

## MDCA Submission – 2022 Tasman District Council FDS / Growth Plan

MDCA members and residents in general (based on our 2022 Residents Survey) has significant concerns regarding both the scale and pace of development within the Mapua and neighbouring communities.

With multiple greenfields residential and/or urban intensification developments either in-progress or under consideration for the Mapua region, there is an urgent need for ongoing community consultation to avoid piecemeal housing / commercial / infrastructure development does not destroy the look and feel of our coastal communities.

Prior to any decisions regarding rezoning and/or resident growth, an updated **Spatial Plan** (per the Urban Provisions process) is required so that all residents / stakeholders have a clear understanding of both the scale and design of the many proposed developments and associated infrastructure in order to provide informed feedback.

Furthermore, with the scale of development being proposed, protection of **our environment becomes a major and urgent consideration**, including both our existing greenspaces (reserves, wetlands, nature corridors) and provisions to significantly increase future protected and connected greenspaces for current and future residents.

Where residential development is required and supported by the community, it should be **planned around existing thriving communities** and not purely based on land availability from willing sellers, which will result in scattered rural mini-settlements with not identity nor community amenities to support and sustain them.

MDCA acknowledges that new housing is required within our greater region, but this should be developed with a strong view to 21<sup>st</sup> Century work and lifestyle trends. The concept of new “dormitory” communities within rural areas is outdated and inconsistent with our collective desire to reduce personal vehicle use, provide reliable public transport and/or active transport alternates and generally encourage people to live closer to where they work.

Below are 3 of the priorities actions identified by the **Mapua Livability Committee** Priority Actions, as presented at the TDC Strategy and Policy Committee in April 2021.

- Promote Wetlands / Reserves as enabler of a connected cycle/walkway network
- Review existing Mapua Plans and refresh our Vision of “Future Mapua”
- Understand current vs future National vs Regional urbanization policies

MDCA perspectives of growth within our region continues to be guided by these high-level principles and our recently completed Residents Survey has provided clear validation of this position.

Looking back at prior TDC documents spanning 2000 – 2017, many of these same themes were consistently shared by residents and recommended by TDC’s own reports:

### **Richmond-Mapua Urban Amenity Survey, Dec 2000:**

- *Friendly neighbourhood, sunlight access into homes and outdoor living areas was very important to Mapua residents*
- *Need for play space for children as residential density increases*
- *Concern about Mapua becoming too suburban and losing its village atmosphere*
- *Significant concern regarding reducing minimum lot sizes*

## **Mapua-Ruby Bay Development Study, April 2004**

Principles as presented to TDC:

- *The Character of Mapua will be maintained and enhanced by accommodating growth within specified limits and managed in such a way that retains the village scale and identity*
- *Any further growth in the Ruby Bay area will be accommodated on the hillslopes above the bay, within limits, to retain a transition between urban and rural landscapes...*
- *The existing Mapua village will be developed and enhanced as the centre of retail and community facilities and service*

## **Mapua Structure Plan, June 2010**

- *...guide the future growth of Mapua-Ruby Bay in a sustainable way.*
- *The character of Mapua is maintained and enhanced by accommodating growth within specified limits and in such a way that it retains its village scale, heritage, some horticultural land and natural features.*
- *Well-connected streets and pathways that reduce travel distances for pedestrians, cyclists and vehicles in Mapua and Ruby Bay.*
- *Provision of a high-quality network of public open spaces both at the open coast, estuary and channel edge and within Mapua and connecting to the rural hinterland.*
- *Allowance is made for a range of housing types that meet different household needs, such as for more energy-efficient housing, smaller households and working from home households.*

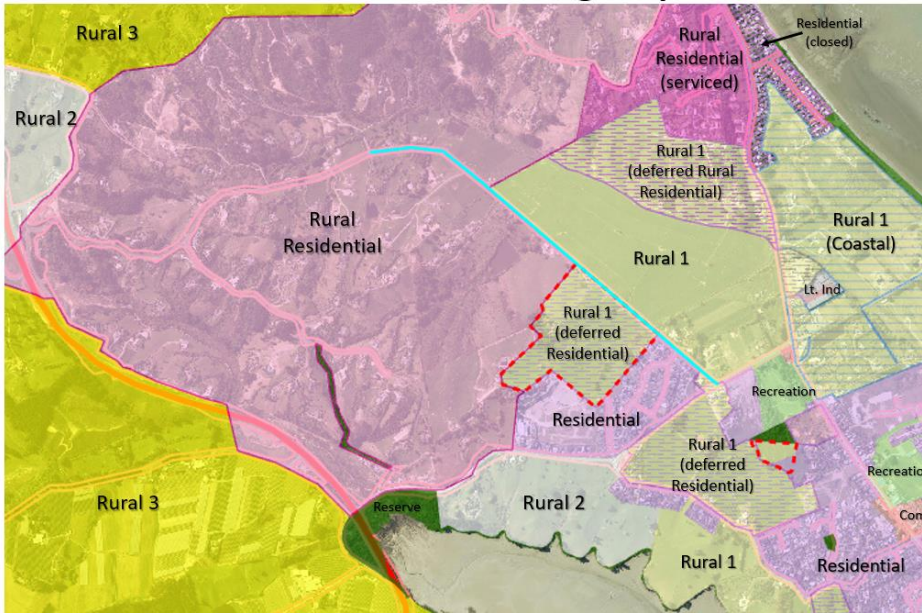
With this context and historical perspective, the key concerns that MDCA, on behalf of our members and residents, have regarding the current FDS and Growth Plan Change are listed below, and MDCA strongly urges TDC to address prior to adoption of the 2022 FDS and most certainly prior to progressing any Growth Plan for Mapua and surrounding districts.

- If changes are planned to allow medium density residential development within current Rural 1 and Rural-Residential land, this will in smaller lot sizes and more tightly spaces homes:
  - What provisions are being considered to require developers to allow for community greenspace and associated active transport walkways/cycleways?
  - What steps are TDC taking to provide additional Reserves within and around these potential developments to ensure the minimum requirement is meet?
- The FDS states that the future residents of Mapua will live and work in the community, with affordable homes and new businesses and employment opportunities attracting them to the region:
  - What work has been done to validate this assumption? Our current local workforce overwhelmingly supports the existing agriculture / horticulture / viticulture industries, together with local tourism and these are very unlikely to expand at the same rate as residential growth.

- Define affordable housing – with the average land/home price in excess of \$1m, (\$400k land and \$4000/m<sup>2</sup> for 150m<sup>2</sup> home at current prices)
- Both the Seaton Valley development and Mapua Village urban intensification envisage multi-storey apartments, duplexes, semi-detached homes?
  - Maintaining the look and feel of our village for both our residents and tourist visitors is critical to our community's vibrancy and lifestyle. This type of urban intensification has the potential to radically alter existing streetscapes – will future developers be required to consider such issues and/or will TDC enforce under new covenant-style regulation?
  - Many new residents in our region move here either as retirees or for a more rural lifestyle. What is the basis for the assumption that many of our future residents will be looking for this style of housing? Would it not make more sense to provide this type of accommodation option within the existing larger townships? (Nelson, Richmond, Motueka)
  - This style of housing will have reduced parking / garage space – typically this is ok if good public transport options exist but this is current not the case. Does the council have a plan to address this?
- Mapua Village has unique roading challenges, with access to the very popular Wharf and Waterfront Park limit to a single route (Arunui Road). Traffic volumes to this very popular destination are expected to growth rapidly based on just current new housing developments (i.e. top end of Iwa Street, Mapua Rise Phase III and Mt Hope Development). A new Boat Ramp is also under consideration adjacent to the Waterfront Park and the existing Wharf retail businesses continue to expand. Additionally, the Walking and Cycling Strategy (part of current FDS) envisages significant roading changes within the greater Mapua area, including provision of dedicated cycleways, greenways (shared low speed road) and traffic calming measures – all of which will necessitate reduced / altered parking arrangements. In short, there are multiple projects being proposed for our small village which taken together constitute an major multi-decade effort in terms of scope, inter-dependency and community impact:
  - Prior to any decisions on future residential growth, an updated Spatial Plan (part of Urban Provision process of TEP) is required, together with the associated community consultation.
  - With 1000+ new homes under consideration within the greater Mapua Drive / Seaton Valley area, traffic volumes and peak congestion will undoubtedly increase:
    - Has a future traffic management plan been developed?
    - Will changes to current intersections (eg. Roundabouts etc) be required?
    - Are new safe pedestrian crossings planned?
    - Will the current overflow parking at the wharf be retained?
- If FDS projections are correct, the Mapua and districts population will more than double over the coming few decades, and the community will need to support this growth:
  - Schooling?

- Medical?
- Public transport?
- Retail (assuming not everyone drives to Richmond / Motueka for shopping)
- Recreational / Reserve greenspace
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## Current TDC Zoning Map



The 2019 Final FDS proposed that Rural Residential areas in Seaton Valley be rezoned to Residential.

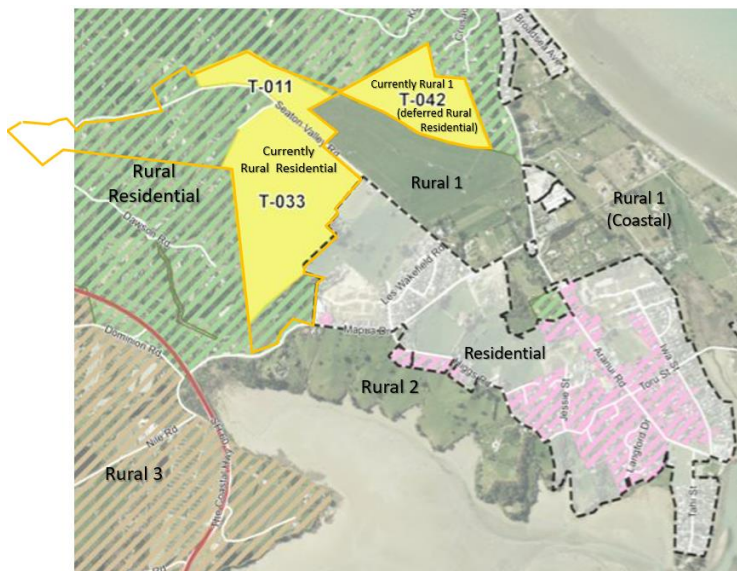
The current TDC zoning as shown in the Tasman Resource Management Plan (TRMP) in Seaton Valley is Rural Residential (pink) or Rural 1 deferred residential (dashed pink)

## 2019 FDS Zoning Proposal



Seaton Valley is Rural Residential with the exception of T-09 which was proposed commercial

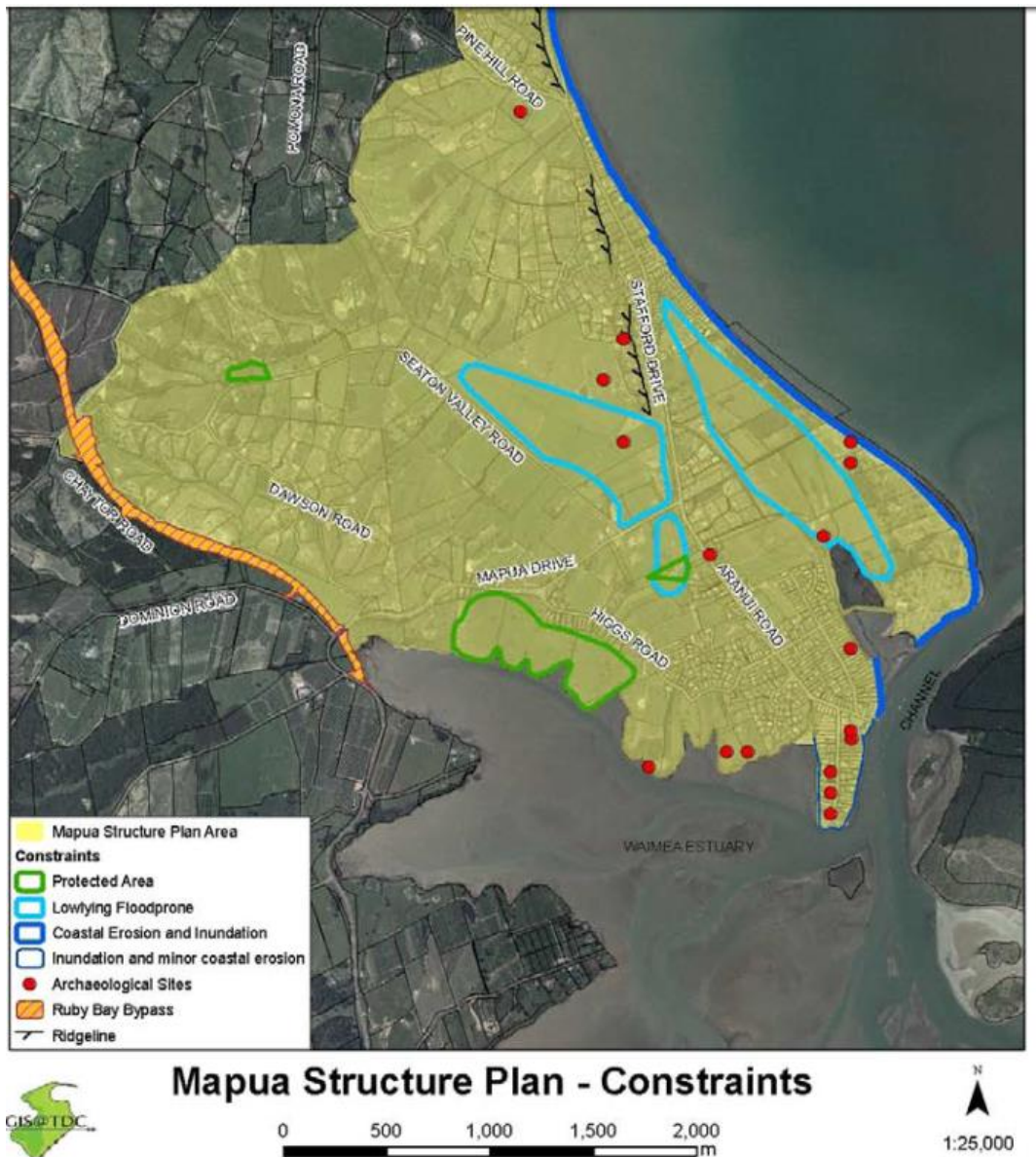
## 2022 Draft FDS—Growth Plan Zoning Proposal



Similar to the 2019 FDS but T-033 (inland / southern side of Seaton Valley Road) is truncated after further evaluation:

- Areas proposed for rezoning to Residential
- Original 2019 FDS proposed rezoning for comparison (as shown on slide #2)
- Current Residential Areas

## Mapua-Ruby Bay Structure Plan (2010)



### **Open Space and Walkways**

To support a total population of 2450 people by the end of the planning period more open space and walkways will be required. Indicative reserves have been shown on the structure plan between Higgs Road and Aranui Road, adjoining Mapua Domain and the Mapua wharf. Linking walkways have also been identified on the structure plan to enhance walkability and to reduce car trips to key destinations such as the school, the shopping area and the coastal margin. An indicative esplanade strip is shown on key parts of the coastal margin.

The Council's policy is to require 4ha of open space per 1000 people, so the expected growth of 572 people between 2006 and 2031 is anticipated to generate a need for 2ha of open space. If it is assumed that some Rural 3 residents will also use Mapua reserves, such as the playing fields, an additional allocation may be appropriate.

# Mapua-Ruby Bay Structure Plan (2010)

