Long Term Plan 2018-2028
What is planned for Brightwater?

1.0 Introduction

The following information provides an overview of significant projects Council has planned for Brightwater 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 Brightwater settlement in the development of Council's Growth Model 2017[1].

Between 2018 and 2028, Brightwater's population is projected to grow by 16%[2].

2.0 Settlement outline

2.1 Urban form and function

Brightwater is located approximately 8km south of the Richmond CBD. State Highway 6 (Brightwater deviation), passes to the south of the village centre. Waimea West Road and Ellis Street traverse the village from north west to south east, with Bryant Road and Lord Rutherford Road North forming a north east- south west axis, effectively dividing the residential area into four quadrants on the western side of the deviation. The regional cycle trail crosses the village from Bryant Road to Lord

[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 Brightwater area unit.

Rutherford Road. There is an area zoned for light industry in the south east quadrant, close to State Highway 6 (SH6) and an area zoned for residential use south of the deviation.

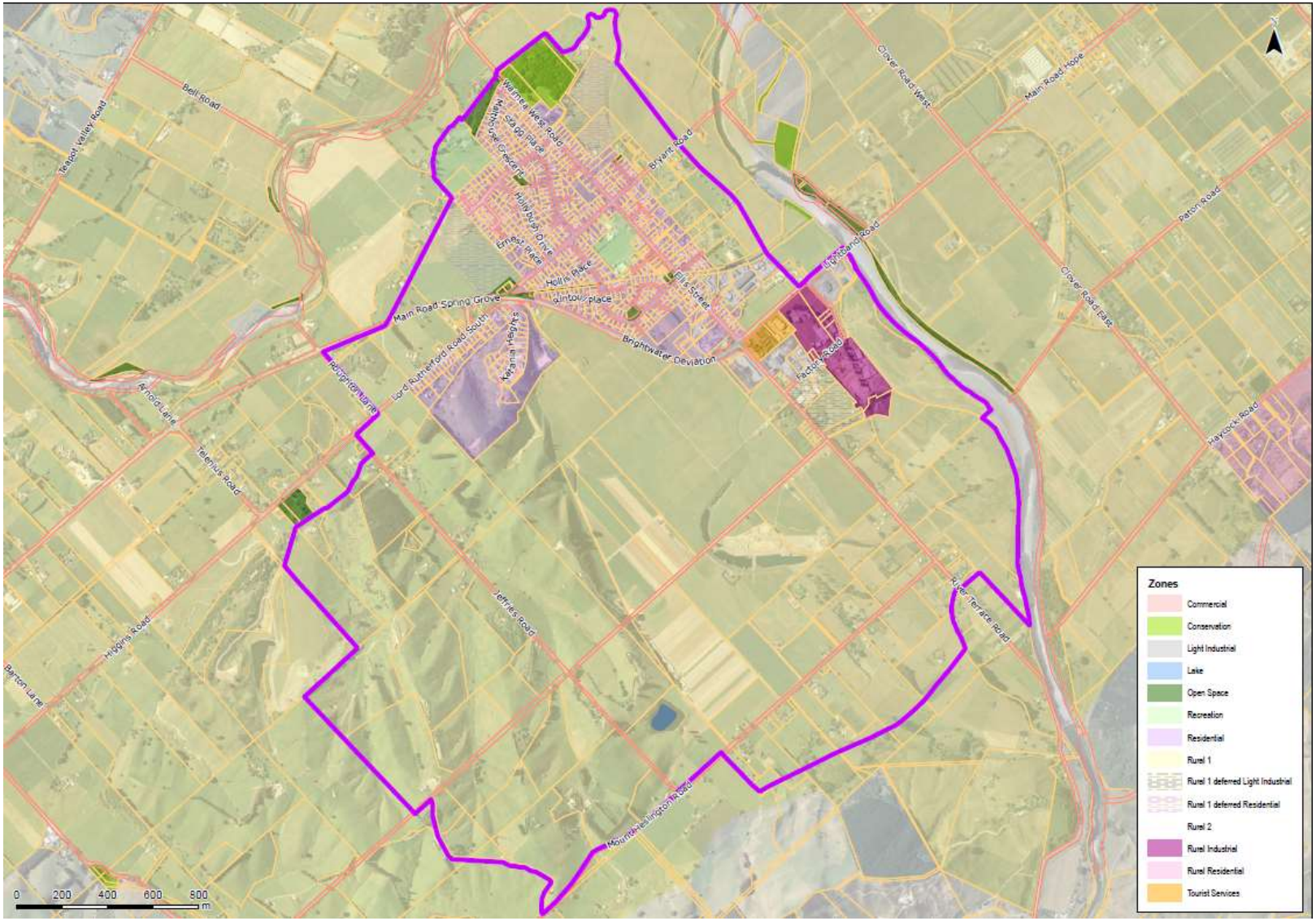
The industrial focus extends over to the eastern side of SH6, with an established Rural Industrial zone and adjacent Light Industrial zones north east of River Terrace Road. A stock sales yard is located on the south side of River Terrace Road; and a hotel complex is sited in the Tourist Services zone on the opposite corner, fronting SH6.

The Lord Rutherford Memorial occupies Council land beside the Lord Rutherford Road/ SH6 intersection, marking the entry to Brightwater village from the south, and celebrating the birthplace of this famous New Zealander. South-east of the village, where Lord Rutherford Road South crosses onto the south side of SH6, is an existing partly developed Residential zone. A pedestrian and cycle underpass provides a link between the two areas. The zone continues up 'Katania Heights' where there is a new subdivision.

2.2 Environmental opportunities and constraints

Highly productive land zoned Rural 1 surrounds the settlement of Brightwater.
There is considerable flood risk in parts of the settlement from the Wai-iti and Wairoa Rivers, Jeffries and Pitfure Streams and overland flows from 'Watertank Hill' and Mount Heslington stream.
The land to the south east provides a more elevated contour, free from many of the flood hazards.

2.3 Current zoning (note: the settlement outline in purple is for planning purposes and doesn't indicate the extent of future development)



2.4 Current infrastructure provision

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

Council provides the Brightwater settlement with water, wastewater and stormwater services, as well as a well-established road and footpath network. Tasman's Great Taste Trail passes through Brightwater providing a cycle connection to Richmond and Wakefield.

2.5 Parks, reserves, and facilities

The Brightwater community is currently serviced by a range of parks, reserves and community facilities.

The Brightwater community is currently serviced by two community rooms at the Brightwater Community Hall and one at Lord Rutherford Park pavilion. Council provides a subsidy to enable community use of the pool at Brightwater School and access is provided via the purchase of a key.

Council has provision near the District average for most recreation and community facilities except there is relatively poor access to pools and recreation centres. Some residents use recreation and sport services provided by facilities in Richmond (such as the Richmond Aquatic Centre) and at Saxton Field.

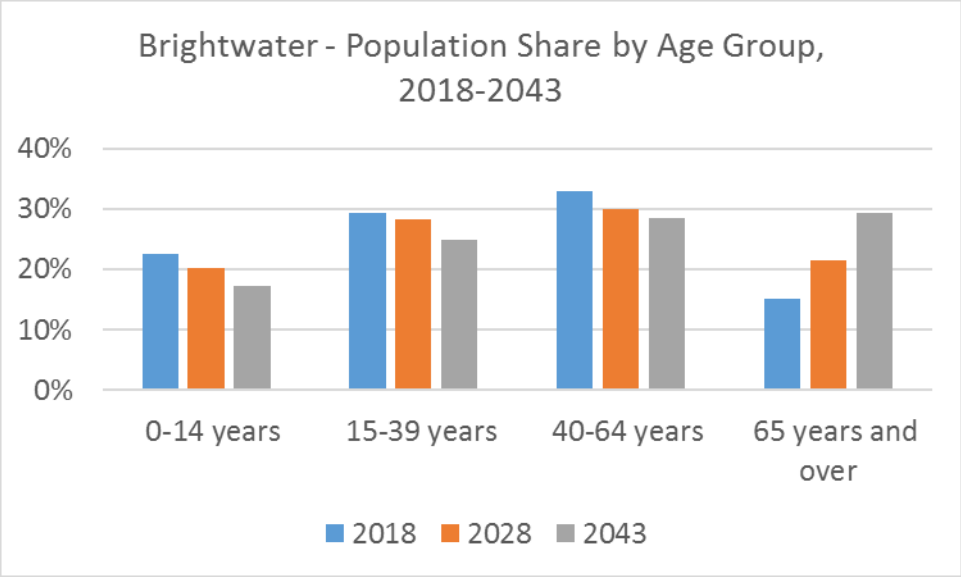
The development of Tasman's Great Taste Trail through the settlement is popular and has added to the existing levels of service for cycleways.

The community is serviced by the Richmond and Spring Grove Cemeteries, 1.5 kilometres of walkways, 1.25 hectares of smaller neighbourhood reserves, three playgrounds within reserves and one at the school.

3.0 Future Demographics[3]

The population of Brightwater is projected to increase from 2,076 in 2018 to 2,412 in 2028 and then to 2,737 by 2048. The proportion of the population aged 65 years and over is projected to increase from 15% in 2018, to 29% by 2043. The average household size is projected to decrease from 2.8 people per household in 2018 to 2.5 people per household by 2043.

[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 Brightwater area unit.



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.
Council anticipates that the actual supply of residential and business development in Brightwater will be slightly higher than the projected demand. This is based on an assessment of feasible development capacity, landowner intentions and feedback from the development community but 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.

	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	56	110	220
Number of residential dwellings anticipated	66	110	221
Number of business lots required	0	2	3
Number of business lots anticipated	0	6	6

4.2 Development options

Between the period December 2013 and June 2016, new lots created by subdivision were mainly located in north western Brightwater. During the same period, residential

[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.

building consents were granted in the same location as well as western Brightwater at Katania Heights.

A Strategic Review of Brightwater's zoning was conducted in 2015 and led to Plan Change 57. The Plan Change introduced new Deferred Residential zones south east of Snowden's Bush and between Wanderers Avenue and Lord Rutherford Road. It also introduced:

- a new Deferred Light Industrial zone between Factory Road and River Terrace Road
- rationalisation of the Commercial and Open Space zones in Brightwater
- controls for development affected by flood hazards, and
- new walkway connections.

Growth in Brightwater is recommended in the Tasman Growth Model to be accommodated on land already appropriately zoned as well as the land zoned deferred for residential development in Brightwater west and north. Land already zoned Deferred Light Industrial in Brightwater south east is recommended to accommodate business demand. The deferrals will be uplifted when infrastructure can be or is provided.

In addition, land in Brightwater North may require rezoning in years 4-10 for modest development in order to meet Residential demand as it is currently zoned Rural 1. It would represent an expansion for Brightwater on the same side of the State Highway as other residential development.

4.3 Growth-related infrastructure

Although the water supply network has adequate capacity to provide for the level of growth predicted, Council has planned to upgrade the water treatment plant to increase capacity and provide a higher level of treatment in 2020/21.
Longer 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.

Wastewater collected within Brightwater is discharged via a trunk main that runs between Wakefield and Richmond. There is little capacity available within the trunk main and Council has planned to upgrade it in two stages, the rising main in 2020/21 followed by the gravity section between 2022 and 2024. In order for Council to provide wastewater services to greenfield areas of development in Brightwater north, it will need to install a new pump station and main. Council has planned to do this is 2025/26.

Council is not planning to install new stormwater infrastructure in Brightwater's growth areas. Council expects individual developers to complete this work or find ways to mitigate the increase in stormwater flows associated with development.

The transportation network is relatively well connected. There are existing safety concerns within the Ellis Street as well as at the Lord Rutherford/Bryant Road

intersection. Growth will increase the safety risk in these areas. Council has planned to upgrade the village centre and intersection in 2019/20.

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

Project Description	Project Purpose	Timeframe	Total Cost
Wastewater Projects			
Wakefield to Three Brothers Corner Pipeline Upgrade	New pipeline from Wakefield to Three Brothers Corner to accommodate for growth	2019-2024	$8,028,200
Brightwater North New Pump Station & Rising Main	New pump station and rising main connecting to existing pump station to accommodate growth	2023-2026	$1,646,000

4.4 Parks, reserves and facilities

The projected increase in population, coupled with the Brightwater community continuing to have a younger median age than most of the district, has implications for recreation and sport provision. The projections would indicate a possible need for increased provision for active recreation and sport. Provision should be made for the acquisition of approximately 1.5 ha of land and related services for an additional sports field, along with a new multi-purpose community facility, both of which will service Brightwater, Wakefield and surrounds. This additional capacity could be provided in either Brightwater or Wakefield. Provision has been made in Council's budgets beyond 2028 for land purchase and a Council contribution towards a community facility. New reserves and walkway connections will be identified as subdivisions develop.

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 to upgrade the town centre of Brightwater as well as undergrounding the overhead powerlines in Ellis Street to improve transportation levels of service.

Council has planned the upgrade of the Brightwater water treatment plant in 2020/21 to meet the Drinking Water Standards New Zealand.

Project Description	Project Purpose	Timeframe	Total Cost
Water Supply Projects			
Brightwater Source - New Bores	Relocate and construct new bores away from the river on natural ground	2022-2026	$643,900
Brightwater Reticulation - Factory Road Main Renewal	Renewal of main pipe from SH6 to River Terrace Road	2026-2028	$393,600
Brightwater Water Treatment Plant (WTP) Upgrade	Upgrade WTP to meet Drinking Water Standards with full filtration	2019/20 - 2020/21	$1,458,300
Brightwater Reservoir Renewal	Reservoir roof requires sealing & painting	2020/21	$78,400
Brightwater Reticulation- Teapot Valley Pump Station Upgrades	New telemetry & tanks	2026/27	$63,600
Brightwater Reticulation - SH6 Main Renewal	Renewal of main pipe from Ranzau Road to 3 Brothers Corner	2027/28-2029/30	$1,928,600
Wastewater Projects			
Trunk Main Wakefield to Richmond - Easement	Acquire easement for existing & new trunk main	2019-2022	$401,100
Transportation Projects			
Ellis Street Power Undergrounding	Remove overhead power lines along Ellis Rd between Lord Rutherford Rd and SH6. Lord Rutherford Ellis Intersection Upgrade	2019-2020	$450,000
Lord Rutherford Ellis Intersection Upgrade	Modify Lord Rutherford / Ellis intersection to allow heavy vehicles to travel through the intersection without crossing the centreline	2019-2020	$200,000
Brightwater Town Centre	Upgrade of Ellis Street to better provide for a shared environment	2019-2020	$870,000
Brightwater Town Centre – Renewal	Renewal of Ellis Street to better provide for a shared environment	2034-2035	$500,000

Project Description	Project Purpose	Timeframe	Total Cost
Rivers Projects			
Brightwater Flood Mitigation Works	Undertake work to improve the resilience of Brightwater to flooding	2021-2022	$80,000

Council has planned two projects to improve the Richmond Resource Recovery Centre, which also serves the Brightwater community. In 2019-2021, Council has allocated $593,903 to improve storage and the hazardous goods store, and to upgrade the waste tipping pit. These improvements will protect workers and customers. In 2024-2027, Council has allocated $846,665 for a second weighbridge and a new waste bin storage area which will improve access to the site and reduce waiting times.

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.

Long Term Plan 2018-2028
What is planned for Coastal Tasman?

1.0 Introduction

The following information provides an overview of significant projects Council has planned for the Coastal Tasman 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 Coastal Tasman settlement in the development of Council's Growth Model 2017[1].

Between 2018 and 2028, Coastal Tasman's population is projected to grow by 7%[2].

[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 medium series for all years for the Wai-iti, Motueka Outer, and Mapua area units which all intersect with the Coastal Tasman settlement area.

2.0 Settlement outline

2.1 Urban form and function

The Coastal Tasman settlement is generally the area between the Moutere Highway and the coast, excluding the settlements at Tasman, Upper Moutere and Mapua/Te Mamaku/Ruby Bay. It extends north to (Riverside) Community Road and Moana Loop. It includes the Kina peninsula. Please refer to the maps on the following pages.

Coastal Tasman is not a settlement, but is a large area of mostly Rural 3 Zone land and has been very popular in recent years for residential development. Between December 2013 and June 2015, 70 lots were created by subdivision for residential purposes in Coastal Tasman and between July 2015 and December 2016, 50 such lots were created. In 2017 up until October, 16 residential lots have been created by subdivision in Coastal Tasman.

Most of Coastal Tasman is zoned Rural 3 where minimum lot size by subdivision in 50 hectares is a Controlled activity. Proposals for clusters of smaller-lot, rural residential housing, are common and are processed as Discretionary activities under the Tasman Resource Management Plan.

The land is a mix of soil classes, land use and topography. The land largely has good elevation and aspect. Small rural villages surround Rural 3, being Tasman, Mapua, Mahana, Redwood Valley and Upper Moutere. Orcharding, pasture, small scale forestry and viticulture continue to occur across the zone.

The Rural 3 zone is intended to meet demand for rural residential demand, as well as protect those areas of land with higher productive potential.

2.2 Environmental opportunities and constraints

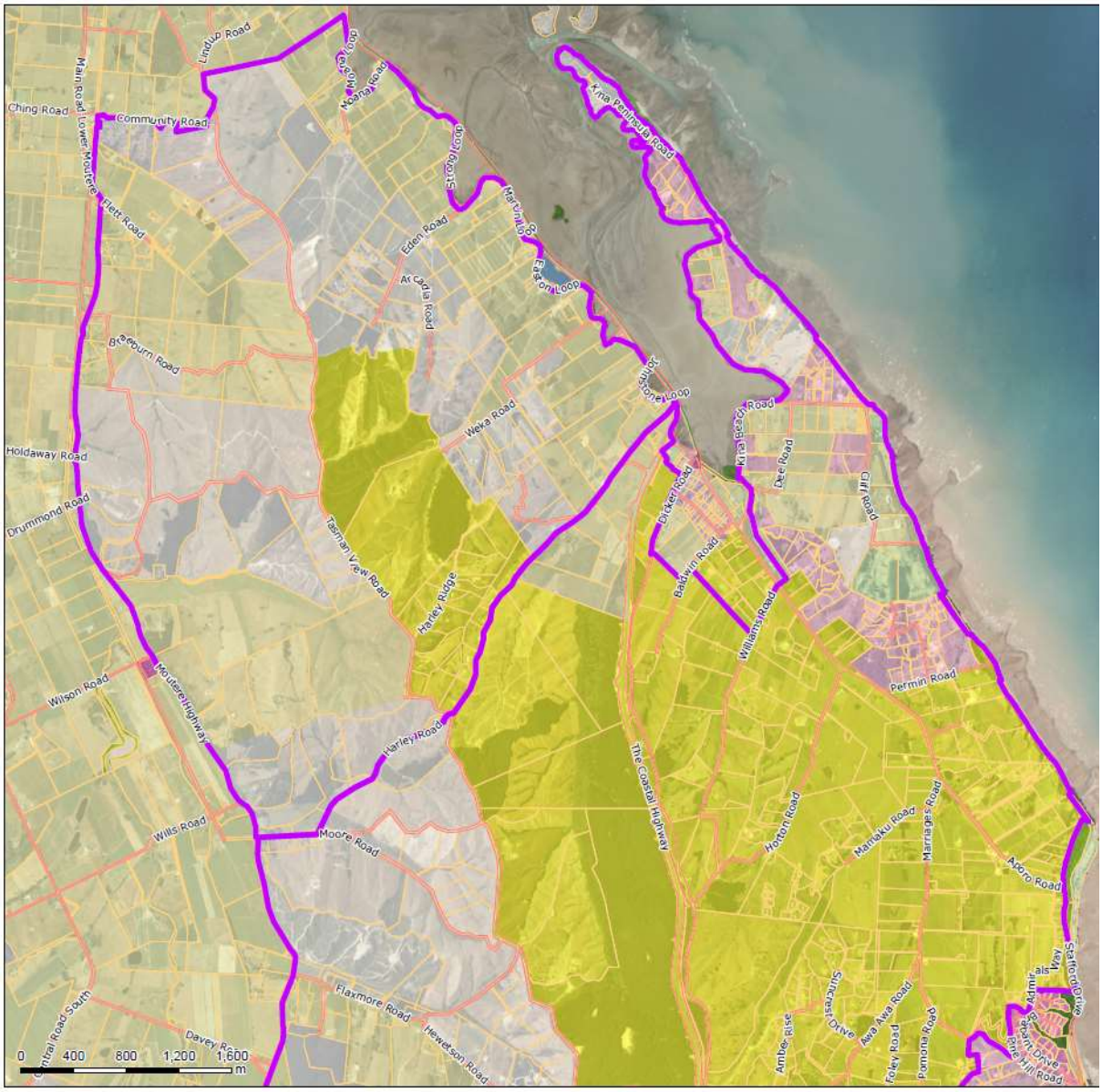
The Rural 3 zone is located on a large elevated land form of Moutere gravels and clay. It is a relatively stable area, free from major flooding hazards. Traditionally covered in forest and orchards, parts of the area are being converted to rural lifestyle. Constraints for development include limited on-site wastewater disposal methods due to the poor absorption by the Moutere clay soils; potential for high visual impacts on the more dominant or publicly accessible slopes; protection of higher quality; accessibility for some steeper slopes within the zone; and a lack of services.

The opportunities for this zone depend on the site and proposal's compliance with the rules and Coastal Tasman Design Guide in the Tasman Resource Management Plan. Clusters of development can be achieved where environmental and amenity values can be maintained or improved; and where high quality soils are protected.

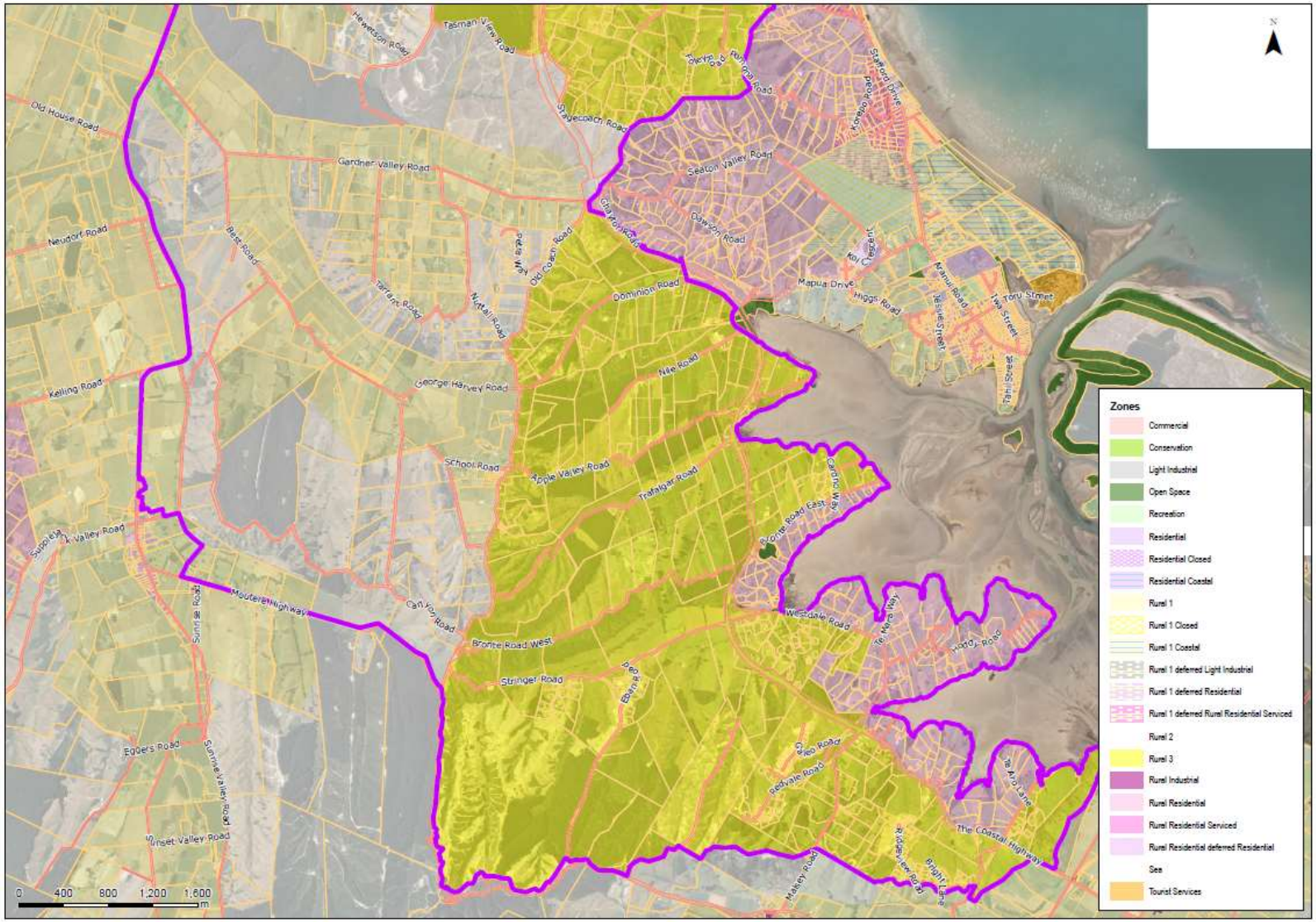
Opportunities exist for further development of the land within the Rural 3 zone.

2.3 Current zoning

The Rural 3 zoning below (yellow) coincides with where we expect the majority of development to occur.



Northern part of Coastal Tasman Settlement



Southern part of Coastal Tasman Settlement

2.4 Current infrastructure provision

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

Council provides a rural road network within the Coastal Tasman area. There are limited footpath provisions in some of the rural subdivisions. Tasman's Great Taste Trail runs through the northern part of the Coastal Tasman area.

Council supplies some parts of the Coastal Tasman area with water from the Redwood Valley scheme, and the rural extension of the Mapua/Ruby Bay scheme. Both of these supplies are currently fully allocated.

Council does not provide wastewater or stormwater services to the Coastal Tasman area.

2.5 Parks, reserves and facilities

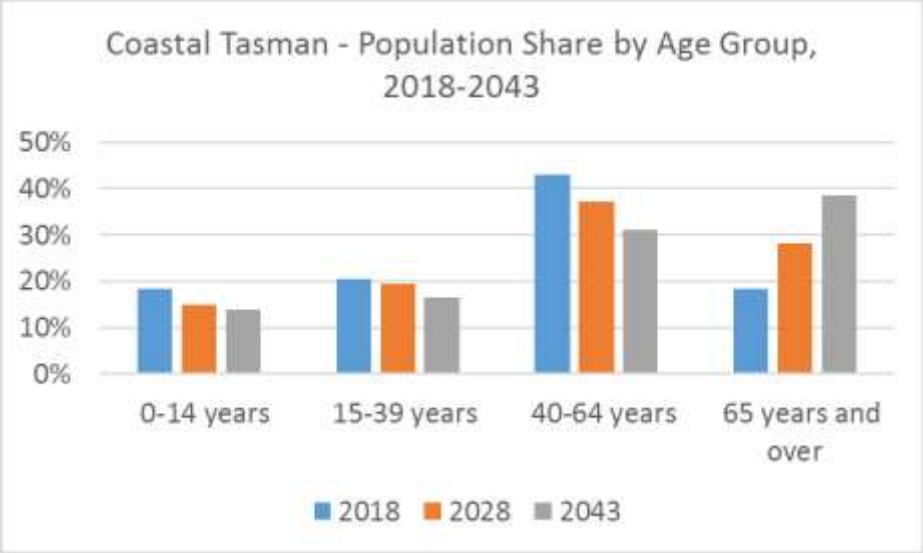
The Coastal/Tasman community is serviced by Libraries at Mapua, Motueka and Richmond. Pools are provided at the Richmond Aquatic Centre (at a regional level) and the Council provides a subsidy for the maintenance of the pools at Upper Moutere and Mapua Schools. Meeting rooms are provided at the three centres. The Upper Moutere and Motueka Recreation Centres provide additional indoor and outdoor recreation facilities for the community. The community is serviced by the Richmond and Motueka and Upper Moutere Community cemeteries.

There are 2.5 kilometres of walkways within the area and access to 129 kilometres of walkways and cycleways within the Moutere-Waimea, Motueka and Richmond Wards, and 2.4 hectares of neighbourhood reserves. There is one playground within existing reserves. There are no visitor's toilets but eight toilets are provided within existing reserves.

3.0 Future Demographics[3]

The population of the Coastal Tasman area is projected to increase from 2,732 in 2018 to 2,929 in 2028 and then to 3,064 by 2048. The proportion of the population aged 65 years and over is projected to increase from 18% in 2018, to 39% by 2043. The average household size is projected to decrease from 2.5 people per household in 2018 to 2.2 people per household by 2043.

[3] Based on Stats NZ Subnational Population Projections 2013(base)-2043 update (released 22 February 2017), using the medium series for all years for the Wai-iti, Motueka Outer, and Mapua area units which all intersect with the Coastal Tasman settlement area.



4.0 Growth

4.1 Anticipated development

Based on the above demographic trends, Council has estimated the following numbers of residential dwellings will be required. However, population projections are generally based on past trends and Coastal Tasman is an area which has historically not experienced high levels of population growth. Population projections will be updated following the 2018 Census to reflect any significant population changes.

Council anticipates that the actual supply of residential development is likely to be greater than that demand. This is based on an assessment of feasible development capacity, landowner intentions, consented subdivisions, and feedback from the development community. Several large greenfield subdivisions are already under development. The development is also expected to occur without the need for large Council-funded infrastructure projects.

Council has assumed no separate commercial lots are required in the Coastal Tasman area.

	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	50	84	180
Number of residential dwellings anticipated	162	138	130

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.

[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.

4.2 Development options

Significant levels of development have occurred within the Rural 3 zone during the period 2008-2017, although development rates have varied. Throughout this time, large subdivision consents have been issued for land at Appleby Hills; Research Orchard Road, Westdale Drive; Stringer Road; Marriage's Road, Awa Awa Road; Maisey Road, Harleys Road among others.

Further growth is expected in the Coastal Tasman area over the coming years with large developments consented at the southern and mid sections of the zone. However, its zoning remains Rural 3 and no changes to that zone are anticipated at this time.

4.3 Growth-related infrastructure

Coastal Tasman is self-serviced and infrastructure upgrades are not required to enable growth. If new roads are required for subdivision these will be provided by private developers. Long term, Council has planned to upgrade and seal Tasman View Road, this is indicatively planned for 2041 to 2043 at a cost of $3.03 million but actual timing will depend of the rate and nature of development in the area.

Council has not planned to upgrade the Redwood Valley scheme. Council has planned to upgrade the Mapua trunk main and reservoirs between 2018 and 2023, after which Council may consider allocating more water to some parts of the rural scheme.

4.4 Parks, reserves and facilities

Development required to provide for future demand is anticipated to be primarily the creation of additional walkway and cycle links, small neighbourhood reserves and the development of additional facilities and sports fields at Mapua.

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).

5.1 Infrastructure improvements, replacements and renewals

Council has planned several projects over the next ten years to improve the Mariri Resource Recovery Centre, which also serves the Coastal Tasman community. In 2021/22, $207,963 has been allocated to build a roof over the waste tipping pit, which will reduce litter and dust. In 2023/24, $707,956 has been allocated to relocate the weighbridge and access to the pit. This will improve access to the site and reduce waiting times. In 2027/28, a further $212,737 has been allocated to improve the access road, addressing safety issues.

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.

Long Term Plan 2018-2028
What is planned for Collingwood?

1.0 Introduction

The following information provides an overview of significant projects Council has planned for the Collingwood 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 Collingwood settlement in the development of Council's Growth Model 2017[1].

Between 2018 and 2028, Collingwood's population is projected to grow by 2%[2].

2.0 Settlement outline

2.1 Urban form and function

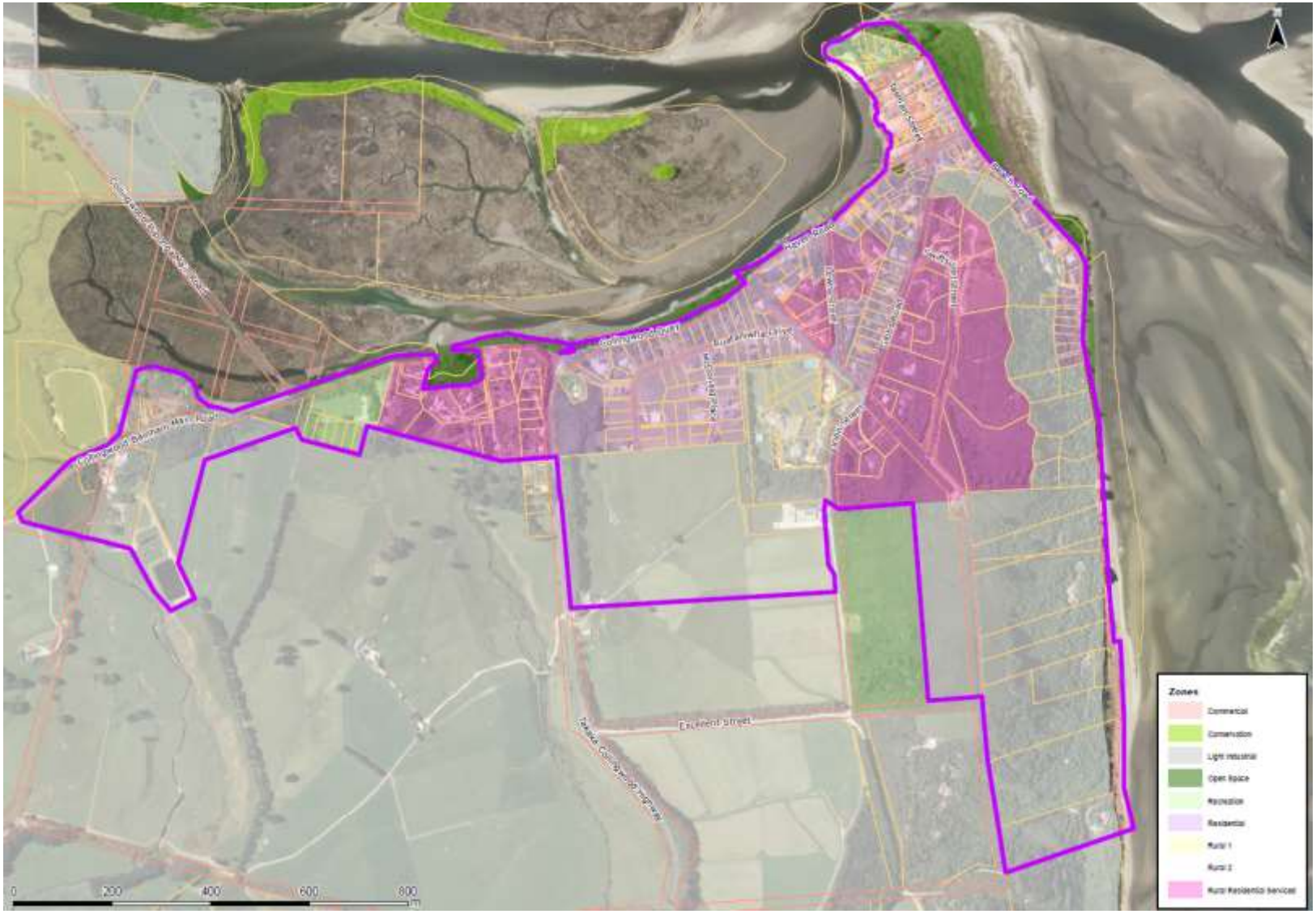
Collingwood is a small rural settlement situated on the coastline with an attractive hill backdrop. Development in Collingwood has been encouraged behind the existing developed area, to avoid its spread along the low-lying coastline or into areas that are highly visible and other sensitive locations.

Collingwood's roading pattern is historic and does not fit well with the topographical constraints that exist.

[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 medium series for all years for the Golden Bay area unit.

2.2 Current zoning (note: the settlement outline in purple is for planning purposes and doesn't indicate the extent of future development)



2.3 Environmental opportunities and constraints

The settlement is located in a highly scenic location in Golden Bay. Its natural values include the hill backdrop to the town, the coastal margin of the Ruataniwha inlet and the sandspit.

An identified ridgeline runs between Orion St and the coastline.

The settlement is vulnerable to a range of natural hazards such as flooding around the Aorere estuary and elsewhere in the town, coastal inundation from sea level rise, coastal erosion and slope instability in some locations.

Indigenous forest remnants on the coastal scarps at Collingwood may need to be investigated for suitability for ongoing protection.

2.4 Current infrastructure provision

Infrastructure is the name for 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 Collingwood. The existing transportation network is sufficient and operating without concern.

2.5 Parks, reserves, and facilities

The Collingwood community is serviced by a range of parks, reserves and community facilities, including community rooms at the Collingwood Memorial Hall, Collingwood Fire station and Collingwood Area School. As a result of recent seismic assessments, the capacity of Collingwood Memorial Hall has been restricted to below 300 persons.

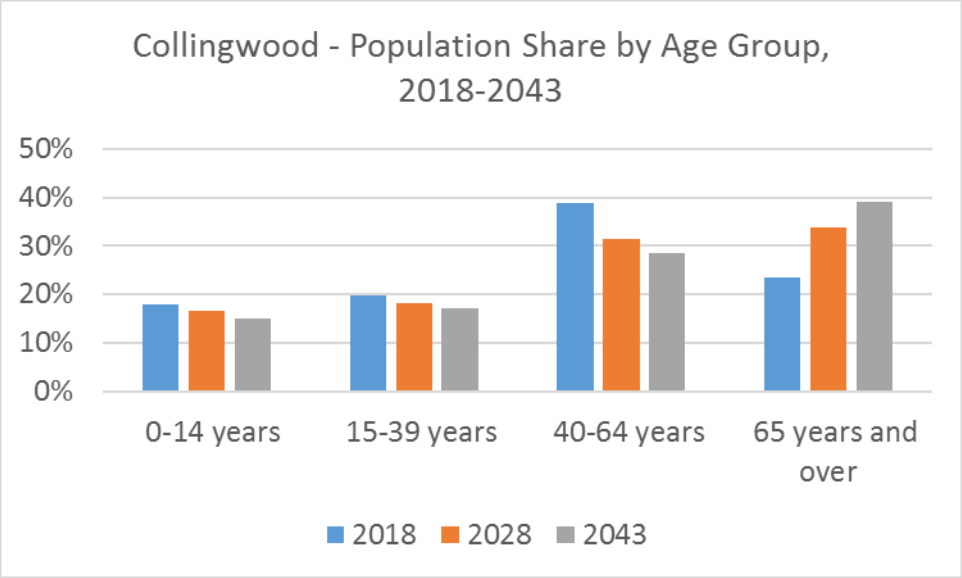
Council provides a subsidy to assist with the maintenance of the pool at Collingwood Area School.

There are sportsfields provided by the Collingwood Recreation Ground Association and Collingwood Area School. The recreation needs of the community are also served in part by Golden Bay High School and the Golden Bay Recreation Park. The community is serviced by the District cemetery at Rototai, as well as the Collingwood and Bainham Cemeteries.

Public open space and recreation areas are provided at the Collingwood Camping Ground, Ruataniwha Reserve and the Collingwood Memorial Reserve. There are two playgrounds, one on a site leased by Council from the Fire Brigade and one at Collingwood Area School, and four public toilets.

3.0 Future Demographics[3]

The population of Collingwood is projected to increase from 244 residents in 2018, to 248 in 2028, and then to decline to 227 residents by 2043. The proportion of the population aged 65 years and over is projected to increase from 23% in 2018, to 39% by 2043. The average household size is projected to decrease from 2.2 people per household in 2018 to 1.9 people per household by 2043. There is a significant proportion of holiday homes, and a corresponding increase in the population during holiday seasons.



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 also allows for demand for dwellings for non-residents, such as holiday houses. Although, the population is projected to remain relatively unchanged, the decline in average household size means there is still likely to be demand for new dwellings. The trend towards smaller households is mainly due to the ageing population with an increasing number of older residents who are more likely to live in one or two person households.

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 supply of residential and business development will generally meet that demand.

[3] Based on Stats NZ Subnational Population Projections 2013(base)-2043 update (released 22 February 2017), using the medium series for all years for the Golden Bay area unit.

	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 dwellings required	5	5	2
Number of dwellings anticipated	5	5	4
Number of business lots required	0	2	2
Number of business lots anticipated	2	0	0

4.2 Development options

The latest review of Tasman's growth model recommends accommodating residential growth on land already zoned Residential and Rural Residential.

Only a very modest increase in capacity of residential lots is needed to meet the demand and this will be accommodated on appropriately zoned land. No new rezoning of land is required.

4.3 Growth-related infrastructure

Council provides water, wastewater and stormwater services to Collingwood. All of these networks have capacity available to provide for the level of growth projected. The existing transportation network is sufficient and operating without concern. No growth upgrades are planned.

4.4 Parks, reserves and facilities

New reserves and walkway connections will be identified as subdivisions develop.

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).

5.1 Infrastructure improvements, replacements and renewals

Council has planned the following works:

- Upgrade of the Collingwood town centre environment, including renewed street furniture.
- Upgrade of the Collingwood water treatment plant (WTP) to provide treatment that meets the requirements of the Drinking Water Standards New Zealand (DWSNZ).

[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.

There are some stormwater issues around Gibbs Road where existing private properties have experienced flooding and Council have planned to upgrade it in 2018/19.

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Stormwater Projects			
Gibbs Road Stormwater diversion	Prevent flooding of buildings at the town centre.	2018/19	$563,000
Water Supply Projects			
Collingwood WTP - Component Renewals	Replace ageing equipment and treatment components	2018-2021	$48,000
Collingwood WTP - Treatment Upgrade	Upgrade WTP to meet DWSNZ with filtration	2018-2021	$1,064,500
Transportation Projects			
Collingwood Town Centre	Upgrade of Tasman Street and a section of Elizabeth Street to better provide for a shared environment	2026-2028	$150,000
Collingwood Town Centre	Renewal of Tasman Street and a section of Elizabeth Street to better provide for a shared environment	2042-2043	$100,000

5.2 Parks, reserves and facilities

Significant work is planned for the Collingwood Campground in 2018, to bring the campground to a modern standard. $642,000 is budgeted for major renewals, in addition to $51,000 for general upgrades.

Council projects planned for the Collingwood area include funding for new playgrounds as reserves are developed, the replacement of ageing play equipment, and the continued support for the Coastcare projects running at Collingwood and Pakawau.

Council has also budgeted $593,943 over 2018-2028 to provide public recycling around the District, including for Golden Bay.

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.

Long Term Plan 2018-2028
What is planned for Kaiteriteri?

1.0 Introduction

The following information provides an overview of significant projects Council has planned for the Kaiteriteri 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 Kaiteriteri settlement in the development of Council's Growth Model 2017[1].

Between 2018 and 2028, Kaiteriteri's resident population is projected to grow by 2%[2].

[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 medium series for all years for the Kaiteriteri area unit.

2.0 Settlement outline

2.1 Urban form and function

Kaiteriteri contains a high proportion of second homes estimated in the Tasman growth model at approximately 60%. It is a very popular holiday destination, and gateway to Able Tasman National park, with significant peak visitor demands.

The bay is used by Abel Tasman National Park transport operators, as well as by recreational users and private and commercial boat operators. One of the challenges is to ensure that commercial and tourist activities are provided for, in appropriate locations that minimise adverse environmental effects within the settlement.

A large portion of the flat land at Kaiteriteri is owned by the Department of Conservation and administered by the Kaiteriteri Recreation Reserve Board. The recent commercial development next to the beachfront campground, by Kaiteriteri Recreation Reserve Board, has consolidated facilities for the small settlement, together with providing traffic calming measures. The new facility created a two-storey building with mixed commercial and residential use.

A large tourist service zone is sited at the end of Martins Farm road, which is currently used primarily for accommodation services.

Kaiteriteri marks the end/start of Tasman's Great Taste Trail; and the Kaiteriteri Mountain Bike Park has become a popular destination for mountain bikers.

2.2 Environmental opportunities and constraints

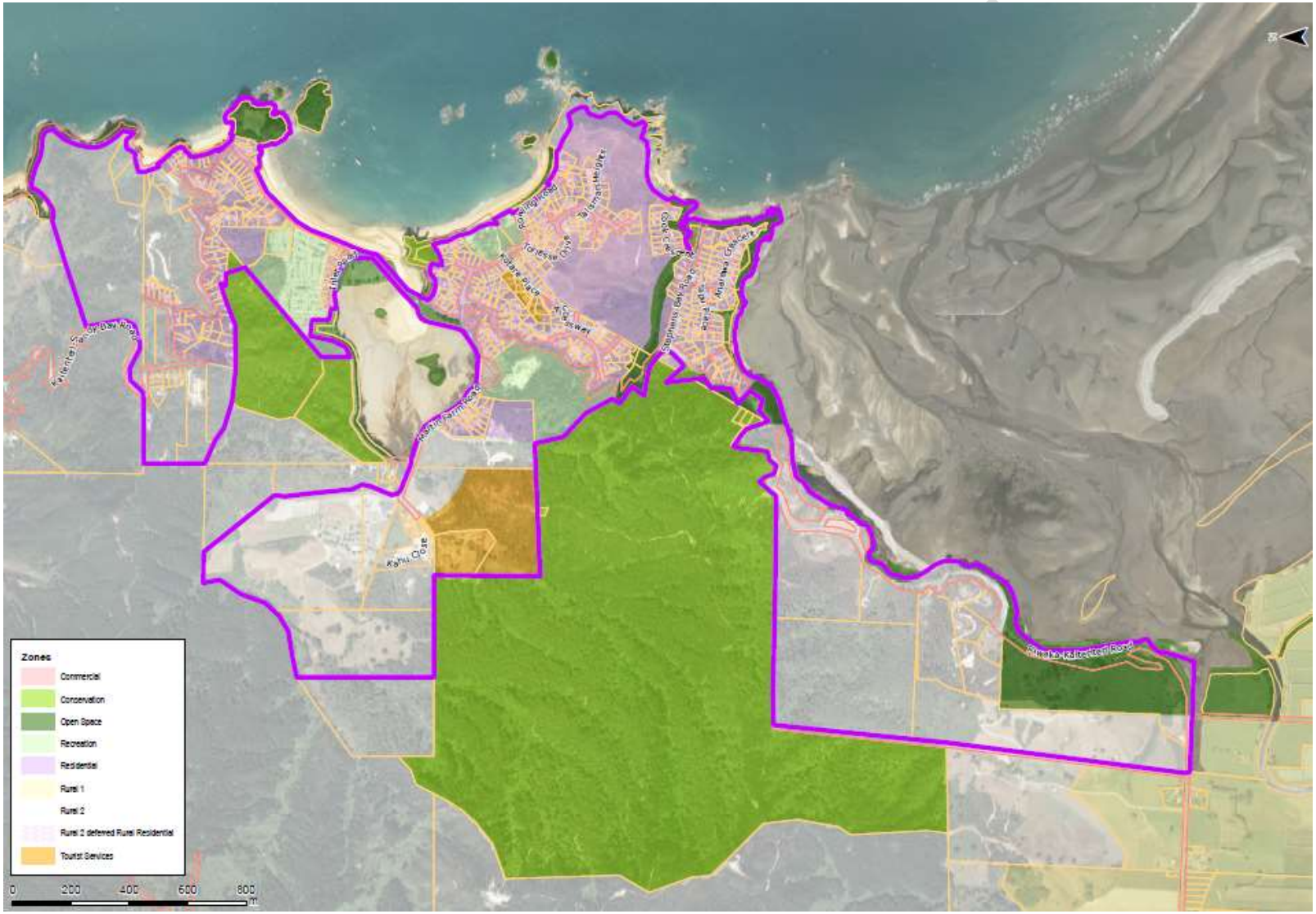
Environmental constraints include natural hazards such as slope instability, coastal erosion and fire.

Conservation of natural features is important, such as wetlands, native forest remnants and archaeological sites – defended pā sites exist at Kaka Point, Anawhakau and Pa Point. There are also wāhi tapu sites within the settlement area. The scenic qualities of Kaiteriteri also need to be preserved with any development.

Much of the land at Kaiteriteri is highly erodible Separation Point granites that require particular care when earthworks, water discharge and vegetation removal activities are undertaken.

Roading constraints may limit development of some locations.

2.3 Current zoning (note: the settlement outline in purple is for planning purposes and doesn't indicate the extent of future development)



2.4 Current infrastructure provision

Infrastructure is the name for 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 Kaiteriteri settlement, as well as a well-connected road network and limited footpath network.

2.5 Parks, reserves and facilities

Much of the open space within the Kaiteriteri settlement area is owned by the Department of Conservation. Council administers the Alex Ryder Memorial Reserve, Kahu Close Reserve, Anarewa Cres Reserve and esplanade reserves at Stephens Bay, Tapu Bay and Little Kaiteriteri and the Pukekoikoi Historic Reserve.

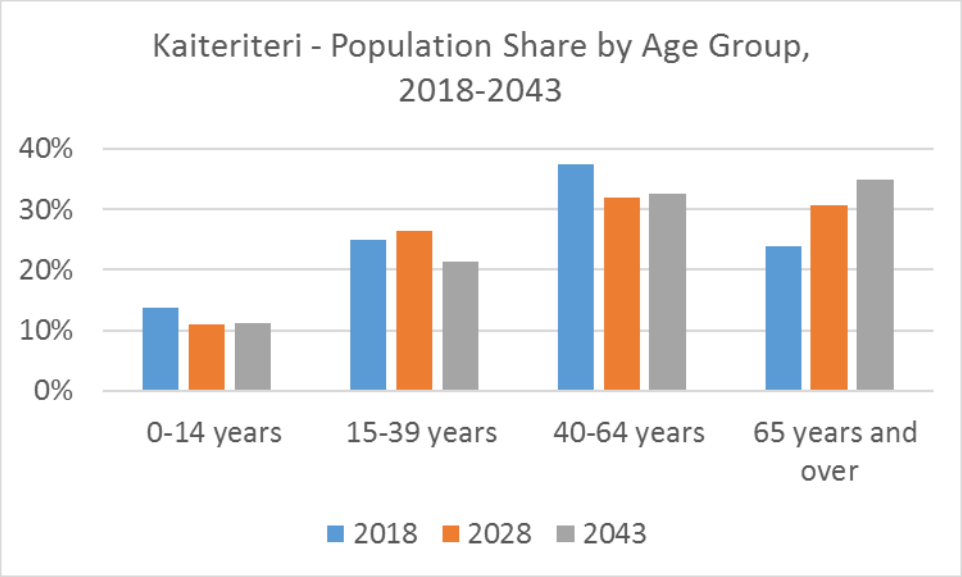
The settlement is serviced by the community rooms at Motueka Hall, the recreational facilities at the Motueka Recreation Centre and by a subsidy for the pool at Motueka High School.

The settlement is serviced by Motueka and Riwaka (Trustee) Cemeteries along with the various sportsfields and neighbourhood parks. There are two playgrounds at the Kaiteriteri Recreation Reserve. There are seven toilets on existing reserves. The development of Tasman's Great Taste Trail to Kaiteriteri and the development of the Kaiteriteri Mountainbike Park by the Department of Conservation have added to the existing levels of service for cycleways.

3.0 Future Demographics[3]

The resident population of Kaiteriteri is projected to increase from 417 in 2018 to 426 in 2028 and then decrease to 408 by 2048. The proportion of the population aged 65 years and over is projected to increase from 24% in 2018, to 35% by 2043. The average household size is projected to decrease from 2.3 people per household in 2018 to 2.0 people per household by 2043. There is a significant proportion of holiday homes, and a corresponding increase in the population during holiday seasons.

[3] Based on Stats NZ Subnational Population Projections 2013(base)-2043 update (released 22 February 2017), using the medium series for all years for the Kaiteriteri area unit.



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.

The number of residential dwellings required also allows for demand for dwellings for non-residents, such as holiday houses.

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

	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	13	17	26
Number of residential dwellings anticipated	13	24	57
Number of business lots required	0	1	0
Number of business lots anticipated	2	0	0

[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.

4.2 Development options

Subdivision and development at Kaiteriteri has been modest since the last Long Term Plan, with subdivision of land occurring primarily on the headland between Little Kaiteriteri and Dummy Bay. Developments tend to be marketed as holiday homes.

Growth in Kaiteriteri is recommended in the Tasman Growth Model to be accommodated on land already appropriately zoned for urban development. No new rezoning of land is expected in Kaiteriteri for either residential or business.

4.3 Growth-related infrastructure

The level of growth projected for Kaiteriteri can be accommodated within the existing networks. Water is supplied to Kaiteriteri from Riwaka and the network has enough capacity to provide for projected growth.

Wastewater is disposed via a new pumping main that runs from Kaiteriteri back to the Motueka Wastewater Treatment Plant. The network has capacity to provide for the level of growth predicted within Kaiteriteri, as such no further upgrades are planned.

The existing stormwater network operates relatively well with only minor ponding issues observed in Little Kaiteriteri. Council expects that the projected growth will not make this situation worse, and has therefore not planned to intervene.

4.4 Parks, reserves and facilities

New reserves and walkway connections will be identified as subdivisions develop.

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).

5.1 Infrastructure improvements, replacements and renewals

There are some existing safety issues along Riwaka-Kaiteriteri Road that are present due to the tight and narrow nature of the road alignment. Additional traffic created by increasing tourism and residential development will increase the risk associated with these issues. Council has planned to undertake isolated corner improvements in 2022/23.

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Water Supply Projects			
Kaiteriteri Reticulation - Reservoir Improvements	Existing reservoir roof and liners require upgrading	2022/2023	$90,800
Kaiteriteri Source - Bore Upgrade	Drill a new bore to replace existing structure and	2018/2019	$90,000

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
	alleviate risk of contamination		
Kaiteriteri Reticulation - Pipe Work Upgrade	Connect booster pump station to existing reticulation	2019/2020	$36,000
Wastewater Projects			
Kaiteriteri Vessel Dosing System Replacement	Provide liquid dosing for odour control and increase storage	2018/2019	$87,500
Transportation Projects			
Riwaka-Kaiteriteri Road Safety Improvements	Undertake a number of safety improvements to the Riwaka-Kaiteriteri road to improve safety and access for larger vehicles	2021-2023	$990,000

5.2 Parks, reserves and facilities

Projects planned for Kaiteriteri up to 2028 include the upgrade of walkways in the Tapu Bay/Stephens Bay area, the upgrade of picnic area facilities in Tapu Bay Reserve and continued support for the Coastcare projects at Little Kaiteriteri and Stephens Bay.

Council has budgeted $593,943 over 2018-2028 to provide public recycling around the District, including for Kaiteriteri.

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.

Long Term Plan 2018-2028
What is planned for Mapua and Te Mamaku/Ruby Bay?

1.0 Introduction

The following information provides an overview of significant projects Council has planned for the Mapua and Te Mamaku/Ruby Bay 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 Mapua and Te Mamaku/Ruby Bay settlement in the development of Council's Growth Model 2017[1].

Between 2018 and 2028, Mapua and Te Mamaku/Ruby Bay's population is projected to grow by 13.5%[2].

[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 Mapua area unit.

2.0 Settlement outline

2.1 Urban form and function

Mapua and Te Mamaku/Ruby Bay settlement is located on the low coastal plain and hills at the northern end of the Waimea Inlet. The boundary to the north and west is the Mapua Rural Residential Zone boundary and SH 60 Te Mamaku Drive (Ruby Bay Bypass). The village character, heritage and natural features of this coastal area are highly valued by residents and visitors. State Highway 60 to the west provides the main link to Nelson, Richmond and Motueka. The former State Highway, (Mapua Drive/Stafford Drive) is being adapted to serve local and tourist traffic. This should enhance the amenity of Mapua and Te Mamaku/Ruby Bay as a place to live.

There has been rapid residential and rural residential growth in Mapua since 2001. The north-west precinct of Mapua continues to develop, with residential development in Mapua Drive and Higgs Road. Areas of deferred residential zones continue to provide a source of future residential capacity.

A substantive review of Mapua's housing and commercial needs was undertaken in 2011-2012, via Plan Change 22. That plan change sought to provide for residential and commercial development of Mapua, with a focus of lifting development off the coastal plain, and onto the surrounding hillsides.

The main constraint to further population growth and development in Mapua is the availability of water supply and wastewater network capacity.

Medium density residential, commercial and open space development opportunities are provided for close to the town centre on part of the ex Fruitgrowers Chemical site that has been remediated and is sufficiently elevated to avoid coastal hazards.

Mapua Wharf - Shed 4 complex has been recently redeveloped by Council for Commercial uses, housing 7 businesses, together with a larger project to upgrade the waterfront.

2.2 Environmental opportunities and constraints

Management of the major coastal erosion and inundation risk on the low lying coastal plain from McKee Domain, through Te Mamaku/Ruby Bay to Mapua Channel is a priority. While coastal risk is partly mitigated by a variety of coastal protection structures, both public and private e.g. rock revetments, walls, these will require ongoing maintenance and upgrading if they are to remain effective in the advent of projected sea level rise. This constraint affects the coastal fringe land of Te Mamaku/Ruby Bay and low lying parts of Mapua.

The lower portion of Seaton Valley catchment is vulnerable to flooding in large events. Work on increasing the capacity of Seaton Valley stream in this lower catchment was undertaken in 2015.

Part of the inlet coastline adjoining the south eastern edge of the settlement is protected by a QE 2 National Trust covenant.

2.3 Current zoning (note: the settlement outline in purple is for planning purposes and doesn't indicate the extent of future development)

2.4 Current infrastructure provision

Infrastructure is 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 Mapua and Te Mamaku/Ruby Bay settlement area.
Mapua and Te Mamaku/Ruby Bay has a well-connected road network and footpaths in most residential streets. Recently Council invested in improving intersections and adding improved footpath connections.

2.5 Parks, reserves and facilities

The Mapua community is currently serviced by a range of parks, reserves and community facilities. These include pools at Mapua School and the Richmond Aquatic Centre (at a regional level). Meeting rooms are provided at the Mapua Hall and at the Bowling Club. The Moutere Hills Community Centre and Motueka Recreation Centre provide additional facilities for the community.

Indoor sport services will continue to be provided at the Hall (owned by a Trust) and in facilities at the Moutere Hills Community Centre and facilities in Richmond, Saxton Field and Motueka.

Mapua Recreation Reserve provides four tennis courts, two junior and one senior football pitches, cricket nets, a half basketball court, artificial cricket wicket, BMX track, playground, skate park, sea scouts, bowling club, public toilets and a play centre. The community is serviced by the Richmond, Motueka, Flett Road and Gardeners Valley (Trustee) cemeteries.

There are over 6.7 kilometres of walkways within the settlement area and over 6.4 hectares of neighbourhood reserves. There are two playgrounds provided by Council and a playground at Mapua School. The development of Tasman's Great Taste Trail through the settlement is popular and has added to the existing levels of service for cycleways.

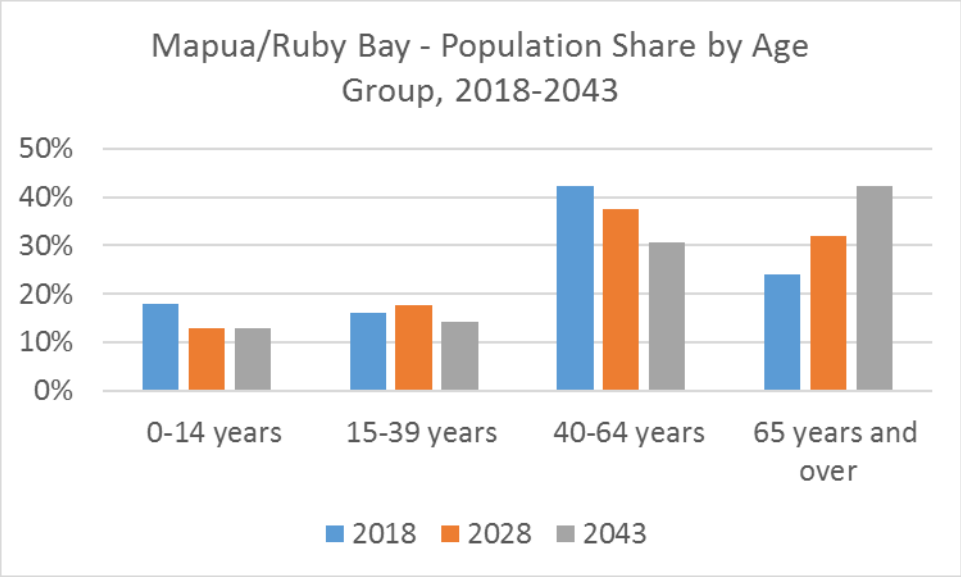
There are eight toilets within existing reserves and there is a toilet provided at Mapua Village Mall.

Many areas have convenient access to the coast which continues to assist in providing for their open space and recreational opportunities.

3.0 Future Demographics[3]

The population of Mapua and Te Mamaku/Ruby Bay is projected to increase from 2,238 in 2018 to 2,539 in 2028 and then to 2,783 by 2048. The proportion of the population aged 65 years and over is projected to increase from 24% in 2018, to 42% by 2043. The average household size is projected to decrease from 2.3 people per household in 2018 to 2.0 people per household by 2043.

[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 Mapua area unit.



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

	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	64	120	241
Number of residential dwellings anticipated	64	153	274
Number of business lots required	6	13	16
Number of business lots anticipated	1	17	6

4.2 Development options

During the period December 2013-June 2016, new lots created by subdivision were mainly located in western Mapua off Mapua Drive, and to a lesser extent in central Mapua. During the same period residential building consents were granted in the same locations as well as in the hills, north-west of central Mapua.

[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.

The latest review of Tasman's growth model recommends the uplifting of some zones currently deferred for development in Mapua in the west, northwest and south west in order to meet residential demand. This uplifting will occur when the infrastructure servicing solution has been or can be resolved.

No new rezoning of land is currently required, although an additional commercial hub at the corner of Seaton Valley Road and Mapua Drive will be investigated.

4.3 Growth-related infrastructure

Council must upgrade the water supply trunk main in order to enable additional connections to the water supply in Mapua and Te Mamaku/Ruby Bay and enable projected growth. This is planned for completion by 2021. In addition to this Council has planned to increase storage capacity at the Pomona Road reservoirs and Stage Coach Road reservoirs to provide for a growing population.
Longer 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.

The wastewater network between Te Mamaku/Ruby Bay and the Mapua wharf pump station is under capacity during wet weather. Council has planned to install a new pump station in Te Mamaku/Ruby Bay and a rising main back to Mapua wharf to enable growth without increasing the risk of overflows. Once this work is complete, the adjoining pump stations will be upgraded to provide more capacity which will enable growth and improve network resilience.

Generally the stormwater network operates well but there are capacity issues at the bottom end of Seaton Valley stream. Council has already completed the first stages of upgrading the drain, and plans to complete the final stage in 2023/24.

4.4 Parks, reserves and facilities

There are future opportunities for Council to acquire additional land in the mid Seaton Valley area. Council will also continue to acquire esplanade reserves as subdivisions occur adjoining Seaton Valley Stream, Te Mamaku/Ruby Bay and the Waimea Estuary.

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

As well as providing for growth, the water supply trunk main upgrade and new wastewater infrastructure will provide improved levels of service for existing

customers through the provision of a more reliable water supply and reduced risk of wastewater overflows.

The wastewater network experiences odour and overflow issues at pump stations. This affects the service that existing customers experience, as well as limiting new connections. Council has planned to upgrade the pump stations and rising main, starting in 2018 and finishing in 2024.

Council has planned to upgrade Mapua town centre in order to improve access and amenity. Council has also recently released its Mapua Waterfront Area Masterplan (2017). A number of improvements are planned to this area, including Waterfront Park, the Mapua wharf area and Grossi Point. There is more information about the Masterplan on our website.

Project Description	Project Purpose	Timeframe	Total Cost
Stormwater Projects			
Stafford Drive Stormwater Pipe Extension	The project increases capacity of secondary flow paths and prevents local flooding issues.	2018/19	$138,000
Seaton Valley Stream Upgrade - Stage 2	The project is essential to satisfy growth demand in the area as well as existing flooding issues	2023/24	$403,000
Wastewater Projects			
Aranui Road Pump Station Upgrade	Upgrade of pumps in line with population growth, new storage chamber & odour control	2018-20	$329,300
Higgs Road Pump Station Upgrade	Upgrade of pumps in line with population growth, new storage chamber & odour control	2022-2024	$217,200
Ruby Bay Pump Station Upgrade and Storage	Upgrade of pumps in line with population growth, new storage chamber & odour control. Odour control is a priority.	2018-2019	$561,800
New Stafford Dr Pump Station and Rising Main	New Stafford Dr pump station with storage, odour control & new pumps. New rising main from Stafford Dr	2018-2019	$2,243,800

Project Description	Project Purpose	Timeframe	Total Cost
	to Mapua Wharf pump station.		
Toru Street Pump Station Upgrade and Storage	Upgrade of pumps in line with population growth, new storage chamber and odour control	2022-2024	$235,200
New Rising Main Across Mapua Channel	New replacement pipe across channel between Rabbit Island & Mapua	2026-2029	$1,850,400
Aranui-Higgs Rd Pump Station Upgrade and Storage	Upgrade of pumps in line with population growth, new storage chamber and odour control.	2020-2022	$256,800
Upgrade of Mapua Rise Pump Station & Rising Main	Upgrade in line with development, including increase pumping capacity, additional storage and upgrade of odour control	2021-2023	$604,800
Higgs 3 Pump Station Decommissioning	Decommission Higgs 3 Wastewater Pump Station once land downhill is developed	2023-2024	$25,400
Leisure Park Rising Main Replacement	Replace rising main pipe, on more direct alignment through camp	2024-2026	$392,000
Water Supply Projects			
Mapua Reticulation - Aranui Rd & Stafford Dr Main Replacement	Replace 3.5 km of pipe.	2018-19	$2,437,800
Mapua Reticulation - Pomona Road Reservoir Upgrade	Increase storage capacity: replace existing wooden reservoir with concrete & upsize to 1500m³, partly to meet population growth	2020-2022	$1,684,100

Project Description	Project Purpose	Timeframe	Total Cost
Mapua Reticulation - Stage Coach Road Reservoir Upgrade	Abandon existing three storage tanks and replace with a 6 x 30m plastic tanks	2021-2023	$612,600
Mapua Reticulation - Trunk Main Renewal	Replace 850m of pipe and re-line 875m of existing pipe between Rabbit & Best Island. Replace pipe between Rabbit Island & Mapua Wharf (5.3km).	2019-2021	$3,017,500
Transportation Projects			
Mapua Town Centre	Upgrade of Aranui Road to better provide for a shared environment	2023-2025	$703,000
Mapua Town Centre - Renewal	Renewal of Aranui Road to better provide for a shared environment	2039-2040	$200,000

Council has planned several projects over the next ten years to improve the Mariri Resource Recovery Centre, which also serves the Mapua and Te Mamaku/Ruby Bay community. In 2021/22, $207,963 has been allocated to build a roof over the waste tipping pit, which will reduce litter and dust. In 2023/24, $707,956 has been allocated to relocate the weighbridge and access to the pit. This will improve access to the site and reduce waiting times. In 2027/28, a further $212,737 has been allocated to improve the access road, addressing safety issues.

Council has also budgeted $593,943 over 2018-2028 to provide public recycling around the District, including for Mapua and Te Mamaku/Ruby Bay.

5.2 Parks, reserves and facilities

The significant increase in the average age of residents would indicate emphasis on provision of additional capacity in services appropriate to the recreation and sport needs of older adults.

In 2018, Council will spend $255,000 on the Shed 5 toilets.

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 project costs use uninflated values.

Long Term Plan 2018-2028
What is planned for Marahau?

1.0 Introduction

The following information provides an overview of significant projects Council has planned for the Marahau 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 Marahau settlement in the development of Council's Growth Model 2017[1].

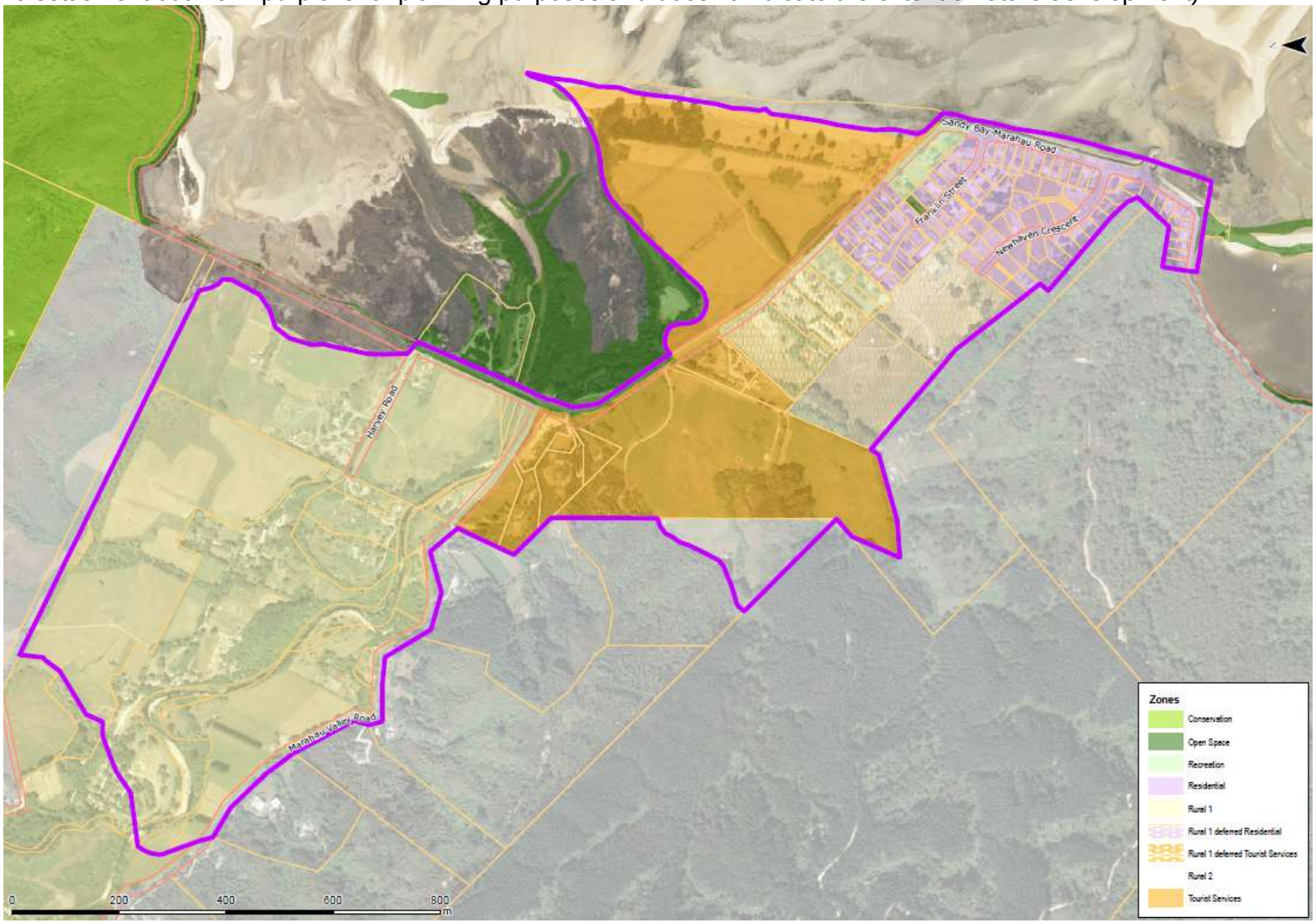
Between 2018 and 2028, Marahau's resident population is expected to remain relatively unchanged[2].

[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 medium series for all years for the Kaiteriteri area unit, which covers Kaiteriteri and Marahau.

2.0 Settlement outline

(note: the settlement outline in purple is for planning purposes and doesn't indicate the extent of future development)



2.1 Urban form and function

Marahau contains a high proportion of second (holiday) homes, estimated in the Tasman growth model at approximately 45%. Together with Kaiteriteri, Marahau is a key tourist destination, with the Abel Tasman National Park bounding parts of the Marahau settlement. As a result any zoning for development in Marahau needs to recognise this important regional function.

Given Marahau's special rural and coastal character, recreational and tourist development has grown along the beachfront, with residential and business development consolidated away from the national park boundary.

2.2 Environmental opportunities and constraints

Parts of the Marahau Valley are low-lying and flood prone from tributary streams. Coastal inundation and on-going coastal erosion of the foreshore are risks for the settlement and roading network.
Much of the land in low-land Marahau is covered by a Cultural Heritage Precinct overlay, with multiple archaeological sites located within the precinct.
There is significant natural character value of land around Marahau.
There are geological constraints for on-site water supply and wastewater management.

2.3 Current infrastructure provision

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

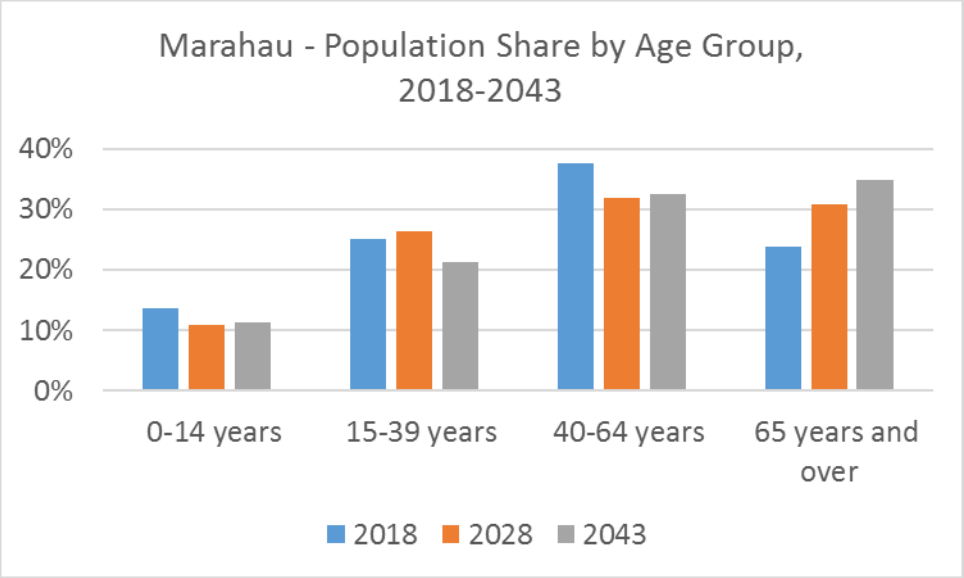
Council provides stormwater services to the residential parts of the Marahau settlement and a largely rural road network with limited footpaths and walkways. There is no water supply or wastewater service meaning that residents must provide their own.

2.4 Parks, reserves and facilities

Most of the community facilities for Marahau residents are provided in Motueka and Riwaka, including the Motueka Recreation Centre and a hall, cemeteries and sportsgrounds. The community is serviced locally by reserves within the residential area and esplanade reserves adjoining the coast.

3.0 Future Demographics[3]

The resident population of Marahau is projected to remain relatively unchanged. The proportion of the population aged 65 years and over is projected to increase from 24% in 2018, to 35% by 2043. The average household size is projected to decrease from 2.3 people per household in 2018 to 2.0 people per household by 2043. There is a significant proportion of holiday homes, and a corresponding increase in the population during holiday seasons.



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.

There are several factors which are difficult to predict such as population moving in and out of the district; the proportion of dwellings used as holiday houses; developer and landowner activity; and natural events.

The number of residential dwellings required also allows for demand for dwellings for non-residents, such as holiday houses.

Although, the population is projected to remain unchanged, the decline in average household size means there is still likely to be some demand for new dwellings. The trend towards smaller households is mainly due to the ageing population with an increasing number of older residents who are more likely to live in one or two person households.

[3] Based on Stats NZ Subnational Population Projections 2013(base)-2043 update (released 22 February 2017), using the medium series for all years for the Kaiteriteri area unit, which covers Kaiteriteri and Marahau.

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

	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	3	4	5
Number of residential dwellings anticipated	24	34	32

4.2 Development options

The latest review of Tasman's growth model recommends the uplifting of some zones currently deferred for development in Marahau in order to meet residential (holiday home) demand. These are situated away from the beachfront, in the western area of the settlement. This uplifting will occur when the infrastructure servicing solution has been or can be resolved.

In 2017, the Government designated Tasman's first round of Special Housing Areas (SHAs). Within Marahau there is one SHA and although it falls on land zoned Deferred Residential, the proposed pattern of development is more intensive than anticipated by the Resource Management Plan. This SHA is expected to provide significant residential supply to help meet demand.

No new rezonings of land are currently required in Marahau for either residential or business.

4.3 Growth-related infrastructure

Marahau is self-serviced and infrastructure upgrades are not required to enable growth.

4.4 Parks, reserves and facilities

Projects planned for Marahau to 2038 include the acquisition and development of reserves, walk and cycle connections if required when land is subdivided.

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).

5.1 Infrastructure improvements, replacements and renewals

In 2026, Council has allocated $150,000 to construct a small rock seawall to protect the footpath from coastal erosion.

[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.

In 2031, Council has allocated $45,000 to undertake renewal works on the existing Marahau jetty.

Long term, Council has indicatively planned to provide a water scheme to Marahau in 2047/48. The actual level of development between now and then, as well as other factors, may cause Council to consider investments like this earlier than anticipated.

Council has budgeted $593,943 over 2018-2028 to provide public recycling around the District, including for Marahau.

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.

Long Term Plan 2018-2028
What is planned for Motueka?

1.0 Introduction

The following information provides an overview of significant projects Council has planned for the Motueka 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 Motueka settlement in the development of Council's Growth Model 2017[1].

Between 2018 and 2028, Motueka's population is projected to grow by 11%[2].

2.0 Settlement outline

2.1 Urban form and function

Motueka is the second largest town in Tasman District. It is an important hub for tourism and horticulture and the gateway to the Abel Tasman National Park and Golden Bay. In summer and at harvest time, the town accommodates many tourists and seasonal workers.

[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 Motueka East and Motueka West area units.

Several factors have influenced Motueka's development. Most of the urban area is located on fertile Riwaka silt and sandy loam soils apart from the coastal strip near Thorp Street. The town is on the Motueka River flood plain which is stopbanked in its lower reaches to afford the town some protection from flooding.

The town is near flat with some very low lying parts - especially along the eastern coastline. Port Motueka is located to the far east of the settlement and supports a fish processing facility and small marina.

State Highway 60 bisects the town and provides the main link to Nelson, Richmond and Golden Bay/Mohua. Ribbon development is a feature of the town as it has grown out along existing roads. This has created cross boundary effects between rural and urban activities and an inefficient road layout.

The Motueka aerodrome to the west of the town contributes to the economic base of the region as well as providing an educational and recreational facility.

Due to parts of the settlement being low lying, future expansion is proposed to the west of the town, although there are infrastructure constraints that first need addressing.

The settlement contains one of only two marae in the District, being Te Awhina Marae on Pah Street. An area of papakainga housing, health and education facilities are also located in the marae complex. Substantial areas of residential, rural and industrial land in Motueka are owned by iwi entities Wakatū Incorporated and NRAIT (Ngati Rarua Atiawa Iwi Trust).

In 2014, a plan change was undertaken to expand residential, commercial and industrial zone in Motueka West, and adjacent to High Street. Much of the residential and industrial zoning was deferred until servicing is available.

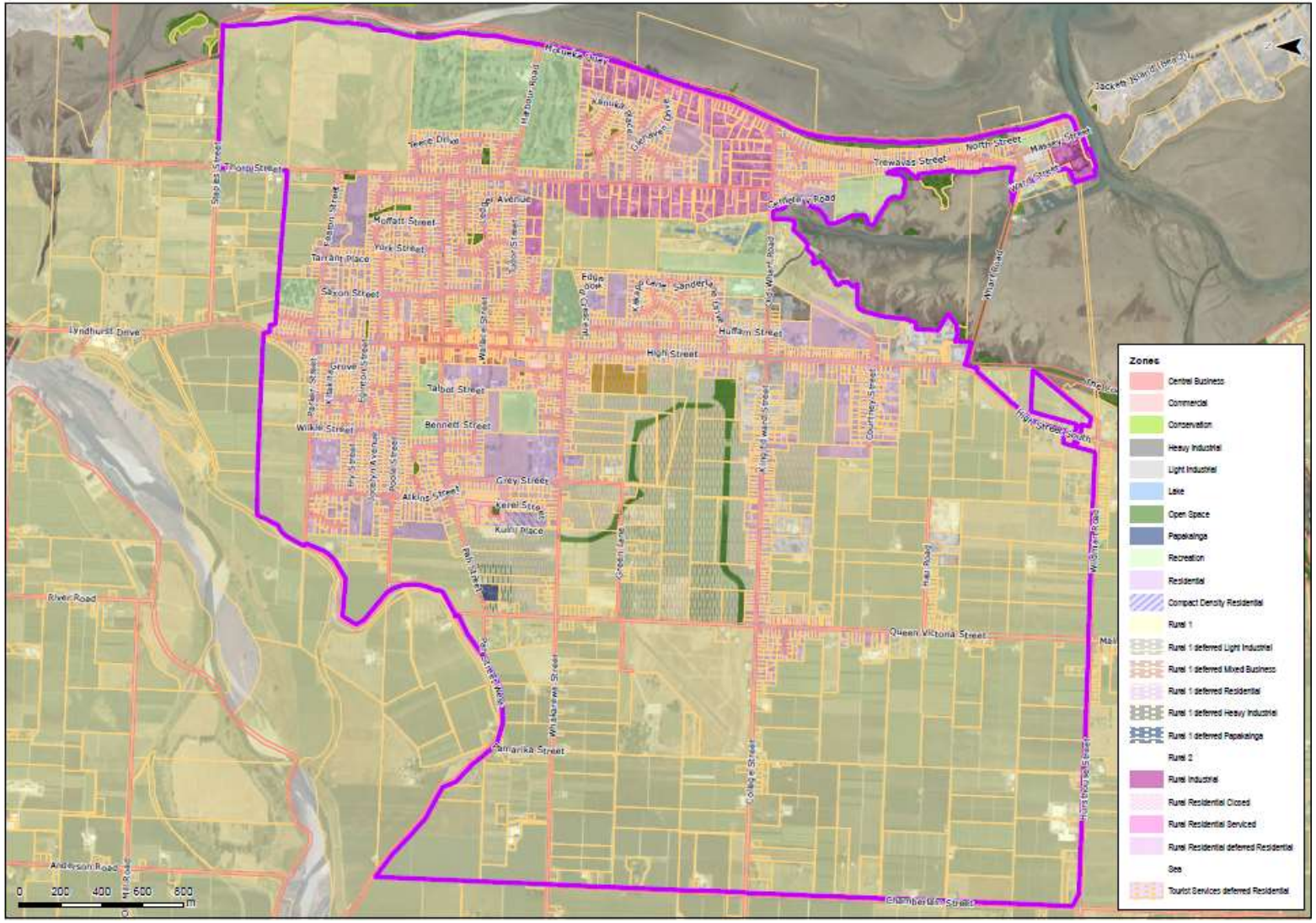
2.2 Environmental opportunities and constraints

Environmental constraints in Motueka include coastal erosion – that is the potential future erosion of the Motueka sandspit by the sea, and inundation of seawater along the low lying eastern coastline of the town. A coastal flood modelling study has shown that in the low lying coastal areas of Motueka there is likely to be seawater inundation in the next 100 years.

There are also freshwater inundation risks from large flooding events in the Motueka River, and from the multiple open drains throughout Motueka.

The inefficient road layout of Motueka has led to a bottleneck of traffic through the High Street, particularly during the peak summer season. There are on-going proposals for a bypass for the town, the location or timing of which has not been determined by the New Zealand Transport Authority.

2.3 Current zoning (Note: the settlement outline in purple is for planning purposes and doesn't indicate the extent of future development.)



2.4 Current infrastructure provision

Infrastructure is the 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 wastewater and stormwater services to most residents in Motueka. However, Motueka is only partially serviced with water supply. A number of residents have their own private bores and are not connected to the Council network. There are currently no services within Motueka West.

Motueka is serviced by a well-connected road and footpath network.

2.5 Parks, reserves and facilities

The Motueka community is serviced by a range of parks, reserves and community facilities, including the Motueka library.

The Motueka community is serviced by pools at the Richmond Aquatic Centre (as a regional facility), the salt water baths at North Street and pool at Motueka High School. One meeting room is provided at Motueka Community House and two are provided at Motueka Memorial Hall. Two additional community rooms are available at the Motueka Band Rooms.

The Motueka Recreation Centre has facilities which service the wider community including Marahau, Kaiteriteri, Tasman, Mapua and Upper Moutere. There are eight community rooms within existing Council facilities and one room at each of Motueka South, Parklands and at St Peter Chanel Schools.

Goodman Recreation Reserve is used for winter junior sport and senior football training and in summer both senior and junior sport with seven fields in total. Motueka Memorial Park has four tennis courts and a pavilion, cricket blocks, cricket nets and two senior football pitches with a club and changing rooms, a grass athletic track, long jump, kindergarten, bowling greens with pavilion. Sportspark Motueka provides two rugby grounds and a grandstand with changing facilities and toilets. Motueka High School provides a rugby field and cricket pitch.

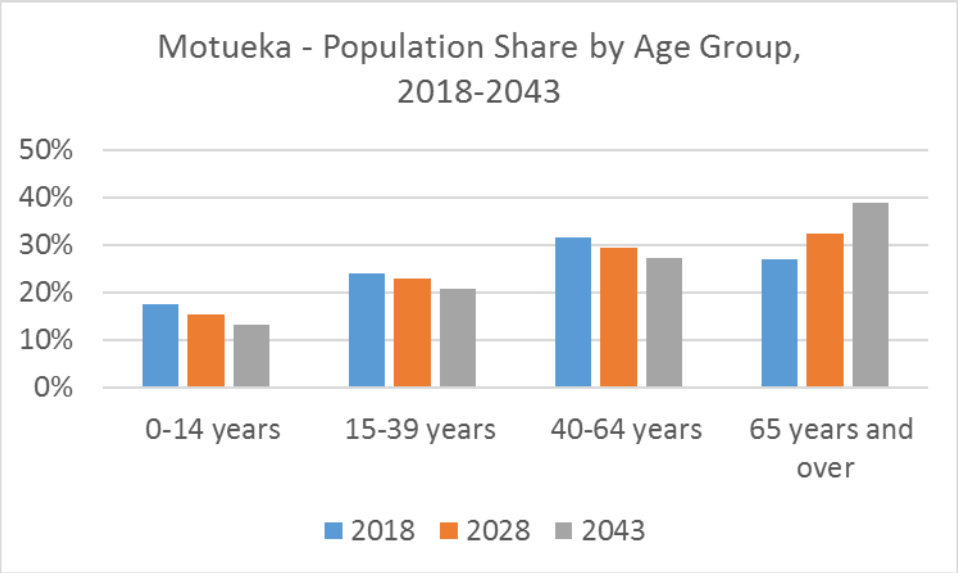
There are sufficient burial plots at Motueka Cemetery for a further 75 years.

There are over five kilometres of walkways within the settlement area and over 17 hectares of neighbourhood reserves. The development of Tasman's Great Taste Trail through the township and extending to Riwaka and Kaiteriteri is popular and has added to the existing levels of service for cycleways. Some residential areas have convenient access to the coast which assists in providing for their local accessible open space and recreational opportunities.

3.0 Future Demographics[3]

The population of Motueka is projected to increase from 7,211 in 2018 to 8,027 in 2028 and then to 8,197 by 2048. Between 2018 and 2028, Motueka's population is projected to grow by 11%.

The proportion of the population aged 65 years and over is projected to increase from 27% in 2018, to 39% by 2043. The average household size is projected to decrease from 2.4 people per household in 2018 to 2.1 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 development will generally meet that demand but the actual supply of new business lots will be slightly lower in the medium term. This is based on an assessment of feasible development capacity, landowner intentions, feedback from the development community and recent trends in building consents. However, there will be sufficient zoned and serviced business capacity in the Motueka centre if needed.

[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 Motueka East and Motueka West area units.

	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	184	330	437
Number of residential dwellings anticipated	184	335	441
Number of business lots required	14	30	39
Number of business lots anticipated	12	7	56

4.2 Development options

Between the period December 2013 and June 2016, most new lots created by subdivision were consented in Motueka West near Grey Street and Motueka East close to the coastline. For the same period, most residential building consents were granted in the same locations. Business building consents were generally dispersed around Motueka although small in number.

The latest review of Tasman's growth model recommends the uplifting of some zones currently deferred for development in Motueka West in order to meet both residential and business demand. This uplifting will occur when the infrastructure servicing solution has been or can be resolved. Land already appropriately zoned will also be used to meet demand. Rezoning of a small area of land in Motueka West from Rural 1 to Deferred Residential may also be required in order to meet demand towards the end of the 10 year period.

4.3 Growth-related infrastructure

Generally, Motueka is a flat and low lying settlement that has some stormwater issues. Council has planned to complete a catchment management plan for Motueka during 2018 which will identify problem areas and suitable solutions. After this has been completed, Council may need to plan additional investment to improve stormwater levels of service in Motueka. In the meantime, and with the exception of Motueka West, stormwater is sufficient for the growth projected.

Motueka is serviced by a well-connected road and footpath network. There are issues at some intersections of the local roads with High Street (SH60). Council is working with the NZ Transport Agency (NZTA) to identify suitable solutions for these intersections. Both Council and NZTA are concerned about the long term future for High Street given the existing conflicts between through traffic and access to shops and businesses. Council will continue to work with NZTA to investigate these issues and identify a solution. In the meantime Council is not planning any upgrades.

Council will need to provide new water, wastewater and stormwater infrastructure to Motueka West to enable this area to develop. Council has planned to install new

[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.

water and wastewater mains in 2021 and between 2021 and 2023 respectively, followed by stormwater in 2023 to 2025.

For other areas of Motueka there are high levels of inflow and infiltration of stormwater into the wastewater reticulation. This takes up capacity within the network making it unavailable for growth. To enable growth to continue in areas outside of Motueka West, Council has planned an on-going renewal programme of the existing pipes which will address both the inflow and infiltration issues, as well as providing for growth.

The following table shows the significant growth-related projects planned for Motueka.

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Stormwater: Motueka West Discharge System	To convey stormwater from new development in Motueka west and address some existing flood issues	2023 - 2025	$6,050,000
Water Supply: Motueka Reticulation - Motueka West Water Main Stage 1	Installation of 250mm pipe along Grey St to service Motueka West	2019 - 2021	$958,000
Wastewater: Motueka Bridge to Motueka Wastewater Treatment Plant (WWTP) Rising Main Upgrade	Upgrade rising main pipe to accommodate capacity from Motueka West	2019 - 2021	$975,600
Wastewater: New Rising Main Motueka West to WWTP	New 150mm rising main pipe from Motueka West to WWTP to accommodate growth	2019 - 2023	$3,935,700

4.4 Parks, reserves and facilities

The Motueka library is undersized for the population served. In order to meet the needs of the growing community, the library also needs to grow. Council has allocated $3.7 million in 2019/20 and 2020/21 to redevelop the Motueka library. The expansion will see the library building double in size and will allow us to meet the demand for a modern library space which serves as a community hub, catering for a wide range of community needs.

Development of an indoor year-round swimming pool asset in Motueka has been advocated for more than a decade, Good Sports Motueka is working with Motueka High School to explore options to upgrade and cover the school pool and extend the

length of time that the pool is open. The projected ageing of the population in Motueka and the wider area will increase the importance of the swimming pool as water provides a low impact option for exercise for older adults and residents with disabilities.

New reserves and walkway connections will be identified as subdivisions develop.

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 to construct a new water treatment plant and associated reticulation adjacent to Parker Street. The new treatment plant provides access to a more resilient groundwater source and provides a higher level of water treatment. Both the Fearon Street main and Thorp Street main have prematurely aged and experience breakages. Council has planned to renew these in 2025/26 and 2020/21 respectively.

The significant increase in the costs associated with treating Motueka's water supplies means we must consider the best way to fund this service. This is one of the Key Issues we are consulting on for the Long Term Plan 2018-2028. Please read the Consultation Document (LINK to be added) for further information on the issue and options and to find out how to give us your feedback.

Council has also planned to upgrade High Street in order to improve access and amenity.

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Water Supply Projects			
Motueka Reticulation - High Street Main Renewal	Replace main pipe along High St from Old Wharf Road to Wharf Road roundabout	2024-2026	$1,429,800
Motueka Reticulation - Fearon Street Main Renewal	Main pipe needs to be lowered, currently has 480mm cover and suffers from bursts	2024-2026	$721,300
Motueka Reticulation - Thorp Street Water Main Renewal	Direct replacement to replace ageing main pipe.	2019-2021	$1,733,600

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Motueka Water Treatment Plant (WTP) - Parker Street	New water treatment plant at Parker Street (will meet Drinking Water Standards)	2018-2020	$1,826,000
Motueka Reticulation - Pipe Link from WTP to Network	New pipes linking Parker St WTP to reticulation network	2019-2020	$242,100
Motueka Reticulation - Zone of Effect around Parker Street WTP	Resource consent condition requires 'Zone of Effect' around Parker St to be reticulated	2018-2020	$2,707,400
Motueka Reticulation - Decommission Fearons Bush Pump Station	Decommission pump station following a suitable operational period at Parker St WTP	2024-2025	$90,800
Motueka Treatment - Motueka Recreation Centre Facility Upgrade	Upgrade existing facility to meet Drinking Water Standards	2018-2021	$837,600
Motueka Reticulation - Connectivity & Resilience Improvements	Internal connections within existing network to maintain resilience	2025-2028	$1,715,900
Wastewater Projects			
New Motueka Wastewater Treatment Plant (WWTP) - Designations	Get designation of land required for a new inland WWTP	2020-2021	$100,000
Courtney & Woodlands Pump Stations Improvements	Install new components at Courtney & Woodlands pump stations	2019-2020	$37,800
Motueka WWTP Inlet Upgrades	Build second inlet channel with new lining and install an additional screen	2018-2019	$241,000

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Transport Projects			
Manoy Street to Talbot Street New Road	New road to link Manoy and Talbot Streets in Motueka	2029-2031	$1,135,000
Motueka Town Centre	Upgrade of High Street to better provide for a shared environment	2021-2023	$880,000
Motueka Town Centre - Renewal	Renewal of High Street to better provide for a shared environment	2037-2038	$800,000
Chamberlain St / College St Intersection Improvements	Address safety issues and improve sightlines by realigning the road, creating an offset, and adding signage.	2025-2026	$100,000
Whakarewa St / Queen Victoria St Intersection Improvements	To address safety issues, undertake a road re-alignment to create offset with accompanying signage and an improvement of sightlines	2025-2026	$150,000
Tudor Street Pedestrian Crossing Facility	To address a community severance issue for elderly residents south of the town centre who want to walk to the town centre	2018-2019	$30,000
Waste Management and Minimisation			
Mariri Resource Recovery Centre (RRC) - roof over the waste tipping pit	Reduce litter and dust from waste pit	2021-2022	$207,963
Mariri RRC - relocation of the weighbridge and access to pit	Improve access to the site and reduce waiting times	2023-2024	$707,956
Mariri RRC - improvements to the access road	Improve safety on the access road	2027-2028	$212,737

5.2 Parks, reserves and facilities

The Motueka Recreation Centre has undergone a major refurbishment, however, the age of the buildings within the complex means it is likely to require further capital investment by Council in the period through to 2038 to maintain levels of service.

There was funding in the previous LTP for the purchase of land adjoining Sportspark Motueka and this purchase is still being negotiated.

Council has allocated $102,000 in 2018 for building and plant renewals at the Council-owned Motueka (Fearons Bush) Holiday Park

In 2022, Council plans to spend $178,000 resealing the runway at Motueka Aerodrome.

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.

Long Term Plan 2018-2028
What is planned for Murchison?

1.0 Introduction

The following information provides an overview of significant projects Council has planned for the Murchison 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 Murchison settlement in the development of Council's Growth Model 2017[1].

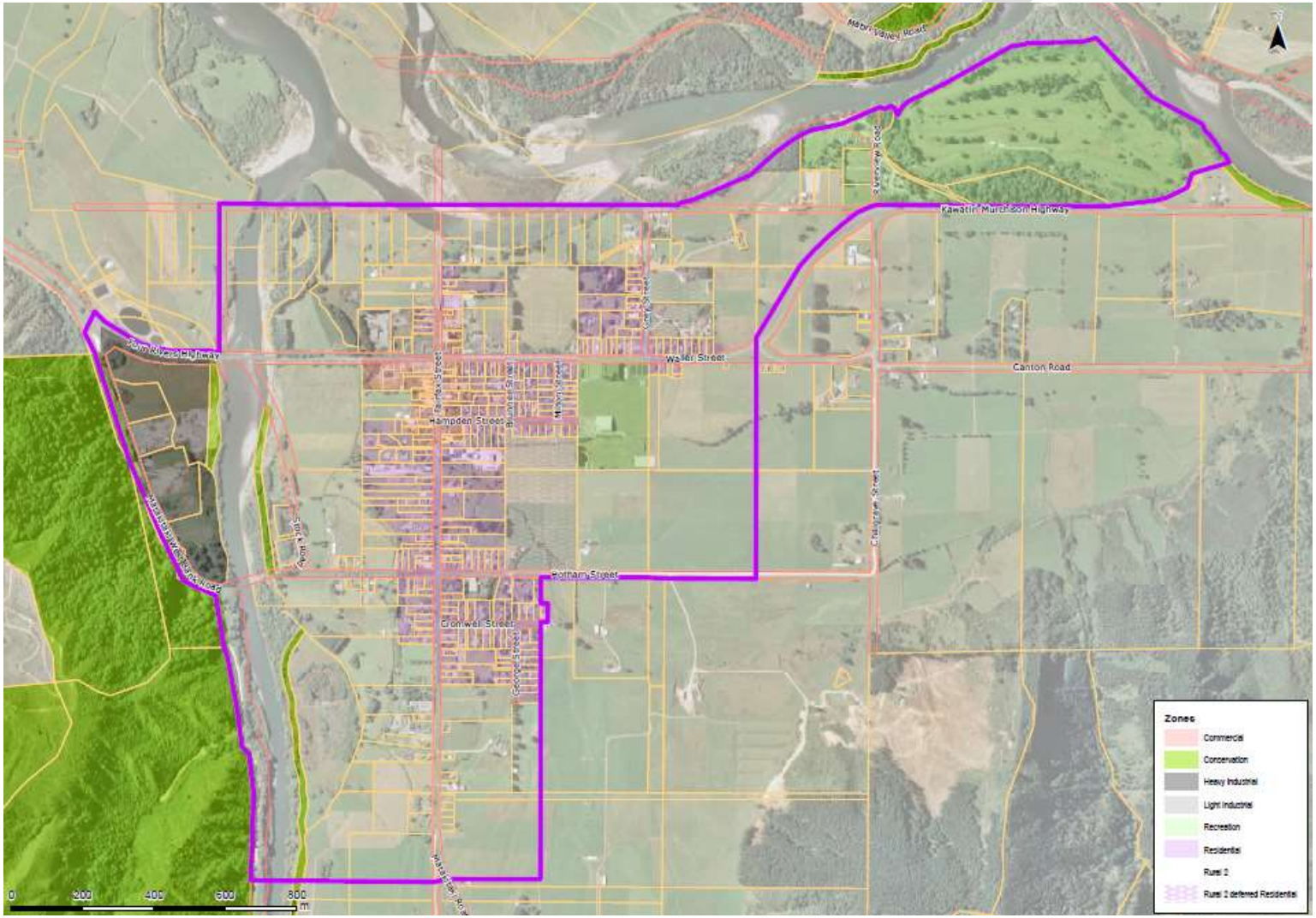
Between 2018 and 2028, Murchison's population is projected to remain unchanged[2]. However, population projections will be updated following the 2018 Census to reflect any significant population changes since the 2013 Census.

[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 medium series for all years for the Murchison area unit.

2.0 Settlement outline

(note: the settlement outline in purple is for planning purposes and doesn't indicate the extent of future development)



2.1 Urban form and function

Murchison is a rural town providing services for the farming and tourism industries. With the closure of State highway 1, following the 2016 Kaikoura earthquake, Murchison has witnessed significant increases in traffic levels both passing through the town and stopping for services. SH1 reopened in late 2017 and the traffic pressure in Murchison is expected to ease as a result.

2.2 Environmental opportunities and constraints

The town is relatively flat and constrained on two sides by rivers. The northern part of the settlement is at risk from riverbank erosion by the Buller River.
The central part of the settlement is at risk from stormwater flooding, as evidenced by the 2010 rainfall event.

2.3 Current infrastructure provision

Infrastructure is the name for 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 Murchison settlement, as well as an urban road network. There are no known issues with the water or wastewater networks and there is sufficient capacity available for the level of growth projected. There are some stormwater flooding issues affecting existing residents living adjacent to Ned's Creek.

Council considers that the road network to be fit for purpose and has not planned any upgrades.

2.4 Parks, reserves and facilities

The Murchison community is serviced by a range of parks, reserves and community facilities. These include meeting rooms and indoor sports at the Sport, Recreation and Cultural Centre at the Murchison Recreation Reserve. Council provides a subsidy to the school for the public use of the school pool.

The Recreation Reserve Development Plan completed in 2009 listed a number of recommendations regarding further developments. The most significant projects were the future extensions to Murchison Sport, Recreation and Cultural Centre to accommodate squash and a fitness gym, and a small playground there. However, these developments are contingent on community fundraising.

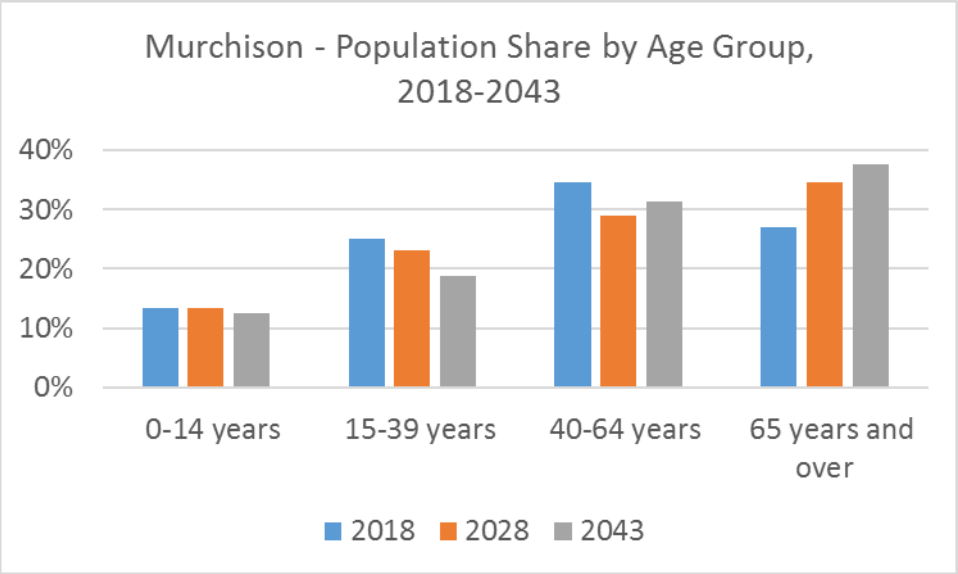
There are two playgrounds located within existing reserves and one at Murchison School. The Murchison Recreation Reserve has two Rugby Fields, a BMX track, Pony Club area, Bowling Club and three tennis courts. The Murchison Cemetery has more than 20 years of capacity remaining. There are eight visitor toilets and one toilet on Council reserves.

Although the settlement does not have many neighbourhood reserves or walkways this is partly due to the low density nature of the settlement and corresponding lesser demand for connectivity within the settlement. Many residences are within an easy walking distance to the Buller/Kawatiri and Matakitaki Rivers and the Murchison

Recreation Reserve which assists in providing for their walkway and recreation needs.

3.0 Future Demographics[3]

The population of Murchison is projected to remain unchanged between 2018 and 2028, at 430 residents, and then to decrease to 363 by 2048. The proportion of the population aged 65 years and over is projected to increase from 27% in 2018, to 38% by 2043. The average household size is projected to decrease from 2.0 people per household in 2018 to 1.7 people per household by 2043.



4.0 Supply factors

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 also allows for demand for dwellings for non-residents, such as holiday houses. Although, the population is projected to remain unchanged, the decline in average household size means there is still likely to be demand for new dwellings. The trend towards smaller households is mainly due to the ageing population with an increasing number of older residents who are more likely to live in one or two person households.

Council anticipates that the actual supply of residential and business development will generally meet that demand. 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.

[3] Based on Stats NZ Subnational Population Projections 2013(base)-2043 update (released 22 February 2017), using the medium series for all years for the Murchison area unit.

	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	6	7	-14
Number of residential dwellings anticipated	8	7	4
Number of business lots required	2	5	4
Number of business lots anticipated	3	4	3

4.2 Development options

The latest review of Tasman's growth model recommends accommodating the modest growth in residential sections and business sections for Murchison on land already appropriately zoned.
No new rezoning of land is required.

4.3 Growth-related infrastructure

The relatively low level of growth projected for Murchison can be accommodated within the existing networks. No growth upgrades are planned.

4.4 Parks, reserves and facilities

New reserves and walkway connections will be identified as subdivisions develop.

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).

5.1 Infrastructure improvements, replacements and renewals

Council has planned to upgrade Ned's Creek in Murchison to provide a higher level of flood mitigation for neighbouring residents.

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Stormwater: Ned's creek flood prevention works	To alleviate flooding from Ned's Creek by constructing a secondary flow channel and bund to divert any overflow before it enters the culvert under Fairfax Street	2018 - 2020	$610,000

[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.

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Wastewater: SH6 Murchison Rising Main Replacement	Replace two remaining sections of pipe (Waller Street to bridge)	2024-2026	$289,500
Water Supply: Murchison Water Treatment Plant and Pump Station - Building Renewals	Renewal of aeration tower, chlorinator & contact tank to maintain existing service	2021-2023	$120,000
Water Supply: Murchison Water Treatment Plant and Pump Station - Treatment Renewals	Upgrade of treatment components to meet DWSNZ & improve resilience	2021-2023	$220,000
Transport: Murchison Stock Effluent Facility	Renewal of telemetry and electronics	2028-2029	$50,000
Transport: Murchison Town Centre - Renewal	Renewal of Fairfax Street and Waller Street to provide for a shared environment	2033-2034	$200,000

5.2 Parks, reserves and facilities

Council has allocated $167,000 in 2019 to build a new managers' dwelling at the Council-owned Riverview Campground. The house/office needs to be at the front of the campground to better monitor the campground. A budget of $51,000 has also been allocated for general upgrades in 2018.

Council has budgeted $593,943 over 2018-2028 to provide public recycling around the District, including for Murchison.

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.

Long Term Plan 2018-2028
What is planned for Pohara/Ligar Bay/ Tata Beach?

1.0 Introduction

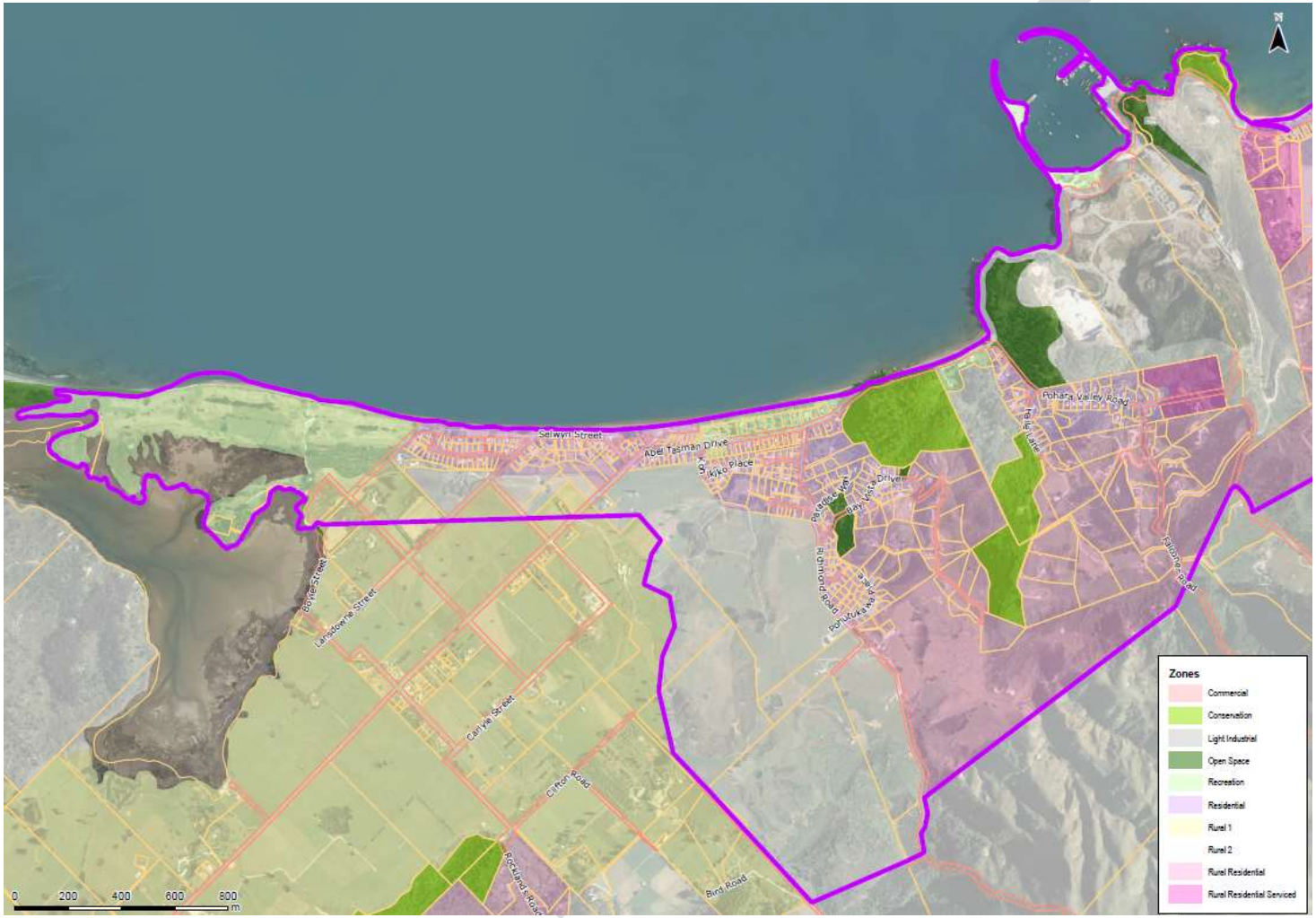
The following information provides an overview of significant projects Council has planned for the Pohara/Ligar Bay/Tata Beach settlement in the Long Term Plan 2018-2028. These projects aim to address anticipated growth in demand, improve the services provided, and ensure that existing public infrastructure is maintained and fit for purpose. We've also included relevant growth information and the conclusions reached for the Pohara/Ligar Bay/Tata Beach settlement in the development of Council's Growth Model 2017[1].

Between 2018 and 2028, Pohara/Ligar Bay/Tata Beach's resident population is projected to grow by 2%[2].

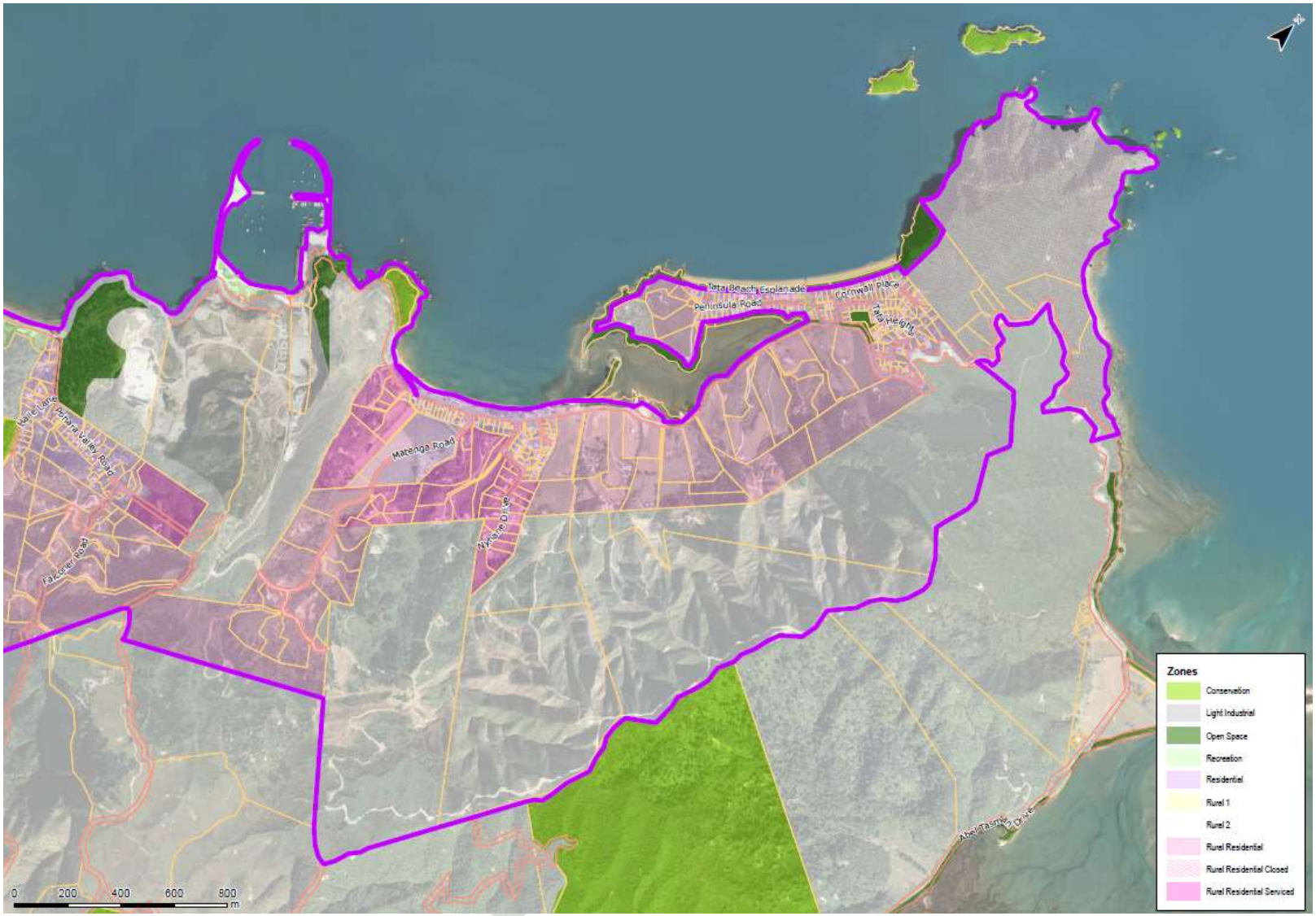
[1] Council's Growth Model is a District-wide, long term development planning tool which informs the programming of a range of services, such as network infrastructure and facilities (through the Long Term Plan), and district plan reviews.

[2] Based on Stats NZ Subnational Population Projections 2013(base)-2043 update (released 22 February 2017), using the medium series for all years for the Golden Bay area unit.

2.0 Settlement outline (note: the settlement outline in purple is for planning purposes and doesn't indicate the extent of future development)



Pohara/Tarakohe part of the settlement



Ligar Bay and Tata Beach part of the settlement

2.1 Urban form and function

The Pohara-Ligar Bay-Tata Settlement Area extends along the coast from the Pohara golf course to the Abel Tasman headland. It covers most of the lower lying land and lower hills of Pohara, Ligar Bay (north and south) and Tata settlements.

Much of the Settlement Area is zoned rural residential and residential with pockets of open space and conservation land. The Abel Tasman and Tata headlands create prominent landscape separation between the settlements.

There is a small area of Commercial zone in Pohara and a Light Industrial zone over Port Tarakohe and the adjacent quarry. The quarry and the wider urban area is surrounded by Rural 2 zone. Port Tarakohe services the expanding mussel farms in Golden Bay/Mohua.

The area is popular with holiday home owners and there is a high non-resident population that peaks over the summer months. There is pressure to further develop the outer edges of the three settlements and there are significant forestry operations in the steep hill country behind Ligar Bay and Tata.

There are high environmental and landscape values within the Settlement Area, in particular the karst outcrops within Pohara, the coastal cliffs of Tarakohe and the Tata estuary. The area, including the background hills, has recognisable landscape features that are important to the Golden Bay community. The significance of this landscape is currently being evaluated through a project of the Tasman Resource Management Plan. Areas considered to be outstanding natural features include the Ligar Bay estuary, Tarakohe Cliffs and the Hanson Winter Reserve.

Pohara/Ligar/Tata contain a high proportion of second homes (holiday homes), estimated in the Tasman growth model at approximately 55%.

2.2 Environmental opportunities and constraints

The Settlement Area is largely underlain by limestone geology (karst) through Pohara and Port Tarakohe and Separation Point Granites behind Ligar Bay and through Tata and the Abel Tasman headland (refer Figure 1). Karst topography is a constraint due to the presence of sinkholes and karst outcrops. The majority of the hill land within the Settlement Area is identified as a Slope Instability Risk Area (refer Figure 2).

Figure 1 Separation Point Granite geology

Figure 2 Slope Instability Risk Area

In addition, low lying coastal areas within the Settlement Area are at risk from sea level rise and coastal erosion hazards. There is minor coastal erosion susceptibility at Tata and Ligar Bay, and moderate erosion risk at Pohara. This is of particular concern for the coastal road between Pohara and Ligar Bay as this is the only public formed road access to Ligar Bay, Tata, Wainui Bay and the Able Tasman National Park to the east. Both erosion and inundation risks to these settlements will increase long term with projected climate change.

The low lying areas of Pohara are also at risk of flooding from fresh water and localised high intensity rainfall runoff can cause issues in the hill sub-catchments. There is potential for land instability and drainage hazards in the karst terrain of Pohara and Tarakohe.

Parts of low-land Pohara, Ligar Bay and Tata Beach are cultural heritage precincts, with a number of identified archaeological sites along these coastal locations.

Other environmental constraints include highly productive Class A land to the west of Pohara which limits development along the western boundary.

2.3 Current infrastructure provision

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

Council provides wastewater and stormwater services to most residential properties within the Pohara / Ligar Bay / Tata Beach settlement area, as well as a rural-residential road network with limited footpath connections. Council does not provide a public water supply to the full area, instead only servicing part of Pohara. Pohara water supply is taken from a stream and treated. The water treatment plant struggles to treat the water adequately when the stream is dirty or in flood. The scheme is currently fully allocated and Council has not planned to extend it.

There are issues around Ellis Creek in Pohara due to the low lying nature of the land. Council has been working with the community to better understand these issues and to identify suitable mitigation measures.

The wastewater network is currently at capacity due to restrictions at the Pohara end of the scheme. The network has a history of wastewater overflows onto private and public property.

Council considers the road network to be generally fit for purpose within the settlement area but acknowledges that there are limited options for cyclists travelling between Pohara and Takaka.

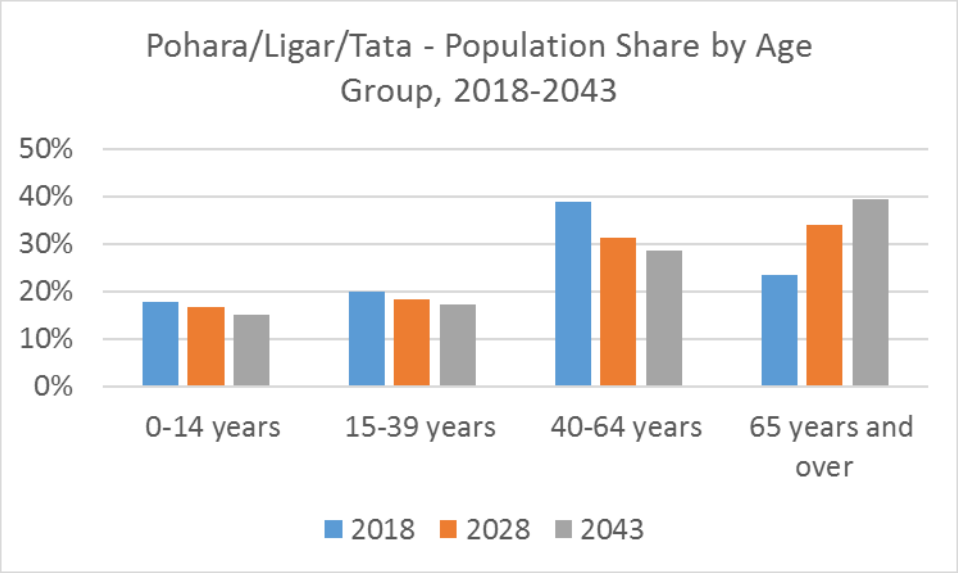
2.4 Parks, reserves and facilities

Many of the community facilities for the Pohara/Ligar Bay/Tata Beach community are provided in Takaka, including pool facilities, a recreation centre, a cemetery, neighbourhood reserves and sportsgrounds. The community is serviced locally by reserves within the residential area and esplanade reserves adjoining the coast.

The Settlement Area contains Pohara Beach Top Ten Holiday Park and Pohara Recreation Reserve including the Pohara Hall, Bowling Club, Tennis Courts, half basketball court and toilets. Neighbourhood reserves have been created in subdivisions (Bay Vista Recreation Reserve, Nyhane Drive Reserve) and there are extensive esplanade reserves at Tata Beach, with the reserve extending onto the elevated headland. Clifton Recreation Reserve (Takaka Golf Course) is located at the western edge of the Settlement Area.

3.0 Future Demographics[3]

The resident population of Pohara/Ligar Bay/Tata Beach is projected to increase slightly from 571 in 2018 to 579 in 2028 and then to decrease to 530 by 2048. The proportion of the population aged 65 years and over is projected to increase from 23% in 2018, to 39% by 2043. The average household size is projected to decrease from 2.2 people per household in 2018 to 1.9 people per household by 2043. There is a significant proportion of holiday homes, and a corresponding increase in the population during holiday seasons



[3] Based on Stats NZ Subnational Population Projections 2013(base)-2043 update (released 22 February 2017), using the medium series for all years for the Golden Bay area unit.

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 also allows for demand for dwellings for non-residents, such as holiday houses.
Council anticipates that the actual supply of residential development will generally exceed that demand but the actual supply of new business lots will be slightly lower.

This is based on an assessment of feasible development capacity, consented subdivision, a Special Housing Area, landowner intentions and feedback from the development community. This 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.

	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	18	19	7
Number of residential dwellings anticipated	30	34	27
Number of business lots required	3	6	8
Number of business lots anticipated	2	4	4

4.2 Development options

During the period December 2013-June 2016, very few new lots from subdivisions were granted. During the same period residential building consents were predominantly granted in Pohara and Tata in the Residential zone.

The latest review of Tasman's growth demand and supply model recommends using land already appropriately zoned to meet demand, located in Pohara and Tata for residential and Port Tarakohe for business.

In 2017 the Government designated Tasman's first round of Special Housing Areas (SHAs). Within Pohara there is one SHA falling on land not zoned for Residential development. This SHA is expected to provide modest residential supply to help meet demand.

No new rezoning of land is currently required.

4.3 Growth-related infrastructure

The wastewater network is the only restriction limiting limit growth in Pohara. Council has planned to upgrade the Four Winds pump station and rising main in 2018/19 which will enable growth and alleviate overflows.

[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.

4.4 Parks, reserves and facilities

New reserves and walkway connections will be identified as subdivisions develop.

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 the following upgrades to provide an improved level of service to residents:

- Upgrade the water treatment plant in 2020/21 to improve water quality and be able to treat source water that is dirty due to flooding, and enable Council to comply with the Drinking Water Standards New Zealand.
- Upgrade wastewater pump stations to alleviate overflows.
- Undertake stormwater improvements at Ellis Creek to alleviate flooding of neighbouring properties.

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Wastewater Projects			
Four Winds Pump Station and Rising Main Upgrade	New pump station with emergency storage & new rising main	2018-2019	$2,022,300
Ligar Bay Pump Station and Rising Main Upgrade	Replace rising main pipe & upgrade pump station with emergency storage	2026-2029	$1,105,400
Tata Beach Pump Station and Rising Main Upgrade	Upgrade main pipe and install emergency storage	2028-2031	$1,208,600
Pohara/Tarakohe Pump Station and Rising Main Upgrades	New pump station with emergency storage & new rising main	1st stage 2018-2020 2nd stage 2022-2026	$4,336,100
Water Supply Projects			
Pohara Water Treatment Plant and Pump Station - Treatment Upgrades	New membrane treatment plant added on to existing site to meet Drinking Water Standards	2019-2021	$409,800

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Pohara Reticulation - Centralise Reservoirs	3 new tanks at Haile Lane site	2020-22	$150,700
Transportation Projects			
Takaka / Pohara Cycle Connection	New shared pathway between Takaka township and Pohara	2019-2021	$1,135,000

In 2018-2020, Council plans to upgrade the Takaka Resource Recovery Centre at a cost of $1,005,039. This will involve replacing the waste compactor and tipping pit, installing a weighbridge, and improvements to the recycling area. This should result in reduced queues for recycling, reduced traffic risks, and improved access for all users.

Council has also budgeted $593,943 over 2018-2028 to provide public recycling around the District, including for Golden Bay.

5.2 Parks, reserves and facilities

Projects planned for the settlement area to 2038 include the development of reserves, walk and cycle connections if required when land is subdivided.

Council has planned several significant commercial projects in the Pohara/Ligar Bay/Tata Beach area.

Project	Project Purpose	Year	Total Cost
Tarakohe – New Wharf Construction	New wharf to increase capacity	Circa 2025	$1,200,000
Pohara Holiday Park– Capital Buyback	Council will become the owner of improvements in the holiday park to run on a traditional commercial lease basis.	2018	$541,000
Tarakohe Marina	New marina to increase capacity.	2022	$3,900,000
Pohara Holiday Park----Upgrade	General upgrades	2018	$61,000
Port Tarakohe Weighbridge and Security Surveillance	Replacement of scales and condition assessment of weighbridge	2021	$109,000

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.

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 2017[1].

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:

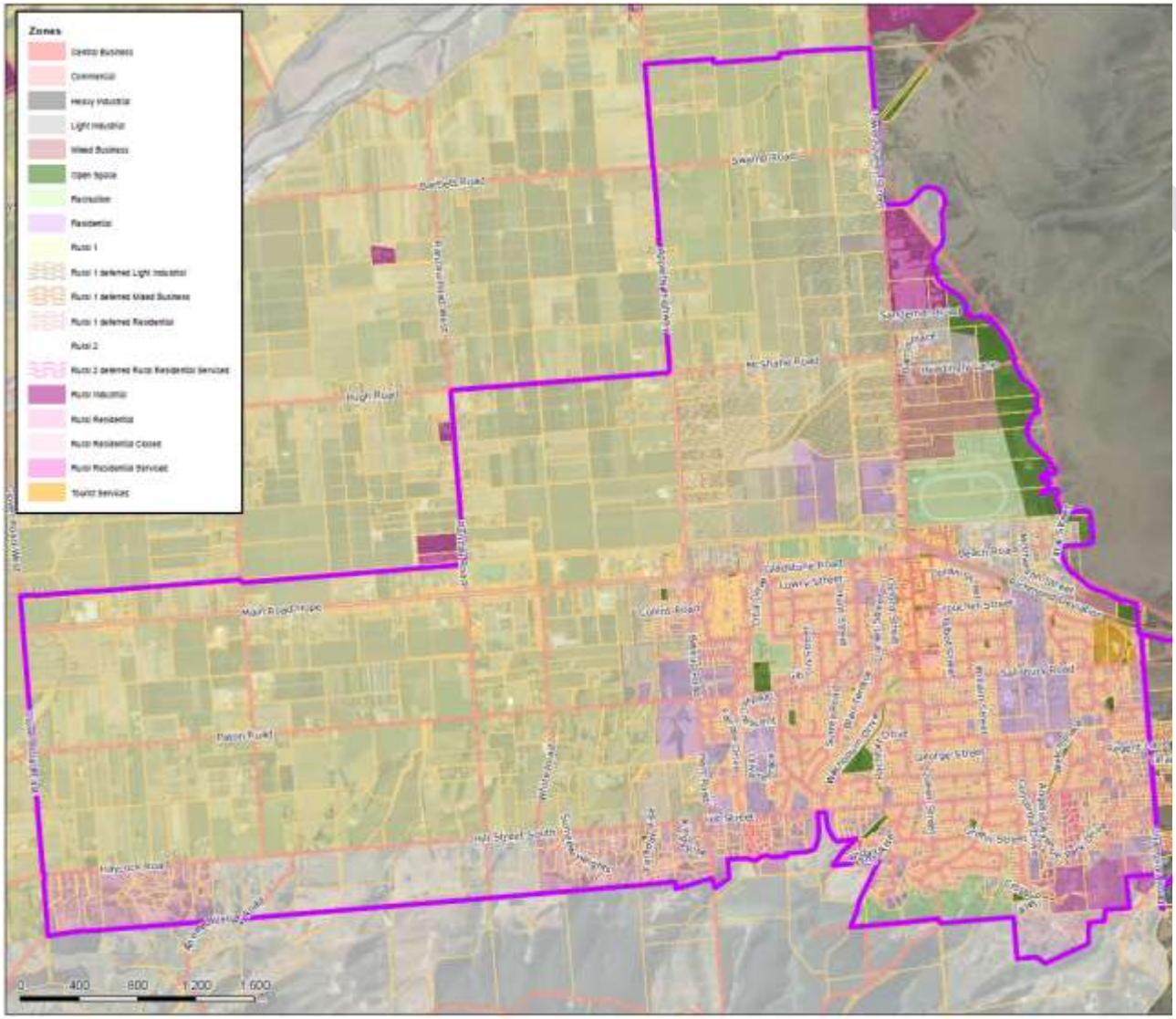
- To the north - the Waimea Inlet is a coastal boundary, with some change expected over the very long term. Sea level rise and associated hazard risks are likely to affect low lying land over the next 100 years.
- To the northwest – expansion of Richmond West Development Area is limited by low-lying 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 Current zoning (note: the settlement outline in purple is for planning purposes and doesn't indicate the extent of future development)



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.

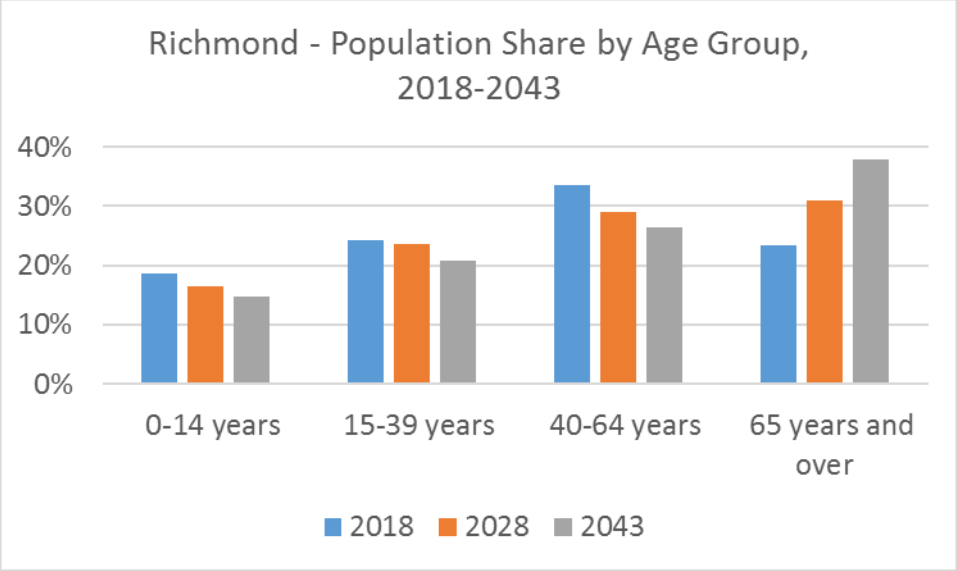
Fifteen toilets are provided at the Richmond Mall and there are seven toilets within existing reserves.

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 Demographics[3]

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	2021/22	$114,000
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	2025-2027	$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	2025-2026	$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	2021-2022	$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	2021-2022	$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	1st stage 2021-23 2nd 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.

Long Term Plan 2018-2028
What is planned for Riwaka?

1.0 Introduction

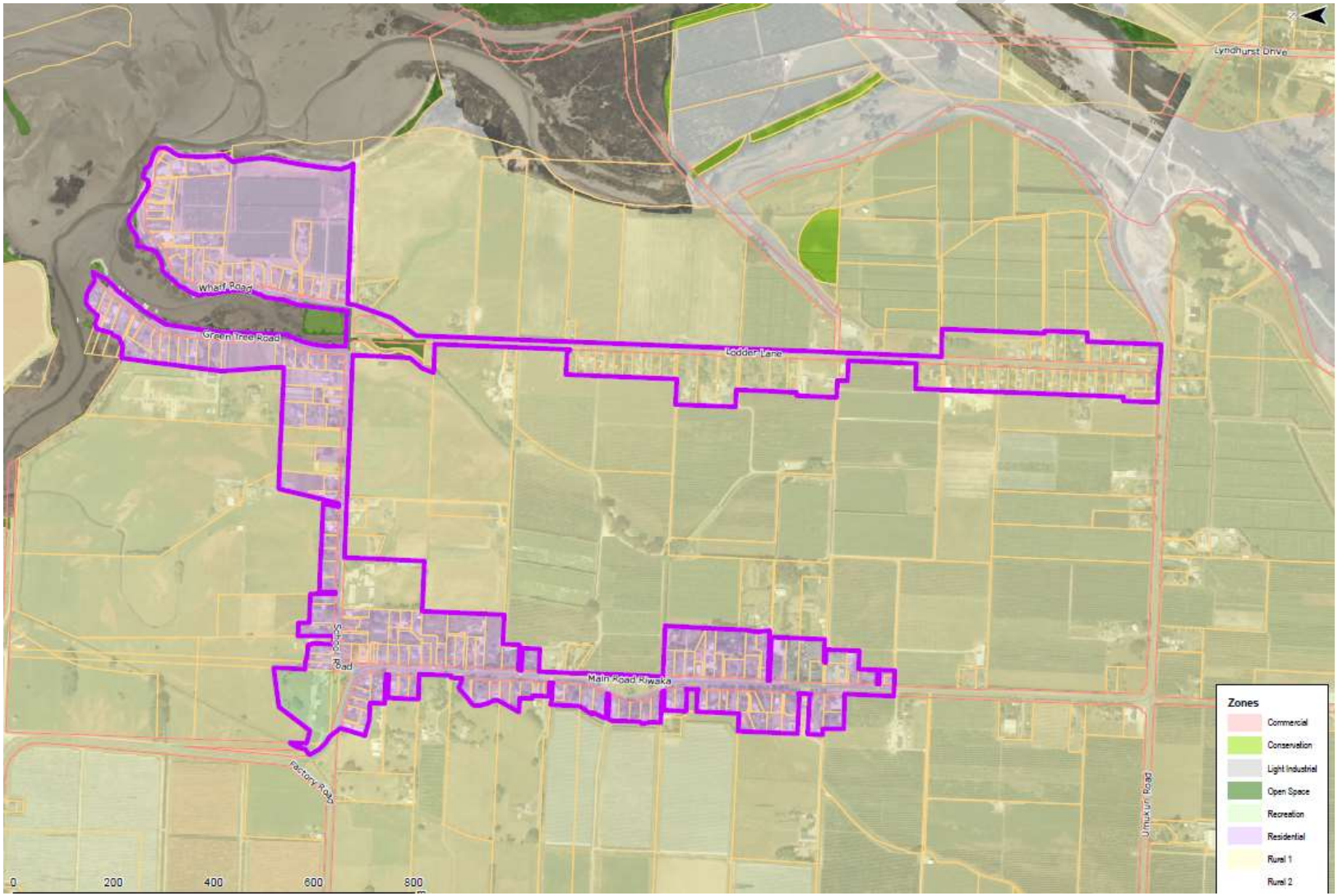
The following information provides an overview of significant projects Council has planned for the Riwaka settlement in the Long Term Plan 2018-2028. These projects aim to address anticipated growth in demand, improve the services provided, and ensure that existing public infrastructure is maintained and fit for purpose. We've also included relevant growth information and the conclusions reached for the Riwaka settlement in the development of Council's Growth Model 2017[1].

Between 2018 and 2028, Riwaka's population is projected to grow by 3%[2].

[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 medium series for all years for the Riwaka area unit.

2.0 Settlement outline



2.1 Urban form and function

Riwaka sits on the Riwaka plains, land with some of the highest productive value in the District, hence the dominance of horticulture and agriculture in this area on these silt and sandy soils.

The settlement boundary of Riwaka is relatively large due to historic ribbon development that has occurred in Main Road Riwaka. The settlement is low lying and has a significant flood risk from the Motueka and Riuwaka Rivers, as well as seawater inundation risk.
The settlement contains a small disjointed commercial area, school, sports facilities and hall. The coastal character of Riwaka includes a small jetty, moorings and tidal flats.
State Highway 60 transects part of the village. Tasman's Great Taste Trail also passes through Riwaka.

2.2 Environmental opportunities and constraints

Riwaka faces major flood risk constraints with overland flow (stormwater) affecting properties that are low lying. The settlement lies in the flood plain of the Motueka River. The threat of seawater inundation also poses a constraint for Riwaka's development.

Riwaka's high productive land value is another constraint to residential development.

2.3 Current infrastructure provision

Infrastructure is 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 and wastewater to most residential properties in Riwaka via a combined scheme with Kaiteriteri. There is sufficient capacity available within the scheme for the level of growth projected.
Riwaka settlement does not include an urban drainage area for stormwater and has no plans to do so.

The settlement is primarily serviced by SH60 and Council also provides a rural-residential road network that includes some footpath connections. Tasman's Great Taste Trail also runs through Riwaka. Council considers the transportation network to be fit for purpose and has not planned any upgrades.

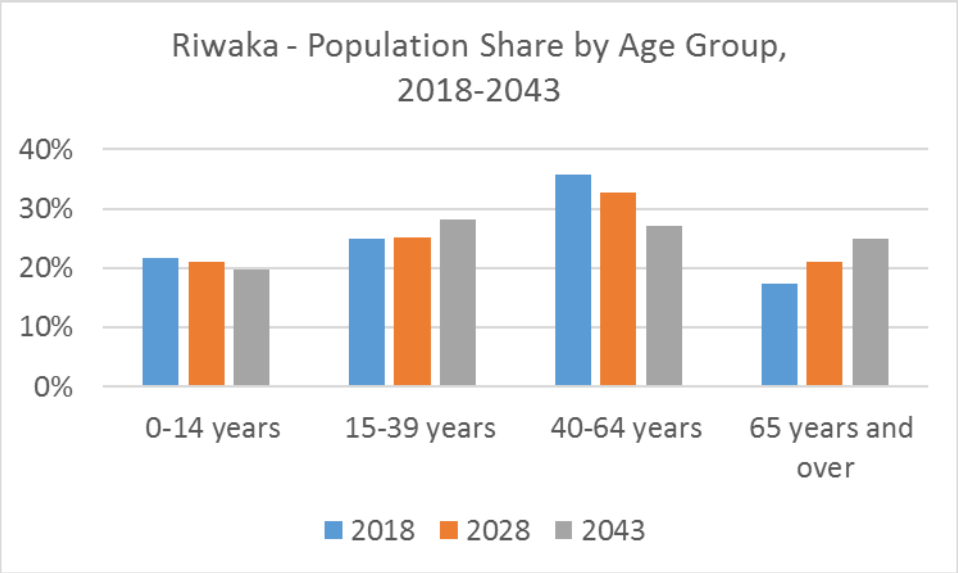
2.4 Parks, reserves and facilities

Most of the facilities for Riwaka are provided in Motueka. Riwaka Memorial Reserve provides tennis courts and pavilion, a scout den and potters shed, two croquet greens, and public toilets. There are also playing fields at the Riwaka Rugby Grounds (DSIR) and at the Cooks Recreation Reserve by the Riwaka Rugby Clubrooms. Council subsidises the pool at Riwaka School. There is also a network of esplanade reserves and strips adjoining the coastline near the residential areas. The community is also serviced by a community room at the Riwaka Hall and by the Riwaka Trustees Cemetery.

The development of Tasman's Great Taste Trail through the settlement is popular and has added to the existing levels of service for cycleways.

3.0 Future Demographics[3]

The population of Riwaka is projected to increase from 628 in 2018 to 649 in 2028 and then to 656 by 2048. The proportion of the population aged 65 years and over is projected to increase from 17% in 2018, to 25% by 2043. The average household size is projected to decrease from 2.4 people per household in 2018 to 2.1 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 has not planned to meet demand in the Riwaka settlement area as this land is flood prone. This does not prevent new houses from being built in this area but it does signal that Council's preference is for this demand to be taken up elsewhere in the Motueka Ward area.

[3] Based on Stats NZ Subnational Population Projections 2013(base)-2043 update (released 22 February 2017), using the medium series for all years for the Riwaka area unit.

	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	9	11	30
Number of residential dwellings planned	0	0	0
Number of business lots required	1	3	3
Number of business lots planned	1	1	1

4.2 Development options

The most recent Tasman growth model review did not allocated additional land for dwellings in Riwaka due to the flood hazard risk; and only very modest business land should be made available on appropriately zoned land. Work to potentially close the residential zones from further development ought to be investigated, as part of a District wide natural hazards plan change.

4.3 Growth-related infrastructure

The low level of growth projected for Riwaka can be provided for by existing infrastructure. No upgrades required.

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).

5.1 Infrastructure improvements, replacements and renewals

Council has planned to work with residents adjacent to the Riwaka River who have been affected by flooding to help mitigate the risks they face. This work is planned between 2021-2023 and a budget of $660,000 has been allocated.

Council has also planned to replace the Kaiteriteri wastewater rising main on School Road in 2020/21, in order to increase capacity at a cost of $313,500.

Council has budgeted $593,943 over 2018-2028 to provide public recycling around the District, including for Riwaka.

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.

[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.

Long Term Plan 2018-2028
What is planned for St Arnaud?

1.0 Introduction

The following information provides an overview of the St Arnaud settlement and any relevant information from the Long Term Plan 2018-2028. We've also included relevant growth information and the conclusions reached for the St Arnaud settlement in the development of Council's Growth Model 2017.

Between 2018 and 2028, St Arnaud's resident population is projected to grow by 12%[1].

2.0 Settlement outline

2.1 Urban form and function

St Arnaud services, and is the gateway to, Nelson Lakes National Park. St Arnaud comprises a high proportion of second (holiday) homes, estimated in the Tasman growth model at around 80%. The permanent resident population is therefore low. St Arnaud is a popular tourist area. The Nelson Lakes National Park boundary surrounds most of the settlement; and Rainbow Ski Field is located in close proximity.

[1] Based on Stats NZ Subnational Population Projections 2013(base)-2043 update (released 22 February 2017), using the medium series for all years for the Lake Rotoroa area unit.

There is a small commercial centre, school, education facilities, and community hall in the village.

New development has been occurring along Glacial Terrace in the village, on Borlaise Avenue, and in the rural residential zone eastwards, along the Wairau Valley Highway. Landscape Area Protections are in place to control the design and appearance of buildings and management of vegetation.

Like Murchison, St Arnaud has witnessed significantly increased traffic flows since the closure of parts of SH1 following the Kaikoura earthquake. This has put pressure on the town's services and infrastructure. SH1 reopened in late 2017 and the traffic pressure in St Arnaud is expected to ease as a result.

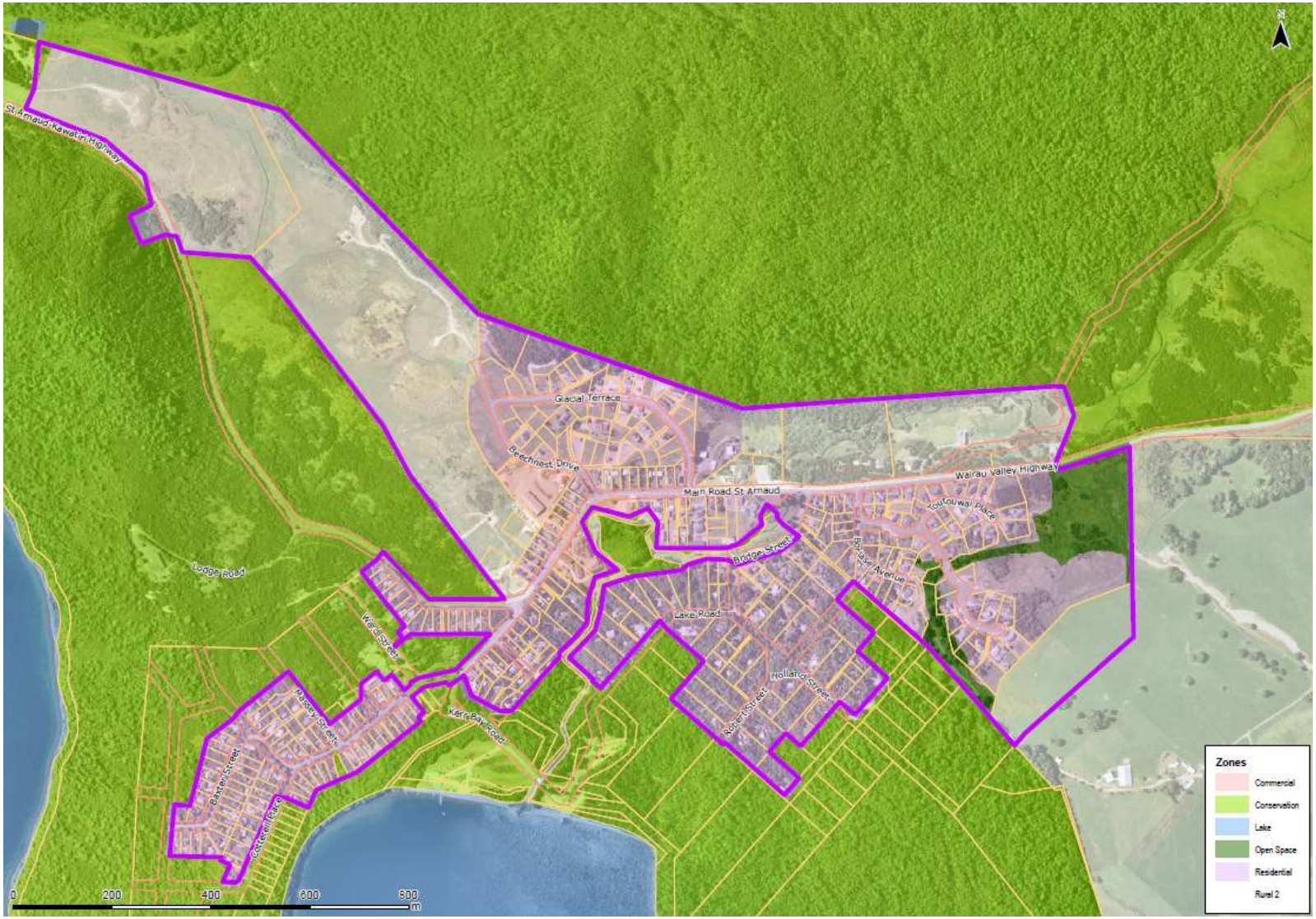
2.2 Environmental opportunities and constraints

St Arnaud village contains several natural hazards – including the alpine fault that crosses the village and flood risk.

Other constraints to development include the Nelson Lakes National park land that largely surrounds the settlement; the presence of Significant Natural Areas including wetlands; and the need to avoid ribbon development between Tophouse junction and St Arnaud.

Given its proximity to the Nelson Lakes National Park, there is a need to protect ecosystems, indigenous vegetation, and important landscape features to maintain or enhance its setting.

2.3 Current zoning



2.4 Current infrastructure provision

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

Council provides wastewater and stormwater services to the St Arnaud settlement, as well as a rural residential road network with limited footpath connections. Residents are required to provide their own water supply.

The wastewater network operates without significant issues and there is limited capacity available for the level of growth projected.

The local road and stormwater network is limited and fit for purpose. Council has not planned any upgrades.

2.5 Parks, reserves and facilities

The community is served by the facilities provided at the Lake Rotoiti Hall. Council provides a subsidy for the maintenance of the pool at St Arnaud School.

Much of the open space surrounding the settlement is within the Nelson Lakes National Park which is administered by the Department of Conservation. Council has one reserve area (Borlase Ave Reserve) and a public access strip off Beechnest Drive to provide walking and mountain bike access into the Department of Conservation land (Big Bush).

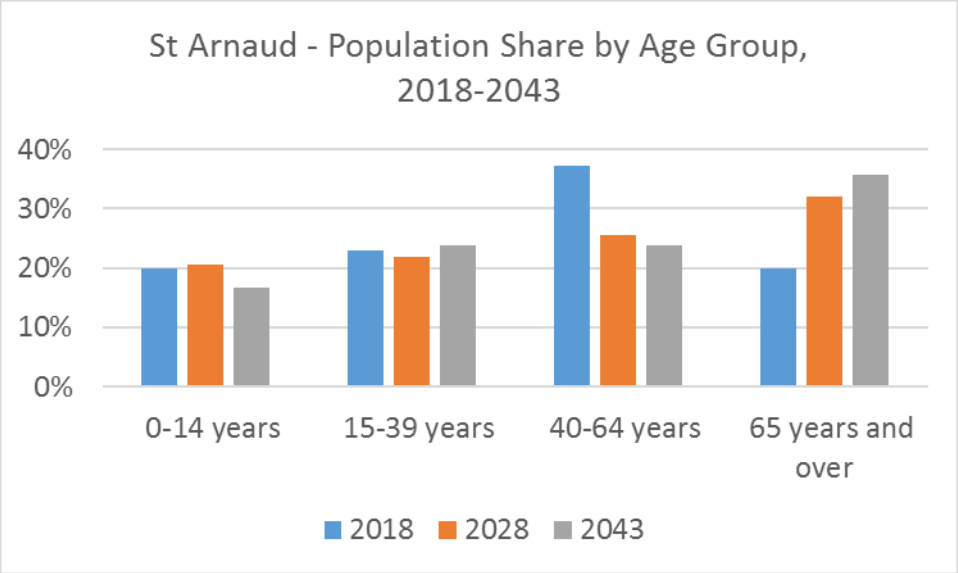
The community relies on regional facilities for many of its more formal recreation needs.

3.0 Future Demographics[2]

The resident population of St Arnaud is projected to increase from 113 in 2018 to 126 in 2028 and then to 136 by 2048. The proportion of the population aged 65 years and over is projected to increase from 20% in 2018, to 36% by 2043. The average household size is projected to decrease from 2.2 people per household in 2018 to 1.9 people per household by 2043.

There is a significant proportion of holiday homes, and a corresponding increase in the population during holiday seasons.

[2] Based on Stats NZ Subnational Population Projections 2013(base)-2043 update (released 22 February 2017), using the medium series for all years for the Lake Rotoroa area unit.



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 also allows for demand for dwellings for non-residents, such as holiday houses.

Council anticipates that the actual supply of residential development will generally meet that demand in the short and medium term but will be lower than demand in Years 11-30. This is based on an assessment of feasible development capacity, landowner intentions and feedback from the development community. 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.

	2018/19-2020/21 Short term (Years 1-3)	2021/22-2027/228 Medium term (Years 4-10) [3]	2028/29 – 2047/48 Long term (Years 11-30) [4]
Number of residential dwellings required	16	30	61
Number of residential dwellings anticipated	16	30	34
Number of business lots required	1	2	2
Number of business lots anticipated	3	0	0

[3] Years 1-10 represent life of LTP.
[4] Years 1-30 accord with life of Infrastructure Strategy and the National Policy Statement on Urban Development Capacity.

4.2 Development options

Subdivision and development of housing in St Arnaud continues at a relatively small scale. Developments are underway at Glacial Terrace, Borlase Avenue, and to the south near Black Valley Stream.

The latest review of Tasman's growth model recommends accommodating the modest growth in residential sections and business sections for St Arnaud on land already appropriately zoned. No new rezoning of land is required.

4.3 Growth-related infrastructure

The wastewater treatment plant was designed for a smaller catchment than what is currently serviced and for the new areas of growth planned. However, the treatment plant is deemed sufficient given that there is a high level of holiday accommodation and less permanent residents than typically allowed for when designing a treatment plant. On this basis, Council can provide for the growth that is projected and no infrastructure upgrades required.

4.4 Parks, reserves and facilities

New reserves and walkway connections will be identified as subdivisions develop.

5.0 Improvements and Renewals

5.1 Infrastructure improvements, replacements and renewals

Council has not planned any major level of service or renewal works for infrastructure networks in St Arnaud.

Council has budgeted $593,943 over 2018-2028 to provide public recycling around the District, including in St Arnaud.

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.

Long Term Plan 2018-2028
What is planned for Takaka?

1.0 Introduction

The following information provides an overview of significant projects Council has planned for the Takaka settlement in the Long Term Plan 2018-2028. These projects aim to address anticipated growth in demand, improve the services already 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 Takaka settlement in the development of Council's Growth Model 2017[1].

Between 2018 and 2028, Takaka's population is projected to grow by 2%[2].

2.0 Settlement outline

2.1 Urban form and function

Takaka is located at the lower end of the Takaka Valley catchment within the floodplain of the Takaka River. It is bounded by the Te Kakau stream to the west and the Motupipi Stream and its floodplain to the east.

The township is relatively flat, falling from the south-east to the north-west. A small hill lies to the north opposite the Fonterra dairy factory and Lake Killarney is located

[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 medium series for all years for the Golden Bay area unit.

within the northern part of the village. Central Takaka, lies to the south of the Motupipi floodplain on an elevated terrace.

The current footprint of the Takaka township is roughly triangular with residential and commercial development clustered along the three main streets: Commercial Street (SH60), Meihana Street and Motupipi Street. Satellite residential developments are located to the east, north east and south east of the centre.

State Highway 60 (Commercial Street) runs through the main village and provides the key road link over the Takaka Hill in the south and through to Collingwood and the western Golden Bay/Mohua settlements to the north and west. Abel Tasman Drive off Motupipi Street provides a link between Pohara and other settlements in eastern Golden Bay/Mohua. An alternative back-route to Pohara is available via Glenview Road to the east of Park Avenue.

Takaka Township is the main service hub for Golden Bay/Mohua, providing essential services such as a supermarket, automotive industries, library, Council office and several schools. Key sports facilities are also provided to the south of the centre at Park Avenue. The Golden Bay hospital is located in Central Takaka on the southern edge of the Settlement Area.

2.2 Environmental opportunities and constraints

The primary physical constraint for the Takaka Township is the protection of high value (class A) productive land. In addition, the beds and flood plains of the Takaka River and Motupipi Stream have been a key consideration in the location of development areas.

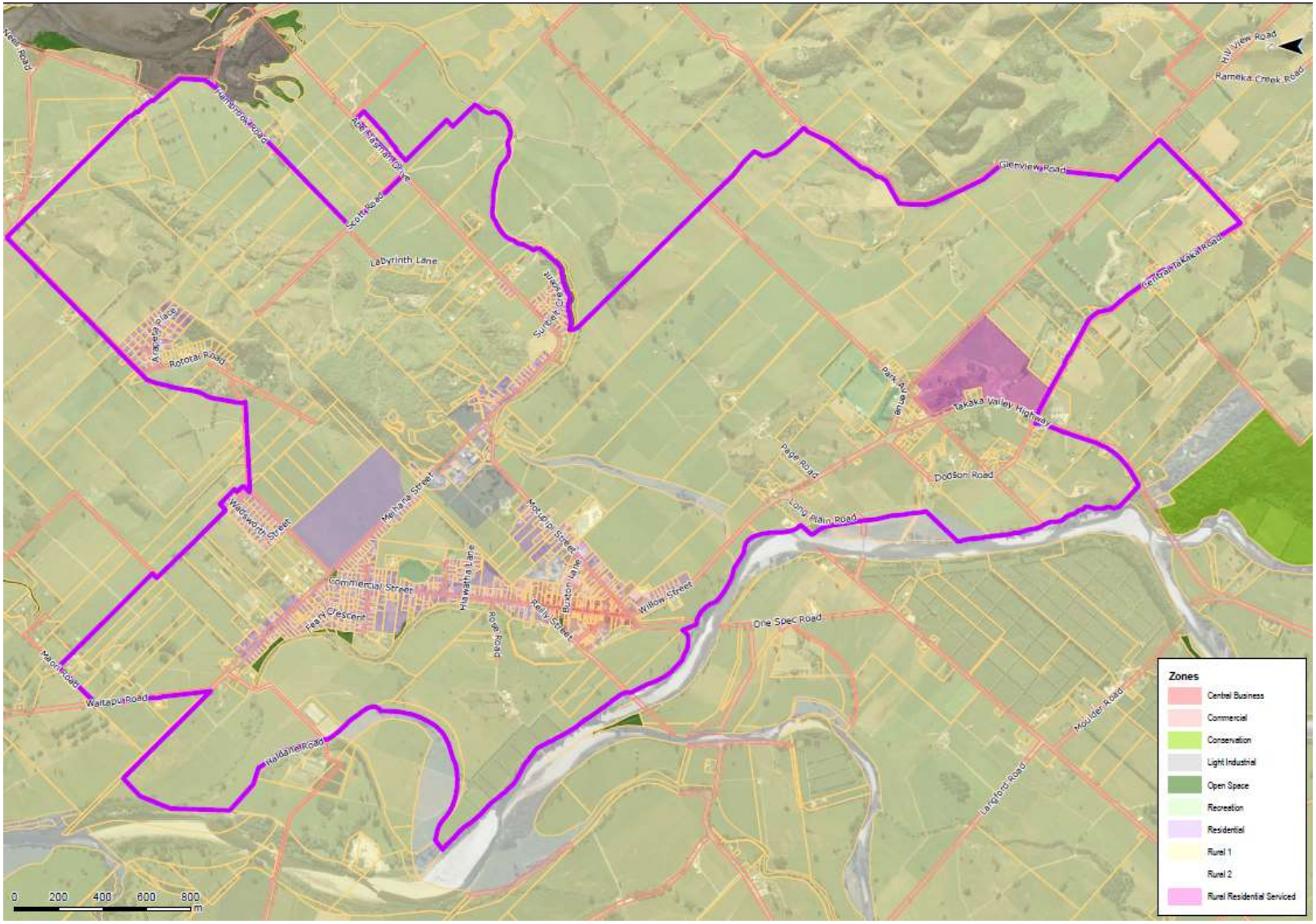
Flooding has long been known as an issue in Takaka, with extensive flooding of the township and surrounding rural land occurring on a number of occasions, most notably in 1983. Modelling of the Takaka River Flood Hazard in 2010-11, under several storm event scenarios, has confirmed that a significant portion of the urban zoned area is subject to flood hazard risk.

Flood events can also sever the key road linkages to the township, including SH 60 at Bridges Hollow immediately south of the township and the Waitapu Splash north of the township. These flow path areas effectively cut off Takaka and western Golden Bay from the remainder of the Takaka Valley and Tasman Region during significant flood events.

Pohara and the Eastern Golden Bay settlements can be accessed via East Takaka Road - Glenview Road, providing these routes can themselves be accessed and there is no flooding on Abel Tasman Drive further to the north-east.

The area is also underlain by karst and marble geologies. Surface karst on the eastern slopes of the hill and in the western part of the South Takaka precinct provide a potential development constraint.

2.3 Current zoning (note: the settlement outline in purple is for planning purposes and doesn't indicate the extent of future development)



2.4 Current infrastructure provision

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

Council provides wastewater and stormwater services to the Takaka settlement, as well as a limited reticulation for fire-fighting purposes in the town centre. The road network stems from SH60 and varies from urban to rural residential.
Residents are required to supply their own water and Council has not planned to install a reticulated public water supply in Takaka.

The wastewater reticulation is adequate for the current population and the level of growth projected. The wastewater treatment plant has recently been upgraded and no further work is required.

2.5 Parks, reserves and facilities

The Takaka community is currently serviced by a range of parks, reserves and community facilities. These include meeting rooms at the Golden Bay Community Centre, Rec Park Centre Golden Bay and one meeting room each at Golden Bay High and Takaka Primary Schools. Council provides a subsidy for the pools at Golden Bay High School, Central Takaka School and Takaka Primary School to allow for public use out of school hours.

The Takaka Memorial Reserve on Commercial Street hosts an upgraded playground and Memorial Garden.

The Rec Park Centre Golden Bay on the Golden Bay Recreation Park (Rec Park) provides rugby clubrooms/function room, two squash courts, indoor court and changing rooms. The Rec Park has four tennis courts, two rugby pitches, two football pitches and two netball courts, sheep shearing stands, the Brownies Inn, a Scout Den, Drama Club rooms and public toilets.

Takaka is the major hub for recreation and sport activity in Golden Bay, Golden Bay High School provides significant recreation and sport assets that are extensively used by the community, particularly the outdoor seasonal swimming pool and the gymnasium (with a single court for indoor sport).

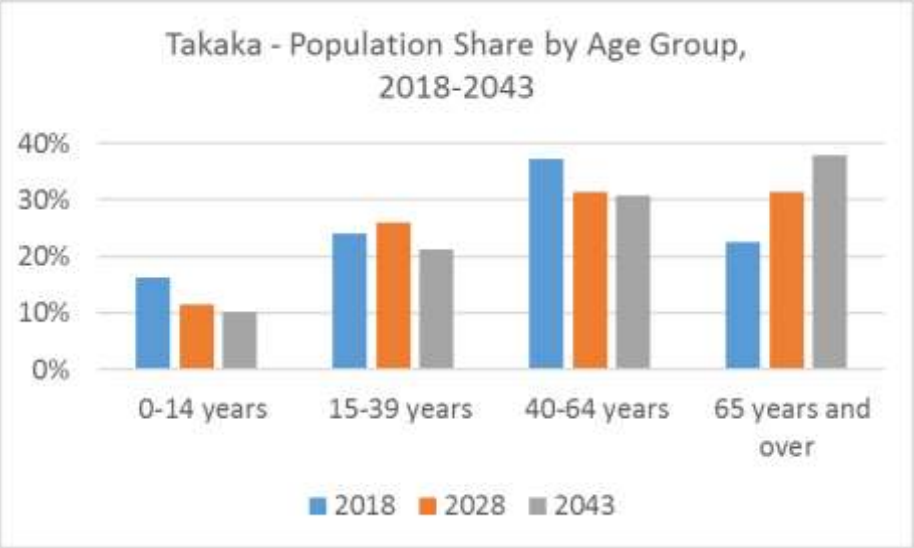
Many of the residences within the township are located within the desired distance from a reserve. Some residences have direct access to Te Kakau Stream and Lake Killarney Recreation Reserve which assists in providing for open space and recreational opportunities.

There are 4.8 hectares of neighbourhood reserves but very limited walkways within the Settlement Area. There are two playgrounds on existing reserves and additional playgrounds at Golden Bay High and Takaka Primary Schools. There are ten visitor toilets within existing reserves and seven visitor toilets within the settlement.

There are sufficient burial plots at Rotoiti Cemetery for a further 50 years.

3.0 Future Demographics[3]

The population of Takaka is projected to increase from 1,293 in 2018 to 1,313 in 2028 and then decrease to 1,184 by 2048. The proportion of the population aged 65 years and over is projected to increase from 22% in 2018, to 38% by 2043. The average household size is projected to decrease from 2.2 people per household in 2018 to 1.9 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 development will generally meet that demand over the next ten years but will exceed demand in the long term. This is based on an assessment of feasible development capacity, landowner intentions and feedback from the development community. Although Council has planned for fewer new businesses than the projected demand, in the context of relatively flat population growth, there will be sufficient zoned and serviced business capacity in the town centre if needed. In the seven years from 2010 to 2016, there were four building consents issued for new commercial buildings and three for new industrial buildings in Takaka.

[3] Based on Stats NZ Subnational Population Projections 2013(base)-2043 update (released 22 February 2017), using the medium series for all years for the Golden Bay area unit.

	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	17	22	-2
Number of residential dwellings anticipated	17	22	28
Number of business lots required	6	13	18
Number of business lots anticipated	2	4	5

4.2 Development options

Between December 2013 and June 2016, there were very few new lots created by subdivision in Takaka. For the same period, a couple of residential building consents were granted in north east Takaka and a smaller number elsewhere.

In addition to the Plan Changes mentioned above, the latest review of Tasman's growth demand and supply model recommends using land already appropriately zoned to meet demand in Takaka, with the exception of an area in Takaka East which may require rezoning to accommodate modest residential development from 2020/21 and further development in years 11-20 (2028-3038), provided that suitable servicing can be obtained.

There is also land off Park Avenue which is currently the subject of an expression of interest for a Special Housing Area and will be considered by Council in early 2018.

4.3 Growth-related infrastructure

The relatively low level of growth projected for Takaka can be accommodated within the existing networks. No growth upgrades are planned.

4.4 Parks, reserves and facilities

New reserves and walkway connections will be identified as subdivisions develop.

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).

5.1 Infrastructure improvements, replacements and renewals

There are water quality concerns particularly affecting Lake Killarney. Council has planned to undertake works to help improve the quality of stormwater runoff to assist with the rehabilitation of the lake.

[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.

The road and footpath network is fit for purpose within Takaka and Council has not planned any improvements. However, there are limited options for cyclists between Takaka and Pohara. Council has planned a new cycle connection to improve this connection in 2020/21.

Council has also planned the following works:

- Upgrade of Commercial Street, including renewed street furniture.
- Improved river flood protection through the construction of stopbanks.

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Stormwater: Lake Killarney	To address water quality issues in Lake Killarney	2028/29	$1,022,000
Wastewater: Takaka Wastewater Treatment Plant (WWTP) Generator	New dedicated 165kVA generator to operate the WWTP during power outages	2018-2019	$55,000
Rivers: Takaka Flood Mitigation Works	Undertake work to improve Takaka's resilience to flooding	2026-2029	$2,455,000
Transportation Projects			
Takaka / Pohara Cycle Connection	New shared pathway between Takaka township and Pohara	2019-2021	$1,135,000
Takaka Town Centre	Upgrade of Commercial Street to better provide for a shared environment	2025-2027	$150,000
Takaka Town Centre - Renewal	Renewal of Commercial Street to better provide for a shared environment	2041-2042	$600,000

In 2018-2020, Council plans to upgrade the Takaka Resource Recovery Centre at a cost of $1,005,039. This will involve replacing the waste compactor and tipping pit, installing a weighbridge, and improvements to the recycling area. This should result in reduced queues for recycling, reduced traffic risks, and improved access for all users. Council has also budgeted $593,943 over 2018-2028 to provide public recycling around the District, including for Golden Bay/Mohua.

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.

Long Term Plan 2018-2028
What is planned for Tapawera?

1.0 Introduction

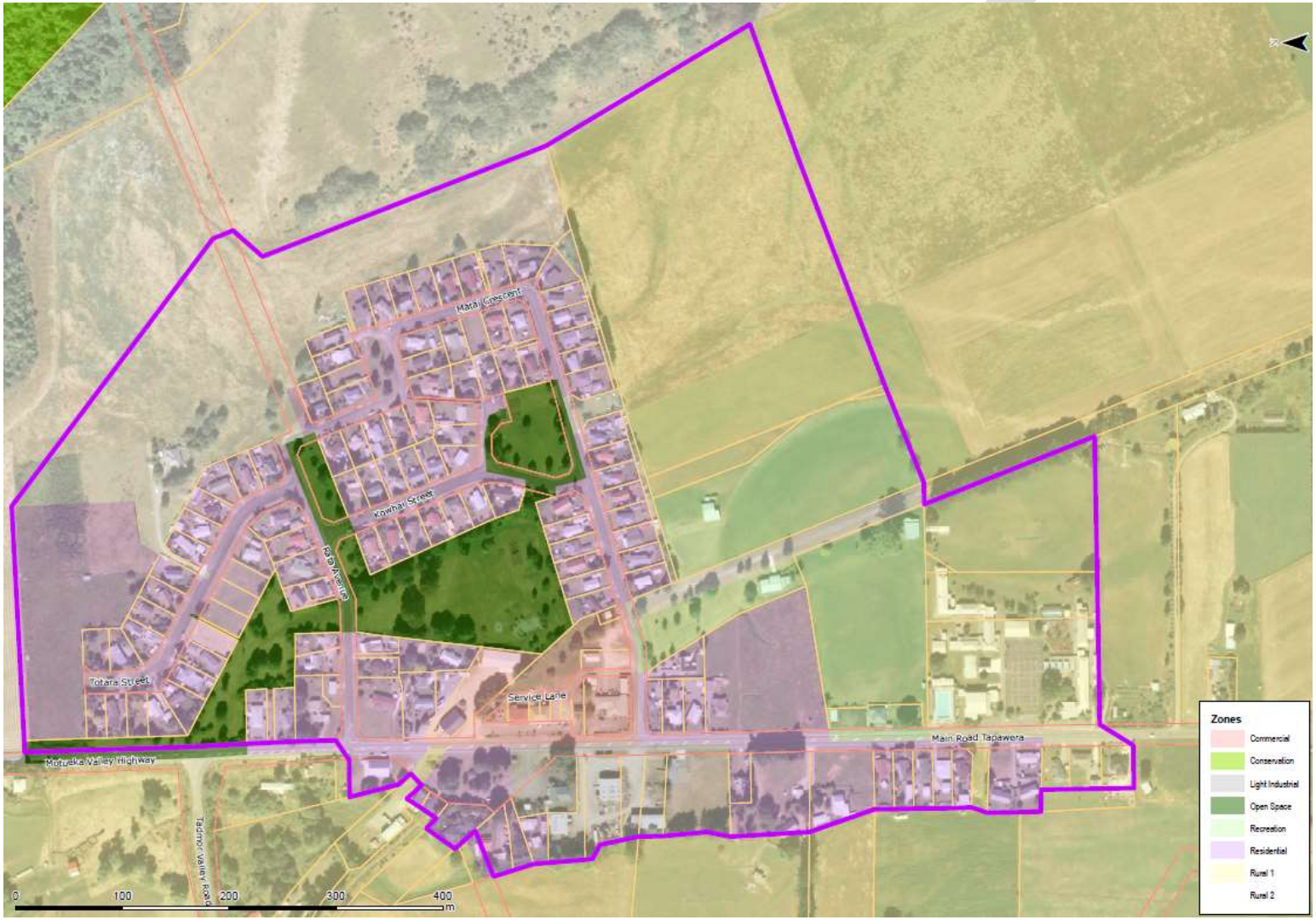
The following information provides an overview of significant projects Council has planned for the Tapawera settlement in the Long Term Plan 2018-2028. These projects aim to address anticipated growth in demand, improve the services provided, and ensure that existing public infrastructure is maintained and fit for purpose. We've also included relevant growth information and the conclusions reached for the Tapawera settlement in the development of Council's Growth Model 2017[1].

Between 2018 and 2028, Tapawera's population is projected to grow by 2%[2].

[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 medium series for all years for the Tapawera area unit.

2.0 Settlement outline (note: the settlement outline in purple is for planning purposes and doesn't indicate the extent of future development)



2.1 Urban form and function

Tapawera is a small rural service settlement, in the Motueka valley, servicing surrounding agricultural and horticultural land uses. Some of the surrounding land is of high productive value and needs to be protected. Forestry, hops, dairy, sheep and beef are predominant activities.

The area is also characterised by steep hills and flat valleys. Tapawera settlement is constrained by the Motueka River to the west.

The settlement has a small commercial centre and area school. The Motueka Valley Highway transects the town.

The uptake of residential sections in the town has been slow over the years, although recent property interest in Tapawera has increased.

2.2 Environmental opportunities and constraints

The settlement is well serviced and has potential for further residential development.

Constraints include the need to protect the valued rural land resource from residential development. There is also flood risk from Mill Creek and Motueka River.

Opportunities include further subdivision of zoned land, redevelopment of sites such as the former Forest Headquarters site on the outskirts of Tapawera, and commercial development associated with the proposed Kohatu Motorsport Park and formation of Tasman's Great Taste Trail.

2.3 Current infrastructure provision

Infrastructure is the name for 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 Tapawera settlement, as well as an urban road and footpath network.
There are no significant issues within these networks and Council has not planned any significant upgrades.

2.4 Parks, reserves and facilities

Generally Council is exceeding the desired levels of service due to the historic development of the town and its isolated nature. Regional facilities provide part of the level of service for some facilities but require a commute.

The Tapawera community is serviced by a meeting room provided at the Tapawera Memorial Hall and community rooms at Shedwood Lodge. Council provides a subsidy to assist in the maintenance of the two pools at Tapawera Area School.

Some residents use recreation and sport services provided by facilities in Richmond such as an indoor year round swimming pool (i.e. the Richmond Aquatic Centre) and indoor courts at Saxton Field or the Motueka Recreation Centre.

Tapawera Area School provides significant recreation assets that are extensively used by the community, particularly the outdoor seasonal swimming pool and the small multipurpose hall.

The Tapawera community is serviced by a range of parks and reserves. There are 12ha of sportsgrounds provided at the Tapawera Recreation Reserve. There are 105 plots available at the cemetery at Mararewa. There are three kilometres of walkways, two playgrounds, a skate park and six toilets provided within the settlement area.

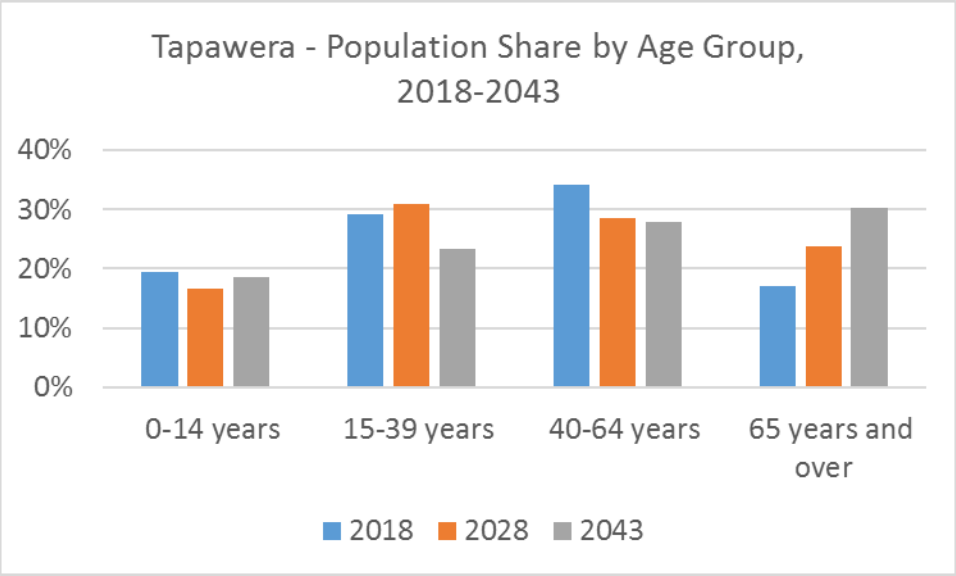
There are no significant projects planned for Tapawera in the LTP.

Kohatu Motorsport Park has been approved for development, to provide a regional motorsport facility in close proximity to Tapawera. The development has yet to be implemented.

Tasman's Great Taste Trail is anticipated to connect to Tapawera in 2019/2020.

3.0 Future Demographics[3]

The population of Tapawera is projected to increase from 292 in 2018 to 299 in 2028 and then decline back to 292 by 2048. The proportion of the population aged 65 years and over is projected to increase from 17% in 2018, to 30% by 2043. The average household size is projected to decrease from 2.5 people per household in 2018 to 2.2 people per household by 2043.



[3] Based on Stats NZ Subnational Population Projections 2013(base)-2043 update (released 22 February 2017), using the medium series for all years for the Tapawera area unit.

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 also allows for demand for dwellings for non-residents, such as holiday houses. Although, the population is projected to remain relatively unchanged, the decline in average household size means there is still likely to be demand for new dwellings. The trend towards smaller households is mainly due to the ageing population with an increasing number of older residents who are more likely to live in one or two person households.

Council anticipates that the actual supply of residential and business development will generally meet that demand.

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.

	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	4	4	8
Number of residential dwellings anticipated	4	4	8
Number of business lots required	0	1	3
Number of business lots anticipated	2	3	2

4.2 Development options

The latest review of Tasman's growth model recommends accommodating the modest growth in residential sections and business sections for Tapawera on land already appropriately zoned. No new rezoning of land is required.

4.3 Growth-related infrastructure

The relatively low level of growth projected for Tapawera can be accommodated within the existing networks. No growth upgrades are planned.

4.4 Parks, reserves and facilities

New reserves and walkway connections will be identified as subdivisions develop.

[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.

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).

5.1 Infrastructure improvements, replacements and renewals

Council has planned to renew the Tapawera water treatment plant between 2023 and 2025 at a cost of $755,200. The renewed plant will incorporate a new fit for purpose building as well as the addition of filtration and UV treatment to meet Drinking Water Standards and improve resilience.

Council is also planning to repair and paint the roof of the Tapawera Reservoir in 2019/20 at a cost of $68,800.

Council has budgeted $593,943 over 2018-2028 to provide public recycling around the District, including for Tapawera.

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.

Long Term Plan 2018-2028
What is planned for Tasman village?

1.0 Introduction

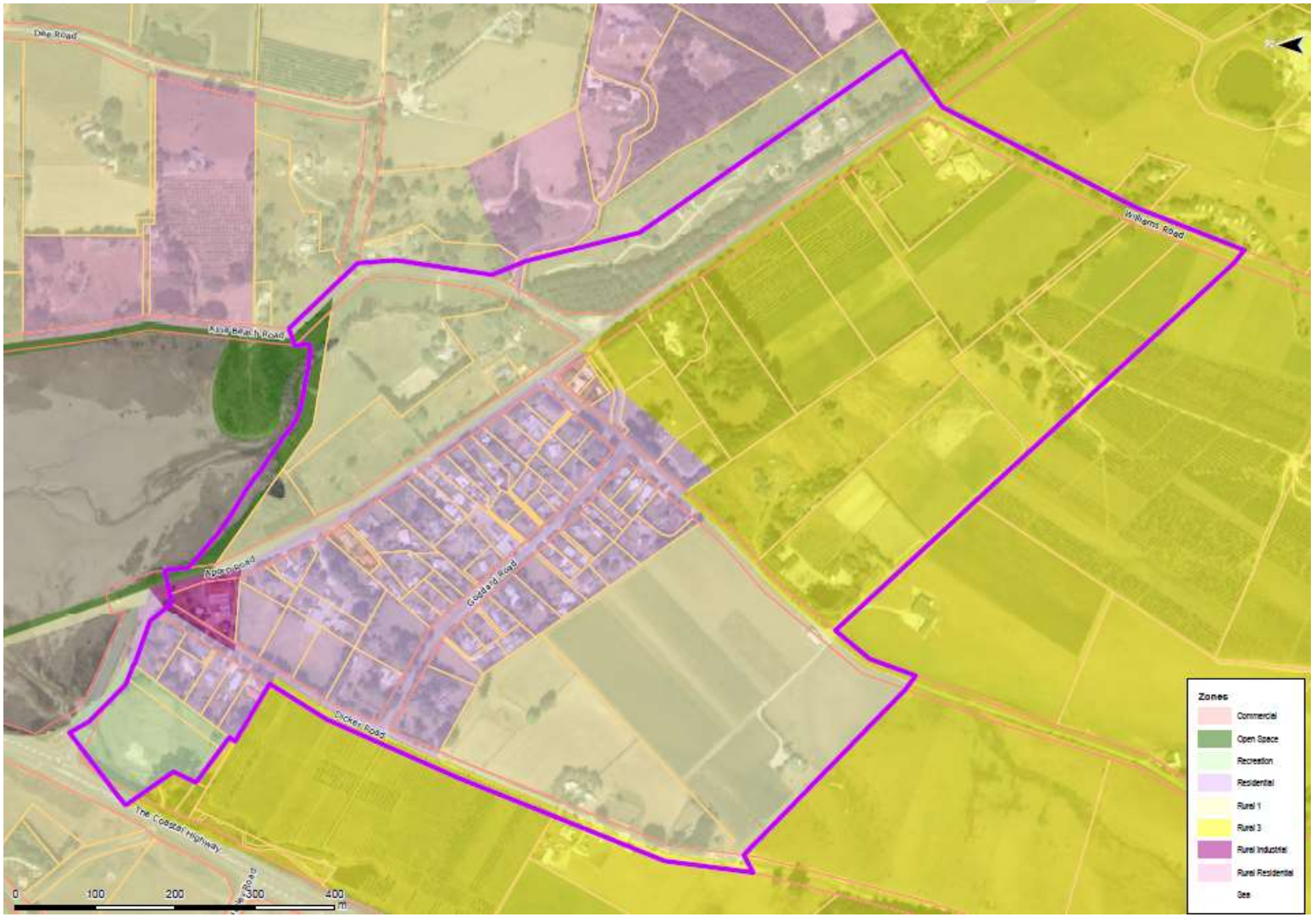
The following information provides an overview of significant projects Council has planned for the Tasman settlement in the Long Term Plan 2018-2028. These projects aim to address anticipated growth in demand, improve the services provided, and ensure that existing public infrastructure is maintained and fit for purpose. We've also included relevant growth information and the conclusions reached for the Tasman settlement in the development of Council's Growth Model 2017[1].

Between 2018 and 2028, Tasman's population is projected to grow by 5%[2].

[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 medium series for all years for the Motueka Outer area unit which includes Tasman village.

2.0 Settlement outline



2.1 Urban form and function

Tasman is a small, low-lying rural village, on the southern edge of the Moutere Inlet surrounded by land of high productive value and lower value Moutere Clay hills.

The village has two schools and a small commercial zone. Tasman's Great Taste Trail traverses the village.

The lower part of Tasman is located on poorly drained clay loam which causes drainage difficulties.
Containment of urban development enables the continued use of the surrounding productive land.

2.2 Environmental opportunities and constraints

Historically, SH60 transected the village and had an adverse effect on Tasman centre in terms of traffic impacts and associated noise.
Urban development was contained on the west side of the main highway predominantly for safety reasons.
Land of high productive value surrounds the settlement.
Poorly draining soils pose a constraint on any increase in density of development.

2.3 Current infrastructure provision

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

Council provides stormwater services and a rural-residential road network within the Tasman settlement. Water and wastewater services are not provided by Council and residents must provide their own. Council has not planned to install a reticulated public water supply or wastewater services in Tasman.

Council considers the stormwater and road network to be fit for purpose and has not planned any upgrades.

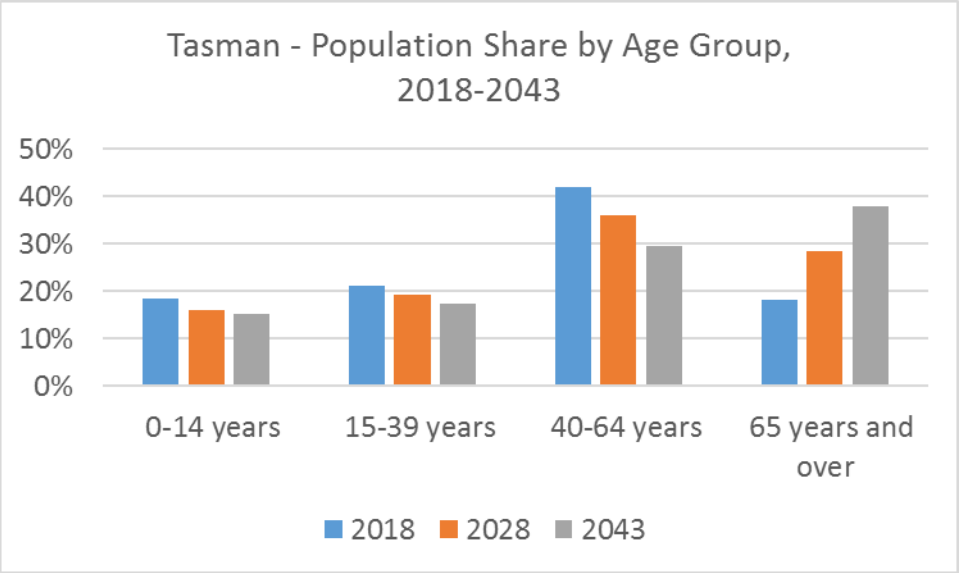
2.4 Parks, reserves and facilities

The Tasman community is principally serviced by facilities in Motueka including the community rooms, Motueka Recreation centre, cemeteries and sportsgrounds. Residents can also access the community facilities at Mapua and the Moutere Hills Community Centre. Council provides a subsidy for the pool at Tasman Primary School. There is a large open space reserve provided at the Tasman Memorial Recreation Reserve. The community is also serviced by one playground, a pump track and one public toilet.

The Tasman settlement has good access to many local community facilities including sportsgrounds, neighbourhood reserves, playgrounds and toilets on reserves and access to coastal areas for beach activities. The development of Tasman's Great Taste Trail is popular and has added to the existing levels of service for cycleways.

3.0 Future Demographics[3]

The population of Tasman is projected to increase from 204 in 2018 to 215 in 2028 and then to 220 by 2048. The proportion of the population aged 65 years and over is projected to increase from 18% in 2018, to 38% by 2043. The average household size is projected to decrease from 2.4 people per household in 2018 to 2.1 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.
Council anticipates that the actual supply of residential development will generally meet that demand.
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.

	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	4	5	12
Number of residential dwellings anticipated	4	5	7

[3] Based on Stats NZ Subnational Population Projections 2013(base)-2043 update (released 22 February 2017), using the medium series for all years for the Motueka Outer area unit which includes Tasman village.
[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.

4.2 Development options

Only a very modest increase in capacity of residential lots is needed to meet the demand and this will be accommodated on existing zoned land. No new rezoning of land is required.

4.3 Growth-related infrastructure

The relatively low level of growth projected for Tasman can be accommodated within the existing networks. No growth upgrades are planned.

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

The existing networks are fit for purpose and no major upgrades are planned.

Council has planned several projects over the next ten years to improve the Mariri Resource Recovery Centre, which also serves the Tasman village community. In 2021/22, $207,963 has been allocated to build a roof over the waste tipping pit, which will reduce litter and dust. In 2023/24, $707,956 has been allocated to relocate the weighbridge and access to the pit. This will improve access to the site and reduce waiting times. In 2027/28, a further $212,737 has been allocated to improve the access road, addressing safety issues.

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.

Long Term Plan 2018-2028
What is planned for Upper Moutere?

1.0 Introduction

The following information provides an overview of significant projects Council has planned for the Upper Moutere 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 Upper Moutere settlement in the development of Council's Growth Model 2017[1].

Between 2018 and 2028, Upper Moutere's population is projected to grow by 8%[2].

2.0 Settlement outline

2.1 Urban form and function

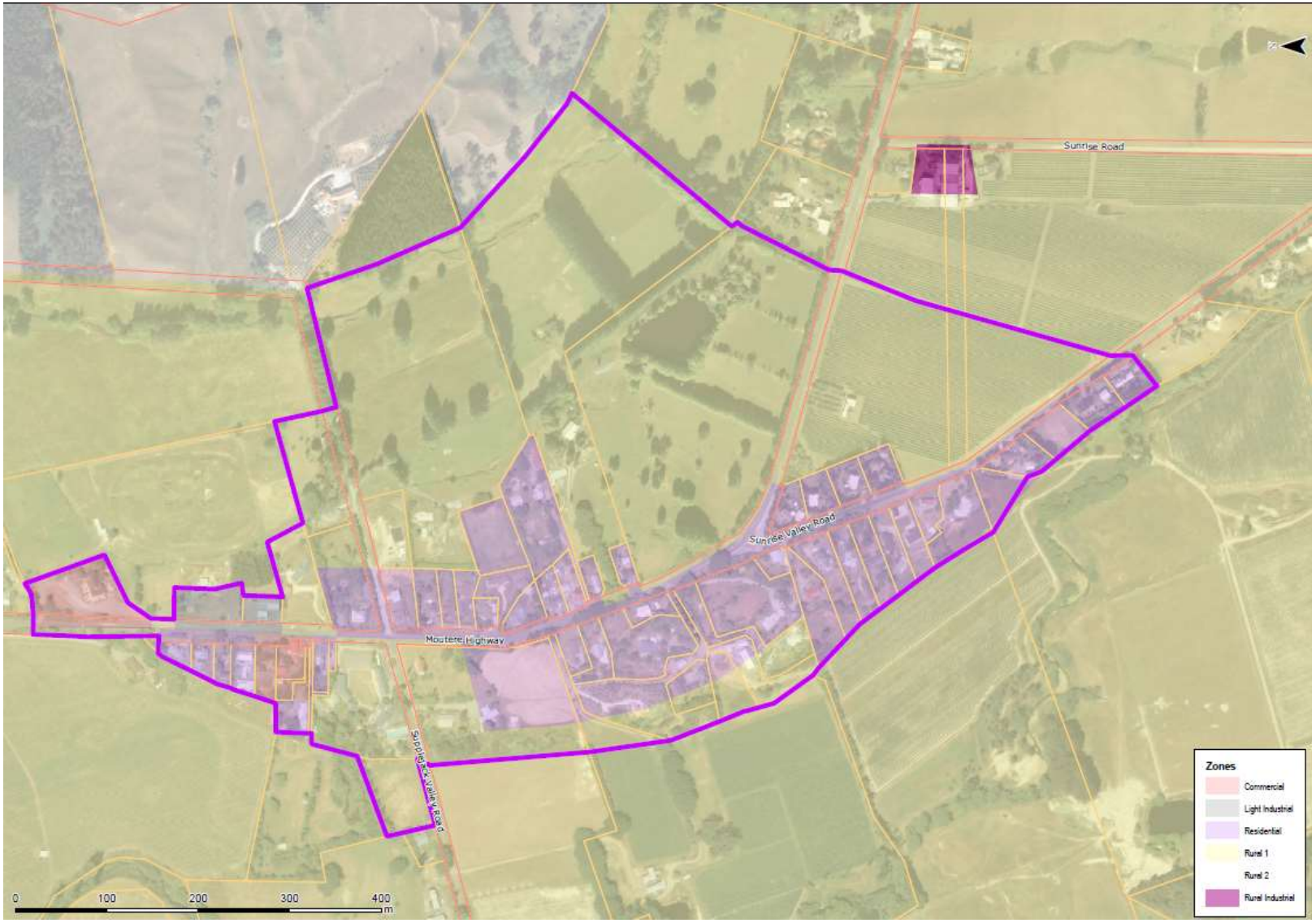
Upper Moutere is a small rural community with an attractive setting on the rolling Moutere hills. Surrounding land is productive, with horticulture and agriculture dominating.

A small urban centre contains commercial and industrial zones. A school and community hall facility are located in the settlement. The Moutere Highway transects the village.

[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 medium series for all years for the Wai-iti area unit which includes Upper Moutere.

2.2 Current zoning (note: the settlement outline in purple is for planning purposes and doesn't indicate the extent of future development)



2.3 Environmental opportunities and constraints

Few environmental constraints and hazards exist in Upper Moutere, other than the existence of Moutere Clay soils which cause drainage difficulties. Poorly draining soils pose a constraint on any increase in density of development, unless significant infrastructure is supplied to service the settlement.

The historic value and scenic character of Upper Moutere (Sarau) are important to the District.

2.4 Current infrastructure provision

Infrastructure is the name for 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 to the Upper Moutere settlement via the Dovedale rural water scheme, as well as a limited rural road network.
The water scheme is fully allocated and the water is of poor quality requiring a permanent boil water notice. Council has concerns about the security of the Dovedale water scheme source. Factors such as changes in private land use and changing weather patterns present a risk to availability of this source.

There is a very limited stormwater system in place to capture road run-off. Upper Moutere is not within a stormwater urban drainage area.

2.5 Parks, reserves and facilities

The Upper Moutere community is principally serviced by the Moutere Hills Community Centre on the Upper Moutere Recreation Reserve, located one kilometre from the settlement. The Centre provides services to Mapua, Tasman and Motueka communities as well. The Centre provides playgrounds, sportsfields, a community room, fitness gym, kitchen, toilets and tennis courts. There is also a public toilet attached to the Centre.

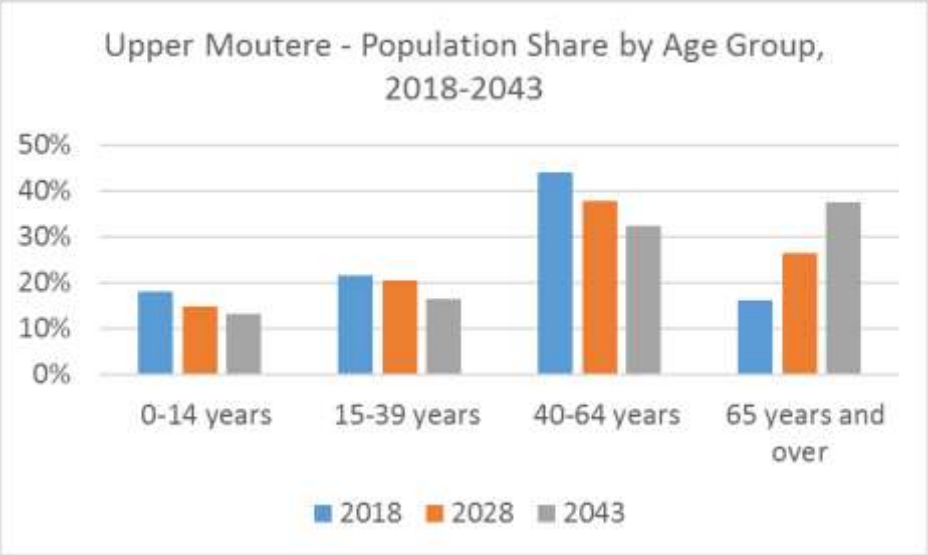
Council provides a subsidy to assist with the maintenance of the pool at Upper Moutere School. The community is serviced by libraries in Mapua, Motueka and Richmond.

Some residents also use recreation and sport services provided by facilities in Richmond such as the Richmond Aquatic Centre, as well as indoor and outdoor courts at Saxton Field or the Motueka Recreation Centre.

The community is continuing to work with landowners towards providing safer access from the school to the Community Centre.

3.0 Future Demographics[3]

The population of Upper Moutere is projected to increase from 163 in 2018 to 176 in 2028 and then to 185 by 2048. The proportion of the population aged 65 years and over is projected to increase from 16% 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.

Council anticipates that the actual supply of residential development will meet that demand and have also planned for some new business lots

	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	3	5	10
Number of residential dwellings anticipated	3	5	10
Number of business lots required	0	0	0
Number of business lots anticipated	1	1	0

[3] Based on Stats NZ Subnational Population Projections 2013(base)-2043 update (released 22 February 2017), using the medium series for all years for the Wai-iti area unit which includes Upper Moutere.

[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.

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.

4.2 Development options

Only a very modest increase in capacity of residential lots is needed to meet the demand and this will be accommodated on appropriately zoned land. No new rezoning of land is required.

4.3 Growth-related infrastructure

The relatively low level of growth projected for Upper Moutere will be required to self-service as the Dovedale water scheme is closed. No growth upgrades are planned.

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).

5.1 Infrastructure improvements, replacements and renewals

The planned projects all relate to improving water supply and quality. Council has planned an upgrade of the Dovedale water treatment plant and source to address the poor water quality and improve security of the water source in dry periods. Once the upgrade is complete, Council will be able to consider removing the boil water notice. Council is aware of upcoming logging operations on the private land surrounding the intake are planned within 5-10 years and there is a potential risk to water quality and quantity.

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Dovedale Reticulation Renewal Programme	Renewal of reticulation within the Dovedale scheme	Ongoing renewal work to Dovedale scheme over 10 year period	$1,250,000
Dovedale Source - New Motueka River Valley Water Source and treatment plant	New bore, treatment, headworks, pump station, treatment plant, delivery pipework	Bore work: 2018 Construction work: 2022-2025	$3,155,200
Dovedale Reticulation - Break Pressure Tank & Reservoir Renewal	Replacing break pressure tank & reservoirs	Ongoing renewal work to Dovedale scheme over 10 year period	$58,500

Dovedale Water Treatment Plant and Pump Station - Humphries Creek Treatment Renewals	Improve chlorine dosing chamber & install pumps	2018-2021	$ 120,000

Council has planned several projects over the next ten years to improve the Mariri Resource Recovery Centre, which also serves the Upper Moutere community. In 2021/22, $207,963 has been allocated to build a roof over the waste tipping pit, which will reduce litter and dust. In 2023/24, $707,956 has been allocated to relocate the weighbridge and access to the pit. This will improve access to the site and reduce waiting times. In 2027/28, a further $212,737 has been allocated to improve the access road, addressing safety issues.

5.2 Parks, reserves and facilities

There are no major projects for the settlement of Upper Moutere in the LTP apart from the ongoing development of existing facilities such as the Moutere Hills Community Centre. The Moutere Hills Community Centre Board has expressed an interest in purchasing additional land for sports fields to enhance the Community Centre as a sports hub for the immediate (and wider) area. The future expansion of the site is dependent on a water right being obtained for both the Centre and irrigation of the sports fields.

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.

Long Term Plan 2018-2028
What is planned for Wakefield?

1.0 Introduction

The following information provides an overview of significant projects Council has planned for the Wakefield 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 Wakefield settlement in the development of Council's Growth Model 2017[1].

Between 2018 and 2028, Wakefield's population is projected to grow by 16%[2].

2.0 Settlement outline

2.1 Urban form and function

Wakefield sits at the southern end of the Waimea Plans, some 15 kilometres from the Richmond town centre. Surrounding farmland includes dairying, beef and sheep

[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 medium series for all years for the Wakefield area unit.

farming, berry crops and an increasing number of vineyards and hop gardens. Forestry surrounds the settlement on the upper hills.

State Highway 6 traverses the village in a gentle 'S', changing its name from Whitby Road to Clifford Road as it travels south. The east west axis comprises Edward Street to the east and Pigeon Valley Road to the west. Edward Street leads through the commercial centre to the primary school, and rises up to the historic St John's Anglican Church and cemetery. There are six heritage listed properties on Edward Street, giving an ambience and historic character to the centre of Wakefield, converging around the village green. Pigeon Valley Road leads out to the west past the fire station and across the Wai-iti River.

Two residential zones are located north and south of the commercial centre, separated by Faulkners Bush. A school, hall, and reserves are located within the settlement.

A large Rural Residential zone extends to the southeast of Wakefield. High value productive land, zoned Rural 1, is located immediately to the west and north. Light Industrial land is also available to the north on Bird Lane, as well as in a small pocket in the centre of Wakefield.

Following a strategic review of the settlement in 2015-2016, a Plan Change zoned new areas of Residential land north and north east of Lord Auckland Road, east of Pitfure Road and on Edward Street. Further proposals for rezoning in this location are also being considered through a subsequent plan change (decisions to be released in 2018). This subsequent plan change also proposes new rural residential land where Tasman's Great Taste Trail enters Wakefield.

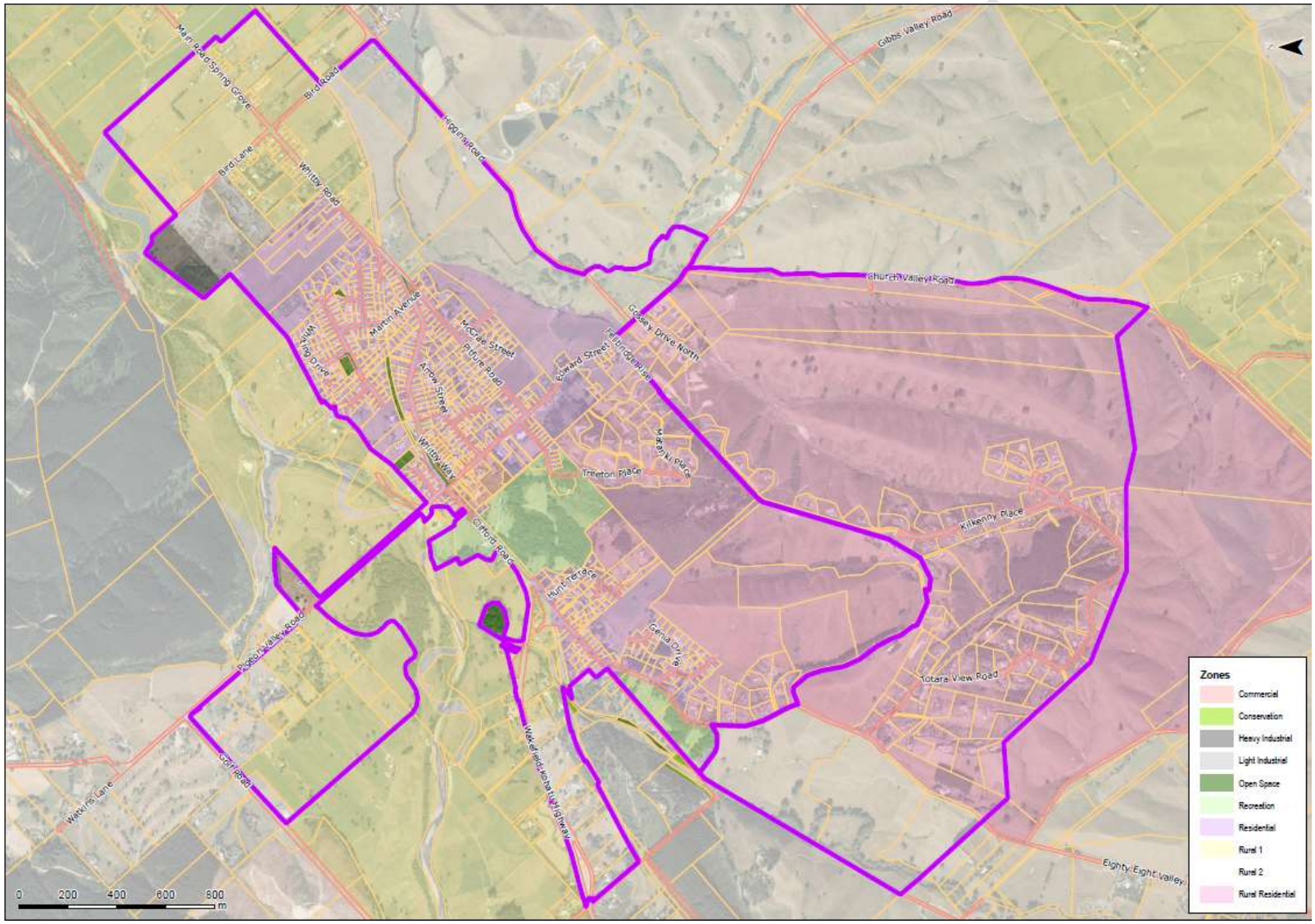
2.2 Environmental opportunities and constraints

The settlement is located east of the Wai-iti River, with the Pitfure Stream defining an eastern edge. The Eighty Eight Valley and Pigeon Valley Streams flow into the Wai-iti west of the settlement. Modelling has been undertaken to confirm the extent of flooding in a 1 in 100 year AEP event. In lesser events the Wai-iti mostly stays within the main channel but in a 1 in 100 AEP event some flooding of adjoining agricultural land and the Pigeon Valley road is expected. In such an event, some low-depth flooding of parts of the settlement is anticipated from the Eighty Eight Valley stream, and there may be an option for mitigation to lessen this risk.

The land surrounding the settlement is highly productive land that needs to be retained for its productive potential.

Intensification within the settlement may be appropriate due to the proximity of services and facilities.

2.3 Current zoning (note: the settlement outline in purple is for planning purposes and doesn't indicate the extent of future development)



2.4 Current infrastructure provision

Infrastructure is the name for 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 Wakefield settlement, as well as a well-connected road and footpath network. Tasman's Great Taste Trail passes through Wakefield providing a cycle connection to Brightwater.

2.5 Parks, reserves and facilities

The Wakefield community is serviced by a range of parks, reserves, and two community rooms provided at the Wakefield Village Hall. As a result of recent seismic assessments, the capacity of Wakefield Village Hall has been restricted to below 300 persons.

Council provides a subsidy for the pool at Wakefield School, access is provided via the purchase of a key.

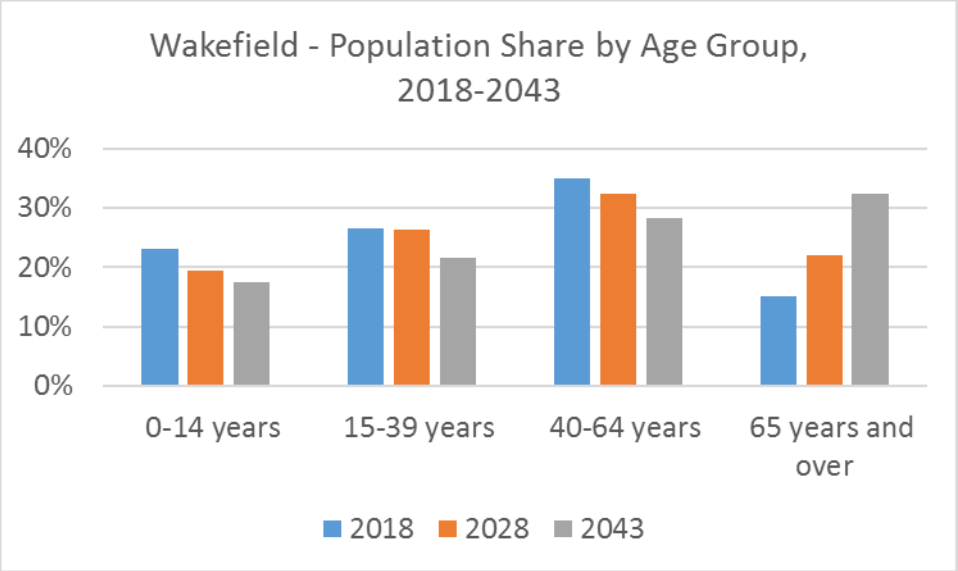
Faulkners Bush Scenic Reserve and Wakefield Recreation Reserve provide the main open spaces within the settlement. Sportsfields are provided at Lord Rutherford Park in Brightwater, at the Wakefield Recreation Reserve and at Saxton Field. There are four kilometres of walkways within the settlement area and 17ha of neighbourhood reserves in and around the village. The development of Tasman's Great Taste Trail through the settlement is popular and has added to the existing levels of service for cycleways. There are three playgrounds on Council reserves and one at Wakefield School. There is one toilet provided for visitors and eight on existing reserves. The Wakefield community is serviced by the Richmond and Spring Grove Cemeteries.

The Wakefield Recreation Reserve has facilities for tennis, football, cricket and shooting. The site is constrained by SH6 and the Wai-iti River and would be difficult to enlarge in the future. However Council is investigating options to address this (refer to section 4.4 for more information).

3.0 Future Demographics[3]

The population of Wakefield is projected to increase from 2,096 in 2018 to 2,370 in 2028 and then to 2,562 by 2048. The proportion of the population aged 65 years and over is projected to increase from 15% in 2018, to 32% by 2043. The average household size is projected to decrease from 2.8 people per household in 2018 to 2.5 people per household by 2043.

[3] Based on Stats NZ Subnational Population Projections 2013(base)-2043 update (released 22 February 2017), using the medium series for all years for the Wakefield area unit.



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.

	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	53	100	175
Number of residential dwellings anticipated	73	122	207
Number of business lots required	2	5	5
Number of business lots anticipated	4	7	6

[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.

4.2 Development options

Between the period December 2013 and June 2016 new lots created by subdivision were mainly located in south western Wakefield and north eastern Wakefield. During the same period, residential building consents were granted in the same locations as well as south eastern Wakefield, off Edward Street.

In addition to the Plan Changes mentioned above, the Tasman growth model anticipates using land already appropriate zoned to meet demand, located in the north eastern and south western parts of the town.

In 2017 the Government designated Tasman's first round of Special Housing Areas (SHAs). Within Wakefield there is one SHA and it is expected to provide modest residential supply to help meet demand.

However as part of the ongoing Wakefield Strategic Review, a further Plan Change for Wakefield (Plan Change 65) was recently notified. That plan change proposed rezoning of land at Bird Lane from Rural 1 to Deferred Residential and rezoning of land at Higgins Road from Rural 2 to Deferred Rural Residential. No further rezoning of land is required to meet growth demand.

4.3 Growth-related infrastructure

Council has planned to provide upgraded water supply and stormwater, as well as upgrade the SH6 / Bird Lane intersection to enable growth in the north-eastern part of Wakefield.

The water supply network has adequate capacity to provide for the level of growth predicted. However there are issues at the water treatment plant during extended dry periods where Council struggles to extract the required amount of water from the ground. Council has planned to construct new bores and a water treatment plant in Spring Grove in 2018-2020. This will increase capacity and provide a higher level of treatment.

Wastewater collected within Wakefield is discharged via a trunk main that runs between Wakefield and Richmond, also collecting wastewater from Brightwater. There is little capacity available within the trunk main and Council has planned to upgrade it in two stages, the rising main in 2020/21 followed by the gravity section between 2022 and 2024.

The existing stormwater network is fit for purpose but upgrades are required to provide agreed levels of service to greenfield areas.

The transportation network is fit for purpose and no upgrades are planned.

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Stormwater: New stormwater pipe, Bird Lane	New pipe to service new development and alleviate current flooding issues	2025/26	$822,000
Water Supply: Wakefield Reticulation - Upsize of Bird Lane water pipe	Upsize the existing pipe to service growth in north-eastern Wakefield	2018-2020	$132,100
Wastewater: Wakefield to Three Brothers Corner Pipeline Upgrade	New pipeline from Wakefield to Three Brothers Corner to accommodate for growth	2019-2024	$8,028,200
Transport: Bird Lane Improvements	Improvements to Bird Lane including left turning lane onto SH6 to enable projected residential growth	2024-2026	$828,800

4.4 Parks, reserves and facilities

Major projects planned for the Wakefield settlement in the LTP include funding for new play equipment as reserves are developed and for the replacement of ageing equipment. New reserves and walkway connections will be identified as subdivisions develop.

The projected increase in population coupled with the community continuing to have a younger median age than most of the District has implications for recreation and sport provision. Council has recently entered into negotiations with a land owner adjacent to the Wakefield Recreation Reserve to procure an area of land to provide for future sport and recreation opportunities, to service Brightwater and Wakefield. Provision has also been made for a Council contribution beyond 2028 towards a new multi-purpose community facility, which will service Brightwater, Wakefield and surrounds.

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

The water reticulation along Whitby Road and Whitby Way has experienced a number of failures recently, indicating that the pipes have prematurely reached the end of their useful life. Council has planned to replace these pipes in 2022/23.

The planned upgrade of the Wakefield water treatment plant will enable Council to meet the Drinking Water Standards New Zealand.

The following projects are the key projects planned for Wakefield which are primarily to improve the level of service provided and/or to renew current infrastructure. Some projects will also have a growth-related element.

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Water Supply Projects			
Wai-iti Dam Renewal - Rock Armour Layer on Upstream Face	Design & install rock armour layer to protect upstream face against wave erosion	2018-2019	$80,900
Wai-iti Dam - Closing Outlet Conduit	Design & install a closing mechanism at the outlet conduit to allow for CCTV access, inspections or emergencies	2018-2020	$96,600
Wakefield Water Treatment Plant - New plant at Spring Grove	New treatment plant in Spring Grove, piped to Wakefield (will meet Drinking Water Standards)	2018-2020	$6,300,000
Wakefield Reticulation - Arrow Street Renewals	Renewal of pipe in Arrow St & new connection to Martin Avenue	2018-2021	$1,078,900
Wakefield Water Treatment Plant - Decommission Old Water Treatment Plant	Decommission old well, bore & Water Treatment Plant and remove from site completely	2024-2025	$98,000
Wakefield Reservoir Renewal	Clean, seal & paint roof on Wakefield reservoir.	2020-2021	$78,000
Wakefield Reticulation Upgrades	Treeton Place pump station & reservoir upgrades with addition of telemetry	2024-2025	$70,000
Wakefield Reticulation - Whitby Road & Whitby Way Renewals	Replace existing pipes	2021-2023	$1,204,600
88 Valley Reticulation & Reservoirs - Intake	Intake access and pipeline renewal	2018-2019	$34,900

Project Description	Project Purpose	Start Year - Completion Year	Total Cost
Access & Pipeline Renewal			
88 Valley Water Treatment Plant & Pump Stations - Treatment Upgrades	Water treatment options: New Water Treatment Plant for 88 Valley Scheme OR Supply scheme from Wakefield (leave start of scheme as agricultural supply & install household UV treatment). Options pending community consultation	2021-2023	$1,820,500
Supply scheme from Wakefield Renewal Programme	Renewal of reticulation within the 88 Valley scheme	Ongoing renewals work over 10 year period	$250,000
Transportation projects			
Wakefield Town Centre - Renewal	Renewal of Edward Street between SH60 and Arrow Street to provide for a shared environment	2033-2034	$200,000

Council has planned two projects to improve the Richmond Resource Recovery Centre, which also serves the Wakefield community. In 2019-2021, Council has allocated $593,903 to improve storage and the hazardous goods store, and to upgrade the waste tipping pit. These improvements will protect workers and customers. In 2024-2027, Council has allocated $846,665 for a second weighbridge and a new waste bin storage area which will improve access to the site and reduce waiting times.

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.