

MDCA meeting last Monday

From: Annette Le Cren (annette.lecren@gmail.com)

To: pmcintosh64@yahoo.com

Date: Wednesday, 11 May 2022, 01:52 pm NZST

Hi Paul

Just a wee email to let you know that we found the meeting very good and productive. We thought that you did an excellent job as a chairperson, showing neutrality but yet not!
What's happening in Mapua at the moment is highly undesirable and it will destroy the Mapua as we know it forever. This subdivision must not go ahead. We have a few action plans we're working on and we are working as a group. The media will be there too. So far Stuff will be there and we're working on the Guardian.

The lady who stood up and couldn't see on Zoom and who will make her land available, who is that please and where is her land? She was very passionate.

Also, we'd like to congratulate you on your submission on behalf of the MDCA. It was very good and a HUGE amount of work. Thank you Paul.

We are both in the Wetlands group as well as the Wildlife corridor group with Lou.

This whole development is crazy and is totally out of character with Mapua. TDC is fixed on development and hopefully we can either stop this development from happening or at least pause it for a few years in some ways.

If there's anything you'd like to pass on to us, please do.

Bye for now

Jim Vause and Annette Le Cren

021 2024814 (Annette)

021 301649 (Jim)

Membership forms

From: Aileen Connell (aileen.connell@gmail.com)

To: pmcintosh64@yahoo.com; marionawayfromhome@gmail.com

Date: Wednesday, 18 May 2022, 09:43 am NZST

Hi Paul

I have left membership forms in your letterbox this morning.

I have 10 people who completed forms at last public meeting but I have not seen payment yet. I'm wondering if my blind copying from a Gmail account did not work. The email had the bank details on it. I was trying to save time with mass email

I will follow them all up this weekend.

My comments for tonight's meeting feedback are as follows

- increased traffic turning off state highway onto Mapua Drive
- increased traffic turning right from Mapua Drive onto state highway
- pressure on Mapua village roads including down to wharf from cars but also more pedestrians and bikes. Aranui road street scaping/narrowing needs to happen urgently to slow everyone down
- increased traffic on Seaton Valley road. Need better bike lanes
- concern over flooding and rain water catchment area with high tides

Loads more thoughts but I am sure they will be well covered by audience tonight

Cheers

Aileen

Developer's meeting notes

From: Bridget Castle (bridgetpcastle@gmail.com)

To: info@ourmapua.org

Date: Wednesday, 11 May 2022, 08:49 pm NZST

Hi Marion

As I am unable to attend the developer's info meeting next week, I want to add a few comments to feed into the system if possible. I hope this is the right way to do it!

My Comments

1. Positives about the design

1.1 I like that the plans show shared communal spaces like the sports field, off street parking, pond, water edge planting, board walks and pathways.

1.2 I appreciate that there is a variety of section sizes proposed as in my opinion Mapua needs a range of choice for residents, including the possibility of down sizing to a small and easy care home while remaining in or near the village.

1.3 I also appreciate that the developers have engaged with the community and hope that community views will genuinely be taken on board.

2. Negatives about the design

2.1 Too many sections: considering that the Mapua Community can expect growth from the expansion of Mapua Rise as well as other land becoming available along Seaton Valley Road, there is not a need for this number of sections to be added all in one development. In the TDC FDS released in 2019, it was indicated that we could expect in the region of 310 more dwellings in the next 30 years.

2.2 SUN: I do not have enough information to understand the layout of the proposed sections in relation to the sun. It is crucial that each and every home in the plan is able to receive a decent share of sunshine. This is not something that can be changed after building and would be crucial to consider during the design process - both in the design and layout of the roads and property divisions, as well as in the design of the buildings. The worst case scenario would be a property with a garage door and driveway facing the best of the sunshine, (ie north facing) while the indoor and outdoor living spaces are perpetually in shade. Sun is more important than anything, even views.

3.3 Provision of off road parking:

In such a large development, off road parking needs attention. This includes along every road - give up every tenth section and allocate this for off road parking for the nearby properties - to prevent the narrow roads from becoming even narrower with owners' second cars, caravans and boats being parked on the roads.

2.4 Relating to the number of proposed new dwellings: without employment in the immediate area, this number of new homes and additional people will be adding to the commuter numbers. This is not part of the desired outcome of development for this area.

2.5 Access routes into the subdivision: This subdivision should have road access to both Seaton Valley Road and Stafford Drive. In the event of any disaster, the residents should have more than one way out, not like this bottleneck situation.

2.6 Verges: By decreasing the number of sections, wider verges can provide communal spaces, room for roadside trees, and in places, angled parking.

3. Questions related to design:

3.1 What can be done to prevent the proposed pond from becoming silted up and stagnant, a mosquito breeding ground?

3.2 What engineering work will be undertaken to ensure that the flat land, currently pretty boggy in wet weather, does not become prone to liquefaction?

3.3 What is the designer going to do about ensuring sufficient sunshine falls onto usable parts of each home and property?

4. Noise alleviation: Cycling down Seaton Valley Road this morning, all I could hear were birds. What can the developer add to this design to provide sound barriers, to absorb the sounds of households and cars?

5. Trees: Considering how densely packed are the sections, how can suitable trees be planted within this development so that in time they can grow up and attract bird life back into the area?

6. Where are the cycle and walkways weaving through the development?

Thanks

Bridget Castle

12 Iwa Street, Mapua

Development feedback

From: Webster (webster@xtra.co.nz)

To: info@ourmapua.org

Date: Thursday, 19 May 2022, 10:43 am NZST

Thank-you for arranging the meeting, whereby the public were given an opportunity to have input to the future development of the Senior Farm.

Firstly I would like to thank those who attended to address the public. I appreciate that it's not an easy task, particularly when you are requested to address that which is beyond your control and outside of the meetings forum.

Having listened to what it is the developers are proposing, albeit this is early days, I am certainly in favour of considerations towards connecting streets, walkways, alleys and green belts with future development. I also feel that having the opportunity for industrial/commercial land adjacent to this proposed subdivision is exciting. Having spent a reasonable amount of time in the Berryfields/Meadows subdivision I have engaged with many families who love this area. It's given them an opportunity and direction and many are proud of what they have, plus they like the idea of making money. My only comment here which I'd like considered for the Senior Farm development is that the streets be wide enough to cater for the amount of houses in them. Cause I know nothing about streets, layout, etc however I can see that the wider streets are much more appealing and suit our style of living. The intensity of the subdivision would need to reflect the Mapua area, so less is more. I can see you've produced a plan which can be and likely will be peeled back to reflect my earlier statement.

Development is no evil, it's a necessity. As much as I like the idea that people outside of the housing companies get an opportunity to buy a section and build their own homes I understand the investment and risk you take in developing these subdivisions.

Kind regards

Kate Webster

0277576339

Wednesday's meeting

From: Marion Satherley (marionawayfromhome@gmail.com)

To: pmcintosh64@yahoo.com

Date: Friday, 20 May 2022, 08:34 pm NZST

Hi there,

I have just realised I didn't get around to including my feedback comments re the developers plan. So here they are -

1. The smaller lots are way too small - Mapua is not a service town, and the development that is being suggested is fine for the likes of Richmond which is a service town. However, Mapua is a semi rural Village & all future development need to be in harmony with this theme. Anything else runs the risk of creating million dollar slums as has occurred within some areas of Auckland. If people want to live on small lots in duplexes then they can live in Richmond or another service town with this style of housing.

2. It is important to ensure good walking/cycle way networks are provided so a safe alternative transportation option is made available for people to move around on. It is also important these networks either link to existing networks or where future networks are envisaged so they can be connected up as they become available.

The width of these networks also needs to be carefully considered so as to give enough space to reduce any future potential conflict between two way walking & cycling traffic - Nelson's Railway Reserve is a very good example of the space required.

3. Globally warming & ways to mitigate according to David Attenborough's life long experience in Nature. I would like to encourage not only those on the development team but also all TDC staff & Councilors to watch David Attenborough's documentary which is his 'witness statement' covering what he has witnessed in nature as a result of the changing climate. Towards the conclusion of the documentary David provides some very clear & easy steps that can be taken to not only minimise but reverse global warming. It would be good if David's suggestions are taken on board within this development.

4. Vehicle movements: it is important that not all vehicle movements are loaded onto Seaton Valley Road and Māpua Drive. The ideal aim would be to have an exit out onto Stafford Drive so those people planning to head to Tasman or Kina Peninsula would not transit through Seaton Valley & Mapua Drive & then onto Stafford Drive, rather for them to exit directly onto Stafford Drive avoiding the above.

5. That prior to any work commencing that all adjoining & therefore affected neighbours are consulted about the plan going forward, how the works may impact them & their property, and who they can contact if they are experiencing any direct issues.

Cheers Marion

Sent from my iPhone

Seaton Valley Residential Development proposal

May 2022

Five years ago I wrote to the TDC saying: “You should consider placing some limits on commercial and residential growth to ensure the magic that makes Mapua so attractive is not lost forever. A long-term development plan should be prepared which considers the views of residents and visitors.” I did not get a reply I have not changed my opinions.

Most of the ongoing wealth of Nelson/Tasman comes from four F - words (Fruit/Farming/Forestry/Fishing). Why allow productive, Rural land to change to residential? The Developer makes a one-off large windfall because ‘Property is more costly than Produce.’

If Mapua is going to be forced (despite our wishes) to change from a **relaxed**, pretty, rural, seaside village into just another **busy**, satellite suburb of Nelson, where is all of the components & infrastructure that makes a ‘good suburb’ to be located and most importantly who is going to pay for them?

According to an Australian website some important things that make a ‘suburb good’ are:

1. Various educational options (Childcare, Primary, Secondary, etc)
2. Good reliable Public Transport (Bus, Ferry, Bike tracks, Footpaths etc)
3. Easy/fast access to Employment (How will the Richmond deviation and main roads cope with increased traffic & how many more serious accidents)?
4. Plenty of Green space (Parks, Reserves, Picnic areas, Walking tracks, Sporting facilities).
5. Good Dining, Entertainment & Shopping options (Cinemas, Theatres, Shopping centres, etc).
6. A number of Medical options (Healthcare, Pharmacies, Elder care, etc).
7. A safe environment for residents and visitors (Children, Elderly, Cyclists, Walkers, Motorists, etc).
8. Good ocean access (Boating, Swimming, Fishing, Wharf jumping, etc.)

Mapua currently lacks most of these facilities. So where are they all to be located and who is going to pay for them

Peter OHalloran
42 Langford drive, Mapua 7005

Note from Peter Paterson to your Facebook Page Māpua Community Association

From: peterp@snap.net.nz

To: info@ourmapua.org

Date: Friday, 13 May 2022, 01:27 pm NZST

Your Name: Peter Paterson (yes, it's me again)

Phone Number: 021 362 664

Your Question: How will you judge the community's agreement, agreement with conditions or disagreement with the proposed Spittle development of the Senior farm?

Next Question: If the developer succeeds in its bid to have the land rezoned, does the community understand that earthworks can begin before resource consent is granted?

Next Question: If the developer fails to attract enough buyers for his offering and exercises his contractual right to abort the whole thing, how would the community react to the destruction of the wetland by the dumping of spoils from the terracing of the hill site? Does the council need to impose an immediate "no dig" order prior to resource consent hearings.

Next Question: Is the MDCA aware of the July 2021 TDC Publication "National Policy Statement on Urban Development : Housing and Business Assessment for Tasman" and, if so, was it formally presented to the Mapua Community?

Regards,

Peter Paterson
3 Couatts PlaceMapua

5/18/22, 5:58 PM

The plan for 49 Seaton Valley Road is claimed to be within the context of Mapua. This claim is something that is unsubstantiated.

A development on the scale that is proposed is beyond what has ever been seen for the area. When walking around the built environment of Ruby Bay/Mapua, you see single story houses with modest sections. Often an older generation walking a dog or two, riding bikes or simply out for a walk and coffee.

People who move to Ruby Bay and Mapua are attracted by the environment, both natural and built, neighbors without any fences, walking across back gardens to deliver meals to a neighbor in need. This proposed development does not fit into Mapua Ruby Bay context, its share size and the small size of property is something found in large centers such as Auckland, Hamilton, Wellington and Christchurch and does not fit within the context of Mapua.

Its proposal has one focus to line the pockets of the developers and the council. It ignores the taonga of current ratepayers, residents and visitors to the area.

In this proposed development the developer claims that the area is already zoned residential. This is not true, the 14.47ha identified as T-042 by the Tasman District Council, is currently under review and is presently zoned as rural residential in fitting with the urban context. This area needs to remain rural residential to fit with the Mapua/Ruby Bay context. This would allow development that matches the rate or projected growth for the region.

Projected growth also does not take into consideration the aging population that will vacate their homes allowing others to move into the area. It is recognised that some growth will occur but who will pay for the services needed. Water, sewerage, electricity, fibre, safe roads, transport, schooling to highlight a few. Surely not the council that already struggles to maintain footpaths, cycleways and roadways that increasingly have potholes, overgrown trees causing blindspots and sunken areas due to increased heavy vehicle use.

If such intensification occurs in the urban context with houses built in this area, the entire feel of the built and natural environment will be decimated. The contribution to climate change is significant with up to approximately 1000 more cars on the road, plus less natural area that could be used to serve as an oxygen creating green space. The transformation of the soil profile from pervious to impervious increases runoff and changes the natural environment. This development ignores emission goals within the New Zealand context. Furthermore, the area in question is served by volunteer fire brigades who respond to traffic accidents, distance from the hospital (Nelson) places more strain on an already undervalued and at times struggling system.

Best practice urban development can no longer relate to only having walkways, cycleways and waterways, with proposed sports grounds as a token display of considering the surrounding rural/urban environment and community; it must take into consideration those already in a local area and the distance to work to help create a balanced work/home environment in order to develop relationships between people, whanau and communities while reducing environmental impact. The scale of this proposed development, while fancy slogans and persuasive words have been used, is not suitable for the Mapua, Ruby Bay area. Keep this area rural residential and give value to wetlands/swamp.

This proposed development is one that considers maximum profit over people and the environment. We as a society, community and nation need to move away from allowing developments that only take into consideration maximum profit over the culture, heritage and environment of New Zealanders. The plan for 49 Seaton Valley road is claimed to be within the context of Mapua, this claim is unsubstantiated and just not honest.

I strongly object to this development as it's completely out of keeping with the area and is too dense a development. I would like to see the number of sections reduced significantly to lessen the impact on the environment; light pollution, noise levels, traffic congestion.

DAVE BAKER

57 POMONA ROAD

heydavebaker@yahoo.co.nz

I strongly object to this development as our property borders the proposed development we will be directly affected.

Like many of our neighbours, we bought into our current property because it was rural residential and we appreciated the open space and lifestyle that came with that zoning (peace & quiet, limited light pollution, reduced traffic).

Why can't the new development take that into consideration and have all the newly proposed properties on the boundaries of existing rural residential, be zoned rural residential too?

This would at least allow all of us that bought into rural residential properties, to still feel that we're in the same environment.

The next layer of properties beyond this rural residential "buffer" can then be zoned accordingly as prospective new buyers will know what they're buying into.

Feedback from Meeting Participants

Person 1

- Like cycle corridors – please connect with school and Pomona Road
- Like Sports Grounds
- Like variety of section sizes – need smaller sections / homes
- Concern that only 2 roads in/out of subdivision will be enough to service ~400 homes
- Would prefer fewer homes overall

Person 2

- How long has it taken to develop Berrylands? You are telling us that you will take 10-15 years to develop ~400 homes in Mapua

Person 3

- If Manaakitanga is the binding decision principle for the project, ecological habitat is important (nesting birds etc) – will there be a no cat covenant on the subdivision?

Person 4

- Shared facilities – caravan park?
- More innovative house layout – shared spaces / gardens?
- Community gardens?
- Shared bike lockups / e-bike charging stations?

Person 5

- Re-design Aranui Rd -Mapua Dr – Stafford Dr intersection to provide more land for expanding the school and additional parking

Comments / Questions from Flipcharts

- Reduce number of houses to <50 and provide playground areas
- We don't want terraced housing with no gardens and nowhere for children to play (other than in streets)
- Consider non-hardstand (concrete / asphalt) roads & driveways to allow more water absorptions and less runoff
- Consider light-coloured roof covenants to reflect more sunlight
- What is real reason for not have access via Stafford Drive?
- What actions are being taken to de-carbonize building process? (natural materials, little or no concrete)
- Will wetlands area be vested in TDC as reserve?
- Will there be semi-detached housing?
- Preserve and enhance green corridors and wetlands
- Might want 2 bdrm homes on tiny section in future, but would also like to have greenspace among such homes where there are trees and community gardens
- The context of Mapua is Rural Residential – keep it this way
- The infrastructure need to be in place in a timely manner – in particular roading as the congestion to Richmond is crippling already and increase traffic past the school will be huge