

Mapua Waterfront Area Masterplan

2018–2028





INTRODUCTION

This Masterplan sets out a strategic direction for the Mapua waterfront and adjacent areas recognising the interconnectivity of the waterfront area.

Each 'location' is individually discussed with specific actions for the future, whilst acknowledging that they each impact the area as a whole. The Action Plan for each location over the 1 to 5 year horizon proposes a comprehensive working group to implement changes, link work, and ensure continuity of vision and connection.

The Masterplan addresses the complexity of the waterfront congestion, popularity and changes. It also addresses the broader Mapua issues, related to the increase of activity and public demand with a focus on the coastal land and coastline at Mapua.

In developing the Masterplan, Council has considered how it can best accommodate the various and competing demands for community infrastructure and assets, and the differing pressures and issues within the area and the Region.

In implementing the Mapua Waterfront Area Masterplan, Council anticipates 'place making' that capitalises on the local community's assets, inspiration, and potential. Ultimately, the Mapua Waterfront Area Masterplan will create public and community spaces that promote people's health, happiness, and well-being.

The strategic future direction of the Mapua Waterfront Area encompasses:

- preservation of the area between Golden Bear Brewery and the estuary as an open space reserve with minor improvements
- retention of Council ownership, and preservation of the vibrancy of the Mapua wharf area as a 'visitor destination'
- retention of the reserve space in Waterfront Park and explore improvements to enhance community facilities and usage
- retention of Council ownership of the remediated land area at Tahī Street as a strategic asset for the future
- improvement, preservation and maintenance of the Grossi Point Recreation Reserve
- improvement and management of parking, lighting, and accessibility and safety of walking areas.



N
1:3,000

Mapua Waterfront

0 50 100 150 200 m

Legend

- Reserves
- Council Owned





This Masterplan establishes strategies for the Mapua waterfront and adjacent areas. It includes visions for the Mapua waterfront and surrounding area, future directions and strategies for each key element in the area, and the plan of action for delivery in the short and medium term.

Need for the Masterplan

Increasing pressures in the Mapua Waterfront area have generated reactive rather than strategic responses and a coordinated plan of future development and use for the community.

The area has experienced significant population growth over the last five years averaging 1.9% per year. Total population has increased by 10% since 2012, estimated at just currently over 2,200 residents. Whilst growth has been beneficial for tourism and economic development, it has also placed pressure on infrastructure and service capacity.

The Mapua Waterfront area has undergone significant redevelopment in recent times with the construction of Waterfront Park, and more recently, the Council owned 'Shed 4' development. With increasing visitation from locals and tourists to the waterfront area, Council has moved to create a pedestrian friendly zone, free of vehicle traffic. This has impacted on boat access and launching at Mapua Wharf boat ramp.

Boat ramp access limitations at the Wharf have reportedly increased pressure at Grossi Point Recreation Reserve, which has seen increased use as an alternative launching and boat trailer parking area.

This has resulted in complexity and challenges in handling conflicting uses including boating activity, swimming, cycling, and pedestrian / family activities.

Growth in the area has also led to increasing pressure on both recreational spaces and public infrastructure such as car parking and need for improved pedestrian lighting.

The Masterplan addresses the complexity of the waterfront congestion, popularity and change. Future strategies included in the Plan primarily focus on Council owned land, including the remediated land.

Review

This Masterplan shall be reviewed after five years.



DIALOGUE WITH THE COMMUNITY

Tasman District Council has actively and publicly engaged the broader community to understand the issues and opportunities facing the Mapua Waterfront Area.

Phase 1

Council has actively engaged with the local community, and visitors to the Region, to learn about the issues and opportunities facing the Mapua Waterfront now and in the future. Development of options for managing the future of Mapua Waterfront has involved significant community engagement and consultation to enable broad reach and connection throughout the community.

The process began with a Council initiated survey in late 2016. An online survey and hard copy questionnaire in November 2016 gathered the views of residents and visitors on the current use of the waterfront area and aspirations for the future. Conducted over the peak summer period, the survey attracted 723 responses, 343 online and 380 in hard copy.

In January 2017, Council engaged a consultant to progress the plan. The consultant built on the survey insights with a comprehensive divergent community engagement phase involving 31 individual face-to-face and group meetings.

Meetings were augmented with three deliberative public 'Mapua Waterfront: Now to 2050 Forums' engaging seventy five participants from a broad range of community groups / clubs / organisations.

For those who were unable to participate, written responses were encouraged resulting in receipt and review of twenty-one written proposals. Separate approaches were made to engage local iwi in the process.

Phase 2

All consultative information was synthesised and compiled into an Options for the Future document for consideration by Council. Following the Community Development Committee meeting on 6 July 2017, the document was approved for public release and consultation. Submissions were open for a five week period between 10 July and 14 August 2017.

Phase 3

A total of 366 written submissions were received.

The Hearing Panel, comprising Full Council, and an iwi representative, heard from individual and group submitters over two days (21 and 22 August 2017). The Hearing Panel subsequently held formal deliberations to consider all submissions. Due to the nature of some of the options and submissions received, technical expertise and information gathering was also undertaken during deliberations to ensure an informed decision making processes.



Tasman District Council actively and publicly engaged the broader community to understand the issues and opportunities facing Mapua Waterfront Area enabling the development of Options for the Future.

1

2016 / 2017 summer, Council initiated a survey to gather the views of residents and visitors on the current use of the waterfront area and aspirations for the future with 723 responses

2

Broad community engagement phase involving 31 individual face-to-face and group meetings, and 21 written proposals

3

Three deliberative public 'Mapua Waterfront: Now to 2050 Forums with 75 residents

4

Engagement of Te Tau Ihu Iwi collectives

5

Five weeks of public consultation for future options including 'In Your Neighbourhood' pop up consultation

6

366 Submissions to Council and 27 submitters presented to Hearing Panel

7

Two days of combined Council and Iwi hearings for community presentations on their submissions, and formal Council deliberations to develop the Masterplan



BOAT RAMP FACILITIES

As a coastal community, the Mapua Waterfront Area is an important area for access to water based activities including wharf jumping, swimming, boating, sailing, and paddling.

After numerous requests and consultation with the Mapua Community Association, Council moved to create a pedestrian friendly zone free of vehicular traffic, resulting in restricted access to the existing boat ramp at the Mapua Wharf. The physical works associated with the development of Shed 4 and the subsequent increased visitor patronage, further supported this pedestrian friendly nature. Boat access and launching is currently permitted before 10.00 am every day, and restricted between the hours of 10.00 am to 7.00 pm.

The local Grossi Point Reserve is very popular with the local community and many use the Grossi Point Boat ramp to launch their boats. Other boat ramps used in the local area include the Rough Island Boat ramp (Rabbit Island/Moturoa), and Motueka Boat ramp.

Council through the consultation process considered a number of proposals to improve the existing local boat ramps and/or provide a new boat ramp in Waterfront Park. There was little support to improve the boat ramps at Grossi Point and Rough Island, and strong division amongst the community about the proposal for the new ramp in Waterfront Park. Although developed and favoured by the local Mapua Boat Club as the best option, submissions on this proposal were either strongly in support or strongly opposed.

After listening to the concerns from both sides of the debate, and investigating the implications of a boat ramp in this location, Council decided not to support a new boat ramp for a combination of reasons including the cumulative nature of the issues. The factors included the estimated costs, potential health and safety risks from boat launching in this location, potential environmental effects through proximity of ramp to the wastewater pumping main and gravity sewer, and the associated traffic and parking congestion.

Council's preferred option was to take a long term view and a more regional and strategic approach for the whole District. Council are proposing to review the current and future demand for a regional boat ramp by allocating budget for a feasibility study and boat ramp construction. This proposal will be included in the Long Term Plan 2018-2028 which will be released for public consultation in March/April 2018.



AREA BETWEEN GOLDEN BEAR BREWERY AND THE ESTUARY

Preserve the area as public open space / 'park' with minor improvements

The area to the east of Golden Bear Brewery is used by cyclists, embarking or disembarking on the ferry, as well as locals and tourists who would like to spend time in the open air space. The space currently has patchy grass and concrete – both good quality 'new', and poor quality 'old', with smatterings of gravel. There is also a dinghy storage rack located towards the northern fence.

One of the most revered aspects of the space (and the Waterfront) is the Ngaio tree located on the banks of the estuary between the Brewery open space and the sea. Council has spent significant time and resources preserving the tree in recent years.

The tree accommodates innumerable small children throughout the year who delight in its wonderful 'easy to climb' branches and peaceful hiding shade.

To the south west of the tree are a number of picnic tables, used all year round.

This area of open space is precious. It remains a significant archaeological site for local Iwi (including down to the water where Māori wakas were launched), and is highly valued by residents, locals and visitors alike.

This area of land is highly valued open space for the community, and needs to be treated gently and respectfully. The area would benefit from zoning as an 'open green space' with extension (and repair) of the grass area, and the incorporation of additional minor infrastructure, appropriate signage and walkways, particularly to the Ferry boat and beach. Community feedback indicated strong support for incorporating cultural elements in the space (boards, signage etc) to acknowledge the significance and history of the area.

ACTION PLAN

1–5 YEARS

Council, in partnership with the community will develop the aesthetic elements of space to look at the following aspects:

- restoration of grassed spaces
- additional picnic tables, seating and shade cover
- cycleway & path delineation
- beach access
- cultural significance
- alcohol free zone
- ongoing protection of the Ngaio tree
- rezoning of the area under the Tasman Resource Management Plan (TRMP) from commercial to reserve.

6–10 YEARS

Council will maintain the area and any associated recreational infrastructure, ensuring its preservation as an open green space.

MAPUA WHARF AREA

Retain Council ownership and preserve the vibrancy of the Mapua Wharf area as a 'visitor destination'

The Mapua Wharf area is a very popular tourist and visitor location. It supports a current mix of recreation, retail and community activities. Substantial numbers of people visit the area especially in the summer months, but its popularity extends throughout the year. The area has numerous cafes and restaurants, bars, retail shops, a brewery, and takeaway food outlets, along with a small number of commercial businesses. Many people who participated in consultations for this plan noted their vision of Mapua Waterfront as a regional 'visitor destination'. Incorporated in the Wharf area is the Mapua Museum, the Mapua Boat Club and the Tamaha Sea Scouts storage space.

The Mapua Wharf itself is a magnet for pedestrian traffic, and 'wharf jumping' is hugely popular - often spoken about by residents as 'a local tradition'. The Wharf is operational with vessels moored regularly throughout the year. Public access on the Wharf, and people's use of it, is very important to the community.

The waterfront and wharf site has significant archaeological values of Māori origin protected by legislation.

A walkway between the Wharf and the Waterfront Park was considered, and emerged as a medium to long term project for the next 10 – 20 years. The walkway would enable expansion of the existing Appleshed Café & Bar facilities toward the estuary, and would enable the temporary structure located at the end of Aranui Road to be 'relocated' into the café facilities; thereby enhancing the estuary vistas from the precinct entrance.

Further improvement options in the wharf area are confined by spatial, ownership and previous development considerations.

The precinct is busy, vibrant and popular.

A strong pedestrian / shared zone from the junction of Aranui Road and Iwa Street and throughout the wharf area, with more connection to the Waterfront Park, is a popular request and listed as a short term action. The preference is for a shared zoning demarcation to ensure anyone 'entering' the zone becomes aware of the shared relationships between pedestrians, cyclists, vehicles etc.

Tamaha Sea Scouts

The Tamaha Sea Scouts have indicated that they require new boat and club equipment storage facilities as their current storage facilities on the Wharf do not possess the capacity to hold their equipment. The Scouts are anticipating significant growth in their membership numbers in the next few years and propose to purchase more boats to cater for this growth.

Council is aware of their storage constraints, and is open to working further with the Tamaha Sea Scouts to identify alternative solutions.

ACTION PLAN

1-5 YEARS

1. Council will enhance the delineation AND design of the Shared Zone area via:
 - redesign of the roadway to improve road surface where needed, and paint area to signify traffic speed reductions and pedestrian usage
 - exploring relocation of Council owned parking spaces to the Council owned land connected to Waterfront Park
 - exploring pedestrianising the entire shared zone with restrictions for commercial vehicle use only
2. Retain Council ownership of the land and buildings
3. Maintain the existing concrete boat ramp
4. Work with the Tamaha Sea Scouts to determine a preferred solution for their needs

6-10 YEARS

Council will explore the construction of a walkway connection between the Wharf and Waterfront Park.

Council will continue to work with the community to ensure the vibrancy of the Wharf area is maintained and to address any pressures which may arise from its popularity as required





WATERFRONT PARK

Retain as open park space and explore improvements to enhance community facilities and use

The area occupied by Waterfront Park was formerly owned by the Fruitgrowers Chemical Company (FCC), whose business included the manufacture of synthetic pesticides. The factory closed in 1988, and in 2004 remediation of the toxic soil began following pressure from the Mapua community. It took five years to remediate the site.

Waterfront Park is legally covered by a Site Management Plan and an audit process including groundwater, sediment and biota monitoring. Management of the site rigorously restricts future usage and all considerations need very strong planning and supervision to ensure the surrounding area, especially the estuary is not contaminated by chemicals that still exist in the site.

Post remediation, Council worked with landscape architects and developed the site into a recreational space. Waterfront Park has an amphitheatre, promenade, toilet block, petanque court, numerous walkways and car park – with complementary landscape planting. However, elevated aspects of the Park are often ‘windswept’ and community consultation indicates it is under-utilised at present.

The Mapua & Districts Community Association were recently successful in receiving a \$10,000 grant from the Rata Foundation, for infrastructure equipment in the recreation space. They are currently purchasing four picnic tables with seating, and some low key play equipment for children, all of which will be installed in partnership with Council. Identified elements for consideration in additional upgrades include:

- Shade and shelter
- Interpretive panels
- Gas barbeque
- Rubbish and recycling
- Playground extensions
- Exercise stations

Both the Council survey and engagement consultations identified community desire to increase use of the Waterfront Park space via opportunities such as outdoor concerts and music events, twilight or farmers markets, and yoga or tai chi classes.

Additionally, Council has decided the green space parcel of land adjunct to the existing Waterfront Park carpark (Lot 15 Aranui Road and part of Lot 5 Tahurangi Street zoned commercial and owned by Council) will be land-banked at this time.

Council has determined that if required, they will make minor changes to enable this land to accommodate ‘overflow’ car parking during peak periods.

ACTION PLAN

1–5 YEARS

The community, with support from Council, will explore the development of community facilities within Waterfront Park including:

- picnic tables
- seating
- barbeques
- rubbish bins
- trees for shelter / shade
- investigate options for a low key playground for children

Council will determine the need for changes to the commercially zoned land to enable car parking in this area, including investigating moving carparking inside the shared zone.

6–10 YEARS

Council with the local community will explore opportunities for increased use of the Waterfront Park as a valued community space.

REMEDIATED LAND – ARANUI ROAD AND TAHI STREET

Retain Council ownership of land as a strategic asset for the future

The western side of Tahi Street is part of the remediation and currently in Council ownership. It is now a large tract of grassy land where locals walk, run their dogs, fly kites and model planes; and it is used extensively (and increasingly) for overflow parking as required.

The land is a combination of commercial and residential (intensive residential, coastal residential) zoning, and it has limitations in terms of service infrastructure including sewerage, water and stormwater connections. It is also still on Council's Hazardous Activities and Industrial List (HAIL) anticipating construction of any structure would involve excavation beyond a 150mm depth with associated additional costs (unquantifiable) for any purchaser. Despite this, there has been strong interest in the site from intensive residential developers, to commercial investors.

Council made the decision to put a hold on the sale of the land in March 2016, pending the Masterplan process.

The most western point of the land is zoned 'Reserve' and is of archaeological significance. Access to this Reserve and preservation of the cultural elements is crucial. Access to the coastal Reserve will always be maintained via the formed 100m access way at the southern boundary.

Retention of the commercial and residentially zoned land secures a large tract of 'open space' for community use and overflow car parking – as is currently used. Council supports the use of the area for boat and trailer parking for those launching at Grossi Point. In the longer term, the land could potentially be sold in full or in part, with the funds used by Council to substantially lower debt.



ACTION PLAN

1-5 YEARS

Council will landbank the entire remediated land site for community use, and allow parking for vehicles and boat trailers during peak periods.

6-10 YEARS

Council will, in consultation with the community, review retention of the entire remediated land site.





GROSSI POINT RECREATION RESERVE

Improve, preserve, and maintain the area as a recreation reserve

Archaeological sites along the estuary and at Moturoa/Rabbit Island are reported to be “associated with the Māori fishing village at Grossi Point at Mapua, occupied as early as 1200AD”¹. Grossi Point is of major cultural significance to a range of iwi groups, and is a recorded archaeological site.

The Grossi Point Recreation Reserve (the Reserve) is very popular with the local community. It is well used and known location for swimming, picnicking, barbeques, dog walking and swimming. It is also used for boat launching including, non-powered craft (kayaks, paddle boards) and small motorised boats. Power boat usage of the boat ramp in Grossi Point has reportedly increased in the last five years due to the closure of the Mapua Wharf boat ramp between the hours of 10am to 7pm, and the growing number of power boat owners within the community.

Grossi Point is now the only boat launching ramp available at all times. During peak times, large numbers of boats launch from the ramp which is tidally affected. This means boat owners drive onto the estuary, potentially causing damage to the sea bed and ecological environs and erosion of the shoreline (with cultural significance).

The increase in boat use has also resulted in reported social conflict between swimmers and boat users in the area, particularly around safety and access.

There is community support for the launching of motorised power boats at Grossi Point. However, if as part of the regional solution a suitable alternative boat ramp was developed, the community preference is that the Reserve should be returned to a non-powered (or very small motorised) craft launching area with corresponding protection of the peninsula waterfront along the estuary. In the interim Council supports all boat and trailer parking to be on the remediated land along Tahi Street.

ACTION PLAN

1–5 YEARS

With the community, explore the development and restoration of the aesthetic elements of Reserve to include:

- restoration of grassed spaces and native vegetation
- preservation and acknowledgement of cultural heritage
- preservation and improvement of environmental values
- enhanced community water safety
- continue use of the existing boat ramp 'as is'
- between 2018-2020 review the Moutere-Waimea Ward Reserves Management Plan for Grossi Point Recreational Reserve and Esplanade Reserve

6–10 YEARS

Council will work with the iwi collectives of Te Tau Ihu to undertake an archaeological plan for Grossi Point Recreational Reserve and Esplanade Reserve areas and implement any additional requirements to protect and preserve the heritage of the area.

Council will continue to maintain the Reserve, and its facilities for the whole community.

If a regional boat ramp is developed and is a suitable alternative for the Mapua community, review Grossi Point boat ramp being used only for small and non motorised craft.

PARKING

Improve and manage parking

As Mapua has increased in popularity, parking and traffic congestion have become increasing issues for the waterfront area.

In 2016 Council created 104 new formal sealed parking spaces (as part of a boundary adjustment with the Shed 4 development), and delineated further parking alongside the entire length of the remediated land along Tahī Street.

Works also included:

- landscaped threshold on the approach to the area to calm traffic
- mini roundabout at Aranui Road / Tahī Street intersection
- improvements to the turning head end of Aranui Road, near the entrance to Mapua Wharf precinct
- road marking
- ducting for electrical services (street lighting).

As discussed in the Waterfront Park section of this document, overflow car parking, will be permitted in the commercially zoned land in Waterfront Park (following minor changes). Car parking and boat and trailer parking will also be permitted on the remediated land along Tahī Street, which is aimed at alleviating parking pressures.

ACTION PLAN

1–5 YEARS

Council will improve and manage parking in the area including looking at options such as implementing time limited parking zones, staff parking etc.

6–10 YEARS

Council will monitor and review parking issues and any solutions, as well as continuing to develop effective transport systems to manage traffic congestion in the area.





LIGHTING AND PEDESTRIAN SAFETY

Improve accessibility and safety of walking areas

Lighting is a key issue for the waterfront area. Retailers and community members noted a perceived 'lack of safety' with poorly lit paths and walkways, and large or overgrown landscaping, particularly when accessing car parking in Waterfront Park and Tahī Street.

Council have recently enhanced the street lighting via six new LED streetlights in the Aranui Road and the Tahī Street intersection area. The lighting upgrade extends from the start of the new parking bay areas in Aranui Road (west of Tahī Street) to the road end at Mapua Wharf.

Community consultation indicates that there is strong support for the installation of bollard style pedestrian lighting (solar) within the Mapua Wharf and carpark areas. Additional lighting is required within Waterfront Park especially in the toilet area and walking path. Options will be explored as electrical lighting is likely to require excavation of the contaminated site, meaning additional costs.

Improving accessibility and pedestrian safety within the Mapua Wharf area, Waterfront Park and surrounding area was also seen as an issue by the community. These issues and any associated hazards will be looked at by the working party.

ACTION PLAN

1-5 YEARS

Council will investigate options to:

- enhance lighting of the car park and toilet areas
- explore options for increased solar bollard pedestrian lighting at Wharf and Waterfront Park
- improve the accessibility and safety of walking areas

6-10 YEARS

Council will maintain effective lighting standards, and pedestrian facilities to ensure user accessibility and safety.

MAPUA WATERFRONT ACTION PLAN

YEARS 1 – 5 (2018 – 2023)

ACTIVITY

GOLDEN BEAR TO THE ESTUARY

Develop a landscape plan for the site in partnership with local iwi and the community.
Install community facilities and enhance the landscape.
Rezone to reserve in TRMP.

PARKING, LIGHTING & SAFETY

Improve and manage parking by looking at range of options.
Explore options to improve accessibility and safety of walking areas including lighting.

MAPUA WHARF AREA

Enhance the Shared Zone via improving the road surface where needed, and painting road to signify reduced speed and pedestrian usage.
Explore the relocation of Council owned parking spaces to the Council owned land connected to Waterfront Park.
Maintain the concrete boat ramp at Mapua Wharf.
Work with Tasman Sea Scouts to fund alternative storage solutions .

GROSSI POINT RECREATION RESERVE

Develop and implement a landscape plan for the site in partnership with local iwi and the community.

REMEDIATED LAND ALONG TAHI STREET

Retain Council ownership of the entire area for overflow parking during peak times and for boat trailer parking. Review after 5 years.

WATERFRONT PARK

Develop a layout plan for the location of community facilities within Waterfront Park in partnership with the local community.
Install community facilities.
Explore any changes required to the commercially zoned land to accommodate overflow car parking.

PEOPLE

Council will establish a working group to work on the actions included in this Masterplan, recognising the interconnectivity of the area. The working group will comprise Council staff from each of the departments (Community Development, Engineering Services, Environment and Planning and Corporate Services), local community, local businesses, iwi collectives, and other identified interested parties.



Feel free to contact us:



Tasman District Council
Email info@tasman.govt.nz
Website www.tasman.govt.nz
24 hour assistance

Richmond
189 Queen Street
Private Bag 4
Richmond 7050
New Zealand
Phone 03 543 8400
Fax 03 543 9524

Murchison
92 Fairfax Street
Murchison 7007
New Zealand
Phone 03 523 1013
Fax 03 523 1012

Motueka
7 Hickmott Place
PO Box 123
Motueka 7143
New Zealand
Phone 03 528 2022
Fax 03 528 9751

Takaka
78 Commercial Street
PO Box 74
Takaka 7142
New Zealand
Phone 03 525 0020
Fax 03 525 9972