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Overview

1. Overview

Tasman District Council has prepared this document as a background for community feedback on Council's proposals for future urban development in Motueka west and central and the southern gateway. This is the generally rural area to the south west of the town centre and the area immediately east of the town centre. The main features of this document are the considerations and principles for future town development in Motueka and a proposed structure plan for Motueka west and central.

2. Introduction

This sets out the purpose of the document.

3. Background

This section sets out background information about the Motueka west and central area. It describes the planning process so far.

4. Planning issues requiring further investigation

This section describes the major issues that require further research during and following the consultation process.

5. Planning principles

This section describes the key planning considerations and principles for the urban development of Motueka west and central

6. Proposed structure plan for Motueka west and central

This section explains features of the proposed structure plan.

7. Type and mix of activities

8. Next steps

This section sets out what is likely to happen next and how people can get involved in the process.



Introduction

2. Introduction

This discussion document forms part of the planning process for the long term development of Motueka, focusing on the development of Motueka west. The purpose of the document is twofold:

Firstly, it provides information about:

- The process so far
- Feedback already received from earlier consultation
- Issues raised by residents and interested parties
- Key findings of new information received by Council to assist the process

Secondly, the document seeks feedback from the community on the Council's draft proposals for development at Motueka west and central, the former for a mix of industrial, commercial and residential activities and the latter for retail and residential activities.



Background

3. Background

Motueka west is the area of land bounded by High Street, King Edward Street, Queen Victoria Street, Pah Street, Grey Street and Whakarewa Street. Motueka central is the Greenwood Street, Wilkinson Street, Tudor Street and Hickmott Place block. There is also a small area of land at the southern gateway to Motueka between High Street and the Moutere Inlet included in these proposals.

The area is strategically located close to central Motueka and main transport routes. In recognition of its excellent location, over the last four years the Council has been considering options for the best use of this land in the long term. The three main uses that have been considered for Motueka west are industrial, commercial and residential (including compact residential), at Motueka central commercial and residential and at Motueka's southern gateway tourist services.

In 2005 the Council consulted on draft variations for future development areas at Motueka west (a much smaller area than the current proposal), Motueka east (a small area at Courtney Street East was subsequently rezoned residential in 2006) and at Motueka south (this proposal to extend residential zoning for affordable housing at Wildmans Road was not proceeded with).



There were 52 responses to the draft variations, including 42 from landowners and lessees. Government agencies and other groups such as the iwi trust and the Motueka Community Board also responded. The most commonly raised issue was traffic (one third of responses) followed by stormwater/ flooding (one quarter of responses). Other issues raised were:

- The retention of rural amenity – particularly at Motueka south
- The retention of the existing services – particularly at Motueka south – the small community at Wildman Road preferred not to become part of the wider Motueka urban area

At a public meeting about the Motueka west variation in May 2005 the following issues were raised:

- Protection of highly productive land
- Already excessive traffic on High Street makes it difficult for residents to access properties
- Flooding from rural land on to High Street properties needs to be better managed

Written requests for further industrial land in Motueka have been received.

In response to ongoing requests for further industrial land at Motueka the Council undertook a commercial and industrial land supply study in 2007. The Telfer Young survey of commercial and industrial land in late 2007 indicated there was little vacant commercial and industrial land. This was followed by an industrial and commercial land future needs assessment in early 2008. These studies are listed in the Appendix.

Planning Issues

4. Planning issues requiring further investigation

Since the consultation in 2005 further work has been undertaken on key planning issues. Work on the rate of growth and the number of future households to be provided for has been completed for the Council's Long Term Council Community Plan (to be released in April 2009).

The Industrial and Commercial Land assessment has provided an estimate of the amount of land that will be required in Motueka for industrial, commercial and retail purposes to the year 2056.

Traffic and accessibility

The Motueka west development will generate a significant amount of traffic. It also provides opportunities to provide a more connected and efficient network of roads and cycleways on the west side of Motueka.

It is more than 15 years since Transit New Zealand prepared its Motueka Bypass report which concluded that construction of a bypass would reduce traffic conflict on High Street by separating the State Highway through traffic from local Motueka traffic. At that time Chamberlain Street and Queen Victoria Street were investigated as possible bypass routes. Transit's successor NZ Transport Agency is undertaking a new study to investigate measures that could relieve the effects of future traffic growth in Motueka. Key intersections will be identified for upgrade and a heavy traffic bypass away from the town centre will be investigated.

Possible heavy traffic bypass routes could include Old Wharf Road / Thorp Street / Staple Street on the eastern side of Motueka and King Edward Street / Queen Victoria Street on the western side. It is possible these could be single direction routes – north bound on the western side of Motueka and south bound on the eastern side of Motueka.

At present the western side of Motueka is characterised by ribbons of urban development with few cross connections, except at the north western end of the town. The pattern limits accessibility and tends to concentrate all traffic on to High Street.

There has been an indicative road proposal linking Manoy and Talbot Streets on the planning maps for a number of years. It is intended to link this into a wider pattern of indicative roads to serve Motueka west.

Southern gateway

The southern gateway to Motueka is dominated by industry. A gradual change to more tourist oriented services and some improvement to the estuarine margin would improve the appearance and recreational opportunities at the southern entrance to the town. Undergrounding of services along High Street could be considered.

Buffering edge development

There is a mix of housing and some industrial uses in former tobacco sheds in the strip of land on the north side of King Edward Street. Possible options are to retain the status quo residential zoning or to rezone some or all of these properties as industrial.

Compact housing

There has been some demand from developers and the Motueka Community Board to introduce compact housing provisions in addition to standard density housing. This type of housing helps meet the housing needs of smaller households. The best location for this form of development is generally within walking distance of town centres or other facilities such as parks. Motueka is fortunate to have several parks close to its town centre where these types of developments could be located.

Stormwater

Much of Motueka is quite low lying and there is little fall for stormwater which has resulted in stormwater ponding problems in some areas. In Motueka west there has been some rural stormwater affecting urban properties. It is expected to resolve these issues through current proposals incorporating a new low impact stormwater management system that is integrated with recreational opportunities.

What have we learned?

The Motueka and Environs Industrial and Commercial Land Assessment has forecast the following additional land requirements are needed to serve the Motueka area until 2056:

- 24 hectares of industrial land
- 15 hectares of commercial land
- 5 hectares of retail land

While the assessment does not specify the type of industry the Council does not want the industry in the Motueka west location to have any negative effects on groundwater, surrounding residents or the Motueka aerodrome.

The current supply of industrial and commercially zoned land in Motueka is assessed as 34 hectares of industrial land and 15 hectares of commercial land of which very little is vacant (Telfer Young 2007). A recent Our Town Motueka survey of business owners in Motueka indicates a preference for consolidated commercial growth in the Tudor / Wallace Street area rather than linear growth along High Street. In relation to large format retailing the majority of business owners who responded prefer it to be sited as part of the town centre but there is some support for it to be located on a new site as long as it is within walking distance of the centre. Traffic congestion was repeatedly commented on as an issue that needs to be addressed with many favouring a truck bypass.

The estimated 2006 population of Motueka township is 6408. The medium growth projection to year 2031 is 6741. The high growth projection to year 2031 is 7742. At standard density (10 lots per hectare) the likely land requirement for the additional households (assuming occupancy of 2.4 persons per household) would be 14 ha if medium growth occurs and 55 ha if high growth occurs. Taking into account the existing 166 available residential lots there is a need for approximately 40 hectares of additional residential land if the Council's high growth scenario is used.

The 2006 Census indicates that Motueka township has a relatively high percentage (7.5%) of residents walking and cycling to work compared to other towns in the district.

Planning Principles

5. Planning principles for Motueka

The following principles have been adopted to encourage future growth of Motueka to contribute positively to the town as a great place to live, work and play and to sustainably manage its resources:

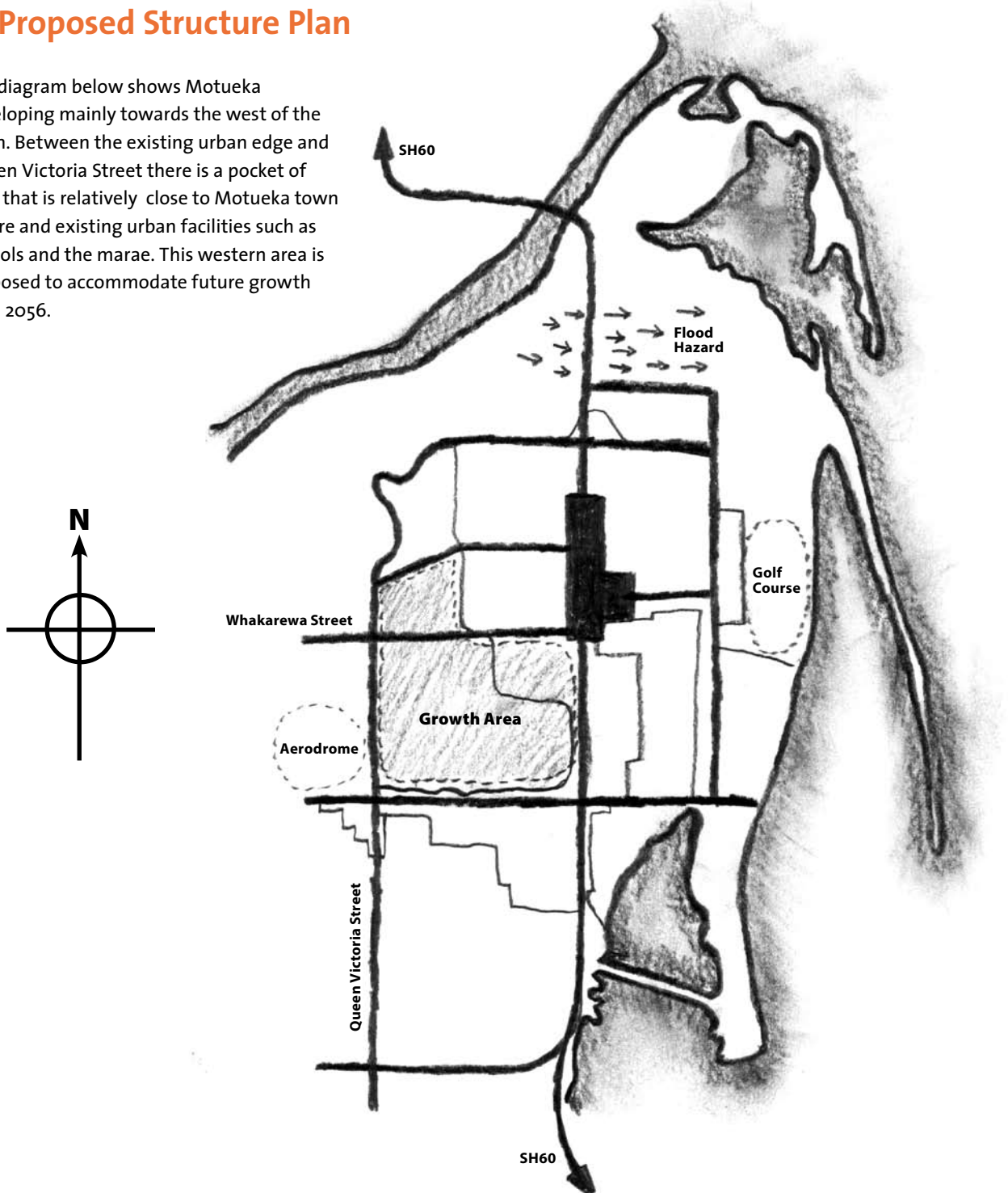
- Consolidate the urban form of Motueka, rather than extend it lengthways or develop unconnected satellite areas
- Provide an opportunity for business and employment growth which supports rather than competes with the existing town centre
- Provide connections within the new urban area and into the existing urban area, facilitating access to the town centre and other facilities
- Encourage diversity in the choice of living environment and house size, through a range of standard and more compact residential areas
- Adopt a low impact stormwater design (LISD) approach to managing the stormwater from the new urban development and use it as a buffer between residential and business activities
- Recognise the transport needs of the residential and business activities. This includes provision of appropriate street hierarchies and a potential highway bypass as well as walking and cycling infrastructure to encourage a low energy journey to work
- Recognise the natural value of the estuarine environment and the Motueka River as the underlying context for the Motueka area and to incorporate this into the urban area's identity
- Recognise the need for a subcentre within Motueka west, to provide local services and a heart as the community grows.
- Provide recreational opportunities and linkages within the urban area, to recognise the recreational needs of current and future generations.

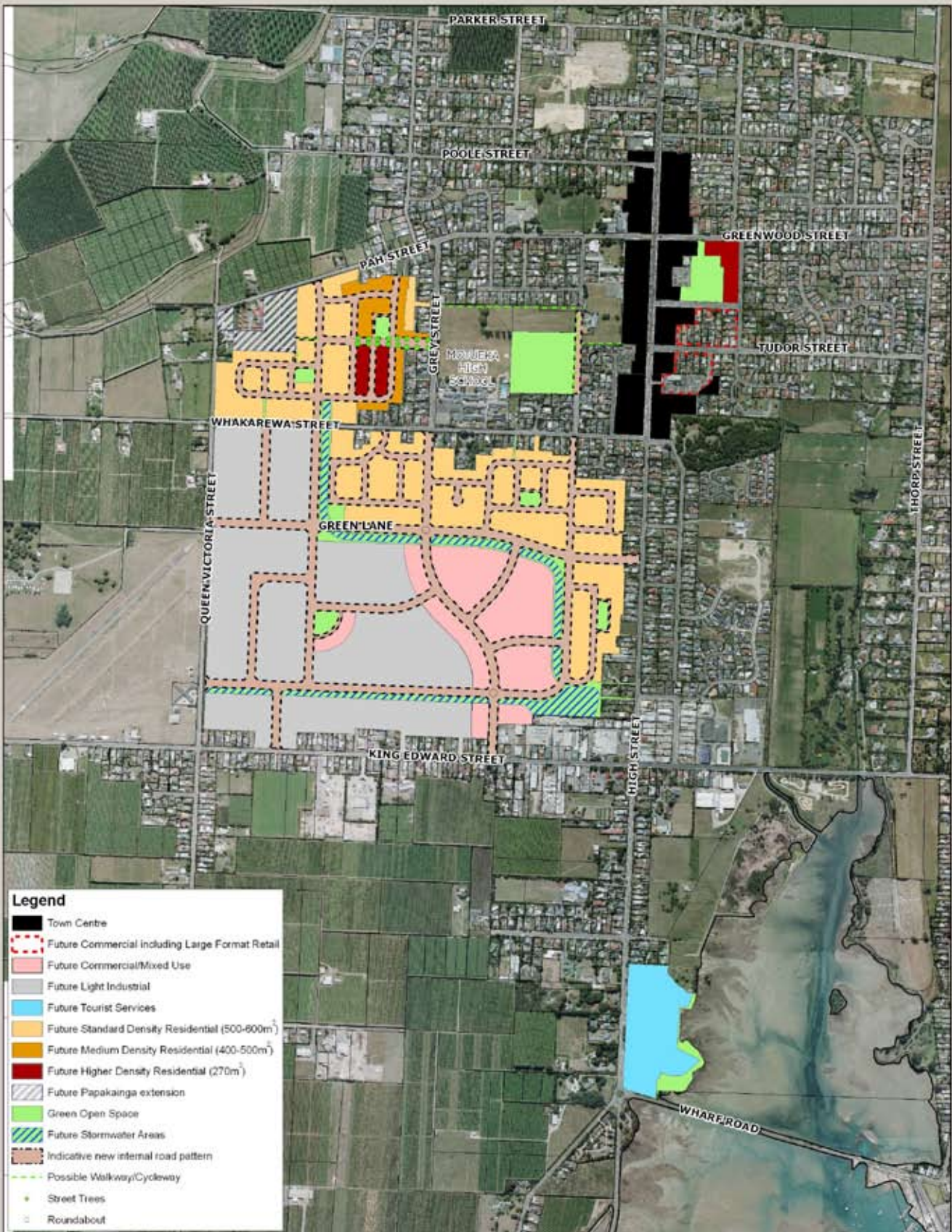


Proposed Structure Plan

6. Proposed Structure Plan

The diagram below shows Motueka developing mainly towards the west of the town. Between the existing urban edge and Queen Victoria Street there is a pocket of land that is relatively close to Motueka town centre and existing urban facilities such as schools and the marae. This western area is proposed to accommodate future growth until 2056.





Motueka West and Central Structure Plan Map

DRAFT February 2009



Type and mix of activities

7. Motueka West and Central Structure Plan

The plan indicates how growth might occur around a greenway system based partly on existing swales. The greenway would provide an amenity area separating the residential area from the business and industrial development area. Compact density housing would be located close to the centre and open space with more conventional housing density beyond. The greenway would include a new pedestrian and cycle link through the area. This linkage would be complemented by a network of indicative roads that improves accessibility on the west side of Motueka.

East of the town centre there are opportunities for future commercial development including large format retail and higher density residential development adjoining Decks Reserve.

At the southern gateway there are opportunities to enhance the appearance of the town with redevelopment and tourist services close to High Street and the Moutere Inlet.

Type and mix of activities

More detailed planning regarding the type and mix of activities will follow for each precinct shown on the structure plan once the Council has received feedback through the consultation process.

The industrial precinct activities could include:

- transport and warehousing
- wholesale trade
- manufacturing

- distribution
- agricultural and utility services

The commercial precinct activities could include:

- retail services from large format to smaller scale retail
- offices for business and administration
- health care and social services

The residential activities could include:

- high, medium and standard density residential developments

The open space activities could include:

- open space for recreation such as walking and cycling



Next Steps

8. Next Steps

What now?

This document will inform and guide discussions about the urban future of Motueka. Council now seeks responses to the ideas and proposals in this discussion paper. Next steps are likely to be:

- Confirmation of the planning principles and structure plan (likely by 1 June 2009)
- Draft change to the Tasman Resource Management Plan (likely by 30 September 2009)
- Notification of a Plan Change (likely by late 2009)

How to get involved

There are a number of ways you can participate in further discussions about Motueka west and central:

- Attend a meeting. Meetings are planned for mid March. See Nelson Mail and Newsline for details.
- Send us your comments by 30 April 2009 (see over leaf)

Post your comments to:

The Manager Policy Environment and Planning
Tasman District Council, 189 Queen Street
Private Bag 4, Richmond 7031

Alternatively email your comments to:
rose.biss@tdc.govt.nz

- Talk to your Councillors and Community Board
- To request any of the reports listed in the Appendix, contact Pam Meadows 03 5438581



Appendix

LIST OF REPORTS AVAILABLE FROM COUNCIL ON REQUEST

1. Motueka Bypass Investigation Report Works Consultancy Services Ltd
June 1992
2. Motueka Urban Development Options - EPO4/11/08 – report
prepared for the meeting of 25 November 2004
3. Motueka Draft Variations Evaluation – EPO5/09/26 – report prepared
for the meeting of 15 September 2005
4. Motueka Commercial and Industrial Land Supply Telfer Young
December 2007
5. Motueka and Environs Industrial and Commercial Land Assessment
Property Economics January 2008
6. Our Town Motueka Members Survey August 2008.
7. Census of Population and Dwellings 2006 Statistics NZ

3. What is your vision for Motueka west and central?

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Thank you for completing these questions.

Please send the completed questions to Rose Biss, Policy Planner, Tasman District Council.

Fold the questionnaire into thirds as indicated, ensuring the address panel is visible. Fix with tape or staples and drop it in the post.

Please return this form by 30 April 2009

Your views are appreciated and will be incorporated in the planning process.

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BRP Authority No. 159097



**Motueka West Central Development
Tasman District Council
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