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Change 66: Infrastructure**Decisions and Reasons****Final Decision 624.1**

C66.1503.2	National Council of Women of NZ (Inc.)	Disallow
C66.2799.7	Tasman District Council staff	Allow
C66.2799.8	Tasman District Council staff	Allow
C66.2799.9	Tasman District Council staff	Allow
C66.4141.1	Burt, Ronald P & Shirley A	Disallow
C66.4142.3	Castle, Bridget	Disallow
C66.4145.1	Gibson, Graeme & Ronnie	Disallow
C66.4146.5	Nelson Tasman Housing Trust	Disallow
C66.4146.6	Nelson Tasman Housing Trust	Disallow
C66.4147.3	Palmer, John	Disallow
C66.4147.4	Palmer, John	Disallow
C66.4150.2	Butler, Lynnette	Disallow
C66.4150.3	Butler, Lynnette	Disallow
C66.4151.2	McNicoll, Karen	Disallow
C66.4152.2	Butler, Edward	Disallow
C66.4152.3	Butler, Edward	Disallow

Plan Amendments**Topic : 2.2**

Delete the definition of 'groundwater recharge' in the defined words section.

Topic : 17.1.20

Amend the second sentence of the last paragraph of Reasons for Rules by replacing the words "groundwater recharge preservation" with the words "infiltration of stormwater to ground" and replace the word "secondary" with the word "specified".

Topic : 36.4.2.1A

Amend condition 36.4.2.1A (f) by adding the words "detention and" after the word "including".

Reasons

1. The rationale for reduced on-site car parking has been extensively considered and reconsidered. These include reducing building costs associated with providing car parking; keeping site coverage lower so that a development on the new proposed 200 sqm section in RIDA is possible; the expected reduction in car use in the future due to technological advances; smaller household sizes; increased use of e bikes, scooters and cycles generally; and the proposed increase in bus services in Richmond. The draft Richmond town centre parking strategy is looking at parking issues within the town centre and in streets around it and proposes time restricted parking for visitors in such streets. Analysis has shown that within RIDA there is sufficient on street parking for each dwelling to park one vehicle on street and almost three quarters of the dwellings to park two vehicles on street (outside of business hours in streets near the CBD). This includes existing dwellings as at January 2017 and dwellings forecast through intensification.
2. The boundary of RIDA has been determined as a result of multi criteria analysis (see section 32 evaluation at <http://www.tasman.govt.nz/policy/plans/tasman-resource-management-plan/plan-change-projects/proposed-changes-and-variations/proposed-change-66-richmond-housing-choice/> Different parts of RIDA scored either highly or moderately according to different criteria under this analysis. Proposals to allow intensification Richmond wide or District wide have potential significant servicing costs. The unknown capability of infrastructure, including public transport, but particularly for stormwater for intensification beyond RIDA is critical. The draft LTP 2018-2028 proposes further public transport investment for Richmond beyond the town centre but this is currently only at design stage.

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3. Given these unknown infrastructure constraints beyond RIDA, intensification in outer areas is not currently proposed, although the TRMP currently enables a form of medium density in Richmond's development areas - compact housing. With known primary stormwater capacity constraints in Richmond, significantly more verification would be required of flowpaths in order to establish the impact of wider intensification. Realistically such modelling needs to be staged and prioritised due to the scale of work and cost.
4. With the rate of intensification envisaged in RIDA, the operative permitted condition for noise limits in the Residential zone is sufficient to control noise.
5. The change of terms from "groundwater recharge preservation" to "infiltration of stormwater to ground" is technically more appropriate, as the issue is not about aquifer recharge for water resource reasons, but rather simply about moving surface water into the ground when the ground is less than fully saturated.
6. With redrafting, all flow paths are captured in the reasoning for rules rather than just secondary flowpaths, as flowpaths that are not secondary but perhaps tertiary are equally important in preventing flooding.
7. Stormwater detention structures should be required to be maintained so that they work efficiently and stormwater is detained and released gradually.
8. Some relief requests or general observations in relation to Reserves and Facilities, wastewater, water, and public and private transport are outside the scope of the TRMP and hence this Plan Change. Further actions should be noted for other Council processes, such as the LTP, to improve such services for RIDA.