

AGENDA

Ordinary meeting of the Joint Committee of Tasman District and Nelson City Councils

**Tuesday 14 November 2023
Commencing at 10.30a.m.
Council Chamber
Floor 2A, Civic House
110 Trafalgar Street, Nelson**

Membership:

Chairperson	His Worship the Mayor of Nelson Hon Dr Nick Smith
Alternating Chairperson	His Worship the Mayor of Tasman Tim King

Members

Tasman District Council:

Deputy Mayor of Tasman Stuart Bryant, Councillors Celia Butler, Glen Daikee, Barry Dowler, Jo Ellis, Mark Greening, Chris Hill, Mike Kininmonth, Christeen MacKenzie, Kit Maling, Brent Maru, Dan Shallcrass and Trindi Walker

Nelson City Council:

Deputy Mayor of Nelson Rohan O'Neill-Stevens, Councillors Matty Anderson, Matthew Benge, Trudie Brand, Mel Courtney, James Hodgson, Kahu Paki Paki, Pete Rainey, Campbell Rollo, Rachel Sanson, Tim Skinner and Aaron Stallard

Quorum: 14 - At least five must be from each local authority

Joint Committee of Tasman District and Nelson City Councils

14 November 2023

Page No.

1. Apologies

Tasman District Council Mayor Tim King and Councillor Chris Hill

2. Confirmation of Order of Business

3. Interests

3.1 Updates to the Interests Register

3.2 Identify any conflicts of interest in the agenda

4. Public Forum

5. Confirmation of Minutes

5.1 28 March 2023 **7 - 11**

Document number M20069

Recommendation

That the Joint Committee of Tasman District and Nelson City Councils

1. Confirms the minutes of the meeting of the Joint Committee of Tasman District and Nelson City Councils, held on 28 March 2023, as a true and correct record.

6. Chairperson's Report **12 - 15**

Document number R28139

Recommendation

That the Joint Committee of Tasman District and Nelson City Councils

1. Receives the report Chairperson's Report (R28139); and

2. ***Requests the Co-Chairs of the Joint Committee of Nelson and Tasman Councils write to the Joint Nelson Tasman Regional Transport Committee seeking deferral of the consultation on the Joint Nelson Tasman Speed Management Plan until the New Year, noting inconvenience of the published closure date of 07 January 2024, the change of government and public policy around speed limits and the potential withdrawal of funding for implementing any outcomes from the consultation; and***
3. ***Requests that the Mayors of Nelson and Tasman urgently write to the Minister of Transport as soon as possible after appointment seeking clarity on government policy with respect to road speed limits so the Nelson Tasman Speed Management Plan can occur with a greater degree of certainty.***

7. Referral Report from the Joint Nelson Tasman Regional Transport Committee - Variation to the Te Tau Ihu Regional Land Transport Plan Proposed Changes

16 - 26

Document number R28120

Recommendation

That the Joint Committee of Tasman District and Nelson City Councils

1. ***Receives the report Referral Report from the Joint Nelson Tasman Regional Transport Committee - Variation to the Te Tau Ihu Regional Land Transport Plan Proposed Changes (R28120) and its attachment (1982984479-6734); and***
2. ***Approve variations to the Te Tau Ihu Regional Land Transport Plan to include the following projects, starting in 2023/24:***
 - a. ***State Highway 60 Harley Road to Mapua Drive Median Barrier \$3m; and***
 - b. ***State Highway 60 Mapua Drive to Maisey Road Widening and Safety \$3m; and***
 - c. ***Nelson City Centre Bus Interchange as a significant project, \$5m (increase of \$3m).***

8. Future Development Strategy - Implementation Plan

27 - 74

Document number R28088

Recommendation

That the Joint Committee of Tasman District and Nelson City Councils

- 1. Receives the Future Development Strategy - Implementation Plan report (R28088), and its attachments (336940202-7815 and 336940202-7726); and***
- 2. Adopts the Nelson Tasman Future Development Strategy Annual Implementation Plan 2023 (336940202-7815); and***
- 3. Notes that the Nelson Tasman Future Development Strategy Annual Implementation Plan 2023 will be made publicly available on the Councils' websites; and***
- 4. Notes that the adoption of the Nelson Tasman Future Development Strategy Annual Implementation Plan 2023 (336940202-7815) has the effect of repealing and replacing the August 2020 Tasman District Council Intensification Action Plan and the September 2020 Nelson City Council Intensification Action Plan***

9. Port Nelson Limited six month strategic presentation

10. Nelson Airport Limited six month strategic presentation

11. Infrastructure Holdings Limited six month strategic presentation

CONFIDENTIAL BUSINESS

12. Exclusion of the Public

Recommendation

That the Joint Committee

- 1. Confirms, in accordance with sections 48(5) and 48(6) of the Local Government Official Information and Meetings Act 1987, that Lucinda Jimson, Chief Executive of the Nelson Provincial Museum, Belinda Wheatley, Project Manager for the Nelson Provincial Museum, Stephen Broad-Paul, Tasman Bays Heritage Trust (Chair), Emma Thompson, (Deputy Chair), Darren Mark, Derek Shaw and Kimiora McGregor (Trustees), Andrew Irving, Irving Smith Architects and Vanessa Anderson, CGW Consulting remain after the public has been excluded, for Item 1 of the Confidential agenda (Tasman Bays Heritage Trust - Six Monthly Strategic Presentation), as they have knowledge relating to Tasman Bays Heritage Trust that will assist the meeting.***
- 2. Confirms, in accordance with sections 48(5) and 48(6) of the Local Government Official Information and Meetings Act 1987, that Fiona Wilson, Chief Executive of NRDA remain after the public has been excluded, for Item 3 of the Confidential agenda (Draft Nelson and Tasman City and Regional Deal), as she has knowledge relating to the Draft Nelson and Tasman City and Regional Deal that will assist the meeting.***

Recommendation

That the Joint Committee

- 1. Excludes the public from the following parts of the proceedings of this meeting.***
- 2. The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:***

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
1	Tasman Bays Heritage Trust - Six Monthly	Section 48(1)(a) The public conduct of this matter would be likely to result in	The withholding of the information is necessary: <ul style="list-style-type: none">• Section 7(2)(h)

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
	Strategic Presentation	disclosure of information for which good reason exists under section 7	<p>To enable the local authority to carry out, without prejudice or disadvantage, commercial activities</p> <ul style="list-style-type: none"> Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)
2	Joint Council Controlled Organisations - Matters for Statements of Expectations (Tasman Bays Heritage Trust and Infrastructure Holdings Limited) 2024/25	<p>Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7</p>	<p>The withholding of the information is necessary:</p> <ul style="list-style-type: none"> Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)
3	Draft Nelson and Tasman City and Regional Deal	<p>Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7</p>	<p>The withholding of the information is necessary:</p> <ul style="list-style-type: none"> Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)



Minutes of a meeting of the
Joint Committee of Tasman District and Nelson City Councils
Te Kōmiti Mahi Tahi

Held in the Council Chamber, Floor 2A, Civic House, 110 Trafalgar Street, Nelson on Tuesday 28 March 2023, commencing at 9.30a.m.

- Present: Nelson City Council: His Worship the Mayor Hon Dr N Smith (Chairperson), Councillors M Anderson, M Benge, T Brand, M Courtney, J Hodgson, K Paki Paki, P Rainey, C Rollo, R Sanson, T Skinner and A Stallard
- Tasman District Council: His Worship the Mayor Hon T King, Deputy Mayor S Bryant, Councillors C Butler, G Daikee, B Dowler, J Ellis, C Hill, C MacKenzie, K Maling, B Maru, D Shallcrass and T Walker
- In Attendance: Nelson City Council: Interim Chief Executive (L McKenzie), Group Manager Community Services (A White), Group Manager Corporate Services (N Harrison), Governance Adviser (T Kruger) and Assistant Governance Adviser (A Bryce-Neumann)
- Tasman District Council: Chief Executive Officer (J Dowding), Group Manager, Community Infrastructure (R Kirby) and Group Manager Service and Strategy (J Ridd)
- Apology: Apologies have been received from NCC Deputy Mayor R O'Neill-Stevens and TDC Councillor M Kininmonth, and for lateness from His Worship the Mayor T King

1. Apologies

Resolved JC/2023/001

That the Joint Committee

- 1. *Receives and accepts an apology from Tasman District Councillor M Kininmonth and Nelson City Council Deputy Mayor Rohan O'Neill-Stevens, and for lateness from His Worship the Mayor T King.***

His Worship the Mayor/Maru

Carried

2. Confirmation of Order of Business

There is no change to the order of business.

3. Interests

There were no updates to the Interests Register, and no interests with items on the agenda were declared.

4. Public Forum

There was no public forum.

5. Confirmation of Minutes

5.1 29 November 2022

Document number M19926, agenda pages 6 - 11 refer.

Resolved JC/2023/002

That the Joint Committee of Tasman District and Nelson City Councils

- 1. *Confirms the minutes of the meeting of the Joint Committee of Tasman District and Nelson City Councils, held on 29 November 2022, as a true and correct record.***

Courtney/Maling

Carried

6. Nelson Airport Ltd - Six Monthly Strategic Presentation

Document number R27568

Quinton Hall, Chair, Mark Thompson, Chief Executive Officer and Simon Orr, Chief Financial Officer of Nelson Airport Ltd spoke to their Six-monthly Strategic presentation (tabled 1982984479-5748).

They answered questions on the approved Master Plan. Mark Thompson is to provide additional information to the Committee on the Seismic resilience for the runway.

Attachments

- 1 1982984479-5748 Nelson Airport presentation to Joint Committee 28Mar2023

Attendance: Tasman District Council Mayor Tim King joined the meeting at 10.22a.m.

7. Tasman Bays Heritage Trust - Six-Monthly Strategic Presentation

Document number R27516

Darren Mark, Trustee and Chair of Tasman Bays Heritage Trust's Audit and Risk Committee, Lucinda Jimson, Chief Executive, and Belinda Wheatley, Project Manager for the Nelson Provincial Museum, spoke to their presentation (tabled 1982984479-5753) and responded to questions regarding budget and costs, risks to events in the case of another severe weather event, as well as public fundraising.

Attachments

- 1 1982984479-5753 Tasman Bay Heritage Trust presentation to Joint Committee 28Mar2023

8. Port Nelson Ltd - Six Monthly Strategic Presentation

Document number R27567

Hugh Morrison, Chief Executive Officer, and Jon Safey, Director at Port Nelson Ltd, spoke to their presentation (tabled 1982984479-5749). Hugh Morrison answered questions on shipping schedules, capacity considerations and opportunities for a cadet training programme.

Attachments

- 1 1982984479-5749 Port Nelson presentation to Joint Committee 28Mar2023

9. Infrastructure Holdings Ltd - Six Monthly Strategic Presentation

Document number R27569

Sue Sheldon, Chair, and Daryl Wehner, Chief Financial Officer/Company Secretary, spoke to their presentation (tabled 1982984479-5750).

Mr Wehner answered questions on the Local Government Funding Agency funding and changes in the market since the original decision was made,

noting that the debt portfolio maturity would be spread. Discussion occurred on the management of the debt portfolio, repayment of existing facilities working closely with subsidiaries and monitoring risks.

The committee raised the airport runway extension and the IHL Statement of Intent.

Attachments

- 1 1982984479-5750 Infrastructure Holdings Limited Presentation to Joint Committee 28Mar2023

10. Exclusion of the Public

Recommendation

That the Joint Committee

- 1. Excludes the public from the following parts of the proceedings of this meeting.***
- 2. The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:***

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
1	Joint Committee Meeting - Confidential Minutes - 29 November 2022	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7.	The withholding of the information is necessary: <ul style="list-style-type: none"> Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

The meeting went into confidential session at 12:08p.m. and resumed in public session at 12.09p.m.

The only business transacted in confidential session was to confirm the minutes. In accordance with the Local Government Official Information and Meetings Act, no reason for withholding this information from the

public exists, therefore this business has been recorded in the open minutes.

Resolved JC/2023/003

That the Joint Committee of Tasman District and Nelson City Councils

1. *Confirms the minutes of part of the meeting of the Joint Committee of Tasman District and Nelson City Councils, held with the public excluded on 29 November 2022, as a true and correct record.*

Brand/Maru

Carried

There being no further business the meeting ended at 12.09p.m.

Confirmed as a correct record of proceedings by resolution on (date)

Resolved



Joint Committee of Tasman District and Nelson City Councils

14 November 2023

Report Title: Chairperson's Report
Report Author: Hon Dr Nick Smith - Mayor
Report Number: R28139

1. Purpose of Report

- 1.1 To enable the Joint Committee to consider the issue of speed management, and the outcomes of the recent Joint Nelson Tasman Regional Transport Committee decision regarding consultation on a speed management plan taking into account the potential implications of a change of central government policy for the Nelson Tasman region and to ensure the consultation process is better timed and better informed by government policy.

2. Recommendation

That the Joint Committee of Tasman District and Nelson City Councils

- 1. Receives the report Chairperson's Report (R28139); and***
- 2. Requests the Co-Chairs of the Joint Committee of Nelson and Tasman Councils write to the Joint Nelson Tasman Regional Transport Committee seeking deferral of the consultation on the Joint Nelson Tasman Speed Management Plan until the New Year, noting inconvenience of the published closure date of 07 January 2024, the change of government and public policy around speed limits and the potential withdrawal of funding for implementing any outcomes from the consultation; and***
- 3. Requests that the Mayors of Nelson and Tasman urgently write to the Minister of Transport as soon as possible after appointment seeking clarity on government policy with respect to road speed limits so***

the Nelson Tasman Speed Management Plan can occur with a greater degree of certainty.

3. Background

3.1 The Joint Nelson Tasman Regional Transport Committee on 27 October resolved:

NTRTC23-10-6

That the Joint Nelson Tasman Regional Transport Committee:

- 1. receives the Joint Nelson Tasman Speed Management Plan Consultation report; and*
- 2. approves public consultation on the following four urban options:*
 - Option A: Do Minimum – Outside schools;*
 - Option B: 30km/h in school zones, town centres, and tourist areas;*
 - Option C: 40km/h on local urban streets;*
 - Option D: 30km/h on local urban streets; and*
- 3. approves consultation on the following four rural options:*
 - Option 1: Do Minimum – Outside Schools and change existing 70km/h areas;*
 - Option 2: 60km/h in rural residential areas and winding and / or narrow unsealed roads, 80km/h on high risk rural roads and adjacent roads;*
 - Option 3: 60km/h in rural residential areas, 80km/h elsewhere;*
 - Option 4: 60km/h in rural residential areas, all unsealed roads, and winding and narrow sealed roads, 80km/h elsewhere; and*
- 4. approves the Speed Management Engagement document (Attachment 1 to the agenda report) for consultation; and*
- 5. approves the draft Speed Management Plan for consultation (incorporating the preferred options for consultation in resolutions 6 and 7); and*
- 6. approves inclusion of urban option C in the draft Speed Management Plan; and*
- 7. approves inclusion of rural option 3 in the draft Speed Management Plan; and*

Item 6: Chairperson's Report

8. *notes that public consultation on the draft Speed Management Plan is required and agrees to the following elements of public consultation:*
 - a) *online material through Shape Tasman and Shape Nelson, including a maps viewer showing current speed limits and speed limits under the different options;*
 - b) *hard copy material in libraries and service centres;*
 - c) *drop in sessions at libraries;*
 - d) *attendance at Nelson Market and Community Association and Board Meetings;*
 - e) *advertising in print and on radio;*
 - f) *material in Newsline and Our Nelson; and*
9. *approves consultation commencing before 13 November 2023, for a period of at least five weeks; and*
10. *authorises staff to make changes to the Speed Management Engagement document and draft Speed Management Plan for consultation to reflect resolutions 2-9, and any minor changes, before consultation starts.*

- 3.2 Recent general election results have seen a change of government, to be made up of three parties all of whom have committed to a review of the previous government's speed management policies. The National Party, has said that "In our first 100 days we'll ...stop Labour's blanket speed limit reductions". ACT has stated that they "would ensure the next Government scraps the advice that is encouraging councils to lower speed limits, and instead tell councils to focus on what is right for communities - safe and efficient roads, not slowing people down and making society less productive", while NZ First policy is "Cancellation of Road to Zero with monies prioritised for local and regional road reengineering improvements to speed New Zealand up to 100 km/h and 110km/h, not slow it down".
- 3.3 The foreshadowed change in policy not only means the possibility of a new approach to speed management, but also means the potential withdrawal of funding for implementing the outcomes of engagement about speed management plans as currently planned.
- 3.4 It is recommended that the proposed public consultation on speed management for Nelson Tasman be deferred until such time as the incoming government has clarified its position on speed management policy and the Mayors of Tasman and Nelson will seek the earliest opportunity to get advice from the incoming minister about any new policy directions.

4. Conclusion

- 4.1 It is recommended that, taking into account the election policies of the parties comprising the new government, a hold be put on the consultation over speed management until such time as clarity on the new government's approach has been received.

Attachments

Nil

Item 7: Referral Report from the Joint Nelson Tasman Regional Transport Committee - Variation to the Te Tau Ihu Regional Land Transport Plan Proposed Changes



Joint Committee of Tasman District and Nelson City Councils

14 November 2023

Report Title: Referral Report from the Joint Nelson Tasman Regional Transport Committee - Variation to the Te Tau Ihu Regional Land Transport Plan Proposed Changes

Report Author: Jane Murray, Transportation Planning Advisor , Tasman District Council

Report Authoriser: Alec Louverdis - Group Manager Infrastructure

Report Number: R28120

1. Purpose of Report

- 1.1 To allow the Joint Committee to consider the recommendations of the 11 August 2023 Joint Nelson Tasman Regional Transport Committee meeting.

2. Summary

- 2.1 At its 11 August 2023 meeting, the Joint Regional Transport Committee resolved:

NTRTC23-08-4

That the Joint Nelson Tasman Regional Transport Committee

- 1. receives the Proposed Regional Land Transport Plan Changes August 2023 report; and*
- 2. recommends to the Joint Committee of Tasman District and Nelson City that it approve variations to the Te Tau Ihu Regional Land Transport Plan to include the following projects, starting in 2023/24:*
 - a) State Highway 60 Harley Road to Mapua Drive Median Barrier \$3m; and*

Item 7: Referral Report from the Joint Nelson Tasman Regional Transport Committee - Variation to the Te Tau Ihu Regional Land Transport Plan Proposed Changes

- b) *State Highway 60 Mapua Drive to Maisey Road Widening and Safety \$3m; and*
- c) *Nelson City Centre Bus Interchange as a significant project, \$5m (increase of \$3m).*

2.2 The Joint Nelson Tasman Regional Transport Committee requests that the Joint Committee of Tasman District and Nelson City receives the Proposed Regional Land Transport Plan Changes August 2023 report and approve variations to the Te Tau Ihu Regional Land Transport Plan to include the following projects, starting in 2023/24:

- 2.2.1 a) State Highway 60 Harley Road to Mapua Drive Median Barrier \$3m; and
- 2.2.2 b) State Highway 60 Mapua Drive to Maisey Road Widening and Safety \$3m; and
- 2.2.3 c) Nelson City Centre Bus Interchange as a significant project, \$5m (increase of \$3m).

2.3 The proposed changes:

- 2.3.1 The three variations sought relate to two safety projects on SH60 between Harley Road to Maisey Road, and to Nelson City Council's new bus interchange at Millers Acre.
- 2.3.2 **Project 1** - SH60 Harley Road to Mapua Drive Median Barrier 2.2 A 5 km section of SH60 from Harley Road to Tasman View Road has been selected for installation of a median barrier. A section of SH60 from Tasman View Road to Mapua Drive will be improved and a wide centreline installed. This work is likely to start under the current National Land Transport Plan 2021 and continue into the new National Land Transport Plan, to be established in 2024. The cost of the project is estimated at \$3m.
- 2.3.3 **Project 2** - SH60 Mapua Drive to Maisey Road Widening and Safety 2.2 Maintenance activities are planned from Mapua Drive to Maisey Road over the 2023/24 summer. Waka Kotahi wants to take this opportunity to improve the safety of the corridor by widening it, implementing a wide centreline, and potentially upgrading the side barrier. 1.3 The cost of the extra safety work is estimated at \$3m.
- 2.3.4 **Project 3** – New Nelson City Centre Bus Interchange 2.3 A new bus interchange in the Nelson City Centre at Millers Acre carpark is the preferred site to support the new bus services and future planned improvements over time. Whilst the cost of this project is not expected to be \$5m, the request to include this in the RLTP for \$5m is based on the upper limit of the RTC's significant policy.

Item 7: Referral Report from the Joint Nelson Tasman Regional Transport Committee - Variation to the Te Tau Ihu Regional Land Transport Plan Proposed Changes

2.3.5 Further details are in Attachment One (Proposed Regional Land Transport Plan Changes August 2023).

3. Recommendation

That the Joint Committee of Tasman District and Nelson City Councils

- 1. Receives the report Referral Report from the Joint Nelson Tasman Regional Transport Committee - Variation to the Te Tau Ihu Regional Land Transport Plan Proposed Changes (R28120) and its attachment (1982984479-6734); and***
- 2. Approve variations to the Te Tau Ihu Regional Land Transport Plan to include the following projects, starting in 2023/24:***
 - a. State Highway 60 Harley Road to Mapua Drive Median Barrier \$3m; and***
 - b. State Highway 60 Mapua Drive to Maisey Road Widening and Safety \$3m; and***
 - c. Nelson City Centre Bus Interchange as a significant project, \$5m (increase of \$3m).***

Attachments

Attachment 1: 1982984479-6734 Previous report to JNTRTC20230811 [↓](#)

11 August 2023

7.1 PROPOSED REGIONAL LAND TRANSPORT PLAN CHANGES AUGUST 2023

Report To:	Joint Nelson Tasman Regional Transport Committee
Meeting Date:	11 August 2023
Report Author:	Jane Murray, Transportation Planning Advisor; Dwayne Fletcher, Strategic Policy Manager
Report Authorisers:	Dwayne Fletcher, Strategic Policy Manager
Report Number:	RNTRTC23-08-2

1. Purpose of Report

- 1.1 To seek the Committee's recommendation to the Joint Committee of Nelson City and Tasman District (Joint Councils Committee) to vary the Te Tau Ihu Regional Land Transport Plan (RLTP). The variations are to include new projects in the RLTP, enabling Waka Kotahi to give them funding consideration.

2. Report Summary

- 2.1 The three variations sought relate to two safety projects on SH60 between Harley Road to Maisey Road, and to Nelson City Council's new bus interchange at Millers Acre.

Project 1 - SH60 Harley Road to Mapua Drive Median Barrier

- 2.2 A 5 km section of SH60 from Harley Road to Tasman View Road has been selected for installation of a median barrier. A section of SH60 from Tasman View Road to Mapua Drive will be improved and a wide centreline installed. This work is likely to start under the current National Land Transport Plan 2021 and continue into the new National Land Transport Plan, to be established in 2024. The cost of the project is estimated at \$3m.

Project 2 - SH60 Mapua Drive to Maisey Road Widening and Safety

- 2.2 Maintenance activities are planned from Mapua Drive to Maisey Road over the 2023/24 summer. Waka Kotahi wants to take this opportunity to improve the safety of the corridor by widening it, implementing a wide centreline, and potentially upgrading the side barrier.

- 1.3 The cost of the extra safety work is estimated at \$3m.

Project 3 – New Nelson City Centre Bus Interchange

- 2.3 A new bus interchange in the Nelson City Centre at Millars Acre carpark is the preferred site to support the new bus services and future planned improvements over time. The cost of this project is expected to be \$5 million, an increase of \$3m.

3. Recommendation

That the Joint Nelson Tasman Regional Transport Committee

- 1. receives the Proposed Regional Land Transport Plan Changes August 2023 report; and**



Joint Nelson Tasman Regional Transport Committee -

11 August 2023

PROPOSED REGIONAL LAND TRANSPORT PLAN CHANGES AUGUST 2023

2. recommends to the Joint Committee of Tasman District and Nelson City that it approve variations to the Te Tau Ihu Regional Land Transport Plan to include the following projects, starting in 2023/24:

- a) State Highway 60 Harley Road to Mapua Drive Median Barrier \$3m; and**
- b) State Highway 60 Mapua Drive to Maisey Road Widening and Safety \$3m; and**
- c) Nelson City Centre Bus Interchange as a significant project, \$5m (increase of \$3m).**

11 August 2023

PROPOSED REGIONAL LAND TRANSPORT PLAN CHANGES AUGUST 2023

Background and Discussion

State Highway 60 Safety Improvements

- 3.1 Weather events over the 2022/23 summer disrupted planned and future construction activities in the North Island. It is possible that the same disruptions will occur again in the same or different regions. To mitigate the impact of weather and unforeseen events, the Road to Zero programme has chosen to increase the number of projects under design in any given region; and in particular advance projects to construction in the South Island.
- 3.2 The SH60 corridor was chosen for acceleration based on three specific criteria:
 - 3.2.1 the death and serious injury (DSI) history and benefits realised from installing safety treatments;
 - 3.2.2 sections of corridor are available that can receive safety treatments without affecting residents; and
 - 3.2.3 planned network outcome contract chipseal/rehab locations over the 2023/24 summer provide the opportunity to combine work, minimise network disruption and reduce overall infrastructure delivery cost.
- 3.3 These criteria accompany longer term planning underway to continue the roll out of safety treatments along the wider corridor.
- 3.4 Between Harley Road and Tasman View Road, Waka Kotahi intends to install a median barrier, as signalled previously, and as planned for in last summer's reseal/repaint of the wide median.
- 3.5 Between Tasman View Road and Mapua Drive, Waka Kotahi intends to continue delivery of the wide centreline in preparation for future median barrier installation.
- 3.6 The corridor between Tasman View Road and Maisey Road is complex. Waka Kotahi is investigating options and will be talking to the Council, iwi, residents and road users before determining what changes may be made to improve safety. Some shoulder widening activities may be undertaken over the 2023/24 summer in conjunction with planned maintenance works to reduce infrastructure costs and minimise overall long term disruption. The side barrier may be upgraded at the same time.

Nelson City Bus Interchange

- 3.7 In 2020, consultants undertook an options assessment to determine the location of a new City Centre interchange to cater for the eBus services. The options assessment looked at several different locations around the city centre and assessed them against investment outcomes.
- 3.8 Based on the options assessment, the preferred option was a new interchange using a significant section of the Millars Acre carpark. The design included sheltered bus bays and using part of the building for a waiting room.
- 3.9 In September 2021, NCC and TDC awarded the bus services contract. Officers were able to discuss the with the new bus services operator and modify the concept design based on

11 August 2023

PROPOSED REGIONAL LAND TRANSPORT PLAN CHANGES AUGUST 2023

operational feedback. In addition, new NCC elected members wanted the scope of the project to expand to include interregional bus services as well as local bus services.

3.10 NCC has also recently purchased the adjoining site that will be used to provide carparking as part of the wider hub development.

3.11 The NCC 2021-31 Long Term Plan included a project in Low Cost, Low Risk funding category to modify Millers Acre, but the proposed changes will exceed the \$2M budget for the project to be included in the Low Cost, Low Risk funding category.

4. Analysis and Advice

State Highway 60 Improvements

4.1 Planned safety treatments for the corridor comprise wide centreline and median barrier treatments. These will be accompanied by new right turn bays on certain intersections.

4.2 All existing intersections will remain open. The median barrier will not be placed across intersections from Harley Road to Maisey Road.

4.3 There are only two accessways off the State Highway between Harley Road and Mapua Drive. One is access to a forestry block, the other a maintenance storage bay. Barrier breaks will be provided in these locations. No residents are affected.

4.4 There are accessways between Trafalgar Road and Bronte Road East (SH60 Mapua Drive to Maisey Road). Consultation is required with these landowners on safety treatment options.

4.5 There is one accessway between Stringer Road and Maisey Road. Consultation is required with this landowner on safety treatment options.

Nelson City Bus Interchange

1.1 Officers have undertaken work on the temporary Bridge Street City Centre Interchange to enable it to be used until the Millers Acre interchange is constructed and functioning.

1.2 The Bridge Street interchange is not the long-term location as it does not have the capacity to cater for additional buses that are planned in the future, nor any inter-regional buses.

1.3 NCC officers and consultants are completing a business case to support an application to Waka Kotahi for funding for the project.

1.4 Because the new Millers Acre bus interchange is now likely to exceed \$2M, the project needs to be identified in the RLTP as a 'Significant Activity' to be eligible for Waka Kotahi co-funding.

1.5 The work that will be undertaken in this financial year (2023/24) is likely to be pre-implementation. This will include investigation, design and consenting. The implementation (construction) will likely fall in the 2024/25 financial year. The cost to undertake the pre-implementation phase is assessed to be \$356,000

1.6 NCC officers recommend that RTC approve the inclusion of \$356,000 into the RLTP 2021-31 for pre-implementation works on the Nelson City Centre Millers Acre Interchange.

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PROPOSED REGIONAL LAND TRANSPORT PLAN CHANGES AUGUST 2023

5. Options

5.1 The options are outlined in the following table:

Option 1: Recommend approval of all projects for inclusion in the RLTP 2021-31	
Advantages	<p>SH60 safety improvements:</p> <ul style="list-style-type: none"> Physical separation of traffic lanes and reduction in DSIs in location where residents are not affected. Improved separation between traffic lanes without affecting access. <p>NCC interchange:</p> <ul style="list-style-type: none"> Progress the Nelson City Centre interchange
Risks and Disadvantages	<p>SH60 safety improvements:</p> <ul style="list-style-type: none"> No material disadvantages. Access issues will be worked through the design. <p>NCC interchange:</p> <ul style="list-style-type: none"> No material disadvantages.
Option 2: Recommend approval of some of the projects for inclusion in the RLTP 2021-31	
See the advantages and disadvantages for each of the projects above and below.	
Option 3: Do not recommend any projects for inclusion in the RLTP 2021-31	
Advantages	<p>SH60 safety improvements:</p> <ul style="list-style-type: none"> No material advantages. <p>NCC interchange:</p> <ul style="list-style-type: none"> Use city centre interchange funding for something else.
Disadvantages	<p>SH60 safety improvements:</p>

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	<ul style="list-style-type: none"> • Miss important opportunity to improve safety on local State Highway network. • Potential for speed limit to be lowered in the future as alternative to improve safety. <p>NCC interchange:</p> <ul style="list-style-type: none"> • Delay the Nelson city centre interchange by one year. • No opportunity for Waka Kotahi co-funding for the interchange.
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- 5.2 Option 1 is recommended. This is the pragmatic balance of safety treatments for the corridor in its current state and allows progression of the new interchange.

Considerations for Decision Making	
1. Consistency with Community Outcomes and Council Policy/Legal requirements	<p>All projects align and support addressing the key issues in the RLTP 2021-31.</p> <p>No legal input required or sought.</p> <p>The Joint RTC only has the power to recommend variations to the joint RLTP under sections 18D and 18B of the Land Transport Act 2003. In this case, the two councils have delegated authority for final approval to the Joint Councils Committee.</p>
2. Strategy and Risks	<p>Project 1</p> <p>2.1 Risks pertaining to delivery of Project 1 are considered minor. The wide centreline is already painted on a majority of the corridor in preparation for installation of the median barrier. Continuation of the wide centreline to Mapua Drive requires minor shoulder widening on corners and changes to the side barrier. An informal road (land that is not road reserve) does intersect with the State Highway. This piece of land is owned by Waka Kotahi and should this intersection be made left in and left out, the recommendation is that Waka Kotahi consult with affected communities that currently use this informal section of Stagecoach Road.</p> <p>Project 2</p> <p>2.2 Risks are higher due to both the presence of accessways as well as the nature of the works causing some level of disruption. The network outcome contract will be undertaking planned maintenance work</p>

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<p>between Mapua Drive to Maisey Road and Waka Kotahi will seek to undertake associated works at the same time to minimize future disruptions.</p>
<p>Project 3</p> <p>2.3 Most of the risks associated with Millars Acre are associated with interest in public transport or loss of parking. NCC officers have already had conversations with the highest impacted businesses surrounding Millars Acre. The purchase of the communications property on Halifax Street, is a significant step in reducing some of the risks around parking.</p>
<p>3. Financial impact/Budgetary implications</p> <p>Waka Kotahi proposes to spend up to \$6 million on two projects physical works within the region. This spending is funded via the Road to Zero Activity Class.</p> <p>Nelson City Council has budgeted for the 'local share' portion of the pre-implementation work. Inclusion of the project in the RLTP 2021-31 will allow Nelson City Council to apply for co-funding from Waka Kotahi.</p>
<p>4. Degree of significance and level of engagement</p> <p>Consultation on RLTP changes must be undertaken if a variation to the RLTP is 'significant' (s.18D(5) of the Act). What is 'significant' is determined by the Significance Policy adopted by the previous RTCs and included as Appendix D of the current RLTP. There are three variations being sought in this report. None of the variations exceed \$5m, or trigger one of the other reasons for being considered 'significant' under that policy. Consequently, the RTC can recommend the proposed changes for approval without first publicly consulting on them.</p> <p>Installation of a median barrier is a standard highway activity to improve road user safety. This activity is being undertaken in a location where residents are not affected.</p> <p>Waka Kotahi will place a single Communications and Engagement team across both projects for continuity in messaging. This team will support stakeholder engagement, prepare communications and ensure road users/residents are aware of any corridor activities.</p> <p>There will be a medium level of interest in reduction of parking at Millers Acre. NCC officers have already undertaken one-on-one conversations with key businesses surrounding Millars Acre carpark. Some of their feedback has already been incorporated into the current concept design. NCC will use the normal communication and engagement processes for a project of this significance as the project progresses.</p>
<p>5. Climate Impact</p> <p>Changes are being made to swales/drainage design in places to better manage heavier rainfall and reduce existing soil runoff seen on occasion into existing drains.</p>

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Nelson city centre is a key public transport destination with all routes using the interchange. The new interchange is vital to support Nelson and Tasman's aspirations to increase patronage on bus services, connection with other modes of transport and making the services user-friendly.
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6. Inclusion of Māori in the decision making process

Iwi engagement will be undertaken as part of design and consent activities for works planned between Tasman View Road and Maisey Road.
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6. Conclusion and Next Steps

- 7.1 This report seeks the committee's recommendation to vary the RLTP 2021-31 to incorporate projects (or project changes changes) that Waka Kotahi and Nelson City Council would like to start in the current financial year. Without the variations to the RLTP, these projects cannot be considered for funding by Waka Kotahi.
- 7.2 If the variations are approved by the Joint Council committee and the projects are approved for funding by Waka Kotahi:
- Waka Kotahi will proceed with the design and implementation of the safety improvements on SH60; and
 - Nelson City Council will start the design for the interchange once the business case is completed.

7. Attachments

Nil



Joint Committee of Tasman District and Nelson City Councils

14 November 2023

Report Title:	Future Development Strategy - Implementation Plan
Report Author:	Martin Kozinsky - Senior City Development Adviser
Report Authoriser:	Mandy Bishop - Group Manager Environmental Management
Report Number:	R28088

1. Purpose of Report

- 1.1 To adopt the Nelson Tasman Future Development Strategy Implementation Plan 2023 (the **Implementation Plan**).
- 1.2 To replace the 2020 Nelson City and Tasman District Councils Intensification Action Plans with the Implementation Plan.
- 1.3 To provide an update on the actions in the 2020 Intensification Action Plans that have been completed to date, and detail how any ongoing actions have been carried through to the Implementation Plan.

2. Report Summary

- 2.1 The Nelson Tasman Future Development Strategy (FDS) was adopted by the Nelson Tasman Joint Committee on the 29th August 2022. The FDS is a high-level strategy that identifies potential housing and business growth areas to meet anticipated demand within the Nelson Tasman urban environment and Tasman's rural towns over the next 30 years. The FDS is a requirement under the National Policy Statement on Urban Development 2020 (NPS UD) for tier 1 and tier 2 authorities. Nelson and Tasman are designated tier 2 authorities. The Nelson Tasman urban environment includes all land within Nelson City Council, and for Tasman includes Richmond, Brightwater, Wakefield, Māpua and Motueka.
- 2.2 The NPS UD states that every tier 1 and tier 2 authority must prepare and implement an implementation plan for its FDS, and the implementation plan must be updated annually. If a tier 2 authority consists of more than one local authority, the NPS UD requires the

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implementation plan to be prepared as a single document by all local authorities that jointly prepared the FDS.

- 2.3 The Implementation Plan outlines how the FDS will be implemented, by whom and timeframes for the actions identified in the plan. Meetings were held with council staff and external key stakeholders to inform the implementation actions detailed in section 3.0 of the Implementation Plan. The Implementation Plan pulls together existing public information on various Council and stakeholder plans, strategies and processes and clarifies how these implement the FDS. The only new information contained in the Implementation Plan is the indicative staging of FDS sites.
- 2.4 Section 4.0 of the Implementation Plan provides indicative staging of the FDS sites, detailing which sites are likely to be rezoned in the medium term (2024 to 2034) or long term (2035 to 2054). Staging is only indicative at this stage until the Long Term Plans (LTPs) are adopted in June 2024. There is also uncertainty around the potential new Water Services Entity's programming for the regions. Any change in the FDS site staging will be noted in the annual review of the Implementation Plan in 2024.
- 2.5 The Implementation Plan builds on and replaces each Council's Intensification Action Plan (2020). These Intensification Action Plans set out how the intensification objectives of the first 2019 FDS would be implemented. Some of the actions are ongoing and have been included in appendix 1 of the new FDS Implementation Plan. The completed actions are detailed in attachment 2 to this report.
- 2.6 A number of resolutions from the 29 August 2022 Joint Committee meeting are relevant to the preparation and monitoring of the Implementation Plan. These are identified in Appendix 2 to the Implementation Plan, with an update provided on each resolution.
- 2.7 The Implementation Plan will be reviewed annually and presented to the Joint Committee each year, to consider for adoption.

3. Recommendation

That the Joint Committee of Tasman District and Nelson City Councils

- 1. Receives the Future Development Strategy - Implementation Plan report (R28088), and its attachments (336940202-7815 and 336940202-7726); and***
- 2. Adopts the Nelson Tasman Future Development Strategy Annual Implementation Plan 2023 (336940202-7815); and***

3. ***Notes that the Nelson Tasman Future Development Strategy Annual Implementation Plan 2023 will be made publicly available on the Councils' websites; and***
4. ***Notes that the adoption of the Nelson Tasman Future Development Strategy Annual Implementation Plan 2023 (336940202-7815) has the effect of repealing and replacing the August 2020 Tasman District Council Intensification Action Plan and the September 2020 Nelson City Council Intensification Action Plan***

4. Background and Discussion

- 4.1 An FDS is a high-level strategy that identifies a spatial growth pattern and future housing and business sites over the next 30 years. The Nelson Tasman FDS provides the overarching housing and business land capacity for the region. The NPS UD (2020) encourages tier 2 local authorities to use the FDS to inform its LTP. Growth modelling occurs every 2-3 years for Councils' LTPs and provides latest estimates of demand for dwellings and business sites. The latest demand and land capacity situation forms part of the three yearly Nelson Tasman Housing and Business Assessment, which informs Councils' LTPs.
- 4.2 FDSs promote long term planning by setting out how a local authority will provide sufficient development capacity to meet demand over 30 years. An FDS assists with the integration of planning decisions, infrastructure planning and funding decisions.

2019 FDS and the 2020 Intensification Action Plans

- 4.3 The first Nelson Tasman FDS was prepared under the former National Policy Statement on Urban Development Capacity 2016 (NPS UDC) and adopted by the Nelson City and Tasman District Councils in July 2019. The 2019 FDS focused on providing residential capacity via intensification in the largest towns and city (Nelson, Stoke, Richmond, Brightwater, Wakefield, Motueka), while also providing for greenfield development in the region to enable a range of housing choices. As required by the NPS UDC (policy PC13), the 2019 FDS set out timing and sequencing of the FDS sites.
- 4.4 An FDS implementation plan was not required by the NPS UDC, however, both Councils voluntarily adopted Intensification Action Plans in 2020. These plans set out how the intensification objectives of the 2019 FDS would be implemented.
- 4.5 Attachment 2 to this report provides the actions in the 2020 Intensification Action Plans that have been completed. For the Tasman Intensification Action Plan, this includes actions to improve the public perception of medium density housing, actions to increase infrastructure for medium density housing and actions to reduce council costs for developers. For the Nelson Intensification Action Plan, this includes the

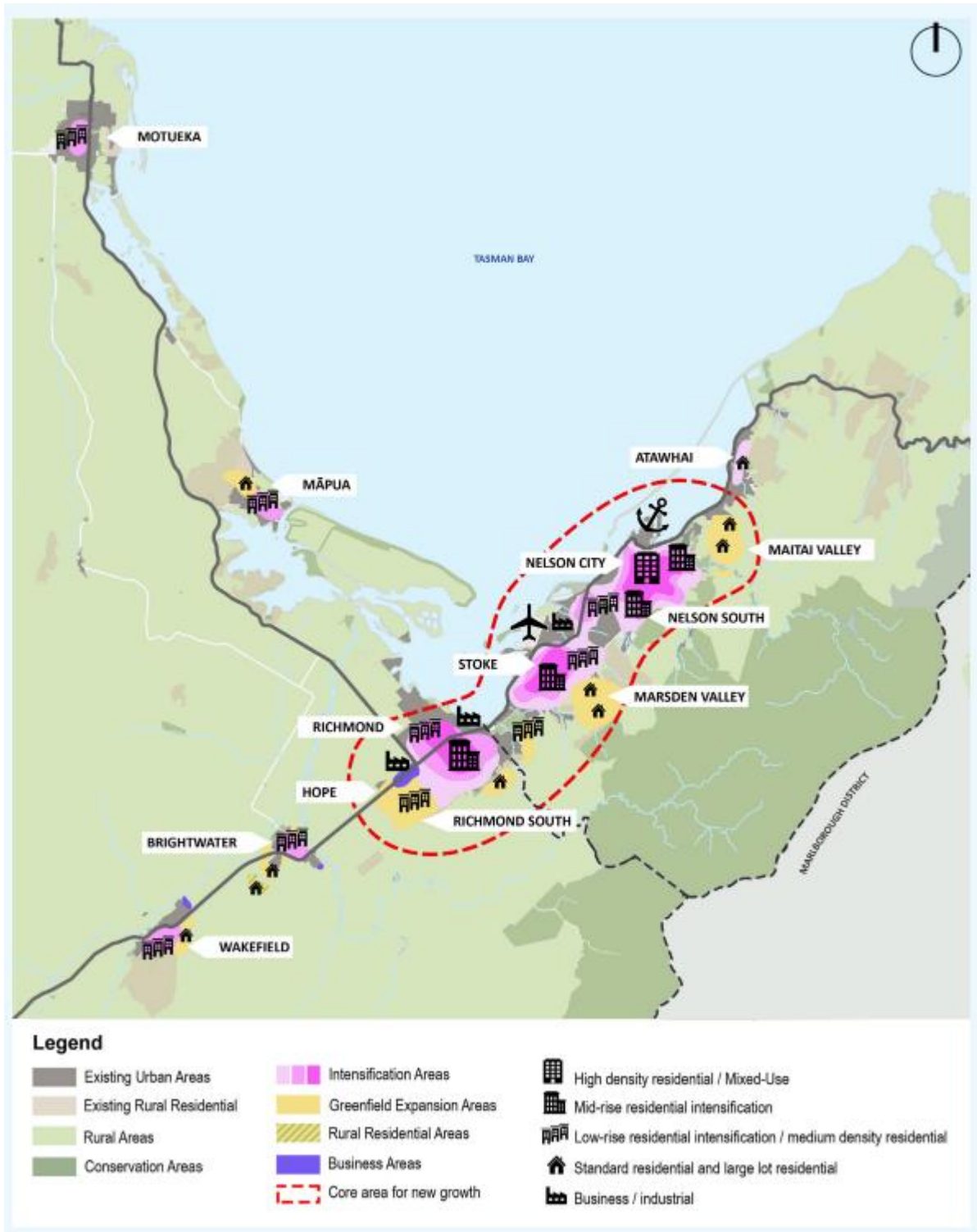
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promotion and facilitation of intensification activities and the rollout of key projects, such as Te Ara ō Whakatū and the Bridge Street Active Transport Corridor.

2022 FDS

- 4.6 The second Nelson Tasman FDS was prepared under the NPS UD (2020) and adopted by the Joint Committee of Nelson City and Tasman District Councils in August 2022. The FDS became effective from 19 September 2022. In summary, the 2022 FDS provides a spatial growth pattern which consolidates growth along the State Highway 6 corridor from Atawhai to Wakefield, focusing on Nelson, Stoke and Richmond. The FDS provides growth opportunities in Motueka and Māpua and some of Tasman's smaller rural towns that are experiencing acute housing problems.

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2022 FDS Growth Strategy

- 4.7 The NPS UD removed the requirement for an FDS to set out timing and sequencing of sites. The rationale for the removal was so councils could be more responsive to proposals by developers. While the 2022 FDS does not set out timing and sequencing of the FDS sites, the Implementation Plan does provide indicative staging of sites. Further details are provided below.

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- 4.8 The FDS was prepared using the special consultative procedure under the Local Government Act. The process gave the community the opportunity to provide input into the development of the FDS through submissions and a hearing.
- 4.9 The 2022 FDS was prepared in collaboration with Te Tauihu iwi and hapū, including the development of a statement of iwi and hapū values and aspirations for urban development. This statement was integral to the development of objectives for the FDS. Iwi and hapū also provided input into assessing all of the sites put forward for inclusion in the FDS. Section 2.1 of the Implementation Plan provides further details.
- 4.10 Section 15.3 of the 2022 FDS states that the FDS will be delivered through a comprehensive implementation plan jointly prepared by both Councils and notes some key actions that will be included. A number of resolutions from the 29 August 2022 Joint Committee meeting are relevant to the preparation of the Implementation Plan.
- 4.11 In summary, these resolutions noted/recommended:
- 4.11.1 preparation of principles to guide the staging of development areas
 - 4.11.2 consultation with infrastructure providers during the preparation of the implementation plan
 - 4.11.3 consideration of land aggregation to support the FDS intensification goals
 - 4.11.4 consideration of inclusionary zoning and plan provisions that require a range of section sizes through housing plan changes or reviews
 - 4.11.5 the importance of neighbourhood and structure plans
 - 4.11.6 consideration of ways to support the FDS intensification goals through land aggregations (including working with Kāinga Ora)
 - 4.11.7 alignment of the Councils' growth strategies, and
 - 4.11.8 monitoring requirements of the Implementation Plan.

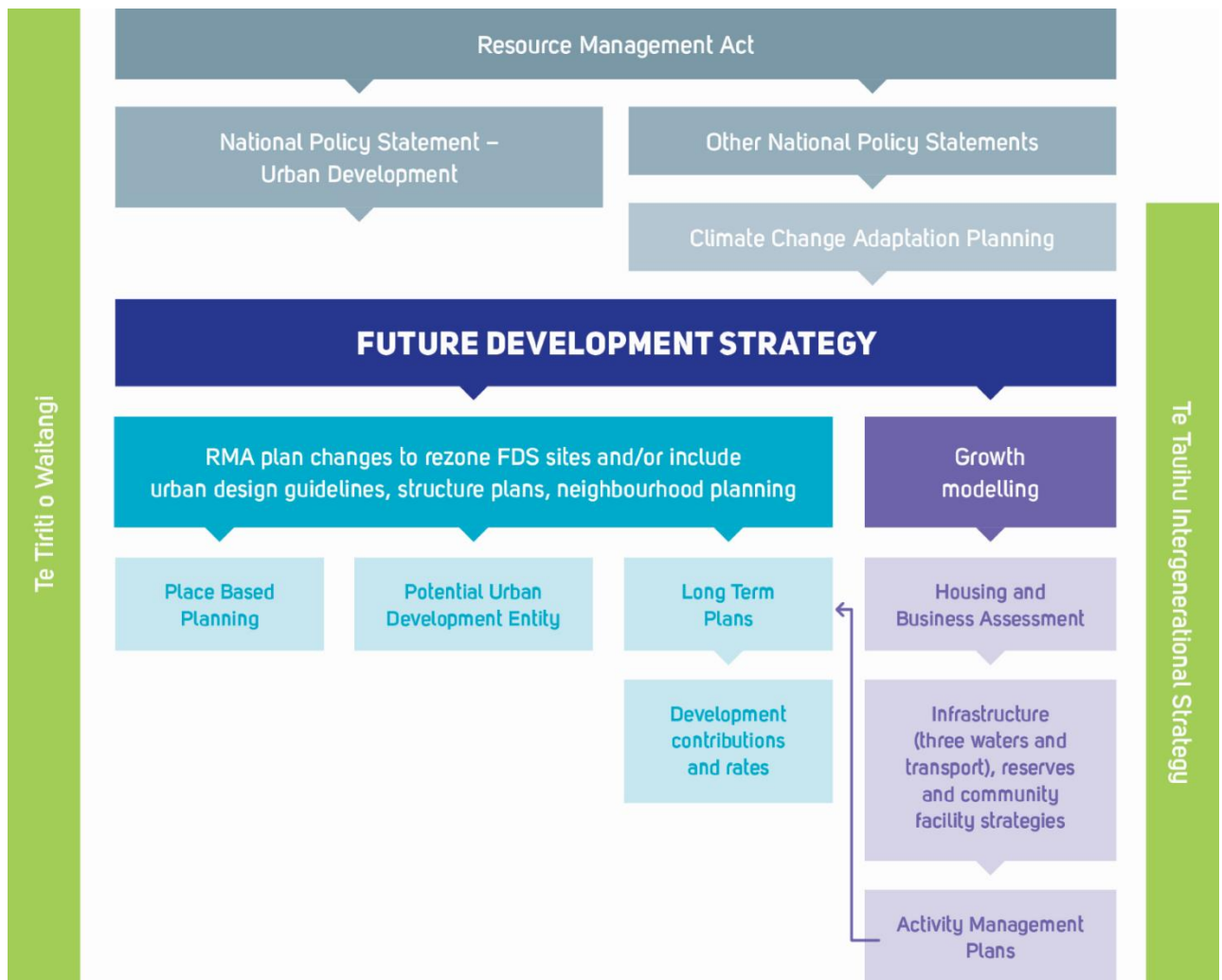
Implementation Plan

- 4.12 The NPS UD states that every tier 1 and tier 2 authority must prepare and implement an implementation plan for its FDS, and this implementation plan must be updated annually. The NPS UD also states that if a tier 2 authority consists of more than one local authority, the implementation plan must be prepared as a single document by all local authorities that jointly prepared the FDS. The Nelson City and Tasman District Councils have therefore prepared a joint Implementation Plan.

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- 4.13 The Implementation Plan outlines how the FDS will be implemented, by whom and timeframes for the same. Meetings were held with council staff and external key stakeholders including infrastructure providers, (as required by resolution (6) from the 29 August 22 Joint Committee meeting), to inform the actions detailed in section 3.0 of the Implementation Plan.
- 4.14 The FDS is regularly used by both Councils. Implementation tools detailed in the Implementation Plan include:
 - 4.14.1 structure plans
 - 4.14.2 neighbourhood plans
 - 4.14.3 plan changes to the Councils' unitary plans (for example, to rezone FDS sites)
 - 4.14.4 climate change adaptation planning
 - 4.14.5 investigating a place-based partnership with the Ministry of Housing & Urban Development
 - 4.14.6 growth modelling
 - 4.14.7 the Nelson Tasman Housing and Business Assessment 2024
 - 4.14.8 infrastructure strategies (water, wastewater, stormwater and transport) and plans
 - 4.14.9 reserves and community infrastructure strategies
 - 4.14.10 LTPs
 - 4.14.11 investigations into a potential Nelson Tasman Urban Entity to help deliver intensification
- 4.15 The flow chart below shows how the FDS informs many other Council plans and how it provides for an integrated approach to infrastructure and planning processes.

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- 4.16 The above process implements sections 30 and 31 of the Resource Management Act which require regional and territorial authorities to provide sufficient capacity to meet expected housing and business land demand in their urban environments.
- 4.17 Some examples of the tools used by key stakeholders to implement the FDS include:
- 4.17.1 Waka Kotahi's Nelson Future Access Study and Richmond Programme Business Case
 - 4.17.2 Te Tāhuhu o te Mātauranga (Ministry of Education's) investigations into capacity of its school catchments to provide for growth
 - 4.17.3 Te Whatu Ora Nelson Marlborough's Nelson hospital redevelopment Project
 - 4.17.4 Hauora Matua ki Te Tai Aorere (Nelson Bays Primary Health) planning for pharmacies to provide more services, specialist

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clinics establishing and creation of GP hubs, as well as the provision of a dedicated GP practice for Māori patients

- 4.17.5 Kāinga Ora's Public Housing plan 2021-2026
- 4.17.6 NRDA's regional collaboration and briefings to Ministers
- 4.17.7 Nelson Regional Sewerage Business Unit's 50 year masterplan
- 4.17.8 MHUD's involvement with the Councils' scoping exercise to implement the new Resource Management system
- 4.17.9 Network Tasman's planned new and upgraded substations in Brightwater and Hope to provide for increased electricity capacity
- 4.18 Section 4.0 of the Implementation Plan provides indicative staging of the FDS sites, detailing which sites are likely to be rezoned in the medium term (2024 to 2034) or long term (2035 to 2054). Staging is indicative at this stage due to potential changes to the content of the LTPs following consultation, and the uncertainty around the potential new Water Services Entity's programming for the regions. Any changes in the FDS site staging will be noted in the annual review of the Implementation Plan.
- 4.19 Section 3.0 of the Implementation Plan outlines which FDS sites have recently gone through, or are currently going through a plan change process to be rezoned. This includes Nelson City Council's recently notified Plan Change 29 to implement the intensification objectives of the FDS. Other examples include Tasman District Council Plan Changes (now operative), to rezone FDS sites in St Arnaud, Brightwater and Murchison.
- 4.20 Monitoring is a critical component of implementing the FDS. It will be important to understand the location and scale of growth over time once sites are implemented and compare this with the housing and business capacity that the FDS envisages. Monitoring will inform changes to future development capacity e.g. the proportion of serviced greenfield versus intensification sites. It will also inform subsequent adjustments to the future planning and funding decisions of infrastructure providers, including the two Councils'.
- 4.21 Overall, the Implementation Plan provides the community and stakeholders with clarity and transparency on how the 2022 FDS will be implemented and monitored and the associated timeframes. The plan also addresses risks and limitations.

5. Options

- 5.1 The Joint Committee of Nelson City and Tasman District has the option of adopting, or not adopting the implementation plan or amending the Implementation Plan before adoption. Council officers recommend that option one, approval of the Implementation Plan, be adopted.

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Option 1: Adopt the Implementation Plan - recommended	
Advantages	<p>Ensures compliance with the NPS-UD 2020 which requires tier 2 local authorities that share jurisdiction over an urban environment to work together to prepare and implement a joint implementation plan.</p> <p>Provides the community with a single plan which provides clarity over how the FDS is being used and implemented across both Councils and by stakeholders. Provides the community with an update on work that has been done to date to implement the 2022 FDS and the 2020 intensification action plans.</p>
Risks and Disadvantages	<p>Uncertainty currently exists over the future of three water infrastructure (stormwater, wastewater and water) and whether its management will transition to new entities outside of the Councils. This infrastructure and the management of the same is key for implementing the FDS. Further, there is uncertainty over the new Natural and Built Environment Act and Spatial Planning Act and when the FDS (and therefore also the Implementation Plan) may be replaced by a new Regional Spatial Strategy. These risks have been outlined in Section 6.0 of the Implementation Plan.</p> <p>The Implementation Plan will be reviewed annually, therefore, those risks outlined in Section 6.0 of the Implementation Plan will be reassessed. There is no risk associated with the decision to adopt the Implementation Plan.</p>
Option 2: Amend the Implementation Plan	
Advantages	<p>Gives the Nelson Tasman Joint Committee the opportunity to include any additional implementation actions that are considered key to implement the FDS.</p>
Risks and Disadvantages	<p>Depending on the scope of the amendments, risk delaying the adoption of the Implementation Plan. The Implementation Plan is already later than originally envisaged.</p> <p>Although the NPS-UD 2020 does not set out timeframes for adopting an Implementation Plan, it states that implementation plans shall be reviewed annually. This implies that councils should adopt their implementation plan shortly after the preparation of an FDS. Given the Nelson Tasman FDS came into effect from the 19 September 2022 (over a year ago) there is some</p>

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	urgency to adopt the Implementation Plan. Further, some stakeholders are awaiting the release of the Implementation Plan, (with specific regard to information on the indicative staging of FDS sites) to help inform their work programmes.
Option 3: Do not adopt the Implementation Plan	
Advantages	None.
Risks and Disadvantages	<p>If an Implementation Plan is not adopted:</p> <ul style="list-style-type: none"> • The Councils will be noncompliant with the NPS-UD 2020; and • The Councils would not accord with the resolutions of the Joint Committee (resolutions (5)(6) and (13) which all refer to the preparation of an implementation plan and its contents) of the 29th of August 2022; and • Stakeholders and the community would not be provided with a single plan that shows how the FDS will be implemented and monitored.

Important considerations for decision making

6.1 Fit with Purpose of Local Government

The matters in this report sit alongside and support the Nelson City and Tasman District Councils' work to provide capacity for future housing and business growth. The report discusses the Government's requirements for local authorities' growth planning as set out in sections 30 and 31 of the RMA and the NPS UD 2020.

Overall, the Implementation Plan clarifies the processes that the Councils will undertake to ensure sufficient housing and business land capacity is provided to meet demand.

6.2 Consistency with Community Outcomes and Council Policy

- Our region is supported by an innovative and sustainable economy.

6.3 Risk

The Implementation Plan will be reviewed and updated annually to continue to provide the community and stakeholders with the most up to date information on how the FDS is being implemented and associated timeframes.

The FDS itself indicated that an Implementation Plan would be developed. The FDS followed the special consultative procedure (set

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	<p>out in Section 83 of the Local Government Act 2002). The community was provided with the opportunity to submit and appear at the hearing on all aspects of the draft FDS, including the details provided on what an implementation plan would include. There is low risk associated with the recommendation to adopt the Implementation Plan.</p>
6.4 Financial impact	<p>There are no direct budgetary or financial implication for the Councils arising from making the decision to adopt the Implementation Plan. Consideration of the costs of various implementation measures set out in the Implementation Plan will continue as part of developing the Long Term Plans 2024 – 2034.</p> <p>There is sufficient staffing to undertake the annual review of the Implementation Plan.</p>
6.5 Degree of significance and level of engagement	<p>This matter is of low significance because the Implementation Plan does not have the effect of an FDS (as stated in Clause 3.18 of the NPS UD 2020). Therefore, there is no need for formal engagement. Further, the NPS UD 2020 states that an Implementation Plan does not need to be prepared using the same consultation and engagement requirements undertaken for the preparation of the FDS.</p> <p>For completeness, during the preparation of this Implementation Plan Council officers held a number of informal meetings with key stakeholders in the region between August and October 2023 to understand how they use the FDS for their workstreams. This is consistent with resolution (6) of the report of the 29 August 2022 Joint Committee. Information from these stakeholder meetings is included in the Implementation Plan.</p>
6.6 Climate Impact	<p>Section 3.7 of the Implementation Plan provides details on the climate change adaptation planning being undertaken by both Councils, and timeframes for the same. The FDS itself addressed climate change in its consideration of minimising greenhouse gas emissions and treatment of the risks associated with coastal hazard relating to sea level rise.</p>
6.7 Inclusion of Māori in the decision making process	<p>No engagement with Māori has been undertaken in preparing this Implementation Plan. However, extensive ngā iwi engagement was undertaken to develop the FDS, including a statement of iwi and hapū values and aspirations for urban development informing the FDS's objectives. Section 2.1 of the Implementation Plan details how ngā iwi and hapū aspirations will continue to be implemented by both Councils</p>

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and various stakeholders by ongoing engagement on all relevant projects.

6.8 Delegations

The Joint Committee of Tasman District and Nelson City Council has the following delegations to consider the Implementation Plan

Areas of Responsibility:

a) Implementation of the Nelson Tasman Future Development Strategy

Powers to Decide:

b) To adopt, approve, review and amend the Nelson Tasman Future Development Strategy and Implementation Plan.

7. Conclusion and Next Steps

- 7.1 Once adopted, the Implementation Plan will be uploaded to the Councils' websites.
- 7.2 The Implementation Plan will supersede the Nelson City and Tasman District Council 2020 Intensification Action Plans. Both Council websites will reflect this.
- 7.3 The Implementation Plan will be reviewed annually with an update on progress provided to the Joint Committee each year for adoption.

Attachments

Attachment 1: 336940202-7815 Nelson Tasman Future Development Strategy Implementation Plan 2023 [↓](#)

Attachment 2: 336940202-7726 Intensification Action Plan completed actions [↓](#)

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NELSON TASMAN FUTURE DEVELOPMENT STRATEGY **IMPLEMENTATION PLAN 2023**



Nelson
City Council

Te Kaunihera o
Whakatū



tasman
district council

Te Kaunihera o
te tai o Aorere

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EXECUTIVE SUMMARY

The Nelson Tasman Future Development Strategy Implementation Plan 2023 provides an overview of the Councils' and stakeholder's actions required to implement the Nelson Tasman Future Development Strategy 2022–2052 (FDS). The Implementation Plan also provides indicative staging of FDS sites and outlines the monitoring that will inform the next review of the Implementation Plan. The Implementation Plan is requirement under the National Policy Statement on Urban Development 2020 (NPS UD).

Table 1 below summarises the key actions that are needed to implement the FDS. These have been grouped into key actions being undertaken jointly by Nelson City Council and Tasman District Council, those actions being undertaken independently by each Council and implementation actions being undertaken by key stakeholders. Further information on these actions to implement the FDS is detailed in Section 3.0 of this Implementation Plan.

Table 1. Summary of FDS implementation key actions by the Councils and key stakeholders

Council department responsible	Key action	Expected timescale
NELSON CITY COUNCIL (NCC) AND TASMAN DISTRICT COUNCIL (TDC) COMBINED		
NCC – City Development TDC – Environmental Policy	Implement monitoring and reporting measures identified in the FDS (see Appendix 2) and under the National Policy Statement on Urban Development	Annual
NCC – City Development TDC – Environmental Policy	Complete the Nelson Tasman Housing and Business Capacity Assessment	June 2024
NCC – City Development TDC – Environmental Policy	Investigate a Place Based Partnership with the Ministry of Housing and Urban Development	Ongoing conversations 2023
NCC – City Development TDC – Community Policy	Investigate an Urban Development Entity	By January 2024
NCC – Climate Change TDC – Strategic and Environmental Policy	Prepare the Regional Climate Change Risk Assessment	Completed mid 2024
NCC – Transport TDC – Service and Strategy (transport) and Community Infrastructure	Regional Land Transport Plan review (programme update)	Completed 2024
NCC – Transport TDC – Service and Strategy (transport) and Community Infrastructure	Regional Public Transport Plan review	Completed 2024
NCC – Transport TDC – Service and Strategy (transport) and Community Infrastructure	Nelson Tasman Speed Management Plan	Development of the Plan commencing late 2023 Implementation of the Plan commencing mid 2024
NCC – Waters and Waste TDC – Waste teams	Review of 2019 Joint Waste Management and Minimisation Plan	2024
NCC – Parks and Facilities TDC – Reserves and Facilities	Progression of the new joint regional cemetery	Short to medium term

336940202-7815

Council department responsible	Key action	Expected timescale
NELSON CITY COUNCIL		
Environmental Planning	Plan Change 29 – Housing and Hazards Plan Change	Notified August 2023
Environmental Planning	Plan Change 31 – The Junction	Notified August 2023
Climate Change	Commence development of adaptation options and pathways with communities effected by climate change	Commencing 2024
City Development and Planning	Undertake neighbourhood plans for priority intensification areas	Commencing 2024
Transport	Investigate priority lanes as part of the Nelson Future Access projects	Next 3 to 5 years
Transport	Undertake intersection upgrades to enable intensification	Next 3 to 5 years
City Development and Parks and Facilities	Deliver a city centre play space	To be completed by 2027
City Development and Transport	Deliver Bridge Street linear park upgrade	To be completed by 2027
City Development and Property	Facilitate exemplar housing project with Kāinga Ora at 69 to 101 Achilles Ave and 42 Rutherford Street	To be completed by 2027
All departments	Adopt Long Term Plan 2024 – 2034, including information on infrastructure budget (three waters, transport, reserves and community facilities) to provide capacity for growth	June 2024
TASMAN DISTRICT COUNCIL		
Environmental Policy	Develop the Māpua Masterplan (includes planning for FDS sites T-11, T-33 and T-42)	Completed by mid to late 2024
Environmental Policy	Develop the Richmond Structure Plan	Completed by early 2024
Environmental Policy	Plan Change 76 to the Tasman Resource Management Plan (TRMP) – Wakefield (rezoning FDS site T-107)	Operative by the end of 2024
Environmental Policy	Plan change 80 to the TRMP – Motueka West (rezoning FDS site T-190)	Operative by the end of 2024
Environmental Policy	Urban Plan Change to the TRMP to reassess and rezone appropriate FDS sites needed in the medium term	Scoping complete end of 2023; plan changes to be progressed through 2024
Environmental Policy	Scoping the updating and expansion of urban design guidance	Scoping in 2024
Environmental Policy	Assisting ngā iwi with the development of a new Māori Urban Design Framework	Completed by 2024
Environmental Policy	Investigating feasibility of introducing inclusionary zoning to the TRMP	2024 – 2027



Council department responsible	Key action	Expected timescale
Environmental Policy and Community Policy	Finalise updated Growth model to inform Housing and Business Assessment and Long Term Plan 2024 – 2034	June 2024
All departments	Adopt Long Term Plan 2024 – 2034, including information on infrastructure budget (three waters, transport, reserves and community facilities) to provide capacity for growth	June 2024
Service and Strategy	Climate Change Adaptation Planning – scope natural hazards and climate adaptation work programme	Completed by the end of 2023
Service and Strategy	Climate Change Adaptation Planning– Working with ngā iwi and the community, consider issues and options, and responses via new resource management plan, to ensure new development is not in harm's way	Next 3 years
Service and Strategy (transport) and Community Infrastructure	Walking and Cycling Strategy projects	Completed mid 2024
Community Infrastructure (reserves)	Open Space Strategy review	Commencing 2025/2026
Community Infrastructure (reserves)	Feasibility study for new community hub in Tapawera	Complete end 2023
Community Infrastructure	New or upgraded community facilities for Waimea South (Brightwater and Wakefield) and Motueka	Medium term

KEY STAKEHOLDERS

Key action	Expected timescale
WAKA KOTAHI	
Richmond Programme Business Case projects	2022 – 2050
Nelson Future Access Study projects	2022 – 2048
TE TĀHUHU O TE MĀTAURANGA (MINISTRY OF EDUCATION)	
Investigating new schools to provide for growth	Ongoing
Engagement with Councils on Plan Changes and Structure Plans (such as Richmond South Structure Plan)	Ongoing
HAUORA MATUA KI TE TAI AORERE (NELSON BAYS PRIMARY HEALTH)	
Planning for growth by consideration of pharmacies providing more health services; specialist clinics establishing in growth areas; and creating General Practitioner (GP) hubs providing a wider range of services	Next 5 – 10 years
Planning for provision of a dedicated GP practice for Māori patients	Short term
TE WHATU ORA NELSON MARLBOROUGH	
Redevelopment of Nelson Hospital Acute Services Building	Completed by 2031
Full hospital redevelopment and refurbishment	Completed by 2033
Investigate a Nelson Tasman locality as part of wider health system reforms	Short term

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Key action	Expected timescale
TRANSPower NEW ZEALAND	
Continued engagement with Councils on Plan Changes and Structure Plans	Ongoing
Annual transmission planning report	Annually
NETWORK TASMAN LIMITED	
Constructing new, and upgrading substations to provide for growth (Brightwater, Hope, and Motueka)	Next 5 years
Monitoring demand from electric vehicles closely to determine if further substation upgrades are required	Next 5 years
Accommodate renewable infrastructure where capacity exists to connect to the grid	Ongoing
KĀINGA ORA	
Implement the Public Housing Plan 2021 – 2026, including renewal of existing stock by intensification and provision of new housing on greenfield sites	Short term
Work closely with NCC and TDC to monitor delivery of IAF-funded infrastructure projects in Nelson city and Motueka, which are expected to enable new housing in the region	Medium term
NELSON REGIONAL DEVELOPMENT AGENCY (NRDA)	
Annual briefing to Ministers to outline regional priorities	Annual
Regional collaboration on the Kōkiri Forum – economic development plan post Covid	Ongoing
NELSON REGIONAL SEWERAGE BUSINESS UNIT	
Adopt 50 year Masterplan	Short term
Develop a Regional Wastewater Philosophy	Short to medium term
Procure land for new wastewater treatment plant to replace Bell Island	Medium term
MINISTRY OF HOUSING AND URBAN DEVELOPMENT	
Engagement with Councils on Plan Changes and Structure Plans	Ongoing
On reference group with MfE for the scoping exercise for Tasman and Nelson to implement the new resource management system	Initial stage complete end 2023
Scoping a potential place-based partnership with both Councils	Conversations ongoing 2023
Facilitate housing outcomes through various funding and support schemes	Ongoing



1 PURPOSE

The Nelson Tasman Future Development Strategy Implementation Plan 2023 (the **Implementation Plan**) for the FDS is a mandatory requirement under the National Policy Statement on Urban Development (NPS UD).

The Nelson Tasman tier 2 urban environment comprises parts of two Local Authorities. This Implementation Plan has been prepared jointly and will be reviewed and updated annually.

The Implementation Plan outlines how the FDS will be implemented over the short, medium and long term. Implementation of the FDS will span at least 30 years, involving multiple parties, working with ngā iwi and further community consultation.

2 FDS BACKGROUND

A FDS is a 30-year high level strategic plan that indicates potential sites in our region for future housing and business growth.

The first Nelson Tasman FDS was prepared under the National Policy Statement on Urban Development Capacity 2016 (NPS UDC) and adopted by the Nelson City and Tasman District Councils in July 2019. The 2019 FDS became intrinsic to long term strategic planning by both Councils.

An implementation plan was not formally prepared for the 2019 FDS as it was not required by the NPS UDC. However, Intensification Action Plans were voluntarily adopted by each Council in 2020 with the purpose of setting out how the intensification objectives of the 2019 FDS would be implemented, including incentivising intensification of housing. Many actions have been completed, but outstanding actions of the 2020 Intensification Action Plans have been carried forward into this Implementation Plan and an update on progress is provided in Appendix 1. This FDS Implementation Plan supersedes the 2020 Intensification Action Plans.

The second Nelson Tasman FDS was prepared under the NPS UD and adopted by the Nelson City and Tasman District Councils in August 2022. The FDS became effective from the 19 September 2022. Resolutions of the Joint Committee of 29 August 2022, relevant to the Implementation Plan are provided in Appendix 2 with an update against each.

As discussed further in Section 3.0 of this Plan, the FDS is regularly used to inform Councils' projects, plans and strategies. Section 3.3.1 of this Plan sets out how the FDS is used to inform Councils' growth modelling, infrastructure strategies and funding decisions, which directly inform the Councils' LTPs.

2.1 IWI AND HAPŪ VALUES AND ASPIRATIONS

The FDS was prepared in collaboration with Te Taihū iwi and hapū. Figure 1 (on page 8) shows the statement of hapū and iwi values and aspirations for urban development included in the FDS (as required by the NPS UD).¹

Iwi and hapū values and aspirations for urban development were drafted by a number of iwi and hapū including: Ngāti Apa ki te Rā Tō, Te Ātiawa o Te Waka-a-Māui, Te Rūnanga o Ngāti Rārua, Ngāti Tama, Rangitāne o Wairau and Manawhenua ki Mohua (MKM). MKM is an iwi mandated entity representing Ngāti Tama, Ngāti Rārua and Te Ātiawa within the area defined as Mohua (Golden Bay catchment) and Kahurangi National Park area. Whānau from Te Āwhina Marae and Onetahua Marae also contributed and the drafts were circulated to all iwi for contributions.

¹As stated in the FDS document, there was not full consensus amongst iwi and hapū on this statement and it does not represent a completely shared view of whānau, hapū and iwi. However, this statement has fed into the FDS objectives and overall Strategy.

These values include partnership between Tangata Whenua and the Councils, working in a Te Tiriti o Waitangi partnership to achieve their shared goals when implementing urban development.

These iwi and hapū aspirations will continue to be implemented by both the Councils and various stakeholders through ongoing engagement with iwi and hapū on all relevant projects.

The Te Tauhihi Intergenerational Strategy, Iwi Management Plans, ongoing hui with ngā iwi, background research into previous conversations with ngā iwi and information gathered by the Councils on the natural environment (such as waterways and waterbodies) are all used to inform and develop the Councils' projects, plans and strategies. These tools ensure that the Te Pae Tawhiti (vision), Te Kaupapa (mission), Ngā Whainga (desired goals) and Ngā Tikanga (values) (outlined in Figure 1 below) can be reflected in the Councils' work.

An example is the recent Plan Change 75 to the TRMP, to rezone FDS site T-05 in Brightwater. This Plan Change to enable further growth in Brightwater included conversations with ngā iwi to ensure the Pitfure stream

is protected and enhanced from the effects of urban development. Measures included an indicative reserve to contribute to Te Mana o te Wai by ensuring that any new housing will be setback from the river and will promote public access to, and care for, the waterway.

In Nelson, an Iwi Working Group was established to enable Nelson City Council to engage with iwi authorities on the Whakamahere Whakatū Nelson Plan (currently on hold), and more recently, the Housing and Hazards Plan Change 29 to the Nelson Resource Management Plan (NRMP). These conversations have led to amendments to the papakāinga provisions aimed at making it easier for iwi to undertake these types of development.

The Māori Urban Design Framework currently being developed (discussed in Section 3.2.3) has sought specific technical knowledge and expertise required to reflect ngā iwi values and aspirations.

As discussed further in Section 3.9, stakeholders engage with local ngā iwi and hapū on a project-by-project basis, and the extent is dependent on the scope and scale of works.

Figure 1. Statement of iwi and hapū values and aspirations for urban development



2.2 FDS OBJECTIVES

The FDS is guided by 11 objectives (listed in Figure 2 below) that set out how the Councils want to provide for growth. Figure 3 (on page 10) shows the overall growth strategy that seeks to achieve all of these objectives, while recognising that at times a balance needs to be struck between competing objectives.

The growth strategy focuses on consolidating growth along the State Highway 6 corridor from Atawhai to Wakefield, while also providing growth opportunities in Motueka and Māpua and some of Tasman's rural towns. Further detail on how these objectives and the overall growth strategy is being implemented through the implementation programme is outlined in this Implementation Plan.

Figure 2. Objectives of the FDS

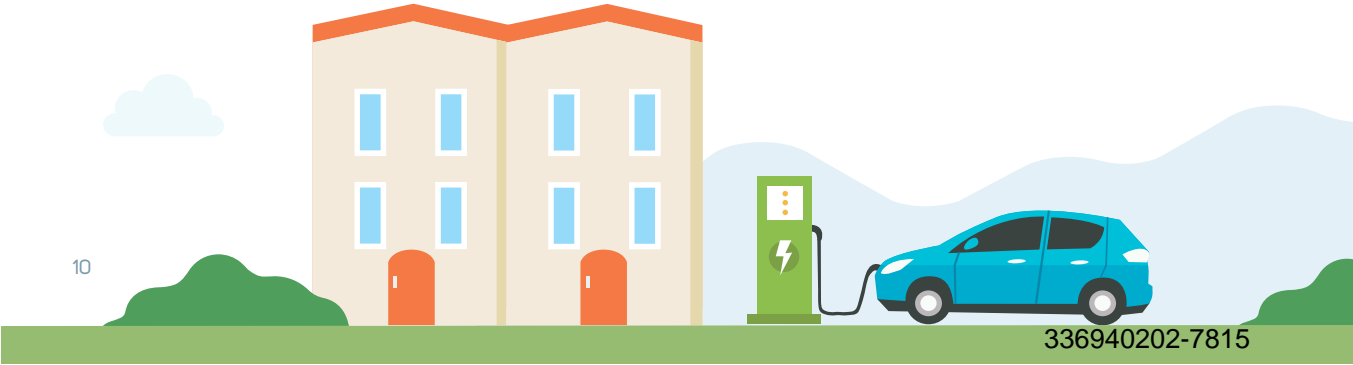
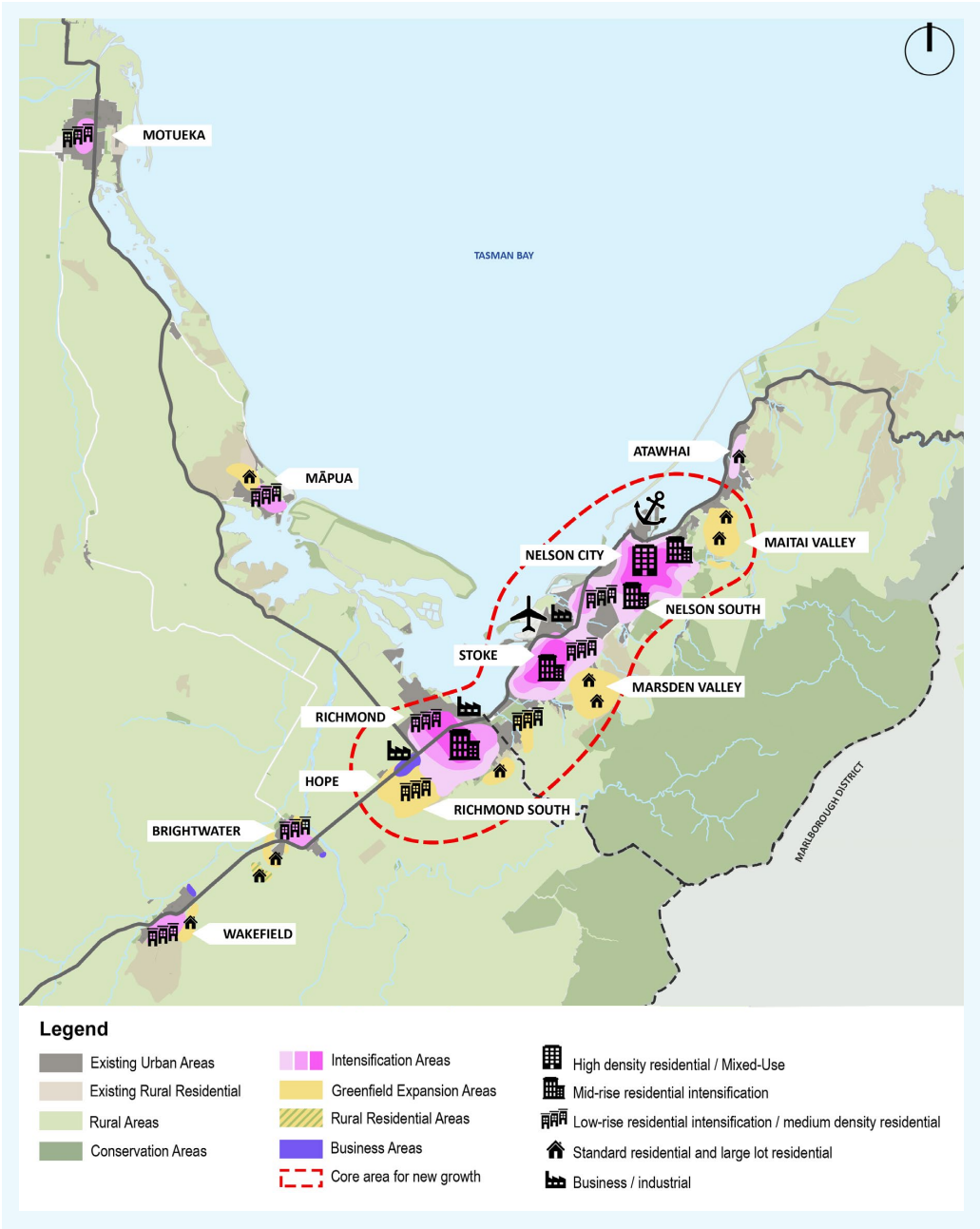
- 1  Urban form supports reductions in greenhouse gas emissions by integrating land use and transport.
- 2  Existing main centres including Nelson City Centre and Richmond Town Centre are consolidated and intensified, and these main centres are supported by a network of smaller settlements.
- 3  New housing is focused in areas where people have good access to jobs, services and amenities by public and active transport, and in locations where people want to live.
- 4  A range of housing choices are provided that meet different needs of the community, including papakāinga and affordable options.
- 5  Sufficient residential and business land capacity is provided to meet demand.
- 6  New infrastructure is planned, funded and delivered to integrate with growth and existing infrastructure is used efficiently to support growth.
- 7  Impacts on the natural environment are minimised and opportunities for restoration are realised.
- 8  Nelson Tasman is resilient to and can adapt to the likely future effects of climate change.
- 9  Nelson Tasman is resilient to the risk of natural hazards.
- 10  Nelson Tasman's highly productive land is prioritised for primary production.
- 11  All change helps to revive and enhance the mauri of Te Taiao.

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Figure 3. FDS adopted strategy



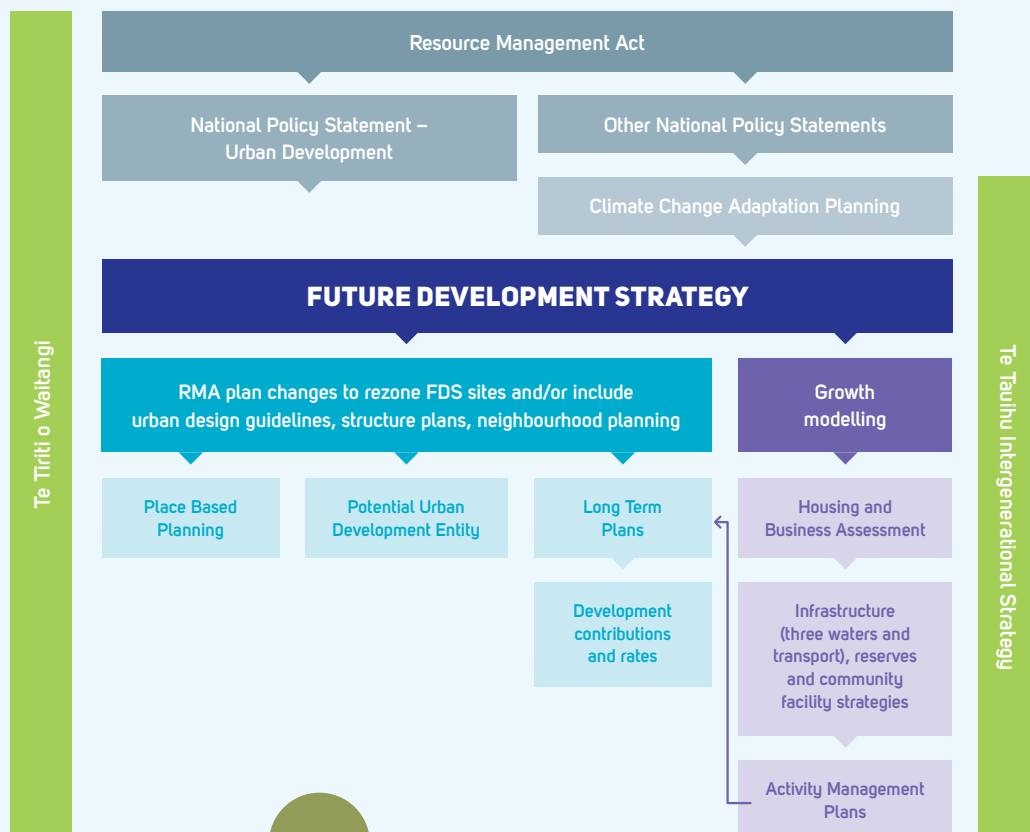
3 ACTIONS

The following implementation programme sets out the key actions for the Councils and external stakeholders to implement the FDS. Both Councils have important regulatory, policy and facilitation roles and provide key infrastructure (water, wastewater, stormwater, transport, reserves and community facilities). The actions have been grouped into key initiative areas for the Councils (Section 3.2) and stakeholder implementation mechanisms (Section 3.8). An overall summary is provided above in the executive summary.

3.1 HIGH-LEVEL OVERVIEW OF THE FDS AND OTHER COUNCIL PROCESSES

Figure 4 provides a high-level overview of how the FDS is implemented across the Councils. The toolkit includes Resource Management Act (RMA) mechanisms such as changes to the Unitary Plans; Long Term Plans (LTPs) and Annual Plans under the Local Government Act (LGA); and national and regional land transport plans under the Land Transport Management Act (LTMA). It also includes implementation mechanisms that are not required by legislation, such as working on partnerships with Kāinga Ora, Ministry of Housing and Urban Development and Community housing providers to explore opportunities for more affordable housing.

Figure 4. Role of FDS in informing Council plans



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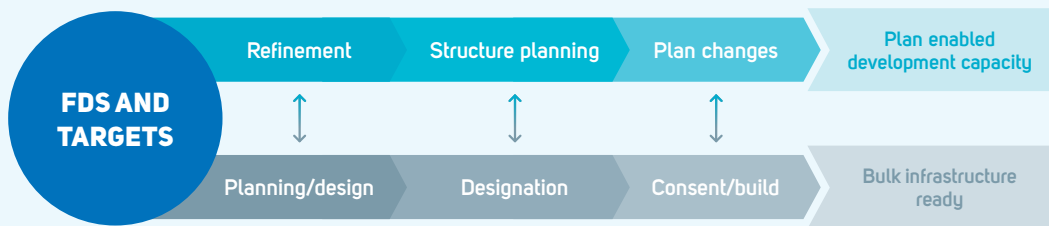
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KEY INITIATIVE AREAS – COUNCILS

3.2 RMA IMPLEMENTATION MECHANISMS

Figure 5 below shows how the FDS is implemented through the Planning and Infrastructure process:

Figure 5. An integrated planning approach



Source: NPS UDC – Responsive Planning – Guide on producing a Future Development Strategy Dec 2017 (page 24)

3.2.1 STRUCTURE OR NEIGHBOURHOOD PLANS (LGA) AND PLAN CHANGES (RMA)

Following the adoption of the 2022 FDS and certainty over servicing availability, the Councils may determine to either develop a structure or neighbourhood plan for FDS growth areas (using the LGA) or go straight into preparing plan changes to the Councils' Unitary Plans (using the RMA) to rezone FDS sites. Neighbourhood plans are usually prepared for previously developed land such as intensification areas, whereas structure plans are usually for greenfield sites.

Structure Plans may identify, investigate and address matters related to the holistic growth of a town including:

- natural and physical features within the defined area
- types of land use and activity proposed
- layout of transport networks (both passive and active) and community facilities
- location and type of infrastructure that is to be provided
- engagement – structure plan process will involve further work with ngā iwi to ensure iwi and hapū values and aspirations are reflected; it will also involve further engagement with our communities and stakeholders

Once completed, structure plans can provide a foundation for plan change processes to the Councils' Unitary Plans. Councils are currently progressing the following structure plans and neighbourhood plans to identify how to best plan for housing and business land as recommended in both the 2019 and 2022 FDS:

- Richmond Spatial plan – completed by the beginning of 2024
- Māpua Masterplan (planning for FDS sites T-11 (Seaton Valley Flats), T-33 (Seaton Valley Hill), and T-42 (Seaton Valley Northern) – completed by mid to late 2024
- Neighbourhood plans for Nelson City Council key intensification areas to commence in 2024.

A plan change under the RMA Schedule 1 requires a more fine grain assessment of whether the adopted FDS sites are appropriate, effective and efficient, (including further investigations into when infrastructure services can be provided). This may result in fine tuning of the approximate boundaries of growth areas in the FDS. Plan changes under the RMA also require further work with ngā iwi and consultation with stakeholders and the community.

The FDS recommends growth locations for a number of towns and the city centre. Plan changes will involve updating / amending urban zoning plan provisions to support development of these FDS sites as well as identifying where services are to be provided.

The Councils are currently working on or have recently completed the following plan changes to their Unitary Plans to rezone land for housing and business as recommended in both the 2019 and 2022 FDS:

- ✓ Plan change 78 to the TRMP – St Arnaud (rezoning FDS site T-195, Massey Street) – operative March 2023
- ✓ Plan Change 75 to the TRMP – Brightwater (rezoning FDS site T-05, Wanderers Avenue) – operative August 2023
- ✓ Plan Change 77 to the TRMP – Murchison (rezoning FDS sites T-20 (Hotham Street), T-37 (Fairfax Street), T-146 (the Holiday Park), T-154 (Mangles Valley Road), T-155 (Land opposite 702 Mangles Valley Road), T-156 (40 Matiri Valley) and T-175 (Kawatiri-Murchison Highway) – operative August 2023
- ✓ Plan Change 76 to the TRMP – Wakefield (rezoning FDS site T-107, 177 Edward Street) – notified September 2022
- ✓ Plan Change 80 to the TRMP – Motueka West (rezoning FDS site T-190, Motueka Intensification South) – to be notified end of 2023
- ✓ Private Plan Change 28 to the NRMP – Maitahi / Bayview (rezoning FDS site N-106) – notified 8 December 2021
- ✓ Plan Change 29 to the NRMP – Nelson Intensification (assists in implementing the intensification scenario identified in the FDS) – notified 11 August 2023
- ✓ Private Plan Change 30 to the NRMP – Nelson Airport Runway Extension (not identified in the FDS) – notified 10 June 2023
- ✓ Plan Change 31 to the NRMP – Nelson Junction (not identified in the FDS) – notified 11 August 2023

A large number of changes to the TRMP are anticipated in the short to medium term to implement FDS sites. The programme for these changes is currently being scoped, including confirmation of available servicing. The pending transition to the new Water Services Entities is delaying this process.

Monitoring the yields of newly zoned land is discussed in Section 6.0 of this Plan.

3.2.2 INCLUSIONARY ZONING

In the longer term the Councils are investigating the feasibility of introducing inclusionary zoning or inclusionary housing into their new Resource Management Plan. In summary, inclusionary zoning or inclusionary housing is a planning tool that would require a certain percentage of a developer's development to be affordable housing in perpetuity. Inclusionary zoning or inclusionary housing provides for affordable homes to be built alongside market supply, with the aim of creating balanced communities with mixed incomes and mixed tenure.

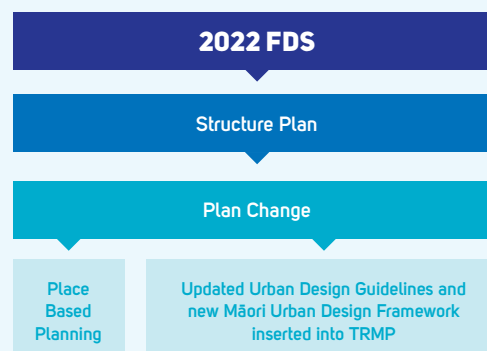
3.2.3 URBAN DESIGN GUIDELINES AND MĀORI URBAN DESIGN FRAMEWORK

Design guidelines can be useful to assist prospective developers to implement the objectives of Plan Changes and ensure well functioning urban environments. Design guidance may relate to a specific area or more generally, e.g. an urban zone. Tasman District Council is currently updating and expanding its urban design guidance. Once complete, this will be incorporated into the TRMP (as shown in Figure 6 below). Nelson City Council does not have urban design guidelines and instead references quality built environment outcomes in its NRMP. This is also repeated in proposed Plan Change 29.

Following feedback from ngā iwi, Tasman District Council is assisting with the development of a Māori Urban Design Framework that represents the aspirations of ngā iwi across Te Taihū. The purpose of the Framework is to ensure values relating to te taiao, te whenua, te tangata and tikanga Māori are applied, central to Māori Urban Design, at both precinct and site scale. Once completed, the Framework can be implemented as part of the TRMP.

Both Councils facilitate an Urban Design Panel, which provides third-party advice for development proposals. This service is currently free in Tasman and user-pays in Nelson.

Figure 6. RMA and LGA implementation of the FDS



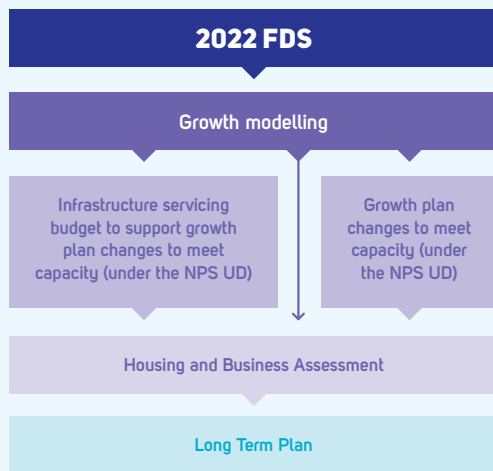
3.2.4 PLACE BASED PARTNERSHIP PLANNING

The Councils are currently discussing the potential for Place Based Partnerships in Te Taihū with the Ministry of Housing and Urban Development. These partnerships operate in other parts of the country with aims to provide more affordable housing, through closer working relationships with Central Government agencies, key personnel and potentially funding. Overall, a Place Based Partnership could attempt to plug the gaps between regulatory systems and delivering affordable homes. Conversations on potential partnerships are continuing.

3.3 OTHER LGA IMPLEMENTATION MECHANISMS

Figure 7 below sets out how the FDS is implemented through the Long Term Plan (LTP) using the LGA. The LTPs are prepared by each council every three years, and Annual Plans, if required are prepared in the intervening two years. The Councils are currently preparing their LTPs 2024 – 2034, which will be adopted in June 2024.

Figure 7. Further LGA implementation of the FDS



3.3.1 GROWTH MODELLING, THE NELSON TASMAN HOUSING AND BUSINESS ASSESSMENT AND THREE WATERS INFRASTRUCTURE

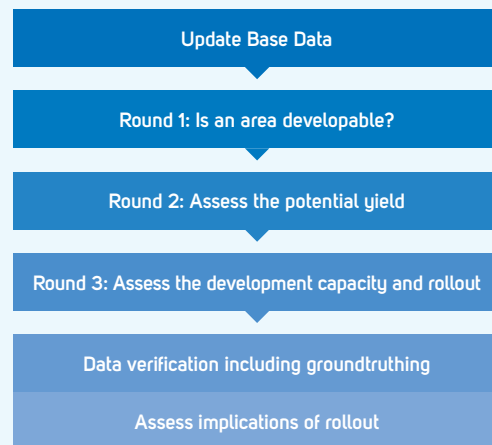
The FDS provides the overarching housing and business land capacity for the region and national policy encourages tier 2 local authorities to use the FDS to inform its LTP. Growth modelling occurs every two to three years for Councils' LTPs and provides latest estimates of demand for dwellings and business sites. Tasman District Council's growth model process is shown in Figure 8 below.

The latest demand and land capacity situation forms part of the three yearly Nelson Tasman Housing and Business Assessment (HBA), the purpose of which is to inform Councils' LTPs.

FDSs therefore promote long term planning by setting out how a local authority will provide sufficient development capacity to meet demand over 30 years. An FDS assists with the integration of planning decisions, infrastructure planning and funding decisions.

The Councils' three water teams (stormwater, drinking water and wastewater) rely on the FDS to plan for trunk infrastructure required in the future to service the housing and business sites. They need to know the likely yield of the FDS sites and their sequencing over time. Trunk infrastructure requires long lead in times to plan, design and build.

Figure 8. TDC's growth model process



Modelling for intensification is more complex because it is difficult to predict where it will occur. Intensification occurs through:

- Infill – where unoccupied land at the front or rear of an existing dwelling is utilised for an additional dwelling.



- Redevelopment – an original dwelling is removed from a site and replaced with a number of attached units/apartments.



Feasible capacity for both types of intensification was analysed at a parcel level in the 2021 Housing and Business Assessment (HBA) by considering:

- Hazards (slope, fault, inundation)
- Zoning (parcel shape, minimum lot size, and maximum site coverage)
- Covenant restrictions
- Capitalisation ratio (a metric used to predict future development potential against actual development observed in Nelson).

At Nelson City Council, when there are large scale intensification projects being proposed, budgets can be reprioritised to upgrade infrastructure in time for those developments. One such project is the upgrade to Paru Paru pump station and the Bridge Street Linear Active Transport Corridor, which is expected to enable additional capacity for 1,000 new dwellings in and around the city centre, including the proposed Kāinga Ora apartments at Achilles Ave and Rutherford Street.

All of the above information from the growth modelling review is used to develop the Nelson Tasman HBA (required by the NPS UD), prepared every 3 years in time to inform the LTP. The Nelson Tasman HBA forms supplementary information to Nelson and Tasman's LTPs. The purpose of the HBA is to demonstrate how the Councils are providing sufficient development capacity to meet expected demand for housing and business over the next 30 years.

3.3.2 RATES AND DEVELOPMENT CONTRIBUTIONS (DCS)

As shown in Figure 9 below, the FDS, and in turn the HBA, inform the financial policies of both Councils. Dwelling demand projections are used to calculate the growth in rating units. Sites identified for increased capacity are modelled and influence Activity Management Plans and the LTPs. DCs are calculated based on projects in the LTP that contribute to increased growth capacity.

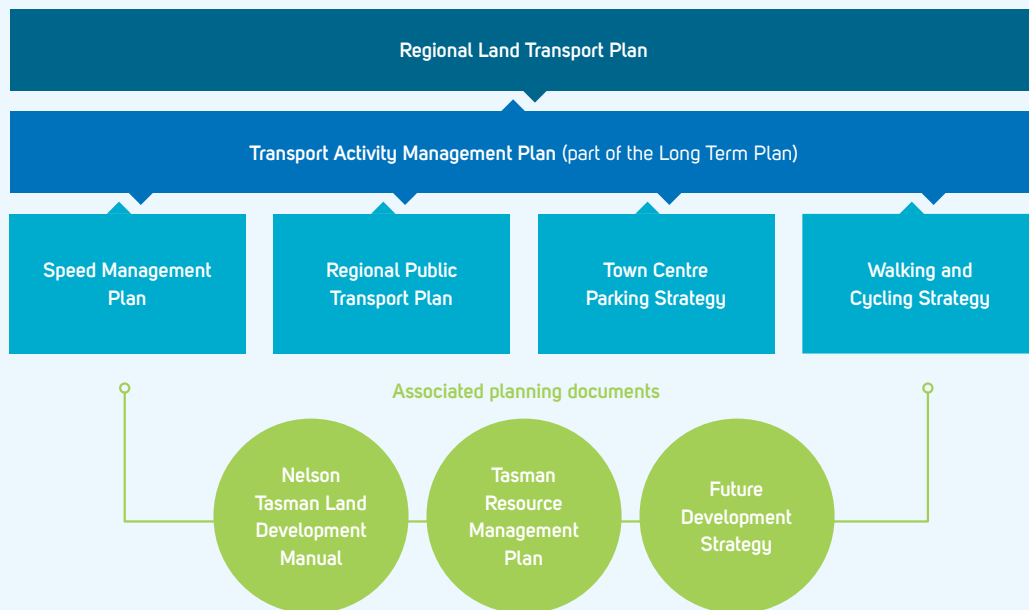
Figure 9. FDS informing Councils' financial policies



3.4 LAND TRANSPORT MANAGEMENT ACT (LTMA) IMPLEMENTATION MECHANISMS

Figure 10 below shows the connection between the Councils' Regional Land Transport Plan (RLTP), Regional Public Transport Plan (RPTP) and the FDS.

Figure 10. Relationship between FDS and the Councils' transport plans



3.4.1 TRANSPORT – PRIVATE, PUBLIC AND ACTIVE

The RLTP and RPTP are prepared jointly by the Councils and major projects within the plans are reviewed with each LTP. A new RLTP is prepared every six years and reviewed every three years. Central Government funding, including from the National Land Transport Fund (NLTF) and other sources, such as Streets for People and Transport Choices helps implement projects in these plans, together with funding in the LTPs.

A number of transport projects in the RLTP and RPTP have been influenced by the FDS. This includes projects in the Walking and Cycling Strategy 2022 – 2052 to introduce new cycleways and reduce speed in parts of Motueka, Māpua and Richmond. These will be completed by mid 2024. For Nelson, projects include investigation into priority lanes, Streets for People projects, Transport Choices projects (such as the Maitai shared pathway extension and Domett Street improvements), and various growth related safety and access projects to enable intensification. For both Councils combined projects include consultation on speed management plans and other access projects.

Some of the bus routes in Nelson and Tasman have been directed by the growth pattern in the FDS. In August 2023, the Councils increased the number of Ebuses, routes, service times and added new bus destinations (including Wakefield, Motueka and the Nelson airport).

The Richmond Programme Business Case and the Nelson Future Access Project were both transportation projects with Waka Kotahi that were informed by the 2019 FDS. Short term projects within these programmes form part of both Councils' RLTPs and their programming is influenced by the FDS 2022. A significant project under the Richmond Transport Programme Business Case is the Hope bypass. Support for this bypass was pledged by the incoming Government in its manifesto.

The Councils are currently working on preparing their AMPs for their LTPs, including a Transportation AMP which will provide an overview of new transportation projects and the cost for the same. The AMPs inform the LTPs and will be adopted in 2024.

Both Councils have commenced work on a joint Speed Management Plan, which is focused on implementing safe and appropriate speed limits in both urban and rural areas, with safety and liveability objectives.

The Government advised tier 2 urban environments (such as Nelson and Tasman) in March 2023, that preparation of vehicle kilometres travelled (VKT) reduction plans, to reduce total VKTs by cars and other light vehicles was a priority for tier 1 urban environments. For tier 2 urban environments, the focus was to be more on slowing the growth in vehicle traffic. The FDS 2022 focussed on slowing the growth in vehicle traffic by predominantly consolidating housing growth in a corridor from Atawhai to Wakefield, where public transport, and walking and cycling, can be most efficient and effective. Preparation of the FDS included greenhouse gas modelling for housing sites proposed in the urban environment and assessed likely emissions. This informed deliberations of the FDS.

3.5 RESERVES AND COMMUNITY FACILITIES IMPLEMENTATION MECHANISMS

Tasman District Council's Open Space Strategy is reviewed every 10 years, with the next review commencing 2025/6. The Strategy seeks to better link existing areas of open space for improved ecological values and recreation access. The FDS influences future land acquisitions for neighbourhood reserves as they are based on a level of service related to walking time within residentially zoned areas. Such reserves are reviewed as part of each LTP, by inclusion in the AMPs, leading to designation in the resource management plan. The reserves departments are also actively involved in acquiring local purpose esplanades via subdivisions.

Nelson City Council's Parks and Reserves AMP outlines the approach to providing for future demand. The FDS indicates where Council would expect to provide new reserves in greenfield areas (based on levels of service) and prioritise amenity improvements in intensification areas.

Tasman District Council will continue to consider plans for new or upgraded community facilities for Waimea South (Brightwater and Wakefield) and Motueka in the medium term.

Both Councils will be progressing a new joint regional cemetery in the short-medium term.

Using some of the 'Better Off' funding from Government, for community wellbeing projects, Tasman District Council is exploring a new or upgraded community hub in Tapawera. A feasibility study is to be complete by the end of 2023. Nelson City Council is

exploring a city centre play space which is expected to be complete by 2027.

3.6 WASTE PLANNING

Both Councils are currently undertaking a review of the 2019 Waste Management and Minimisation Plan, required under the Waste Management Act 2008. The waste plan is implemented through AMPs for each LTP. The review will be complete by the end of 2024 and the plan, among other things, assesses future demand for waste services. The 2019 plan has a goal of reducing waste per capita by 10% by 2030. The growth provided for in the FDS is an important factor for consideration in waste planning.

3.7 CLIMATE CHANGE ADAPTATION PLANNING

Both Councils are working with their communities on adaptation planning processes to increase community resilience to natural hazards and climate change, including sea level rise. This work is guided by national direction and tools, including the Ministry for the Environment's 2017 Coastal Hazards and Climate Change Guidance. The Councils are also currently working together on a Regional Climate Change Risk Assessment which will help to identify our climate-related risks and inform future decision-making. The Councils are supportive of the strengthened climate change and natural hazards provisions in the new resource management legislation, and await the proposed Climate Adaptation Bill and supporting national guidance which will address the challenges associated with existing development in hazard-prone locations.

In Tasman, work over the last few years has focused on identifying and mapping coastal hazards and sea level rise scenarios, and working with our communities on how to respond by identifying high-level options that enable communities to adapt. A multi-year work programme focusing on natural hazards and climate change is currently being scoped, including future community engagement opportunities and partnership working with ngā iwi, that will inform our resource management plan. The planning framework will focus on ensuring that people and assets are not put in harm's way by avoiding new development in places that may be more exposed to climate hazards.

Nelson City Council adopted Te Mahere Mahi a te Āhuarani Climate Action Plan in 2021, a living document which outlines what Nelson City Council is doing to address the impacts of climate change over the next decade. Work is also underway on a Climate Change Strategy, which will set the long-term direction and guide Council and community investment in climate action.

The FDS states that intensification areas N-16 (Neale Park), N-17 (Vangaurd St), N-18 (Gloucester St), N-34 (Tahunanui Drive West) and N-110 (the Wood North Nelson) would remain in the FDS subject to a Dynamic Adaptive Policy Pathway Process (DAPP) being underway. However, the dwelling capacity these sites may yield was excluded from the FDS and the sites are shown on the FDS maps as deferred intensification areas (subject to DAPP). These areas have been excluded from upzoning in Nelson City Council's current Plan Change 29. Nelson will commence development of adaptation options and pathways with affected communities in 2024.

For Tasman, no sites were included in the FDS that are subject to sea level rise. They were discounted due to the larger size of the District and availability of choice of other sites not subject to such constraints. In Nelson the potential intensification areas referred to above are already occupied with an existing high density of valuable infrastructure.

3.8 INVESTIGATING A POTENTIAL NELSON TASMAN URBAN DEVELOPMENT ENTITY

Using some of the 'Better Off' funding from Central Government, for community wellbeing projects, both Councils have commissioned consultants to advise on a business case and methods that the Councils could use to assist intensification of housing land in fragmented ownership. This may result in the creation of an urban development entity. Such a vehicle would assist with the implementation of the FDS's objectives as 47% of all housing capacity is to be provided by intensification. This advice is expected to be provided by 2024.

3.9 KEY STAKEHOLDER IMPLEMENTATION MECHANISMS

Officers held a number of meetings with key stakeholders in the region between August and October 2023 to understand how they use the FDS in their planning. The FDS has both directly and indirectly influenced work programmes and strategies which include both Council-owned and Government agencies and also private entities. Indicative sequencing of development over 30 years allows stakeholders to co-ordinate efforts.

Each stakeholder has its own protocols for how and when to engage with local ngā iwi and hapū; most do it on a project-by-project basis, and the extent is dependent on the scope and scale of works.

3.9.1 WAKA KOTAHİ

The FDS influences staging and programming of future infrastructure projects captured within the Nelson Future Access Study and Richmond Programme Business Case 2022 – 2050. In particular the sequencing of the FDS sites is influential.

Waka Kotahi is currently extending the designation period of the Hope bypass to 2038 (application submitted Sept 2023). In the medium term, Waka Kotahi will investigate other Richmond Programme Business Case projects e.g. single stage business case and funding commitment for Hope bypass. It is jointly funding cycle lanes along key routes in Tasman and targeted safety treatments for pedestrians and cyclists. Significant investment in Tasman and Nelson in electric buses occurred in August 2023. In Nelson, Waka Kotahi is focusing on Rocks Road sea wall replacement, priority lanes and walking/cycling safety improvements for both Councils, and a speed management plan.

Waka Kotahi administers a number of funding mechanisms, including: National Land Transport Fund, Transport Choices, Climate Emergency Fund, and Streets for People.

3.9.2 TE TĀHUHU O TE MĀTAURANGA (MINISTRY OF EDUCATION)

The FDS informs the Ministry where to investigate impacts on future capacity of school catchments. Spatial data relating to the school catchments, projected growth for school aged persons and trends in school choice inform its response. Its response is either to increase the school roll, introduce an enrolment scheme, propose new buildings on site, or a new school.

The Ministry is currently investigating demand for new schools to cater for growth. Based on the projected scale of growth and demographics of the area, the current network of schools is expected to be able to accommodate growth in the area. The Ministry will continue to engage with the Councils on Plan Changes and Structure Plans.

3.9.3 HAUORA MATUA KI TE TAI AORERE (NELSON BAYS PRIMARY HEALTH)

Follows the FDS growth projections and locations closely to plan for areas of increased health enrolments. Where an area changes from rural to urban, as a result of rezoning, it affects the primary health organisation's (PHO) funding for such areas.

The PHO relies on provision of fibre to enable its patients to undertake telehealth appointments. Chorus and Network Tasman are the fibre network providers in the region. They have confirmed that fibre rollout is developer led.



Growth sites that are near to towns are easiest to provide fibre for and generally fibre capacity is not a constraint on development.

The PHO is planning for continued growth in health enrolments due to projected population increases by considering pharmacies providing more health services; specialist clinics establishing in growth areas; and by the creation of GP hubs offering a wider range of services. The PHO is also planning for the provision of a dedicated GP practice for Māori patients in the short term.

The PHO will continue to be involved in both Councils' plan changes, implementing the FDS.

3.9.4 TE WHATU ORA NELSON MARLBOROUGH

Planning is underway to determine the scope and form of health care 'localities' in the Nelson Tasman region as part of new health system that is expected to take a place-based and holistic approach to health services; this is expected to be initiated in 2024.

Redevelopment of the Nelson Hospital acute services building has an expected completion of 2031, with the full redevelopment/refurbishment estimated to be completed by 2033.

3.9.5 TRANSPOWER NEW ZEALAND

Can meet forecast demand for electricity, with demand having decreased in Nelson in recent years. Produces annual transmission planning report and will continue to be actively involved in Councils' plan changes.

3.9.6 NETWORK TASMAN LIMITED

Uses the FDS to forecast additional capacity for electricity and importantly sequencing of growth sites. An increase in demand is communicated to Transpower and this influences their annual asset management plan. Planning is underway for a new substation in Haycock Road, Brightwater (2027) to improve resilience and provide for growth, as well as an upgrade for Hope and Motueka substations in short term. Network Tasman monitors demand from EV's closely to determine if further substation upgrades are needed. It accommodates renewable infrastructure where capacity exists to connect to the grid. Local renewables comprise 23% of the region's supply currently.

3.9.7 KĀINGA ORA

As a social housing provider, intensification is sought for renewal of existing stock and, as an urban development agency, a variety of legislative and funding tools are available to enable high quality outcomes in FDS areas. Kāinga Ora also administers the Infrastructure Acceleration Fund (IAF), which is supporting Council-led infrastructure projects in Motueka West and Nelson City, to enable new housing developments. Kāinga Ora assists with the provision of housing, realising the FDS' objectives. In October 2023, Kāinga Ora announced plans to build approximately 270 new homes across Nelson with an expected completion of 2025/2026. Plans were also announced for 35 new homes in Tasman in the same time period.

3.9.8 NELSON REGIONAL DEVELOPMENT AGENCY (NRDA)

The spatial growth pattern within the FDS informs NRDA's strategy and advice to stakeholders, including the front-footing of challenges to regional growth. This is captured within NRDA's Regeneration Plan, its Regional Investment Prospectus and its annual briefing to Ministers. The NRDA works with ngā iwi e.g. on the Kōkiri Forum (regional economic development collaboration post Covid) and Te Taihū Intergenerational strategy prior to that.

3.9.9 NELSON REGIONAL SEWERAGE BUSINESS UNIT (NRSBU)

Works with utility teams from each Council to plan and deliver wastewater infrastructure that enables the growth in areas identified within the FDS. NRSBU is currently consulting the Councils and iwi on its 50 year Masterplan. A new wastewater treatment plant is required to replace Bell Island in the long term due to sea level rise and climate change limitations.

3.9.10 TE TŪĀPAPA KURA KĀINGA (MINISTRY OF HOUSING AND URBAN DEVELOPMENT, OR HUD)

Joint owner of the NPS UD with MfE, hence actively involved with RMA plan changes for housing. HUD is a member of the reference group for the scoping exercise with Nelson and Tasman Councils to be an early adopter of the new resource management plans under the new Acts. The Ministry administers funding for public housing (both through Kāinga Ora and Community Housing Providers), transitional housing, Whai Kāinga Whai Oranga (iwi, hapū, and Māori-led housing initiatives), Land for Housing, the Progressive Home Ownership Fund, and the Affordable Housing Fund. HUD is also currently discussing a place-based partnership with the Councils.



4 INDICATIVE STAGING OF FDS SITES

The introduction of the NPS UD in 2020 removed the requirement for FDSs to set out timing and sequencing of sites.

This was previously a requirement in the NPS UDC (policy PC13). **MfE guidance** indicates this was so that councils could be more responsive to proposals coming forward from developers, in line with other parts of the NPS UD. However, there is value in providing an indication of sequencing and timing to inform LTP decisions on infrastructure spending and for use by some stakeholders.

Table 2 below provides indicative staging of the FDS sites. This indicative staging is potentially subject to change depending on the content of the adopted LTPs, (to be made operative in June 2024) and the outcomes of the potential new Water Services Entity's programming for the regions. Any change in the FDS site staging will be noted in the annual review of this Implementation Plan.

Table 2. Indicative staging of FDS sites

Unless otherwise stated, the sites below are proposed for greenfield residential development.

Town	Medium term (1–10 years) (2024–2034)	Long term (11–30 years) (2035–2054)
Brightwater	<ul style="list-style-type: none"> T-002 and T-103 – Brightwater town centre infill intensification T-104 – Katania Heights intensification area T-198 – 65 Higgins Road T-005 – Wanderers Avenue* T-106 – 34 and 1/36 Ellis Street (commercial) T-171 – 46A Factory Road (light industrial) 	<ul style="list-style-type: none"> T-102 – 100 Bryant Road T-001 – Jefferies Road T-105 – 67 River Terrace (light industrial)
Collingwood		<ul style="list-style-type: none"> T-53 – Excellent Street T-158 – Orion Street (business)
Māpua	<ul style="list-style-type: none"> T-42 – Seaton Valley northern hills 	<ul style="list-style-type: none"> T-33 – Seaton Valley Hills T-11 – Seaton Valley Flats
Motueka	<ul style="list-style-type: none"> T-190 – Motueka greenfield intensification (south)* T-206 – 8 Hickmott Place intensification 	<ul style="list-style-type: none"> T-189 – Motueka intensification (north)
Moutere	<ul style="list-style-type: none"> T-17 – Mytton Heights Hills T-213 – 319 Motueka Valley Highway T-205 – 14 Waiwhero Road 	
Murchison	<ul style="list-style-type: none"> T-20 – 65 Hotham Street* T-37 – Fairfax Street* T-146 – 170 and 174 Fairfax Street (Holiday Park)* T-154 – 268 Mangles Valley Road* T-155 – Land opposite 702 Mangles Valley Road* T-156 – 40 Matiri Valley* T-175 – 2595 Kawatiri-Murchison Highway* T-148 – 155 Waller Street / Chalgrave Street (light industrial) T-150 – Murchison town centre (commercial) 	<ul style="list-style-type: none"> T-176 – 26A Grey Street

*These sites are already part of a Plan Change, as detailed further in Section 3.2.1 of this Implementation Plan



Town	Medium term (1–10 years) (2024–2034)	Long term (11–30 years) (2035–2054)
Nelson	<ul style="list-style-type: none"> • N-100 – Griffin Site • N-106 – Maitahi / Bayview* • N-111 – Marsden and Ngawhatu 	<ul style="list-style-type: none"> • N-11 – Saxton • N-32 – Orchard Flats • N-112 – Orphanage West • N-115 – Saxton extension • N-116 – Orphanage West extension
Richmond	<ul style="list-style-type: none"> • T-22 and T-23 – Richmond central intensification • T-112 – Salisbury Road • T-115 – 405 Lower Queen Street ‘Berryfields Crossing’ • T-114 – 216 Champion Road • T-178 – 24/28 Gladstone Road • T-35 – Richmond South (mixed business) • T-122 – Main Road Hope, Richmond South (mixed business) • T-117 – Poutama Road (mixed business) 	<ul style="list-style-type: none"> • T-38 – Richmond South (Hope) • T-39 – Paton Road foothills • T-40 – Hill Street South foothills • T-120 – Richmond South between White Road and Ranzau Road (north of Paton Road) • T-121 – Richmond South between White Road and Ranzau Road (south of Paton Road)
St Arnaud	<ul style="list-style-type: none"> • T-181 – 3103 Korere-Tophouse Road • T-219 – 3177 Korere-Tophouse Road • T-195 – Massey Street* 	
Tākaka	<ul style="list-style-type: none"> • T-138 – 4 Rototai Road (portion only) • T-144 – Park Avenue, central Tākaka (portion only) • T-145 – Page Road (light industrial) • T-182 – 315 Tākaka-Collingwood Highway (light industrial) 	<ul style="list-style-type: none"> • T-139 – Land bound by Commercial Street / Meihana Street (portion only – could swap for T-138) • T-140 – 259 Tākaka-Collingwood Highway • T-143 – Willow Street
Tapawera		<ul style="list-style-type: none"> • T-157 – Rata Avenue • T-217 – 79 Main Road • T-192 – Part of 160 Tadmor Valley Road (business)
Wakefield	<ul style="list-style-type: none"> • T-107 – 177 Edward Street* • T-29 – Wakefield intensification • T-30 – Wakefield intensification • T-108 – 412 Main Road Spring Grove (light industrial) 	<ul style="list-style-type: none"> • T-194 – 144 and 200 Whitby Road

*These sites are already part of a Plan Change, as detailed further in Section 3.2.1 of this Implementation Plan

5 NEXT STEPS

In accordance with the NPS UD, this Implementation Plan will be updated annually.

IMPLEMENTATION PLAN 2023



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6 MONITORING, RISKS AND LIMITATIONS

Monitoring is a critical component of implementing the FDS. It will be important to understand the location and scale of growth over time once sites are implemented through rezoning. It will be equally important to compare the yield of the implemented sites with the yields predicted in the FDS.

The plan rules for many of the greenfield sites will require a (mandatory) range of section sizes, therefore until they are consented or developed it is difficult to predict actual dwelling numbers. In future implementation plans, it will also be possible to record the actual uptake of intensification and whether less greenfield sites need to be brought forward for zoning and servicing as a result. Monitoring will inform subsequent adjustments to the future planning and funding decisions of infrastructure providers, including the two Councils. The monitoring will be reported in each annual update of the Implementation Plan.

Uncertainty currently exists over the future of three waters infrastructure and whether its management will transition to new entities outside of the Councils. Similar uncertainty exists over the implementation of the new Natural and Built Environment Act and Spatial Planning Act and when the FDS may be replaced by a new Regional Spatial Strategy. Following clarity on the incoming Government's intentions this will become clearer. These uncertainties have a knock on effect on implementation of the FDS by the Councils.

Both Councils are currently preparing an HBA. This may find that the housing and business capacity that can be serviced over 30 years is insufficient to meet demand. While a problem may exist with the implementation of the FDS, the FDS itself is expected to remain robust since it assessed a high growth scenario and identifies plenty of capacity.

APPENDIX 1

OUTSTANDING ACTIONS FROM TASMAN'S INTENSIFICATION ACTION PLAN 2020

The table below provides an update on outstanding actions from Tasman's Intensification Action Plan. All other actions in the plan have been implemented.

Issue	Action	Progress update
Housing preferences	Require high quality design standards for medium density housing.	Council is currently updating and expanding its urban design guidance, which will be incorporated into the TRMP. Following feedback from ngā iwi, TDC is also assisting with the development of a Māori Urban Design Framework that represents the aspirations of ngā iwi across Te Taihū.
Housing preferences	Consider building on existing assets in the review of Council's Community Housing to improve quality and potentially quantity of small houses provided.	As part of the LTP 2024, consultation will occur on a review of TDC's role in provision of community housing, with a steering group having been recently established. This will include consideration of infill on these sites.
Housing preferences	Maintain and build our relationship with Kāinga Ora.	Holding regular discussions with Kāinga Ora, including as part of this FDS Implementation Plan. Also in discussions about a potential place based partnership.
Housing preferences	Ensure Plan rules continue to permit two storey and enable three storey in the future.	'Richmond on the Rise' engagement September 2023 – spatial plan for Richmond increasing density of intensification to four storeys and six in some places. Structure planning will be undertaken in due course for Wakefield, Brightwater and Motueka.
Housing preferences	Planning objectives to help encourage the evening activities in centres proposed for intensification e.g. pubs, cinema, restaurants.	Consideration in Richmond spatial plan (see above) and potential urban development entity using Better off funding. Both to encourage more people living in the centre of Richmond which in turn will improve the commercial offer.

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Issue	Action	Progress update
Regulatory	Rules for intensive housing will be reviewed.	Partly addressed by Omnibus Plan Change 73 to the TRMP (operative end 2022) but will be further progressed through Richmond spatial plan and subsequent plan changes for Richmond, Brightwater, Wakefield and Motueka.
Infrastructure	The large scale of intensification areas and associated infrastructure but slow uptake.	Some new infrastructure for intensification is now in place e.g. water infrastructure for Motueka West. Others are in progress e.g. infrastructure to pump wastewater from Motueka West to treatment plant. Other infrastructure for intensification in Richmond, Wakefield and Brightwater will form part of the LTP 2024.
Infrastructure	Improve amenity in intensification areas with trial of greenways (slow speed tree lined residential streets) in some streets – Richmond likely to be first. To be funded through transport budget in LTP and by Reserve Financial Contributions.	This action led to the adoption of the Walking and Cycling Strategy 2022 which is being implemented in a phased manner, to be complete 2024 (see body of FDS Implementation Plan).
Infrastructure	New Level of Service to be incorporated within LTP for transport function of greenways and standards for greenways to be provided in the Land Development Manual.	Not to be progressed at this stage.
Council costs	Rates remission policy potentially discouraging land use change to higher density housing.	Standard life of rates remission is four years. Consideration being given to inclusion of community housing providers for rates remission in next LTP 2024. Consideration also being given to rates remission for Papakāinga on iwi land operating like a registered Community Housing Provider (CHP) and rates remission on Māori freehold land subject to certain criteria – considered in next LTP 2024.
Council costs	Existing Development Contributions discount for small dwellings needs refining.	The discount was refined in the LTP 2021 but is proposed to be further refined and simplified so that the development contributions discount is based on number of bedrooms only – not also requiring a building footprint threshold.
Council costs	Refunding DC discount to the house builder, not the subdivider.	Workable solution not yet found.

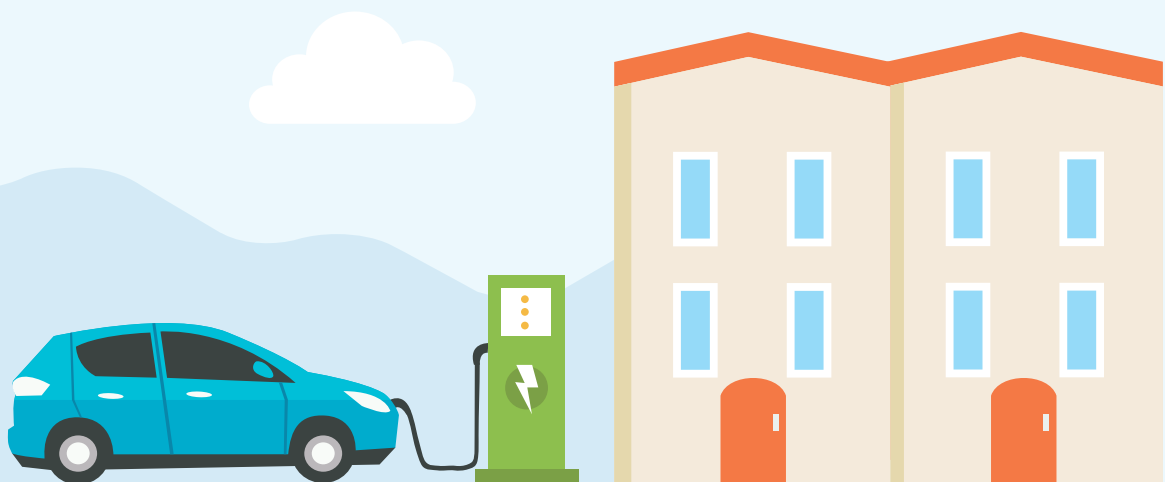
OUTSTANDING ACTIONS FROM NELSON'S INTENSIFICATION ACTION PLAN 2020

The table below provides an update on outstanding actions from Nelson's intensification action plan. All other actions in the plan have been implemented or incorporated into the Council's business as usual.

Issue	Action	Progress update
Housing preference	Maintain and build relationships with Te Tau Ihu iwi, Kāinga Ora – Homes and Communities and local CHPs to maximise opportunities for more targeted housing in Nelson including social housing or papakāinga.	Officers regularly attend Top of the South Impact Forum – Housing Working Group and Te Tau Ihu Māori Housing Forum. The Council has entered into a relationship agreement with Kāinga Ora and has ongoing relationships with CHPs, particularly through the Housing Reserve process.
Housing preference	Continue to provide free independent advice for development proposals that have significant urban design implications through the Urban Design Panel.	This action has been discontinued. The Urban Design Panel has moved to a user-pays model after a decision by Council as part of the Annual Plan 2023 deliberations.
Housing preference	Review Council's Urban Design Protocol Action Plan.	This action is a low priority and has not been started due to low staff capacity.
Housing preference	Continue to require high-quality design standards for intensive housing through Plan objectives, policies and rules.	The notified housing and hazards plan change (PC29) includes provision for well-functioning urban environments.
Housing preference	Explore the possibility of facilitating a partnership to establish a collaborative exemplar housing development in the city centre/fringe area using Council-owned assets.	Work continues on a partnership with Kāinga Ora to build apartments at 69 to 101 Achilles Ave and 42 Rutherford Street.
Regulation	Ensure the Regional Policy Statement is drafted to provide clear support for housing intensification as recommended in the FDS and required by the NPS-UD.	This work is on hold pending the outcome of the RMA reform implications.
Regulation	For the Whakamahere Whakatū Nelson Plan to; <ul style="list-style-type: none"> provide for intensive housing in greenfield areas, and brownfield areas identified for intensification to encourage and enable these housing types to be provided and enable a mix of housing typologies provide high-quality on-site amenity appropriate to the mix of uses and residents' needs as informed by HBA and continued testing of capacity provided by draft rules reduce notification requirements for infill housing. 	Work on the Whakamahere Whakatū Nelson Plan is on hold pending the outcome of the RMA reform implications. Plan Change 29 seeks to enable intensive housing and choice.



Issue	Action	Progress update
Infrastructure	Undertake Neighbourhood Asset Upgrade Plans for each FDS intensification area to guide current and future infrastructure investment in a coordinated way including use of road and reserve for low impact stormwater and amenity offsets.	Project initiation is planned for 2024. Uncertainty around the timing of the PC29 process, intensification uptake, the new Water Entity's work programme, and resourcing may further effect delivery of this action.
Infrastructure	Alignment of lead and lag infrastructure budgeting to ensure capacity is enabled in each intensification area in a coordinated way.	Prioritisation and sequencing for greenfield and intensification areas will be evaluated in this year's HBA, which will in turn influence the LTP 2024 – 2034.
Infrastructure	Develop new Level of Service and associated development programme for the upgrade of existing urban neighbourhood reserves in intensification areas and align with Neighbourhood Asset Upgrade Plans.	Underway – work commenced in 2020 but is on hold due to resourcing issues.
Cost	Continue to deliver planned city centre programmes to reinforce the city centre as an attractive place for events and recreation as well as to live and work.	Early engagement for the Bridge Street Linear Active Transport Corridor began in September 2023. This project will deliver an improved streetscape and improve underground services to enable additional capacity for 1,000 new dwellings in and around the city centre.
Cost	Budget infrastructure is programmed to enable the provision of increased capacity through the LTP process at the right time in response to FDS and HBA results.	The Council works alongside developers of greenfield and large intensification projects through the consenting pathway to align necessary enabling infrastructure and budget accordingly.
Cost	Establish a Housing Reserve to allow Council to work with and support partners who have the ability to deliver social and affordable housing solutions for the community into the future.	The Housing Reserve has allocated \$6.95 million of an original \$12 million towards five projects (50 dwellings) to date.



APPENDIX 2

The Joint Committee of the Nelson City and Tasman District Councils adopted the FDS on 29th August 2022. Resolutions in both the main body of the report ("Adoption of the 2022–2052 Future Development Strategy") and attachment 1 of that report, relevant to the Implementation Plan are provided below, with an update against each.

Action	Purpose	Agencies involved	Update
Officers to prepare principles to guide the staging and rollout of development areas for inclusion in the final FDS and that these principles will be used in the preparation of the implementation plans	Fulfil Resolution (5) from the 29 August 2022 Joint Committee meeting report, where the FDS was adopted.	Lead agencies: TDC and NCC	Section 15 of the final FDS included implementation principles. Indicative staging of greenfield sites is contained within this Implementation Plan.
Notes that infrastructure providers will be consulted with during the preparation of implementation plans and that implementation plans will include preparation of neighbourhood and structure plans	Fulfil Resolution (6) from the 29 August 2022 Joint Committee meeting report, where the FDS was adopted.	Lead agencies: TDC and NCC Support agencies: Stakeholders including Waka Kotahi, Te Whatu Ora, Ministry of Education, Network Tasman, Transpower, NSRB, Nelson Regional Development Agency, Ministry of Housing and Urban Development, Kāinga Ora	Infrastructure providers have been consulted with during the preparation of this Implementation Plan. Tasman is currently preparing structure plans for Māpua and Richmond. Nelson will look to commence neighbourhood plans in 2024.
Councils to consider how to support the FDS intensification goals through land aggregation including working with Kāinga Ora	Fulfil Resolution (10)(E) from the 29 August 2022 Joint Committee meeting report, where the FDS was adopted.	Lead agencies: TDC and NCC Support agency: Kāinga Ora	Both Councils are working with Kāinga Ora to identify opportunities for affordable housing. Both Councils have commissioned consultants to advise on a possible urban development entity to encourage intensification.
Councils to align their growth strategies in terms of modelling and timing	Fulfil Resolution (10)(F) from the 29 August 2022 Joint Committee meeting report, where the FDS was adopted.	Lead agencies: TDC and NCC Support agency: Demographer (DOT Consulting) and peer reviewer Dr Natalie Jackson	Both Councils jointly procured population projections to inform their growth models and LTPs for 2024.



Action	Purpose	Agencies involved	Update
Notes the importance of neighbourhood plans for the successful implementation of the FDS	Fulfil Resolution (11) from the 29 August 2022 Joint Committee meeting report, where the FDS was adopted.	Lead agency: NCC	Nelson will look to commence neighbourhood plans in 2024.
Recommends that officers report back as a priority to NCC on options for preparing neighbourhood plans, to feed into the Nelson housing plan change process	Fulfil Resolution (12) from the 29 August 2022 Joint Committee meeting report, where the FDS was adopted.	Lead agency: NCC	Work is expected to commence in early 2024.
Recommends NCC provides additional resources to enable the neighbourhood plans to be completed	Fulfil Resolution (13) from the 29 August 2022 Joint Committee meeting report, where the FDS was adopted.	Lead agency: NCC	Any additional resourcing requirements will be considered in the project planning.
Notes that TDC is undertaking structure planning for its key neighbourhood areas as part of its plan change and plan review processes	Fulfil Resolution (14) from the 29 August 2022 Joint Committee meeting report, where the FDS was adopted.	Lead agency: TDC	Engagement on Richmond on the Rise (Richmond Spatial Plan) September 2023. Engagement on Māpua Masterplan September 2023. Richmond South structure plan engagement planned 2025.
FDS Implementation Plan (updated annually) to closely monitor population growth trends and the proportion of intensification and greenfield areas that are enabled by rezoning and rule changes in Plan Changes across the regions	Fulfil Resolution 13 from 27 July 2022 Joint Committee meeting (resolution 1 from 9 August 2022 Joint Committee report) where the FDS was adopted.	Lead agencies: TDC and NCC	New population projections have been obtained for the LTPs 2024 and the high growth scenario used in the FDS has not been exceeded. Future implementation plans will monitor yields from both rezoned sites and intensification uptake and inform decisions on future greenfield zonings and servicing.

Attachment Two

Tasman District Council – Actions completed from the Intensification Action Plan 2020:

Issue	Action/method to resolve	How this was achieved:
Actions to improve the public perception of medium density housing and incentivise uptake		
Mismatch between new dwelling supply and current/future household profile	Incentivise the building of smaller dwellings through wider actions contained within the intensification action plan.	See below for individual actions to incentivise smaller dwellings
	Undertake detailed assessment of housing need in the district (size of dwellings) and communicate this to developers, to encourage building of more small homes.	Nelson Tasman Housing Preferences Survey 2020. Its findings are being used in existing Plan Changes to secure smaller lots
	Set up Council web based portal for intensification, to promote smaller denser dwellings, publicising examples of recent developments in District and include soundbites of experiences of living in these properties. Also include development contribution (DC) discount policy	Dedicated webpage set up Intensification Action Plan Tasman District Council
Improve the public perception of medium density housing and target known audience	Housing preference for medium density will need to be supply led. Ensure sufficient capacity of appropriately zoned, serviced land for medium density housing in identified settlements, to enable supply, through the Council's Growth Model and LTP.	Nelson Tasman Housing Business Assessment 2021 and Long Term Plan 2021-2031
	Assist developers who are considering intensive developments, especially two storey at the pre-application stage. Plan rules for intensification to continue to enable non-notification in most circumstances, where conditions are met.	Pre-app meetings continue to over an advice period free of charge. The plan rules have ensured that so far only one application in RIDA went to a hearing
Tiny houses and the consent process	Production of a guide for Tiny Houses that is kept up to date with case law, to help clarify the consent pathways for applicants. Clarify rules applying to tiny houses in the new Tasman Environment Plan, with supportive policy. This may include whether minor dwellings must be the second dwelling on a section.	Tiny homes guide 2021.

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Co-housing and the consent process	Consider clarifying policy objectives and rules that apply to co-housing in the new Tasman Environment Plan.	Work on Tasman Environment Plan currently paused while use of new acts under RMA reform is considered. Existing Resource Management Plan allows for co-housing and one such development is under construction
Building intensification methods and the need for consents	Production of a customer guide that gives a range of options for possible building intensification which is focused exclusively on the regulatory requirements of the Building Act. Explain when a Building Consent is required, and what aspect the building owners need to consider to comply from a regulatory perspective.	Building intensification guide prepared 2020
Assisting applications at the pre-application stage	Council staff to continue to help applicants considering intensive housing proposals, through pre-application meetings, the use of the urban design panel and duty planner services. A large proportion of these services are already free for customers.	All these services remain available and a large proportion free.
Actions to improve provision of infrastructure for medium density housing and incentivise uptake		
Use of the street space in intensification areas	Reshape and enhance some of our streets in intensification areas by using existing assets differently. Trial greenways	Greenways trialled through Streets for People programme. Walking and Cycling Strategy further expands these greenways
	Ensure transport planning activities consider the proposed intensification areas and create active transport opportunities nearby. Continue to progress the active transport strategy to inform the LTP 2021 – 2031 to increase use of active modes of transport in Tasman and reduce reliance on the car.	Walking and Cycling strategy adopted in Tasman 2022
	Public transport strategy to be progressed, informing Regional public Transport Plan providing bus routes that serve these denser residential areas wherever feasible as well as extending on to region public transport routes. Provide	Significant improvements to bus service introduced to the region in August 2023, in terms of

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	alternatives to the private car. Use FDS to leverage funding from Central Government.	frequency and extent of routes.
Ensure adequate vehicular access is provided to the intensification areas	With the growth of population and therefore vehicles including freight on the roads in Tasman District, it is important to also plan for vehicular capacity within the road network surrounding our intensification areas. The following projects being progressed by NZTA, TDC and NCC will inform the Regional Land Transport Plan: <ul style="list-style-type: none"> - Richmond programme business case - Richmond Network Operative Framework - Nelson Future Access project 	Richmond Programme business case is now being implemented
Action to improve Council costs and their effectiveness in incentivising uptake of medium density housing		
Community Housing providers (CHPs) currently pay DCs for affordable housing	Propose changes to the DC policy through LTP 2021 – 2031, so that CHPs are exempt from DCs. Budget for exemption in DC forecast.	CHPs exempt from DCs from 2021
Resource Consent fees potentially discouraging provision of intensive dwellings	Continue to operate with much preapplication discussion time being free of charge. This includes some pre-application meetings, use of the Urban Design Panel and duty planner advice. This provides a discount to resource consent fees. Look to retain principles in drafting of new Tasman Environment Plan of non-notification of intensive developments where conditions of rules are met.	These services have continued

Nelson City Council – Actions completed from the Intensification Action Plan 2020:

Issue	Action/method to resolve	How this was achieved:
Housing preference		
Alignment between new dwelling supply and current/future household demand	Implement monitoring and reporting measures identified in the FDS and under the National Policy Statement on Urban Development (a detailed assessment of housing need and supply)	Ongoing - Council achieves this through regular monitoring reports and the Housing and Business Capacity Assessment: https://nelson.govt.nz/urban-

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		development-capacity/
	Proactively assist developers to include housing as a part of mixed-use developments in the city centre, city centre fringe and suburban commercial zones	Ongoing - specialist positions within Council, such as the Strategic Housing Adviser and Principal Development Advisor provide this support to developers.
Improve the public perception of medium density housing and target known audience	Continue to provide free independent advice for development proposals that have significant urban design implications through the Urban Design Panel	Discontinued - The Urban Design Panel has moved to a user-pays model after a decision by Council as part of the Annual Plan 2023 deliberations.
	Through Council's website platform, promote successful projects where development has worked well as a result of good design and/or Council/developer collaboration through Council's media and communications channels.	Two showcases have been completed; future promotion is dependent on staff capacity. Betts Corner Apartments: From car park to urban design haven (30 June 2021) Raising Residents: a local architect's thought on Nelson's future (21 September 2021)
Regulation		
Landowners know how to navigate and understand the regulatory environment concerning intensification projects	Develop information guides to assist with investment decision making for all types of intensification and promote the building of these housing types <ul style="list-style-type: none"> For the city centre – on the conversion of upstairs commercial space to residential For brownfield residential – regulatory requirements of the Resource Management Act and Building Act for example, for backyard infill, tiny homes or repurposing of existing homes to intensify 	Complete – These guides are live on the Council's website: https://nelson.govt.nz/residential-development-guides/
	Continue to help applicants considering intensive housing proposals.	Ongoing - Specialist positions within

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		Council, such as the Strategic Housing Adviser and Principal Development Advisor provide this support to developers
National direction is implemented throughout Council activities	Stay up to date with national direction through changes to its legislative and regulatory documents. Raise local issues at a national level	Ongoing – eg. staff are participating in the Tasman-Nelson resource management first tranche scoping exercise in relation to the RMA reform - Spatial Planning Act, Urban and Built Environment Act.
Infrastructure		
Utilities infrastructure planning is undertaken in conjunction with intensification development	Ensure utility planning activities consider the proposed intensification areas for example, active and/ or public transport opportunities nearby or exploring the benefit of preparing parking management plans in areas that apply	The Bridge Street Active Transport Corridor provides for intensification of the city centre and areas that feed into that network. Implementation is planned for completion by 2027/28.
	Ensure that infrastructure policies provide for future intensification. For example, city centre intensification objectives are supported through, and aligned with, the Public Transport Plan, Out and About Policy and Parking Strategy development and NZTA projects and funding opportunities	Infrastructure strategy and parking strategies completed and will feed into the LTP 2024/34.
Public realm improvements leverage private residential development in the city centre	Continue to deliver planned city centre programmes to reinforce the city centre as an attractive place for events and recreation as well as to live and work	Underway – Te Ara ō Whakatū has been adopted with Bridge Street as the flagship project for the next 10 years
Cost		
Council's Development Contributions policy supports its intensification objectives	Propose changes in the policy particularly for reserve contributions through the LTP 2021 – 2031	Complete
Budgeting of Infrastructure investment to service-plan enabled growth	Budget infrastructure is programmed to enable the provision of increased capacity through the LTP process at the right time	Underway – work to identify priority

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	in response to FDS and Housing Business Assessment results	locations for intensification
Development Agreements provide a workable solution to the timing of infrastructure capacity	Continue to use Development Agreements to deliver FDS intensification objectives	Council hasn't been approached by any developers looking for projects to be delivered faster than currently programmed. This remains an option in the future.
	Consider introducing the ability to negotiate an affordability criteria when doing private development agreements	Council hasn't been approached by any developers looking to enter into a private development agreement. This remains an option in the future.
More uptake of residential in the city centre	Provide for consideration of a City Centre Residential Conversion Fund of \$50,000 in the draft LTP 2021 – 2031 over years 1 to 3, to subsidise the regulatory cost of conversion of upstairs commercial to residential in existing city centre buildings	Discontinued – funding for this initiative was removed by Council as part of the Annual Plan 2023 deliberations.

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