

CHAPTER 6: URBAN ENVIRONMENT EFFECTS

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6.0 INTRODUCTION

The District contains a dispersed pattern of over 30 small settlements in a mainly rural setting - with only Richmond and Motueka having a population of over 5,000. Population growth requires careful monitoring so that the reasonably foreseeable needs of future generations for land and other resources can be predicted and met.

There has been rapid growth in the settlements of Richmond, Brightwater and Wakefield on the Waimea Plains (which contain some of the District's most versatile land), at Mapua, Motueka and at coastal settlements in Golden Bay such as Pohara and Parapara since 1985. C58 11/15
Op 7/17

The population of some inland towns such as Murchison and Tapawera has declined slightly in recent years. New residents have been attracted to the District because of its intrinsic qualities such as good climate and attractive environment. The major urban area of Nelson City lies a few kilometres to the north east of the District and many residents of the Waimea Basin settlements commute to work in industrial and commercial areas in Nelson.

The key locational and urban form issues are:

- (a) Urban development that provides a liveable and sustainable environment for the community through the use of careful design. C5 3/06
Op 10/10
- (b) Urban growth that minimises the loss of the most productive and versatile land in the District.
- (c) Urban development that avoids locations where it has the potential to be adversely affected by loss or damage from natural hazards.
- (d) The ability to service urban growth (including new residential subdivision) cost effectively and sustainably. Compact urban form can promote efficient use of existing utility services, energy and infrastructure.
- (e) The effect of urban expansion on the character of coastal locations.
- (f) The efficient use and development of the scarce industrial land resource.
- (g) Effective use of commercial land resources.
- (h) Maintenance and enhancement of environmental character and design features in towns. The relationship between buildings and ridgeline features is an issue in some towns.
- (i) The extent of urban expansion bordering national parks.
- (j) The cumulative effect of more dense development on stormwater quality and flood risk. C7 7/07
Op 10/10
- (k) Residential development that provides for a diversity and choice of housing density and form to cater for a growing population, a changing demographic profile and a range of living options. C66 10/17
Op 12/18
- (l) The effect of urban development and expansion on historic and cultural heritage.

Six general urban objectives and related policies cover all broad urban issues and some settlements have further policies which relate to particular local land issues.

6.1 SUSTAINABLE URBAN DESIGN AND DEVELOPMENT

6.1.1 Issue

C5 3/06
Op 10/10

How to ensure that growth and development of towns and urban areas have socially and economically liveable and environmentally sustainable design features.

There is a growing realisation of the importance in encouraging future urban development to incorporate design features that make a more liveable and sustainable environment to accommodate the increasing numbers of people within the District. Design features, through good urban design, can have a positive effect on the efficiency of servicing and transport networks, and can address risks such as contamination and hazards, as well as amenity issues, whether the urban development involves urban expansion or intensification, or a combination of both. There are a number of principles for sustainable urban design that have been recognised by Council in more recent strategic urban development planning, particularly in Richmond. These principles have application over all urban areas in the District.

C5 3/06
Op 10/10
C75 9/22
OP 10/23
C76 9/22

6.1.2 Objectives

C5 3/06
Op 10/10

6.1.2.1 Urban buildings, places, spaces and networks that together, by design, sustain towns as successful places to live, work and play.

C66 10/17
Op 12/18

6.1.2.2 A wide range of living opportunities in urban locations that incorporate urban design principles.

6.1.3 Policies

Refer to Policy sets 8.1, 11.1, 11.2.

Refer to Rule sections 16.2, 16.3, 16.4, 17.14, 18.8.

6.1.3.1 To encourage subdivision and development to incorporate sustainable urban design principles by:

C5 3/06
Op 10/10

- (a) encouraging a sense of place and identity;
- (b) working with the natural characteristics of sites;
- (c) creating opportunities to enhance natural values;
- (d) providing a high degree of connectivity within road networks;
- (e) providing for safe walking and cycling;
- (f) designing local roads to ensure a safe low traffic speed environment on local streets and accessways;
- (g) creating a streetscape which enhances perceptions of safety;
- (h) managing stormwater run-off on site where possible, and ensuring off-site stormwater run-off does not increase flood risk nor adversely affect water quality in waterways and the coastal marine area for aquatic ecosystems and recreation; and
- (i) locating and designing development to address cross-boundary effects between land uses.
- (j) encouraging medium density housing development in the forms of compact density and comprehensive housing and intensive residential development within walking or cycling distance of or close to town centres and urban facilities, including public transport.

C22 2/11
Op 1/15
C66 10/17
Op 12/18
C75 9/22
op 10/23
C76 9/22

	(k) providing for a choice of residential density and form within the District, taking into account people's preferences, the existing character of neighbourhoods, topography, proximity to town centre, the capacity of infrastructure and the constraints of the land resource.	C66 10/17 Op 12/18
	(l) enabling protection of heritage sites, items and values, cultural heritage and protected trees.	
6.1.3.1A	To encourage medium density housing developments that achieve a high standard of amenity in areas identified on the planning maps as the Richmond South, Brightwater, Richmond West, Wakefield , Mapua Special and Richmond Intensive development areas and the Motueka West Compact Density Residential Area by:	C66 10/17 Op 12/18 C75 9/22 Op 10/23 C76 9/22
	(a) ensuring the suitable and compatible location, height, density, scale and bulk of intensive residential development relative to its context and adjacent land uses, including streets and reserves.	
	(b) encouraging best practice and design through the use of the Council's Urban Design Guide.	
6.1.3.1B	To ensure that higher density housing options in the Brightwater Development Area and the Wakefield Development Area achieve a high standard of amenity through design in accordance with the Urban Design Guide (Part II, Appendix 2).	C75 9/22 Op 10/23 C76 9/22
6.1.3.2	To integrate the management of stormwater run-off with the maintenance and enhancement of natural waterways, vegetation and wetlands, and co-locate provision of passive recreational opportunities, and pedestrian and cycle access.	C5 3/06 Op 10/10
6.1.3.3	To ensure the establishment of riparian planting along urban waterways to maintain and enhance water quality and natural habitats, improve indigenous biodiversity of the catchment, and reduce stream bank erosion while providing access for channel maintenance.	C5 3/06 Op 10/10

6.2 LAND EFFECTS FROM URBAN GROWTH

6.2.1 Issues

6.2.1.1	How to provide for urban growth that keeps the loss of land of high productive value to a minimum and that avoids or mitigates the risks of extending onto land subject to natural hazards.	
6.2.1.2	How to use existing urban land and infrastructure effectively and efficiently to accommodate the growing population, the changing demographic profile and a diversity of living opportunities.	C66 10/17 Op 12/18

6.2.2 Objectives

6.2.2.1	Urban growth that avoids or mitigates the loss of land of high productive value and the risks of extending onto land subject to natural hazards.	
6.2.2.2	Urban growth and sufficient opportunities, including redevelopment opportunities that encourage more efficient use of land, energy and provision of infrastructure, services and amenities.	C66 10/17 Op 12/18
6.2.2.3	For the period 2021 to 2051, the minimum sufficient development capacities for housing in the Tasman portion of the Nelson-Tasman Urban Environment are provided.	NPS-UD 09/21

Note:

The minimum sufficient development capacities to meet housing demand, including the competitiveness margin, over a 30-year period are:

Urban Environment	Short Term Years 1-3 (2021-2024) Number of Dwellings
Richmond	398
Brightwater	77
Māpua/Ruby Bay	109
Wakefield	64
Motueka	262
Total	910

Urban Environment	Medium Term Years 4-10 (2025-2031) Number of Dwellings
Richmond	1006
Brightwater	175
Māpua/Ruby Bay	268
Wakefield	145
Motueka	631
Total	2225

Urban Environment	Long Term Years 11-30 (2032-2051) Number of Dwellings
Richmond	2697
Brightwater	412
Māpua/Ruby Bay	722
Wakefield	377
Motueka	1812
Total	6020

6.2.3 Policies

Refer to Policy sets 6.4, 7.1, 7.2, 7.4, 13.1.

Refer to Rule sections 16.3, 16.10, 17.1, 18.9, 18.10, 18.12, 18.13, 18.14.

- 6.2.3.1** To allow infill development of existing allotments in the serviced townships that have an urban zoning as a means of minimising encroachment on the most versatile land in the District.
- 6.2.3.2** To enable smaller residential lot sizes in the townships of Motueka, Richmond, Brightwater, Wakefield and part of Mapua. C22 2/11
Op 1/15
C75 9/22
Op 10/23
C76 9/22
- 6.2.3.2A** To encourage and promote medium density development that achieves a high standard of amenity in areas specified on the planning maps as the Richmond South, Richmond West, Brightwater, Wakefield, Mapua Special and Richmond Intensive development areas and the Motueka West Compact Density Residential Area. C66 10/17
Op 12/18
C75 9/22
Op 10/23
C76 9/22
- 6.2.3.2B** To ensure efficient land use in the Brightwater Development Area and Wakefield Development Areas by requiring subdivisions that result in a variety of lot sizes, including higher density housing options.
- 6.2.3.3** To minimise the loss of land of high productive value in allowing for further urban development, while having regard to:
- the efficient use of resources, including land, infrastructure, and energy;
 - the quality of the urban environment.
- 6.2.3.4** To avoid extending urban development onto natural flood plains with a moderate to high risk of flooding or areas that have a moderate to high risk of river or coastal erosion or inundation or land instability.
- 6.2.3.5** To require new areas of residential development to be adequately buffered from the effects of rural activities on the urban-rural interface.
- 6.2.3.6** To avoid, remedy, or mitigate the adverse effects of urban growth on natural stormwater drainage processes within catchments and infrastructure services. C7 7/07
Op 10/10
- 6.2.3.7** To identify and designate principal stormwater flow routes in urban catchments prior to development and after consultation with affected landowners. C7 7/07
Op 10/10
- 6.2.3.8** To avoid inappropriate expansion of existing residential settlement areas in the Takaka-Eastern Golden Bay Area where the land is of high productive value. C8 7/07 Op 10/10
C60 1/16 Op 5/19
- 6.2.3.9** To avoid inappropriate further expansion of the existing Takaka urban area, where this land is found to be affected by flood risk. C8 7/07
Op 10/10
- Note:** Takaka-specific policies are set out in 6.10.
- 6.2.3.10** To avoid or mitigate the expansion of the urban area in Richmond West Development Area on land subject to sea level rise and flooding by:
- providing an Open Space Zone adjacent to the Waimea Inlet generally below the 3-metre contour above mean sea level (datum reference: NVD55);
 - managing the actual and potential risks of development between the 3- to 4.6-metre contour above mean sea level (datum reference: NVD55) through assessment as part of the subdivision and land use consent process, including a building platform level and reserves for stormwater management, and monitoring changes in coastal patterns;
 - widening Borck Creek to 70 metres to accommodate future stormwater flows in the larger Borck Creek catchment, equivalent to a '1 in 100-year' flood.

6.2.20 Methods of Implementation

6.2.20.1 Regulatory

- | | | |
|------|---|----------------------------------|
| (a) | Subdivision rules permitting small residential allotments in urban zones, except on the urban-rural interface unless in the Brightwater <u>and Wakefield</u> Development Areas. | C75 9/22
Op 10/23
C76 9/22 |
| (b) | Subdivision rules enabling small residential lots in Motueka, Brightwater, <u>Wakefield</u> and Richmond. | C75 9/22
Op 10/23
C76 9/22 |
| (ba) | In the Brightwater <u>and Wakefield</u> Development Areas, subdivision rules which ensure that a variety of lot sizes and higher density housing options are provided for, and that implement the Urban Design Guide (Part II, Appendix 2). | |
| (c) | Zones that contain urban development away from land of high productive value. | |
| (d) | Zones that contain urban development away from land with a moderate to high risk of natural hazard. | |
| (e) | Subdivision and land use rules limiting development where inundation cannot be mitigated. | C10 10/07
Op 3/14 |
| (f) | Subdivision and land use rules requiring minimum ground levels above mean sea level for buildings and allotments. | |
| (g) | Subdivision and zone rules and an urban design guide that manage medium density development. | C66 10/17
Op 12/18 |
| (h) | Standards of any Council Land Development Manual that ensure the design and construction of effective and efficient network asset infrastructure. | C69 6/19
Op 6/20 |

6.2.20.2 Investigations and Monitoring

- | | | |
|-----|--|----------------------|
| (a) | Monitoring of lands of different quality and changes in the extent and location of land uses, including buildings. | |
| (b) | Monitoring changes in coastal patterns of seawater inundation and erosion. | C10 10/07
Op 3/14 |

6.2.30 Principal Reasons and Explanation

The townships on the Waimea, Motueka and Riwaka plains are located on land with the highest productive value in the District, which coincides with a favourable climate for horticultural, viticultural and agricultural production. Such production contributes significantly to the regional economy.

Land with high productive value is a scarce resource in the District (estimated at only 5.4 percent of the land area of the District) that should be kept available to meet the needs of future generations.

Any urban expansion onto these lands should be minimised as much as practicable.

Where a township is entirely surrounded by high productive value soils, some urban encroachment may be necessary from time to time when there are no other practical options.

Options for future urban expansion in each of the main settlements have been assessed, taking into account factors such as traffic effects, access to utility services, hazard effects, landscape effects and effects on productive value.

Each of these factors should be considered in assessing the effects of urban development.

Urban expansion needs to be sensitive to natural drainage processes within catchments. Areas that have significant drainage issues, such as high groundwater, areas that are low-lying, and areas that may be flood prone, are generally not suitable for urban expansion and intensification. Inappropriate residential, recreational, commercial and industrial development will result in downstream stormwater effects such as flooding and a reduction in water quality for ecosystem, human health and recreational values and uses.

While the low density and low-rise character and scale of the settlements is to be maintained compared with larger centres outside the District, resubdivision of existing allotments is encouraged to make more efficient use of the existing land resource in serviced settlements zoned urban. The smallest residential allotment size is permitted in the larger settlements that are located on the most versatile soils to lessen the demand for growth onto greenfield sites. Also, Motueka and Richmond are characterised by a relatively high proportion of elderly residents who often prefer small lot sizes.

Medium density development is encouraged in development areas shown on the planning maps and identified in the rules in the forms of compact density and intensive residential development. The specified areas are Richmond South, Richmond West, Brightwater, Wakefield, Mapua Special, Motueka West Compact Density and the Richmond Intensive development areas. Outside of the above areas, medium density development is provided for in the form of comprehensive development.

C66 10/17
Op 12/18
C75 9/22
Op 10/23
C76 9/22

Intensive residential development is promoted and encouraged within walking and cycling distance or close to town centres and urban facilities as it increases lifestyle and housing choices and uses urban land and services, including public transport, efficiently and effectively.

Subdivision and zone Plan rules, together with the Urban Design Guide, are designed to ensure that medium density development achieves a high standard of amenity.

The Takaka-Eastern Golden Bay Area is defined as the Takaka Valley lowland area from Tata Beach in the east to Rangihaeata in the west, and south to Upper Takaka at the base of the Takaka Hill.

C8 7/07
Op 10/10

The loss of land of high productive value to residential development in the Takaka-Eastern Golden Bay Area is an issue that must be addressed in relation to the expansion of settlement areas.

C60 1/16
Op 5/19

Many existing settlement areas such as Takaka, Clifton and Motupipi are located on such land, and further expansion of them should be avoided.

C8 7/07
Op 10/10

In the case of the existing Takaka Township, as well as being located on lands of high productive value, if the land is subject to flood risk, then both issues need to be taken into account when considering future development in this area.

C60 1/16
Op 5/19

The hazard generated by rising sea level requires consideration in the Richmond West and Mapua development areas in respect of land closest to the present mean sea level. Already in high tide events combined with high rainfall events, there is a susceptibility to flooding. Sea level rise mitigation measures need to be built into the design of an expanded urban area and new development in combination with stormwater catchment improvements.

C10 10/07
Op 3/14
C22 2/11
Op 1/15

6.2.40 Performance Monitoring Indicators

- | | | |
|-----------------|---|-----------------------|
| 6.2.40.1 | Area and type of land taken up for urban and rural residential purposes. | C60 1/16
Op 5/19 |
| 6.2.40.2 | Percentage of consents issued that waives any urban building setback from rural zones. | |
| 6.2.40.3 | The type and percentage of consents issued that involve comprehensive, intensive and compact density residential development. | C66 10/17
Op 12/18 |

6.3 URBAN INFRASTRUCTURE SERVICES

6.3.1 Issue

Planning and provision of servicing infrastructure is essential for the sustainable management of the effects of urban growth. The District has many small settlements – some of which have minimal, incomplete or inadequate servicing that results in inconvenience, contamination and health risks. Services are a physical resource, the efficient and effective provision and use of which has important economic and environmental effects for the community.

C51 1/15
Op 9/16

Demand for urban growth requires the identification of rural land for future urban purposes. Such land will have servicing needs, and the lack of efficient and effective provision of urban infrastructure services is the main reason for deferring for urban zoning purposes. While such rural land remains deferred subject to services provision, ongoing demand for rural subdivision and development poses the risk that such land may become compromised for successful urban use. Mitigating this risk, and ensuring the adequacy of servicing proposals for urban rezoning and development, are both further issues.

6.3.2 Objectives

6.3.2.1 Sustainable urban growth that is consistent with the capacity of services and has access to the necessary infrastructure such as water supply, roading, wastewater and stormwater systems.

6.3.2.2 Retention of opportunities for efficient future urban purposes on rural land that is identified for future urban use and development but deferred for this purpose, while enabling rural activities for the time it remains deferred.

C51 1/15
Op 9/16

6.3.3 Policies

Refer to Policy sets 6.4, 8.1, 8.2, 9.2, 11.1, 11.2, 33.3.

Refer to Rule sections 16.2, 16.3, 16.5, 16.6, 17.1, 17.14, 18.8, 36.4.

6.3.3.1 To ensure that utilities and services are adequate to avoid, remedy, or mitigate adverse effects of urban development and population growth on both existing and future urban areas.

6.3.3.2 To require financial contributions towards the provision of servicing infrastructure at the time of subdivision or development.

6.3.3.3 To promote the establishment of a reticulated servicing system for wastewater treatment and disposal and water supply at Marahau by ensuring the design of the water and wastewater systems for the tourism development at Marahau (Section 111 Block VI and Block XII) can incorporate the necessary upgrades to service the wider settlement.

6.3.3.4 Where future urban development is proposed and existing services require upgrading, to defer and stage development to avoid adverse effects on the environment.

6.3.3.4A Where rural land is identified as subject to a deferral for any urban zoned purpose, despite the land's rural zoning, to restrict activities requiring a consent for subdivision or development by:

C51 1/15
Op 9/16

- (a) considering the scale, location, design, and servicing features; and
- (b) limiting any potential adverse effects of such features on efficient future urban subdivision, use, and development opportunities as indicated by the urban zone that is deferred, for the transition period until the deferral is removed; and

- (c) where the period of transition until the expected removal of the deferral is significantly long or is uncertain, to enable potential rural activities. C51 1/15
Op 9/16
- 6.3.3.4B** Where any rural land is identified as deferred for any urban zoned purpose until adequate provision of any infrastructure service, to enable:
- (a) the provision of the necessary service by any person or by the Council for any part or all of that land either before or after rezoning by the removal of the deferral; but:
- (b) to ensure that the concept servicing plans that are approved by Council before the removal of the deferral, are required to be implemented under the urban zone through subsequent subdivision or development.
- 6.3.3.4C** Where rural land is subject to a deferral for any urban purpose subject to adequate provision of any infrastructure service, to enable:
- (a) the provision of the necessary service by any person or by the Council for any part or all of that land, and
- (b) whether this is done before or after rezoning by the removal of the deferral, but:
- to ensure that the servicing plans that are approved by Council, prior to the removal of the deferral, are required to be implemented under the urban zone through subsequent subdivision or development.
- 6.3.3.5** To promote a pattern of roading in urban areas that maximises choice of route through a network, with recognition of the contributions of individual extensions to the network pattern and of the constraints of topography.
- 6.3.3.6** To allow development to occur only where adequate provision is made for:
- (a) control of sediment discharges;
- (b) control of stormwater discharges to avoid adverse downstream erosion or flooding effects;
- (c) protection of fresh water and coastal water quality, including through source control techniques, stream management, and where necessary, stormwater treatment, including aquifers and karst drainage systems and caves; C7 7/07
Op 10/10
- (d) retention or establishment of appropriate vegetation wherever practicable adjacent to water bodies and coastal waters;
- (e) maintenance of natural, cultural and intrinsic values of aquatic systems, including aquifers and karst drainage systems and caves;
- (f) protection of riparian margins;
- (g) the use of Low Impact Design solutions for the management of stormwater run-off where practicable. C7 7/07
Op 10/10
- 6.3.3.7** To require developers to adopt appropriate management methods to avoid or mitigate the adverse effects of stormwater run-off.
- 6.3.3.7A** To ensure effective and efficient network asset infrastructure within urban communities by implementing the Nelson Tasman Land Development Manual 2019. C69 6/19
Op 6/20
- 6.3.3.8** To consider options for treatment in all or parts of the Special Domestic Wastewater Disposal Areas where there are:
- (a) significant actual or potential adverse effects from on-site domestic wastewater systems on receiving water quality, habitats, human health and amenity values; or

- (b) site limitations which may create increased risk of adverse effects either by individual systems or cumulatively.

6.3.3.9 In the Takaka-Eastern Golden Bay Area, to ensure that:

C8 7/07
Op 10/10

- (a) settlement objectives, policies and residential location options inform and guide Long Term Council Community Plan servicing decisions;
- (b) wastewater, water supply, stormwater management, transportation networks (including State Highway 60), and parks and reserves issues and options are addressed before land is zoned for residential settlement;
- (c) minimum standards for human health and safety, long-term cost effectiveness and environmental quality are met or bettered for any alternative wastewater management and water supply options, such as de-centralised and independent solutions;
- (d) where on-site wastewater treatment and disposal solutions are used, the standard of management avoids, remedies or mitigates adverse effects on water quality, and that long-term management and maintenance responsibilities are clearly defined;
- (e) structure planning with the local community and landowners is undertaken where appropriate and necessary to achieve comprehensive infrastructure planning;
- (f) private infrastructure service provision is considered where the legal, financial and practical responsibilities for design, construction, maintenance and repair are clearly defined.

6.3.3.10 In the Takaka-Eastern Golden Bay Area, to ensure that:

C8 7/07
Op 10/10

- (a) new residential development consolidates around existing residential development in locations that have been zoned for that purpose;
- (b) settlement areas are well connected with safe and efficient roads, safe and pleasant walkways, cycle lanes and bridle-paths;
- (c) appropriate residential settlement opportunity is provided for in a location that is within walking and biking distance to the existing Takaka township;
- (d) appropriate residential settlement opportunities are provided for in locations that are in proximity to effective and efficient wastewater treatment and disposal facilities;
- (e) opportunities for light industrial and commercial activity are provided for in appropriate locations that are within proximity to existing settlement areas and transport networks.

6.3.3.11 In the Takaka-Eastern Golden Bay Area, to ensure that:

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- (a) local communities are involved in determining appropriate development standards for built development and infrastructure planning prior to the re-zoning of land for residential development;
- (b) the character of development and built infrastructure is in keeping with the natural heritage, landscape character and amenity values of the surrounding environment, without compromising human health and safety;
- (c) landowners and developers are actively encouraged to use the New Zealand Standards Handbook of Subdivision for People and the Environment (SNZ HB44:2001), in the design of future subdivision and development, where these standards are consistent with the Long Term Council Community Plan objectives for settlement planning and development.

6.3.20 Methods of Implementation

6.3.20.1 Regulatory

- (a) Rules establishing what works, services, land or money are to be provided by developers, including for the upgrading of existing facilities.
- (b) The location, scale and staging of urban development shown on planning maps.
- (c) Rules regarding connection to Council utility services or whether alternative means of managing effects are acceptable.
- (d) Rules that require roads to be formed to standards of connectivity as a result of subdivision in urban or rural-residential areas.
- (e) Rules that encourage the use of Low Impact Design solutions in the management of stormwater. C7 7/07
Op 10/10
- (f) Standards of the Nelson Tasman Land Development Manual 2019 that ensure the design and construction of effective and efficient network asset infrastructure. C69 6/19
Op 6/20

6.3.20.2 Investigations and Monitoring

- (a) Investigations into the capability of utility services to support further urban development.
- (b) Investigation into options for domestic wastewater treatment and disposal in all risk areas, including:
 - (i) Tasman
 - (ii) Marahau
 - (iii) Upper Moutere
 - (iv) Patons Rock
 - (v) Brooklyn
 - (vi) karst
- (c) Monitoring the performance of utility services in avoiding, remedying and mitigating adverse effects on the environment.
- (d) Regular preparation of a “State of the Environment” report.

6.3.20.3 Works and Services

- (a) Provision, extension or upgrading of utilities and services by Council.
- (b) Establishment of current and deferred standards of service or performance in terms of both community expectation and environmental performance for infrastructure services, including requirements for the quality of stormwater discharged into the Council’s stormwater network.
- (c) Council liaison with infrastructure service providers to promote and plan for effective infrastructure service development.

6.3.30 Principal Reasons and Explanation

The infrastructure services such as roads, water, and wastewater and stormwater systems are a valued physical resource generally owned and maintained by the community. They are essential for the efficient operation of the District and the well-being of its residents. New users will be expected to contribute to the sustainable development of the resource through funding mechanisms, including the development impact levy programme (see Chapter 16, Section 16.5).

In some settlements such as Motueka, Mapua, Richmond, Kaiteriteri, Marahau and Patons Rock, future growth will necessitate further upgrading of services and a series of deferrals will enable a staged provision of these, rather than creating a false expectation that all areas will be immediately available for development. The logical pattern to service development in a hilly area such as Richmond is to proceed from the bottom to the top of a catchment. The deferral and staging proposed emphasises such a pattern of development.

C22 2/11
Op 1/15

Where new development is proposed, an integrated, catchment-based approach to the management of stormwater is to be used.

C7 7/07
Op 10/10

The use of Low Impact Design solutions is encouraged where the site and surrounding environment permit. Low Impact Design principles are concerned with minimising the adverse effects of development by protecting, incorporating, or mimicking natural drainage features to manage the flow and quality of stormwater run-off where practicable.

Where land adjacent to urban areas is identified as suitable and appropriate for urban growth, but is not adequately serviced for infrastructure, including water supply, wastewater, stormwater and transportation, this land is deferred for an urban zoning. In the transition to its release for urban purposes, there is a need to retain efficient urban development opportunities, where a variety of subdivision or development proposals may be considered by Council under the existing rural zoning.

C51 1/15
Op 9/16

Deferred zoned lands may be the subject of servicing proposals from any developer, or may be programmed for extensions or upgrades of existing urban services by Council itself. Adequate standards of all necessary services will be required for deferred zoned land, whether or not the services are provided before or after removal of the deferral.

Once land becomes urban zoned, existing uses on the land will be able to continue.

At Marahau the tourist services zoning of the land at Section 111 Blk VI and Blk XII is allowed for as it is provided for in the Marahau Strategic Development Review (July 1998) and the site's servicing for water and wastewater treatment and disposal will be designed to allow for upgrades that can provide reticulated services for Marahau in the future.

In the Richmond West Development Area the rezoning of most land identified for urban development (except the development of some existing zoned land: Light Industrial Zone northwest of Headingly Lane) is deferred until the required infrastructure of water, wastewater, and stormwater) is provided. (*Refer to Section 17.14*)

C10 10/07
Op 3/14

The information gathered by Council about services infrastructure will enable reappraisal of areas available for urban or rural-residential development, any specified sequence of development, and the infrastructural requirements that any proposed development may need to address.

In catchments served by inadequate stormwater networks, any proposed development will not be allowed to increase peak run-off further.

Where necessary, regulation of stormwater discharges will be reviewed in these areas. Council will be able to make decisions on urban development proposals and the allocation of funds for stormwater infrastructure in a co-ordinated, consistent and efficient manner.

Council will ensure that risks of contamination of stormwater are considered and avoided, remedied or mitigated as necessary and appropriate. It will also address matters of quantity, including impacts on the capacity of the existing systems as well as provisions for secondary flows.

Actual and potential adverse effects from the on-site treatment and disposal of domestic wastewater will be managed both by land use and discharge rules. However, in some parts of the District the cumulative adverse effects of such systems requires that Council consider other options for wastewater treatment and disposal. These may include small-scale package treatment plants or large-scale reticulation schemes.

The Takaka-Eastern Golden Bay Area is defined as the Takaka Valley lowland area from Tata Beach in the east to Rangihaeata in the west, and south to Upper Takaka at the base of the Takaka Hill.

C8 7/07
Op 10/10

In the Takaka-Eastern Golden Bay Area, it is important that issues and options for efficient and effective infrastructure services provision are discussed with the local community, and that this occurs prior to the re-zoning of land for settlement purposes.

This may occur in the form of a structure planning exercise or through an integrated approach to Long Term Council Community Plan and resource management planning discussions.

C8 7/07
Op 10/10

All policies, objectives and location options should be used to inform other Council processes, such as the Nelson Tasman Land Development Manual 2019 and the Long Term Plan.

C69 6/19
Op 6/20

Where Council network asset infrastructure is to be created or affected by new development, Council's Land Development Manual can ensure a standard of design and construction that is effective and efficient in meeting the needs of communities while at the same time ensuring sustainable environmental outcomes.

6.3.40 Performance Monitoring Indicators

6.3.40.1 Area of land deferred because of constraints on the availability of services in different settlements.

6.4 COASTAL URBAN DEVELOPMENT

6.4.1 Issue

Avoidance of inappropriate subdivision in the coastal environment.

6.4.2 Objective

Containment of urban subdivision, use and development so that it avoids cumulative adverse effects on the natural character of the coastal environment.

6.4.3 Policies

*Refer to Policy sets 6.2, 6.3, 6.5, 8.2, 13.1
Refer to Rule sections 18.12*

6.4.3.1 To avoid the creation of new settlement areas in the coastal environment.

6.4.3.2 To provide for future growth of key coastal settlements landward rather than along the coast.

6.4.3.3 To protect the coastal environment from sprawling or sporadic subdivision, use and development.

- 6.4.3.4** In the Takaka-Eastern Golden Bay Area, to ensure that:
- (a) the long-term limits of coastal settlement areas are defined and then protected, in all directions, to prevent inappropriate sprawl;
 - (b) new coastal development is concentrated within and inland of existing coastal settlement areas to avoid coastal ribbon development and help to protect natural heritage and coastal landscape values;
 - (c) alternative solutions to continued expansion along the coast are considered, such as more compact forms of low impact design building, to address the demand to live in proximity to the coast;
 - (d) new residential settlement in low-lying coastal areas at risk from coastal hazards are avoided;
 - (e) outstanding coastal landscapes are protected from built development and land uses;
 - (f) low impact design building solutions for all built development within the coastal environment are encouraged;
 - (g) legal and physical protection of the margins of coastal landscapes that have high natural heritage values, such as estuaries and coastal wetland environments, is required;
 - (h) opportunities for low density, low impact design building development are considered, where landscape values are protected, where the land has low productive value (Class D lands or poorer), and where there are net gains for protection and enhancement of the coastal environment, such as public access opportunities, cultural heritage protection and restoration of natural heritage values.

C8 7/07
Op 10/10

6.4.20 Methods of Implementation

6.4.20.1 Regulatory

- (a) Zones that limit the extent of settlements in the coastal environment.
- (b) Rules that limit the effects of residential lots in the rural coastal margin.

6.4.20.2 Investigations and Monitoring

- (a) Monitoring of the number of residential lots approved in the coastal environment.

6.4.30 Principal Reasons and Explanation

[6.3.30 Proposed]

Proposed as at 1 November 2008

The coastal environment is a finite resource within the District. There are numerous small to medium sized settlements which lie in the coastal environment. Some of these settlements such as Pohara and Pakawau already extend a considerable distance along the coastline. It is acknowledged that there is a strong demand for coastal allotments with a sea view and access to the coast. However, such allotments cannot be created indefinitely without adversely affecting natural character. It is proposed to encourage urban development in depth at key coastal serviced settlements such as Mapua, Kaiteriteri, Ligar Bay, Pohara, Patons Rock and Collingwood where natural character has already been compromised, and so avoid sporadic development. Objective 6.4.2 and its related policies give effect to the New Zealand Coastal Policy Statement 2010, Policy 13.

C2 2/97

6.4.40 Performance Monitoring Indicators

- 6.4.40.1** Number of new lots created for residential activities in the coastal environment.

6.5 LAND FOR INDUSTRIAL ACTIVITIES

6.5.1 Issues

The key issues relating to land for industrial activities are:

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6.5.1.1 There is a limited availability of land for industrial activities where adverse effects can be adequately avoided or mitigated.

6.5.1.2 The provision, availability and ongoing supply of suitably located industrial land within the District to accommodate the Nelson City's and Tasman District's needs in the medium term to 2026 and long term to 2051.

C10 10/07
Op 3/14

6.5.2 Objectives

6.5.2.1 Accommodation of a wide range of industrial activities in locations where adverse effects on other values and activities are avoided, remedied or mitigated.

6.5.2.2 A supply of suitably located industrial land to provide for the medium to long-term needs of the Tasman and Nelson region.

C10 10/07
Op 3/14

6.5.3 Policies

Refer to Policy sets 8.2, 11.1, 33.1, 34.2, 35.1.

Refer to Rule sections 17.1, 17.3, 17.4, 36.1 – 36.7.

6.5.3.1 To promote a form of settlement that identifies areas where industry can operate with the required services and without adverse effects on or from other activities.

6.5.3.2 To identify areas where heavy industry can operate with convenient access to the transport system and without adverse effects on or from other activities.

6.5.3.3 To identify areas where light industry can operate with convenient access to the transport system and without adverse effects on or from other activities.

6.5.3.4 To avoid the adverse effect of residential and retailing activities consuming the land resource that is made available for industry through lower standards of environmental effects.

6.5.3.5 To avoid a reduction of amenity standards in residential areas by industrial activities.

6.5.3.6 To avoid the adverse effects of industrial activities that are unrelated to the rural environment on the amenity and character of rural areas.

6.5.3.7 To prevent the expansion of industrial zones, or the creation of new industrial zones, in sensitive environments such as aquifer recharge areas and margins of lakes, rivers and wetlands.

6.5.3.8 To prevent the expansion of industrial zones, or the creation of new industrial zones, in the coastal environment.

6.5.3.9 To provide a medium-term supply of suitable industrial land close to urban areas and strategic road networks.

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6.5.3.10 To ensure that within the Richmond West Development Area, a long-term land bank of industrial land is provided to meet regional needs.

- 6.5.3.11** To enhance the amenity values of new industrial areas for employees, customers and for the public when viewed from public areas such as roads, and open space. **C10 10/07
Op 3/14**
- 6.5.3.12** To avoid the establishment of community activities within the Light Industrial Zone.
- 6.5.3.13** To limit the nature and scale of retail activities within the industrial zones to those that directly relate to products produced or processed as part of an industrial activity on site and that are ancillary to the industrial activity, with the exception of food and beverage outlets below 100 square metres gross leasable floor area.

6.5.20 Methods of Implementation

6.5.20.1 Regulatory

- (a) Zoning of separate heavy, light industrial and rural industrial areas.
- (b) Rules that limit retailing activities and other non-industrial activities in industrial zones.
- (c) Rules that limit industrial activities in residential areas.
- (d) Zones that limit the extent of industrial development in the coastal environment.

6.5.30 Principal Reasons and Explanation

Industrial land is a scarce resource. Industry has specific locational requirements and the following criteria are indicative of general industry needs:

- (a) Proximity to main access roads.
- (b) Adequate roading for heavy vehicles.
- (c) Proximity to labour force.
- (d) Separation from sensitive environments, including residential areas, rivers, streams, the coast and aquifer recharge areas.
- (e) Services such as sewer and water.
- (f) Flat land.

Specific areas have been set aside for industry and this would be advantageous for industry because these needs have been taken into account. The grouping of industries recognises there is often a working relationship between different industries. There may also be a need to separate incompatible industries. Heavy industry is characterised by more intense environmental effects than light industry. The Council has had a wide variety of industrial zones, with some recognising specific industries - especially resource processing industries in the rural area. This Plan continues with that approach where there is a community benefit from the industry remaining in the rural area. Small-scale rural service businesses may be able to be permitted through the resource consent process in appropriate circumstances.

From the point-of-view of market demand, Richmond and Nelson urban areas together provide a single supply of land for industrial development, within which potential developers make choices on the basis of location, cost and availability of key servicing needs. The close proximity to the Port and strategic road networks make Richmond and Nelson prime locations for industrial development. **C10 10/07
Op 3/14**

Increasingly there has been pressure on industrial land for use by commercial activities, including office and large format retail and this has contributed to a reduction in available land area. In general, there is a trend of a mixed commercial/industrial use in most urban industrial zones.

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Since the consideration of the long-term growth needs for Richmond, commencing with the Richmond Development Study in 2003, ongoing investigation into the future demand and supply for industrial land has centred on the Richmond West Development Area. Because of its urban proximity and infrastructure features compared with all other undeveloped regional locations, this area has a permanent regional significance for business land, including industrial and commercial needs. Adoption of an approximate 50-year time horizon for a land bank for industrial and other business development, secures the long-term value of the Richmond west location in the context of the regional need.

“Greenfields” or unbuilt land, such as that in the Richmond West Development Area (but not in ecologically sensitive parts of the coastal environment) offers the opportunity of tailored site layout and building development to meet specific needs.

The relative shortage and constrained land supply of suitable industrial land (lack of new large affordable sites) in Nelson means that the Tasman District, particularly Richmond, is accommodating an increasing proportion of the region’s industrial growth, and this trend is set to continue.

Industrial zoned land in smaller towns such as Motueka, Brightwater, Wakefield and Takaka provides for local needs and contributes to a wider need.

The Rural Industrial zones, particularly Eves Valley, will provide the localities for rural industrial and heavy industrial activities.

Effort has been made to have some compatibility with the policies and rules in Nelson City, especially in relation to the location and availability of industrial land in the eastern part of the District.

Retailing is limited in industrial zones to encourage consolidation of retailing in the Central Business and Commercial zones. The lower standard of amenity permitted in industrial areas compared with commercial areas is likely to cause conflict over allowable effects, with large-scale retailing inhibiting the operation of legitimate industrial activities. Exceptions are provided for goods made on the premises and retail activities requiring very large sites for the storage and display of bulky items. It is important that residential and retailing activities that do not rely on a close association with other industrial activities do not occupy land in industrial zones. Residential activities are not encouraged in industrial zones, unless they are for on-site custodial purposes, because of the lower environmental standards that apply. In sensitive environments such as coastal margins, industry will be limited to existing industrial zones.

There are many sites in the rural area which contain rural industries which have had a resource processing zoning in the previous District Plan. Many are wood or gravel-based industries with elements of noxiousness such as noise, dust and heavy traffic generation, which would not fit comfortably into a general industrial zone. However, the Council still wishes to maintain a minimum standard of environmental quality, so minimum standards in relation to noise, dust and landscaping apply. There are also former depots and workshops which are a physical resource that could be put to good use.

6.5.40 Performance Monitoring Indicators

6.5.40.1 Changes in the area of land available for industrial activities.

6.6 LAND FOR COMMERCIAL ACTIVITIES

6.6.1 Issues

- 6.6.1.1** Effective management of land for commercial activities minimises adverse effects on surrounding land. While there has been some small-scale tourism development in the rural area, a general dispersal of commercial activities will undermine the vitality of the District's commercial centres.

It is important to sustainably manage these town centres as physical resources that are convenient, attractive and safe.

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- 6.6.1.2** A reduction in the ability to provide for a range of business opportunities and environments to meet the needs of the business community and the wider community has arisen from changes in business trends. Some of these trends include: a mixing of business activities; a move to larger format retail outlets, either stand alone or in combination; selling single or multiple lines; and establishment of themed business parks (technology, office, education, industry) with high quality and high amenity environments.

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- 6.6.1.3** The provision and availability of suitably located commercial land within the District to accommodate the Nelson City's and Tasman District's needs in the long term to at least 2051.

6.6.2 Objectives

- 6.6.2.1** Effective accommodation of a wide range of commercial activities on appropriately located sites, including a strong, vibrant commercial focus in the main towns of the District.

- 6.6.2.2** A high quality, high amenity business environment with minimal environmental effects within and beyond the zone boundary.

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Op 3/14

6.6.3 Policies

Refer to Policy sets 8.2, 11.1.

Refer to Rule sections 17.2, 17.4, 17.5.

- 6.6.3.1** To retain a compact identifiable grouping of business activities in defined areas in settlements, with due regard to the convenience and safety of customers.

- 6.6.3.2** To ensure the Richmond town centre (Central Business Zone) continues to develop as the central focus for intensive retail and office commercial development, and the core pedestrian-oriented area.

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- 6.6.3.3** To enable business growth in the Mixed Business Zone that is complementary to the Richmond Central Business Zone.

- 6.6.3.4** To ensure that commercial activities and activities in the Mixed Business Zone operate in a manner and in a setting likely to provide a high standard of safety, amenity and efficiency.

- 6.6.3.5** To ensure that the intensity and scale of tourist development in rural areas does not adversely affect the character, amenities and image of surrounding rural resources.

- 6.6.3.6** To provide opportunity for tourist activities to be grouped, and their effects contained, in key tourist areas.
- 6.6.3.7** To avoid, remedy, or mitigate adverse effects from incompatible activities in the special tourist areas so that an attractive and coherent environment is maintained.
- 6.6.3.8** To avoid disruption to the convenience of a continuous frontage of commercial activities at street level in central business and commercial locations.
- 6.6.3.9** To avoid the adverse effect of industrial activities on the amenity of the Central Business Zone.
- 6.6.3.10** In the Takaka-Eastern Golden Bay Area, to ensure that: C8 7/07
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- (a) defined commercial and service centres, such as Takaka, are the hub of the community, providing goods and services, community amenities, sustainable economic opportunities and social interaction;
 - (b) de-centralised business opportunities in other established locations, such as Tarakohe and Pohara, are provided for in order to service those communities;
 - (c) commercial centres are safe, high amenity areas that people and communities can use and enjoy for a range of service and social activities.
- 6.6.3.11** To provide for a range of large format retail activities in the Mixed Business Zone. C10 10/07
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- 6.6.3.12** To enable a range of commercial activities and light industrial activities to locate within the Mixed Business Zone where adverse effects can be avoided, remedied or mitigated, and the quality of the environment and high amenity values can be maintained or enhanced.
- 6.6.3.13** To provide a supply of suitable land for regional and district business needs in the long term to at least 2051.
- 6.6.3.14** To provide a mixed use business environment that accommodates a range of business opportunities for commercial activities, large format retail, trade-related supply, and small-scale light industrial activities where:
- (a) adverse environmental effects within and beyond the zone boundary can be avoided, remedied or mitigated;
 - (b) a high quality, high amenity business environment can be maintained;
 - (c) the scale, nature and intensity of activities are compatible with maintaining a high quality, high amenity business environment.
 - (d) the role of the existing Richmond town centre (Central Business Zone) is not undermined as the central focus for intensive retail and administrative activity, community interaction, and the core pedestrian-oriented area for Richmond.
- 6.6.3.15** To avoid heavy industrial activities and incompatible trade and light industrial activities from locating in the Mixed Business Zone.
- 6.6.3.16** To enable business activities with clean technology and low emissions to land, air and water to locate within the Mixed Business Zone.
- 6.6.3.17** To enable community activities within the Mixed Business Zone where adverse effects on adjoining residential and rural zones can be avoided, remedied or mitigated and where these are compatible with surrounding activities within the zone.

6.6.20 Methods of Implementation

6.6.20.1 Regulatory

- (a) Delineate Central Business, Commercial, Mixed Business and Tourist Services zones on planning maps.
- (b) Rules limiting non-commercial activities in Central Business, Commercial and Mixed Business zones.
- (c) Rules that seek to avoid the establishment of specific retailing activities in the Mixed Business Zone that have the potential to undermine the vitality and function of the Richmond Central Business Zone as the central focus for intensive retailing activity.

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6.6.30 Principal Reasons and Explanation

For the larger towns of the District, it is important for the social and economic wellbeing of the residents to retain a commercial centre that is convenient, pleasant and provides a desirable range of products and services. Retaining a compact, identifiable grouping of commercial and community activities is an effective way of improving their vitality, convenience and availability to residents. It also assists in reducing travel distances and energy consumption.

Commercial areas provide the major location for businesses supplying goods and services in the community. Commercial zones typically achieve:

- (a) Convenience to customers (which include other businesses) by the grouping of commercial activities.
- (b) Transport efficiencies when compared with individual commercial activities being located randomly throughout urban areas for the whole District, although traffic requires careful management in commercial areas.
- (c) Containment of activities which could have adverse effects in residential areas (e.g. traffic; noise; “after hours” activities and the passage and assembly of people).

Central Business, Commercial and Mixed Business zones are the primary areas of retail and office space, employment opportunities and entertainment (social, cultural and educational). They provide the business sector and the wider community with convenient employment, visitor accommodation, and shopping hubs.

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There is a distinction between the character of the business zones and the nature and scale of activities. In this respect, the zones are considered to be complementary to one another. In some locations, such as the Richmond Central Business District, the distinction whilst present is not fully developed. In time it is anticipated that the primary retail and entertainment focus of the Central Business Zone will be reinforced and commercial and trade supply activities that do not contribute to that function will relocate to more appropriate localities such as the Commercial or Mixed Business zones.

The Central Business Zone in Richmond, Motueka and Takaka is generally characterised by smaller-scale specialty retail outlets, food and grocery stores, continuous shopping frontages, pedestrian oriented movement networks, large centrally located vehicle parking areas and street-side parking alongside retail frontages and offices.

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The Commercial Zone is generally characterised by more open space than the Central Business Zone, on-site parking and a mix of business activities, including trade supply outlets and automotive services.

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The Mixed Business Zone is characterised by the predominance of vehicle orientated activities, generally requiring larger areas of on-site parking, a large format retail activity focus which tends to be destination oriented, with larger areas of open space and higher amenity values as a consequence. The zone accommodates those business activities that do not have the potential to undermine the vitality and function of the Central Business Zone as the central focus for retailing activity and are not able or do not need to be centrally located within the town, and provides flexibility for their requirements and convenience for customers and the wider community.

A range of other activities common to both the Central Business and Commercial zones such as support services, including offices (professional and personal services, health and social services), are also located within the Mixed Business Zone.

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These activities are not likely to result in re-distribution of activities from the central business area.

C10 10/07
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The distinction between the Central Business, Commercial and Mixed Business zones should be encouraged with the vehicle-oriented business opportunities located in the Mixed Business Zone or on the outer edge of town centres complementing the specialty retailing and entertainment focus, and office activities located centrally.

The layout of the three business zones within the urban environments of the District are likely to differ in response to the existing pattern of development in towns and man-made and natural constraints, such as the presence of main highways and flooding hazards.

Generally, the commercial zones allow more open areas than the Central Business Zone, where more compact, focused building development is sought.

Low-key tourist accommodation and adventure tourism are already established in the rural area. The impact on rural resources such as landscape, roads and waterways will continue to be monitored to ensure a high standard of visual amenity, traffic safety and water quality is maintained.

The key tourist areas such as Kaiteriteri, Marahau and Lake Rotoroa have locations where tourist activities with compatible effects may locate.

6.6.40 Performance Monitoring Indicators

6.6.40.1 Changes in the area of land available for commercial activities.

6.7 SETTLEMENT CHARACTER AND DESIGN

6.7.1 Issue

Changes occur to the design, appearance and character of settlements, including their relationship with their landscape settings, as settlements grow.

6.7.2 Objective

Maintenance and enhancement of the distinctive characters of urban settlements and integration between settlements and their adjoining landscapes.

6.7.3 Policies

Refer to Policy sets 8.1, 8.2, 14.1, 14.2.

Refer to Rule sections 16.1, 17.2, 18.1, 18.2.

- 6.7.3.1 To retain and enhance existing significant vegetation, wetlands, lakes and waterways within and adjoining settlements to the maximum possible extent.
- 6.7.3.2 To identify land for future subdivision, and regulate the form of development, so that the particular character and appearance of each existing settlement is not compromised.
- 6.7.3.3 To identify and protect key landscape features in settlements, especially in those which are gateways to areas of special landscape or natural value.
- 6.7.3.4 To seek a consistency in the design and appearance of signs at the entrance to settlements.
- 6.7.3.5 To enhance the design of shopping centres.
- 6.7.3.6 To encourage the development of shopping centres that suits the character of their environment.

6.7.20 Methods of Implementation

6.7.20.1 Regulatory

- (a) Pattern of urban zoning that takes account of topographical and natural features and significant landscape areas.
- (b) Rules limiting development on identified ridgelines.
- (c) Performance standards for commercial street appearance (height, landscaping, coverage, verandahs).
- (d) Rules requiring esplanade reserves.

6.7.20.2 Investigations and Monitoring

- (a) Investigate design options through Mainstreet programmes.
- (b) Landscape assessment for major developments at St Arnaud, Rotoroa, Awaroa and Torrent Bay.

6.7.20.3 Works and Services

- (a) Street works incorporating design features in residential and commercial areas.

- (b) Design guides for buildings in areas of special character such as St Arnaud, Awaroa and Torrent Bay.

6.7.30 Principal Reasons and Explanation

Some of the settlements in the District are growing quite rapidly. As settlements grow, character can be lost if enhancing features are not identified and protected. The issue is particularly pertinent where settlements adjoin national parks (see Issue 6.12). Existing waterways and significant planting on the periphery of settlements enhance the setting of towns and need to be maintained.

Some localities display a distinct character, which may result from factors such as the intensity of development, or the amount and type of vegetation present.

Development of land for future urban activities should avoid damage to key natural features such as significant stands of indigenous trees and wetlands.

Some ridgelines in settlements such as Kaiteriteri and Wakefield were protected from obtrusive development in the previous district plan. These restrictions will be continued but with a degree of rationalisation and with extension of the provision to other key areas such as Tarakohe.

Many of the District's communities seek to erect "welcome" signs and landscaping at the entrance to their town. Some consistency of design elements rather than ad hoc design is sought to enhance township amenity.

The character of the commercial areas of the District is of buildings one or two storeys high, built up to front and side boundaries with large display windows, some advertising and car parking. To maintain the visual character it is important that building development in the main shopping centres does not exceed two storeys or include expanses of car parking and access across the frontage that disrupts building continuity. Verandahs are a feature of the main shopping areas and provide shelter to pedestrians.

6.7.40 Performance Monitoring Indicators

- 6.7.40.1** Assessed degree of retention of landscape features and design themes that contribute to urban character and amenity, in settlement areas subject to growth.

6.8 RICHMOND

6.8.1 Issues

The key issues for the future development of Richmond are:

- | | | |
|----------------|---|-----------------------|
| 6.8.1.1 | The management of peripheral growth in a manner that enables Council to progressively upgrade services on the western, south-eastern and north-eastern margins of Richmond. | C10 10/07
Op 3/14 |
| 6.8.1.2 | Industrial and mixed business land located to minimise adverse effects on neighbours, on the Waimea estuary, watercourses and their margins, and on the productive potential of land. | |
| 6.8.1.3 | Enhancement of the setting of Richmond, especially the coastal margin and the hill backdrop. | |
| 6.8.1.4 | Upgrading of the amenity of the central business area, main highway routes and town entrances. | C10 10/07
Op 3/14 |
| 6.8.1.5 | Maintaining the Central Business Zone as the central focus for intensive retailing, administration and community interaction, and as the core pedestrian-oriented area. | |
| 6.8.1.6 | Meeting the demand for a range and choice of residential housing within the Residential Zone in Richmond. | C66 10/17
Op 12/18 |

6.8.3 Policies

- | | | |
|----------------|--|---------------------|
| 6.8.3.1 | To provide serviced residential and rural-residential land on the less versatile land on the north-east fringe of Richmond and to establish higher performance standards for the use of on-site disposal of domestic wastewater systems in the Richmond Foothills Special Domestic Wastewater Disposal Area. | C20 8/10
Op 8/12 |
| 6.8.3.2 | To extend business zoning on Gladstone Road south-west of the existing Commercial Zone from Lower Queen Street to the northern end of Jubilee Park. | |
| 6.8.3.4 | To develop a reserve network along the coastal margin where practicable to protect the wetlands and high conservation values of the Waimea Inlet and to provide reserve linkages between the coastline and the Richmond hills. | |
| 6.8.3.5 | In the north-east Richmond Residential and Rural Residential Serviced zones, to utilise as far as practicable natural watercourses in an unenclosed and natural state for stormwater disposal. | C20 8/10
Op 8/12 |
| 6.8.3.6 | To enable the expansion to the south of Richmond, limited by the spur ridges between Hart Road and White Road, while ensuring: <ul style="list-style-type: none"> (a) a range of housing densities with high amenity levels is encouraged; (b) the efficient use of land and infrastructure; and (c) the provision of high levels of amenity and public access within the area; and (d) the reverse sensitivity of existing rural activities to residential development arising from adverse cross-boundary effects and amenity values across the interface of urban and rural areas is addressed. | C5 3/06
Op 10/10 |
| 6.8.3.7 | To retain a rural environment on the spur ridge hill land between Hart Road and White Road but to consider appropriate provision for future residential development to some degree on the land, following structure planning and the provision of an appropriate level of infrastructural servicing. | |

- 6.8.3.8** To require residential development in the Richmond South, Richmond West and Richmond East development areas to occur in a staged manner based on the provision of infrastructure, including water, wastewater and stormwater, and so defer development until these services can be provided or upgraded to the Council's satisfaction.
- 6.8.3.9** To establish in the Richmond South Development Area a linked open space network with public access, integrated with:
- (a) walkways and cycleways; and
 - (b) waterway networks to ensure effective stormwater management.

C5 3/06
Op 10/10
C10 10/07
Op 3/14
C20 8/10
Op 8/12

C5 3/06
Op 10/10

Urban Expansion

C10 10/07
Op 3/14

- 6.8.3.10** To provide for the expansion and intensification of the Richmond urban area over a 20-year timeframe from 2006 to 2026 within a contained footprint and clearly identified urban boundaries in the following localities:

Richmond South

Limited southward residential expansion between State Highway 6 north of Hope and Hill Street, and a local commercial node, with Stage 1 being defined by Spur Ridges between Hart Road and Whites Road.

Central Richmond

Residential and business intensification of central Richmond.

The Richmond Intensive Development Area provides for residential intensification through a combination of infill and redevelopment in the existing central residential area close to the town centre.

Richmond East

Limited residential intensification in suitable locations in Richmond east, including land south of Champion Road and east of Hill Street, where this is not limited by identified natural hazards.

Limited serviced rural residential expansion in Richmond east on the south east hill slope fringe of Richmond, where this is not limited by identified natural hazards.

Richmond West

Limited urban expansion in Richmond west in the Lower Queen Street area northwest of State Highway 6 to accommodate residential, business and industrial land, with the exception of industrial development which is to occur north of McShane Road and west of Lower Queen Street, and north of Headingly Lane and east of Lower Queen Street.

- 6.8.3.11** To provide for the extension of the Richmond urban area beyond 2026 in the following localities:

Hope

Limited expansion in Hope to accommodate residential and business development.

Richmond West

Limited expansion in Richmond West to McShane Road as the town edge and boundary between urban and rural land uses, with the exception of a light industrial park to be located outside the town boundary opposite the MDF plant.

- 6.8.3.12** To provide for development in a planned way and ensure that the pattern of development being set to 2026 serves the town over the longer term: 2026 to 2051.

C66 10/17
Op 12/18

C10 10/07
Op 3/14
C20 8/10
Op 8/12

C10 10/07
Op 3/14

- 6.8.3.13** In the Richmond West Development Area to ensure a choice and a regular supply of land through:
- (a) planning development in stages that integrate servicing and economic development efficiencies;
 - (b) providing for a sufficient long term land bank;
 - (c) providing for a Mixed Business Zone that complements the Richmond Central Business and Commercial zones.

Mixed Business Activities – Zone

- 6.8.3.14** To provide for a mixed use business environment that accommodates a range of business opportunities for commercial activities, large format retail, trade-related supply and small-scale light industrial activities where:
- (a) adverse environmental effects within and beyond the zone boundary can be avoided, remedied and mitigated;
 - (b) a high quality, high amenity business environment can be maintained;
 - (c) the scale, nature and intensity of activities are compatible with maintaining a high quality, high amenity business environment;
 - (d) the role of the existing Richmond town centre (Central Business Zone) is not undermined as the central focus for intensive retail and administrative activity, community interaction and the core pedestrian-oriented area for Richmond.
- 6.8.3.15** To provide for large format retail ‘only’ activities along the frontage of Lower Queen Street in a Retail Precinct.
- 6.8.3.16** To promote an attractive appearance of the mixed business environment when viewed from Lower Queen Street, the residential environment, Borck Creek and other local purpose reserves, and the Open Space environment, through the planting and retention of street trees, riparian vegetation, landscaped areas, building setbacks from boundaries, and sensitive building design.
- 6.8.3.18** To manage existing industrial activities in the Beach Road area that do not meet the Mixed Business Zone objectives for clean industry by:
- (a) providing for their continuation for a limited period of time consistent with the uplifting of the deferment on industrial zoned land in the Richmond West Development Area; or
 - (b) requiring a reduction in contaminant discharges to air to a level acceptable in the zone;
 - (c) requiring a higher level of performance for the management of contaminant discharges to water, and storage and use of hazardous substances.
- 6.8.3.19** To provide a network of urban open space and amenity reserves, through the subdivision consent process, within residential and business environments to serve the needs of local residents and employees.

Industry

- 6.8.3.20** To provide for a light industrial park opposite Nelson Pine Industries (MDF Plant) and the co-location of activities with similar effects.

- 6.8.3.21** To provide a buffer around the perimeter of the industrial park to assist with noise attenuation at the interface of the rural zone and to reduce visual impacts of large buildings when viewed from Lower Queen Street, McShane Road and the rural zone.
- 6.8.3.22** To manage the cumulative effects of contaminated stormwater runoff from hard-surfaced areas and potential hazardous substance spills from adversely affecting the Waimea Inlet through the establishment of dedicated stormwater treatment areas and provision of on-site interceptor traps.
- 6.8.3.23** To provide a future location for the expansion of industrial land within the Richmond West Development Area to avoid adverse effects on the coastline and the Waimea Inlet, productive land and sensitive activities.

Open Space and Reserve Network

- 6.8.3.24** To establish an open space network that links the hills to the sea and creates a perimeter pedestrian and cycleway network linking the residential environments of Richmond East, West and South with one another.
- 6.8.3.25** To promote multi-purpose use of open space for recreation, non-motorized transport networks, ecological corridors, and stormwater management. C10 10/07
Op 3/14
- 6.8.3.26** To define the urban and rural edge of the Richmond West Development Area through the use of a planted amenity setback at McShane Road and at the interface of the Light Industrial and Rural 1 zones to protect rural land from urban encroachment and to mitigate adverse visual effects of built development.

Residential Activities – Zone

- 6.8.3.27** To provide for community activities and facilities within the Residential Zone where the nature, scale and intensity of the development is compatible with the residential environment, and adverse effects on visual amenity, noise and traffic safety can be avoided, remedied or mitigated.

Residential Density

C66 10/17
Op 12/18

- 6.8.3.27A** To provide for a range of housing choices in the Residential Zone in Richmond in specified locations.

Residential Intensification

- 6.8.3.27B** To provide for medium density residential housing in the Residential Zone in Richmond as follows:
- (a) In the Richmond South and Richmond West development areas, in the form of compact density development.
 - (b) In the Richmond Intensive Development Area, in the form of intensive development.
 - (c) In the Residential Zone outside of the Richmond South, Richmond West and the Richmond Intensive development areas, in the form of comprehensive development.

Richmond Intensive Development Area

6.8.3.27C In the Richmond Intensive Development Area:

- (a) to provide for medium density residential development in the form of intensive housing.
- (b) to encourage and promote intensive housing with a high standard of amenity through adherence to minimum standards for density, height, setbacks, bulk and scale of the housing relative to its context, and adjacent land uses, including streets.
- (c) to manage development so that stormwater does not cause flooding or contribute to any damage caused by flooding.

Electricity Transmission Corridor

C10 10/07
Op 3/14

6.8.3.28 In the Richmond West and Richmond East development areas, to ensure that the national grid for electricity transmission is taken into account in all resource management decision-making, and that any incompatible use or activity affecting the grid is avoided, remedied or mitigated.

C20 8/10
Op 3/12

6.8.20 Methods of Implementation

6.8.20.1 Regulatory

- (a) Provision of a serviced Rural Residential Zone.
- (b) Deferred Residential Zone north west of Hill Street.

6.8.20.2 Investigations and Monitoring

- (a) Investigate opportunities for industrial and business development through the Coastal Tasman Area Strategic Development Review.

6.8.20.3 Works and Services

- (a) Develop a riparian and coastal reserves network for Richmond.

6.8.30 Principal Reasons and Explanation

[First paragraph deleted (re further growth to the south east of Wensley Road and east of Hill Street (North))]

C66 10/17
Op 12/18

Options for the growth and development of Richmond were first identified and discussed in the Richmond Development Study (2003). Denser growth and development was identified by Council as part of a package of options, which included outward expansion onto new greenfield land and intensification of existing urban areas.

C66 10/17
Op 12/18

The Study identified more compact forms of urban growth as important for the following reasons:

- Encroachment onto rural productive land is reduced.
- The extent of adverse effects associated with urban development can be better managed.
- Services such as water, wastewater, and stormwater can be provided more efficiently.
- Better energy efficiency can be achieved, particularly where associated with urban transportation.

An aging population and reduced household sizes are resulting in an increased demand for small and compact properties.

Greenfield expansion was provided for in Richmond South, Richmond West and Richmond East Plan Changes (through Plan Changes 5, 10 and 20). A framework for more compact density development was introduced into the Plan for the South and West Richmond greenfield locations. Development standards, assessment matters and an Urban Design Guide enable and support denser development in the new Residential zones.

Since the consideration of the long-term growth needs for Richmond, commencing with the Richmond Development Study in 2003, ongoing investigation into the future demand and supply for business land has centred on the Richmond West Development Area. Because of its urban proximity and infrastructure features compared with all other undeveloped regional locations, this area has a permanent regional significance for business land, including industrial and commercial needs.

C10 10/07
Op 3/14

Adoption of an approximate 50-year time horizon for a land bank for business development secures the long-term value of the Richmond West location in the context of the regional need, and seeks to achieve over time the policy objectives of: (i) integrated servicing efficiencies; (ii) economic or business development efficiencies, and (iii) complementary business development between the Richmond CBD and Richmond West Development Area.

Integrated servicing and economic or business development efficiencies are intended to be achieved through the method of zone deferrals for specific servicing and, for some land, until serviced land with the same zoning, in a defined area shown on the planning maps and identified in the rules, is substantially taken up. This will result in a sequence of supply of serviced land in the Richmond West Development Area over the very long term.

Soil and topography limitations in the Special Domestic Wastewater Disposal Area result in increased risks of adverse effects from on-site disposal systems.

Watercourses on the north-east side of Richmond in an area of rural-residential development have been identified as a landscape feature that could enhance future subdivision. Where practicable, these should be utilised for stormwater disposal in an unenclosed and natural state.

The Richmond coastline has inherent conservation values that could be enhanced. Reserves linking the coast with the Richmond hills will continue to be developed to enhance the town's character and recreational opportunities.

The Richmond Intensive Development Area provides for more intensive residential development through a combination of infill in and redevelopment of the existing Residential Zone close to the town centre. In acknowledging an aging population, incorporation of universal design principles in the initial design of dwellings in the Richmond Intensive Development Area is encouraged in the Urban Design Guide (Part II, Appendix 2).

C66 10/17
Op 12/18

Figures 6.8A and Figure 6.8B show how the range of housing choices are provided for in the Richmond residential area. Figure 6.8A also shows the range of housing choices that are provided for in specified development areas elsewhere in the District.

C75 9/22
Op 10/23
C76 9/22

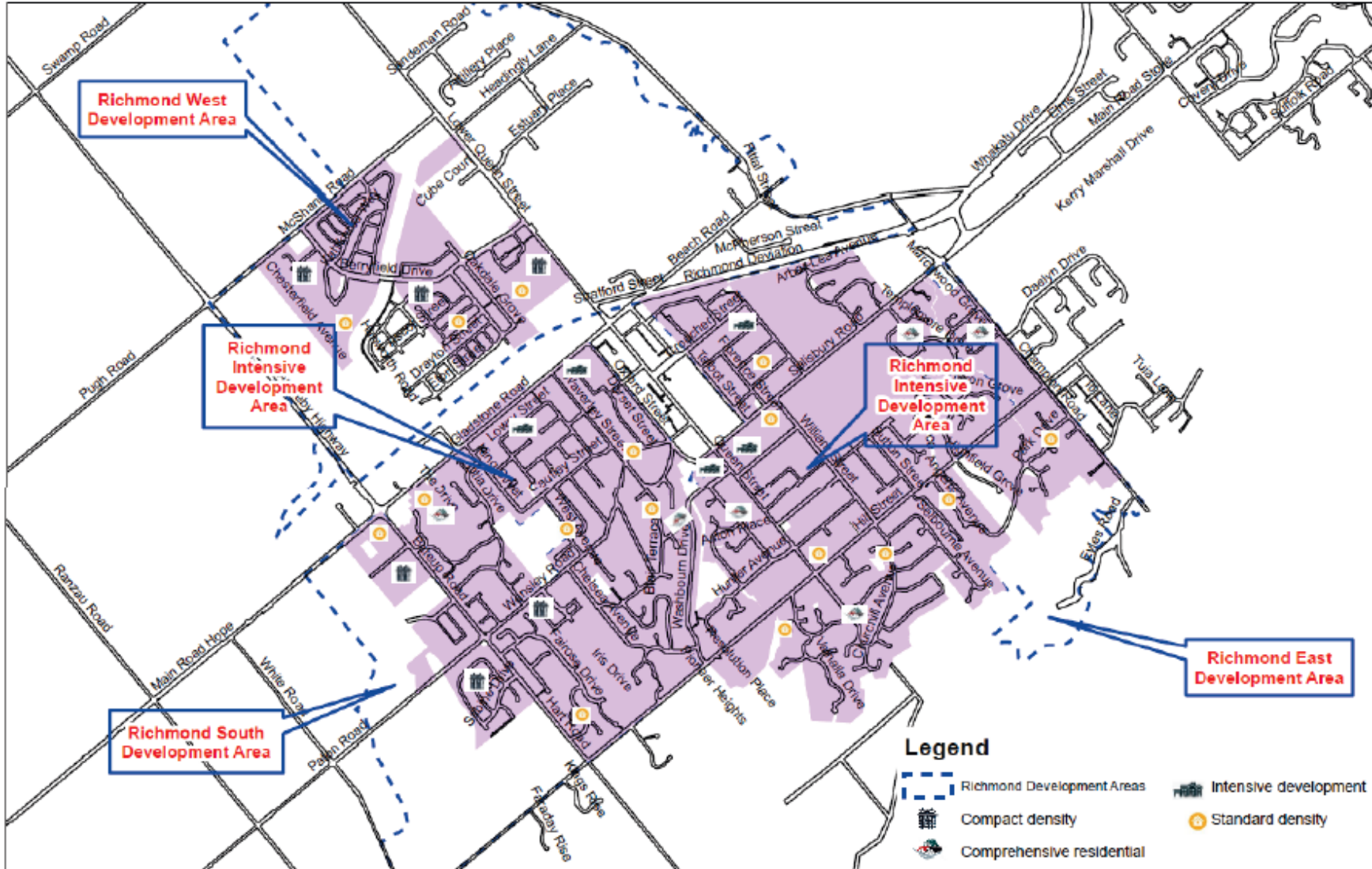
Figure 6.8A: Residential Housing Choices

C66 10/17
Op 12/18
C75 9/22
Op 10/23
C76 9/22

Type of Residential Development	District: Everywhere except 'development areas' and exceptions	Development areas: Richmond South, Richmond West, Richmond East, Brightwater, Wakefield , Motueka West, and Mapua Development Areas, Mapua Special Development Area and Motueka West Compact Density Area	Richmond Intensive Development Area
Standard - Average density - 3 or 4 bedroom house (220 m ²) on a 350m ² - 600m ² site.	✓	✓	✓
Comprehensive - Three or more dwellings on a site - Building coverage – 40% - Minimum site size = 280m ² in Richmond and Motueka and 350m ² elsewhere	✓	X Except for Richmond East below Hill Street and Mapua Development Area where allowed	X
Compact - One or more dwellings on a site - All consents (subdivision, and building) applied for together - No minimum lot size	X	✓ Except for Richmond East; Motueka West Development Area outside of the Motueka West Compact Density Residential Areas ; and Mapua Development Area outside of the Mapua Special Development Area	X
Intensive - One or more dwellings on a site - Minimum lot size 200m ²	X	X	✓

C80 12/23

Figure 6.8B



Range of Housing Choices in Richmond Residential Areas



Note:
This is not a planning map. The purpose of this diagram is to show the range of housing choices provided for in the Richmond Residential areas.

6.9 MOTUEKA

6.9.1 Issues

The key issues for future development in Motueka are:

- | | | |
|-----------------|--|---------------------|
| 6.9.1.1 | Availability of suitable land for future residential, commercial and industrial growth in Motueka, providing for a range of housing opportunities to meet the different socio-economic needs of the urban community. | |
| 6.9.1.2 | Much of the land that Motueka could expand onto is a versatile and productive resource of prime quality land. Consolidation of the urban form of Motueka between the existing arms of development between Pah Street and King Edward Street is the preferred alternative to extending the town lengthways or developing unconnected satellite areas. | C43 4/13
Op 1/15 |
| 6.9.1.3 | The existence of drainage problems in parts of Motueka, including low-lying parts of Motueka West near High Street and the potential effects of sea-level rise on low-lying land east of Thorp Street. | C43 4/13
Op 1/15 |
| 6.9.1.4 | The effect of demand for rural-residential sites on the retention of land of high productive value. | |
| 6.9.1.5 | Poor traffic management, access, parking and amenity in the central commercial area. | |
| 6.9.1.6 | Opportunity for business and employment growth that supports, rather than competes, with the existing town centre. | C43 4/13
Op 1/15 |
| 6.9.1.7 | Opportunities for recreation and conservation on coastal and river margins with appropriate linkage to existing and new urban areas. | C43 4/13
Op 1/15 |
| 6.9.1.8 | Recognition of the risk of overtopping and scouring of the Motueka River stopbanks and the need to retain secondary flowpaths. | C43 4/13
Op 1/15 |
| 6.9.1.9 | Potential for contamination of the Motueka groundwater resource from poorly sited or managed urban land uses. | |
| <u>6.9.1.10</u> | <u>Potential adverse traffic and safety effects of the Motueka West Development Area on the SH60 (High Street) / Whakarewa Street / Woodland Avenue intersection and wider effects across the transport network.</u> | C80 12/23 |

6.9.3 Policies

- | | | |
|-----------------|--|----------------------------------|
| 6.9.3.1 | To provide opportunities for consolidated urban growth away from areas of versatile and productive land, where practicable. | |
| 6.9.3.2 | To provide for the extension of residential development east of Woodlands Avenue, south of Fearon Street, south of Parker Street on both sides of Wilkie Street and north of Courtney Street East, subject to minimum floor height requirements and adequate stormwater disposal. | |
| 6.9.3.3 | To enable further residential development west of Grey Street and south of Whakarewa Street with opportunities for a higher density of development on sites within walking distance of the Motueka town centre <u>and within the Motueka West Compact Density Residential Areas.</u> | C43 4/13
Op 1/15
C80 12/23 |
| <u>6.9.3.3A</u> | <u>To require medium density development in the Motueka West Compact Density Residential Areas to achieve a high standard of residential amenity through design in accordance with the Urban Design Guide (Part 11, Appendix 2).</u> | C80 12/23 |

- 6.9.3.4** To encourage larger allotments with appropriate frontage and depth requirements fronting Thorp Street and Motueka Quay to assist in maintaining the semi-rural amenity of the area.
- 6.9.3.5** To provide for future residential zoning in parts of the Thorp Street Rural Residential Zone, subject to an overall stormwater and drainage plan that takes account of potential sea-level rise.
- 6.9.3.6** To avoid further commercial ribbon development on High Street, development opportunities are provided in depth in Tudor Street, Wallace Street and Greenwood Street, and in a large format retail precinct north of King Edward Street. C43 4/13
Op 1/15
- 6.9.3.7** To ensure rear servicing access and off-street parking are provided to enhance the development of the central section of High Street as a shopping street of high pedestrian amenity.
- 6.9.3.8** To locate appropriately zoned land for a wide range of industrial activities within a business park between Queen Victoria Street and King Edward Street and provide a green buffer to minimise adverse effects on neighbours. C43 4/13
Op 1/15
- 6.9.3.9** To avoid the adverse effects of industrial and commercial activities on the Riwaka/Motueka groundwater resource.
- 6.9.3.10** To allow for the development and the extension of the marae as a focal point for the tangata whenua of the district. C43 4/13
Op 1/15
- 6.9.3.11** To provide for a range of activities in marae areas, while ensuring that activities do not adversely affect and are not adversely affected by adjoining activities.
- 6.9.3.12** To control land use in areas subject to risk of flooding.
- 6.9.3.13** To direct new areas for residential development away from Motueka Aerodrome.
- 6.9.3.14** To ensure the Motueka Aerodrome retains airspace free of obstacles in the vicinity of the runway so that aircraft can manoeuvre safely at low altitude. C43 4/13
Op 1/15
- 6.9.3.15** To protect a future road alignment as indicated on Zone Map 119 for an access road between Courtney Street and King Edward Street that will: C43 4/13
Op 1/15
- (a) primarily have a property access function; and
 - (b) incorporate traffic calming and control devices and signage to discourage the use of the road by traffic generated from non-residential activities; and
 - (c) not be formed to complete the link until the King Edward Street/High Street intersection has been upgraded.
- 6.9.3.16** To manage any potential capacity and safety effects of the Motueka West Development Area on the SH60 (High Street) / Whakarewa Street / Woodland Avenue intersection, and wider effects across the transport network. C80 12/23

6.9.20 Methods of Implementation

6.9.20.1 Regulatory

- (a) Rules relating to:
 - (i) flood hazard special area and minimum floor height of buildings (under the Building Act);
 - (ii) hazardous substances;
 - (iii) obstacle limitation surfaces in proximity to Motueka aerodrome.

C43 4/13
Op 1/15

- (b) Zoning for marae and associated activities (Papakainga Zone).
- (c) Zoning for Rural Residential land at Thorp Street and on the foothills.
- (d) Industrial zoning extension – King Edward Street and Queen Victoria Street.
- (e) Residential zoning extensions – away from aerodrome.
- (f) Provision of compact density residential areas in Motueka West Compact Density Residential Areas.
- ~~(f)~~ (g) Commercial zoning – containment High Street.

C43 4/13
Op 1/15

C80 12/23

6.9.20.2 Monitoring

- (a) Monitoring of discharges and water permits.
- (b) Monitoring of groundwater quality.

6.9.20.3 Works and Services

- (a) Acquisition of land for service lanes and car parking.

C80 12/23

6.9.20.4 Traffic

An Integrated Transport Assessment to understand, assess and mitigate the potential traffic and safety effects of the proposed development as a whole (not of individual stages) on the SH60 (High Street) / Whakarewa Street / Woodland Avenue intersection and wider transport network is to be prepared by a transport planner, transport engineer or other suitably qualified professional. The Integrated Transport Assessment should include a staging plan and/or trigger points for any proposed mitigation.

6.9.30 Principal Reasons and Explanation

A number of factors have influenced Motueka's development. Most of the urban area of Motueka apart from the Thorp Street area is located on fertile Riwaka silt and sandy loam which supports intensive horticulture that contributes to the economic and social well-being of the District. Its use for urban and rural residential purposes will be discouraged where there are other options. Land for rural residential purposes has been zoned at Pangatotara and Thorp Street. A significant proportion of the land in the town is in leasehold tenure but recent progress has been made in freeholding residential land.

Urban expansion is provided for within the Motueka West Development Area to the west of High Street. Identified areas of higher density residential development are provided for within the Motueka West Compact Density Residential Areas to the east of Kerei Street and south of Whakawera Street. These areas provide for compact density development to accommodate a range of housing choice to meet the current and future needs of the community.

C80 12/23

Non-notification (both public (s95A) and limited (s95B)) of Compact Density Development within the Motueka West Compact Density Residential Area south of Whakarewa Street applies to Restricted Discretionary Activity applications for subdivision and Controlled Activity applications for land use. This responds to the objectives and policies in the Tasman Resource Management Plan which:

- i) Seek efficient use of land and infrastructure,
- ii) Encourage medium density housing development of a high standard in suitable locations,
- iii) Seek a range of living opportunities and residential densities.

The non-notification provision is used for Compact Density Development in the Motueka West Compact Density Residential Area south of Whakarewa Street because the structure of Compact Density Development rule 17.1.3.3 g) means that Compact Density Development along the external.

boundaries of the development site must meet the standard permitted activity bulk and location criteria in the Tasman Resource Management Plan unless the land adjoining the specific boundary is being developed as a Compact Density Development. Therefore, any properties outside of the Compact Density Development will not experience a change in terms of the bulk and location of buildings from what could be developed under a permitted activity scenario in the Residential Zone. C80 12/23

Motueka is a relatively low-lying area. Parts of the town have problems with the disposal of stormwater owing to inadequacies in the existing drainage systems. These factors have made it difficult to provide for future growth of the urban area in the most desirable manner, that is: avoiding land with high quality and versatility for farming, and keeping a compact urban area. Historic ribbon development of housing along arterial routes has further distorted a desirable compact urban area. However, major improvements undertaken in the Lower Thorp Drain area have eased drainage constraints somewhat and are allowing development of residential land east of Woodlands Avenue, and alleviating other flooding problems affecting parts of the Thorp Drain catchment.

Residential zoning on the east side of Thorp Street has been reconsidered but development will be deferred until an overall stormwater and drainage plan is approved by Council.

The Motueka aerodrome is a major transport asset in the Motueka area that contributes to the economic base of the region. It is also an educational and recreational facility. Detailed management of the aerodrome is provided through the Motueka Aerodrome Management Plan. To minimise conflict in areas close to the aerodrome there is some restriction on further residential development for noise and safety reasons. An obstacle limitation surface limits the height of trees and buildings in the vicinity of the aerodrome runway. C43 4/13
Op 1/15

Additional land provision for industrial activities was not proceeded with in the last review of the Motueka Plan. Industrial development has been in scattered locations on the north and south sides of the town. The closure of some major industries previously used for primary produce processing has resulted in some large industrial buildings and sites being occupied by many small-scale industries. Some expansion of the industrial area is proposed between Queen Victoria Street and King Edward Street.

Motueka's water supply comes from a large number of wells that tap the Motueka Gravel Aquifer beneath the town. It is intended to provide a fully reticulated water supply because the shallow parts of the aquifer are vulnerable to spillages and contamination from overlying land uses which can affect downstream wells. Two major greenway stormwater features will bisect Motueka West and provide new recreational opportunities for walking and cycling.

Improved amenities, parking and service lane provision is required to enhance the future development of the central commercial area. Some intersection improvements on High Street and new linkages from King Edward Street to Whakarewa Street and from Green Lane to High Street have been planned to relieve congestion on High Street and facilitate development at Motueka West.

Some additional land for commercial activities is likely to be required and the Tudor Street area is considered suitable because of its proximity to existing commercial activities and the possibility of providing more public car parking in this area. Further land for large format retailing of large and bulky goods has been made available to the north of the existing Industrial Zone in King Edward Street. C43 4/13
Op 1/15

Although the marae may be located on fertile land, the social advantages to the tangata whenua outweigh the need to protect a relatively small amount of fertile land.

While a range of activities and an extended land area is provided for in the Papakainga Zone, performance standards have been set to ensure that cross-boundary effects do not occur. C43 4/13
Op 1/15

6.10 TAKAKA

6.10.1 Issues

The key issues for future development in Takaka are:

- 6.10.1.1 Recognition of flood hazard in Takaka.
- 6.10.1.2 Provision of land for light industrial activities.
- 6.10.1.3 The need to separate the adverse effects of activities associated with the dairy factory site from other activities.
- 6.10.1.4 Improved opportunities for adequate amenities (including open space), car parking and access to service a compact central commercial area.

6.10.3 Policies

Refer to Policy set 13.1.

- 6.10.3.1 To ensure that land that is made available for residential settlement is either not subject to flood risk, or the flood risk can be mitigated.

C8 7/07
Op 10/10

[Policy 6.10.3.2 deleted]

- 6.10.3.3 To rezone part of the Commercial Zone in Motupipi Street for light industrial activities.
- 6.10.3.4 To provide a buffer area of rural land around the Takaka dairy factory site.
- 6.10.3.5 To ensure service lane access and off-street parking are provided to enhance development of the Takaka central commercial area.
- 6.10.3.6 To avoid, remedy or mitigate the adverse effects of on-street parking, loading and unloading in the commercial area of Takaka.

6.10.20 Methods of Implementation

6.10.20.1 Investigations

- (a) Investigate possible heavy traffic bypass for Takaka using Motupipi and Meihana streets.
- (b) Complete investigation of service lanes and car parking and implement recommendations
- (c) Investigate possible opportunities for residential and rural residential development at Central Takaka.

6.10.30 Principal Reasons and Explanation

The supply of residential land in Takaka is limited by regular flooding, and peripheral urban expansion has not been allowed apart from an addition of land located between Te Kakau Stream and Commercial Street, and on an area of land at Meihana Street. It is intended to provide opportunities for new residential growth at other locations such as at Pohara. Future expansion of the dairy factory will result in more industrial land being required. This needs to be as far away as possible from Residential zones because of possible noise effects. Further provision is needed for light industrial activities in Takaka.

Recent studies have indicated there is a problem with inadequate service lanes and car parking, causing congestion in the town centre on Commercial Street. There is a need to formalise and improve some existing commercial accesses and to provide new pedestrian accessways on the east side of Commercial Street. Additional amenities such as seating and tree planting could enhance Takaka's role as the key commercial area in Golden Bay.

6.11 TAKAKA-EASTERN GOLDEN BAY

Refer to Policy set 10.1.

6.11.1 Issues

C8 7/07
Op 10/10

The Takaka-Eastern Golden Bay Area is defined as the Takaka Valley lowland area from Tata Beach in the east to Rangihaeata in the west, and south to Upper Takaka at the base of the Takaka Hill. It includes the settlement areas of Ligar Bay, Pohara, Motupipi and Takaka.

Key issues for residential settlement planning in the Takaka-Eastern Golden Bay Area are:

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|-----------------|---|---------------------|
| 6.11.1.1 | How to ensure that land of high productive value <u>is</u> retained for current or future use in rural production. | C60 1/16
Op 5/19 |
| 6.11.1.2 | How to discourage dispersed settlement and ribbon development along roads (including State Highway 60) and/or the coastline. | C8 7/07
Op 10/10 |
| 6.11.1.3 | How to avoid risks associated with development in areas that are flood prone or low lying. | C8 7/07
Op 10/10 |
| 6.11.1.4 | How to make sure that coastal values, including natural, landscape and heritage values, are not adversely affected by settlement. | C8 7/07
Op 10/10 |
| 6.11.1.5 | How to protect rural open space, green space areas and rural landscapes from expanding settlement. | C8 7/07
Op 10/10 |

The key issues specifically for Pohara and environs, which has experienced rapid growth in recent years, are:

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| 6.11.1.6 | The need for a coherent pattern of development that includes additional land for residential and rural residential purposes and that is adequately separated from the effects of industrial development. |
| 6.11.1.7 | Provision for commercial activities within the development pattern. |
| 6.11.1.8 | Recognition of high quality landscape setting and the protection of special features. |
| 6.11.1.9 | Rationalisation of industrial activities at Tarakohe and enhanced amenity. |
| 6.11.1.10 | The need to improve services, including formation of a comprehensive roading pattern between Pohara and Ligar Bay. |

6.11.3 Policies

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|-----------------|--|---------------------|
| 6.11.3.1 | In the Takaka-Eastern Golden Bay Area, to ensure: | C8 7/07
Op 10/10 |
| | (a) the community has a variety of different residential settlement locations to choose from; | |
| | (b) residential settlement opportunities are provided for in coastal and inland locations; | |
| | (c) choices in development density and character in appropriate locations have been provided for, including low density residential development and more compact forms of residential development; | |
| | (d) local communities and landowners are involved in structure planning for locations identified in Policy 6.11.3.2, prior to the zoning of that land for residential or rural-residential purposes. | |

- 6.11.3.2** In the Takaka-Eastern Golden Bay Area, to:
- (a) provide for denser residential development at Rangihaeata, subject to appropriate wastewater management, management of airfield cross-boundary effects, and an assessment of coastal landscape and natural heritage values, and protection of them from inappropriate subdivision and residential development, and the effects on State Highway 60;
 - (b) provide for a residential settlement area centered at the existing Park Avenue location, subject to: particular consideration of appropriate residential development standards; safe car, pedestrian and cycleway access to Takaka; low impact design solutions; infrastructure services provision (including that of State Highway 60); community amenities; and possible future commercial development opportunity;
 - (c) provide for some more development opportunity in the Pohara area, subject to an assessment of natural heritage, character and amenity values; infrastructure servicing requirements (including that of State Highway 60); access and roads; commercial development; parks and reserves; and the identification and appropriate protection of coastal landscape values;
 - (d) provide for more development opportunity in Ligar Bay and Tata Beach areas (including the coastal catchments), subject to an assessment of natural heritage, character and amenity values; infrastructure servicing requirements (including that of State Highway 60); access and roads; commercial development; parks and reserves; and the identification and appropriate protection of coastal landscape values;
 - (e) consider low impact building design, low-density rural-residential development at the Motupipi Hill location, subject to the assessment, identification, long-term protection and restoration of coastal values, especially sensitive estuarine margins; public access opportunities; the assessment, identification and protection of significant landforms; and appropriate infrastructure services (including that of State Highway 60), including suitable access;
 - (f) provide for mixed use development opportunities at Tarakohe, subject to: particular consideration of the proximity of Port Tarakohe; potential for adverse cross-boundary effects; the protection and enhancement of landscape values; and appropriate infrastructure servicing;
 - (g) consider low-density residential development of the eastern flank of the Rototai Hill – Hambrook road landform, subject to particular consideration of: landscape values; ridgeline protection; and the management of karst terrain.
- 6.11.3.3** To allow for a range of urban land uses at Pohara and Ligar Bay, including additional land for residential and rural residential purposes.
- 6.11.3.4** To allow for commercial activities at Pohara.
- 6.11.3.5** To promote a coherent pattern of development by encouraging extension of the existing roading network between Pohara and Ligar Bay in the general alignment identified on the planning maps.
- 6.11.3.6** To promote the protection of significant landscape features including indigenous vegetation remnants and rock outcrops at Pohara, Tarakohe and Ligar Bay/Tata from inappropriate subdivision, use and development.
- 6.11.3.7** To reduce the extent of industrial zoning at Tarakohe but to retain land to service the port at Tarakohe.
- 6.11.3.8** To enhance the amenity and safety of the remaining Tarakohe industrial area through a programme of works including amenity planting, removal of waste material and equipment, and demolition and removal of redundant structures.

6.11.20 Methods of Implementation

6.11.20.1 Regulatory

- (a) Rules limiting subdivision at Tata Headland and preventing subdivision at Tata Heights.
- (b) Rules controlling the removal of indigenous forest.
- (c) Rules to require developers to construct roading infrastructure in general accord with the indicative roading pattern on the planning maps.
- (d) Rules requiring landscaping of industrial subdivisions.

6.11.20.2 Advocacy

- (a) Advocating for the protection of natural features through covenants or reservation.

6.11.20.3 Works and Services

- (a) Identify an indicative roading corridor between Pohara, Pohara Valley and Ligar Bay.

6.11.30 Principal Reasons and Explanation

In the Takaka-Eastern Golden Bay Area, requiring that settlement take place in defined locations can prevent dispersed and inappropriate development. This can help in avoiding adverse effects on rural values, coastal values and productive land resources, as well as establishing settlements that are more cost-effective to service and less dependent on private vehicles for transport.

C8 7/07
Op 10/10

A range of locations and different densities of development can ensure that the lifestyle demands of different people can be met, and can help to ensure that more affordable locations are provided for.

Settlement patterns are guided by the objectives and policies of this section.

Promotion of urban development in a defined area at Pohara/Tarakohe/Ligar Bay is an alternative to development elsewhere where adverse effects on the natural character of the coastal environment are regarded as inappropriate and unacceptable. Pohara/Ligar Bay has been and will continue to be a growth centre in Golden Bay. It is an attractive area for future development as it has good recreational facilities and is close to extensive, safe and sandy beaches and a deep water port. It is proposed that future development should consolidate around the existing settlement and provide for some commercial or tourist activities, with compatible industrial activities at Tarakohe. Some essential services such as water supply and roading need upgrading.

Coherent growth of the Pohara/Tarakohe/Ligar Bay area depends on improvements to the local roading network, to provide an alternative link between Pohara and Ligar Bay. An investigation has identified appropriate corridors that will lead to an integrated roading pattern with minimal adverse effects on the environment.

Since the closure of the Golden Bay Cement Works in 1988, site-clearing works have proceeded slowly. The extent of industrial zoning on the attractive limestone formations between Ligar Bay and Tarakohe, and Pohara and Tarakohe, has been reduced in recognition of their high landscape and ecological values and inappropriateness for industrial development. However, Port Tarakohe is expected to have a significant role as the principal port in Golden Bay, servicing marine farming and tourist industries. Some industrial land is being retained at Tarakohe to provide for new port-related industries and other light industries. Where feasible and safe, worked over areas of the former quarry will be developed for utilisation by new industry.

At Tata Heights and on the Tata tombolo, subdivision is limited to prevent adverse effects on indigenous vegetation remnants and geological features in the coastal environment.

6.12 COLLINGWOOD

Refer to Policy sets 8.1, 8.2, 13.1.

6.12.1 Issues

The main issues in Collingwood are:

- 6.12.1.1 A need to upgrade services, including roading, and ensure the provision of a public water supply and a stormwater system to cope with the proposed pattern of development.
- 6.12.1.2 Ensuring any boating facilities in the Ruataniwha Inlet are integrated with appropriate onshore facilities and the natural character of the inlet.
- 6.12.1.3 Recognition of natural hazards such as flooding, coastal erosion and slope instability.
- 6.12.1.4 The need for the maintenance and enhancement of the character of Collingwood - including protecting natural values of the hill backdrop to the town, the coastal margin of the inlet, and the sandspit.
- 6.12.1.5 Protection of Collingwood's heritage values and enhanced urban design of Tasman Street.
- 6.12.1.6 The appropriate direction of future development in Collingwood.

6.12.3 Policies

- 6.12.3.1 To progressively upgrade the urban roading network and provide an alternative emergency route for State Highway 60 and stop inappropriate paper roads that have no practical or safe access function.
- 6.12.3.2 To enhance proposed mooring facilities in the Aorere estuary with appropriate onshore facilities such as parking and amenities such as landscaping.
- 6.12.3.3 To promote the concept of an amenity plan for the rear yards of Tasman Street, Collingwood properties which adjoin the Ruataniwha Inlet to enhance public use of the adjoining estuarine margin.
- 6.12.3.4 To avoid, remedy or mitigate the adverse effects of locating development on natural hazard areas.
- 6.12.3.5 To encourage any future development for residential and rural residential purposes to locate behind the existing developed area and to avoid its spread along the coastline or into areas that are highly visible or have high natural values.
- 6.12.3.6 To protect and enhance Collingwood's heritage values and improve the appearance of the main street.
- 6.12.3.7 To protect bush remnants on the coastal scarps at Collingwood.

6.12.20 Methods of Implementation

6.12.20.1 Regulatory

- (a) Rules limiting development in the Slope Instability Risk Area.
- (b) Rules limiting alteration of heritage buildings.
- (c) Consent required to remove indigenous forest in the Coastal Environment Area.

6.12.20.2 Works and Services

- (a) Concept plan for inlet foreshore and main street.

6.12.20.3 Investigations

- (a) Investigate opportunities for public access along unformed legal roads, particularly as routes for public walkways, and consider safety at public road interfaces.

6.12.30 Principal Reasons and Explanation

The roading pattern for Collingwood was laid out last century and it bears little relationship to the topographical constraints that exist. However, before any road is closed, opportunities for pedestrian access will be investigated as visitors and residents are seeking access to and along the coast. The investigations will include the consideration of safety at interfaces with the formed road network. The walkway routes shown in the Collingwood Strategic Plan will be used as a guide. An alternative route is needed to the one existing access to Collingwood around the Aorere estuary as it is prone to flooding and this risk is likely to increase with predicted sea-level rise. The continued growth in recreational fishing has resulted in a demand for further facilities in and adjoining the Aorere estuary. Adequate parking is required in close proximity to the boat ramp and mooring area and the commercial wharf.

The coastal scarps which separate the upper and lower parts of Collingwood are unstable and have not been zoned urban. They also add to the character of the town in their vegetated and unbuilt state. The end of the Collingwood sandspit is a mobile feature that is unsuitable for permanent structures. The long-term development of Collingwood should be directed away from sensitive locations.

6.13 SETTLEMENTS IN OR ADJOINING NATIONAL PARKS

Refer to Policy sets 8.1, 8.2, 10.1.

6.13.1 Issues

There are a number of settlements in the District which are located inside or close to national park boundaries. The main locational issues are:

- 6.13.1.1** The extent, type and location of additional development at Marahau - consolidation at Marahau township or scattered development near the national park boundary.
- 6.13.1.2** The extent, type and location of additional development at St Arnaud (including Tophouse/Wairau Saddle) and Lake Rotoroa – provision for alternative growth areas that minimises the adverse effects on Nelson Lakes National Park. The main effects are likely to be loss of indigenous vegetation and inappropriate buildings.
- 6.13.1.3** The extent and type of development at Awaroa - consolidation of existing urban activities.
- 6.13.1.4** The density and extent of development at Torrent Bay.

6.13.3 Policies

- 6.13.3.1** To provide additional land at Marahau for residential and business development, consolidating between the existing arms of development, and for recreational and tourist development at the beachfront, in keeping with the special rural and coastal character of the area.
- 6.13.3.2** To support and encourage an appropriate coastal management process in conjunction with beachfront tourist and recreational development at Marahau.
- 6.13.3.3** To protect a future road alignment generally as indicated on Zone Map 82 for an access road (as defined in Schedule 16.2D) at Marahau that will:
 - (i) primarily serve land to the rear of the Marahau settlement which is zoned for future residential development;
 - (ii) primarily have a property access function;
 - (iii) incorporate traffic calming and control features to discourage use of the road by traffic generated from non-residential activities.
- 6.13.3.4** To provide a small area of additional land for residential opportunities at Lake Rotoroa.
- 6.13.3.5** To protect ecosystems, indigenous vegetation and other outstanding natural features adjoining and within Marahau, Rotoroa, Awaroa and St Arnaud townships to enhance their settings close to a national park.
- 6.13.3.6** To enable a limited amount of new residential growth at St Arnaud adjacent to Borlase Avenue and in depth on the north side of State Highway 63 behind existing development, subject to the implementation of wastewater measures designed to avoid contamination of Lake Rotoiti or any stream draining to the lake, and to retention of the natural character of the margins of the lake and the national park.
- 6.13.3.7** To provide an alternative growth area for St Arnaud in the form of two rural-residential areas in the Tophouse locality.
- 6.13.3.8** To retain a clear rural character which avoids ribbon development between Tophouse junction and St Arnaud.

- 6.13.3.9** To maintain a residential lot size at St Arnaud township sufficient to retain the area's natural character.
- 6.13.3.10** Resubdivision of existing residentially-zoned allotments crossed by the Alpine Fault in Robert Street, Holland Street and Borlase Avenue at St Arnaud will not be permitted.
- 6.13.3.11** To promote consolidation of commercial development and tourist accommodation near the centre of St Arnaud.
- 6.13.3.11A** To provide for cultural land use activities in St Arnaud within an identified Papakainga Zone. C78 9/22
Op 3/23
- 6.13.3.12** To avoid adverse visual effects of buildings and site development works on the amenity and character of Marahau, Awaroa, St Arnaud, Rotoroa and Torrent Bay.
- 6.13.3.13** To avoid, remedy or mitigate the adverse effects of tourist activities and of the scale of tourist development at Awaroa, St Arnaud, Rotoroa, Marahau and Torrent Bay.
- 6.13.3.14** To ensure facilities servicing visitors to Marahau and the Abel Tasman National Park are compatible with the natural environment and do not adversely affect public access to the foreshore.
- 6.13.3.15** To establish higher performance standards for the use of on-site disposal of domestic wastewater in the Marahau Special Domestic Wastewater Disposal Area.

6.13.20 Methods of Implementation

6.13.20.1 Advocacy and Education

- (a) Promotion of information about the effects of cats on indigenous wildlife and discouraging the keeping of cats at St Arnaud and Rotoroa.
- (b) Council to prepare an advisory pamphlet listing trees and shrubs and other vegetation appropriate for the St Arnaud area, consistent with those occurring naturally in the area.

6.13.20.2 Works and Services

- (a) Any plants provided by Council to landowners for street frontage enhancement in new urban subdivisions in St Arnaud are appropriate indigenous species.

6.13.20.3 Regulatory

- (a) Papakainga zoning in St Arnaud to provide for cultural activities.

C78 9/22
Op 3/23

6.13.30 Principal Reasons and Explanation

Marahau

Many small-scale tourist ventures have established in the small Marahau settlement and its environs near the southern entrance to the Abel Tasman National Park since the Riwaka-Sandy Bay road to the Abel Tasman National Park has been upgraded. More attention to parking, access, coastal management processes and open space provision along the Marahau foreshore area will be necessary as development continues. An indicative road alignment has been shown on Zone Map 82 for Marahau to ensure future integrated development of land to the rear of the Marahau settlement. The purpose of this notation is to protect the future road alignment for an access road (as defined in Schedule 16.2D) to provide a property access function primarily serving land which is zoned for future residential development. Some of the land

which the indicative road will serve is also zoned for future tourist services. It is intended that this road will be developed as a low impact residential access road incorporating constraints to through traffic (making use of traffic calming and control features).

Further ventures will be encouraged to locate in or adjoining the township and so as to avoid the low-lying, flood-prone land in the Marahau Valley and the unstable coastal margin. Marahau settlement has an attractive setting of native bush and coastline. The Council will endeavour to have the bush protected by covenant or reserve.

St Arnaud

St Arnaud services and is the gateway to Nelson Lakes National Park. While it has long been a small summer holiday resort, it is developing facilities to cater for increasing winter recreation at the nearby ski-fields.

The most significant constraints on development are surveyed support for only moderate township growth and environmental matters such as protection of native vegetation and the water quality of Lake Rotoiti.

An alternative growth area has been developing at Tophouse, providing for low density residential allotments. The extent of land zoned Rural Residential at Tophouse/Wairau Saddle is sufficient for those seeking larger lots in an alpine environment without adversely impacting on the national park or the setting of St Arnaud township. St Arnaud is expected to remain the main focus for services and facilities.

It is necessary to restrict development (including subdivision) in the vicinity of the Alpine Fault, an active fault that crosses the township.

Additional commercial zoning is provided in the centre of St Arnaud to serve the Lake Rotoiti area and minimise effects of commercial development on other areas.

Provision for new residential development on land adjacent to Borlase Avenue and to the rear of existing residential development on the north side of the State Highway is subject to the development of an approved reticulated wastewater system. With this, a slightly higher density than some other parts of the township is expected to occur while maintaining the existing character of the area.

There is Papakainga zoning on Massey Street to provide for cultural activities. The Papakainga Zone provides for a range of activities and includes performance standards to ensure that adverse cross-boundary effects do not occur.

C78 9/22
Op 3/23

Soil or geology limitations in the Marahau Special Domestic Wastewater Disposal Area result in increased risks of adverse effects from on-site domestic wastewater systems.

Lake Rotoroa

Rotoroa is a small urban settlement partly surrounded by national park and has a limited capacity to absorb other than moderate growth.

Awaroa and Torrent Bay

Awaroa and Torrent Bay are small settlements surrounded by national park, with limited capacity to absorb environmental effects of further development.

6.14 KAITERITERI

Refer to Policy sets 8.1, 8.2, 10.1, 13.1.

6.14.1 Issues

The main issues in Kaiteriteri are:

- 6.14.1.1 Upgrading water supply services to cope with the scale of development.
- 6.14.1.2 Management of effects which cross the boundary between activities occurring on the land and those occurring on the water.
- 6.14.1.3 Recognition of natural hazards such as slope instability, coastal erosion and other hazards such as fire.
- 6.14.1.4 Opportunity for the establishment of land use activities related to the visitor industry.
- 6.14.1.5 Enhanced amenity of the main beachfront, particularly access to it.
- 6.14.1.6 Protection of natural features such as wetlands and native forest remnants and archaeological sites.
- 6.14.1.7 Consolidation of development within existing urban boundaries.

6.14.3 Policies

- 6.14.3.1 To require provision for full servicing of new subdivisions and staging of development between Stephens Bay and Little Kaiteriteri.
- 6.14.3.2 To pursue the provision of car parking at Kaiteriteri, especially in relation to commercial activities, including those which occur on the water.
- 6.14.3.3 To control land use activities and subdivision to avoid any adverse environmental effects in terms of sedimentation, erosion, instability and loss of visual amenity.
- 6.14.3.4 To provide for commercial activities, tourist services and recreation at appropriate locations that minimise adverse effects within Kaiteriteri.
- 6.14.3.5 To redesign the main Kaiteriteri beachfront access to improve parking and visual amenity.
- 6.14.3.6 To provide for reserves and pedestrian access at key locations.
- 6.14.3.7 To encourage the efficient use of land and infrastructure within Kaiteriteri, including the development of a large area of residentially zoned land between Stephens Bay and Little Kaiteriteri.

6.14.20 Methods of Implementation

6.14.20.1 Regulatory

- (a) Rules requiring
 - connection to services
 - contributions to car parking from commercial activities on land
 - engineering certification of sites and works

6.14.20.2 Works and Services

- (a) Design project for Kaiteriteri beachfront.
- (b) Additional reserves and walkways in the Little Kaiteriteri/Stephens Bay area.

6.14.30 Principal Reasons and Explanation

It is Council policy to provide a reticulated water supply to the whole Kaiteriteri settlement as soon as possible and subdivisions will be expected to be designed accordingly.

The Kaiteriteri beachfront becomes very congested at times and parking is at a premium. It is proposed to redesign the road between the beach camp and the beach and improve parking access and amenities in the current planning period.

To make provision for day-trippers, Council will provide short-term parking spaces adjoining Kaiteriteri, Little Kaiteriteri and Stephens Bay beaches. Long-term parking for boat trailers and national park visitors' vehicles will be provided on the former tip site as an interim use, until such time as the tip site has consolidated and the permanent population justifies some other zoning such as for further commercial land.

Because of Kaiteriteri's scenic quality, limited areas of the beaches and safety considerations, water-related structures such as boat ramps and jetties will need to be located away from the centre of the beach areas. A co-ordinated approach on these matters will be pursued with the Kaiteriteri Recreation Reserve Board and the Department of Conservation.

The natural attractions of the area are its climate, golden sandy beaches, sea views, clear waters, rocky and bushed headlands and pockets of bush, wetlands and estuary. The conservation of these features and provision of access to them is important.

To encourage access both along and to the coast, between and within residential areas and recreational areas, the provision of walking tracks will be an important consideration in the design of future subdivisions. Subdividers will be encouraged to design in such a way that physical access to the coast penetrates deep into the subdivision.

Adequate provision for reserves at key locations at Kaiteriteri is important to help protect views and recreational opportunities. It is intended that reserves provision be made on the headland at the southern end of Little Kaiteriteri and at Dummy Bay.

Much of the land at Kaiteriteri is highly erodible Separation Point Granites that require particular care when earthworks and vegetation removal are undertaken. Developers and builders will be required to carry out erosion mitigation measures. The Kaiteriteri area has a history of Māori settlement, with defended pa sites at Kaka Point, Anawhakau and Pa Point. There are also wāhi tapu sites.

6.15 MAPUA/RUBY BAY

Refer to Policy set 18.1.

6.15.1 Issues

The Mapua/Ruby Bay area is defined as the area east of the Ruby Bay Bypass and Old Coach Road extending to the coastline at Ruby Bay/Te Mamaku, northwards to the Brabant Drive subdivision and southwards to the Waimea Estuary. It is characterised by a diverse mix of lifestyle properties, orchards, cottage industries, low-lying rural land and the village settlements of Mapua and Ruby Bay. It is flanked by the Rural 3 Zone on the hills to the north and south.

C22 2/11
Op 1/15

Key issues for settlement planning in Mapua and Ruby Bay are:

- 6.15.1.1 Sustainable management of major coastal hazards of erosion and inundation that takes account of existing coastal protection structures, current projections on sea level rise, land levels and demand for public access.
- 6.15.1.2 Management of the extent of urban development so that the unique character of the area is retained, including the protection of many archaeological sites, natural vegetation features and some orchard land.
- 6.15.1.3 Identification of some suitable areas for more intensive residential development to provide for changing lifestyles and to make more efficient use of land and energy.
- 6.15.1.4 To have well-connected open space in new development areas and adjoining the Waimea Estuary to recognise its natural features.
- 6.15.1.5 Redevelopment of the remediated previously contaminated site adjoining the Tahī Street/Aranui Road intersection with an appropriate mix of well-designed residential, commercial and recreational activities.
- 6.15.1.6 The management of cross boundary effects of buildings on the coastal plain at Ruby Bay.
- 6.15.1.7 Integration of Mapua/Ruby Bay community with adjoining parts of the rural residential community.
- 6.15.1.8 The need for the rate of urban development to be aligned with the servicing provisions in the Long Term Plan.
- 6.15.1.9 Integrated management of stormwater using low impact design solutions, where practicable, and maintaining low-lying flood prone land for ponding during major flood events.

6.15.3 Policies

- 6.15.3.1 To maintain and enhance the character of Mapua by accommodating growth within specified limits on the surrounding hill land and in such a way that it retains its village scale, its heritage and natural vegetation and wildlife features.

C22 2/11
Op 1/15

- 6.15.3.2** To accommodate rural residential growth at Ruby Bay on the hill slopes above the Bay to retain a transition between urban and rural landscapes and to avoid exacerbating the risks from coastal erosion, inundation and the loss of archaeological sites on the coastal plain.
- 6.15.3.3** To provide improved management of the cross-boundary effects of buildings and structures on the Ruby Bay flats.
- 6.15.3.4** To maintain Mapua wharf and its historic wharf buildings as a vibrant and active visitor destination, incorporating the eastern part of the ex Fruitgrowers Chemical Company site to provide for a limited extension of visitor attractions that complements the historic and low key maritime atmosphere and enhances public access to and along the foreshore.
- 6.15.3.5** To develop and extend the Mapua commercial area as the retail and community facilities centre and integrate it with the development of the adjoining reserve, particularly in respect of parking, landscaping and ensuring a safe traffic environment on Aranui Road.
- 6.15.3.6** To avoid new buildings on those parts of the coastal margins, Mapua channel entrance, and Ruby Bay/Te Mamaku cliffs which are most at risk from erosion, slips and inundation.
- 6.15.3.7** To identify a Coastal Risk Area between Mapua and Ruby Bay where all subdivision and development will be limited to avoid the long-term adverse effects of coastal erosion and inundation.
- 6.15.3.8** To create a highly connected network of open spaces and local and regional accessways through and around Mapua and Ruby Bay that encourages people to walk and cycle.
- 6.15.3.9** To retain a natural buffer between the edge of the Waimea estuary, the coastal vegetated gullies and scarps and surrounding land use.
- 6.15.3.10** To ensure streets are well connected to reduce travel distances for vehicle, cycle and pedestrian traffic in Mapua and Ruby Bay.
- 6.15.3.11** To encourage heavy industrial activities to locate outside the Mapua township and to enable a modest extension of the Warren Place business area as a light industrial park based on principles of waste minimisation and sustainable energy.
- 6.15.3.12** To minimise stormwater runoff through catchment-wide management and utilize low impact stormwater design, where practicable, that provides for stormwater as well as open space and recreational needs.
- 6.15.3.13** To enable a range of housing types that meet different household needs such as for more energy-efficient housing and for smaller households.
- 6.15.3.14** To develop and maintain high quality, enduring public spaces both at the water's edge and within Mapua.
- 6.15.3.15** To provide specific management of land disturbance at the Mapua waterfront park site, the ex landfill site and adjacent creek, and Tahī Street roadway.
- 6.15.3.16** To defer development in areas where services require upgrading and to indicate an area on the southwest side of Seaton Valley Road where very long-term development beyond 2031 could take place.
- 6.15.3.17** To ensure a high quality visual experience and a gateway environment on the Mapua Drive route from the Ruby Bay bypass (Te Mamaku Drive) to Mapua.

C22 2/11
Op 1/15

6.15.20 Methods of Implementation

6.15.20.1 Regulatory

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|-----|--|---------------------|
| (a) | Setbacks from identified cliffs and the coastline. | C22 2/11
Op 1/15 |
| (b) | Coastal Risk Area rules limiting permanent buildings close to the coast. | |
| (c) | Rules limiting subdivision at Ruby Bay. | |
| (d) | Rules limiting removal of bush in the Coastal Environment Area. | |
| (e) | Rules limiting the removal of and alteration to archaeological sites prior to gaining archaeological authority and, if required, Council consent. (<i>See rule 16.13.6.1</i>). | C22 2/11
Op 1/15 |
| (f) | Rules allowing smaller residential lots in the Mapua Special Development Area. | |

6.15.20.2 Investigations

- | | | |
|-----|--|---------------------|
| (a) | Concept plan for integration of Aranui Rd/Toru St commercial area, hall and adjoining reserve. | C22 2/11
Op 1/15 |
| (b) | Concept plan for integrating the waterfront park with the wharf area. | |

6.15.20.3 Works and Services

- | | | |
|-----|--|---------------------|
| (a) | Indicative walkway network to be implemented with parking where appropriate. | |
| (b) | Maintenance of viewpoints. | C22 2/11
Op 1/15 |
| (c) | Streetscaping of Aranui Road and landscape plan for Mapua Drive. | |
| (d) | Site Management Plan for Waterfront Park. | |
| (e) | Site Management Plan for ex landfill site. | |

6.15.30 Principal Reasons and Explanation

Mapua/Ruby Bay is a popular place to live and visit with its attractive views and access to the sea and surrounding hills. It also provides a service centre for central parts of the Rural 3 Zone nearby. C22 2/11
Op 1/15

In recent years it has sustained quite a high rate of growth and services, such as water supply, have become stretched at times. Low-lying parts of Mapua and Ruby Bay are susceptible to flooding during high rainfall events.

To keep pace with and ensure sustainable development in the Mapua Ruby Bay area wastewater, stormwater, water supply and roading systems are being upgraded. A programme of works is included in the Council's Long Term Plan. While low impact stormwater systems are encouraged, they may not be appropriate on some areas such as hill or clay soil areas.

Coastal erosion and inundation are significant hazards experienced on the coastal plain extending from McKee Domain to the Mapua Leisure Park. A report prepared for the Council by Professor R M Kirk and Dr J C Allan in November 1998 presented the results of an investigation into coastal erosion and sea water inundation hazards at Ruby Bay. This report found that chronic erosion has occurred at Ruby Bay for at least most of the twentieth century. It states that some 13.2 hectares of land were lost to the sea between 1912 and 1988 at an average coastal retreat rate of 0.48 metres per year. Since the report, coastal erosion and inundation protection structures have been erected along a substantial length of this coastline. Many of these are privately owned, have variable degrees of effectiveness and do not fully prevent inundation. Almost all have affected public access to and along the coast, particularly at the time of high tide. Land adjoining parts of Tahī and Iwa streets is low lying and susceptible to future coastal inundation.

The latest advice from the Intergovernmental Panel on Climate Change and the Ministry for the Environment is that base sea level will continue to rise, to 0.50 metres above the 1980-1999 average by 2090-2099. Within this timeframe, the consequences of at least a further 0.30 metre sea level rise also need to be considered. On land most at risk from coastal erosion and inundation, further permanent building development will not be permitted and some areas closed to further subdivision. Residential development at Ruby Bay is closed and in parts of Tahī and Iwa streets is limited to further subdivision to minimize the hazard risk to additional dwellings. The Coastal Risk Area, previously based only on long-term erosion rates occurring until 2040 on a natural coastline, has been reassessed and adjusted to account for present works and also for when further planned protection works have been completed. It also takes account of inundation.

On land occupied by the Mapua Leisure Park the coastline is dynamic and subject to coastal erosion and accretion and possible inundation. Existing development is of a relocatable nature and therefore appropriate in this environment. The Tourist Services Zone controls are therefore designed to ensure that future development is also appropriate. This area of the coastline experiences extremes of both erosion and accretion which makes future scenarios difficult to predict. In considering any proposal, the rather transient nature of the coastline must be able to be accommodated within the proposal with minimal risk to the investment.

Mapua wharf and its related historic buildings have redeveloped as a vibrant area for specialist shops and cafes while the adjoining boat ramp provides access to the Mapua Channel. The remediated site nearby provides opportunities for a mix of residential, commercial and recreational developments which complement the wharf area. The western side of the site has been remediated to a sufficient standard to allow residential activities. Because the site is within walking distance of many facilities, it is considered suitable for a slightly higher density of residential development that is less car-dependent. The design of the remediated area should emphasise the creation of a pedestrian-friendly precinct with appropriate development that responds to the coastal setting and historic character and allows pedestrian access from the Mapua Channel frontage across the site to the Waimea estuary frontage.

On the east side of Tahī Street, the site has high potential visual amenity, with views over the channel and towards Rabbit Island/Moturoa. Council wishes to see new development capitalise on this value in activities such as tourism and recreation at a scale that will not compromise adjoining residential areas.

The main commercial area at Aranui Road/Toru Street has the potential to expand and be better integrated with the adjoining hall and reserve land. Future streetscaping is expected to calm traffic and improve the appearance of Aranui Road once pipe services beneath the street have been renewed. A modest expansion of the Warren Place business area is provided for to the west of the Seaton Valley Stream.

C22 2/11
Op 1/15

Wetlands and pockets of bush (in coastal gullies, on ridges and scarps) contribute to the landscape character of Mapua and Ruby Bay and provide a natural edge to the Waimea estuary, a wetland of international importance. They should be retained wherever possible. The Mapua wetland is a small area of private open space.

There are opportunities to enhance ecological values as new reserves are developed in new subdivisions on the hillsides and near the coast and Seaton Valley Stream, and as existing older reserves are redeveloped. Buffers of varying widths are required on the estuary edge to allow for future restoration planting and sea level rise, to minimise bird disturbance and sedimentation in the estuary and its shellfish beds.

Access to and along the coast is sought by residents and visitors to Mapua/Ruby Bay. Where new access for walkways is formed, it may be necessary to minimise adverse effects on the road network by providing parking in appropriate locations.

6.16 BRIGHTWATER

Refer to Policy set 13.1.

6.16.1 Issues

Brightwater, one of the earliest European settlements on the Waimea Plains, is projected to have a population of 2412 by 2039, and has experienced significant employment growth in recent years. The current issues are: C57 11/15
Op 12/18

- 6.16.1.1 Recognition of flood hazard risk on the low-lying land in the vicinity of the Wairoa and Wai-iti rivers and the Pitfure and Mt Heslington streams.
- 6.16.1.2 The need to manage urban expansion on land of high productive value.
- 6.16.1.2A The need to provide higher density housing options that achieves a high standard of amenity, and variety of lot sizes on land where urban expansion does occur. C75 9/22
Op 10/23
- 6.16.1.3 Adverse amenity effects from the dispersed pattern of industrial activities in Brightwater and need for better separation and management of effects.
- 6.16.1.4 Providing recreation and community facilities in response to demand projections, existing supply and Council's priorities across the district. C57 11/15
Op 12/18
C75 9/22
Op 10/23
- 6.16.1.5 Improved connectivity between the residential area and the school.
- 6.16.1.6 Protection of Brightwater's heritage values and enhanced urban design of Ellis Street and adjoining open space.
- 6.16.1.7 Management of road noise received from State Highway 6 within the Brightwater Development Area between Pitfure Stream, State Highway 6, and Lord Rutherford Road. C75 9/22
Op 10/23

6.16.3 Policies

- 6.16.3.1 To manage the effects of the expansion of Brightwater on land of high productive value by providing for future residential areas south east of Snowdens Bush and for further lots on Watertank Hill, and by ensuring efficient use of land in the Brightwater Development Area (between Pitfure Stream, State Highway 6, and Lord Rutherford Road). C57 11/15
Op 12/18
C75 9/22
Op 10/23
- 6.16.3.1A To require higher density housing options and a variety of lot sizes on land within the Brightwater Development Area between Pitfure Stream, State Highway 6, and Lord Rutherford Road which achieves a high standard of residential amenity through design in accordance with the Urban Design Guide (Part II, Appendix 2). C75 9/22
Op 10/23
- 6.16.3.1B To require higher density housing options and a variety of lot sizes on land within the Brightwater Development Area between Pitfure Stream, State Highway 6, and Lord Rutherford Road through the use of a mandatory mix of lot sizes and encourage Compact Density Development in this area through the use of a non-notification provision. C75 9/22
Op 10/23
- 6.16.3.2 To rationalise the provision of industrial land so that the effects of industrial activities are minimised.
- 6.16.3.3 To manage subdivision and development of industrial land in Brightwater to avoid significant flood hazard risks on the site or beyond the site.

- | | | |
|------------------|--|----------------------|
| 6.16.3.3A | To manage subdivision and development of residential land in the Brightwater Development Area between Pitfure Stream, State Highway 6, and Lord Rutherford Road to avoid significant flood hazard risks on the site and beyond the site. | C75 9/22
Op 10/23 |
| 6.16.3.4 | To ensure suitable land and infrastructure is available in Brightwater for residential and business use, and for active and passive recreation. | |
| 6.16.3.5 | To develop access to and along the Wairoa River between the former railway reserve and Bryant Road. | |
| 6.16.3.6 | To facilitate additional access from the residential area to the Brightwater school. | |
| 6.16.3.7 | To support landscape and streetscape initiatives and the retention of heritage buildings and trees that contribute to the character and amenity of Brightwater. | |
| 6.16.3.8 | To manage road noise received from State Highway 6 in the Brightwater Development Area between Pitfure Stream, State Highway 6, and Lord Rutherford Road through mitigation methods at the time of subdivision and building. | C75 9/22
Op 10/23 |

6.16.20 Methods of Implementation

6.16.20.1 Regulatory

- | | | |
|-----|---|-----------------------|
| (a) | Rezoning land suitable for residential and business use following evaluation of development areas outlined in the Council's growth model. | C57 11/15
Op 12/18 |
| (b) | Zoning Rural Residential land at Wakefield rather than Brightwater. | |
| (c) | Rules requiring setbacks and noise standards for industrial activities to manage cross-boundary effects on residential land adjoining industrial zones. | |
| (d) | Rules relating to subdivision and building coverage in industrial zones that are subject to flood hazards. | |
| (e) | Rules to require a variety of lot sizes and enable higher density housing options on land within the Brightwater Development Area. | C75 9/22
Op 10/23 |
| (f) | Rules to manage road noise received from State Highway 6 in the Brightwater Development Area | C75 9/22
Op 10/23 |

6.16.20.2 Monitoring

- (a) Monitoring of noise and other industrial effects.

6.16.20.3 Works and Services

- | | | |
|-----|---|-----------------------|
| (a) | Acquisition and development of land for recreation, open space and cycle/walk ways. | C57 11/15
Op 12/18 |
| (b) | Heritage grants for owners for approved work on listed heritage buildings. | |
| (c) | Streetscape works in Ellis Street. | |

6.16.30 Principal Reasons and Explanation

Flooding from the Pitfure Stream and Wairoa and Wai-iti Rivers is a limiting factor which constrains future growth at Brightwater. All the land on the east side of Brightwater is subject to flooding. In the vicinity of Pitfure Stream at the north-western end of the township, it is proposed that flood-prone land be retained for rural or recreational purposes where the flood effects cannot be reasonably managed to enable residential use. Additional land for playing fields is sought and a new site northeast of Lord Rutherford Road North will be developed, which avoids residents having to cross the Brightwater Bypass - a proposal in the previous District Plan.

C75 9/22
OP 10/23

There is a modest increase in the amount of urban land provided at Brightwater compared with the previous Plan. There has been a rearrangement of the location of new residential land so that some is located northwest of the Brightwater Bypass and an area is being investigated on Watertank Hill. The latter site will require traffic issues, including safe access across the Brightwater Bypass to be addressed.

Some existing scattered industrial activities have the potential to create effects that are incompatible with residential neighbours. While existing use rights protect existing activities, it is intended to change the emphasis to activities more compatible with residential uses.

There has been little demand for the resource processing zone adjoining River Terrace Road so some of this land is proposed for light industry. Compatibility with the adjoining dairy factory will be an important factor and all new activities will be discretionary to ensure this is taken into account.

New playing fields are required to accommodate the needs of organised sport in Brightwater and the adjoining rural area. The relatively young population of Brightwater contrasts with some of the other townships of the District. Access to and alongside the nearby Wairoa River would provide for active and passive recreation.

Flooding from the Pitfure and Mt Heslington streams and the Wairoa and Wai-iti rivers is a limiting factor which constrains future growth at Brightwater. Much of the land on the north, west and east sides of Brightwater is prone to flooding. Close to the Pitfure Stream at the north-western end of the township, the flood-prone land has value for rural or recreational purposes where the flood effects cannot be reasonably managed to enable residential use. Walking and cycling on the Great Taste Cycle Trail are popular activities along the banks of the Wairoa River. The Brightwater Bypass provides an edge on the south side of the town.

C57 11/15
Op 12/18
C75 9/22
Op 10/23

There is a modest increase in the amount of urban land provided at Brightwater compared with the previous Plan. There has been a rearrangement of the location of new residential land so that some is located south east of Snowdens Bush that takes into account the results of the Council's 2013 flood hazard mapping project.

Some existing scattered industrial activities have the potential to create effects that are incompatible with residential neighbours. While existing use rights protect existing activities, it is intended to consolidate industrial activities south of State Highway 6 on an area of land adjoining River Terrace Road that has been identified as flood free. Flood hazard risk in the industrial zones is recognised by controlling the location and extent of development, and subdivision in specified sites in the zones most at risk.

Some business-zoned land in Charlotte Lane that has been developed for housing has been rezoned to recognise its current use.

New playing fields have been developed at Lord Rutherford Park to accommodate the needs of organised sport in Brightwater and the adjoining rural area. The relatively young population of Brightwater contrasts with some of the other townships of the district. Access to and alongside the nearby Wai-iti and Wairoa rivers provides for active and passive recreation. Several indicative walkways and a reserve extension will integrate new residential developments with the existing residential area, the school, Snowdens Bush and the Lord Rutherford Memorial Reserve, and provide access to Pitfure Stream.

C75 9/22
Op 10/23

Identified areas of urban expansion are expected to be developed with higher density housing options and a variety of lot sizes so that the rural land is more efficiently utilised for residential purposes. This provides for a more varied neighbourhood of differing types of housing. The Brightwater Development Area is intended to develop in this manner while managing noise from the state highway and the flood flows from Pitfure Stream and Watertank Hill (the Katania Heights area).

C75 9/22
Op 10/23

Non-notification (both public (s95A) and limited (s95B)) of Compact Density Development within the Brightwater Development Area applies. This responds to the objectives and policies in the Tasman Resource Management Plan which:

- i) Seek efficient use of land and infrastructure,
- ii) Encourage medium density housing development of a high standard in suitable locations,
- iii) Seek a range of living opportunities and residential densities.

The non-notification provision is used for Compact Density Development in the Brightwater Development Area because the structure of Compact Density Development rule 17.1.3.3 g) means that Compact Density Development along the external boundaries of the proposal site must meet the standard permitted activity bulk and location criteria in the Tasman Resource Management Plan unless the land adjoining the specific boundary is being developed as a Compact Density Development. Therefore, any properties outside of the Compact Density Development will not experience a change in terms of the bulk and location of buildings from what could be developed under a permitted activity scenario in the Residential Zone.

6.17 WAKEFIELD

6.17.1 Issues

Wakefield, a well-established rural service centre, has experienced rapid growth in recent years. Current issues are:

C58 11/15
Op 7/17

- 6.17.1.1 Securing suitable land for future residential and business growth and providing for recreation and community facilities in response to demand projections, existing supply and Council's priorities across the district.
- 6.17.1.2 Addressing flood hazard risk on low-lying land adjacent to the Wai-iti River and the Pitfure and Eighty-Eight Valley streams, and possible dam break hazard in the north-eastern section of the Wakefield Development Area.
- 6.17.1.3 Promoting Wakefield as a destination on Tasman's Great Taste Trail.
- 6.17.1.4 Enhancing the character of the heart of Wakefield around the Village Green.
- 6.17.1.5 Supporting the retention and use of heritage buildings and trees that contribute to the character of the village.
- 6.17.1.6 Facilitating housing choice and affordable housing options on land suitable for residential development.
- 6.17.1.6A Ensuring a variety of housing options, including higher density housing options that achieve a high standard of amenity and make efficient use of land where urban expansion occurs.
- 6.17.1.7 Improving connectivity between the residential area north west of State Highway 6 and the heart of Wakefield.
- 6.17.1.7A Ensuring the provision for emergency vehicle access to the Wakefield Development Area via Higgins Road.
- 6.17.1.8 Accounting for cross-boundary effects between residential and industrial activities in proximity to the Light Industrial Zone on Bird Lane.
- 6.17.1.9 Addressing potential remaining contamination in association with the former Brookside sawmill site on Bird Lane.

C76 9/22

6.17.3 Policies

- 6.17.3.1 To ensure suitable land and infrastructure is available in Wakefield for residential and business use, and active and passive recreation needs.
- 6.17.3.2 To avoid flood hazard risk when enabling urban development of land.
- 6.17.3.2A To manage subdivision and development of residential land in the Wakefield Development Area between Pitfure Road, Edward Street, and Higgins Road to avoid significant flood hazard risks on and beyond the site, and to manage dam break hazard risk in the north-eastern corner of the Development Area.
- 6.17.3.3 To support a range of ~~rural~~ residential options on land zoned ~~Rural~~ Residential within the Wakefield Development Area adjacent to the Great Taste Cycle Trail; to ensure access is designed to mitigate conflict with the cycle trail; and to require adequate stormwater mitigation to manage any overflow from uphill dams in an extreme rainfall or other event..
- 6.17.3.4 To support landscape and streetscape initiatives to enhance the heritage character of the heart of Wakefield; and apply good urban design principles to all development in the private and the public domain.
- 6.17.3.5 To monitor the condition of protected trees and manage the schedule in the Plan accordingly.
- 6.17.3.6 To facilitate the maintenance and protection of historic heritage places listed in the Plan.

C58 11/15
Op 7/17

C76 9/22

C58 11/15
Op 7/17

C65 10/17
Op 4/18
C76 9/22

C58 11/15
Op 7/17

6.17.3.7	To encourage a diversity of lot sizes and a range of housing forms to facilitate well-designed, lower cost housing development close to the village centre, <u>including within the Wakefield Development Area.</u>	C76 9/22
<u>6.17.3.7A</u>	<u>To require a variety of lot sizes and higher density housing options on land within the Wakefield Development Area between Pitfure Road, Edward Street, and Higgins Road, which achieves a high standard of residential amenity through design in accordance with the Urban Design Guide (Part II, Appendix 2).</u>	
<u>6.17.3.7B</u>	<u>To require a variety of lot sizes and higher density housing options on land within the Wakefield Development Area between Pitfure Road, Edward Street, and Higgins Road, through the use of a mandatory mix of lot sizes and encourage Compact Density Development through the use of a non-notification provision.</u>	
6.17.3.8	To liaise with NZ Transport Agency to upgrade existing crossings on State Highway 6 and create a new crossing close to the Village Green.	C58 11/15 Op 7/17
6.17.3.9	To require larger residential lot sizes adjacent to the boundary of the Light Industrial Zone on Bird Lane, and require a greater setback of dwellings from the Light Industrial Zone boundary.	C58 11/15 Op 7/17 C65 10/17 Op 4/18
	<i>[Policy 6.17.3.10 is deleted]</i>	C65 10/17 Op 4/18
6.17.3.11	To mitigate any adverse effects from stormwater on the state highway and associated infrastructure.	C58 11/15 Op 7/17
<u>6.17.3.12</u>	<u>To manage the effects of the expansion of Wakefield on land of high productive value by providing for future residential development that makes efficient use of land in the Wakefield Development Area.</u>	C76 9/22

6.17.20 Methods of Implementation

6.17.20.1	Regulatory	C58 11/15 Op 7/17
(a)	Rezoning land suitable for residential use following evaluation of development areas outlined in Council's growth model.	C76 9/22
(b)	Rules to manage cross-boundary effects on land adjoining the Light Industrial Zone on Bird Lane.	
(c)	Rules to manage flood hazard risk.	
(d)	<u>Rules to require a variety of lot sizes and enable higher density housing options on land within the Wakefield Development Area between Pitfure Road, Edward Street, and Higgins Road.</u>	
6.17.20.2	Advocacy	
(a)	Indicative roads and walkways in undeveloped residential areas to ensure safe and efficient routes are secured in advance.	
(b)	Encourage smaller lots and a range of housing forms in appropriate locations as part of larger subdivision proposals.	

6.17.30 Principal Reasons and Explanation

The Wai-iti River, the Eighty-Eight Valley Stream and the Pitfure Stream are prone to flooding. For this reason, development is directed to the upper river terraces, or is required to be suitably designed to manage flood risk. Low-lying land still has value for recreational and rural purposes where the flood effects cannot be reasonably managed to enable residential use.

C58 11/15
Op 7/17
C76 9/22

Council, in 2013, completed a flood hazard mapping project for the area. This information assists Council in assessing the suitability of land for future growth based on demand and capacity for efficient servicing.

There are two irrigation dams located to the north-east of the Wakefield Development Area. In 2017, Council had a Dambreak assessment undertaken to understand the potential flood effects. This information assists in mitigating dam break hazard risk within the Wakefield Development Area.

The Wakefield Development Area is required to develop in a manner that manages flood flows from Pitfure Stream and dam break hazard risk from the two irrigation dams located to the north-east.

The residential area north of the bowling club has limited access. The planning maps indicate additional access points to Whitby Road that may be implemented when vacant land is taken up for residential subdivision. Safe access across Whitby Road (State Highway 6) can be improved by upgrading the existing pedestrian refuges.

C58 11/15
Op 7/17

C65 10/17
Op 4/18

Wakefield has a growing population of families with young children. There is also a demand for smaller, more affordable properties for older people. In the development of the Wakefield Development Area and of a specified location on Edward Street, close to the heart of Wakefield, it is desirable to create smaller lots and encourage innovative housing forms to cater for single people and couples without children, as well as older people who wish to downsize their house and garden or move back to Wakefield in their later years. In the Wakefield Development Area, higher density housing options will ensure that the rural land is more efficiently utilised for residential purposes, while the variety of housing sizes will provide for a more varied neighbourhood.

C58 11/15
Op 7/17
C76 9/22

Non-notification (both public (s95A) and limited (s95B)) of Compact Density Development within the Wakefield Development Area applies. This responds to the objectives and policies in the Tasman Resource Management Plan which:

- Seek efficient use of land and infrastructure,
- Encourage medium density housing development of a high standard in suitable locations,
- Seek a range of living opportunities and residential densities.

The non-notification provision is used for Compact Density Development in the Wakefield Development Area because the structure of Compact Density Development rule 17.1.3.3 g) means that Compact Density development along the external boundaries of the proposal site must meet the standard permitted activity bulk and location criteria in the Tasman Resource Management Plan unless the land adjoining the specific boundary is being developed as a Compact Density Development. Therefore, any properties outside of the Compact Density Development will not experience a change in terms of the bulk and location of buildings from what could be developed under a permitted activity scenario in the Residential Zone.

There are opportunities for further residential development between the existing residential area and Bird Lane, provided larger lots and dwelling setbacks are in place to limit cross-boundary effects from the industrial activity. While the Bird Lane industrial site has been partially remediated, and is suitable for continuing industrial use, some of the land between the site and State Highway 6 was previously used for timber storage. Further testing is advised prior to any intensification of residential activity.

The industrial area zoned Heavy Industrial Pigeon Valley Road is at risk of flooding. Closed zone status enables activities to continue on the land but prevents further subdivision of the land.

C58 11/15
Op 7/17

With all new residential development, advance planning for road and walking/cycling connections ensures optimum access to the heart of Wakefield and around the village. Indicative roads and walkways are shown on the planning maps (both zone maps and area maps). Demand for community facilities is managed through Council's Long Term Plan. This includes the three waters (wastewater, drinking water and stormwater), roads, footpaths, reserves and other community infrastructure, such as pools, halls, public toilets, cemeteries, and playgrounds.

Tasman's Great Taste Cycle Trail arrives in Wakefield along Higgins Road. Some flood-free flat land to the west of Higgins Road is suitable for a range of rural residential options, with adequate stormwater mitigation to manage any overflow from uphill dams in an extreme rainfall or other event. Future owners may take advantage of opportunities for home occupations and visitor accommodation in support of the cycle trail.

C65 10/17
Op 4/18

6.18 MURCHISON

Refer to Policy set 13.1.

6.18.1 Issues

Murchison is a rural service centre supported mainly by farming, tourism and mining. The main issues are:

- 6.18.1.1 Effect of river erosion on the township.
- 6.18.1.2 Adequacy of parking in commercial area.
- 6.18.1.3 Lack of an integrated stormwater system.
- 6.18.1.4 A lack of housing options to cater for growth and people at various stages of life, including a lack of residential and rural residential zoned land within the Murchison township and in the wider area. C77 9/22
Op 10/23

6.18.3 Policies

- 6.18.3.1 To restrict land uses at the northern end of Fairfax and Grey streets to rural purposes to minimise possible loss of assets in an area at risk from riverbank erosion by the Buller River.
- 6.18.3.2 To provide additional public parking areas for the commercial area of Murchison.
- 6.18.3.3 To enable a variety of housing options on suitably zoned land. C77 9/22
op 10/23

6.18.20 Methods of Implementation

6.18.20.1 Regulatory

- (a) Rural zoning of land closest to the Buller River at Murchison.
- (b) Residential and Rural Residential zoning in suitable locations. C77 9/22
op 10/23

6.18.20.2 Works and Services

- (a) Provision of public car parking area in Murchison.

6.18.30 Principal Reasons and Explanation

Rapid bank erosion by the powerful Buller River places properties at the ends of Fairfax and Grey streets at some risk. Further urban development is inappropriate in these areas.

There is a need to ensure sufficient Residential and Rural Residential zoned land in Murchison to support the growth of the community and provide housing options to suit people at various stages of life. C77 9/22
op 10/23

Parking becomes congested along the state highway (State Highway 6) at times. Some additional parking is proposed behind the museum in Fairfax Street.

6.19 BEST ISLAND

6.19.1 Issues

The main issues at the small coastal settlement of Best Island are the provision of adequate access and the extent of development.

6.19.3 Policies

6.19.3.1 To provide formed legal road access to the Best Island settlement.

6.19.3.2 To avoid, remedy or mitigate any adverse effects of residential development on the present rural character of Best Island.

6.19.20 Methods of Implementation

6.19.20.1 Regulatory

- (a) Zoning that limits the extent of residential development on Best Island.
- (b) Indicative roading pattern that will assist the formation of a legal road access to the existing settlement.

6.19.30 Principal Reasons and Explanation

Best Island is not seen as a major growth area.

While a small residential subdivision can be undertaken to assist with solving the lack of formed legal road access within the settlement, major new developments are not provided for.

The island is close to Bell Island regional sewage ponds and has suffered occasional odour problems. Also, some properties are prone to inundation and there is only one causeway road access to the island. There is a possibility the road could be overtopped if sea-level rise occurs.

Some properties on the margin of Best Island are prone to inundation during exceptionally high tides. This problem will increase if predicted sea-level rise occurs.

6.20 TAPAWERA

6.20.1 Issues

Tapawera is a small rural service centre in the Motueka Valley. The surrounding land is of high productive value. The main issues are:

- 6.20.1.1 Recognition of under-utilised buildings in the locality.
- 6.20.1.2 Improved visual amenity of vacant land in the town centre.
- 6.20.1.3 Avoiding inefficient use of the rural land resource in allocating land for urban activities.

6.20.3 Policies

- 6.20.3.1 To avoid, remedy or mitigate the effects of urban expansion on land of high productive value.
- 6.20.3.2 To enable development of the former Forest Service headquarters site for industrial or business activities.
- 6.20.3.3 To encourage suitable landscape and design measures in the Tapawera town centre.

6.20.20 Methods of Implementation

6.20.20.1 Regulatory

- (a) Reduced extent of urban zoning on Rural 1 land and reduced residential lot sizes.
- (b) Zoning for industry and tourist services on ex Forest Service land.

6.20.20.2 Works and Services

- (a) Enhancement of the commercial area.

6.20.30 Principal Reasons and Explanation

The uptake of residential land in Tapawera has been slow. There is a generous supply of vacant allotments in the town. To encourage use of these allotments the extent of land zoned on the periphery has been reduced.

Significant usable buildings remain on the former Forest Service headquarters site on the outskirts of Tapawera. The Council wishes to encourage their use for commercial or industrial purposes. While the site is now in private ownership, only part of the buildings on the site are utilised.

The town through changing land uses related to central and local government restructuring has a supply of vacant land. To enhance the visual amenity of unused land in the town centre, further landscaping should be undertaken.

6.21 TASMAN

6.21.1 Issues

Tasman is a small rural service centre surrounded by land of high productive value. The main issue is that the lower part of Tasman is located on poorly drained clay loam which causes severe drainage difficulties, especially for effluent disposal and limits infill development.

The proximity of the main highway has had an adverse effect on Tasman township in terms of speeding and heavy traffic. It is expected that these effects will be addressed during the planning period.

6.21.3 Policies

- 6.21.3.1** To remedy the existing effluent overflow and groundwater contamination problems.
- 6.21.3.2** To avoid, remedy or mitigate the adverse effects of urban development on land of high productive value.
- 6.21.3.3** To contain the effects of urban development of Tasman to the western side of State Highway 60.
- 6.21.3.4** To establish higher performance standards for the use of on-site disposal of domestic wastewater in the Tasman Special Domestic Wastewater Disposal Area.

6.21.20 Methods of Implementation

6.21.20.1 Regulatory

- (a) Rules relating to on-site wastewater disposal.
- (b) Urban zoning contained to one side of the main highway.

6.21.20.2 Education

- (a) Information on the care of on-site waste disposal systems.

6.21.20.3 Investigations

- (a) Investigate reticulated wastewater system for Tasman.

6.21.30 Principal Reasons and Explanation

The existing system of septic tank effluent disposal at Tasman is unsatisfactory and there is a risk of damage to health and contamination of water. Some existing land has been unable to be fully utilised because of the poor effluent disposal conditions in Tasman. A rezoning to permit smaller allotment sizes will be considered if and when a reticulated sewage scheme is available. Containment of urban development enables the continued use of the surrounding productive and versatile land. For traffic safety reasons, it is desirable that urban development at Tasman is contained on the west side of the main highway.

6.22 UPPER MOUTERE (SARAU)

6.22.1 Issues

Upper Moutere is a small rural community with an attractive setting on the rolling Moutere Hills, with views of Mt Arthur from some sites. Surrounding land is versatile and productive. The main issues are:

- 6.22.1.1 There is no reticulated wastewater system and severe problems associated with septic tank failures are common.
- 6.22.1.2 The location of commercial activities on either side of the Moutere Highway creates potentially hazardous traffic effects.
- 6.22.1.3 Protection of the historic and scenic character of Upper Moutere.

6.22.3 Policies

- 6.22.3.1 To establish higher performance standards for the use of on-site disposal of domestic wastewater in the Upper Moutere Special Domestic Wastewater Disposal Area.
- 6.22.3.2 To consolidate new commercial development on the western side of the Moutere Highway and industrial development on the eastern side and within this area to promote traffic safety through control over parking and access and improvements to speed patterns.

6.22.20 Methods of Implementation

6.22.20.1 Regulatory

- (a) Special rules for wastewater disposal in Upper Moutere Special Domestic Wastewater Disposal Area.
- (b) Location of Commercial zoning in relation to the Moutere Highway.

6.22.30 Principal Reasons and Explanation

Particular attention to appropriate methods of effluent disposal at Upper Moutere is necessary to avoid public health and nuisance problems arising. Consolidation of commercial development on the west side of the Moutere Highway should reduce a potential traffic hazard that exists if commercial zoning is retained on opposite sides of the highway.

6.50 ENVIRONMENTAL RESULTS ANTICIPATED

- 6.50.1 Compact and coherent urban form which recognises the need to achieve:
 - (a) sustainable management of versatile and productive land on the urban fringe;
 - (b) protection of property and lives from the effects of known natural hazards;
 - (c) protection of the natural character of the coastal environment, wetlands; lakes, rivers, and their margins;
 - (d) efficiency in the provision of urban infrastructure;
 - (e) adequacy of provision of residential, industrial and commercial land.
- 6.50.2 Retention and enhancement of the particular identity of each urban community in the District.