metre SLR height increments up to 1 metre, thereafter 0.2 metre height increments.

Can be considered broadly representative across Aotearoa New Zealand, because the absolute SLR from north to south only varies by ± 0.025 metres by 2150 (relative to the central location).

~~Table 4: Range of timeframes when specific sea level rise increments would be reached~~
~~*(source MfE, 2017)*~~

Table 11: Approximate years, from possible earliest to latest, when specific sea-level rise increments (metres above 1986–2005 baseline) could be reached for various projection scenarios of sea-level rise for the wider New Zealand region

SLR (metres)	Year achieved for RCP8.5 H+ (83%ile)	Year achieved for RCP8.5 (median)	Year achieved for RCP4.5 (median)	Year achieved for RCP2.6 (median)
0.3	2045	2050	2060	2070
0.4	2055	2065	2075	2090
0.5	2060	2075	2090	2110
0.6	2070	2085	2110	2130
0.7	2075	2090	2125	2155
0.8	2085	2100	2140	2175
0.9	2090	2110	2155	2200
1.0	2100	2115	2170	>2200
1.2	2110	2130	2200	>2200
1.5	2130	2160	>2200	>2200
1.8	2145	2180	>2200	>2200
1.9	2150	2195	>2200	>2200

The earliest year listed is based on the RCP8.5 (83rd percentile) or H+ projection and the next three columns are based on the New Zealand median scenarios in figure 27, with the latest possible year assumed to be from a scenario following RCP2.6 (median). Note: the year for achieving the sea-level rise is listed to the nearest five-year value.

Vertical land movement

Local sea-level rise is also affected by up and down movements of our land – this is known as vertical land movement (VLM). VLM can occur in large jumps during earthquakes, but less obvious are the smaller shifts that occur continuously in between large seismic events. These small but continuous changes add up, and in areas that are going down (subsiding) the annual rate of sea-level rise can double. Most of the Tasman coast is subsiding with rates of subsidence up to 4mm per year (over a 100 year period this equates to 0.40 metres), meaning the impacts of local sea-level rise will be felt much sooner.

The NZ SeaRise online platform presents the results of a New Zealand coastline VLM study using satellite data from 2003-2011. Like with the sea level rise data, the 247 locations (Tasman and Golden Bays) with VLM data has been averaged across 18 separate sections (locations) of the coast. Appendix 3 provides the averaged VLM values for each location.

Interim allowances for relative sea-level rise

The Council is yet to prepare long-term local adaptive planning strategies for our coastal communities. In these circumstances, the MfE 2024 Guidance provides recommended relative sea-level rise (RSLR) allowances for councils to use in decision-making processes (e.g., plan making and land-use decisions) under the RMA in the interim until such time that a council and their community have developed an adaptive planning strategy. These RSLR allowances form a precautionary initial planning and design response and are consistent with the precautionary approach set out in the New Zealand Coastal Policy Statement's Policy 3. Table 5 sets out four planning categories of activities or types of development (A – D) and the recommended interim precautionary RSLR allowances.

Table 5: Interim precautionary relative sea-level rise allowances recommended to use for coastal planning and policy before undertaking a dynamic adaptive pathways planning approach for a precinct, district or region
(Source: Table 8, pages 52-53 of the MfE 2024 Guidance).

Planning category	Recommended interim precautionary RSLR allowances
A. Coastal subdivision, greenfield developments and major new infrastructure	Using a **timeframe** out to **2130** (≥100 years), apply the *medium confidence* **SSP5-8.5 H+** based RSLR projection* that includes the relevant VLM rate for the local and/or regional area. (Note: approximately 1.6 metre rise in MSL, before including VLM.)
B. Changes in land use and redevelopment (intensification and upzoning)	Using a **timeframe** out to **2130** (≥100 years), apply the *medium confidence* **SSP5-8.5 H+** based RSLR projection* that includes the relevant VLM rate for the local and/or regional area. (Note: approximately 1.6 metre rise in MSL, before including VLM.)
C. Land-use planning controls for existing coastal uses and assets (building additions)	Using a **timeframe** out to **2130** (≥100 years), apply the *medium confidence* **SSP5-8.5 M** based RSLR projection that includes the relevant VLM rate for the local and/or regional area. (Note: approximately 1.2 metre rise in MSL, before including VLM.
D. Non-habitable, short-lived assets with a functional need to be at the coast, which are either low consequences or readily adaptable (including services)	Using a **timeframe** out to **2075** (≥50 years), apply the *medium confidence* **SSP5-8.5 M** based RSLR projection that includes the relevant VLM rate for the local and/or regional area. (Note: approximately 0.5 metre rise in MSL, before including VLM.)

Notes:

* H+ is the 83rd percentile (or p83 at the top of the likely range on graphs in the NZ SeaRise platform).
i) Relative sea-level rise (RSLR) projections that include satellite-derived vertical land movement (VLM) are available from the NZ SeaRise platform. Alternatively, locally monitored VLM can be applied to the SLR projections.
ii) M = median or p50 (50th percentile); MSL = mean sea level; RSLR = relative sea-level rise; SSP = shared socio-economic pathway used by the Intergovernmental Panel on Climate Change; VLM = vertical land movement.
The approximate rise in MSL can be considered broadly representative across Aotearoa New Zealand, because the absolute SLR from north to south only varies by ± 0.025 metres by 2150 (relative to the central location).

For resource consent processes, the above planning categories are used to inform which RSLR value to select for your development proposal (Step 3, Table 2: Columns 3, 4 or 5).

For BA 2004 purposes, the Council uses the SSP2-4.5 median (p50) scenario over an 80-year period (see Section 2.4) to determine the amount of RSLR that is considered 'likely' when assessing inundation hazards under the natural hazard provisions of the Act, specifically Sections 71 to 74. For development proposals where there is only a building consent (no resource consent is required), Step 3 uses Table 2 Column 6 values for building consents to avoid a hazard notice.

Table 5: Minimum transitional New Zealand-wide sea level rise allowances to be applied as the climate change effects factor

(source MfE 2017)

Table 12: Minimum transitional New Zealand-wide SLR allowances and scenarios for use in planning instruments where a single value is required at local/district scale while in transition towards adaptive pathways planning using the New Zealand-wide SLR scenarios

Category	Description	Transitional response
A	Coastal subdividion, greenfield developments and major new infrastructure	Avoid hazard risk by using sea-level rise over more than 100 years and the H+ scenario
B	Changes in land use and redevelopment (intensification)	Adapt to hazards by conducting a risk assessment using the range of scenarios and using the pathways approach
C	Land-use planning controls for existing coastal development and assets planning. Use of single values at local/district scale transitional until dynamic adaptive pathways planning is undertaken	1.0 m SLR
D	Non-habitable short-lived assets with a functional need to be at the coast, and either low-consequences or readily adaptable (including services)	0.65 m SLR

3.5 Supporting information to inform the freshwater inundation process

This section details information that informs the application of the freshwater inundation process. Refer to Section 2.7 for the flow diagram summary (Figure 4) of how to calculate ground and/or ~~floor~~ building platform levels in locations subject to freshwater inundation.

3.5.1 Piped networks, waterways and secondary flowpaths

As described in Section 1, ~~both~~ the Council~~s have~~ has inundation modelling work programmes in place and this includes modelling of piped stormwater networks, waterways, and secondary flowpaths that may impact on urban areas. Check with ~~each~~ Council on what modelling information is available or being developed.

Modelled results provide an overview of the expected flood extent and flood depths. This information can be used to determine the base water level for ground and/or ~~floor~~ building platform level calculations. Flood model accuracy can vary and it may be necessary to consider site specific features relevant to the locality when assessing expected flood levels at a particular property.

~~The~~ Council~~s have~~ has also mapped or ~~are~~ is in the process of mapping secondary flowpaths for ~~some~~ key urban areas. In these circumstances, the location and peak volume of the flowpath has been determined by Council and can be used to determine the appropriate siting of development under both building (Building Act s71-74) and resource consent (RMA s106) processes.

In areas that have not yet had flowpaths mapped, the appropriate location, level and freeboard of ground and/or ~~floor~~ building platform levels for new development will need to be

determined from first principles and will be considered as a 'local adjustment factor' when setting the minimum level.

3.5.2 Freshwater inundation information: climate change effects on rainfall intensity

Within the freshwater inundation process (Figure 4), Step 3 accounts for a projected increase in rainfall intensity. ~~-~~It is anticipated that incidences of extreme weather (rainfall events) and associated freshwater inundation will increase in the future, both in magnitude and frequency. Annual rainfall is predicted to rise over the summer, autumn and winter seasons across ~~the Nelson and~~ Tasman district~~s~~ with high intensity rainfalls occurring more often. Percentage change factors to rainfall depths to convert from the current climate to a future climate are provided in HIRDS v4 Usage information[9]. Increased rainfall intensity (approximately 20%-46%~~15%~~ greater than present by 2130, depending on catchment size) should be applied in determining the 1% AEP inundation event for the year 2130, when considering inundation levels for subdivision and new buildings under RMA 1991 processes. Increased rainfall intensity should also be considered under Building Act processes, though out to 75–80 years into the future.

3.6 Supporting information relevant to both the seawater inundation calculation and the freshwater inundation calculation process

3.6.1 Sloping sites

Ground level at the point of interest (which should be taken as an individual building footprint and some curtilage, even if it is within a subdivision development) may be on a slope. In scenarios where ponding (as opposed to overland flow) is the primary consideration, the ground level is to be taken as the lowest ground level subject to ponding as determined either by topographical survey, LiDAR or other relevant method. In the case where overland flow (e.g., river flood plains) is the primary consideration, the ground level at the upstream edge of the proposed development is the ground level that applies. Where multiple buildings are proposed to be formed, the ground levels at each of these should be considered individually. The effects of the building or development's presence on flood flow paths and velocities should also be considered.

3.6.2 Freeboard: allowances for flood level uncertainties

With all hydraulic assessments, whether derived from historical mapped data or computer models, there is a degree of uncertainty in the flood level results obtained. There are several reasons for this including changes in topography or watercourse morphology since a flood event map was drawn or modelling undertaken, changing shoreline conditions altering wave runup or inland flow capability, or model parameters that cannot be defined with precision due to lack of climate data. In order to account for these uncertainties, as well as for certainties such as maintaining building weather tightness during rainfall, it is usual that a "freeboard" allowance is also applied to raise ~~building platforms and floor~~ building platform levels above the calculated flood level. ~~-~~A freeboard factor also allows for water levels that may occur in an unlikely but possible event such as infrastructure blockage or failure, capacity exceedance, floodwater diversion and "bow waves" generated by moving vehicles. However, in some cases it may be more appropriate to consider these effects as a local adjustment factor (see below).

~~The freeboard allowance when applied to land is intended to ensure that any new subdivision meets the tests of s106 of the RMA 1991 or, in relation to new buildings and major alterations, to avoid the need for a BA 2004 s73 hazard notice. This circumstance applies~~

[9] https://niwa.co.nz/climate-and-weather/hirdsv4-usage

~~where land that a building is intimately connected with is likely to be subject to inundation hazard. Sections 71-74 of the BA 2004 applies at the building consent stage, irrespective of what other conditions apply in a previous or accompanying resource consent. Applicants can contact the relevant Council for the latest flood hazard information prior to making any major decisions, as hazard knowledge and management directives evolve over time (refer to Section 6 for more information on s73 hazard notices).~~

The freeboard allowances specified in Table 3 (Section 2.5.3) are to be added to the assessed flood level, to result in a minimum ~~ground and/or floor~~ building platform level. There may be local adjustment factors that affect the nominal freeboard required. This may be due to the effect of unusual topography, new flood mitigation structures or shoreline changes affecting seawater inundation potential. Such circumstances may result in the freeboard being higher or lower than the initial minimum value. Council can advise in those circumstances.

The freeboard allowances listed in Table 3 are taken from the Subdivision and Development Standard NZS4404:2010 in relation to habitable dwellings, non-habitable residential buildings and detached garages, and commercial and industrial buildings. Buildings will also need to comply with freeboard requirements of the Building Code and those may be separate from and in addition to the freeboard requirements listed. Council can advise when this will apply.

The Building Code's Acceptable Solutions and Verification Methods for Clause E1 Surface Water (AS and VM for NZ Building Code) requires a minimum freeboard *to the floor level* of 0.15m above the highest adjacent ground level (which could be inferred to be the ponding level). However, the conditions where 0.15m can be applied are restrictive (see below) and unlikely to be applicable in most inundation scenarios:

A catchment area of no more than 0.25 hectares, and which is:

- *free from a history of flooding;*
- *not adjacent to a watercourse;*
- *not located in low lying area; and*
- *not located in a secondary flow path.*

Conditions are also restrictive where Verification Method E1/VM1 of the AS and VM for NZ Building Code requires a freeboard of 0.50m. This applies where ponded water (2% AEP event assumed) exceeds 100mm in depth and extends from the building directly to a road or carpark and therefore likely to be subject to waves generated by vehicles. Such waves will not be sustained unless there is at least 100 mm depth of water and an unobstructed path from the point where the wave is generated to the building. In calculating this 0.50m freeboard, 0.15m is attributed to flood level estimation uncertainty and the remaining 0.35m to wave effects including 0.20m wave height and 0.15m wave runup (Determination 1999/005). This provides a sound base reference for inundation mitigation calculations in some circumstances. Verification Method E1/VM1 shall be used where the Council does not have more accurate data available from ~~sophisticated~~ calibrated or verified hydrological modelling ~~as part of its flood management plans~~[10]. For all other cases, E1/VM1 requires a freeboard of 0.15m.

[10] Acceptable Solutions and Verification Methods are produced by MBIE as a means of compliance with the Building Code. E1/VM1 provides a method for verifying that a proposed building will meet the requirements of Building Code E1.3.1 and E1.3.2 in the following circumstances: (a) the catchment area does not exceed 100ha; and (b) the surface water results only from rainfall on the catchment and does not include water from other sources such an inundation from rivers, lakes or the sea.

~~The required freeboard for development and subdivision in coastal and near-coastal locations takes into account inundation elevations determined from seawater inundation modelling incorporating allowances for sea level rise, or in the absence of modelling, other assessments that provide reasonably reliable flood levels in a projected climate change/sea level rise future.~~

3.6.3 Local adjustment factors

The local adjustment (LA) factor enables the minimum acceptable land or ~~floor~~ building platform level at any particular site to be adjusted up or down. The LA factor takes account of local, site or project specific matters that would be inappropriate to apply generally.

In some cases, such as greenfield subdivision, and where Council does not hold sufficient information, the applicant may be required to provide a more detailed ~~site~~ site-specific assessment of natural hazards to determine an appropriate LA factor. Site specific LA factors should be discussed with Council to ensure all factors are addressed and appropriate minimum ground and/or ~~floor~~ building platform levels are determined.

This practice note does not define the potential LA factors in great detail. The matters listed below are not exhaustive, and there may be further aspects that should be considered when determining the LA factor (including those listed in Section 4). A specialist engineering assessment may be required to determine relevant details for a particular site.

- **~~Existing h~~Hazard mitigation works or infrastructure**

Land and/or ~~floor~~ building platform levels may be increased or reduced where, for example, there are existing inundation (or erosion) hazard mitigation works or infrastructure present that will function effectively for a time into the future, but beyond that time mitigation function cannot be relied on or becomes no longer available. In the case of hazard mitigation works, this may be due to expiry of consents or a change of policy with respect to the presence of those works (e.g., tide banks, revetments). In the infrastructure case, the elevation of road corridors or causeways can act to exclude the tide to some degree, but over time may no longer have sufficient elevation to continue to do so.

If the proposal includes inundation hazard mitigation as part of the development, then a site specific assessment that accounts for the performance of the mitigation measures should be undertaken.

- **Freshwater/seawater inundation hazard associated with increasing tidal influence**

Ground and/or ~~floor~~ building platform level increases may also be necessary in an area where stormwater/ freshwater or groundwater inundation hazard to inland areas increases as a result of increasing (or elevated) sea states. This would include, for example, areas reliant on natural drainage to the coast, or areas where stormwater detention is provided. As sea levels rise, more frequent and/or longer periods of stormwater detention may be required before drainage can occur. With increasing sea levels, drainage infrastructure may require modification with flap gate or tide exclusion gates, to prevent backflow into low lying areas. Some areas may require pumping systems to discharge stormwater to the coast or be used to lower groundwater levels, without which flood hazards ~~risk~~ to existing or proposed greenfield or infill development becomes a concern.

In soft shoreline areas, particularly where erosion mitigation structures are not already present or are relatively minimalist in scale, increasing sea levels will very likely exacerbate coastal erosion hazards. Further coastal erosion may reduce or remove the depth and/or height of elevated back-beach barrier systems such as dunes, exposing any lower-lying hinterland behind to increased frequency and/or severity of inundation.

- **Groundwater**

There may be sites where groundwater may affect potential inundation levels. These are likely to be very low lying areas adjacent to the coast below ~~RL~~ 2.5m elevation (NZVD2016). As the level of the sea rises, the water table will rise in these areas, which may lead to surface ponding in some places and more extensive inundation after heavy rain. It is not known the potential extent of groundwater inundation in low lying coastal areas and therefore this should be considered as a local adjustment factor where it may apply.

- **Topographical effects**

Topographical effects including exposure to wave runup at open ~~sea~~ coast beach locations during storm surge events require specific assessment. Reference should be made to the extreme sea-level elevations from the relevant NIWA reports and any detailed hazard maps that may be available at the time of development when an appropriate LA factor is determined.

Other topographical features or effects can alter storm-tide shoreline water levels or affect wave runup potential in both a present day and future projected sea level rise climate. These include dynamic coastal features such as sand spits and bar deposits that form and disperse over time, and sea level rise exacerbating or initiating erosion of coastal barrier systems, overtopping of natural and/or constructed barriers to seawater inundation, or exacerbating the frequency and/or magnitude of stormwater impounding.

- **Design life of buildings**

The Building ~~Regulations~~ Code ha~~s~~ve a requirement that ~~primary structural~~ building elements that provide structural stability, including ~~floors~~ building platforms, must continue to satisfy performance requirements of the Building Code ~~function~~ for the life of the building ~~(for an indefinite period but~~ being not less than 50 years~~, unless specified)~~. Case law and determinations have all taken the position that building life should be greater than 50 years without stating any specific timeframe (MBIE, 2023). Recent guidance from MBIE (2023) has suggested that the economic life of a building is generally considered to be 75–80 years.

However, other than for buildings having a specified ~~short term~~intended life, the effects of sea-level rise beyond the 50 year timeframe applies, dependant on the nature and duration of building use, as per central government guidance, the NZCPS and decisions from the Environment Court.

Where short-lived buildings or assets are proposed, the minimum ~~floor~~ building platform level required may be reduced below that needed to mitigate long-term, extreme hazard exposure, dependent on the use of the building or asset. For more information refer to Section 5 Building Use and ~~Risk~~Hazard Tolerance. Additional information can be found in Section 2.4.

4 Building Servicing

The following section outlines servicing matters that will need to be considered as part of any new development proposed and may influence minimum ground and/or ~~floor~~ building platform levels as a local adjustment factor.

4.1 Dwellings and onsite effluent and stormwater disposal

For ground level assessments, the level will need to be sufficient to provide effective functioning of wastewater and stormwater systems, treatment or disposal that takes into account rising groundwater and sea levels. Development at a number of coastal communities where wastewater reticulation is unavailable hinges upon the feasibility and ongoing function of onsite effluent and stormwater disposal systems. Council may require site specific

assessments where new dwellings cannot be connected to reticulated wastewater or stormwater systems. The viability of residential development will depend on being able to achieve wastewater and stormwater standards.

4.2 Reticulated stormwater servicing

Where subdivided lot(s) are being connected to a reticulated stormwater system the ~~ground~~ inundation level assessment will need to take into account ~~making an~~the effectiveness of the connections to any proposed network. The key considerations will include pipe size, cover and outlet level. This is to ensure the outlet of the stormwater system will not be subject to tailwater effects during the design rainfall or inundation event that the proposed network has adequate cover over the pipes and there is enough fall in the pipe network to effectively connect and function with the network pipe sizes. Also, the secondary flow from uphill areas, roads etc. must not impact the new development.

4.3 Backwater

In some locations, determining the minimum ~~floor~~ building platform level will need to take into account backwater ~~level~~ affects~~.ed, f~~For example, by the tide constraining rainfall runoff from rivers and streams, open channels and pipe networks discharging to the coast. In these circumstances, the tide or high river flood levels causes a “backwater effect” that can increase water levels in low lying coastal locations.

Typical locations are where land drainage pathways (either built channels, pipe outfalls or streams and rivers) exit to the coast, estuaries, areas inland of causeways or low lying areas adjacent to the coast. Development areas that rely on stormwater detention areas adjacent to the coast are also potentially prone to backwater effects, as these areas may also have drainage outflows constrained by the level of the tide.

For ground and/or ~~floor~~ building platform level assessments at these locations, the inundation level should be determined either with the assistance of historical data and/or by hydraulic calculations taking into account the local catchment characteristics and future sea level rise projections.

For further information on managing backwater effects the Nelson-Tasman Land Development Manual provides standards for outfall levels, while NZS4404 provides recommended approaches for assessing backwater levels.

~~4.4 Settlement due to liquefaction~~

~~**Tasman District**~~

~~The generally gravely nature of the underlying geology over much of the near coast land in Tasman and Golden Bay is such that widespread seismic liquefaction (as experienced in Christchurch) is considered unlikely to occur. Whilst “pockets” of liquefaction may occur during a strong seismic event in places that are low lying adjacent to the coast, particularly adjacent to existing or former estuary areas, it is generally considered unnecessary at this time to specifically allow for the effects of liquefaction when setting floor levels and building site ground levels in coastal locations.~~

~~There are specific sites where liquefaction may affect ground and potential inundation levels. These include tidally affected and partially enclosed flood zones such as the estuary between Wharf Road and Old Wharf Road in Motueka. While no investigation as to liquefaction risk and response in strong earthquake conditions have been undertaken in these locations, this should be considered for a local adjustment factor.~~

~~**Nelson City**~~

~~NCC has undertaken a preliminary liquefaction assessment across the district and identified Tahunanui may be subject to liquefaction during an extreme seismic event. Further assessments have identified an area in Tahunanui where the risk of liquefaction hazard should be managed and mitigated at the time of new subdivision and development. More information on Nelson's liquefaction hazard can be found on the Council's website. Liquefaction susceptibility should be considered through a local adjustment factor.~~

5 Building Use and Hazard Tolerance

The following section outlines building use and inundation hazard considerations which may influence minimum ground and/or ~~floor~~ building platform levels as a local adjustment factor.

5.1 Building use and ~~risk~~hazard tolerance

The nature and use of a building affects the tolerance to inundation hazards. Clause E1.3.2 of the Building Code requires that water from the 2% AEP flood event shall not enter residential and communal buildings. Council can exercise discretion under the Building Code and accept a lower ~~floor~~ building platform level, or may grant a waiver of any minimum ~~floor~~ building platform level requirement, where the ~~risk of~~potential for damage is low. A range of factors should be considered by Council and developers/owners when considering appropriate ~~floor~~ building platform levels. Considerations include (but are not limited to):

- building functionality
- vehicle access
- ~~disabled~~ access ~~with~~for people with disabilities
- building materials
- community significance of use e.g. 'lifeline' facilities, such as communications equipment, hospitals and other essential services
- ~~risk~~ threat to life from inundation
- value of assets exposed~~at risk~~ vs cost to protect
- building owner-insurer relationships or requirements
- amenity and historical value

5.2 Further considerations for owners and designers

The Building Code refers to categories of buildings by importance level based on structural failure considerations. The table of categories is comprehensive and in practice is too complex to assist any process for determining building importance relative to inundation ~~risk~~ hazard exposure for the purpose of this practice note. Therefore, a simple classification based on the use of the building can be applied[11] as follows:

- **'Occupied' buildings**

Structures in which people live, sleep or work (i.e. habitable and productive buildings) or have important post disaster functions. 'Habitable or productive buildings' are of high social and economic importance. For example, habitable/productive buildings include residential housing and attached garages, sleepouts, shops, offices, and factories, hospitals and care facilities, buildings containing communication equipment, etc.

- **'Non-Productive' buildings**

Flood hazard exposure to non-productive, non-habitable buildings may generally have only a low economic impact, low structural significance or minor effect. As a consequence, they generally do not need serious consideration when making building decisions on hazard-

[11] The two proposed building classifications only relate to implementation of this practice note and does not override requirements under the Building Code or compliance with the BA 2004.

prone land. They may occupy ~~productive~~ hazard prone land, but ~~contribute only in an ancillary way to its productivity and~~ the consequence of flooding hazards to these buildings is generally low ~~not significant~~. Such buildings ~~may~~ include public toilets, garden sheds, car ports, detached garages, domestic sheds and rural sheds, etc.

There may be situations where a new residential house ('occupied building') is built with a raised ~~floor~~ building platform level while a detached garage or ancillary shed does not require the same raised level as it is a 'non-productive building'. However, ~~a risk to occupants~~ change to the hazard exposure arises when homeowners want to convert these detached garages or sheds to habitable buildings (e.g., creation of an additional room, sleepout, AirB'n'B). In these circumstances, the garage or shed becomes an occupied building and the ~~floor~~ building platform level should be raised to ensure people and assets are not ~~at risk from~~ exposed to inundation hazards.

Where there are multiple uses proposed for a new building (e.g., garage with a sleepout), Council will consider the function of the building and require ~~floor~~ building platform levels to be raised to ensure the most vulnerable use (where it is an occupied building) is protected from inundation hazards.

6 Imposing Hazard Notices on Property Titles

Under Section 71 of the BA 2004, a property may be deemed to be subject to a natural hazard and some assessment is required to determine if the natural hazard occurrence is considered "likely" during the expected lifetime of the building. Section 71(3)(d) identifies inundation as a hazard, including flooding, overland flow, tidal effects, and ponding.

The threshold adopted for ~~this~~ inundation hazards is whether the land that the building is intimately connected to is likely to be subject to inundation during a 1% AEP event (~~as supported by Determination 2008/82~~MBIE, 2023). Thus, it may be possible to meet the requirements of the Building Code by having a minimum ~~floor~~ building platform level set above the 2% AEP flood level, but still be subject to a hazard notice on the title because the land on which the building is intimately connected to is subject to inundation in a 1% AEP event (MBIE, 2023).

Under Section 71(1) a building consent authority must refuse to grant building consent for the construction of a building, or major alterations to a building if (a) the land on which the building work is to be carried out is subject or is likely to be subject to one or more natural hazards; or (b) the building work is likely to accelerate, worsen, or result in a natural hazard on that land or any other property'.

However, under Section 71(2) where the building consent authority is satisfied that adequate provision has been or will be made to –

~~a)~~ protect the land, building work, or other property from the natural hazard or hazards; or

~~b)~~ restore any damage to the land or other property as a result of the building work, ~~,then the building consent must be granted under Section 72 of the BA 2004.~~ then Section 71(1) does not apply and building consent can be granted.

Despite section 71, a building consent authority that is a territorial authority must grant a building consent if the building consent authority considers that—

(a) the building work to which an application for a building consent relates will not accelerate, worsen, or result in a natural hazard on the land on which the building

work is to be carried out or any other property; and

(b) the land is subject or is likely to be subject to 1 or more natural hazards; and

(c) it is reasonable to grant a waiver or modification of the building code in respect of the natural hazard concerned.

Where a building consent has been granted under Section 72, Section 73 requires that a notice advising of the hazard is placed onto the Title of the property.

In order to avoid any ~~consent~~ hazard notices under Sections 72 and 73 of the BA 2004, a property owner will generally need to ensure that ~~both the floor level and~~ the land intimately ~~associated~~ connected with the building is ~~above the~~ free from flooding in a 1% AEP flood ~~level~~ and that any applicable requirements noted in Sections 71 (2)(a) and (2)(b) have been applied. Specific discussion with Council is recommended for landowners seeking this outcome.

7 Options for Reducing Inundation Hazard

Various options exist to reduce inundation hazard exposure to land and buildings. Generally, ~~both~~ Council~~s~~ will seek to avoid subdivision and development in areas subject or potentially subject to ~~the~~ significant ~~risk from~~ inundation hazards, by promoting development in areas with no or low flood hazard exposure through its resource management plan~~s~~ and resource consent process~~es~~. ~~Both~~ Council~~s~~ ~~will also seek options~~ can accept development proposals that include measures ~~to~~ that reduce and/or mitigate the likelihood and magnitude of inundation hazards to land and buildings where these ~~activities~~ measures do not ~~significantly~~ increase the inundation hazard to other properties.

This means that Council will seek to avoid development in flood hazard areas wherever possible to the greatest extent practicable, or allow mitigation~~e~~ measures to reduce the hazard exposure of the development ~~to the greatest extent practicable~~. The purpose of this is to reduce the hazard ~~risk~~ exposure to people and property and preserve expected or required levels of functionality, while allowing for uncertainties associated with increased rainfall, sea level rise and modelling. Mitigating inundation hazards ~~effects~~ through building design is an option available to applicants through the BA 2004 and RMA 1991.

The feasibility of any option will need to be assessed on a case by case basis and should include an assessment of the potential adverse effects on other parties and whether resource consent will also be required (e.g. for earthworks, alteration of secondary flow paths, exceeding building height standards etc.). Where public funding is involved, the life cycle costs of maintaining any option over the lifespan of the development or building also needs consideration.

Any particular option will need to comply with relevant legislation and the policies and rules of the ~~the respective~~ Council's resource management plan~~s~~, or obtain resource consent or other permits as necessary.

Options for reducing inundation hazards to land where it can be demonstrated that this action will not create an increased hazard or nuisance for any other property include:

- raise ground level
- onsite structural intervention to prevent flood water entry, contain location of, or divert flood waters away from the site including:
  - diversion bunds or walls; and

    - protected preferential drainage flow paths
- offsite structural intervention to reduce site flood hazard exposure by provision of additional works or infrastructure elsewhere including:
    - diversion bunds or walls;
    - protected preferential drainage flow paths; and
    - floodwater detention.

Options for reducing inundation hazards to buildings (in addition to the above):

- alternative building site within a property;
- raising ~~floor~~ building platform height;
- foundation and building design (to allow for future building relocation or raising of the ~~floor~~ building platform height); and
- ~~maintaining required freeboard between ground and/or flooding level and floor levels by~~ avoiding landscaping works or other site developments that may compromise the function of secondary flow paths, flood storage and building freeboard.

Technologies used internationally that support these options include:

- Adjustable screw piled houses
- Floating houses as used in New Orleans and Holland
- Flexible, waterproof service connections
- Manual or automatic flood barriers
- Pressure sewer systems with elevated control systems.
- Overhead or off grid power supply

8 Further Information and Guidance

For further information or guidance on how to determine minimum ground and/or ~~floor~~ building platform levels for subdivision, new buildings, and major alterations, please contact ~~the relevant~~ Tasman District Council by telephone (~~as detailed below.~~ 03 543 8400) or email (info@tasman.govt.nz).

~~**Nelson City Council**~~
~~Civic House~~
~~110 Trafalgar Street~~
~~Nelson~~

~~Phone: 03 546 0200~~
~~Email: enquiry@ncc.govt.nz~~

~~**Tasman District Council**~~
~~Richmond Office~~
~~189 Queen Street~~
~~Richmond~~

~~Phone: 03 543 8400~~
~~Email: info@tasman.govt.nz~~

9 Appendices

Appendix 1: **Previous vertical datum**
Appendix 2: **References**
Appendix 3: **Seawater Inundation and Relative Sea Level Rise Values**

Appendix 1: Superseded vertical datums

All elevations quoted in this document are relative to the New Zealand Vertical Datum 2016 (NZVD2016) as administered by Land Information New Zealand (LINZ). Some older plans and documents may refer to elevations relative to the Nelson Vertical Datum 1955 (NVD55).

The difference between these vertical survey datums varies slightly across the District. At the Port Nelson Tide gauge the difference is 0.326 m. That is:

-0.0m elevation NZVD2016 = 0.326 m elevation NVD55.

For datum conversions elsewhere in the district, please refer to the LINZ website - https://www.geodesy.linz.govt.nz/concord/

~~NCC Datum~~	~~Nelson City Council Datum (12.07 m below NVD-55)~~
~~NVD-55~~Datum Conversions ~~All numbers within this document are in New Zealand Vertical Datum 2016 (NZVD2016). Some older plans may refer to Nelson Vertical Datum 1955 (NVD1955). The diffrence between them at the Nelson Port guage is shown in the next column.~~	~~Nelson Vertical Datum 1955~~ ~~**Conversions:**~~ ~~0~~ NVD-55 ~~= +2.24m~~ ~~47m~~ CD ~~(source: NIWA, 2015~~ ~~2023~~~~and LINZ, 2016)~~ ~~0~~ NVD-55 ~~= -0.337m~~ ~~112m~~ NZVD2016 ~~at Nelson Port Sea Level gauge (source: LINZ, 2016~~NIWA, ~~2023)~~ ~~0~~ NZVD2016 ~~= +2.578~~7m CD ~~(source:~~ NIWA, ~~2023~~~~LINZ, 2016)~~

Appendix 2: References

LINZ, 2016 New Zealand Vertical Datum 2016, Land Information New Zealand, July 2016

MBIE 2023 Natural Hazard Provisions Guidance on complying with Sections 71 to 74 of the Building Act 2004, Ministry of Business, Innovation and Employment, October 2023

~~MfE July 2008(1) Coastal Hazard and Climate Change: A Guidance Manual for Local Government in New Zealand, Ministry for the Environment, July 2008:MfE July 2008(2) Preparing for Climate Change; A guide for Local Government in New Zealand, Ministry for the Environment, July 2008.~~

~~MfE March 2009 Preparing for Coastal Change - A guide for Local Government in New Zealand, Ministry for the Environment, March 2009.~~

~~MfE, 2017 Coastal Hazards and Climate Change, Guidance for Local Government, Ministry for the Environment, December 2017~~

MfE 2024 Ngā pūmate takutai me te ārahitanga huringa āhuarangi Coastal hazards and climate change guidance. Ministry for the Environment, February 2024

~~NIWA 2009 Review of Nelson City minimum ground level requirements in relation to coastal inundation and sea level rise, NIWA, August 2009~~

~~NIWA 2012 Combined wave and storm tide hazard for southern Tasman Bay, NIWA, July 2012~~

~~NIWA 2013 MHWS-6 Report for Tasman District Council, NIWA 2013~~

~~NIWA 2013 (2) MHWS levels including sea-level rise scenarios, Envirolink Small Advice Grant (1437-NLCC80), NIWA, November 2013.~~

NIWA 2014~~(1)~~ Extreme Sea Level Elevations from Storm Tides and Waves Tasman and Golden Bay Coastlines, NIWA, 2014

~~NIWA 2014 (2) Synthesis of information from several NIWA studies on high-tide, storm-tide and wave setup and run-up along the Nelson City Coastline, Letter report for NCC dated 21 July 2014~~

~~NIWA 2015 Climate Variability and Change – Tasman District, August 2015, Chappel et al.~~

~~NIWA 2015 (2) Nelson extreme storm tide plus wave setup and runup, NIWA, November 2015~~

~~NIWA 2018 Storm-tide and wave hazards in Tasman and Golden Bays .Prepared for Tasman District Council and Nelson City Council. NIWA, July 2018~~

NIWA 2024 Tasman District Coastal Calculator Update.

NIWA 2023 Mean High Water Spring (MHWS) Levels for the Tasman and Golden

Bay Coastline, Prepared for Tasman District Coastline, May 2023

NIWA 2024 Moutere and Waimea estuary extreme sea level assessment.

Appendix 3: Seawater inundation and relative sea level rise values

This Appendix provides additional information and values for Table 2, which informs the seawater inundation calculation (as detailed in Section 2 Figure 3).
The values in the shaded columns in the table (over page) form the information presented in Table 2.
A number of notes and assumptions are provided below this table.

Table 2: Seawater Inundation and Relative Sea Level Rise (All Values)	Beach Slope	Step 2: Seawater Inundation						Step 3: Relative Sea Level Rise (RSLR)											
	Data below assumes SLR = 0.0m and 1% AEP storm-tide event.	Land adjacent to Estuaries and land >30 from MHWS			Land adjacent to Open Coast and <30m from MHWS			RMA Subdivision and Land Use Consents Planning Categories for Resource Consents									Building Consents (to avoid a hazard notice) Where no RMA consents are required		
								Planning Category A and B • Coastal subdivision, greenfield developments and major new infrastructure • Changes in land use and redevelopment (intensification and upzoning)			Planning Category C • Land-use planning controls for existing coastal uses and assets (building additions)			Planning Category D • Non-habitable, short-lived assets with a functional need to be at the coast, and either low-consequences or readily adaptable (including services)					
	Beach Slope Between 2.0m-2.5m (mV:1mH) NZVD2016	Max. Storm tide & Wave Setup	Storm Tide	Wave setup	Max. Storm tide, Wave Run up & Wave Setup	Storm Tide	Wave runup (incl. setup)	RSLR SLR + VLM	SLR Scenario: SSP5-8.5H+ for year 2130 (m)	VLM to year 2130 (m)	RSLR SLR + VLM	SLR Scenario: SSP5-8.5M for year 2130	VLM to year 2130 (m)	RSLR SLR + VLM	SLR Scenario: SSP5-8.5M for year 2080	VLM to year 2080 (m)	RSLR SLR + VLM	SLR Scenario: SSP2-4.5M for year 2100	VLM to year 2100 (m)
		Column 1			Column 2			Column 3			Column 4			Column 5			Column 6		
Richmond & Eastern Waimea Inlet	N/A	2.57	2.32	0.25	3.32	2.32	1.00	1.97	1.60	0.37	1.52	1.15	0.37	0.69	0.49	0.20	0.78	0.51	0.27
Rabbit Island (Open Coast)	0.08	2.73	2.37	0.46	3.47	2.37	1.28	1.89	1.60	0.29	1.44	1.15	0.29	0.64	0.49	0.15	0.71	0.51	0.20
Mapua & Western Waimea Inlet	N/A	2.48	2.32	0.16	3.32	2.32	1.00	1.89	1.60	0.29	1.44	1.15	0.29	0.64	0.49	0.15	0.71	0.51	0.20
Ruby Bay (Open Coast)	0.16	2.99	2.35	0.73	3.96	2.35	1.77	1.87	1.60	0.27	1.42	1.15	0.27	0.63	0.49	0.14	0.70	0.51	0.19
Kina (Open Coast)	0.09	2.75	2.34	0.52	3.54	2.34	1.41	1.91	1.60	0.31	1.46	1.15	0.31	0.65	0.49	0.16	0.73	0.51	0.22
Moutere Inlet (south)	N/A	2.45	2.32	0.13	3.32	2.32	1.00	1.90	1.60	0.30	1.45	1.15	0.30	0.65	0.49	0.16	0.72	0.51	0.21
Moutere Inlet (north)	N/A	2.44	2.32	0.12	3.32	2.32	1.00	1.75	1.60	0.15	1.30	1.15	0.15	0.57	0.49	0.08	0.62	0.51	0.11
Motueka Open	0.12	2.83	2.34	0.62	3.70	2.34	1.58	1.76	1.60	0.16	1.31	1.15	0.16	0.57	0.49	0.08	0.62	0.51	0.11
Riwaka	0.12	2.79	2.34	0.56	3.58	2.34	1.43	1.85	1.60	0.25	1.40	1.15	0.25	0.62	0.49	0.13	0.69	0.51	0.18
Kaiteriteri	0.17	3.05	2.34	0.87	4.18	2.34	2.11	1.85	1.60	0.25	1.40	1.15	0.25	0.62	0.49	0.13	0.69	0.51	0.18
Marahau Nth	0.16	2.91	2.35	0.61	3.74	2.35	1.48	1.76	1.60	0.16	1.31	1.15	0.16	0.58	0.49	0.09	0.63	0.51	0.12
Totaranui	0.14	3.26	2.34	1.15	4.81	2.34	2.85	1.72	1.61	0.11	1.27	1.16	0.11	0.56	0.50	0.06	0.59	0.51	0.08
Tata Beach	0.13	2.81	2.43	0.66	3.58	2.43	1.66	1.82	1.61	0.21	1.37	1.16	0.21	0.60	0.49	0.11	0.66	0.51	0.15
Pohara - Rototai	0.11	2.72	2.43	0.53	3.36	2.43	1.36	1.81	1.60	0.21	1.37	1.16	0.21	0.60	0.49	0.11	0.66	0.51	0.15
Patons Rock	0.12	2.74	2.43	0.54	3.39	2.43	1.37	1.65	1.61	0.04	1.20	1.16	0.04	0.51	0.49	0.02	0.54	0.51	0.03
Parapara	0.11	2.69	2.43	0.41	3.21	2.43	1.07	1.89	1.61	0.28	1.44	1.16	0.28	0.65	0.50	0.15	0.71	0.51	0.20
Pakawau	0.07	2.58	2.44	0.20	2.90	2.44	0.60	1.95	1.61	0.34	1.50	1.16	0.34	0.68	0.50	0.18	0.75	0.51	0.24
Puponga	0.12	2.70	2.43	0.36	3.17	2.43	0.91	1.77	1.61	0.16	1.32	1.16	0.16	0.58	0.50	0.08	0.62	0.51	0.11

Seawater Inundation Notes and Assumptions:

1. Data sourced from NIWA coastal calculator (March 2024), Moutere and Waimea estuary extreme sea level assessment (NIWA, 2024), and Coastal hazards assessment in Tasman Bay / Te Tai o Aorere and Golden Bay / Mohua (TDC, 2019).

2. The 'response-variable module' of the coastal calculator was used to calculate Table 2 data. The calculator assumes a number of parameters, including that the beaches are sandy in nature. The above data excludes those parts of shorelines partially or completely affected by rock revetment or other structural interventions, such as at Riwaka, Ruby Bay south, Motueka south, mid-Kina Peninsula, mid-Pakawau, and much of the Puponga coast.

3. All levels are relative to NZVD2016. MSL is taken to be -0.09 m NZVD2016, based on an averaging of tidal levels for the period 2013–2022 (NIWA 2023). MSL for the epoch 2013–2022 is therefore 0.24 m above NVD55 0 m. The differential between NVD55 and NZVD2016 is taken as 0.33 m in the coastal calculator.

4. The beach gradients are the average of a number of measurements taken between the 2.0m and 2.5m LiDAR contours (NZVD2016). The data is very sensitive to the beach slope used and for specific design, the upper beach gradient measurement should be checked.

5. The Coastal Calculator uses the Stockdon et al (2006) wave setup and wave runup formula, developed for sandy beaches only. The formula employs a constant beach slope and thus for composite slopes as generally occurs, an upper beach slope is recommended and has been used, as this will conservatively return a higher wave setup and wave runup value. The calculator also assumes that the beach slope used remains constant for whatever sea level rise scenario selected – this may not be the case in reality due to the effect of a number factors such as shoreline erosion and changes to nearshore sediment composition.

6. Storm tide and wave setup values for Waimea Inlet and Moutere Inlet have been taken from NIWA (2024). Values adopted are from Scenario 5, with a storm tide of 2.32 m.

7. Wave run-up in the sheltered estuarine environments has been assessed using a simplified approach. It has been assumed that the wave run-up in these environments is similar to the nearshore wave height. A wave run-up height of 1 m above the still water level has therefore been adopted for sheltered coastlines. In reality the run-up will be highly dependent on the actual exposure, the nearshore slope and the shoreline type (i.e. whether the shoreline is protected by a seawall or revetment). These should be assessed on a site-specific basis. The reduction in run up height with distance from the coastal edge can be assessed if the crest elevation and backshore slope is known, but is generally restricted to 15-30 m from the coastal edge.

Relative Sea Level Rise Notes and Assumptions:

1. "Planning Category" RSLR scenarios are based on Ministry for the Environment's Coastal Hazards and Climate Change Guidance 2024 – Table 8 Interim precautionary relative sea-level rise allowances recommended to use for coastal planning and policy before undertaking a dynamic adaptive pathways planning approach for a precinct, district or region (pages 52-53).

2. SLR projections and VLM rates are derived from the NZ SeaRise Programme. SLR projections from the NZ SeaRise Programme are given relative to a MSL baseline for the epoch 1995–2014. These projections have been adjusted to align with the 2013–2022 MSL epoch (NIWA 2023). For Tasman and Golden Bays the offset between 1995–2014 MSL and 2013–2022 MSL is -0.061 (NIWA, 2023).

3. VLM rates have been taken from the NZ SeaRise Programme and have been averaged across sections of the coastline that broadly correspond with the sections of the coastline used for the NIWA coastal calculator.

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2025 Update of the Inundation Practice Note:

Calculating minimum ground and/or building platform levels for subdivision, new buildings and major alterations



Feedback Information

PROPOSED CHANGES TO THE INUNDATION PRACTICE NOTE (IPN)

Tasman District Council invites feedback on the draft **Tasman Inundation Practice Note (IPN) 2025**.

The IPN was first adopted jointly by Tasman District and Nelson City Councils in 2019 to provide a consistent methodology for determining minimum ground and/or building platform levels for subdivision, new buildings, and major alterations in areas at risk of inundation from seawater (coastal) and freshwater flooding.

Tasman District Council is now progressing with a Tasman-only update of the IPN. During the review, Council concluded that while the overall approach in the 2019 IPN remains sound, updates are needed to reflect the latest national guidance and new local hazard data.

There are **no changes to the fundamental purpose or approach** of the IPN — it will continue to provide a standardised, best-practice approach for assessing inundation hazards and setting appropriate minimum ground and/or building platform levels under the Resource Management Act 1991 and the Building Act 2004. The proposed updates to the Tasman IPN 2025 are:

- Use the latest national guidance
- Incorporate new local data for coastal locations
- Clarify technical definitions
- Include minor amendments to improve readability, update figures and tables, and ensure terminology is consistent.

While the changes proposed to the IPN are a technical update, Council welcomes feedback from interested parties to help inform finalisation of the document.

WHAT IS THE PURPOSE OF THE INUNDATION PRACTICE NOTE?

The current Inundation Practice Note (IPN) was adopted jointly by Tasman District and Nelson City Councils in 2019. The IPN sets out a consistent, best-practice methodology and approach for determining minimum ground and/or building platform levels for subdivision, new buildings, and major alterations in areas at risk of inundation from seawater (coastal) and freshwater flooding across the Nelson and Tasman Districts.

The IPN supports the Council's administration of the Resource Management Act 1991 (RMA) and the Building Act 2004, the Tasman Resource Management Plan provisions, and the Nelson-Tasman Land Development Manual (2020). It helps ensure that new development is resilient to inundation hazards and climate change effects.

WHY ARE WE UPDATING THE IPN?

The current Inundation Practice Note (IPN) was adopted jointly by Tasman District and Nelson City Councils in 2019. Since then, both national guidance and local data have been updated. Key developments include:

- Ministry for the Environment's *Coastal Hazards and Climate Change Guidance* (updated in 2022 and 2024)

DRAFT

- Ministry of Business, Innovation and Employment's (MBIE) *Natural Hazards Provisions Guidance* (2023)
- Updated NIWA coastal calculator results, new mean sea-level and high tide analysis, revised extreme sea level values for Waimea and Moutere Inlets, and revised local flood modelling for some rivers and catchments

Tasman District Council has been using this information as it has become available, to ensure our decision-making processes are based on the most up to date data. The draft Tasman IPN 2025 document formalises practices already in use and provides clear, consistent requirements for developers, engineers, and applicants for resource and building consents.

The main changes proposed in the updated IPN are:

1. Clarifying and refining technical definitions including using building platform level in place of floor level.
2. Aligning with MfE and MBIE national guidance, including updated tables, figures, and explanatory material.
3. Revising sea-level rise values (with vertical land movement accounted for), high tide, and extreme sea level values, with clear explanation of data sources.
4. Incorporating MBIE's guidance on building design life (generally 80 years)
5. Using sea-level rise under the SSP2-4.5 climate change scenario for assessing building consents in coastal locations that don't also require a resource consent.
6. Small incidental improvements to accuracy, readability, and ease of application.

Implications of the changes

The 2025 update to the IPN will generally result in higher minimum ground and building platform levels than the 2019 version in coastal locations. This reflects updates to information about climate change and sea-level rise, rather than a change in the standard of inundation events that must be managed.

While higher levels have the potential to increase development costs, these costs should be weighed against the benefits of enhanced long-term resilience and a reduction in recovery expenses in the event of inundation. The update also makes sure the guidance document is consistent with the latest national requirements and helps support clearer, more reliable decision-making.

HAVE YOUR SAY

Anyone may provide feedback on the Draft Tasman IPN 2025. See the proposed changes to IPN and a clean copy of the draft Tasman IPN 2025 here.

Feedback is open from [date] to [date].

Ways to give feedback:

- Online at **shape.tasman.govt.nz/IPN**
- Email: **HaveYourSay@tasman.govt.nz**

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- Post: Freepost 172255, Tasman District Council, 189 Queen Street, Private Bag 4, Richmond 7050
- In person at any Tasman District Council service centre

Next Steps

When the engagement period has ended, we will report back to Council on the feedback received and recommend any changes to the IPN as a result of the feedback. Council will then make a final decision on updating the IPN.

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7.10 STRATEGIC POLICY AND ENVIRONMENTAL POLICY ACTIVITY REPORT

Information Only - No Decision Required

Report To:	Strategy and Policy Committee
Meeting Date:	18 September 2025
Report Author:	Dwayne Fletcher, Strategic Policy Manager
Report Authorisers:	John Ridd, Group Manager - Service and Strategy
Report Number:	RSPC25-09-11

1. Summary / Te Tuhinga Whakarāpoto

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

2. Recommendation/s / Ngā Tūtohunga

That the Strategy and Policy Committee

1. receives the Strategic Policy and Environmental Policy Activity Report RSPC25-09-11.

3. Strategic Policy Update – Dwayne Fletcher

Community Funding Review

3.1 We are reviewing the funding framework for supporting community organisations, schools, businesses and individuals. This review aims to improve funding processes, provide more long-term security of funding and ensure the framework aligns with the Council's strategic objectives. We also want to make it easier for the community to understand and access.

3.2 The scope of the review and potential were discussed at a Council workshop on 5 August 2025. This review will not propose an increase to the overall funding budget – any changes to budgets would be considered through the next Long Term Plan (LTP).

3.3 At the workshop, elected members supported:

3.3.1 guiding principles of efficiency, consistency, financial benefit, community wellbeing and strategic alignment;

3.3.2 ensuring all funding has a clear strategic intent;

3.3.3 considering the balance between funding that delivers a financial benefit to the Council and funding that supports community wellbeing;

3.3.4 aligning funding categories with the purpose of each fund;

3.3.5 moving to multi-year grants (via the LTP) for partnership funding and contestable strategic grants, where groups demonstrate strong delivery and governance.

3.3.6 keeping smaller, annual project grants contestable and decided by elected members, not delegated to staff;

3.3.7 discontinuing the Special Grants fund ($50,000 available, only if Council had a surplus);

3.3.8 allowing funding to cover both project and operating costs;

3.3.9 groups getting partnership funding or strategic grant funding would not be eligible to also receive project grants;

3.3.10 shifting funding for groups for use on Council-owned buildings or land (e.g. community hall maintenance) into operational budget lines, while retaining transparency;

3.3.11 exploring options for funding civic event;

3.3.12 publishing all funding information in one place (website and/or framework document); and

3.3.13 improving accountability reporting on the use of funding and its impacts.

3.4 Other Council funding available to the community or external organisations outside the scope of this review include:

3.4.1 Friendly Towns;

3.4.2 Community Board Discretionary Funding;

3.4.3 Waitangi Grant;

3.4.4 Heritage Building Restoration Fund; and

3.4.5 Protected Trees.

3.5 Early engagement and options development will get underway shortly, before we discuss with the new Council more defined options for the funding streams. Formal consultation on a funding framework is planned for March/April 2025.

Key Projects and Activities

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

Community Policy

Project	Description	Status	Comments
Corporate Planning			
Annual Plan 2026/2027	Preparation of the Council's Annual Plan for the 2026/2027 year.	On track	**TCD: 30 June 2026** The Annual Plan 2026/2027 process is underway and we will discuss this with the new Council during the induction workshops.
Review of Water Supply Rates	Review the way in which we rate for water supply in the context of increasing costs impacting the affordability of some water schemes.	Discontinued	Staff had planned to recommence work on this project. However, there is now no capacity within the organisation available to do so. This is the result of the additional work required for the Water Services Plan and the weather event. The review of water rates will now not be completed prior to 1 July 2027 and will need to be

			one of the things the Council considers after that date.
Annual Report 2024/2025	Preparation of the Council's Annual Report for the 2024/2025 year.	On track	**Target date: 30 October 2025** A draft of the Annual Report has been prepared with the audit commencing on 12 September 2025.
Residents Survey 2025	Annual survey of residents to gather feedback on the Council's performance.	Completed 	**Target date: 7 August 2025** The survey was presented to the Strategy and Policy Committee on 7 August 2025. These results have been included in the Annual Report 2025.
Residents Survey 2026	Annual survey of residents to gather feedback on the Council's performance.	On track	**Target date: September 2026** A new provider, Key Research, has been contracted. The survey moves to quarterly sampling, so preparatory work has begun months earlier than normal. The new questionnaire has been signed off and the first round of sampling commenced on 3 September 2025.
Community Funding Review	To review the funding framework for supporting and funding community organisations, schools, businesses and individuals.	On track	**TCD: 30 June 2026** A workshop was held on 5 August 2025 to discuss the scope and options for development of a funding framework. Details are provided in the body of this report. Formal consultation is scheduled for March 2026.
Significance and Engagement Policy Review	Cyclic Review Prior to LTP	On track	**TCD: November 2026** Currently collaborating with the communications team to gather insights from the community regarding engagement preferences and completing a cross-Council scan of practices.
Reserves and community facilities			
Review of Richmond and Lakes-Murchison Wards reserve management plans (RMP)	Project to review the two existing RMPs. See https://shape.tasman.govt.nz/rmp-reviews for detailed information about these projects.	Completed 	**TCD: 30 September 2025** Final versions of the Richmond Ward RMP, Lakes-Murchison Ward RMP and draft RMP section on Baigents Bush Scenic Reserve, Pigeon Valley were presented to the Council for consideration and adoption at their meeting on 14 August 2025. The Council's website and Shape Tasman project page have been updated. Staff have written to all

			submitters to notify them that the new RMPs are now in effect.
Community Occupancy Policy	Development of a new policy to guide operational decision-making around entering into and reviewing leases of Council owned land	On track	**TCD: 30 June 2026** A further workshop was held on 3 September, seeking direction regarding a new model for structuring fees in a more equitable way. Staff will return for another workshop post-election to recap and share the potential financial impact for community groups, prior to seeking approval for consultation in early 2026.
Climate change and environmental			
Tasman Climate Response Strategy and Action Plan (2023-2035)	The Tasman Climate Response and Resilience Strategy and Action Plan 2024-2035 outlines investments and actions for climate mitigation and adaptation over the next 10 years.	On track	**Quarterly Progress Report:** Staff provide regular updates on progress implementing the Strategy and Action Plan in the 'Climate Change Update' reports to alternate Strategy and Policy Committee meetings. The first quarterly report for the 2025/2026 financial year is included as a separate agenda item for the 18 September meeting.
Community greenhouse gas inventory	Bi-annual monitoring of greenhouse gas emissions for the Tasman region	On track	**TCD: April 2026** Data is currently being verified for the 2023/2024 period, and staff training is underway on regional greenhouse gas emission pathways and tool features.
Nelson-Tasman Climate Change Risk Assessment and Explorer (NTCCRA) project		Delayed	**TCD: July 2025** Nelson City Council staff have completed their review of the regional climate change risk assessment. Tasman District Council staff are nearing completion. Staff expect the risk assessment to be completed for Tasman by November. Demo sessions of the improved Resilience Explorer geospatial tool were held in July and early August, after which a decision was made not to continue with the tool. This is primarily because it was not yet ready for community use, and Council can generate the same information and insights for its use from its internal systems. The Council can revisit this in the future.

			Despite delays caused by workloads and other competing priorities, the project has remained on budget.
Implementing climate actions from Waimea Inlet Action Plan	Actions guide climate adaptation by supporting ecosystems in the Waimea Inlet to adjust to climate change.	On track	**TCD: December 2025** Identification of impacts and risks to habitats and species is underway (phase 1: April-August 2025).
Bylaws			
Control of Alcohol in Public Places Bylaw	Cyclic review	Completed 	**TCD: Third Quarter 2025** Deliberations were held on 28 August. The Bylaw was made at the Council meeting on 11 September and will have effect from 23 October. Public notification and responses to submitters will be made over the next month.
Freedom Camping Bylaw	Prior bylaw revoked. If Council supports, make a new bylaw.	Completed 	**TCD: Third Quarter 2025** Hearings and Deliberations were held on 28 August. The Responsible Camping Bylaw was made at the Council's meeting on 11 September and will have effect from 1 November. Public notification and responses to submitters will be made over the next month.

Infrastructure Planning and Policy

Project	Description	Status	Comments
General			
Motueka West Development – Joint agreements (IAF) with Kāinga Ora Housing and Communities and Wakatū Inc.	3-Waters and roading infrastructure to support the first phase of the housing development by Wakatū in Motueka West	At risk Previous TCD Q4 2024	**TCD: Q4 2025** The construction of the wastewater and stormwater pipelines are complete. The Wastewater pumpstation construction tender is pending Wakatū confirmation of location. Manoy Street roundabout is on hold pending consent approval. The Wakatū resource consent application is on hold pending confirmation of non-vesting of roadways. Wakatū have requested if Council will reconsider Bond, or other commercial based option. IAF funding admin has now moved from Kāinga Ora to National Infrastructure Funding and Finance (NIFF) -formerly Crown Infrastructure Partners Ltd. Staff met

			with NIFF to advise status of projects. IAF funding at risk through breach of agreements if project milestones can not be achieved.
Local Water Done Well	Task has transitioned into supporting approval and then submission of the Water Services Delivery Plan	On track	**New TCD September 2025 Supporting approval and submission of WSDP** **TCD June 2025 to support drafting of WSDP (Complete)** Workshop held on Water Services Delivery Plan (WSDP). Draft WSDP sent to DIA and feedback received. Extension sort and approved to extend submission date out to 1 October 2025. Finalising WSDP for approval at 25 September Council meeting.
TRMP Changes	Roading and three waters report to address servicing for the identified components of PC81 (incl. Mapua) and PC80. (and adding PC85 - Natural Hazards)	On track	**TCD:** **Hearings for PC 81 – Q1 2026** **Early PC85 workshops – Q1 2026** PC81 notification in Q3 2025. The infrastructure report is complete for Notification purposes. Improvements to be made to assist in communicating infrastructure needs and costs to service the rezoned land.
FDS Implementation – change management framework to support infrastructure planning	To support the implementation of FDS by way of having a change management process and infrastructure planning framework (in conjunction with the PMO)	On track	**Ongoing programme of work** Working on basis of information and ways of holding this information for all to use. Work progressing on other initiatives such as WW & Water Supply requirements for Richmond intensification. Stormwater and Hazard clarity roles & process in Plan Change process being developed
Port Motueka Development Plan	Infrastructure advice for Port Motueka development plan notification	On hold Previous TCD Q3 2025	**TCD: TBA** Change in approach after talking to stakeholders
Transport			
Joint Speed Management Plan	Undertake a review of speeds across Nelson and Tasman, culminating in a Joint Speed Management Plan to submit to Waka Kotahi. The new speed limits can	On track	**TCD:** **Approval of first tranche of changes - Q1 2025** Implemented August 2025. **Approval of second tranche of changes – Q3 2025**

	be introduced over time once approved.		Speed Plan approved on 14 August. Will be sent to NZTA for certification once Infrastructure Team has reviewed all the sign locations.
Transportation Policies and Procedures Manual	Update of the transportation policies and procedures manual	On track	**TCD: December 2025** Decision report to September Strategy and Policy meeting. Low Use Bridges Policy has been removed from draft and staff are recommending that the Council makes decisions on this in 2026, following further engagement with Federated Farmers and other interested parties.
EBus Review	EBus services are reviewed after one year. Phase one: provide data to NZTA Phase two: review service optimisation.	On track	**TCD: December 2025** Phase One: Complete Phase two: Workshop with Regional Transport Committee on 10 September and meeting on 24 September 2025.
Hope Bypass	Respond to investment case outcome	On track	**TCD: Q3 2025** Investment case went to NZTA Board meeting on 8 August. Awaiting notification of outcome

Stormwater & Rivers			
Richmond South Stormwater Programme	Development of a stormwater management programme for existing and future development areas in Richmond South, including cross-section designs for planned drain upgrades. Stormwater Management Plan will feed into a future structure plan for the area scheduled to commence later this year.	On track	**TCD: Ongoing programme of work** The next report for the Strategy and Policy Committee (Q2 2026) is to confirm the design of the channel for works uphill of SH6. This report has been delayed by engineering technical issues. These include the need to consider the impact of development proposals beyond the current residential zoned land and the latest stormwater model outputs. Several property purchases are in progress. The Stormwater Structure Plan work is progressing on schedule.
Māpua, Ruby Bay, and Coastal Tasman Catchment Management Plan (CMP) Now incorporated into the Māpua Master Plan - See above.	A stormwater model for Māpua, Ruby Bay, and Coastal Tasman to identify locations that are at risk of stormwater flooding in 1% and 10% AEP events was prepared in 2022, with the intention of completing the Catchment Management Plan as required under the Council's stormwater discharge consent.	Completed 	**TCD: Q2 2025** The final CMP has been approved with the Mapua Master Plan and uploaded to the Shape Tasman website. A more interactive online version of the CMP will be developed as staff capacity allows.
Brightwater and Wakefield Catchment Management Plan	Development of a stormwater catchment management plan for the Brightwater and Wakefield Urban Drainage Areas, as required by Tasman District Council's stormwater discharge consent.	Delayed **Old TCD** Q3 2025	**New TCD: Q1 2026** The draft is being presented in a decision report to September Strategy and Policy meeting, seeking approval for public consultation. The technical issue of lack of an iwi CIA is to be addressed through a request for a consent change by Community Infrastructure staff.
Richmond Central Stormwater Business Case	Business case to assess the management of stormwater in the Richmond CBD catchment	On track	**TCD: Q1 2026** The various options for cost-effective reductions in flood hazard to central Richmond are scheduled to be modelled by the end of 2025. This is expected to lead to an outcomes report to Council in Q1 2026
District-wide Stormwater Flood Modelling	Stormwater modelling covering the entire District at a high level to inform future CMP for smaller	Delayed Old TCD **Q1 2026**	**New TCD: Q3 2027** The Takaka township modelling building upon the existing river model is proposed to occur in 2025. Other

	Urban Drainage Area, and to assist with rural stormwater management.		modelling is proposed to be spread over 2-3 years to smooth cashflow implications.
Water and Wastewater			
Motueka Wastewater Solutions Project (to replace the current Motueka WWTP) *In support of Programme Delivery*	The Motueka Wastewater Reference Group has been restarted. The Motueka WW solutions project has started and the first-year pre-project planning and investigation phase for has commenced. (Alternative solution for the current site of the WWTP prior to the current consent expiry in 2035.)	On track	**Phase 1 of the 10yr Motueka WWTP solution project has commenced 1 July 2024** Current Initiatives: Removing Existing Rahui – monitoring plan out for final approval. Monitoring to be funded by overall project. Estimated completion end of Q4 2025. A governance group for the project is currently getting set up (linked to LWDW Project Planning Group) Seeking Q & A session with Cambridge WWTP solution representative (for any common learnings).
Inflow and infiltration management plan	Drafting plan to help reduce inflow and infiltration into wastewater network within available budget (and to assist in setting budgets) Final plan will go to the Water Services Group Manager for approval.	Restarted	**Original TCD: Delayed until Q4 2025-Q1 2026** **New TCD: Q2 2026** Planning underway to restart initiative. Work has continued in operations space to gather background and current information.
Waimea trunk water and wastewater	Working with Project Delivery to draft project brief in conjunction with hydraulic modelling work. Continuation of involvement to feed into capital programme phasing and TRMP plan changes	On track	**TCD: Ongoing (changed from Phase 1 Feasibility July 2025)** Full programme of construction projects being developed to inform timing of these future projects is being progressed
Wai-iti Dam augmentation design and consent application	Writing a resource consent application for the water intake and pipeline	On hold	**TCD: Initial application delayed until later in 2025** Awaiting final pieces of information to complete and landowner agreements. 95% complete. Updates to TCD will be made once consent is submitted. Community Infrastructure investigating other methods to progress this initiative.

Coastal			
Update of Coastal Protection Policy	Update of Overarching Coastal Protection Policy with linkages to Proposed Reserves and Roads (other land) policies	On track	**TCD: Q4 2025** A new policy has been included in the Transportation Procedures and Policy Manual and will be included in a decision report for the September Strategy and Policy meeting.

4. Environmental Policy Update – Barry Johnson

4.1 Looking back over the last three years, we are in a very different place than we were at the start of this triennium. In late 2022 the Environmental Policy team was in the thick of the review of the Tasman Resource Management Plan (TRMP) and looking to its replacement the Tasman Environment Plan (TEP). Fast forward a year to August 2023 and the then Labour government repealed the Resource Management Act (RMA) and introduced the Spatial Planning Act and Natural and Built Environments Act. The new acts included a requirement for Tasman and Nelson to produce a single plan. With the aid of funding from the Ministry for the Environment a project to scope what it would take to be an early adopter of this new system was completed jointly by the two councils and ngā iwi.

4.2 The TEP project was put on hold at the time due to all the change and uncertainty. This decision was reinforced following the October 2023 general election when the incoming government repealed the Spatial Planning Act and Natural and Built Environments Act and re-instated the RMA. Since pausing the TEP project, the Environmental Policy work has focussed on where there are pressing environmental issues for Tasman. These include Urban Growth, Freshwater, Natural Hazards (alongside ongoing work in relation to coastal planning), several spatial plans and amendments to the TRMP.

4.3 The current Government is in the process of undertaking significant changes and reforms to the resource management system. This is being done in three phases:

4.3.1 **Phase 1** repealed the previous government's Spatial Planning Act and Natural and Built Environment Act and reinstated the RMA. Phase 1 was completed in December 2023.

4.3.2 **Phase 2** consists of amendments to the RMA and updates to national direction. All changes to the RMA now appear to be complete with the passing into law of the Resource Management (Consenting and Other System Changes) Amendment Act 2025 in August. Consultation on three national direction packages has closed and new and amended instruments are expected before Christmas.

4.3.3 **Phase 3** will introduce a new resource management system including new legislation to replace the RMA. A bill or bills is expected late in 2025 with enactment anticipated by mid-2026 and implementation commencing in 2027. Consultation on the new legislation will occur through the select committee process.

4.4 The results of the reforms are likely to be similar in many ways to the previous governments intended reform but with a more streamlined and standardised system. It will also be implemented over a much shorter timeframe; three years, compared to the 10 year transition under the previous short-lived system.

Government plan stop directive

4.5 The Resource Management (Consenting and Other System Changes) Amendment Act 2025 bought in a raft of changes to the RMA at the end of August. Most of the changes relate to current resource consenting and compliance activities. The amendments to the RMA also introduced a prohibition on notification of plan changes by councils. This ostensibly applies to all current Schedule 1 plan making processes that are not yet at the hearing stage.

4.6 Tasman doesn't have any plan changes that have been notified but are yet to have a hearing. Additionally, the review of the TRMP was paused in late 2023 due to ongoing RMA reforms so the directive to cease plan reviews has no effect on the current work programme.

4.7 However, there are at least two plan changes that are ready for notification that will need ministerial approval to proceed. They are:

4.7.1 PC81 Urban Growth; and

4.7.2 PC84 Freshwater.

4.8 PC84: an application for ministerial approval to notify has been submitted to the Ministry for the Environment. Officials have indicated they will respond within 10 working days to confirm whether they have enough information or whether anything more is required before briefing the Minister. At the time of writing this report it has been eight working days and there has not been a response from officials.

4.9 With regards to PC81 there are two options, they are to seek an exemption to the plan stop directive from the Minister to enable notification, or to request from the Minister, the use of the streamlined planning process (SPP). Approval to use the SPP creates an automatic exemption to the plan stop directive.

4.10 The advantages of using the SPP are the plan change process can be tailored and there are only appeals on points of law relating to the decision. The options have been discussed with MfE officials, and they have undertaken to raise it with the Minister to see if he has a preference. At the time of writing this report officials have indicated they had not been able to talk to the Minister. A verbal update will be provided if there are any further developments.

4.11 Staff are confident that the Minister will agree to notification of PC81 as it relates to housing and urban growth, priorities for the current government. The Minister has previously shown his support for this work. PC81 will help to meet an anticipated shortfall in development capacity in Tasman. The Minister for Housing and Urban Development (Chris Bishop) was notified of this shortfall and what the Council was doing to address the shortfall in mid-2024. This is required by the National Policy Statement for Urban Development (NPSUD). In his response the Minister expressed support for progressing what is now PC81:

> The actions that you have identified to address this housing shortfall are critical to address the district's housing shortfall, including:
>
> - Plan changes that have recently been, or will soon be, made operative to provide additional housing capacity in five of your towns.
> - Work on a large plan change to rezone land in nine urban areas to implement the 2022-2052 Future Development Strategy.
> - Infrastructure upgrades planned in the five towns within your urban environment.
>
> I thank the Council for its leadership on the work being undertaken and encourage you to consider all available options to prioritise work on plan changes that enable further growth. I support the approach you are taking to enable greater urban intensification and a wider range of housing typologies in areas close to existing centres, in addition to enabling greenfield growth.

Next steps

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

4.13 While the reform process progresses, the focus is now on how to ensure the Council can be best positioned to move to the new resource management system when it comes into effect. The new system will involve the development of three new plans over an expected three year period. Under the current system plan reviews and/or the development of a new plan typically takes around 10 years at a cost of $10 million for a council the size of Tasman.

4.14 Even with an estimated 45% reduction in costs and standardisation of plans, this will be a significant undertaking for the organisation.

4.15 The lull the plan stop directive has created is allowing staff to begin preparations for developing a Regional Spatial Plan which will be the first of three plans the Council will be required to produce. The first steps involve taking stock of what will be required to develop a new spatial plan, what information the Council holds and information gaps.

4.16 The next steps will require a reset of the Environmental Policy work programme. This will require Council direction in November/December once there is more clarity around content, process and timeframes with respect to the replacement legislation.

Highlights this period

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

4.17.1 **TRMP update 78 was** published on 6 September. The update covers the following aspects:

4.17.2 Plan Change 79 – Growth Wakefield now operative;

4.17.3 notifies Plan Change 86 – PPCR Palmer Waimea Water Management Zone, submissions open 8 September to 3 October;

4.17.4 Cl20A corrections adds protected trees left out in error when PC68 – Omnibus 1 was made operative.

4.17.5 **PC81 Urban Growth** - a separate paper to this Strategy and Policy Committee seeking approval to notify the plan change – subject to ministerial approval.

4.17.6 **PC84 Freshwater** – a request for an exemption to the Plan Stop directive lodged with the Ministry for the Environment.

4.17.7 **Port Tarakohe Spatial Plan** has been completed and a separate paper to this meeting seeks adoption of the plan.

4.17.8 **Private Plan Change Request** – a request to amend the boundary between the Wai-iti Dam service zone and the Appleby Gravel Aquifer zone has been received. The request was *accepted* by Council on 14 August; it was notified on 8 September and is currently open for submissions.

4.17.9 The **Technical Landscape study** identifying Outstanding Natural Features (ONF) and Outstanding Natural Landscapes (ONL) has been completed. The finalised report will be released in October. While the work will not now progress to a plan change, the study will be an important input in the development of a Regional Spatial Plan.

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

Project	Description	Status	Comments
Whole of Plan review	Review of the Tasman Regional Policy Statement and Tasman Resource Management Plan	On hold	Plan Stop directive will prevent this continuing. This will be replaced by new plans under new legislation. Work programme has been reset to focus on key priorities.
Future Development Strategy Implementation	A programme of work to implement the Nelson Tasman Future Development Strategy	FDS & HBA  COMPLETED Implementation in progress	Annual implementation plan and annual report adopted November 2024. 2025 implementation plan in development.
Growth – Richmond South	Development of a potential structure plan for Richmond South FDS growth area and consideration of possible re-zoning for growth.	On hold	Paused until there is capacity to resume. Note, plan stop directive won't affect this.
Growth plan changes (PC 75, 76, 77, 80)	Plan changes to enable higher density housing on residential zoned land and some re-zoning of rural land to residential in Murchison, Wakefield, Brightwater and Motueka.	COMPLETE! 	All plan changes are now operative.
Urban Growth Plan Change (PC81)	Plan Change to implement the first 10 years of FDS growth, and other growth-related outcomes.	Subject to ministerial approval	Seeking decision to notify 18 September, subject to ministerial approval.
Deferred zoning plan change (PC79)	Plan Change to fix the deferred zone system and update deferred zone locations.	On track	Hearing 23 June 2025. Hearing currently adjourned to allow for expert caucusing.
ONL/F & CE (PC82, 83)	Plan changes to identify Outstanding Natural Landscapes and Features, redefine Tasman's Coastal Environment line and identify areas of coastal natural character.	uncertain	Will not proceed as plan changes but expected to be required for spatial planning
Land & Freshwater plan change Including Takaka &	Plan change to address freshwater management in Tasman, including Te Waikoropupū WCO	Subject to ministerial approval	Request for plan stop exemption with Minister for the Environment. Some public opposition to notification.

Project	Description	Status	Comments
Waimea (PC84)			
Natural Hazards (PC85)	Project to update TRMP to manage effects of natural hazards in Tasman.	In progress	Community engagement on Issues and Options 27 March to 5 May. Feedback summary released. Further policy development underway.
Port Tarakohe Structure Plan	Structure Plan for Port Tarakohe to guide future plan change	Complete 	Consultation complete. Will be considered for adoption at this Strategy & Policy Committee.
Port Motueka Structure Plan	Structure Plan for Port Motueka to guide future plan change	In progress	Working with port users to develop way forward. Important for spatial planning
Motueka Master Plan	To develop a long-term vision and actions for Motueka	In progress	Continuing with background work until more clarity on spatial planning requirements

5. Attachments / Tuhinga tāpiri

Nil

7.11 BRIGHTWATER - WAKEFIELD CATCHMENT MANAGEMENT PLAN - APPROVAL TO CONSULT

Decision Required

Report To:	Strategy and Policy Committee
Meeting Date:	18 September 2025
Report Author:	Ian McComb, Senior Infrastructure Planning Advisor - Stormwater, Rivers and Coasts
Report Authorisers:	Dwayne Fletcher, Strategic Policy Manager; John Ridd, Group Manager - Service and Strategy
Report Number:	RSPC25-09-12

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

1.1 To seek the Committee's approval to publicly consult on the draft Brightwater-Wakefield Catchment Management Plan (CMP), which has been developed through internal technical assessments, iwi and initial stakeholder engagement.[1]

2. Summary / Te Tuhinga Whakarāpoto

2.1 The Brightwater-Wakefield Catchment Management Plan (CMP) is a non-statutory planning document developed in partnership with iwi, stakeholders, and the local community to address water quality, land use, biodiversity, and climate resilience in the Brightwater and Wakefield townships.

2.2 Preparation of, and consultation on, the CMP is required for the Urban Drainage Areas under the Stormwater Comprehensive Discharge Consent RM 191019 held by Community Infrastructure.

2.3 The draft CMP sets out integrated management objectives, identifies key issues in the catchment and proposes targeted actions to improve outcomes.

2.4 The draft CMP has been developed through technical assessments that align with the consent requirements and targeted engagement.

2.5 Further community engagement is proposed for six weeks in October and November 2025 with the final CMP being returned to the Council for adoption in the first quarter of 2026.

2.6 The consultation process will follow the usual protocols including notifications in Newsline and on the Shape Tasman website. Individual emails will be sent to iwi partners and identified stakeholders.

2.7 Beyond the draft CMP no specific consultation document has been prepared yet; however, questions similar to those used in the recently completed Mapua CMP process are proposed as shown in the report attachment.

[1] Generative AI was used to assist writing of this report in accordance with Policy IS23

2.8 Whilst the consultation process is expected to be non-controversial, if significant matters are raised during the process, then a workshop is proposed in early 2026 to seek Council direction in the resolution of the issues identified. Regardless, the Mayor and Councillors will be able to review the feedback/submissions received from the consultation in raw form and via a summary prepared by staff.

2.9 After all feedback has been received, a final CMP is expected to be brought to the Council for adoption in the first quarter of 2026.

3. Recommendation/s / Ngā Tūtohunga

That the Strategy and Policy Committee

1. receives the Brightwater - Wakefield Catchment Management Plan - Approval to consult RSPC25-09-12; and

2. approves the commencement of public consultation on the draft Brightwater-Wakefield Catchment Management Plan (Attachment 1); and

3. delegates authority to the Group Manager – Service and Strategy to finalise consultation questions and make minor editorial changes to the draft Catchment Management Plan prior to public release.

4. Background / Horopaki

4.1 The Brightwater-Wakefield catchment includes rural, urban, and lifestyle land uses, and supports a range of ecological and community values.

4.2 The Brightwater-Wakefield catchment has experienced increasing pressures from urban development, climate change, and land use intensification resulting in water quality challenges, sedimentation and land use pressures.

4.3 The CMP is one of 15 Urban Drainage Area (UDA) sub-catchment plans being developed under the Council's discharge consent and complements existing regulatory and non-regulatory tools.

4.4 Key milestones to date include:

- completion of hydrological and environmental assessments;
- engagement with iwi partners, key community groups, and technical stakeholders; and
- drafting of the CMP with input from the Council's Infrastructure and Environmental Policy teams.

4.5 This CMP covers both the Brightwater and Wakefield UDAs.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

5.1 The draft CMP includes:

- objectives for flood risk reduction, water quality improvement, and ecological enhancement;
- a vision and values statement;
- catchment objectives and outcomes;
- priority issues (e.g., sediment, riparian degradation, water allocation stress);

- proposed actions and initiatives (e.g., riparian planting, fencing, community monitoring);
- roles and responsibilities of partners;
- proposed infrastructure upgrades and nature-based solutions;
- community engagement and education initiatives; and
- monitoring and evaluation frameworks.

5.2 Public consultation will be conducted over a six-week period, including provision for online feedback via Shape Tasman, mailed or emailed responses and targeted stakeholder meetings.

5.3 Overall, the greatest issue facing the settlements is river flooding as witnessed within June and July this year. Although some projects are considered, the urban CMP is not the appropriate vehicle for comprehensively addressing this risk. A review of the impacts of, and response, to the 2025 flood events will be undertaken via the Rivers Activity Management Plan and the Long Term Plan 2027-2037 (LTP).

6. Options / Kōwhiringa

6.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Approve the draft CMP for public consultation	Allows continuation of the process Enables wider community input and transparency Allows final outcome to support upcoming LTP process	None - unless significant issues with proposed draft CMP are identified by the Council
2.	Delay consultation	Allows any identified issues with the draft CMP to be resolved	Risks misalignment with LTP preparation timeline Further delays completion
3.	Do not consult	Reduces resource use now	Breaches community engagement requirements of the consent and so halts CMP development. This will risk further non-compliance with consent-imposed CMP preparation timelines.

6.2 Option 1 is recommended.

7. Legal / Ngā ture

7.1 The preparation of CMPs for each UDAs is a condition of consent under the Comprehensive Discharge Consent RM 191019.

7.2 This consent lists matters of content, consultation and signoff process and these have been complied with in the preparation of the draft, except for the requirement to have a Cultural Impact Assessment (CIA).

7.3 Instead of providing a CIA, ngā iwi have provided comments or indicated no wish to do so.

7.4 Community Infrastructure staff have commenced a process to request a change to the underlying consent to align this practical outcome with the strict requirement of the consent.

7.5 The CMP supports implementing the Council's obligations under the Resource Management Act and National Policy Statement for Freshwater Management.

7.6 The CMP is expected to support implementation of the upcoming National Stormwater Environmental Standards and other aspects of the Water Services legislation.

8. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

8.1 The draft CMP was developed in partnership with iwi, particularly Ngati Toa and Ngāti Kuia provided some detailed inputs which have been directly quoted in the draft CMP.

8.2 The plan acknowledges mātauranga Māori and Te Mana o te Wai, and ongoing iwi involvement is integral to monitoring the effectiveness of implementation.

8.3 The full draft CMP will be circulated to relevant ngā iwi for further input.

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

9.1 The overall significance of this consultation process is low and therefore a modest process is proposed.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Low	While there is general interest in the issues covered by the CMP, there are no significant problems in the UDAs that the CMP will address.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low	Whilst the CMP will assist progressive improvement in community wellbeing, the CMP itself will have a relatively low impact.
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	The CMP is required by the consent to be reviewed on a six yearly cycle and the Council may choose to review earlier.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	The stormwater reticulation system as a whole is a strategic asset. This CMP relates to a part of this system only.

	Issue	Level of Significance	Explanation of Assessment
5.	Does the decision create a substantial change in the level of service provided by Council?	Low	The CMP does not directly lead to a substantial change in LOS. Future resourcing decisions may be made under Long Term or Annual Plans that change this. Progressive improvement is proposed via the Stormwater Activity Management Plan.
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Low	The CMP will support the LTP process but does not enforce funding changes as any resourcing change decisions will be made under Long Term or Annual Plans.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	Low	NA
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?	Low	NA
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	Low	NA
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?	Medium	TMOTW thinking is embedded in the CMP and it will assist implementation. The CMP will also assist implementation of the Water Services Legislation.

10. Communication / Whakawhitiwhiti Kōrero

10.1 During the preparation of the draft document communications have occurred with:

- Ngā iwi;
- internal Council departments;
- Te Whatu Ora; and
- Brightwater and Wakefield Community Associations.

10.2 The public consultation phase will expand to the general community with specific referral to those organisations specifically required by the underlying consent being:

- Nelson-Marlborough Fish and Game Council;
- Nelson-Tasman Forest and Bird;
- Royal Forest and Bird Society of NZ;
- Department of Conservation Te Papa Atawhi;
- Friends of Nelson Haven and Tasman Bay;
- Waimea Inlet Forum; and
- Waimea Inlet Co-ordination Group.

10.3 Consultation will involve:

- partnership with iwi and stakeholders;
- online publication of the draft CMP in Shape Tasman;
- Community Association meetings in Brightwater and Wakefield;
- direct engagement with listed stakeholders; and
- an article in the Council's Newsline.

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

11.1 The budgetary implication of releasing the draft CMP for consultation are low and were anticipated in the existing CMP funding allocation. No additional funding is sought for this process.

11.2 Some of the proposed investigations within the CMP may lead to requests for funding under the LTP process.

12. Risks / Ngā Tūraru

12.1 There is a low risk of significant iwi or public dissatisfaction with the Draft CMP and this has been mitigated by:

- having initial consultations with the Brightwater and Wakefield Community Associations;
- engagement with ngā iwi; and
- using similar information and formats to previous CMPs.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

13.1 The flood modelling in the draft CMP was considered by staff in accordance with the process set out in the Council's 'Climate Change Consideration Guide' and includes increases in rainfall in accordance with government guidance.

13.2 By documenting expected future flooding, this CMP supports risk avoidance, adaption and resilience planning by supplying key information to underpin panning decisions such as those related to Plan Changes 81 and 85.

13.3 The CMP encourages improving riparian vegetation but generally has little impact on greenhouse gas generation or sequestration or embodied energy.

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

14.1 The preparation of CMPs generally and the content of this draft CMP aligns with the Council's Urban Stormwater Strategy.

14.2 The CMP will assist with implementation of the Tasman Climate Response and Resilience Strategy 2024–2035, and the national Freshwater Strategy and Biodiversity Strategy implementation plans.

14.3 The completed CMP will assist with the preparation of the LTP 2027-2037.

15. Conclusion / Kupu Whakatepe

15.1 An extended and robust process has been used to prepare the draft Brightwater-Wakefield Catchment Management Plan as required by the Council's comprehensive discharge consent.

15.2 This document is ready for consultation with the wider community to seek further refinements before adoption.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

16.1 The future steps proposed are:

- finalise draft CMP for public release;
- launch consultation campaign October-November 2025;
- collate and analyse feedback November 2025-February 2026;
- if necessary, workshop significant issues with the Council; and
- revise and present final CMP for adoption in Q1 2026.

17. Attachments / Tuhinga tāpiri

1.	Brightwater Wakefield CMP draft consultation questions	467
2.	Draft CMP for Consultation	468

Draft Brightwater Wakefield CMP Consultations Questions

1. Do you agree with the Key Issues, Aspirations, and Targets identified in the draft Catchment Management Plan?
2. Which ones are most important to you?
3. Are there any other Key Issues, Aspirations, and Targets you would like the final Catchment Management Plan to address?
4. Do you agree with the improvements actions identified
5. Which ones are most important to you?
6. Are there any other improvement actions that you would the final Catchment Management Plan to include?
7. Do you have any other comments on the draft Catchment Management Plan?
8. What ethnicities do you identify with?
9. What gender do you identify as?
10. What is your age group?

Brightwater & Wakefield

Urban Catchment Management Plan

SUITABLE IMAGE NEEDED for final

PRE-CONSULTATION DRAFT SEPTEMBER 2025

Tasman District Council

Contents

Welcome 5
Context for the CMP 6
Purpose 7
District wide stormwater discharge consent 7
Urban Stormwater Strategy 7
Our Vision: 8
Our Aspirations: 8
Water Services Bill 2024 ..... Error! Bookmark not defined.
Catchment Overview 10
Summary 10
Brightwater Urban Drainage Area (UDA) 11
Wakefield Urban Drainage Area (UDA) 12
Catchment history 12
Rainfall patterns 13
Soil and geology 14
Land coverage 15
Existing land coverage 15
Tasman Resource Management Plan (TRMP) – Existing zoning 15
Future development 16
Plan change 76 19
Plan change 81 19
Groundwater 19
Rivers and streams 19
Pitfure, Mount Heslington Stream, Jeffries Creek 19
Wairoa and Wai-iti Rivers 20

Stormwater assets 22
Brightwater 22
Wakefield 23
Open Channels 24
Eden Detention basin 25
Overland flow paths 25
Risk Management Plans 25
Stream health & aquatic habitat 26
Key issues 26
Aspirations and targets 28
Improvement actions 29
Water quality and contamination 31
Key issues 31
Aspirations and targets 31
Improvement actions 32
Flooding 34
Key issues 34
Flooding impacts on cultural values 34
Clarifying flood hazards 36
Aspirations and Targets 37
Improvement actions 39
Brightwater flooding improvement options 40
Wakefield flooding improvement options 40
Development 42
Key issues 42
Aspirations and targets 42

Improvement actions....43
Integration....45
Key issues....45
Climate changes impacts on cultural values....45
Aspirations and targets....46
Improvement actions....46
Summary....48

Welcome

This is the Brightwater and Wakefield urban stormwater Catchment Management Plan (CMP). This plan has been created by Tasman District Council (TDC) for the community to set out how we will deliver positive stormwater outcomes for the environment and people within the Brightwater and Wakefield urban areas. Urban catchment management planning is an effective way of coordinating efforts to address multiple stormwater issues i.e., freshwater management, aquatic habitat management, flood management, and amenity values within the urban environment.

The Brightwater and Wakefield stormwater catchment management plan:

- combines our current knowledge of the catchment and stormwater networks;
- identifies issues and sets out a series of actions to help us achieve our vision and aspirations; and
- provides long term direction for the management of stormwater within the Brightwater and Wakefield area.
- Covers both the current Urban Drainage Areas (UDAs) and the Future Development areas that result from both the Future Development Strategy (FDS) and Plan Change 76 (PC76) for Wakefield will extend the UDA as shown in this figure:



Figure 1: Extent of this CMP - Brightwater and Wakefield existing UDA (light green shaded areas) and FDS and PC76 extension areas in Wakefield (dark green shaded areas)

Context for the CMP

Purpose

This CMP aims to identify the main problems we're dealing with, set out targets for how we can improve things in the mid and long-term, and list the steps we'll take to reach these goals.

The broader context for the CMP includes issues such as historical stream changes, urban growth and pollution and climate change.

District wide stormwater discharge consent

TDC's global stormwater discharge resource consents were granted in May 2021. This CMP is required under our global stormwater discharge consent and fits into our wider urban catchment management plan framework shown below. There are 15 urban drainage areas and we aim to produce CMPs for all the areas by 2028.

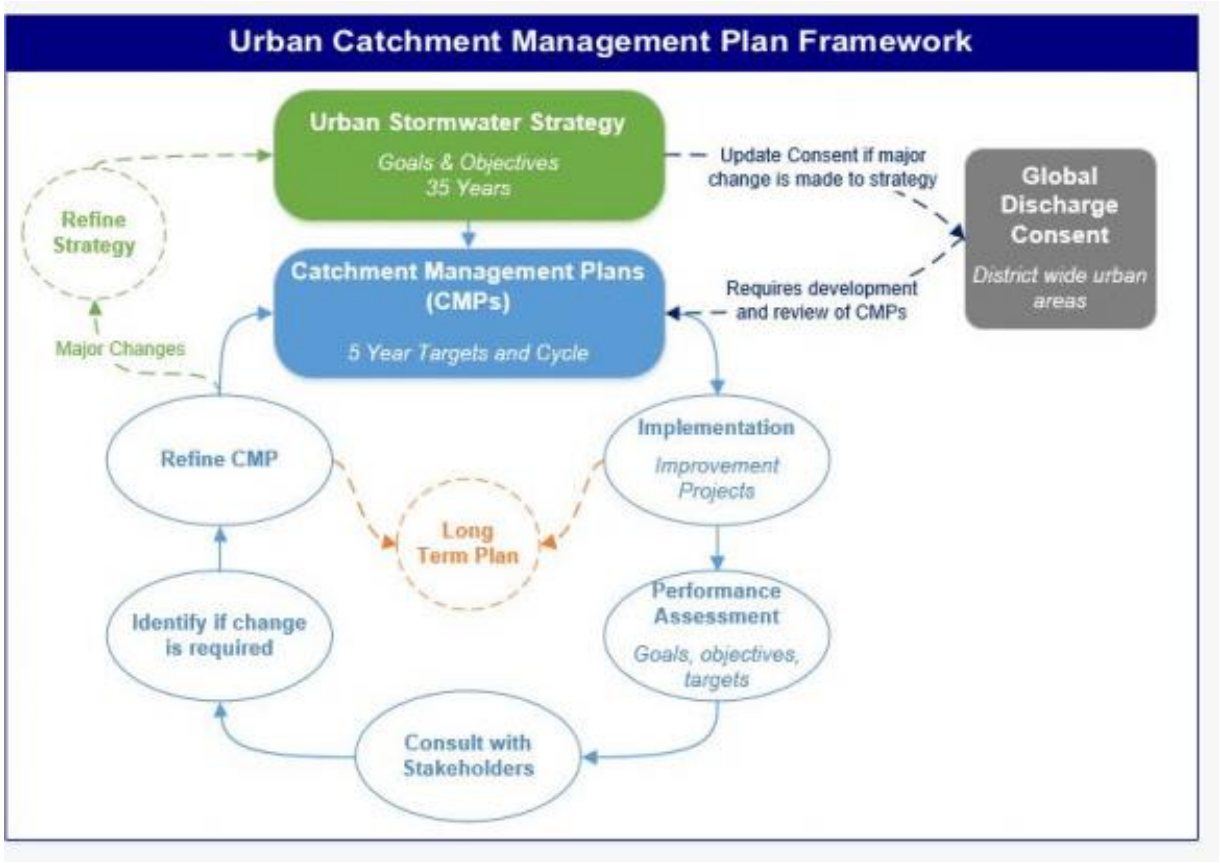


Figure 2: Urban Catchment Management Framework

Urban Stormwater Strategy

Our Urban Stormwater Strategy which was adopted in 2019 outlines our vision for stormwater management in the region.

Our Vision:

Protect and enhance the mauri of wai/life force of water and to provide for:

- Te Hauora o Te Wai – the health of the water
- Te Hauora o Te Taiao – the health of the environment
- Te Hauora o Ngā Tangata – the health of the people

Our Aspirations:

- Our urban streams, aquatic habitats and coastal marine environment are healthy and accessible.
- Stormwater discharges do not degrade water quality and the ecosystem health of our streams and estuaries.
- Stormwater flooding does not create a hazard to our community or cause damage to properties.
- We enable water sensitive growth for future generations.
- We manage stormwater in a holistic, efficient, and cost-effective manner.

Local Government (Water Services) Act 2025

The Water Services Act has introduced two key requirements for TDCs to produce an urban stormwater *Risk Management Plan* and manage overland flowpaths (OLFP) of greater than 0.4Ha catchments. These are shown as solid blue lines in the following images:

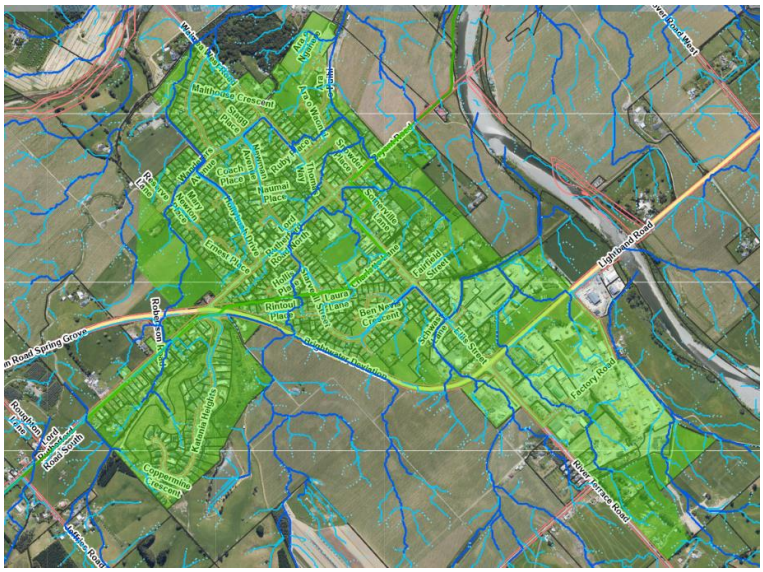


Figure 3: Brightwater mapped OLFPs (blue lines) and UDA (green shading)

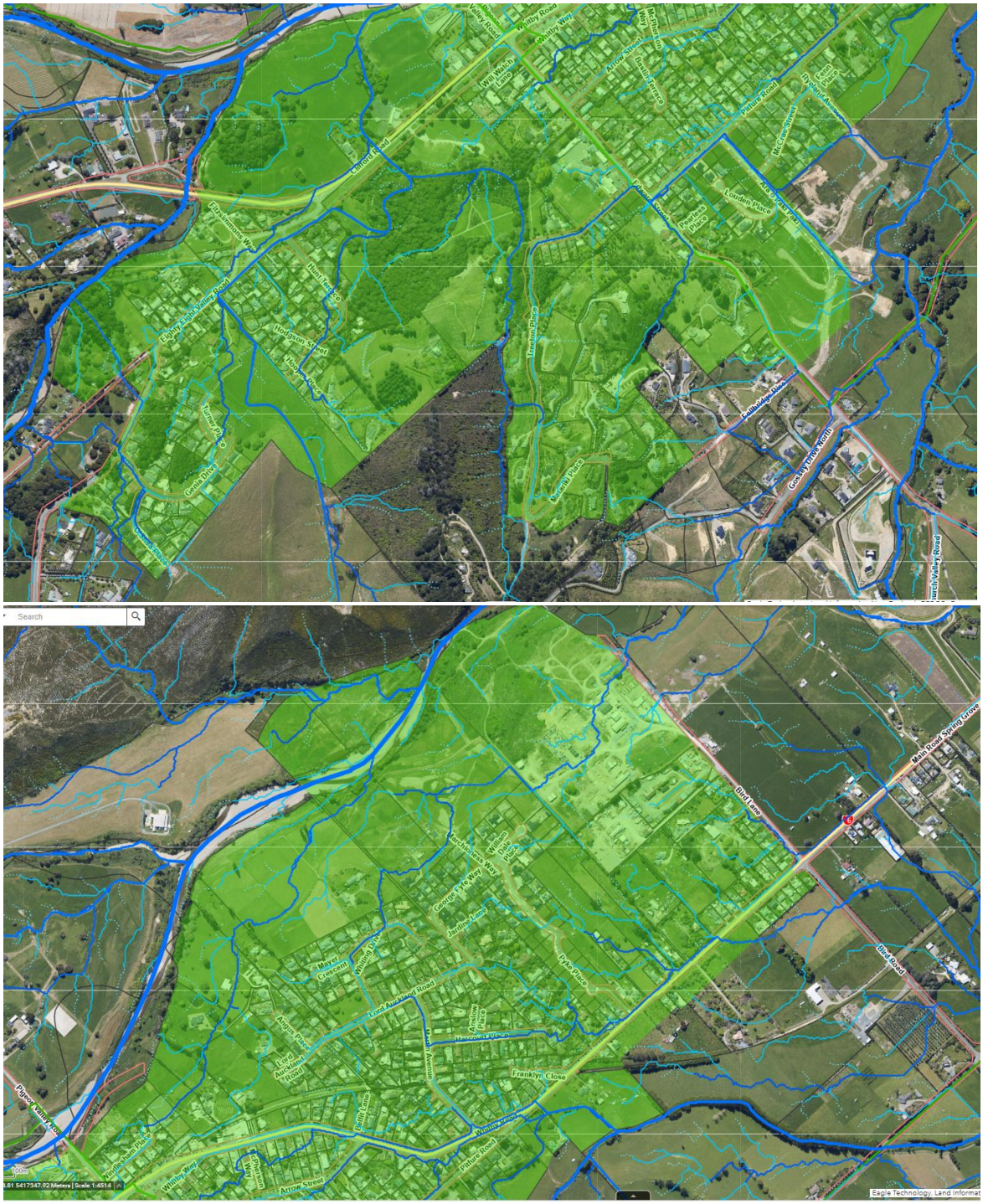
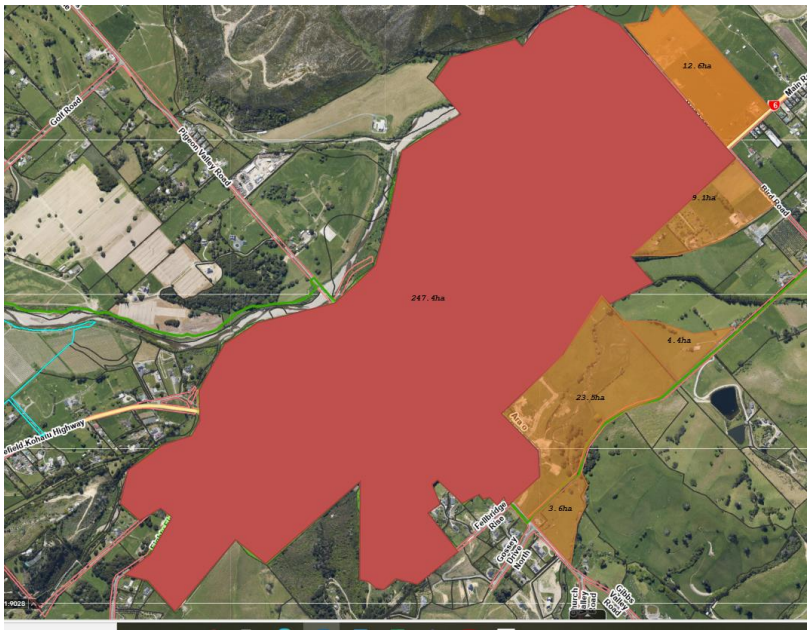


Figure 4: Wakefield mapped OLFPs (blue lines) and UDA (green shading)

Catchment Overview

Summary

	Summary
Urban Drainage Area	The Brightwater UDA is approximately 171ha and is positioned between the Wai-iti and Wairoa Rivers, three kilometers upstream of their confluence. The current FDS process is not expected to enlarge the UDA. The Wakefield UDA is approximately 247ha and is positioned between the Wai-iti River and Pitfure Steam. Between PC76 and the FDS process the UDA is expected to expand 53ha to cover a total area of 300ha. 
Catchment History	The fertile soils and rivers provided resources making Brightwater & Wakefield critical trading routes for Māori and European settlers. Nga iwi claims to the area have been recognized for: Ngāti Apa, Ngāti Koata, Ngāti Kuia, Ngāti Rarua, Ngāti Tama, Rangitāne, and Te Ātiawa. European settlement began in the area in the 1840's and the villages as we know them today emerged from the 1850s and continue to grow.
Rainfall and Flooding	TDC has three rainfall gauges in the vicinity which have been collecting data since 1982. Large rainfall or associated flooding events have been recorded by TDC for July & December 1983, January 1986, February 1994, March 1999, May 2011, May 2019, April 2022, August 2022. Further historical events are recorded by previous newspapers in: January 1895, March 1904 (water up to counters in stores) March 1907 (washed out railway), August 1916 March 1918 (washed away protection wall), April 1929

	December 1931, February 1933 (Brightwater residents evacuated) June 1934, August 1936, February 1937, November 1939 (flooding in houses), July 1942, January 1940, July 1944, April 1957 (Flooding in houses), April 1968. Source Papers Past | Newspapers Home "https://paperspast.natlib.govt.nz/newspapers" Most recently, on 27th June 2025 the Wai-iti River catchment experienced rainfall that resulted in an approximately 1 in 40 year ARI flow at Belgrove which broke out of the bank in places not experienced in living memory of some long term residents. This was followed by another event on 11 July 25 that resulted in approximately 1 in 80 year ARI flow at Belgrove.
Soil & Geology	Soil in the catchment is largely gravel from river deposits. Based on...these soils have low permeability resulting based on this and high groundwater levels rainfall can pond on the surface in winter and after long wet periods
Land coverage	The land coverage in Brightwater and Wakefield is built-up impervious areas juxtaposed with grassland and pasture. The extension of residential areas is planned in the future which will increase the amount of impervious area in the catchment. This will need to be managed through water sensitive design approaches including soakage and detention.
Groundwater	Ground levels in this area are high and due to this, groundwater has been observed to rise out from the ground surface during winter months. Additionally, during wet months water can often pond for longer periods as it is unable to soak into the ground.
Rivers & Streams	The Wairoa and the Wai-iti River are the receiving environment from stormwater discharges from the UDAs. Additionally, there are watercourses such as the Pitfure and Mount Heslington which cross through the UDAs. These watercourse habitats must be protected and restored while overflows from these need to be managed to protect the safety of the community.
Stormwater Assets	TDC manages a combined pipe and channel stormwater network of approximately 14km long in Brightwater and 13km in Wakefield. The age, condition and capacity of the pipes vary, with infrastructure in newer developments performing better compared to older parts of the network. TDC maintains numerous open channels that are cleared twice yearly if required.

Brightwater Urban Drainage Area (UDA)

The Brightwater Urban Drainage Area (UDA) is approximately 170 ha and is positioned between the Wai-iti and Wairoa Rivers, three kilometers upstream of their confluence. It is on a flat floodplain with old shallow rivers and stream channels crossing it.

Four wider catchments feed into the Brightwater UDA including:

- Mount Heslington catchment (395 ha)

- Rutherford catchment (13 ha)
- Jeffries catchment (141ha)
- Pitfure catchment (2,500 ha)

There are approximately 600 properties within the Brightwater UDA including a commercial area and a primary school.

Wakefield Urban Drainage Area (UDA)

The Wakefield UDA is approximately 250 ha and lies between two waterways; the Wai-iti River and the Pitfure Stream (a tributary of the Wai-iti River). To the west of the State Highway the land is flat, and to the east it is undulating. The catchments that feed directly into the UDA are small sub-catchments of the larger catchments listed below including:

- Wai-iti River (166 km2)
- Eight-Eight Valley Stream (35km), discharges into the Wai-iti
- Pigeon Creek (38 kms), discharges into the Wai-iti
- Pitfure Stream (32 km2)

There are approximately 500 properties within the Wakefield UDA including a commercial area.

Catchment history

Brightwater is located within the Waimea (Waimeha) Plains and was once a critical trading route for Māori between Whakatū Nelson and Te Tai Poutini, the West Coast. It's fertile soils and abundant rivers provided valuable resources throughout the year.

"*With its abundance of natural resources, the Waimeha was an important food-gathering and harvesting site for local Iwi whānau. They cultivated large kūmara gardens (over 400 hectares), birds provided meat and feathers, pakohe (argillite or metamorphosed indurated mudstone) was quarried from the Wairoa River for tools or traded with Iwi across Te Tau Ihu and Harakeke (flax) was plentiful.*

The Wairoa River was a significant eel (tuna) harvesting site. Tuna, inanga (whitebait) and other freshwater fish were plentiful with seasonal migrations providing food at different times of the year" [1]

In the 1850s, Brightwater and Wakefield villages emerged to support the nearby farms. Over time, development has continued in both catchments, with overland flow paths being filled or diverted, and construction taking place near the river, constraining its ability to move and flood. These changes are evident when comparing historical aerial photographs from 1948 with current ones taken in 2018.

[1] https://www.theprow.org.nz/society/brightwater-tuna/



Figure 5: Brightwater 1948 vs 2018



Figure 6:Wakefield 1949 vs 2018

Rainfall patterns

TDC has two rainfall gauges in the vicinity. The recorded extreme based on data collected on-site are summaries in the table below and can be found on the TDC website.

Table 1. Measured rainfall (TDC)

Gauge Name		Wai-iti at Birds	Wairoa at Haycock Rd[2]
Period of Analysis		31 August 1982 – 14July 2025	28 June 2018 to 14 July 2025.
Recorded Data	1hr duration	45.5 mm (13/03/1999)	35.5 mm (12/05/2019)
	6 hr duration	95.5 mm (21/02/1994)	62.9 mm (19/08/2022)
	24 hr duration	148 mm (09/07/1983)	109.5 mm (19/08/2022)

[2] Replaces the rain gauge *Wairoa at Irvines*

The 2024-5 monthly rainfall compared to the average and 2023-4 values and average values can be seen below.

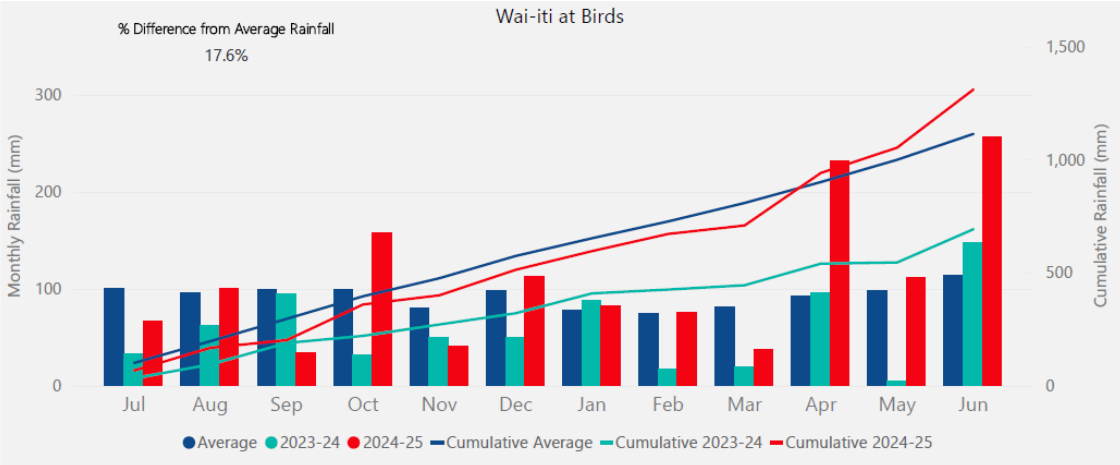


Figure 7:Wai-iti at Birds

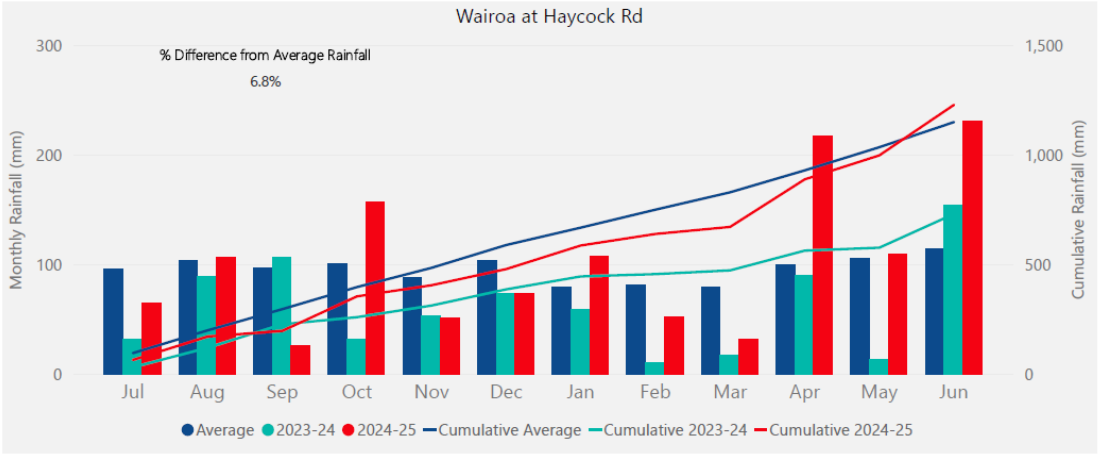


Figure 8: Wairoa at Haycock Rd

Soil and geology

Soil types contribute to how much rainfall can infiltrate in the ground. The catchment is largely gravel from river deposits. The soil permeability with the Brightwater UDA is medium-high while the Wakefield UDA is medium. The Wairoa catchment is comprised largely of sandstone and siltstone, divided by a band running south-west to north-east through the catchment of igneous rock (basalt/harzburgite) and mélange. The Wai-iti catchment is largely alluvial gravels through deposition from the Wai-iti River, and Moutere gravels" SKM Brightwater – Wakefield Flood Hazard Mapping (December 2013)

More information about the soil mapping that TDC undertakes can be found on the TDC website (here).

Land coverage

Land cover largely determines the volume of water that will run-off as stormwater into our network. Pervious land cover such as parks, reserves, forests, and paddocks create less run-off because water can infiltrate and/or evaporate while impervious surface such as pavement, roofs and roads eliminate opportunities for infiltration and increase the volume of water that needs to be collected and discharged by the stormwater network.

Existing land coverage

The existing land coverage according to the land cover database[3] is:

- Brightwater: The majority of the of the UDA is classified as "Built-up" with the remaining classified as "High Producing Exotic Grassland"
- Wakefield: The UDA has areas classified as, "Built Up", "High Producing Exotic" "Grassland", "Indigenous Forest", "Urban Parkland", "Gorse and/or Broom", "Exotic Forest" (in order of largest contributing area to smallest)

Tasman Resource Management Plan (TRMP) – Existing zoning

The TRMP determines where different land use activities are allowed within the region. Changes in land use have potential significant effects on stormwater flows and stormwater quality. This is especially the case for zoning rules that allow a rural land use to transform into an urban land use (residential, commercial, industrial).

- Majority of Brightwater is zoned as residential land with some commercial, light industrial, and rural industrial uses.
- Majority of Wakefield is zoned as residential land with some commercial, light industrial and heavy industrial uses.

[3] Landcare Research via LRSI Portal

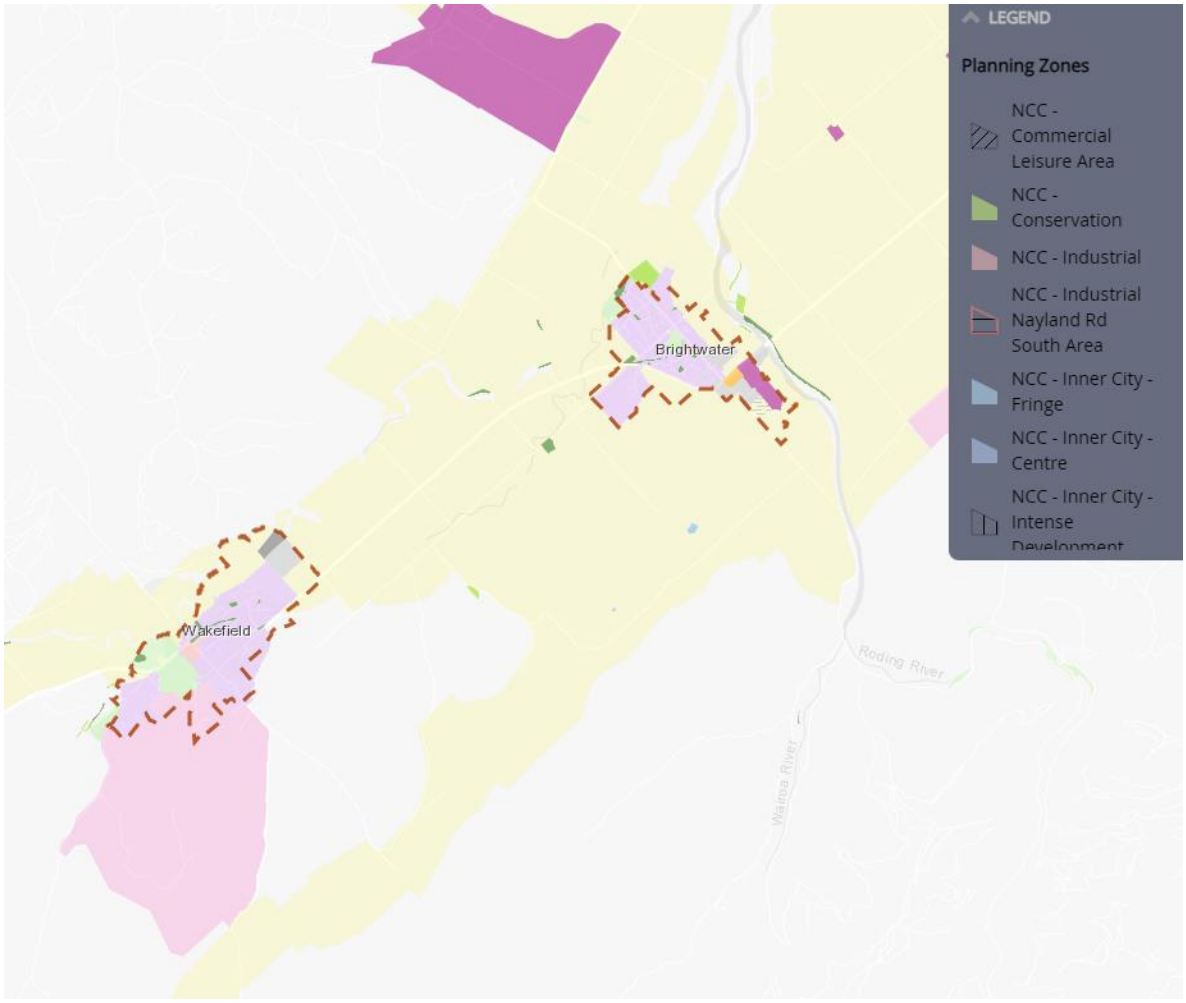


Figure 9:TRMP (Brightwater and Wakefield CMP)

Future development

Areas of development and intensification in Brightwater and Wakefield have been included in the Future Development Strategy (2022-2052) which outlines plans for growth over the next 30 years. The following two images show the proposed FDS growth cells in Brightwater and Wakefield respectively. More detail can be found here[4], in the strategy.

[4] Future Development Strategy 2022 - 2052 | Tasman District Council

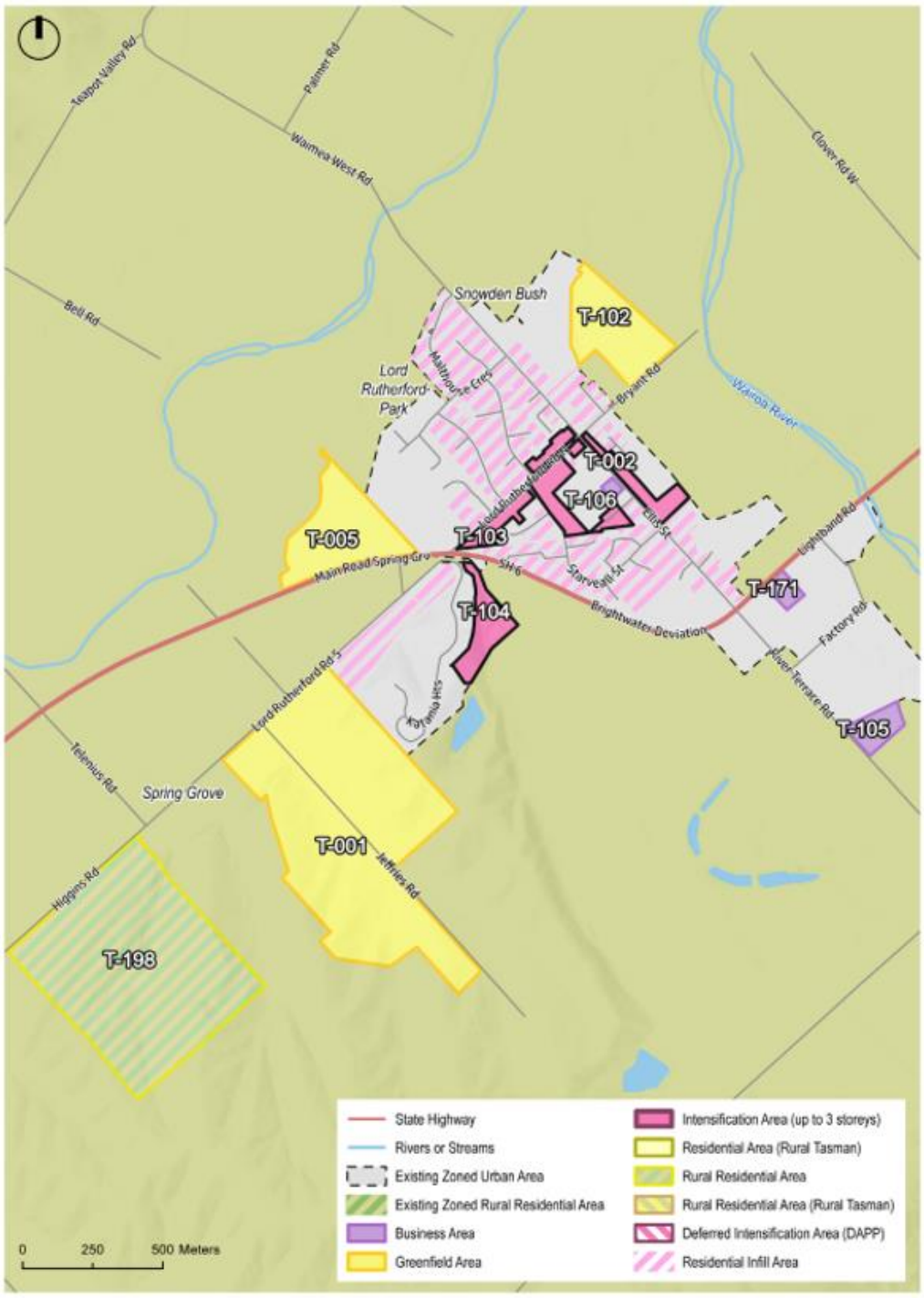


Figure 10: FDS Areas Brightwater

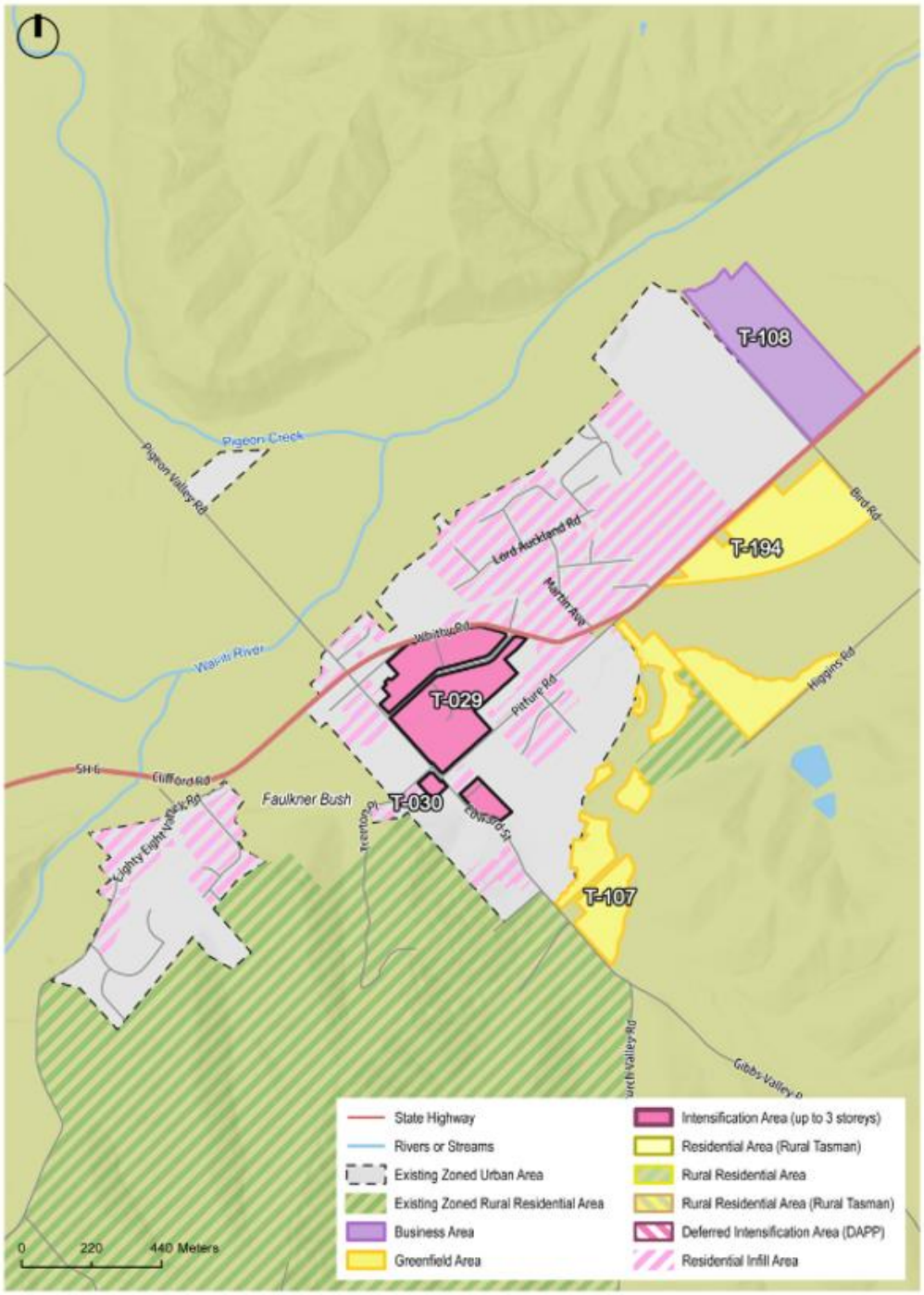


Figure 11:FDS Areas Wakefield

Plan change 76

Plan Change 76 covers greenfield growth in Wakefield and seeks to implement the changes adopted in the FDS.

Plan change 81

Plan Change 81 covers several areas in the District including Brightwater and Wakefield and seeks to implement the intensification growth changes adopted in the FDS.

As these FDS growth areas are likely to proceed, the area considered by the CMP includes the combination of the UDA areas and the FDS areas as shown in Figure 1.

Groundwater

Ground levels in this area are high and due to this groundwater has been observed to pop out from the ground surface. Additionally, during wet months water can often pond for longer periods as it is unable to soak into the ground. TDC monitors groundwater levels in all major aquifers in the district, which can be found here.[5] Daily data from 2024 is compared to the long-term minimum and maximum in the graphs below. More information about the location of these monitoring locations can be found on the TDC website.

Figure 12: Historical Groundwater Levels (to be updated)

TDC completed a groundwater quality survey of the Waimea plans (October to December 2021) which involved sampling of 137 bores/swells and 9 spring samples across the four main aquifer systems. The study found that groundwater nitrate levels in areas north of Brightwater and on both sides of the Waimea River are relatively high, nearing or exceeding 50% of the Maximum Acceptable Value (MAV) set by the Ministry of Health (5.6 g/m3 nitrate-N). These high levels are found in regions with ongoing agriculture and horticulture activities, indicating that current practices contribute to increased nitrate levels in all four aquifers.

Conversely, there is a strong decreasing trend of nitrate levels in the unconfined aquifers south of Brightwater.

Rivers and streams

Pitfure, Mount Heslington Stream, Jeffries Creek

- The Mount Heslington Stream and Jeffries Creek arise from steep hillside catchments to the south. They both cross through parts of the Brightwater UDA.

[5] Groundwater levels | Tasman District Council

- Mount Heslington Stream crosses through the southeast through the stockyards, under the deviation (SH6) across the Brightwater primary school, under Ellis Street and into a diversion channel that takes stream away from its 'natural channel' direct to the Wairoa.
- Jeffries Creek cuts across the far southwest end of the UDA around Lord Rutherford Road before draining into the Pitfure Stream.
- The Pitfure Stream is a long flat meandering stream that drains the floodplain between Wakefield and Brightwater. Various catchments discharge into the Pitfure Stream including parts of Wakefield, and catchment from the hill country to the east between Wakefield and Brightwater. It mainly travels down the eastern side of the valley before flowing under State Highway 6 and joining the Wai-iti River south-west of Brightwater.
- Eighty-Eight Valley Stream is to the west of the Wakefield UDA and discharges to the Wai-iti though an existing embankment (previous railway embankment).
- These three streams are fed by reasonably large rural catchment that are outside the UDA, however they experience frequent 'out-of-channel flow' which can result in problems within the UDA.

Wairoa and Wai-iti Rivers

The Wairoa and Wai-iti Rivers are outside the UDA and are outside of the scope of this CMP. The Wairoa and the Wai-iti are the receiving environment for stormwater discharges from the UDA and therefore, we need to work to reduce the impacts of the urban area on downstream river water quality.

A significant issue is that the rivers themselves impact how much stormwater can be discharged, as high-water levels in the river reduces the discharge capacity of the stormwater network upstream. Though this CMP focuses on stormwater and is limited to the UDA and proposed future growth areas under current Plan Change processes, TDC acknowledges that the wider catchment especially the rivers play a significant role in the flood hazard to the towns.

The Wai-iti and the Wairoa have a history of flooding. The figure below shows some of the historical flood extents that have been recorded by TDC. As shown, breaching of the river banks can result in the inundation of the Brightwater and Wakefield UDA.

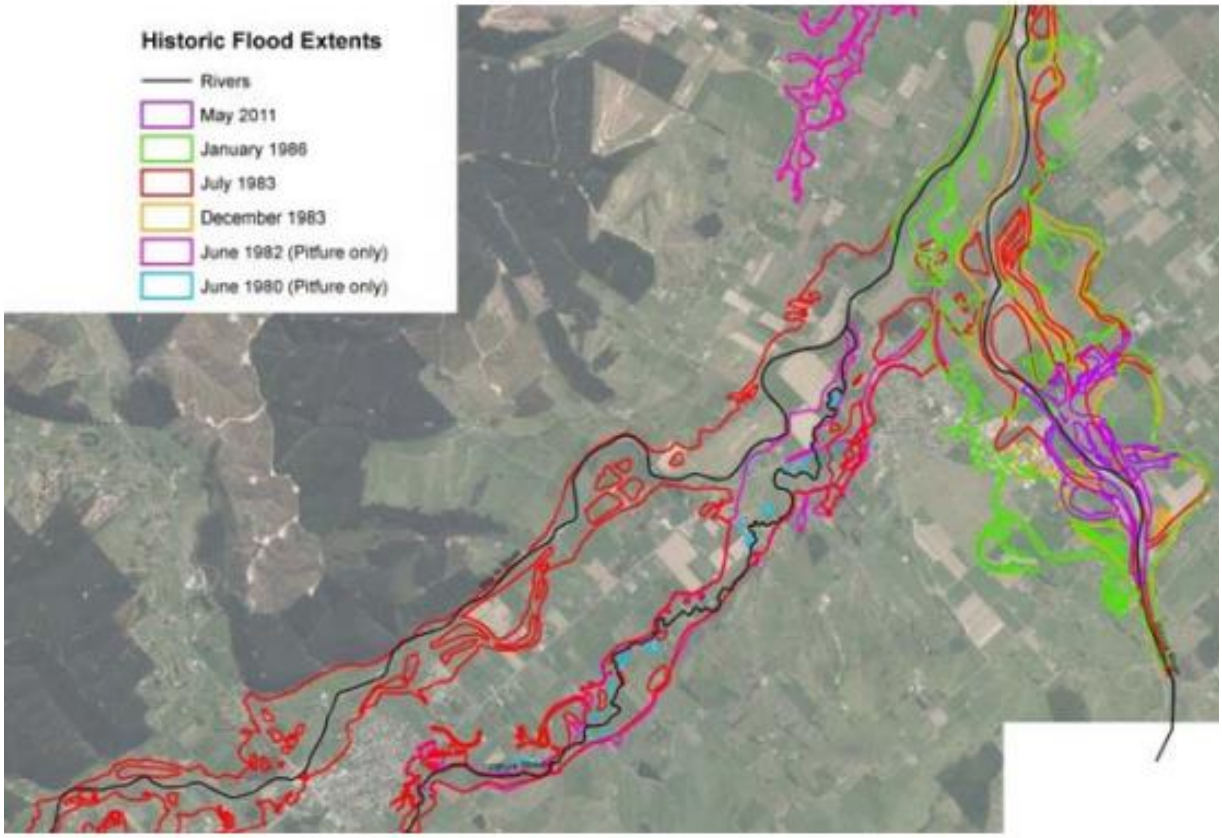


Figure 13: Historical flood extents (To be updated in final for 2025 events)

Table 2: Environmental Data - River Flow (TDC, May 2024, To be updated)

Gauge Name		Wai-iti at Belgrove	Wai-iti at Livingston (downstream Brightwater)	Wairoa at Irvines[6] (upstream Brightwater)
Period of Analysis		January 1987 to May 2023	June 1976 to December 2019	11 November 1957 to 1 June 2023.
Return Period Record data	Annual	46 m^3/s	181 m^3/s	711.2 m^3/s
	5 year	62 m^3/s	256 m^3/s	921.9 m^3/s
	10 year	74 m^3/s	317 m^3/s	1065.8 m^3/s
	20 year	86 m^3/s	375 m^3/s	1193.8 m^3/s
	50 year	102 m^3/s	451 m^3/s	1345.9 m^3/s
	100 year			1450.7 m^3/s
	Extreme Recorded	95.7 m^3/s (09/05/2023)	397.7 m^3/s (10/07/1983)	1466.3 (25/01/1986)

Stormwater assets

Brightwater

There are approximately 600 properties within the Brightwater UDA. The main urban areas of Brightwater discharge into piped system either into one of the three streams or into the old river channels that leads into the Wairoa or Wai-iti Rivers

Pipe assets were installed between 1964 and 2023. The assets are relatively young and generally in good condition. The network varies in size from ** to 1200 mm however most of the network is less than 600mm diameter.

As per the NTLDM, the primary stormwater system should now be designed to manage the 10% AEP + climate change flow. However, being older, most pipes in the Brightwater are undersized for this current design requirement.

The approximate location of the piped network can be found on Top of the South Maps (TSM)[7] and in the figure below. TDC owns and manages approximately 12km of stormwater pipe network (including culverts). Note: The new urban stormwater system definitions under the Water Services Legislation are likely to change these numbers.

[6] the flow at the location Wairoa at Irvines was traditionally measured by a flow recorder located just below the confluence of the Wairoa and Lee rivers. This recorder has been replaced by individual recorders on the Wairoa, Lee and Roding Rivers. The flow currently published as "Wairoa at Irvines" is the sum of the three upstream tributaries, and is considered by Council to be a continuation of the original flow site.

[7] Top of the South Maps

A small stormwater pumping station operates in the Brightwater Underpass but is a Roading asset.



Figure 14: Brightwater Stormwater pipe network (TSM July 2023)

Wakefield

There are approximately 500 properties within the Wakefield UDA. Most of Wakefield's stormwater network was built during the late 1980s which eventually drain into the Wai-iti River or the Pitfure Stream. A portion of the network was installed since 2022 to service the recent subdivision development. These systems ultimately discharge to open drains which in the east discharge to the Pitfure Stream which flows from Wakefield to Brightwater before it joins the Wai-iti River.

The network varies in size from 100mm to 1050mm however most of the network is less than 450mm. The pipe network is generally in good condition.

As per the NTLDM, the primary stormwater system should be designed to manage the 10% AEP + climate change flow. However, like Brightwater, most pipes in Wakefield are undersized for this current design requirement.

The approximate location of the piped network can be found on TSM and in the figure below. TDC owns and manages approximately 11.7 km of stormwater pipe network (including culverts). Note: The new urban stormwater system definitions under the Water Services Legislation are likely to change these numbers.

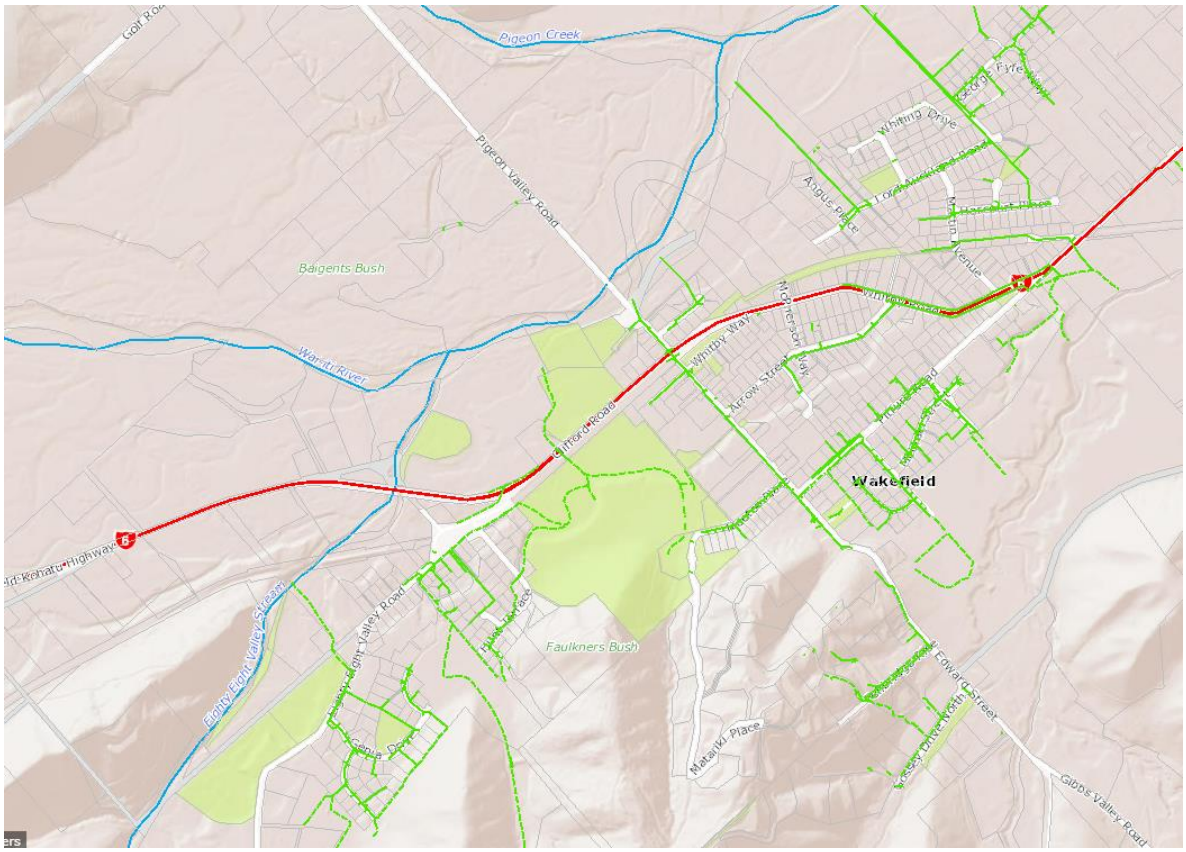


Figure 15: Wakefield Stormwater pipe network (TSM July 2023)

Open Channels

TDC manages approximately 1.6km of open drains in Wakefield and 20.km in Brightwater. The below channels are maintained by TDC and cleared twice yearly if required.

UDA	Name	Location	Ownership
Brightwater	Jeffries Creek	Eder Property to Lord Rutherford Road South	Private
		Hill Property Lord Rutherford Road South	
		Bashford property to Lord Rutherford Road South	
	Ellis Street Drain	96 Ellis Street to Brightwater School	TDC
		Ellis Street to Brightwater Engineers	
	Railway Reserve Drain	Brightwater Engineers to Wairoa River	
Wakefield	Eighty-Eight Valley drain	72A Eighty-Eight Valley Road to 88 Valley Stream	TDC

	Domain Drain	Faulkner's Bush to 39 Eighty-Eight Valley Road	
	88 Valley Dam	Eden Property 88 Valley Road	

Eden detention basin

The Eden detention dam was constructed in 1999 on the farm then owned by the Eden family. The land is still private, but the facility is TDC owned and maintained. It comprises of a simple earth embankment with a concrete scour apron and a fenced intake area for a 450mm concrete discharge pipe.

Overland flow paths

Overland flowpaths are routes that the stormwater will take when the capacity of the piped network is exceeded, where there are no pipe systems, when pipes/inlets are blocked, and when soakage into the ground reaches capacity. The image below provides an indication of the location of overland flow paths. The figures show the center lines and not the width of these paths.

The image below provides an indication of the location of overland flow paths. The figures show the centre lines and not the width of these paths.

Risk Management Plans

OLFP are an essential part of the stormwater network. Any structures within flowpaths that may obstruct overland flows can lead to increased flooding and damage to property. Protection and enforcement are a key part of overland flow path management, and TDC will be strengthening its role in the future facilitated by new direction from centre government enacted in August 2025. TDC will be required to undertake stormwater network *Risk Management Plans,* and these will include management of urban OLFPs of greater than 0.4ha catchment area.

Stream health & aquatic habitat

Key issues

In Spring 2023, TDC employed a specialist consultant team to inspect the local stream around Wakefield and Brightwater and undertake a stream rapid habitat assessment. They checked things like the sediment, diversity, fish cover, bank erosion and vegetation.

What they found was a bit of a mixed bag. Some parts of our streams are in good shape, but others aren't doing as well. A big problem is that a lot of dirt is getting washed into the water, and the land on the stream banks is eroding away. Parts where there aren't many plants to help hold the soil together are doing worse. Iwi also advise that *soil loss and sediment entering waterways and our coastal marine environs, over previous decades has resulted in the loss of some taonga species and their natural habitat.*

The consultants also tested the water to see how much life it's supporting (environmental DNA testing). The streams in Brightwater are average, but the ones in Wakefield are mostly above average. So even though some parts of our streams need help, they're still home to a lot of life.

Table 3: Summary of stream rapid habitat assessment for Brightwater

Stream Name	Findings	Fish detected from eDNA sampling	Rapid habitat assessment
Pitfure (Wai-iti Tributary)	Quality improves from upstream to downstream. Highly eroded stream banks Minimal to no riparian planting upstream but some more downstream	Īnanga (downstream) Shortfin eel (upstream) Kaharore Bully Longfin eel Common smelt (downstream)	Poor - Good
Mount Heslington lower (Wairoa Tributary)	Mostly dry with areas of standing water in places. Discounted from the Wairoa by a 2 m large drop	No sampling too little water	Poor - Fair
Mount Heslington upper (Wairoa Spring)	Some sections dry and others had good flow	Shortfin Eel Common Bully	Fair

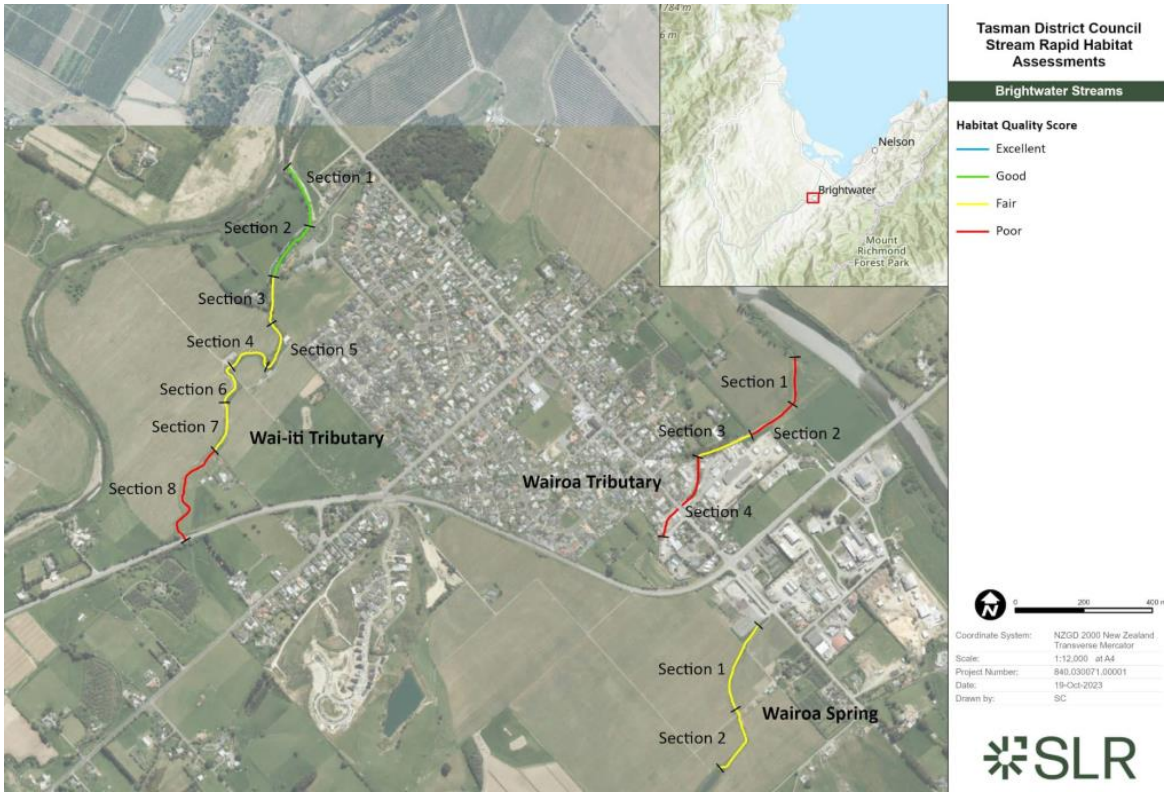


Figure 16: Habitat Quality Assessment Brightwater (SLR, 2023)

Table 4: Summary of stream rapid habitat assessment for Wakefield

Stream Name	Findings	Fish detected from eDNA sampling	Rapid habitat assessment
Church Valley Stream	Water appeared turbid Evidence of recent and ongoing bank collapse and erosion	Shortfin eel (upstream) Kaharore Bully Longfin eel (upstream)	Fair
Eighty-Eight Valley Stream	Generally good but steeper gradient upstream, more prominent bank collapses and bank erosion	Longfin eel Kaharore Bully Shortfin eel (upstream) Brown Trout (upstream) Kōaro (upstream) Pouched lamprey (upstream)	Good
Eighty-Eight Valley Tributary	Varying degrees of condition. Dense vegetation in places. High cascade/waterfall which would provide a barrier to fish passage.	No fish were detected likely due to fish barriers	Poor - Good



Figure 17: Habitat Quality Assessment Wakefield (SLR, 2023)

Aspirations and targets

Our urban streams, aquatic habitats and coastal environment are healthy and accessible.

The table below summarizes how we are tracking against our freshwater aspirations and proposed 10yr and 30yr targets.

Table 5: Freshwater aspirations progress tracking

Number	Objective	Current	10 year Target	30 year Target
1.1	Enhance habitat diversity and stream health, including riparian and wetland vegetation, diversity of bed/bank substrate (including woody debris), meander, diversity of width/depth, floodplain connectivity and diversity of bank	The streams vary from poor to good. Bank erosion and collapse and lack of riparian planting contributed to the poorer stream conditions. Streams are generally modified and are disconnected from the floodplain	Steams are in fair condition. There is no degradation of streams. New developments but ensure that they are improving the stream health through their development	Streams are in Good to Excellent health

	shape suitable for aquatic and riparian fauna needs	except in higher flood flows		
1.2	Minimize stream modification and loss of natural streams (including springs and seeps)	Streams have been piped and modified such as Mount Heslington Stream		
1.3	Maintain and restore fish passage at man-made instream structures	There are fish barriers in the streams such large drops in Mount Heslington and Eight-eight Valley stream Tributary	Fish barriers are being removed	All Fish barriers have been removed
1.4	Provide for public access, amenity and connectivity along our urban stream network, creating. green linkages connecting our hill country to the sea	Most streams are not accessible to the public and are on private property	New development provides green reserves and access to streams; some old areas have had access negotiated with landowners	New development provides green reserves and access to streams; a significant number of accesses have been arranged to previously private stream banks.
1.5	Protect and restore specific areas of cultural and community significance within the stream corridors	There are reserve areas such as Faulkners Bush (within the Wakefield UDA) and Snowdens Bush (adjacent to Brightwater UDA) which are fed by and rely on groundwater and overland flows as their water source	TDC works with community groups to understand the importance of these areas and works with them to understand any stormwater issues	The community and cultural values of these areas are understood and protected

Improvement actions

Table 6: Freshwater improvement action tracking

Item	Name	Aspirations benefitted	Role in Achieving aspiration

S.1	Support riparian planting	1.1	Encourage more riparian planting and protection of the existing riparian buffer. Improves the stream health by reducing bank collapse and increase shading
S.2	Enhance through development	1.1, 1.2 and 1.4	Ensure that developments enhance waterways and streams by improving health and providing reserves and public access Reduces modification, improves the health of the stream and provide connectivity to waterways
S.3	Negotiate for public access to stream banks.	1.4	Negotiate for public access to stream banks to provide connectivity to waterways
S.4	Remove fish barriers	1.3	Maintaining existing solutions and progressively removing more fish barriers will directly address issue
S.5	Cultural area enhancement	1.5	Work with the community to seek their views and implement measures to improve the cultural areas related to the stream network. This will directly address this issue

Water quality and contamination

Key issues

Stormwater runoff collects pollutants from surfaces like roads, parking lots, industrial areas, and certain building materials. When discharged, this contaminated stormwater affects the health of our streams, estuaries, and coastal inlets.

Brightwater and Wakefield have commercial and industrial zones, according to the TRMP. Activities like automobile maintenance, oil or chemical handling, and timber-related practices increase the risk of contamination if proper guidelines aren't followed.

Te Rūnanga o Toa Rangatira views the quality of stormwater not only as an environmental concern but as an issue of cultural wellbeing. When contaminants enter our rivers and streams, they diminish the mauri of the wai, harm taonga species, and restrict our ability to access and use traditional food sources. Stormwater must be carefully managed. Similarly with discharges to land and air, all contaminants have adverse effects on the mauri of Te Taiao. The cumulative effects of all discharges require consistent monitoring and management to prevent irreversible degradation.[8]

Currently, there is limited treatment of stormwater runoff from areas with high contamination in the district, and there are no TDC maintained treatment devices in Brightwater and Wakefield. Compared to other regions in New Zealand, the adoption of stormwater treatment and water-sensitive designs in new subdivisions is low. The NTLDM 2020 (5.4.8) outlines when stormwater treatment is needed, but it often excludes residential development from these requirements.

Aspirations and targets

TDC: Stormwater discharges do not degrade the water quality and ecosystem health of our streams and estuaries.

Ngati Kuia: *Maintaining and improving the mauri of Wai Māori (freshwater)*[9].

The table below summarizes how we are tracking against our water quality aspirations and proposed 10yr and 30yr targets.

Table 7: Water quality aspirations progress tracking

No.	Objective	Current	10yr Target	30yr Target

[8] Te Rūnanga o Toa Rangatira feedback regarding the Brightwater and Wakefield Catchment Management Plan 22 July 25

[9] Taiao_Ngati Kuia response to Brightwater Wakefield CMP 1 May 2025

2.1	Avoid contamination of stormwater through source control	Awareness and management are low	Water Quality is monitored on a regular basis	Private landowners are aware of contamination risk and manage their site appropriately
2.2	Treat stormwater runoff from (re)developments, where avoidance is not possible, in accordance with requirements of the NTLDM	There are no TDC owned treatment devices. Treatment from Residential development is excluded from the NTDLM	Stormwater treatment is being implemented in new development	All new developments have stormwater treatment
2.3	Retrofit stormwater treatment to existing discharges, focusing on high-risk areas such as busy roads, intersections and large carparks	There are no TDC owned treatment devices	Retrofit policies and guidelines are in place TDC owned carparks have stormwater treatment	Major roads (state highways) have stormwater treatment. Treatment devices are well maintained and working
2.4	Implement a targeted approach to stormwater management and treatment of runoff from industrial, commercial, and residential areas aimed at identified contamination risks related to specific activities	TDC holds limited information about the type of activities that take place within the UDAs and there is no education program for the area in place	The location of high-risk sites is known, and awareness of stormwater quality is increasing	High risk sites are visited regularly to check compliance

Improvement actions

The table below outlines the proposed improvement actions for Brightwater and Wakefield.

Table 8: Water quality improvement action tracking

Item	Name	Aspirations benefitted	Role in achieving aspiration
Q.1	New stormwater treatment	2.1,2.2	All new greenfield residential developments must have stormwater treatment
Q.2	Retrofit stormwater treatment	2.3	Install stormwater treatment devices at carparks when they are next re-developed
Q.3	NZTA retrofit stormwater treatment	2.3	Encourage NZTA to install stormwater treatment devices along the state highway
Q.4	Business Register	2.4	Develop a register of businesses whose activities are high-risk of producing contamination to focus monitoring attention.

Flooding

Key issues

Flooding is a natural occurrence and often occurs near streams, places where water naturally flows across land (overland flow paths) and in lower-lying areas. The flood risk in urban areas may increase due to several factors including:

- More and faster runoff from surfaces that don't absorb water (impervious surfaces)
- Natural streams get piped, which decreases their ability to handle and store water flow
- The piped networks may not handle the amount of water from heavy events
- Water flow across land gets blocked by fences, buildings and other structures
- Development in low lying areas that are prone to flooding
- Climate changes which cause heavier rainfall

Flooding issues in southwest Brightwater are interrelated. The main issue is the relatively flat topography of the valley floor which is primarily a flood plain for the Wairoa River and is naturally graded towards the urban areas of southwest Brightwater, which combined with insufficient drainage capacity leads to widespread overland flow and flooding.

Notable flooding issues in Wakefield are generally related to outbreaks from Eighty-Eight Valley Stream and the Wai-iti River, though there has been localized ponding observed on residential properties during prolonged rainfall event. The Pitfure Stream also backs up towards the corner of Pitfure and Whitby Roads (SH6) in larger events. Additionally, the existing pipe network has limited capacity, which results in roadside flooding during intense rain events.

Flooding impacts on cultural values

We recommend that knowledge from te Tauihu iwi be included when assessing flood-prone areas. Historical knowledge of natural flow patterns, wetlands, and catchment boundaries can inform more holistic flood management strategies and avoid repeating the mistakes of past land-use changes. Also, not all flooding is negative. Tuna normally use flooding or heavy rain to help assist when they start migrating from the upper parts of the awa to the moana.[10]

[10] Te Rūnanga o Toa Rangatira feedback regarding the Brightwater and Wakefield Catchment Management Plan 22 July 25

Table 9: Recent flooding observations summary

Location	Description	Observations of flooding
Mount Heslington Stream	Mount Heslington Stream travels through Brightwater' urban drainage area. This overland flow has been constrained with development and spills into adjacent properties.	TDC has received reports of flooding from properties adjacent to Mount Heslington stream including the primary school and properties downstream of the Ellis Street Culvert. This flooding is a result of natural overland flows being blocked and piped as well as undersized infrastructure.
Rintoul Place	Stormwater travels upstream through NZTA culverts under SH6 -Brightwater Deviation and discharges adjacent to a driveway off Rintoul Place cul-de-sac. Overflow flow path follows the road carriageway and water ponds in the road. There is an existing stormwater infrastructure and sumps located in the carriageway. This infrastructure was installed in 1988- 1993 and is 300-450 mm diameter and is undersized to take this flow.	TDC has received reports of the carriageway and properties adjacent to Rintoul Place flooding in events such as August 2022 and June 2003.
Jeffries Creek	Jeffries creek overtops upstream of Lord Rutherford Road South and flows into adjacent properties and depressions. The section of Jeffries Creek upstream of Lord Rutherford Road South was upgraded in 2011 to increase the level of service. The channel is maintained by TDC to ensure that the floodgates function as required.	In 2003 discharge from the stream entered houses, garages and sheds. The culvert under Load Ruthford Road South was blocked with debris. In May 2017 a heavy rain event caused the creek to overtop; with floodwaters running through adjacent properties.
Pitfure Stream	The relatively flat nature of the area. Many depressions through the land act as overflow channels for the Pitfure, resulting in the stream spreading in waters over a broad area. High flows in the Wai-iti River cause the Pitfure stream to "back up" and not drain efficiently. Many properties are affected but TDC has little information on whether any houses flooding.	Many properties may have been affected by surface flooding, but TDC has little information on whether any houses have flooded. June and July 2025 the Pitfure Stream breached at Lord Rutherford Park and caused washout of the access road

		crossing and flood damage to the TDC hall.
Wakefield	Flows from Eighty-Eight Valley Stream can overflow. The historical railway embankment provides some protection, but also restricts the flow. Some properties sit lower than the nearby road, so overland flows can cause ponding since there's no outlet for the water to escape. The existing pipe network has limited capacity, which might result in stormwater overflowing from drainage sumps during heavy rain events.	TDC has received reports of stormwater ponding around the commercial area and properties adjacent to State Highway 6 east of the village. No evidence of residential house floors flooding is currently known by the CMP drafting team. June and July 2025 the watercourse in the Wakefield Recreation Reserve rose and washed out a pedestrian bridge.

Clarifying flood hazards – to be updated for final

After the adoption of the Urban Stormwater Strategy, TDC's Stormwater asset planners have started considering the hazard framework from the 2024 release of the WaterNZ National Stormwater Modelling Guide[11] for classification and communication purposes. This framework shows that fast moving flows as low as 150mm may transport small vehicles that would then present a hazard to anyone or anything hit. Conversely, slow-moving flows up to 0.5m deep are not considered to represent a hazard to people but may flood buildings causing significant financial impact.

In May 2025 the government issued a proposed National Policy Statement for Natural Hazards which introduces a new Likelihood and Consequence matrix that would encourage Councils to match the response to the hazard level even for very low frequency events such as 1-in-5000 ARI year events. [12]

Furthermore, in July 2025 the government published an independent reference group report[13] that estimated damages to dwellings based on different depths of flooding and suggests the ceasing of government buyouts for natural hazard damages in 20 years.

[11] Stormwater Modelling Guide : Water New Zealand

[12] Attachment 1.8: Proposed provisions – New National Policy Statement for Natural Hazards | Ministry for the Environment

[13] A proposed approach for New Zealand's adaptation framework | Ministry for the Environment

Collectively these documents present a significantly new framework for consideration of natural hazards that will need to be integrated into the Stormwater Risk Management Plans required by the 2025 Water Services Legislation.

Aspirations and Targets

Stormwater flooding does not create hazard to our community or cause damage to properties.

Our aspiration is our long-term goal for the future. We understand that sometimes it may not be practical or affordable, or even possible, to reach them with the timeline that our TDC's Long-Term plan and Infrastructure Strategy sets. So, to keep us on track, we've started setting smaller targets along the way.

The table below summarizes how we are currently tracking against our flood mitigation aspirations and proposed 10yr and 30yr targets.

Table 10: Flooding aspirations progress tracking

Number	Objective	Current	10-year Target	30-year Target
3.1	New and existing properties are serviced by a primary network with capacity to convey flows of at least 10% AEP	Not all properties are serviced by a stormwater network. Most of the network has a level of service lower than this	New properties are serviced by a primary network of with capacity to at least a 10% AEP	New properties are serviced by a primary network of with capacity to at least a 10% AEP and can be adapted to accommodate increases due to climate change
3.2	No habitable floors are expected to flood because of a storm event of 1% AEP or less (as measured through stormwater modelling	A floor level survey of the area has not been completed by modelling shows properties flooding in a 1% AEP event, though this flooding is generally because of river flooding not stormwater flooding. TDC holds no records of habitable floor flooding	Understanding of the number of habitable floors expected to flood New development is outside of the 1% AEP flood plain	New development is outside of the 1% AEP flood plain and can be adaptive to accommodate climate change

3.3	Flooding is addressed in a prioritised order of 1st – Hazards (minimise safety effects) 2nd – Damage (minimise economic effects) 3rd – Nuisance (minimise social effects)	There are no projects in the AMP or LTP to address flooding in Wakefield or Brightwater.	We understand where high-hazard flooding could occur and where nuisance flooding does occur. An improvement program has been development	We understand where high-hazard flooding could occur and where nuisance flooding does occur. An improvement program has been development
3.4	Overland flow paths are improved and protected to safely convey up to 1% AEP without any flooding of habitable floors	Overland flows and streams such as the Mount Heslington stream break their bank frequently and flood private property	Overland flow paths have been identified, and improvement actions have been scoped	Overland flow paths have been identified, and improvement actions have been scoped
3.5	Climate change effects are accounted for in flood risk assessments	Flood modelling using the latest climate change projects from NIWA	Flood modelling includes the latest climate projections and flood risk assessments for the UDA are completed and communicated to the community	
3.6	New developments are designed in accordance with the NTLDM	New developments are generally designed in accordance with the NTLDM however historically there has been a lack in water sensitive design approaches	Plan and consent requirements are successfully implemented	Plan and consent requirements are successfully implemented
3.7	Understand and manage residual flood risks	The flood risk is understood through modeling,	Complete and up-to-date	The community is knowledgeable about the flood

	(above 1% AEP) appropriately	which is shared with the community mainly through notices on LIMs. though management of flood risk generally falls into river management approaches	understanding of flood risks	risks and there are management plans in place

Figure 18: 10% AEP present day modelled maximum depth for Brightwater

Figure 19: 1% AEP present day modelled hazard for Brightwater

Figure 20: 1% AEP 2130RCP 8.5 modelled maximum hazard for Brightwater

Figure 21: 10% AEP present day modelled maximum depth for Wakefield

Figure 22: 1% AEP present day modelled hazard for Wakefield

Figure 23:1% AEP 2130RCP 8.5 modelled maximum hazard for Wakefield

Improvement actions

TDC's Urban Stormwater Strategy 2019 sets out a prioritised order of how flooding should be addressed in the District. The prioritised order is as follows:

1. Hazard (minimise safety effects)
2. Damage (minimise economic effects)
3. Nuisance (minimise social effects)

There are a range of flood mitigation options, however they generally address different types of flooding and have varying degrees of feasibility. A summary of this is shown in the table below.

Type of flood mitigation	Type of flooding addressed			Feasibility			
	< 10% AEP Flood	< 1% AEP Flood	Hazard/ Damage/ Nuisance	Practicality of implementation *	Cost effective**	Future proof ***	Recommended approach
Increase pipe capacity	✓		May reduce some damage to property, but primarily reduces nuisance flooding	Medium	No	No	No
Open channel conveyance	✓	✓	Can reduce hazards, damage, and nuisance flooding	-High in greenfield -Low in existing built-up areas	-Yes, for greenfield - No for existing built-up areas	Yes	Yes (greenfield)
Pumping	✓	✓	Can reduce hazards, damage, and nuisance flooding	Low	Low	No	No
Combined options	✓	✓	Can reduce hazards, damage, and nuisance flooding	Low	Low	No	No
Soakage	✓		Typically, only aimed at reducing nuisance flooding but has potential to be scaled up in some areas	High	High	Yes	Yes
Sump upgrades	✓		May reduce some damage to property, but primarily reduces nuisance flooding	High	High	No	Yes
Overland flow management	✓	✓	Can reduce hazards, damage, and nuisance flooding	High	High	Yes	Yes
Site specific interventions	✓		May reduce some damage to property, but primarily reduces nuisance flooding	Case by case assessment	Case by case assessment	Case by case assessment	Case by case assessment

* Practicality of implementation is based on the technical complexity of construction, level of social and economic disruption and ability to receive resource consent

** Cost effectiveness is measured based on a cost per property (construction cost) for which flooding is resolved as well as an estimated of ongoing maintenance costs.

*** future proof is measured based on how resilient the solution is to climate change, timeframe during which the intervention would remain effective as well required ongoing maintenance and risk of failure.

Over the years staff at TDC have considered a long list of potential projects to reduce the frequency of flooding and flood depths including:

Brightwater flooding improvement options

- Diverting Mount Heslington Stream to the Wairoa River
- Stormwater detention in the Mount Heslington Stream catchment
- Daylighting Mount Heslington Stream downstream of the primary school
- Upgrading Mount Heslington Stream upstream of Ellis Street
- Upgrading the Ellis Street culvert
- Upsizing the piped network
- Reversion of low flow through Lord Rutherford Park and Snowdens Bush to remediate dieback and including bunding of Pitfure Stream to keep high flows in current channel.

Wakefield flooding improvement options

- Increasing the bunding behind 58 Eighty-Eight Valley Stream
- Bunding in Faulkner Bush Scenic Reserve and Wakefield Recreation Reserve to minimize impacts of spill from Eighty-Eight Valley Stream
- Additional catchpits and stormwater pipe along Whitby Road
- Additional catchpits and soakage on the corner of Arrow and Whitby
- A new open channel near the corner of Pitfure and Whitby
- Upsizing the piped network

Most of these options will only reduce flood depths in smaller more frequent flooding. Although these smaller more frequent events impact the community, they are unlikely to result in damage or hazards as the stormwater flows are generally shallow and slower moving.

The capacity of stormwater infrastructure in Brightwater and Wakefield is restricted by the flat topography and high downstream water level. Therefore, TDC is limited in what can be achieved and no flooding related stormwater projects for Brightwater or Wakefield have been programmed in the Long-Term Plan 2024-2034 and no capital works are specifically proposed in this CMP, however minor improvement works will still be implemented under the existing stormwater budgets.

The improvement actions below focus on minor improvements and more bespoke localized solutions that may prove to be cost-effective after assessment through a business case approach.

The table below outlines the proposed improvement investigation actions for Brightwater and Wakefield.

Table 11: Flooding improvement action tracking

Item	Name	Aspiration benefitted	Role in achieving aspiration
F.1B	Brightwater School	3.2- 3.4	Further investigation of Mount Heslington stream near school to determine willingness of parties to undertake works to reduce *frequency* of flooding and development of a business case.
F.2	Public awareness	3.4, 3.7	Increase public awareness of flooding locations and publish flood information on public maps so community is better aware of the likely flooding areas and associated hazards.
F.3	Minor stormwater improvements	3.1	Investigate inlet and soakpit pit at corner of Arrow and Martin Streets in Wakefield to reduce ponding in smaller more frequent flood events.
F.4B	Rintoul Ave	3.1	Investigate installing additional catchpit(s) at raised crossing to remove ponded stormwater.
F.5B	Lord Rutherford Park	3.2, 3.3, 3.4, 3.7	Investigate returning low flow to its historical route of passing through Lord Rutherford Park to Snowdens Bush to remediate vegetation die off, with high flow continuing down the current channel including bunding to prevent excessive flows through the park and private property.
F.6W	Wakefield Recreation Reserve	3.2, 3.3, 3.4, 3.7	Investigate bunding of flow in Falkner Bush to prevent flows across playground and into residential areas of Wakefield, including along the south edge of Wakefield recreation reserve to prevent excessive flows through the park and private property.
F.7	Floor Level Surveys	3.2, 3.4, 3.7	Conduct floor level surveys of areas subject to flooding to assist prioritization of remedial works and public awareness.

Development

Key issues

In the past we have often used engineered solutions like drains, pipes, and channels, to replace nature's way of controlling water, like the absorption of water into the ground, the paths it travels, and the streams it forms. But when we create new developments, we have the chance to build communities that are both resilient and respectful to nature. This allows us to view stormwater not only as a challenge we need to solve but as a chance to enhance the way we interact with and protect our environment.

Historically there has been a low uptake of water sensitive design solutions in the region. This is generally due to:

- Rule framework - Typically not enforced in plans or a requirement of the consent
- Design approach - Requires interdisciplinary approach and is often considered too late in the design approach
- Perception of high costs
- Structure planning - Lack of clarity for the whole catchment to provide a holistic approach

Aspirations and targets

TDC: We enable water sensitive growth for future generations

Ngati Kuia: Opposing activities that degrade water quality, such as excessive impervious surfaces and inappropriate land disturbance.

Supporting activities that enhance water quality and ecological health, such as riparian planting and responsible stormwater management. [14]

The table below summarizes how we are currently tracking against our water sensitive aspirations and proposed 10yr and 30yr targets.

[14] Taiao_Ngati Kuia response to Brightwater Wakefield CMP 1 May 2025

Table 12: Development aspirations progress tracking

Number	Objective	Current	10-year Target	30-year Target
4.1	Utilise and support the implementation of Water Sensitive Design as the guiding design principle for all new developments and redevelopments.	There is a low uptake of water sensitive design in new developments. Changes to consenting approaches are underway to address this.	TDC documents are up-to-date and fit for purpose Plan and consent requirements successfully implemented. Some WSD principles are implemented in new development	WSD principles are fully adopted in new development Stormwater and green infrastructure is operated as a single network
4.2	TDC will provide clear guidance through structure planning on catchment-specific stormwater requirements in new growth areas	There is no Structure Plan in place for Brightwater or Wakefield. There is, however, recent updates due to Plan Changes and the FDS.	Structure plans for new growth areas are being developed	Structure plans have been developed and are being implemented
4.3	Establish good working relationships with the development community to support the development of rules, requirements and supporting practice notes that are clear and implementable and reduce uncertainty.	The NTLDM and practice notes outline water-sensitive design principles, but these historically have not been enforced or implemented.	TRMP updates enforce adoption of WSD	WSD principles are fully adopted in new development

Improvement actions

To enable our streams the room to move and flood without creating a hazard to the community and damaging properties future development should have suitable setbacks and/or freeboard from rivers and streams.

Additional aims of setbacks are to allow for:

- Walking and cycling paths
- Maintenance access

- Riparian planting

Where the stream has sufficient width (i.e. 3m at mean annual flow) an esplanade reserve will generally be acquired by TDC with new subdivisions. This will often achieve freeboard requirements, but each case needs to be accessed based on sufficient modelling

Above are flood model outputs that should be used as a starting point for any future development. New development should be set back to be outside the modelled 1% AEP with RCP8.5 climate change flood extent (excluding freeboard).

The table below outlines the proposed improvement actions for Brightwater and Wakefield.

Table 13: Development improvement action tracking

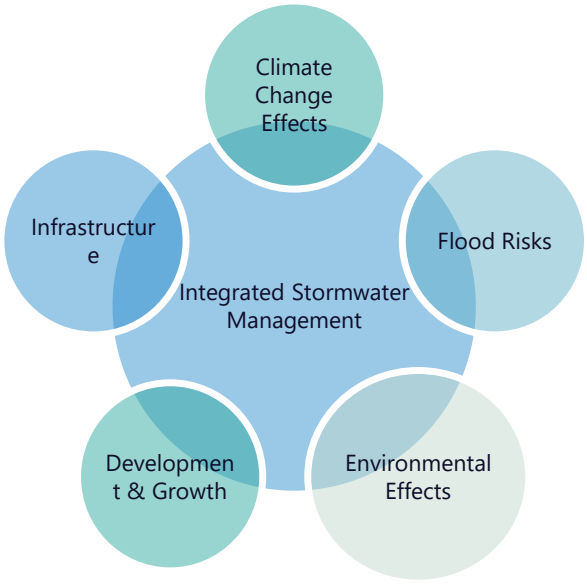
Number	Name	Role in Achieving aspiration
D.1.	Encourage stream setback in structure plan changes	Aspiration 4.2
D.2.	Comply with the LDM requirements for water sensitive design	Aspiration 4.1 and 4.3
D.3	Build connections with the development community to support the improved implementation of the CMP aspirations.	

Integration

Key issues

Problems with stormwater are often connected and generally can't be solved in isolation. That's why we need to consider the whole catchments need and work together. We should bring stormwater management into every part of what TDC does from planning our region's growth to improving roads.

When we team up across different TDC departments and our ngā iwi partners, we can work more efficiently, make things run smoother and find new ways to improve that we might have missed if we were focusing on just one thing at a time.



Climate changes impacts on cultural values

Climate change affects cultural values, taonga species, or customary practices such as mahinga kai. Climate change has direct and cumulative impacts on the cultural, environmental, and spiritual wellbeing of our people. More frequent flooding, warmer temperatures, and changing stream flows affect the health of taonga species, customary access to freshwater bodies, and the mauri of our waterways.[15]

[15] Te Rūnanga o Toa Rangatira feedback regarding the Brightwater and Wakefield Catchment Management Plan 22July 25

Aspirations and targets

TDC: We manage stormwater in a holistic, efficient and cost-effective manner

Ngati Kuia: *Maintaining and improving the mauri of Wai Māori (freshwater).*

Ensuring cultural values such as kaitiakitanga, manaakitanga, and whanaungatanga are upheld. [16]

The table below summarizes how we are currently tracking against our aspirations and proposed 10yr and 30yr targets.

Table 14: Integration aspirations progress tracking

Number	Objective	Current	10-year Target	30-year Target
5.1	We partner with Tāngata Whenua Iwi and collaborate with internal and external stakeholders to achieve better stormwater outcomes	Te Tauihu Iwi are involved in our planning and projects	Strengthened collaboration	Strong partnership
5.2	We manage stormwater so that it addresses the needs of multiple values in a balanced and practical manner throughout the entire life of the asset (design, operation, decommissioning)	Ad-hoc and partial achievement	The CMP has been developed and reviewed as per the consent requirements Relevant matters are picked up into the AMP process	Ongoing
5.3	We co-ordinate with river management planning to ensure optimum outcomes for both river and urban stormwater	Ad-hoc and partial co-ordination	Service Level Agreement (SLA) between TDC Rivers Team and Stormwater Water Service provider (WSP)	Strong partnership based on effective SLA

Improvement actions

The table below outlines the proposed improvement actions for Brightwater and Wakefield.

Table 15: Integration improvement action tracking

[16] Taiao_Ngati Kuia response to Brightwater Wakefield CMP 1 May 2025

Number	Name	Role in Achieving aspiration
I.1	Continue to work with Tāngata Whenua, collaborate with stakeholders and engage with the community	Continues to work towards Aspiration 5.1
I.2	Look for stormwater improvement opportunities in other TDC projects I.e. Waimea Water and Wastewater Strategy	Works towards achieving Aspiration 5.2
I.3	Establish first SLA between Rivers Team and Stormwater WSP	Minimum groundwork for achieving Aspiration 5.3

Summary

This table summarises the key current and proposed improvement actions that support achievement of the aspirations.

Table 16: Summary of actions towards achieving aspirations

Area	Aspiration	Improvement or existing action
1) Our urban streams, aquatic habitats and coastal environment are healthy and accessible.	1.1 Enhance habitat diversity and stream health, including riparian and wetland vegetation, diversity of bed/bank substrate (including woody debris), meander, diversity of width/depth, floodplain connectivity and diversity of bank shape suitable for aquatic and riparian fauna needs	S.1 Encourage more riparian planting and protection of the existing riparian buffer
	1.2 Minimise stream modification and loss of natural streams (including springs and seeps).	S.2 Ensure that developments enhance waterways and streams by improving the health and providing reserves and public access S.3 Negotiate for public access to stream banks to provide connectivity to waterways
	1.4 Provide for public access, amenity and connectivity along our urban stream network, creating. green linkages connecting our hill country to the sea	
	1.3 Maintain and restore fish passage at man-made instream structures.	S.4 Remove fish barriers
2) Stormwater discharges do not degrade the water quality and ecosystem health of our streams and estuaries.	2.1 Avoid contamination of stormwater through source control	Q.1 All new greenfield residential developments must have stormwater treatment
	2.2 Treat stormwater runoff from (re)developments, where avoidance is not possible, in accordance with requirements of the NTLDM.	
	2.3 Retrofit stormwater treatment to existing discharges, focusing on high risk areas such as busy roads, intersections and large carparks.	Q.2 Install stormwater treatment devices at carpark when they are next re-developed
		Q.3 Encourage NZTA to install stormwater treatment devices along the state highway
	2.4 Implement a targeted approach to stormwater management and treatment of runoff from industrial, commercial, and	Q.4 Develop a register of businesses whose

	residential areas aimed at identified contamination risks related to specific activities.	activities are high-risk to contamination.
3) Stormwater flooding does not create hazard to our community or cause damage to properties	3.1 New and existing properties are serviced by a primary network with capacity to convey flows of at least 10% AEP	F.1 Further investigation of Mount Heslington stream near school to determine willingness of parties to undertake works to reduce *frequency* of flooding and development of a business case F.3 Investigate soakpit at Arrow Street (Wakefield) Investigate minor works on Martin Street and corner of Pitfure to reduce ponding in smaller more frequent flood events and the start of larger events. F.4 Rintoul Place Investigate installing additional catchpit(s) at raised crossing to remove ponded stormwater. F.5 Investigate bunding of the Pitfure Stream on the true right as it passes through Lord Rutherford Park F.6 Bunding in Xx park and Wakefield Recreation Reserve to minimize spill impacts from of Eighty-Eight Valley Stream.
	3.2 No habitable floors are expected to flood because of a storm event of 1% AEP or less (as measured through stormwater modelling	F.2, F.4, F.7 Investigate areas where floor level surveys would be justified
	3.3 Flooding is addressed in a prioritised order of 1st – Hazards (minimise safety effects) 2nd – Damage (minimise economic effects)	F.2, F.4, F.7 Floor level surveys within flood prone areas to understand the

	3rd – Nuisance (minimise social effects) 3.4 Overland flow paths are improved and protected to safely convey up to 1% AEP without any flooding of habitable floors	risk of habitable floor flooding
	3.5 Climate change effects are accounted for in flood risk assessments	F.2 Keep flood hazard maps up to date with latest climate change projects and ensure these are available to the public
	3.6 New developments are designed in accordance with the NTLDM	Already standard practice
	3.7 Understand and manage residual flood risks (above 1% AEP) appropriately	Installation of flow monitoring at Mount Heslington stream to better understand relationship between rainfall and groundwater levels.
		Increase public awareness of flooding locations and publish flood information on public maps so community is better aware of the flood hazards
4) We enable water sensitive growth for future generations	4.2 TDC will provide clear guidance through structure planning on catchment specific stormwater requirements in new growth areas	D.1 Provide setback and freeboard recommendations in the CMP for growth areas Standard practice for planners to include setbacks in plan change.
	4.1 Utilise and support the implementation of Water Sensitive Design as the guiding design principle for all new developments and redevelopments.	D.2 Comply with the LDM requirements for water sensitive design. A specific requirement to implement WSD is proposed to be incorporated into Plan Change 81
	4.3 Establish good working relationships with the development community to support the development of rules, requirements and practice notes that are clear and implementable and reduce uncertainty.	D.3 Build connections with the development community to support the

		improved implementation of the CMP aspirations.
5) We manage stormwater in a holistic, efficient and cost-effective manner	5.1 We partner with Tāngata Whenua Iwi and collaborate with internal and external stakeholders to achieve better stormwater outcomes	I.1 Continue to work with Tāngata Whenua, collaborate with stakeholders and engage with the community S.5 Work with the community to seek their views and implement measures to improve the cultural areas related to the stream network
	5.2 We manage stormwater so that it addresses the needs of multiple values in a balanced and practical manner throughout the entire life of the asset (design, operation, decommissioning)	I.2 Look for stormwater improvement opportunities in other TDC projects (e.g. in the Waimea Water and Wastewater Strategy)
	5.3 We co-ordinate with river management planning to ensure optimum outcomes for both river and urban stormwater	I.3 Establish first SLA between Rivers Team and Stormwater WSP

Editable Base Map of new Wakefield development areas - remove for final doc



8 CONFIDENTIAL SESSION

8.1 Procedural motion to exclude the public

8.2 Notification of Change 1 to the Tasman Regional Policy Statement and Plan Change 81 to the Tasman Resource Management Plan – Urban Growth 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.	Paragraph (d) of subsection (1) applies to any proceedings before a local authority where a right of appeal lies to any court or tribunal against the final decision of the local authority in those proceedings;.	(48(1)(d)) - To deliberate in private in a procedure where a right of appeal lies to a Court against the final decision