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## Initial Council comments on the 'The Vines' Affordable Subdivision proposal

### Questions posed by the Minister

1. Confirm that the assessment undertaken by the Tasman District Council to determine if the Vines Affordable Subdivision is appropriate to be a Special Housing Area is still valid (Document reference: Location Summary T02-11)
2. How the development aligns with the Tasman Resource Management Plan and the Nelson Tasman Future Development Strategy
3. Compliance and enforcement history for the applicant (or known associated companies).

### Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

*This form is for local authorities to provide comments to the Minister for the Environment on the decision to refer projects to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.*

Local authority providing comment	Tasman District Council
Contact person (if follow-up is required)	Dennis Bush-King
	Environment and Planning Manager
	s 9(2)(a)

### Comment form

Please use the table below to comment on the application.

Project name	'The Vines' Affordable Subdivision
General comment	<p>The Council previously supported a Special Housing Application for this land but it was rejected for reasons of timing by the then Minister of Housing. The development of the land for housing, while earlier than anticipated in the Council's Future Growth Strategy, is not opposed.</p> <p>Council acknowledges the intent of the applicant to supply affordable housing to the district.</p> <p>Local context The development is for 47 residential lots, on a rural site just southwest of Richmond in Hope. Currently we have the Richmond West Development Area coming on line with well over 1,000 lots, plus several other residential developments at least as large as the Vines proposal in the area from Richmond to Wakefield. Land prices are at a historical high and there is still strong demand for sections. The Vines proposal is to deliver sections at a lower cost, subject to the costs of development.</p>
Is Fast-track appropriate?	<p>The Council is neutral about whether the fast track legislation should be used or the normal plan change/consenting process</p> <p>This proposal could contribute to affordability if savings are passed onto buyers and proposed covenants are effective.</p> <p>There are some significant stormwater drainage issues at the site that need to be resolved for this proposed development. It is currently unclear whether the fast track process will be able to provide resolution to this issue, and whether the project meets the intent of the Act that is for <i>"fast-track resource consenting and designation processes for eligible projects that are already planned <u>and ready to go</u>"</i>.</p> <p>The proposal is leap frogging ahead of Council's long term plans to deliver infrastructure services in this area. We would normally expect an area such as this to go through detailed structure planning to ensure that all the pieces in the infrastructure jigsaw fit together in a coherent manner but if the applicant contributes to the costs, than may minimise impacts on the Council.</p>
Environmental compliance history	Council holds no relevant compliance history.

Insert responses to other specific requests in the Minister's letter (if applicable)

**Confirm that the assessment undertaken by the Tasman District Council to determine if the Vines Affordable Subdivision is appropriate to be a Special Housing Area is still valid (Document reference: Location Summary T02-11)**

#### Planning

From a planning perspective the only change since the SHA proposal is that we now have a Future Development Strategy (FDS)) which identifies this location for medium density residential development in decade 3 (2038-2048). The timing may change depending on how Tasman and Nelson growth projections trend over time.

The site is zoned Rural 1 and it has highly productive Class A soils that are currently being used for viticulture. Land in the vicinity has changed to more urban purposes

#### Servicing

Council's long term plan 2018-2028 (LTP) does not provide any new solutions for servicing this area as the FDS timing is beyond the current LTP planning horizon.

#### Transportation

The SHA application did not deal with the upgrading that will be required for White Road and Main Road Hope (State Highway 6). Widening of White Road will be required to accommodate physical upgrading of this road by the developer.

A footpath will also be required to be formed along the Main Road Hope (State Highway 6) frontage. There may be need to more road vesting along that frontage to meet NZ Transport Agency requirements and to have services located within the future road reserve.

The proposed internal road layout is likely to be acceptable but we have not been provided with the proposed road design attributes (widths of carriageway, footpaths etc in the application).

#### Water

No significant changes from the SHA proposal. Water is available but extending it to this proposed development will put pressure on the existing network. The potable water supply is likely to require some manipulation of off-site reticulation to reconfigure the system, at the applicants cost. Achievement of the full firefighting demand flows within the proposed development is unlikely unless this off site work is carried out.

#### Wastewater

There is limited wastewater drainage capacity available for this proposal within the existing gravity reticulation adjacent to this site on Whites Road and along SH6. The low gradient on the site and relatively shallow groundwater will need to be taken into account.

Option 1 Council's preference, is that the development has a gravity system installed that connects into the existing wastewater reticulation. This is likely to take up all the remaining capacity between the site and

the principal gravity reticulation. There may have to be some more modelling of flows etc to verify that the system has sufficient capacity. In the future this gravity reticulation network would be absorbed into the wider gravity network that will be needed to service other nearby growth areas (refer below).

Option 2 is for ALL the proposed lots to have a Council owned pump station on each lot (much like the Richmond West area). However, these units will have to have a SMART telemetry system installed and controlled by One Box telemetry system (or similar) connected back to TDC. The pumping stations would need to be able to provide a minimum of 12 hours or 1m<sup>3</sup> of storage. Discharge from the pumping stations will be controlled so that pumps normally operate between the hours of midnight to 5am.

#### Stormwater

The proposed stormwater management solution is still considered to be poor. Council has concerns that the solution will direct flood waters onto State Highway 6. The applicants will need to show in more detail how they will mitigate the increased runoff from the site following development and complying with the Nelson Tasman Land Development Manual in regard to infiltration etc.

As there is no stormwater reticulation or drainage in the immediate area the applicant will need to mitigate flows up to a Q100 event. The current design only shows a solution to deal with up to a Q20 event.

The individual building sites will need to mitigate their own flows. Stormwater runoff from the roads will need specific design and would likely need to include a treatment train design such that contaminants and fine particles are intercepted so as to not "blind off" the surface of any soakage devices etc. This will increase the cost of the soakage system.

#### Recreation

The applicant is proposing one very small pocket park (1 section, 465m<sup>2</sup>)

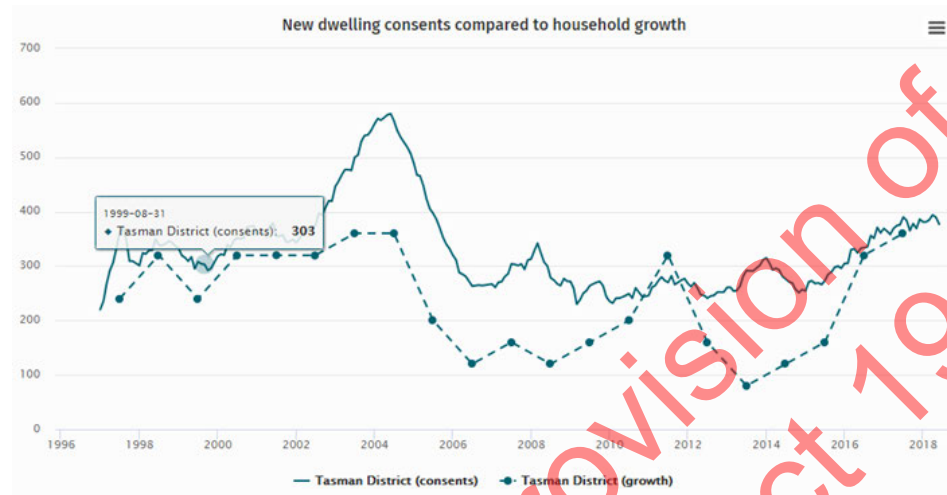
The level of service Council would be expecting to provide is a neighbourhood reserve with an area of 2500m<sup>2</sup>. The current proposal falls well short of this.

#### ***How the development aligns with the Tasman Resource Management Plan and the Nelson Tasman Future Development Strategy***

The proposal does not align with the Tasman Resource Management Plan (TRMP) due to it being a residential subdivision within a Rural 1 zone. The site consists of Class A soils which are the most productive and versatile in the region and these values are acknowledged within Chapter 7 of the TRMP.

Central Government's own monitoring of Taman District (Urban Development Capacity dashboard <https://www.hud.govt.nz/urban-development/urban-development-capacity-dashboard/>) shows that new

dwelling consents have kept up with household growth. We are currently awaiting data for 2019.



The proposed pattern of development and the average lot density is in general keeping with the TRMP for residential development, taking into account the minimum number of dwellings that are being proposed.

The area of Rural 1 land between White Road and the current southern boundary of residentially zoned land in Richmond is identified as a future residential growth location in the Nelson Tasman Future Development Strategy (FDS) (2019). The application site is part of a larger area identified for possible medium density development, with average lot sizes of 550 sq m. This is the "Hope" site in the Future Development Strategy. The adjacent growth areas "Paton Road Foothills" and "Hill Street South foothills" are identified in the FDS as being for standard density residential development with average lot sizes ranging from 550 sq m. to 1,000 sq.m.

The Nelson Tasman Future Development Strategy (FDS) was adopted in 2019 and population projections at that time forecast the Richmond South growth area would be needed between 2038-2048. The Tasman Long Term Plan 2021-2031 is currently being prepared and as a consequence new population projections that have been commissioned. Growth modelling underway to inform the Long Term Plan suggests the Richmond South growth area may be needed between 2032 and 2041.

One of the reasons why this growth area was scheduled long term in the FDS was due to its highly productive land value (class A soils), seeking to use less productive land first. The multi-criteria assessment of the site concluded that while ownership is fragmented, the land is flat, versatile, and the climate is good.

The FDS concludes that some Tasman greenfield expansion areas are needed to provide sufficient capacity and housing choice, but use of more productive land would be minimised and restricted to areas adjacent to existing urban area, where ownership is fragmented.



	<p><b><i>Compliance and enforcement history for the applicant (or known associated companies).</i></b></p> <p>Council holds no relevant compliance history other than some spray drift complaints approx. 15yrs ago. Mudgway Construction Limited is registered to the address at Hope and has only the two directors being the landowners.</p>
Other considerations	<p>NZ Transport Agency would wish to be involved – the current proposal is directing stormwater flows onto State Highway 6. This section of the State Highway has no stormwater drainage system to take this water and the proposed development could result in flooding the road. NZTA have been supportive of the FDS.</p>

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