
Long Term Plan 2018-2028

What is planned for Richmond?

1.0 Introduction

The following information provides an overview of significant projects Council has planned for the Richmond settlement in the Long Term Plan 2018-2028. These projects aim to address anticipated growth in demand, improve the services provided, and ensure that existing public infrastructure is maintained and fit for purpose. We've also included relevant growth information and the conclusions reached for the Richmond settlement in the development of Council's Growth Model 2017¹. All information is current as at 1 July 2018.

Between 2018 and 2028, Richmond's population is projected to grow by 10%².



2.0 Settlement outline

2.1 Urban form and function

Richmond is the largest urban settlement area in the Tasman District by population and land area. It is situated on the north eastern edge of the Waimea plains close to the Waimea Inlet, and next to the Nelson City Council boundary. Except for low-lying land bordering the Waimea Inlet to the north, Richmond is located on gently sloping

¹ Council's Growth Model is a District-wide, long term development planning tool which informs the programming of a range of services, such as network infrastructure and facilities (through the Long Term Plan), and district plan reviews.

² Based on Stats NZ Subnational Population Projections 2013(base)-2043 update (released 22 February 2017), using the high series for 2018-2028 and the medium series for 2028-2043 for the Richmond East, Richmond West, Hope, Ranzau and Aniseed Hill area units.

land between 10 metre and 30 metre above sea level, rising to about 120 metre on the foothills slopes to the south east.

Richmond is directly linked with Nelson by arterial roads and walk/cycle paths. Both Main Road Stoke and the SH6 link the towns. The SH6 passes to the southwest, and intersects with SH60 on Richmond's western edge to link with other Tasman settlements to the north-west such as Mapua, Motueka, and Golden Bay/Mohua.

Richmond and Nelson function as a single economic market even though there is a unitary authority boundary between them.

Richmond's CBD has seen recent activity in the form of a modern retail development anchored by K-Mart and The Warehouse. Queen Street is undergoing a major improvement scheme currently aimed at resolving stormwater infrastructure problems primarily but also affording the opportunity for some environmental improvements. Commercial developments are developing around some of the key intersections and Lower Queen Street.

A residential area surrounds the CBD and in late 2017 was the subject of a Proposed Plan Change for intensification of housing. Rural and light industrial areas are located next to the Waimea inlet. A new development area, Richmond West is currently being developed, just one kilometre northwest of the CBD. The area was expected to accommodate medium and long term business demand, however the Government's designation of a Special Housing Area for a minimum of 800 dwellings on zoned deferred business land may mean that the future character of this area is likely to become more residential.

Greenfield development in Richmond South has seen recent residential expansion of Richmond, including a large retirement village. Resource consents exist for a supermarket on the corner of Gladstone/Bateup Road but the project has yet to be implemented. The residential development of this area continues and when fully developed, together with Richmond West, it will result in an L-shaped settlement form, following arterial road and topographic constraints.

The Richmond north eastern gateway area situated between Salisbury/Champion Roads/SH6 has also seen recent change. A service station and ancillary facilities have been developed near to the Richmond Aquatic Centre, and a recent approved Private Plan Change allows for a supermarket and ancillary development on the corner of Salisbury/Champion Roads.

In Richmond, residential building consents have continued to outstrip the creation of titles over the past year, meaning that vacant titles are being taken up faster than new titles are being created. However supply of lots is expected to increase significantly in the next 12-18 months based on developments consented or under construction.

2.2 Environmental opportunities and constraints

The environment of Richmond poses some constraints but also offers opportunities for peripheral expansion:

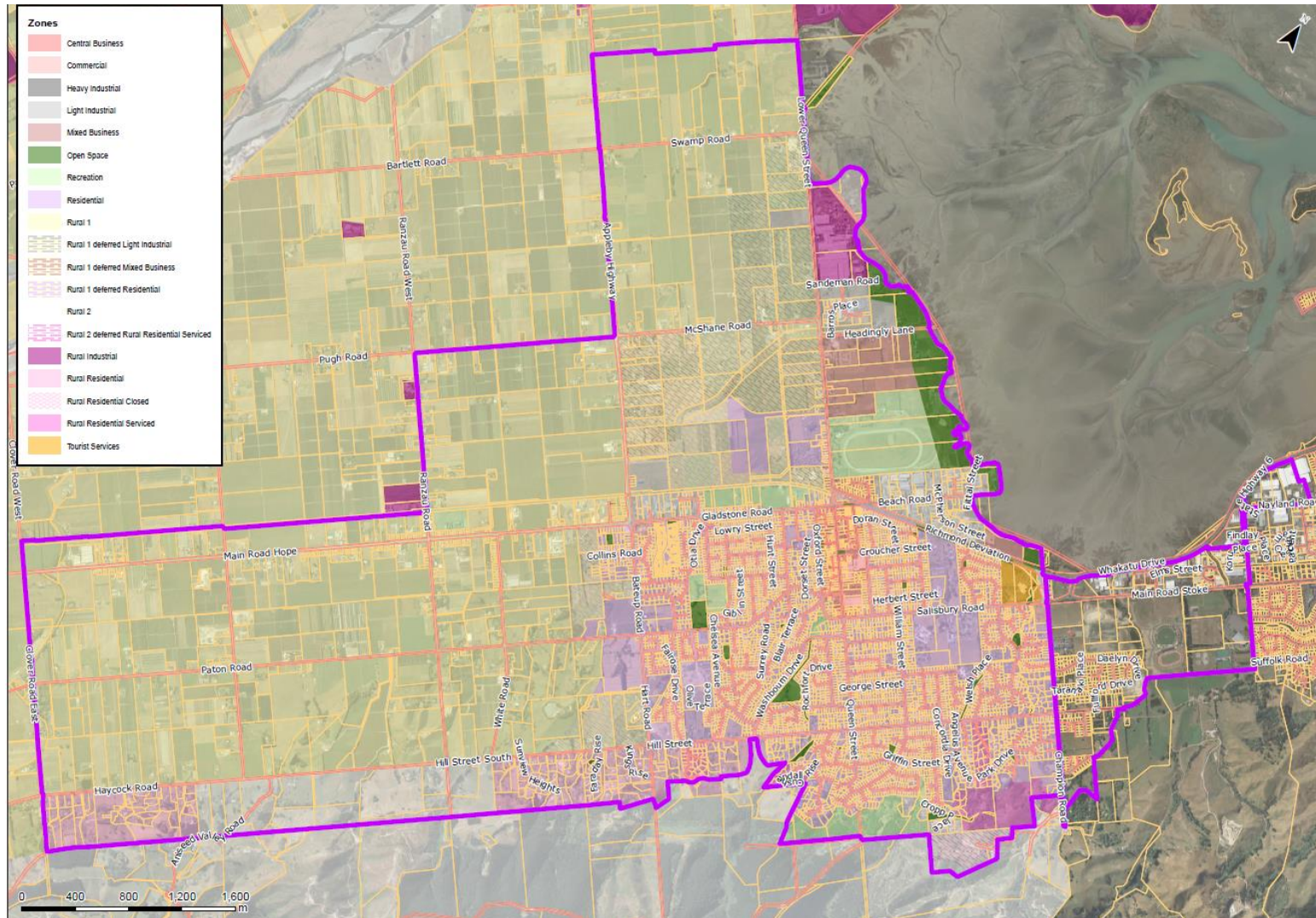
- To the north - the Waimea Inlet is a coastal boundary, with some change expected over the very long term. Sea level rise and associated hazard risks are likely to affect low lying land over the next 100 years.
- To the northwest – expansion of Richmond West Development Area is limited by low-lying coastal land and the ongoing use of productive land.
- To the west - are the twin arterial roads of SH 60 and SH 6 in northwest and southwest alignment. The roads provide a hard boundary between Richmond and the Waimea Plains. Current Council policy constrains further fragmentation of the productive land of the Waimea Plains which is zoned Rural 1.
- To the south west – is the urban/rural boundary along Clover Road East. Parts of the Rural 1 land is relatively fragmented by rural residential development and the ribbon residential area of Hope on the SH 6.
- To the south east – run the Richmond foothills of the Barnicoat Range. The lowest hill slopes of these foothills are at risk from fault rupture and inherent slope instability. This boundary, which continues into Nelson, is a hard environmental constraint. Only low density, well sited residential development is feasible on these hill slopes.
- To the northeast – the Tasman District boundary lies along Champion Road. Beyond Champion Road, the residential precinct of Nelson South, including the significant urban greenspace area of Saxton Field, is located on flat land contiguous with Richmond. Saxton Field is being continually improved and upgraded, and the velodrome is the latest addition.

The town has developed on productive land, and on three main small surface water catchments draining north from the eastern foothills through the town in both natural and modified channel and pipe networks, to the Inlet. These catchments are:

- Borck in the west. This drains from south of Hope, through the Hope, Richmond South, and Richmond West precincts.
- Jimmy Lee in the south. This drains through the CBD.
- Reservoir in the south. This drains through the eastern Richmond Central and Richmond East precincts.

A fourth catchment – Saxton – on the eastern margin of Richmond flows from the Richmond East precinct north through the Nelson south precinct and enters the Waimea Inlet at the Richmond North Gateway precinct

2.3 Zoning as at 1 July 2018 (note: the settlement outline in purple is for planning purposes and doesn't indicate the extent of future development. For updates and details on planning zones under the Tasman Resource Management Plan, please refer to [Top of the South Maps.](#))



2.4 Current infrastructure provision

Infrastructure is name for the physical assets that Council provides and owns in order to provide water supplies, stormwater, wastewater, rivers and flood control, and transportation services.

Council provides water, wastewater and stormwater services to the Richmond settlement, as well as a well-connected road, footpath and cycle network.

2.5 Parks, reserves and facilities

The Richmond community is currently serviced by a range of parks, reserves and community facilities. These include four pools at the Richmond Aquatic Centre (learn to swim, hydrotherapy, main/lane pool and wave pool) and pools at Waimea and Henley Schools, a total of 27 meeting rooms (two at the Richmond Town Hall, two at Hope Recreation Hall, three at Henley School, two at Waimea College, six at Hope Community Church, two at the Headingly Centre, one at New Life Church, one at the Richmond Athletic Club, two at the District Library, two at Richmond School and two at Waimea Intermediate and Waimea Old Boys Rugby Clubrooms). Hope Recreation Reserve provides a community hall and Lodge.

Ben Cooper Park provides for junior football (three fields) and cricket. Hope Recreation Reserve has ten tennis courts, a petanque area and dog agility area. At Jubilee Park there are twelve tennis courts, a skate park, cricket block, beach volleyball, football and rugby and touch fields. There are additional sportsfields at Henley School, Waimea Intermediate and Waimea College.

There are over 13 kilometres of walkways within the settlement area and over nine hectares of neighbourhood reserves. There are 14 playgrounds on existing reserves and additional playgrounds at Henley, St Paul's and Waimea Intermediate Schools.

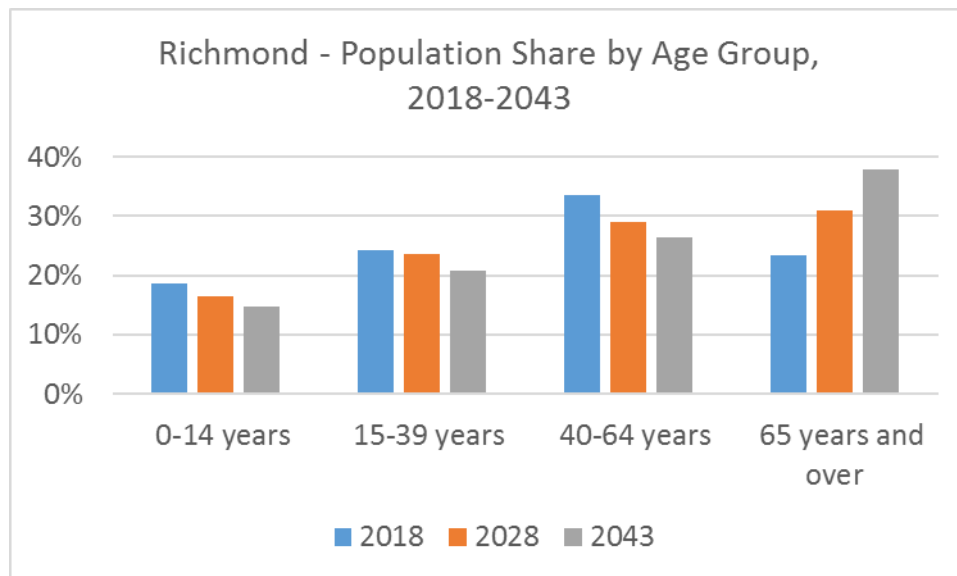
Fifteen toilets are provided at the Richmond Mall and there are seven toilets within existing reserves.

The development of Tasman's Great Taste Trail adjoining the western boundary of the settlement is popular and has added to provision of cycleways in Richmond.

The Richmond library provides a range of programmes, services and resources for the community.

3.0 Future Demographics³

The population of Richmond is projected to increase from 14,633 in 2018 to 16,157 in 2028 and then to 16,607 by 2048. The proportion of the population aged 65 years and over is projected to increase from 23% in 2018, to 38% by 2043. The average household size is projected to decrease from 2.6 people per household in 2018 to 2.3 people per household by 2043.



4.0 Growth

4.1 Anticipated development

Based on the above demographic trends, Council has estimated the following numbers of residential dwellings and business lots will be required. This is based on the best information at the time and is not intended to be an exact forecast of when and where development will actually occur. Population projections will be updated following the 2018 Census to reflect any significant population changes.

Council anticipates that the actual supply of residential and business development will generally exceed that demand. This is based on an assessment of feasible development capacity, landowner intentions and feedback from the development community.

The National Policy Statement on Urban Development Capacity (NPS-UDC) also requires Council to provide an additional margin of feasible development capacity in Richmond which is 20% above the projected demand for the next ten years, and 15% above the demand projected for 2028-2048. Council also anticipates some of Richmond's capacity will meet demand from Nelson's population growth. The NPS-UDC requires Council to work together with Nelson City Council in providing sufficient development capacity for the Nelson-Richmond main urban area. Recent trends in

³ Based on Stats NZ Subnational Population Projections 2013(base)-2043 update (released 22 February 2017), using the high series for 2018-2028 and the medium series for 2028-2043 for the Richmond East, Richmond West, Hope, Ranzau and Aniseed Hill area units.

building consents have shown stronger growth in Richmond than in Nelson and it is anticipated that this growth will continue.

	2018/19- 2020/21 Short term (Years 1-3)	2021/22- 2027/228 Medium term (Years 4-10) ⁴	2028/29 – 2047/48 Long term (Years 11-30) ⁵
Number of residential dwellings required	325	584	826
Number of residential dwellings anticipated	642	880	941
Number of business lots required	37	88	109
Number of business lots anticipated	56	120	109

4.2 Development options

Between December 2013 and June 2016, most new lots created by subdivision were consented in Richmond South and Richmond East. For the same period, most residential building consents granted were also in Richmond South and Richmond East. Business building consents were mainly granted in the CBD and Richmond West.

In addition to the plan changes mentioned in Section 2.1, the latest review of Tasman's growth model recommends the uplifting of some zones currently deferred for development in Richmond West and Richmond South in order to meet residential demand. Similarly uplifting of some zones deferred for business development in Richmond West is recommended. This uplifting will occur when infrastructure servicing solutions have been or can be resolved. No new rezoning of land is currently required in Richmond for either residential or business activity.

In 2017 the Government designated Tasman's first round of Special Housing Areas (SHAs). Within Richmond there are five SHAs with three falling on land not zoned for Residential development, or at least not zoned for the Residential intensity envisaged. These SHAs are expected to provide significant residential supply to help meet demand.

4.3 Growth-related infrastructure

There are two clear fronts of growth in Richmond, one in Richmond West and one in Richmond South. Both of these growth areas are dependent on new water infrastructure and improved stormwater network capacity. Council has planned to construct a new trunk main from the Richmond water treatment plant to Richmond South, as well as a new reservoir in Richmond South. Once operational, this infrastructure will provide water to both Richmond West and Richmond South. Longer

⁴ Years 1-10 represent life of LTP.

⁵ Years 1-30 accord with life of Infrastructure Strategy and the National Policy Statement on Urban Development Capacity.

term, water security provided by the Waimea Community Dam is assumed to provide for growth. Without the Dam, supplying water to newly zoned land becomes more difficult and may constrain growth.

Areas of greenfield development have access to existing wastewater mains but stormwater flows may need to be controlled. Council has planned to receive wastewater from the Richmond west area at the Headingly Lane pump station. The pump station and rising main initially have some capacity for growth but upgrades to both will be required in the short term to enable growth to proceed beyond 2021.

Council has also started a series of work to upgrade Borck Creek. As the stages of work are complete, Borck Creek will have more capacity to provide for increased run-off from central Richmond, as well as accounting for increased flows from Richmond West and South post development. As development extends to Richmond south the stormwater network in this area will be upgraded as well.

The existing transportation network is coming under more pressure as the number of people living and working in Richmond grows. Roads such as Wensley Road, Salisbury Road, Oxford Street and Lower Queen Street are operating beyond design capacity. Council has planned a series of upgrades to create road environments that are fit for purposes and safer for all road users. Until these upgrades are complete, Council will carefully manage the network to minimise the impact of growth in the meantime.

These are the significant growth-related projects planned for Richmond.

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Stormwater Projects			
Bateup Drain Upgrade Stage 1	Increased discharge capacity to allow growth Richmond South	2020/21	\$128,000
Eastern Hills Drain Upgrade	Realignment of Eastern Hills Drain following its disconnecting from Bateup Drain	2020/2022	\$210,000
Bateup Drain Upgrade Stage 2	Increase capacity of Bateup drain to allow for growth	2024/25	\$127,000
Lower Queen Street Bridge Capacity Upgrade - Stage 1	Increasing the span of the existing bridge over Borck Creek to match the new width of the creek bed	2023/24	\$859,000

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Lower Queen Street Bridge Capacity Upgrade - Stage 2	Doubling the span of the bridge to allow for enlarged profile of Borck Creek	2026/27	\$680,000
Borck Creek SH60 Culvert Upgrade	Increase culvert capacity for increased flows due to land development and growth	2024/25	\$1,311,000
Reed/Andrews Drain Upgrade	Increase capacity of Reed/Andrew Drain to allow for growth	2024/25	\$411,000
Reed/Andrews Drain SH6 Culvert Upgrade	Increase culvert capacity for increased flows due to land development and growth	2023/24	\$469,000
Borck Creek Widening - Poutama to SH 60	Increase discharge capacity of Borck Creek to allow for Growth	2022-2024	\$1,192,000
Network Tasman Channel Upgrade	Increase discharge capacity of to allow for Growth	2023/24	\$778,000
Richmond Stormwater Land Purchase	Land purchase for the Borck Creek related development.	2018 - 2028	\$9,626,370
Transportation Projects			
Borck Creek Shared Pathway Crossing	Create shared pathway across Borck Creek to provide linkages between proposed developments	2023/2024	\$673,700
Berryfield/Lower Queen Intersection Upgrade	Upgrade the intersection at Berryfield Drive and Lower Queen Street to cater for residential and commercial growth in Richmond West	2023/2024	\$990,000
McShane/Lower Queen Intersection Upgrade	Upgrade the intersection at McShane Road and Lower Queen Street to cater for residential and commercial growth in Richmond West	2033-2034	\$990,000

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Berryfield/Appleby Hwy Intersection Upgrade	Upgrade the intersection at Berryfield Drive and Appleby Highway (SH60) to cater for residential and commercial growth in Richmond West	2030-2031	\$200,000
Water Supply Projects			
Richmond South Reticulation - Low Level Reservoir Stage 1	Development of two concrete tanks to provide storage for Richmond West Development & low level areas of Richmond South	2018-2022	\$4,210,000
Richmond South Reticulation - Low Level Water Main	New 350mm trunk main from Richmond Water Treatment Plant (WTP) to Low Level Reservoir	2018-2022	\$1,985,000
Richmond WTP - Capacity Upgrade	Increase capacity of current WTP by 25% including new plant pipe work, pressure cylinder & controls.	2019-2021	\$201,200
Wastewater Projects			
Headingly Lane Pump Station & Rising Main Upgrade	Upgrade of pump and rising main to accommodate growth in Richmond West area	2018-2021	\$1,960,000

4.4 Parks, reserves and facilities

Major projects planned for the Richmond Settlement Area in the 2018 – 2028 period include the ongoing development of parks and reserves walkways/cycleways, including the Estuary walkway and the purchase of land for a new cemetery in the 2018/2019 year. Council's forward planning through to 2038 needs to cover the provision of additional public toilets on reserves. These could be provided from funding from Reserve Financial Contributions received from subdivision development. New reserves and walkway connections will be identified as subdivisions develop.

Further developments are planned for the Saxton Field complex within the 2018 – 2028 period including further development of new playing fields, walkways, car parks and roads, and renewal of an existing hockey turf and the athletics track.

5.0 Improvements and Renewals

This section covers projects which are primarily to improve the services already provided (improvements), and/or ensure that existing public infrastructure is maintained and fit for purpose (renewals). Some projects will also have a growth-related element.

5.1 Infrastructure improvements, replacements and renewals

Council has planned a programme of stormwater improvements across Richmond to provide better service for managing both primary and secondary flows. Richmond residents have from time to time experienced flooding due to Council's stormwater systems becoming overwhelmed in times of heavy rain. Key projects include the construction of the Washbourn by-pass pipeline, upgrade of Poutama drain, and upper Queen Street diversion. Stormwater management will improve once these and the associated projects are complete.

There are other parts of the settlement that are also affected by surface water flooding. Council needs to better understand these areas of flooding to ensure fixing one area will not push the problem onto another. To do this, Council has started preparing a catchment management plan for Richmond. Once complete, this will robustly identify flooding areas and the most suitable solution.

Council provides wastewater services to the full settlement. The Richmond network suffers from high levels of inflow and infiltration of stormwater which contributes to overflows. Council has planned on-going inflow and infiltration investigations, as well as pipe renewals to help combat these issues.

Council has planned a series of upgrades within Wensley Road, Salisbury Road, Oxford Street and Lower Queen Street to create road environments that are fit for purpose and safer for all road users.

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Transportation Projects			
Wensley Road Hierarchy Improvements	Changes to Wensley Road to improve the road to primary walking route and primary cycling route whilst retaining or bettering the vehicle Level of Service	2028-2032	\$5,000,000
Richmond Bus Extension Shelters	Construct new bus shelters to facilitate Richmond bus extension	2018-2019	\$50,000

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Queen Street and Salisbury Road Intersection Improvements	Intersection upgrade to improve efficiency	2023-2025	\$1,189,000
Upper Oxford Street Hierarchy Improvements	Upgrade road to cater for current and future traffic, cyclists and pedestrians	2025-2027	\$570,000
Champion Road Safe Cycle Crossing	To address severance issues at a busy roundabout for pedestrians and cyclists travelling to school and recreational facilities	2019-2020	\$2,300,000
Salisbury Road Hierarchy Improvements	Changes in road to improve travel flows for vehicles, pedestrians and cyclists on a major school route	2024-2026	\$660,000
William Street Hierarchy Improvements	Changes in road improve safety for pedestrians and cyclists on a major school route	2022-2024	\$330,000
Oxford / Wensley Intersection Improvements	Improvements to the sight lines and pedestrian access at the intersection.	2029-2031	\$950,000
Lower Queen St / McShane Rd Intersection Improvements	To address high risk of side impact crashes by creating a right turning bay and allowing for better tracking of larger vehicles	2019/2020	\$250,000
McGlashen Avenue Pedestrian Crossing Facility	To address community severance issue for residents in the Doran Street/Bird Street area getting to school and the CBD.	2018/19	\$30,000
Lower Queen St / Landsdowne Rd Intersection Improvements	Improve delineation and improve signage to address safety issues	2021-2022	\$150,000

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Lower Oxford Street Hierarchy Improvements	Reconstruction of Oxford Street between Wensley Road and Gladstone Road to improve flows on the Richmond Ring Route	2022-2025	\$901,000
Champion / Salisbury Road Route Improvements	Joint project with NZTA and NCC to improve travel time between Salisbury Road and Stoke/Whakatu Drive	2019-2020	\$899,000
Borck Creek Cycle Trail Bridge	New crossing of widened Borck Creek on Tasman's Great Taste Trail	2025-2026	\$120,000
William Street and Salisbury Road Intersection Upgrade	Intersection upgrades to provide for growing traffic volumes	2023-2025	\$687,600
Lower Queen Street Widening Stage 1	Reconstruction of Lower Queen Street to provide for future growth in Richmond West (Stage 1)	2026-2030	\$4,667,000
Lower Queen Street Widening Stage 2	Reconstruction of Lower Queen Street to provide for future growth in Richmond West (Stage 2)	2030-2033	\$3,631,500
McShane Road Upgrade	Road improvement to align with adjacent residential development	2025-2029	\$5,397,000
Water Supply Projects			
Richmond Reticulation - Oxford Street Main Renewal	Renewal of existing pipe	Design 2018 Works 2021-2022	\$797,900
Richmond Reticulation - Waverley Street Main Replacement	Replace existing pipe between Wensley Road and Gladstone Road	2024-2025	\$662,600
Richmond Reticulation - Waimea WTP Upgrade	Replace tank, strengthen existing building & upgrade to DWSNZ for Mapua	2018-2021	\$1,742,800

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Richmond Reticulation - Church Street Main Renewal	Renewal of main pipe	2021-2022	\$254,600
Richmond Reticulation - Gladstone Rd Upgrade	New main from Queen St to Three Brothers Roundabout	2024-2027	\$2,417,600
Richmond Reticulation - Queen St & Salisbury Rd Intersection Improvements	Renewal of pipes and an opportunity to move assets out of the intersection	2024-2026	\$192,600
Richmond Source - Relocation of Bores (Richmond West)	Relocation of bores 400m inland to improve security and resilience	1 st stage 2021-23 2 nd stage 2024-2026	\$1,864,800
Richmond Reticulation - Edward Street Pipe Renewal	Replacement of ductile iron pipe on Edward Street	2025-2027	\$497,700
Richmond Reticulation - Salisbury Road Pipeline Upgrade	Upgrade existing pipe	2020-2022	\$1,504,700
Richmond Reticulation - Lower Queen Street Trunkmain Upgrade	Upgrade trunk main capacity	2024-2027	\$1,563,100
Richmond Oxford / Gladstone Intersection Upgrade	Renewal of Oxford St pipeline will require a connection upgrade.	2021-2021	\$115,900
Richmond Source - Waimea Bore Pump Upgrade	Upgrade of Waimea Bores (5-9) and the associated pipework to Waimea WTP	2018-2020	\$1,362,300
Richmond Reticulation - Roeske Street Pipeline Renewal	Replacement of pipe including new rider main	2025-2027	\$492,400
Richmond Reticulation - Wilkes Street Pipeline Renewal	Replacement of AC pipe including rider main	2025-2027	\$500,600
Richmond Reticulation - George Street Pipeline Renewal	Replacement of ductile iron pipe	2025-2027	\$509,200

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Richmond Reticulation - Nelson Pine Water Main Relocation	New rising main from RWTP along Headingly Lane to connect into the Champion Road rising main	2018-2019	\$1,154,600
Wastewater Projects			
Richmond Gladstone Road Pipeline Upgrade	Replace pipe and manholes	2024-2026	\$413,200
Stormwater Projects			
Washbourn Drive Stormwater Culvert Upgrade	Increase discharge capacity between Bill Wilkes Reserve and Washbourn Garden to alleviate flooding	2025/26	\$709,000
Gladstone Road - Poutama Drain Stormwater Link	Linkage between Washbourn Pipeline and Poutama drain will alleviate flooding in Richmond central	2022-2024	\$1,064,000
Upper Queen St Stormwater Diversion	Diversion is required to alleviate flooding in Richmond central	2024/25	\$503,000
SH6 Richmond Deviation Stormwater Improvements	Address existing flooding caused by insufficient discharge capacity under SH6 deviation	2018/19	\$308,000
Washbourn Stormwater By-pass Pipeline	Construction of pressurised pipe from Washbourn Gardens to Poutama Drain to protect Richmond town centre from flooding.	2021-2023	\$6,400,000
Blair Terrace Stormwater Pipeline	Alleviate overland flow issues that affect Oxford St, Queen St and Beach Road.	2027-2029	\$3,070,000
Poutama Drain Widening Stage 2	Increase discharge capacity to allow for growth and alleviate flooding in Richmond central	2022-2024	\$1,486,000

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Waste Management and Minimisation			
Richmond Resource Recovery Centre – Improved storage, hazardous goods store, and upgrade to the waste tipping pit	Protect workers and customers	2019-2021	\$593,903
Richmond Resource Recovery Centre - second weighbridge and new waste bin storage area	Improve access to the site and reduce waiting times	2024-2027	\$ 846,665

5.2 Parks, reserves and facilities

From 2018/19, Council plans to expand the Richmond library opening hours to open on Sunday afternoons.

Note: Although the full project costs are included in Council's budget, funding can be from a variety of sources, including targeted rates (for projects which serve a specific area), development and financial contributions, government funding, as well as general rates.

All future project costs are in current prices and have not been adjusted for inflation.