

Colonial Vineyard Ltd

Application for Private Plan Change

Pursuant to Clause 21 of the First Schedule to the Resource Management Act 1991

New Renwick Rd, Blenheim

Status: Final as lodged

Date: 28 April 2011



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APPENDICES

Appendix 1	PROPOSED ZONING
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Colonial Vineyard Private Plan Change

Requestors: Colonial Vineyard Ltd
Address for Service: ViaStrada
PO Box 1593
Nelson 7040
Attn: Tony Quickfall
Email: tony@viastrada.co.nz
Phone: (03) 546 4256

Site Address: Corner of New Renwick Rd and Aerodrome Road, Blenheim
Legal Description: Lot 2 DP 350626

Parcel Details

Appellation:		Parcel Area (ha):	21.4137
Land District:	Marlborough	Total Area:	
Statute:		Graphical Area (ha):	21.4082
Non Survey Information:		Parcel Intent:	Fee Simple Title

Associated Title Details

Appellation	Title(s)	Estate Type	Owner(s)
		Fee Simple	Colonial Vineyard Limited

Site Area: 21.4137ha
Existing Zoning: Rural 3
Existing Overlays: None
Proposed Zoning: Urban Residential 1 Zone – 9.2 ha
Urban Residential 2 Zone – 12.2 ha

Signed



Dated 28/4/2011

As representative of Colonial Vineyard Ltd

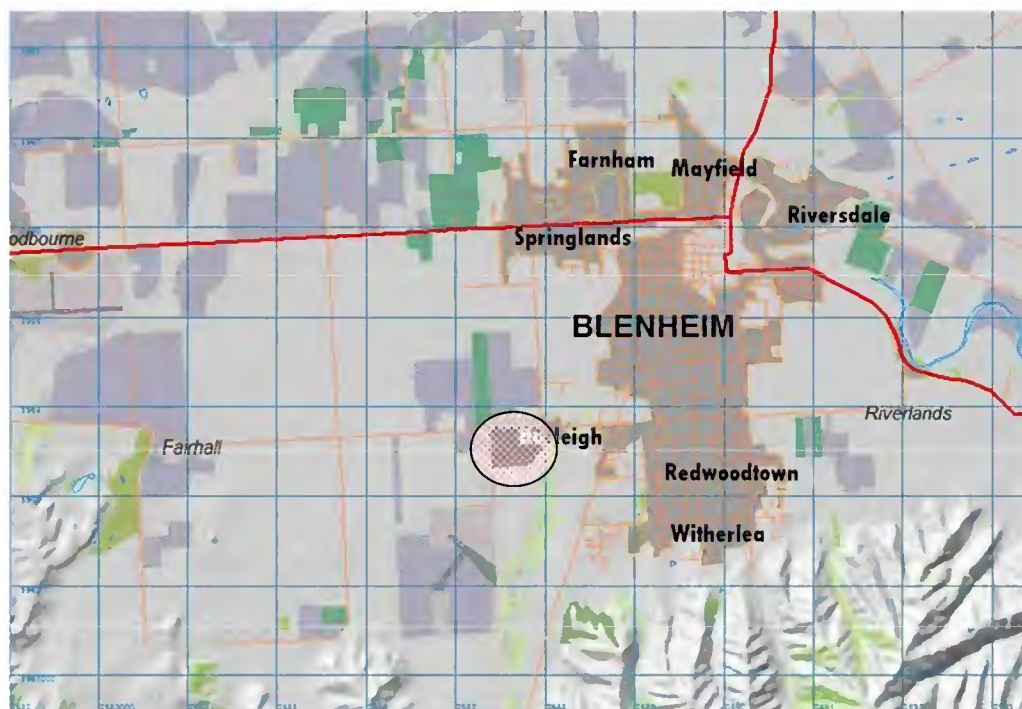
SECTION 1: BACKGROUND

1 INTRODUCTION

Overview

This plan change request is a privately initiated plan change to amend the Wairau Awatere Resource Management Plan (WARMP) in relation to the “Colonial Vineyard” site, show in Figure 1.

Figure 1: Application Site



The plan change seeks to implement the Southern Marlborough Urban Growth and Development Strategy (“the Growth Strategy”). The plan change largely adopts the principles underlying the structure plan identified in the growth strategy, and implements this by proposing the following:

- a) Rezoning to Urban Residential 1 and Urban Residential 2 Zones, incorporating a mix of zoning densities
- b) Changes to the WARMP which have the following outcomes:
 - i) provision for an internal roading hierarchy including primary road, local road, and low speed residential streets;
 - ii) a requirement for acoustic insulation within the entire site;

- iii) new zoning map, with indicative road connections & open space layout;
- iv) various other changes to various plan provisions.

The requested changes adopt the findings of the Growth Strategy, and implement the findings of a recent study on land availability¹. That study found a significant shortage of zoned residential land, and recommends “urgent action” to provide land for future residential growth.

The proposed zoning map incorporates indicative road connections and open space layout based on a development concept layout. However, there may be more efficient or improved subdivision design, which can only be finalised at the time of subdivision. Some flexibility in design and layout is needed, and for this reason, road connections and open space is shown as indicative only, with provision for the location of roads and open space to vary at the time of subdivision. The proposed changes include new policies to ensure that the development is undertaken in accordance with the applicants’ vision and is based on urban design principles.

This request is made in accordance Schedule 1 of the Resource Management Act 1991 (“RMA”). It addresses the reasons for the plan change and contains an evaluation under section 32. The request also includes an assessment of effects on the environment, taking into account the provisions of the Fourth Schedule to the Resource Management Act 1991.

Applicant’s Vision

Through direct involvement in the Growth Strategy processes the applicants have a desire to implement the principles of the strategy, and to create a development based on good urban design which reflects its location near a recreational reserve and regional aviation centre.

Noise from Omaka and its potential effects on residents is identified as a matter of concern by the airfield users and owners. The applicants acknowledge the regional and historical significance of Omaka Airfield, and are committed to ensure that development can proceed in a way which does not constrain existing and future operations at the airfield. For this reason, the plan change proposes noise mitigation controls as a matter of caution, even though the site is outside the modelled noise contours. In addition, the applicants are keen on developing an “aviation themed” subdivision which reflects the local context.

The applicants overall vision is to create a development which achieves the following:

- High level of residential amenity with green spaces, network of people-friendly streets and good connections.
- Mixed density development with the opportunity for medium to higher density housing and housing at varying price ranges.

¹ *Residential Land Availability Blenheim and Renwick: Update Report for period 1 July 2007 to 30 June 2010* Environmental Management Service Ltd, January 2011.

- Strong physical, visual and landscape connections with the Taylor River Reserve as a regional recreational area and as a potential off-road commuter network.
- Achieves best practice urban design in accordance with the NZ Urban Design Protocol and which reflects the site location and context.
- Development is well-integrated with Omaka and the Aviation Heritage Centre, as a major regional aviation centre. Examples of how this could be achieved include:
 - themed aviation street naming;
 - aviation-related sculptures and public art;
 - improved physical connections to Omaka along Aerodrome Road and Taylor River Reserve;
 - utilising the Heritage Centre café to service local residents;
 - provision for visitor accommodation for (e.g. “airtels”) and residential accommodation which supports and strengthen the range of activities at Omaka (note – any visitor accommodation would be subject to standard planning rules of the Urban Residential Zones).

2 SITE AND SURROUNDS

The land to which this plan change relates comprises an area 21.4ha, located on New Renwick Road. The site is on the urban periphery, and is currently in grapes. The site is flat, and has no history of natural hazards including no flowing or stormwater issues.

The site location offers a number of design opportunities in terms of being bounded by roads on three sides and its proximity to Blenheim urban periphery. These advantages are recognised in the Growth Strategy.

Omaka Airfield is located approximately 450 metres to the south. The Taylor River is approximately 50 metres to the east of the site.

3 REASONS FOR THE PLAN CHANGE

Site history

Resource consent was sought in 2000 for residential development by the previous owners. This was declined on the basis of the proposal being a non-complying activity and not suitable for development under the existing Rural 3 Zone.

The property was developed in 2003 from open farm land into a viticulture block. Colonial Vineyard Ltd purchased the block of land in June 2004 and secured contracts to supply grapes to local wine companies. The land was purchased with the intention of further enhancing the viability of the vineyard. This was met with some resistance with the withdrawal of a resource consent to install 4 wind machines applied for in Feb 2008. This application was notified and then withdrawn on the basis of proximity to residential development, and potential for adverse effects on nearby residences.

In response to reverse sensitivity issues that the company has encountered in the management of the vineyard, the applicants have been in discussions with Council staff regularly to mitigate issues. The Growth Study provided further development opportunities and the site has since been publicly identified as being intended for residential development by the Council. The Growth Strategy was commissioned separately, and it confirms the site as being suitable for development as proposed in this plan change.

Suitability of the Site

The Growth Strategy is currently in draft form. Decisions are anticipated in mid-2011. The current version of the strategy has been through a thorough “design by inquiry” process. Leading practitioners were engaged to identify future growth pockets, and the process in formulating the draft strategy involved public workshops, and expert review.

The draft strategy identifies the application site as “W2”, and as the preferred greenfields growth area for Blenheim, not only in terms of criteria, but also in terms of priority. The Growth Strategy recommends the site (W2) as being the first in the sequence of greenfields development.

Key features of the growth strategy as it relates to the application site as are as follows:

- Page 40 – the application site has few or no constraints in all criteria on a regional scale. There are no local scale infrastructure constraints. There are “some constraints” in social, environmental or employment considerations at a local scale.
- Colonial Vineyard is the preferred greenfields growth area under both growth scenarios presented in the strategy.
- Proximity to Taylor River Reserve and opportunity for recreational connections.
- Page 120: *“There is an opportunity for several growth pocket combinations all of which consistent of the pockets that are the most preferred, least constrained, and most affordable from Council’s point of view, which are N1, N2, W2 [Colonial Vineyard], and E2 remainder....It is assumed that W2 is relatively easy to develop and therefore the first area to accommodate growth....N-a is more difficult to develop...Other growth pockets are either less desirable or more constrained*
- Page 127 – indicative layout for development on Colonial Vineyard. This has formed the basis for a concept plan proposed as part of this plan change.
- Aim for a gross residential density of 14 dwellings per ha, possible yield around 300 dwellings.
- Medium density housing (terraced) located around public amenities.
- Maximise the number of north-south streets and blocks for solar orientation.
- Connection to the future development area to the south.
- Appendix 1 sets out a detailed evaluation of each growth pocket.

Concept Plan

The Growth Strategy includes a concept plan for development on the site. Consultation with a senior participant in the process that led to this concept plan has confirmed as follows:

Please bear in mind that this is just an illustrative sketch. We have assumed 20m for all road reserves, but due to the highly connected nature of the movement network these can possibly be reduced in several positions²

ViaStrada subsequently reviewed the Growth Strategy concept plan and have developed two possible layout options. The following concept plans do not form part of the plan change, but were developed to refine to the zoning and to ensure that development can be practically undertaken. These plans are not proposed as part of the plan change since final boundaries and layout are subject to change. The plans are intended to provide the general framework for subsequent subdivision and development.

² Wayne Bredemeijer, Urbanism Plus. Pers Comms 5 April 2011.

The concept plans adopt the urban growth principles in the Growth Strategy as well as those in the NZ Urban Design Protocol. The following changes were made:

Key Change From the Growth Strategy Concept plan	Benefits
New internal roading hierarchy Reduction in road access to existing roads	Minimises hard surfacing Reduces infrastructure costs Clearer road hierarchy Improves land use efficiency Safer roads Higher amenity
Different placement of open spaces / parks	Improved form and function
Introduction of green ways	Improved amenity Improved cycle/pedestrian links
Subdivision densities reconfigured around the open spaces	Retains a mix of densities Improved layout configuration
No road connections to the south	Responds to Growth Strategy submissions about concerns over further residential development to the south (closer to Omaka)

Figure 2a: Growth Strategy Concept Layout (Produced by Urbanismplus. Reproduced with permission from Urbanismplus and Marlborough District Council)

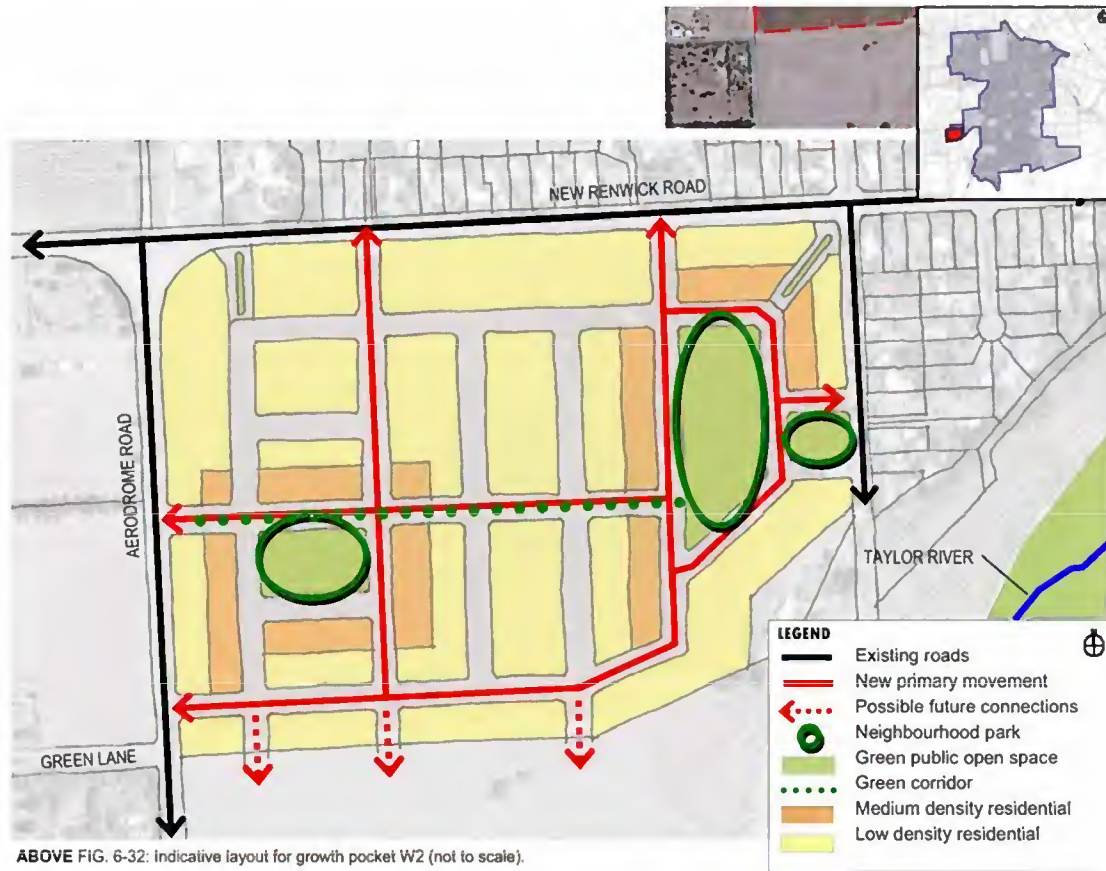
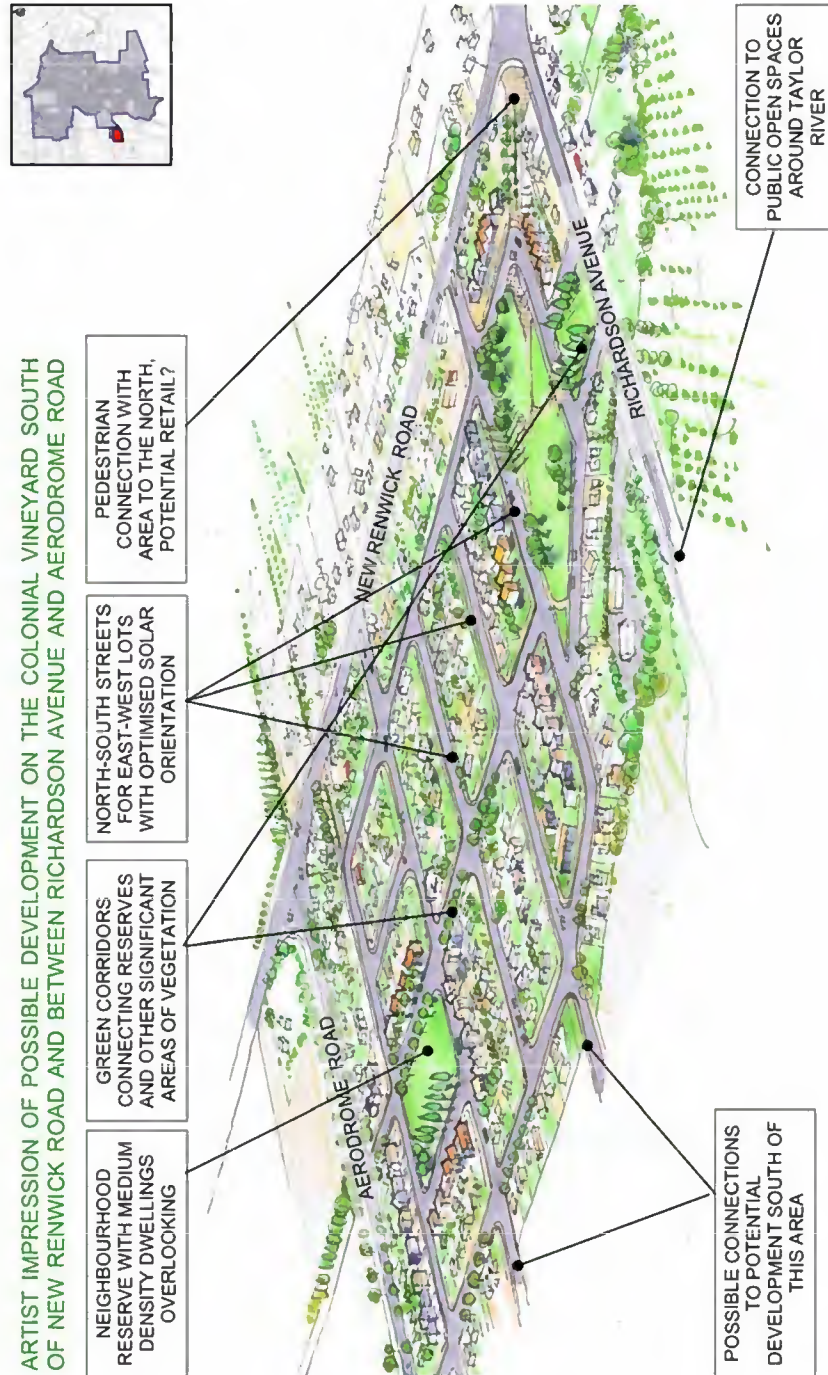


Figure 2b: Growth Strategy Concept Perspective (Produced by Urbanismplus. Reproduced with permission from Urbanismplus and Marlborough District Council)



Statement of Proposal MARLBOROUGH GROWTH & DEVELOPMENT - MARLBOROUGH DISTRICT COUNCIL PAGE 128

Figure 2c: Revised Development Concept Layout Option 1

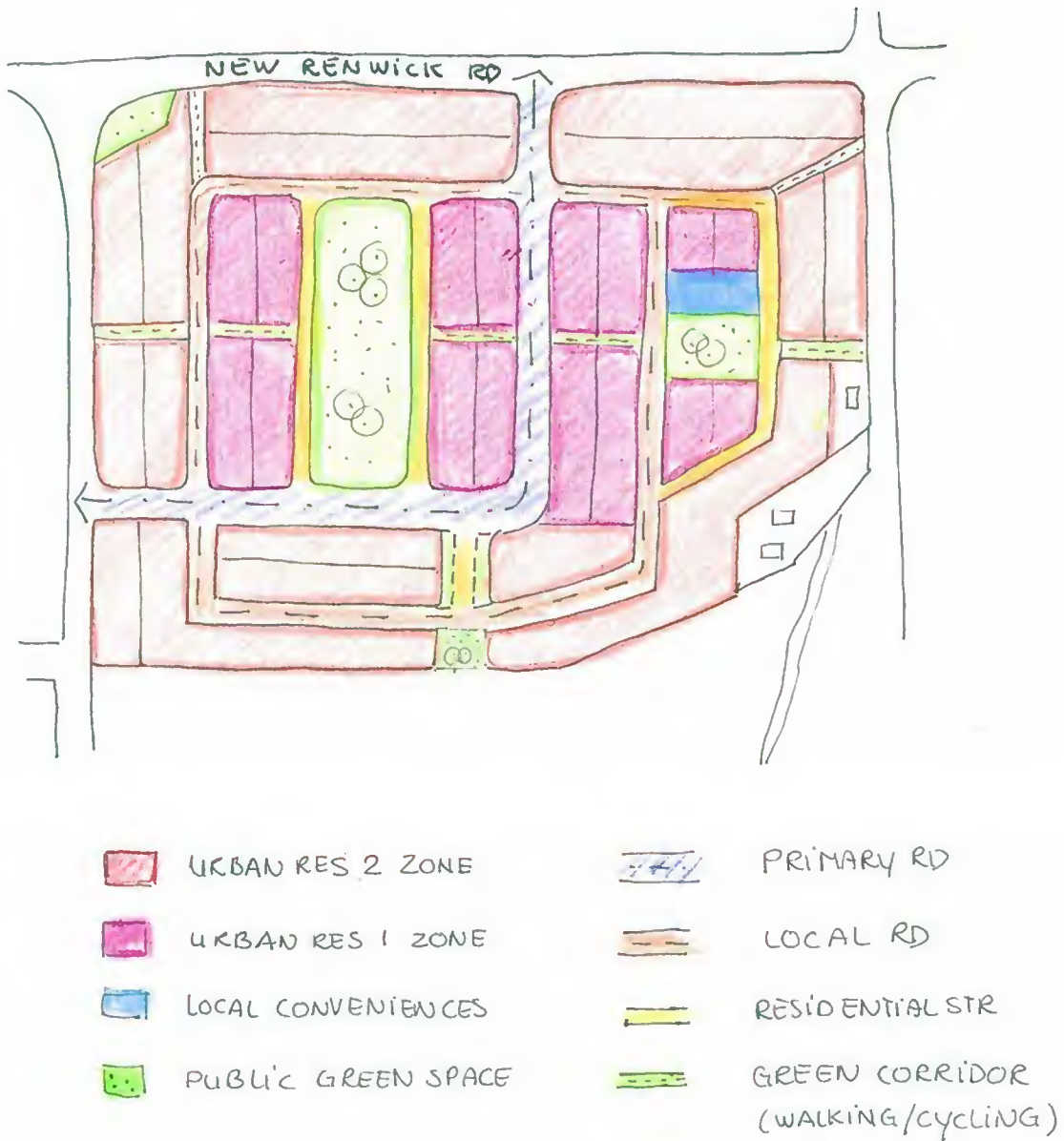


Figure 2d: Revised Development Concept Layout Option 2

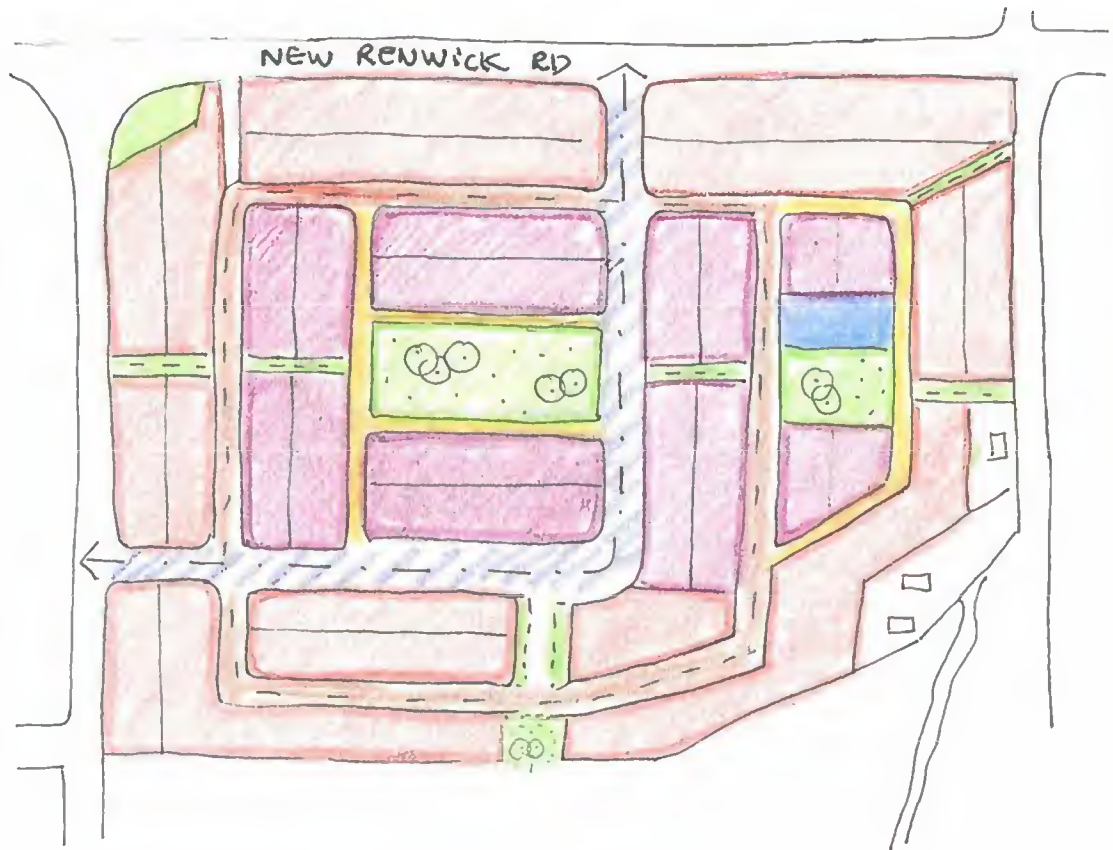


Figure 2e: Revised Development Concept Elevation Option 2 (not to scale, boundaries and layout is indicative only)



Growth Strategy Submissions

Submissions on the Draft Strategy were received in May and June 2010. A total of 306 submissions were received, and around 130 people presented their views to Council at hearings from July to August 2010.

In terms of the application site, there were submissions both for and against. Submissions opposing residential development on the application site were concerned about noise and potential impacts on the operation of aviation activities at Omaka.

Potential noise from Omaka is identified in the Growth Strategy and through submissions. In a submission on the Growth Strategy from the Marlborough Aero Club, a statement of evidence was provided by Marshall Day Acoustics which raises uncertainty over the 55dBA Outer Control Boundary prepared by Hegley Consultants. Figure 3 shows the extent of the modelled 55dBA boundary. It is clear that the application site is outside the noise control boundary, with the contours extending in the neighbouring only. In the event that, following review, the 55dBA noise boundary extends into the Colonial site, the proposed acoustic insulation requirements will more than adequately mitigate any noise effects. This is supported by Council's complaints records which records only one single complaint on file relating to aircraft noise from Omaka Airfield, and which indicates no actual effects arising from existing residences in close proximity to Omaka. To the applicant's knowledge, these houses also do not have acoustic insulation. This complaint related to a 24 hour "aerathon" in October 1999 with the complainant concerned about night-time sleep.

Figure 3: Omaka Airfield Noise Boundaries

OMAKA AIRFIELD NOISE CONTOURS AND AREA W2



Figure 1. Omaka Airfield Air Noise Boundary and Outer Control Boundary

Rhys Hegley
July 2008

The application site is well outside the identified 55dBA Outer Control noise boundary, which affects the neighbouring property to the south. Although the site is outside the noise boundary, the concerns of the submitters have been acknowledged within this plan change. The plan change has been formulated taking into account New Zealand Standard NZS 6805:1992 to ensure that reverse sensitivity noise effects on Omaka are avoided and mitigated, and that that residential development can occur in the vicinity of Omaka in a way which mitigates any potential noise effects on residents. **There is no proposal in this plan change to relocate Omaka nor to reduce or in any way constrain any existing or future operations.** On the contrary, the plan change seeks to avoid any constraints on Omaka Airfield, and provides for on-going present day and future operations. This is achieved by adopting the acoustic insulation requirement of the WARMP for the whole site, as set out in Appendix M.

Growth strategy summary:

- The growth strategy has been through a thorough analysis process as well as a public consultation process.
- Submissions have been received both in support of and opposing development on the application site.
- Submissions in opposition raise concerns around noise.
- The proposed plan change takes into account these submissions and proposes effective noise mitigation.

Land Availability Report – Need to rezone

More recently, Council received an updated report (*ibid*) on land availability, which identified an immediate need to rezone for more residential growth. While the growth strategy identifies the suitability of the Colonial Vineyard site for rezoning, the separate land report identifies the need to rezone.

The applicants also recognise the lack of affordable housing in the Blenheim market, and intend to offer a development which meets this need rather than the higher-end market which is over-represented in Blenheim.

Timing

A decision on the final growth strategy was originally due in October 2010 following the hearing of submissions. However this was deferred to November 2010, then deferred again to early 2011. A decision on the final strategy has since been deferred again to the middle of 2011. A further deferral to the end of 2011 could be possible to consider an alternative growth pocket on Battys Road which did not form part of the strategy, and which would be required to undergo a public consultation process before any decision could be made.

The growth strategy will feed into the review of the Wairau Awatere and Sounds Plans, with a single planning document due for notification late 2011 or 2012. However the timing for the “one plan” is also uncertain. To further complicate this, even though Colonial Vineyard has been identified through a public consultation process as the preferred growth pocket, there is no guarantee that the “one plan” will implement the recommended rezoning.

Taken together, there is still considerable uncertainty over when, and if, Council will rezone the subject site. A proposal for an alternative site at Battys Road has only served to create further uncertainty.

Given the recent land availability report identifying the need to provide for future growth, the applicants have decided to proactively advance rezoning by way of a private plan change.

4 CONSULTATION

The statutory plan change process is set out in the First Schedule of the RMA. Consultation relating to this plan change includes the consultation process associated with the Growth Strategy, and separate consultation undertaken by the applicant’s

Consultation undertaken as part of the growth strategy is directly relevant to this plan change process, particularly since this involved expert and stakeholder workshops as well as a public consultation process.

Table 1: Consultation Summary

When consultation was undertaken	Party consulted	Who undertook consultation	Form of consultation	Consultation outcome
2003	New Zealand Aviation Museum (Omaka)	Previous landowners	Meetings and letters	Letter dated 13 January 2003 (Appendix 2) advising the Aviation Museum would support any resource consents to develop Colonial Vineyard
July 2009	Mark Wheeler, MDC	Applicant	Meeting	MDC services manager advised of intention to rezone. No infrastructure issues identified.
July 2009	Jane Orphan and Brian Greenall, Omaka Heritage Centre	Applicant	meeting	Heritage Centre advised of the proposed rezoning
August 2010	Omaka Aero Club	Applicant	Meetings	Both parties willing to work

When consultation was undertaken	Party consulted	Who undertook consultation	Form of consultation	Consultation outcome
and February 2011	representatives			to find a solution. There is a market and demand for residences close to the airfield.
November 2010 and February 2011	Adjoining neighbour to the south (Lot 3 DP 333071)	Applicant and advisors	Meetings	Neighbouring owner is informed and aware of the applicants' intentions.
3 August 2009	Public	Growth Strategy consultants	Public meeting, Renwick	Public feedback
4 August 2009	Public	MDC	Public meeting, Wairau Valley township	Public feedback
5 August 2009	Public	Growth Strategy consultants	Public meeting, Rarangi, Spring Creek, Grovetown and Tuamarina	Public feedback
10 August 2009	Public	Growth Strategy consultants	Public meeting Seddon and Ward	Public feedback
4 August 2009	Developers	Growth Strategy consultants	Design forum	Spatial layout and growth options
4 August 2009	Planning and urban development professionals	Growth Strategy consultants	Design forum	Spatial layout and growth options
5 August 2009	Community organisations	Growth Strategy consultants	Design forum	Spatial layout and growth options
5 August 2009	Council elected members and staff	Growth Strategy consultants	Design forum	Spatial layout and growth options and assessment of constraints
October 2009	Public	MDC	Public feedback sessions	Public feedback
May and June 2010	Public	MDC	Public submissions on draft strategy	Submissions on the draft strategy
July-August 2010	Public	MDC	Public hearings	Presentation of submissions

When consultation was undertaken	Party consulted	Who undertook consultation	Form of consultation	Consultation outcome
2009-2011	Various Council staff and Marlborough Roads	Growth Strategy Consultants	Meetings	Refinement of options and assessment of constraints
2009-2011	Various Council staff and Marlborough Roads	Applicant	Meetings & direct correspondence	Refinement of options and assessment of constraints
March 2011	Urbanism Plus	ViaStrada	Phone call and email correspondence over the Growth Strategy Concept layout plan	Confirmation of the urban design principles and options to modify the Growth Strategy concept plan
May 2011	Minister for the Environment; Tangata Whenua; Omaka Aero Club; adjoining neighbour	Applicant	Letter advising of the plan change and inviting feedback and comment during	Opportunity for further modification as part of the statutory process.

SECTION 2: THE PROPOSED CHANGES (REFER APPENDIX 1)

RATIONALE

The core rationale behind the proposed changes is summarised as follows:

- Adoption of the Growth Strategy findings
- Adherence to urban design principles
- Adoption of the road design standards contained within New Zealand Standard 4404:2010
- Adoption of the WARMP existing zoning
- Mitigation / avoidance of reverse sensitivity noise effects on Omaka Airfield

The changes are set out in Appendix 1.

SECTION 3: PLAN CHANGE ASSESSMENT

URBAN DESIGN ASSESSMENT

The plan change and concept layout has been designed on the basis of the following NZ Urban Design Protocol urban design principles. These principles are also reflected in the Growth Strategy in varying forms and degrees.

Context: The plan change and zoning reflects the local site context, proximity to Omaka Airfield with appropriate management tools, proximity to the Taylor River recreation area, corner road location, and location on the urban periphery.

Character: The plan change and concept layout structure plan is intended to result in a development which contains inherent character, principally achieved through spatial roading layout, greenways and connections. Local character is also reflected in proposed noise controls, which recognise Omaka as an important regional facility of strategic and historical significance.

Choice: Choice is provided by a mix of densities, utilising the existing zoning of the WARMP. The target market also extends the housing choice available in Blenheim and provides additional location choice for people wishing to reside in Blenheim.

Connections: The concept plan and site location allows for incorporates high connectivity. This is not limited to vehicle connectivity, but also includes walking and cycling links, and shared residential roads. An advantage of this site is the ability for connections to Taylor River Reserve.

Creativity: Is provided for through the design parameters of the WARMP.

Custodianship: The applicants have applied “custodianship” primarily through the concept layout, which will create an attractive and functional development for future residents and visitors. The noise controls also recognise the applicant’s sense of custodianship in providing for the existing and future operation of Omaka Airfield.

Collaboration: Finally, this plan change has been the result of a collaborative process with a number of key stakeholders, via the applicants’ own process and also via the Growth Strategy process: Council staff and elected members; growth strategy technical advisors and consultants; neighbouring landowners; and Omaka Aero Club. While agreement has not been achieved with all parties, the process of collaboration has ensured key stakeholders have remained informed, and feedback has been taken into account in the plan change.

ROADING AND ACCESS

The Growth Strategy does not identify any constraints in terms of roading or access, and concludes that development in this area can be connected to existing networks without upgrades of infrastructure³.

Particular attention has been given to connections with existing roads, and to the internal roading layout which will ultimately provide the backbone of the development, and which will dictate the underlying form and function of development. It is proposed to utilise the roading standards within NZS 4404:2010 as an alternative to the Council Plan standards, since NZS 4404 provides greater flexibility of design. Provision for an internal roading hierarchy based on NZS 4404 is proposed which has the following benefits:

- Minimises hard surfacing.
- Maximises efficient use of the land resource.
- Provides a network for multi-modal interconnections.
- Creates residential slow roads with improved local safety and amenity.
- Encourages alternatives to cars as primary modes of transport.

LANDSCAPE ASSESSMENT

The growth strategy concept of local parks and greenways has been adopted by the applicants, and improved upon in terms of spatial layout. Green spaces are retained, in addition to a central greenway and green pedestrian and cycle connections. The green space configuration has been adapted from the growth strategy indicative layout.

STORMWATER, WASTEWATER AND WATER

The growth strategy included a regional-scale evaluation of servicing constraints. No constraints were identified on the application site, and the growth strategy concluded that no infrastructure upgrades are required.

The site is not prone to natural hazards and services can be easily engineered in accordance with Council standards.

POWER AND TELECOMMUNICATION ASSESSMENT

Power and telephone services can readily be provided to the site.

NATURAL HAZARDS

The site is not at risk from any known natural hazards, including fault lines, liquefaction, inundation or subsidence.

³ *Growth Strategy Summary for Public Consultation: page 14*

SECTION 4: SECTION 32 ANALYSIS

Section 32 of the RMA requires a mandatory evaluation of –

*(a) The extent to which each objective is the most appropriate way to achieve the purpose of this Act;
and*

*(b) Whether, having regard to their efficiency and effectiveness, the policies, rules, or other methods
are the most appropriate for achieving the objectives.*

The section 32 analysis must take into account -

(a) The benefits and costs of policies, rules, or other methods; and

*(b) The risk of acting or not acting if there is uncertain or insufficient information about the
subject matter of the policies, rules, or other methods.*

Most Appropriate Means and Methods

An evaluation as to whether the objectives are the most appropriate means of achieving the purpose of the Act, are outlined in Table 2.

The South Marlborough Urban Growth Strategy is also a key part of the Section 32 analysis relating to this plan change in terms of the following:

- a) Evaluation of Alternatives.
- b) Efficiency and Effectiveness.
- c) Benefits and Costs.
- d) Risk of Acting or Not Acting.
- e) Appropriateness of the methods in terms of achieving the objectives.

Table 2: Appropriateness of Each Objective in Achieving the Purpose of the Act

Objective	Benefits	Costs	Efficiency	Effectiveness
<i>Chapter 11 Urban Environments proposed changes</i>	<ul style="list-style-type: none"> Better provision for urban growth. Implements growth strategy and land availability report. 	Change of rural land to residential land.	Proposed changes provide for greater flexibility and more efficient land development.	Proposed changes will be effective in achieving the plan change objectives.
<i>Chapter 19 Land Transport proposed changes</i>	<ul style="list-style-type: none"> Implements NZS 4404:2010. Provides for more flexible road design and more efficient layout. Reduces hard surfaces. Increases residential amenity through wider choice of roading types. 	None	Increased efficiency in land development and greater land utilization.	Proposed changes will be effective in achieving the plan change objectives.
<i>Chapter 23 Subdivision and development (new policy)</i>	<ul style="list-style-type: none"> Implements NZS 4404:2010. Provides for more flexible subdivision design and more efficient layout. Aligns development with urban design principles. 	None	Provides for increased efficiency in land development, better land utilization, more efficient and functional layout.	Proposed changes will be effective in achieving the plan change objectives.

Changes to chapter 29 and Appendix G do not contain any new objectives or changes to existing objectives.

Table 3: Appropriateness of Policies, Rules and Other Methods for Achieving Objectives (also refer South Marlborough Growth Strategy)

Method	Benefits	Costs	Efficiency	Effectiveness
Proposed changes to explanation; policies, rules and other methods.	<ul style="list-style-type: none"> • Better provision for urban growth. • Alignment with urban design principles. • Implements growth strategy and land availability report. • Implements NZS 4404:2010. • Provides for more flexible road design and more efficient layout. • Reduces hard surfaces. • Increases residential amenity through wider choice of roading types. • Recognises Omaka airfield as regional facility and avoids reverse sensitivity effects. 	Cost of the plan change	Changes will result in more efficient subdivision and consent processes.	Amendments will be effective in achieving the plan change objectives.
Proposed zoning	<ul style="list-style-type: none"> • Provides for immediate to short term further growth and residential demand. • Wider range of living and location choices. • Implements urban design principles. • Enables continued operation of Omaka and avoids reverse sensitivity effects. • Improved connections to Taylor River Reserve 	Replacement of rural land use with residential land use.	More efficient use of land, resources and infrastructure.	Amendments will be effective in achieving the plan change objectives.
Acoustic controls	<ul style="list-style-type: none"> • Enables continued operation of existing and future Omaka Airfield activities • Provides for residential development at the location identified. 	<ul style="list-style-type: none"> • Estimated 2% increase in building costs to achieve acoustic insulation. • Possible reduction in choice of exterior cladding. 	An efficient resource management method (simple, certain, monitorable and enforceable). Commonly adopted in other districts.	Acoustic insulation standards in other centres have proven to be effective. Example: Golf Haven Way, near Nelson Airport.

Alternative Means - Anticipated Outcomes, Costs and Benefits

The following alternative means for implementing the applicant's intentions have been assessed:

Rezoning alternatives

- i) Do nothing
- ii) Apply for resource consent(s)
- iii) Initiate a private plan change
- iv) Wait for the final growth strategy
- v) Wait for a Council-initiated plan change or the single resource management plan

Noise mitigation alternatives

- vi) Apply a noise contour overlay.
- vii) Impose acoustic insulation requirements.
- viii) Reduce the extent of development.
- ix) Limit the type of activity to non-residential.
- x) No specific noise controls.

The costs and benefits of the above methods are as follows:

Rezoning Alternatives

i) Do nothing

Implications: Current Rural 3 zoning is retained.

Benefits: - Retention of productive rural land.

Costs: - An identified need for residential growth pockets is deferred.
- Risk of insufficient residential land to meet future growth needs for the main market (affordable and middle income).
- Growth strategy recommendations are not implemented.
- Opportunity cost of not developing the site for "higher and better use".

ii) Resource Consent(s) for subdivision

Implications: Applications are made incrementally for subdivision (as non-complying activities).

Benefits: None.

Costs: - Resource consents costs for the applicant and administration costs for Council.
- Incremental development rather than integrated and structured development.
- Difficulty and unlikelihood of development of the site under non-complying status (previous application was declined).

- Costs to community and submitters in submitting on multiple development proposals.
- Added costs of servicing through incremental developments rather than in a strategically planned way.

iii) Proposed Plan Change (as proposed)

Implications: The zoning changes will allow the development to proceed as a controlled subdivision in most cases, with residential houses built as permitted activities.

- Benefits:
- Efficient use of land.
 - Integrated, structured and planned development.
 - Certainty for future development.
 - Mitigation measures to ensure on-going viability of Omaka airfield.
 - Opportunity to implement best-practice urban design principles.
 - Best achieves the purpose of the RMA and meets the objectives of the NRMP.
 - Allows for forward planning of infrastructure and services in the LTCCP.
 - Implements the growth strategy and meets immediate to short-term demand for residential growth.

Costs: Cost of the plan change, cost to process and cost to submit on the plan change.

iv) Wait for the final growth strategy decisions

Implications: Private plan change is deferred until the final growth strategy is released.

Benefits: Certainty in terms of the final growth strategy confirmed growth options.

- Costs:
- Uncertainty of timing of decisions and timing of Council rezoning (if any).
 - May result in less desirable spatial layout.
 - Deferral of identified need for residential growth areas.

v) Council Initiated Plan Change

Implications: Existing zoning remains until such time as Council initiates a plan change.

- Benefits:
- No plan change costs for the requestors.
 - Rural character and productive use is retained in the short term.

- Costs:
- Considerable uncertainty of timing.
 - Community costs of the plan change process.
 - Outcome may be less desirable than what is proposed.
 - Deferral of identified need for residential growth areas.

Noise reverse sensitivity (Omaka) mitigation alternatives

vi) Apply a noise contour overlay.

Implications: Control of activities within the noise contour.

Benefits: - Provides greater certainty.
- Allows controls to avoid / removes reverse sensitivity effects on Omaka Airfield.

Costs: - Noise modelling to date indicates the noise boundary does not encroach onto the site.
- May result in excessive or unnecessary controls.
- Additional costs to meet any controls.

Note – a noise contour overlay could be readily applied if future noise modelling shows the 55dBA Outer Control area extends into the application site. The effect of the overlay would be to require noise insulation within the overlay i.e. exactly the same as proposed. Effective mitigation is already proposed without the overlay, by way of acoustic insulation required to WARMP standards across the entire site.

vii) Impose acoustic insulation requirements (as proposed).

Implications: Noise sensitive activities required to achieve meet acoustic insulation standards.

Benefits: - Insulation standards achieve certainty.
- Proven to be effective (reference – Golf Haven Way, Nelson)
- Avoids / mitigates reverse sensitivity effects on Omaka Airfield

Costs: - Additional cost to achieve insulation standards (estimated around 2% additional building costs).
- Noise modelling to date has not shown the need for acoustic insulation.

viii) Reduce the extent of development.

Implications: Extent of zoning is reduced.

Benefits: - Avoids perceived reverse sensitivity effects on Omaka Airfield.

Costs: - Reduced ability to meet Blenheim's growth needs.
- Less efficient use of the site.
- Excessively restrictive based on noise modelling to date and effective noise mitigation available through insulation standards.

ix) Limit the type of activity to non-residential.

Implications: Activities within the site are limited.

Benefits: - Avoids perceived reverse sensitivity effects on Omaka Airfield.

Costs: - Reduced ability to meet Blenheim's growth needs.
- Less efficient use of the site.
- Unlikely to be economically viable.
- Excessively restrictive based on noise modelling to date and effective noise mitigation available through insulation standards.

x) No specific noise controls.

Implications: No noise controls.

Benefits: - No additional housing development costs.

- In accordance with the noise modelling to date.

Costs: - Does not address concerns from Omaka airfield owners and users.

Alternative methods – summary:

After assessing the respective merits of the alternative methods, the best alternative for implementing the proposal is by way of a private plan change to the WARMP as proposed.

Risk of Acting of Not Acting

Section 32 requires an evaluation to take into account the risk of acting or not acting, if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods.

For the Colonial Vineyard site, there is no uncertain or insufficient information. The growth strategy process has very clearly identified Colonial Vineyard as not only suitable for residential growth, but also as the preferred site for first development ahead of other sites.

Noise from Omaka airfield has been investigated, and noise boundaries modelled. Submissions to the Growth Strategy have raised uncertainty over the inputs into the noise modelling. However at the time of preparing this plan change no alternative noise modelling has been put forward or undertaken. Any uncertainty has been avoided by the applicants volunteering acoustic insulation standard over the entire site, despite noise modelling showing the site to be outside the noised effects boundary.

Alternative locations

Section 32 does not expressly require an analysis of alternative locations. Accordingly, any landowner is entitled to apply, as in this case, for a site-specific plan change.

The level of site analysis undertaken as part of the growth strategy included a detailed analysis of various alternative growth pockets. This is set out in Appendix 1 of the growth strategy, which also

applies a “traffic light” analysis for ease of presenting the results. The results of each separate criteria have been collated in table 4. In undertaking this exercise, table 4 also differentiates between the critical disciplines and the desirable disciplines. This level of analysis was not undertaken as part of the growth strategy, but has been undertaken as part of the plan change in order to give appropriate weighting to those disciplines critical to any development occurring on the site at all.

Table 4: Growth Strategy Detailed Evaluation of Alternatives by Discipline

Key:

	Red indicates Negative attributes
	Orange indicates Neutral attributes
	Green indicates Positive attributes

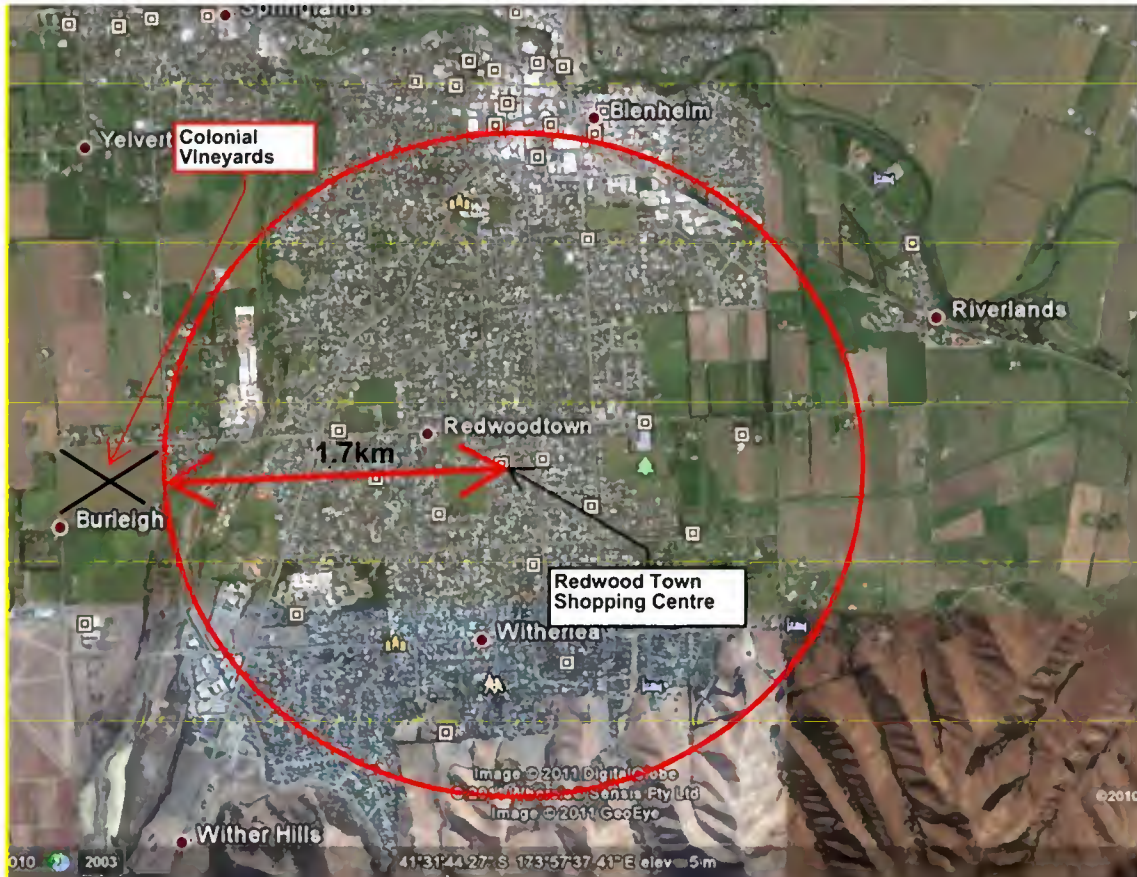
Collated and aggregated from Appendix 1, South Marlborough Draft Strategy May 2010

Discipline	Growth Pocket													
	N1	N2	NW	W1	W2 (colonial)	E1	E2	SE1	SE2	KV	NE	RC	DS	
Critical														
<i>Soils</i>	Orange	Orange	Red	Orange	Green	Orange	Orange	Orange						
<i>Infrastructure</i>	Red	Red	Red	Green	Green	Red	Orange	Orange						
<i>Stormwater</i>	Green	Orange	Orange	Green	Green	Green	Orange	Orange	Red					
<i>Transport</i>	Orange	Orange	Orange	Red	Orange	Green	Red	Green	Orange	Red				
Desirable														
Community	Orange	Orange	Red	Orange	Orange	Green	Green			Red				
Employment	Green	Green	Orange	Orange	Orange	Red	Red	Orange			Red		Orange	
Recreation	Green	Green	Orange	Orange	Green	Green	Green	Green						
Activity Centre	Green	Green	Green	Red	Red	Orange	Green	Green		Red	Red	Green	Orange	
Ecology	Green	Green	Red	Orange	Orange	Green	Green	Green						
Landscape	Red	Red	Orange	Orange	Red	Red	Green	Green	Green					

The Colonial Vineyard site scores highest in the critical disciplines.

In the desirable disciplines, there are 2 negative disciplines being “activity centre” and “landscape”. Colonial Vineyard scored low in respect of activity centres because of its distance from the nearest shopping area (1.7km to Redwoodtown). While closer proximity might be desirable, the Colonial Vineyard site is not dissimilar in distance from existing residential development. (Refer Figure 4).

Figure 4: Proximity to Redwoodtown Shopping Area



Landscape scored negative because of the absence of any existing natural landscape features on the site. However, current land use does contain landscape values with viticulture production and an olive tree boundary. The plan change presents an opportunity to enhance landscape characteristics of the site, and to also create connections with the Taylor River Reserve.

W2 Alternative Sites to Colonial Vineyard

It is important that no other sites in the Burleigh area have been analysed in the level of detail that the Colonial Vineyard Site has. The applicants are aware of a proposal on Batty's Road in respect of promoting an alternative W2 growth pocket to Colonial Vineyard. A presentation was made to Council in April 2011 for a conceptual rezoning of this alternative site. In terms of statutory process, the following considerations are relevant:

- a) The Battys Road proposal was presented to Council in concept form only. It has not been through any analysis in terms of land suitability.
- b) The Battys Rd proposal was not part of the Growth Strategy analysis.
- c) The proposal has not been through a public consultation process, as Colonial Vineyard has.
- d) Supporting documents for the Battys Road proposal were presented to Council. These carry no statutory weight, and appear to have been solicited to support the alternative site.

- e) The proposal is not a plan change, rather it is an opportunistic concept of the landowners without any level of detailed analysis.

The alternative proposal for Battys Rd has no statutory weight. The RMA does not require any consideration of alternative sites, and the Colonial Vineyard plan change can be processed without reference to the Battys Rd site. Notwithstanding this, since a concept has been put forward, an analysis has been made of the two sites as follows, for comparative purposes only. This analysis is not required as part of the statutory pan change process:

Table 5: W2A Alternative Site

Battys Rd W2A – Landowners Assessment	Colonial Vineyard W2 Response
<i>Utilises land suitable for residential development</i>	Colonial Vineyard has an advantage of being better suited: greater amenity and close proximity to Taylor River reserve; connectivity to proposed reserves and recreational and off-road commuting opportunities; corner location giving more efficient connectivity. Site W2A has the disadvantage of very real reverse sensitivity issues with neighbouring Rural 3 land. Colonial Vineyard is buffered by physical roads.
<i>Does not affect Omaka Airfield</i>	Colonial Vineyard proposal incorporates controls to ensure no effect on Omaka
<i>Opens large tracts of open land</i>	W2A has a disadvantage – it removes a larger area (potentially 70ha) of Rural 3 land than Colonial Vineyard. Significantly, Aerodrome Road also provides a clear physical boundary to Colonial Vineyard against future “residential creep”. For site W2A, there is no such boundary, and pressure for further ad-hoc residential expansion (“residential creep”) out onto versatile Rural 3 land adjoining W2A is almost certain.
<i>Addresses traffic issues with Battys Road</i>	Traffic issues can be addressed without the need to rezone. No traffic impact assessment undertaken - additional traffic on Battys Road from potentially 70ha may require additional road and intersection upgrades.
<i>Serviced by existing utilities</i>	Assumed, no detailed analysis undertaken. Same as for Colonial Vineyard – W2A has no advantage
<i>Opportunity to underground power along Battys Road</i>	Undergrounding could occur without rezoning
<i>Good Drainage</i>	Assumed, no detailed analysis undertaken. Battys Road is lower than Colonial Vineyard.
<i>Soils geotechnically stable</i>	Assumed, no detailed analysis undertaken. Same as for Colonial Vineyard – W2A has no advantage.

<i>Outside Flood Hazard Area</i>	Assumed, no detailed analysis undertaken. Lower than Colonial Vineyard and within the local drainage catchment area.
<i>Connectivity to main arterial routes</i>	Assumed, no detailed analysis undertaken of impact of additional traffic on Battys road on transport network. Colonial Vineyard has better connectivity due to corner site location.

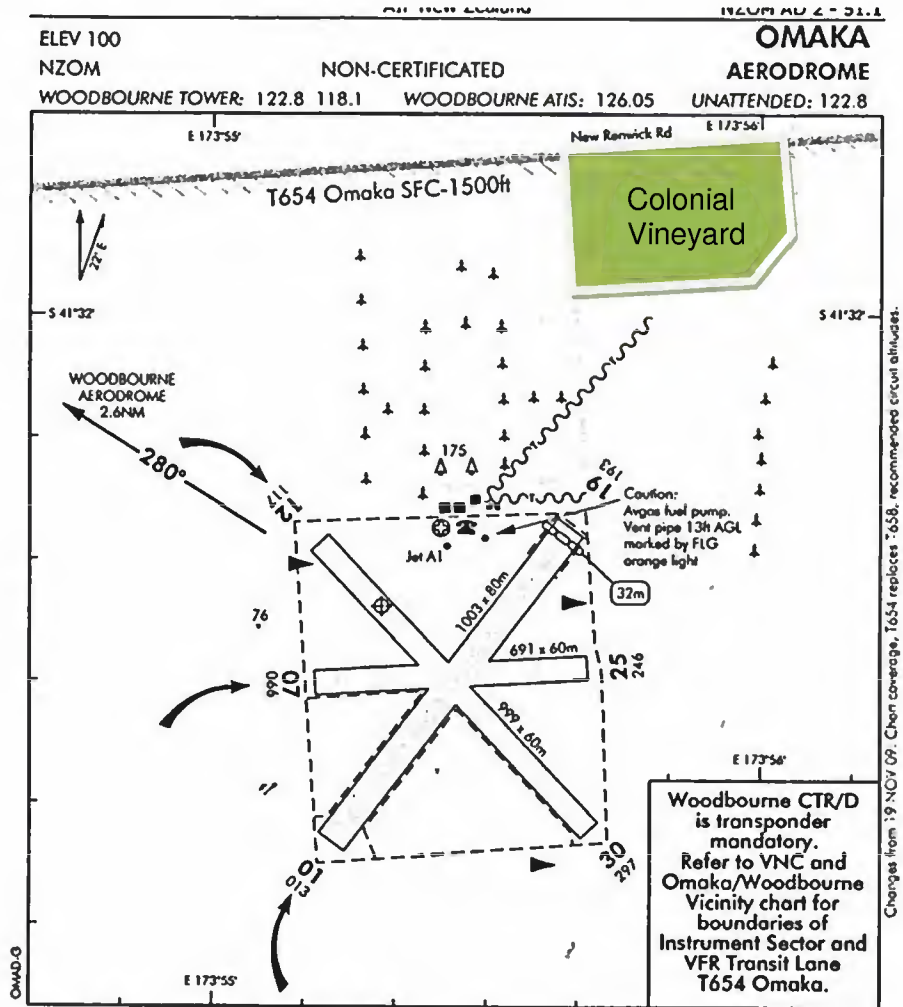
Table 6: W2A Omaka Airfield Assessment

Battys Rd W2A – Landowners Assessment	Colonial Vineyard W2 Response
<i>Further distance from Omaka</i>	Increased distance is negligible (a further 120m at the nearest point). Any difference in noise has not been analysed and is not supported by any noise modeling. Council’s modeling shows Colonial Vineyard to be outside the Noise Control Overlay. Plan change also proposes a blanket noise insulation requirement over the whole site.
<i>Not “directly in the flight path as is Colonial Vineyard site”</i>	<p>Misleading and inaccurate:</p> <ul style="list-style-type: none"> Extended centre line of runway 01 is shown in Figure 5 and passes near the south east corner of the applicant site. AIP arrival and departure procedures (figure 6) require VFR flights to remain within the VFR Transit Lane, bounded by the New Renwick Road, unless clearance is obtained from Woodbourne tower. Remaining within the transit lane requires an early turn (right hand turn departing 01 or left hand turn approaching 19), which avoids flying over Colonial Vineyard. Runway 01 / 19 is not aligned with the prevailing wind. Few flights will be directly overhead the Colonial Vineyard site. Flights arriving or departing from runway 01 / 19 and cleared through the Controlled Airspace are equally likely to be flying directly overhead the Battys Road site. Under the proposed plan change, there will be no need to alter the current runway configuration in any way. <p>In addition, the circuit pattern (refer Figure 6) takes the majority of aircraft over the Witherlea and Taylor Pass residential areas, and will avoid aircraft overflying Colonial Vineyard all together. There is no evidence of aircraft operations over existing and recent residential developments affecting the ability of Omaka to operate.</p>
<i>Not desirable to relocate operations out of Omaka to Woodbourne</i>	Relocation or closure of Omaka is not suggested nor proposed by Colonial Vineyard. The plan change explicitly recognizes the regional significance of Omaka, and seeks to retain this, through changes which will effectively avoid reverse sensitivity effects on Omaka operations, both now and into the future.
<i>Not suitable to combine recreational and general aviation at Woodbourne</i>	

Figure 5: Omaka Runway 01 /19 Extended Centreline



Figure 6A: Omaka Airfield Vectors



1. Circuit: RWY 30, 25, 19 — Left hand
RWY 01, 07, 12 — Right hand
2. Recommended circuit altitudes: all runways 1000ft AMSL (if joining overhead, join at 1500ft AMSL).
3. **REQUIREMENT:** Aircraft operating within the Omaka circuit are to restrict their operations to within Omaka VFR Transit Lane (T654, refer Omaka/Woodbourne Vicinity chart) unless otherwise cleared by Woodbourne Tower. By night, when Woodbourne Tower is on watch, an ATC clearance is required for all operations.
4. **CAUTION:** Omaka aerodrome is located 1.3NM south of the Woodbourne RWY 06 departure track and RWY 24 final approach track. Pilots should operate the aircraft transponder mode A/C if fitted.
5. Gliding operations may take place particularly during weekends and public holidays.
6. Sheep grazing late evening until early morning.
7. Take-off and landing operations confined to promulgated runways, unless prior arrangements made with aerodrome operator.
8. **CAUTION:** Locally based operators may be using vectors other than published runways.

Effective 18 NOV 10

S 41 32 24 E 173 55 19°
© Civil Aviation Authority

**OMAKA
AERODROME**

Figure 6B: Omaka Airfield Procedures

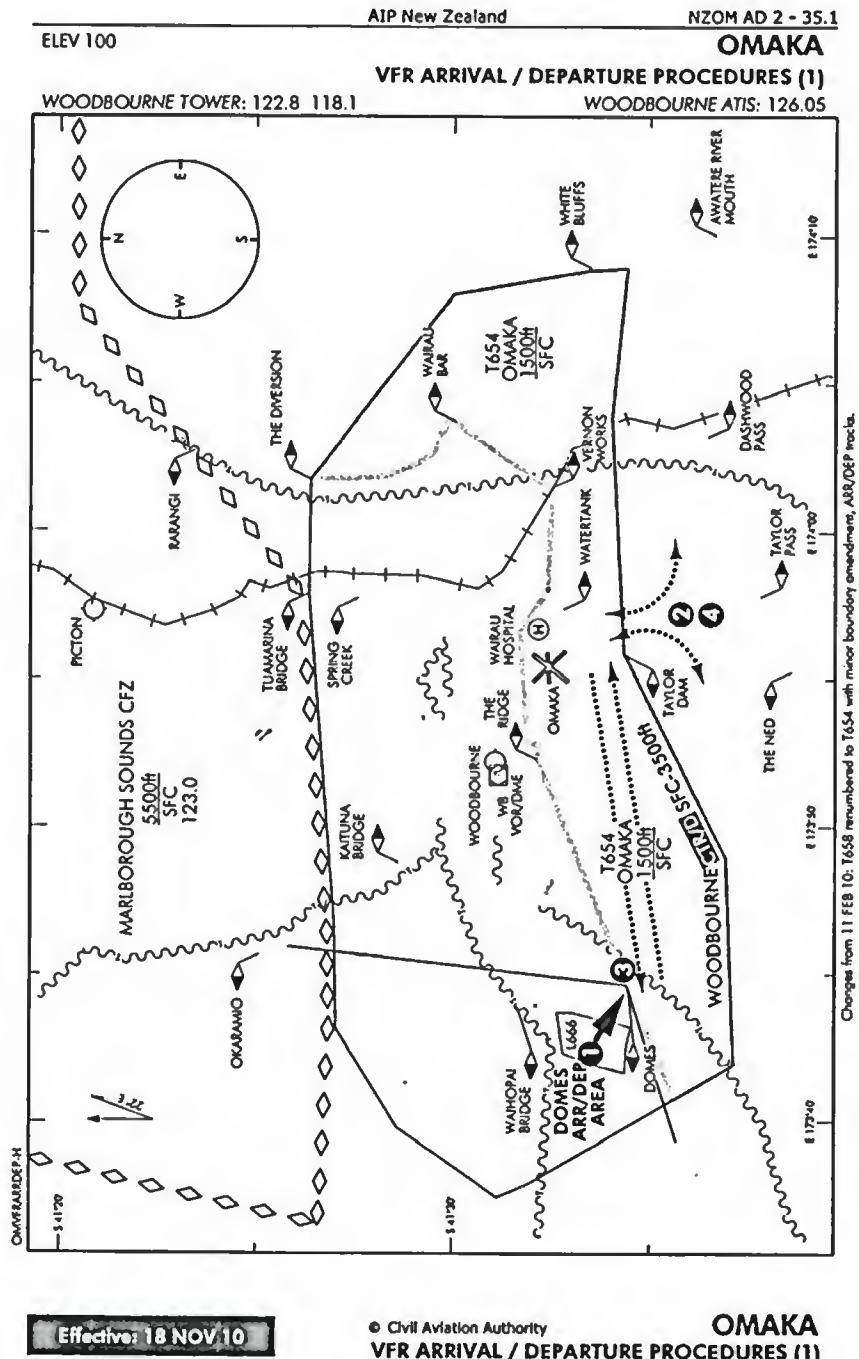


Figure 6C: Omaka Airfield Procedures

NEW ZEALAND CIVIL AVIATION AUTHORITY

ELEV 100 **OMAKA**
NZOM VFR ARRIVAL/DEPARTURE PROCEDURES (2)
WOODBOURNE TOWER: 122.8 118.1 WOODBOURNE ATIS: 126.05

REFER TO DIAGRAM ON PREVIOUS PAGE AND VISUAL NAVIGATION CHARTS.

For VFR flights wanting to transit the Woodbourne CTR/D during hours of watch of Woodbourne Tower and landing at Omaka in the Omaka VFR Transit Lane T654; and
For VFR flights wanting to transit the Woodbourne CTR/D and having departed Omaka in the Omaka VFR Transit Lane NZT654.

General
Listen to ATIS for conditions at Woodbourne aerodrome (2.6NM west of Omaka).
More direct plain language clearances may be issued to aircraft transiting the Woodbourne CTR/D during periods of low traffic.
Aircraft entering or leaving the CTR to the north — caution operations at Picton AD and within the Marlborough Sounds Common Frequency Zone (123.0 MHz).

Arrival Procedures
During daylight hours operate in Omaka VFR Transit Lane NZT654, or obtain a clearance from Woodbourne Tower. If a clearance is not available remain outside Woodbourne CTR/D. The following arrival procedures may be issued by Woodbourne Tower for use in the Woodbourne CTR/D:

- Domes Arrival: Enter CTR via Domes ARR/DEP area, track via Domes to Omaka at 2500ft or below.
- Taylor Arrival: Enter CTR via Taylor Dam to Omaka at 2500ft or below.

Communications Failure
Outside Woodbourne CTR/D or in the Omaka VFR Transit Lane NZT654 — during daylight hours remain outside the Woodbourne CTR/D or continue to operate in the Omaka VFR Transit Lane T654.
Within Woodbourne CTR/D — follow assigned clearance, **Squawk 7600.**

Departure Procedures
During daylight hours remain in Omaka VFR transit lane T654, or obtain clearance from Woodbourne Tower prior to entering controlled airspace.
The following departure procedures may be issued by Woodbourne Tower for use in the Woodbourne CTR/D:

- Domes Departure: Track via Domes and the Domes ARR/DEP area until clear of CTR/D at 2500ft or below.
- Taylor Departure: Track via Taylor Dam until clear of CTR/D at 2500ft or below.

Communications Failure
Within the Omaka VFR Transit Lane NZT654 — during daylight hours continue to operate in the Omaka VFR Transit Lane NZT654.
Within Woodbourne CTR/D — follow assigned clearance, **Squawk 7600.**

Effective: 18 NOV 10 Civil Aviation Authority **OMAKA**
VFR ARRIVAL/DEPARTURE PROCEDURES (2)

To summarise the suggested alternative site W2A:

- Many of the purported advantages of site W2A (Battys Road) are not advantages.
- Some of the purported opportunities could occur without rezoning the site.
- The suggested effect of Colonial Vineyard rezoning resulting in relocation of Omaka to Woodbourne is fanciful and unfounded.
- Purported noise impacts on Omaka from rezoning Colonial Vineyard are exaggerated and not supported by any noise modeling or analysis, and have not taken into account possible (or proposed) mitigation measures.
- The alternative site is not supported by any detailed analysis.
- The alternative site has not been through a public consultation process.
- Section 32 of the RMA does not require a consideration of alternative sites – landowners are entitled to lodge a private plan change to seek to rezone specific sites.

SECTION 5: ASSESSMENT OF ENVIRONMENTAL EFFECTS

Introduction

Clause 22 of the First Schedule to the Resource Management Act 1991 requires that where environmental effects are anticipated, the plan change request shall describe those effects, taking into account the provisions of Schedule 4, “*in such detail as correspondences with the scale and significance of the actual or potential environmental effects anticipated from the implementation of the plan change*”.

Assessment of Actual or Potential Effects on the Environment

Neighbourhood and community effects including socio-economic and cultural effects

The surrounding and nearby areas are used for a mix of uses, some rural-residential in nature, as well as residential, rural, aviation and recreation. The growth strategy process has raised a general community expectation of the possibility of future residential development on the site, and the possibility of a change in land use. This plan change should therefore come as no surprise.

Cross boundary effects such as reverse sensitivity to rural activities are able to be mitigated by the natural roading buffer between the application site and other rural sites. Specific conditions of subdivision consent could also further mitigate cross-boundary rural effects if this is of concern at the time of subdivision.

Concerns from Growth Strategy submitters about reverse sensitivity effects on Omaka Airfield are acknowledged, and mitigation is proposed as part of the plan change to address these effects.

An important advantage of Colonial Vineyard over alternative sites in growth pocket W2 is proximity to Taylor River, and the opportunity for connections to this recreational facility. Residents of Colonial Vineyard would have direct access to the Taylor River reserve, which could also double as a commuting corridor for school children and residents. The proposed development will also have a positive effect on socio-economic values and these include;

- A wider range of allotments available to meet the middle market.
- Provision for higher density and mixed-use in accordance with best practice urban design.
- Walking and cycle links that encourage and enable access throughout and beyond the neighbourhood and to the Taylor River reserve.
- High amenity with greenways, parks and shared low-speed residential streets.

- Residential development at similar distance to other developments from shopping centres.
- Employment opportunities created by this development.
- More residential and potential for short term visitor accommodation located nearby Omaka Airfield to service aviation staff as well as airfield visitors.
- More intensive and therefore efficient use of proposed infrastructure.

Physical Effects

i) Landscape and visual effects

The site does not contain high or outstanding landscape or amenity values. There will be a change from the existing rural landscape to a residential environment. However, greenways and parks will soften this change, and over time residential landscaping will result in an acceptable level of visual amenity.

ii) Earthworks

Earthworks will include roading and laying of services. All roads will be constructed to minimise erosion from stormwater runoff. Any effects generated from the earthworks will be temporary and will cease once the development is completed. Furthermore, these effects will be the subject of detailed assessment at the time of subdivision consent. The proposed planting and landscaping will act to soften and mitigate the effects of such works on the landscape over time.

iii) Traffic

At a net total yield estimated around 300 dwellings, traffic movements could be expected in the order of 2400 to 3000 vehicles per day. The growth strategy includes traffic expertise on the consultant panel, as well as a review of all growth pockets by Marlborough Roads staff.

The applicants have consulted with Marlborough Roads over the proposed plan change. No significant traffic effects have been identified arising from the rezoning of the site as proposed.

Effect on ecosystems

The site does not contain any ecosystems or habitats of significance. While rural land will be largely replaced with built infrastructure, new landscaping and greenways will provide new habitat.

Effect on resources of aesthetic, recreational, scientific, historic, spiritual cultural, or other value

There are no resources of special value that have been identified on this site and no archaeological sites or heritage objects are recorded against this property in Council records.

The land has been highly modified through European settlement and farming practices. In the event that any taonga (artefacts etc) or koiwi (human remains) are unearthed during work on site, the

requestors will follow accepted protocols by advising any appropriate authority and complying with any reasonable requirement to allow for recording and retrieving of any artefacts discovered.

There are no landscape trees or heritage trees pertaining to this site.

Discharge of Contaminants

Discharges arising from the proposed plan change are sewage, stormwater, and greywater. The effluent will discharge to a council approved reticulated sewer system and the stormwater will similarly be discharged via approved and designed systems. The discharge from all allotments will be designed at the time of subdivision to meet any Council requirements.

Natural hazards or use of hazardous substances and installations

No significant use of hazardous substances or their installation is anticipated, other than substances normally associated with residential activities.

The site is not at any known or identified specific risk from natural hazards such as seismic activity, flooding or land instability.

Reverse Sensitivity effects on Omaka Airfield

Noise modelling indicates the site is well outside the 55dBA noise contour which is the area potentially affected by aircraft noise. Despite this, a blanket acoustic insulation requirement is proposed for the whole site. This will effectively mitigate any reverse sensitivity effects.

Additionally, existing flight paths take aircraft directly over Witherlea and Taylor Pass residential areas, including recent development. Significantly, the applicants understand that there have been no noise complaints made to Council associated with aircraft noise from Omaka, despite increased residential density.

Environmental Results Anticipated

The environmental outcomes anticipated by the Plan Change are as follows:

- i) A change in the visual character of the site, from rural (currently vineyard) to mixed density residential with roads, landscaping, additional trees, reserves, walkways, and cycleway.
- ii) An urban form which is functional and reflects best practice urban design, which provides a pleasant and sustainable living environment, and which provides excellent solar orientation for energy efficiency.
- iii) Efficient disposal of sewage through existing Council systems.

- iv) Provision of functional, efficient, and safe roads which provide enhanced streetscape, are pedestrian friendly and which reduce the extent of hard surfacing through an internal roading hierarchy.
- v) Additional residential land being made available to meet an identified shortage of land for residential growth.

SECTION 6: STATUTORY ASSESSMENT

RMA

The RMA contains the following statutory considerations for this plan change:

- Section 5 and Part 2
- Section 72 (purpose of a District Plan)
- Section 74 (matters to be considered by territorial authorities)
- Section 75 (contents of district plans)

PURPOSE OF A PLAN

Section 5 RMA

Section 72 describes the purpose of a plan (or plan change) is to “assist territorial authorities to carry out their functions in order to achieve the purpose of the Act”. Section 5 describes the purpose of the RMA as follows:

“5. Purpose

- (1) *The purpose of this Act is to promote the sustainable management of natural and physical resources.*
- (2) *In this Act, “sustainable management” means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well being and for their health and safety while:*
 - (a) *Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
 - (a) *Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
 - (b) *Avoiding, remedying, or mitigating any adverse effects of activities on the environment.”*

In essence, the purpose of this plan change is to promote the sustainable management of natural and physical resources.

For reasons set out elsewhere, the plan change does represent sustainable management. The key aspects of the plan change which do this are summarised as follows:

- a) creation of a community with a range of different housing choices, through a mix of densities;
- b) enhancement of amenity and landscape through additional plantings, new reserves and high amenity roads;

- c) promotion of public health and wellbeing, through a good network of connections; walkways and cycle ways;
- d) energy efficiency through design to achieve solar orientation;
- e) more efficient use of existing infrastructure;

Part 2 RMA

In achieving the purpose of the RMA, Section 6 sets out the matters of national importance that all persons exercising functions and powers under the RMA shall recognise and provide for the following matters of national importance:

- (a) *The preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:*
- (b) *The protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:*
- (c) *The protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:*
- (d) *The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:*
- (e) *The relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga.*
- (f) *The protection of historic heritage from inappropriate subdivision, use, and development.*
- (g) *The protection of recognised customary activities.*

Section 7 of the RMA sets out other matters that all persons exercising functions and powers under the RMA shall have particular regard to:

- (a) *Kaitiakitanga:*
- (aa) *The ethic of stewardship:*
- (b) *The efficient use and development of natural and physical resources:*
- (ba) *The efficiency of the end use of energy:*
- (c) *The maintenance and enhancement of amenity values:*
- (d) *Intrinsic values of ecosystems:*
- (e) *Repealed.*
- (f) *Maintenance and enhancement of the quality of the environment:*
- (g) *Any finite characteristics of natural and physical resources:*
- (h) *The protection of the habitat of trout and salmon:*
- (i) *The effects of climate change:*

(j) *The benefits to be derived from the use and development of renewable energy.*

This plan change promotes sustainable management under section 5, with due regard to the relevant issues of matters of national importance and other matters of section 6 and 7 of the Act.

Section 8 requires that all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi). These principles broadly encompass:

- Participation
- Active protection
- Redress

There are no section 8 matters that the applicants are aware of which are applicable to this site.

SECTION 74 RMA

Section 74 requires the Council to “have regard” to the following matters when assessing this plan change:

- a) Proposed regional policy statement (not applicable)
- b) Proposed regional plan (not applicable)
- c) Any management plans and strategies prepared under other Acts (Growth Strategy prepared under Council’s functions under the LGA)
- d) Relevant entry in the Historic Places register (not applicable)
- e) Fishing regulations (not applicable)
- f) Consistency with the plans of adjacent authorities (not applicable)

The council must also “take into account” any Iwi management plans lodged with the Council. There are three Iwi management plans: Eel Management plan; Sounds Iwi Management Plan; and Ngai Tahu Iwi Management Plan. Council staff advise these are very old and out of date. These Iwi management plans have no relevant considerations in respect of the Burleigh area.

Council Statutory Plans Prepared Under Other Acts

Plans prepared under other acts are analysed as follows:

Table 7: Relevant Council Plans

Plan	Act	Issue/Assessment
Draft Annual Plan 2011/12	Local Government Act	<ul style="list-style-type: none"> - <i>Reduced revenue from land development account.</i> Rezoning the site will provide new development revenue. - <i>Meeting community expectations on landscaping.</i> Landscaping and high level of amenity is proposed. - <i>Urban design strategy will pose issues for Council on prioritising development.</i> Private plan change implements Growth Strategy priority for W2. - <i>Urban growth effects.</i> Effects can be internalised and funded through the development. - <i>Stormwater strategy.</i> No identified stormwater issues. - <i>Processing of private plan changes.</i> Community cost of processing is recoverable – outsourcing resources are available.
Asset Plans	Local Government Act	Taken into account through the Growth Strategy process – no asset constraints
Land Transport Strategy	Land Transport Act	Taken into account through the Growth Strategy process – no major roading constraints
LTCCP 2009-19	Local Government Act	<ul style="list-style-type: none"> - <i>Community outcomes (Volume 1).</i> Plan change is consistent with and/or gives effect to community outcomes. - <i>Key challenges (Volume 2): sustainability; climate change; population change; key infrastructure; need to sustain growth and innovation.</i> Plan does not exacerbate key challenges, or assists in meeting key challenges.
Regional Policy Statement	Resource Management Act	Assessed separately in this plan change
South Marlborough Growth Strategy	(non-statutory but directly relevant)	Assessed separately in this plan change
Wairau Awatere resource Management Plan	Resource Management Act	Assessed separately in this plan change

South Marlborough Growth Strategy

The Growth Strategy is currently in draft form. Although not required by any statute, and it has no statutory weight, this Strategy was prepared under the auspices of Council's functions under the Local Government Act. It is of direct and significant relevance to this plan change proposal, since the Strategy identifies the application site as suitable for residential development, with a recommendation that this be first in the sequence of growth pockets. Although the final strategy has not been decided on, the draft strategy reflects a series of workshops, public input, and professional and technical analysis. Given the extent of this analysis, and the extend of professional advisors who have advised on the draft strategy, the strategy forms part of the section 32 documentation and should be given appropriate weight, irrespective of the final decision on the strategy.

SECTION 75 RMA

Section 75 sets out various matters that a district plan must cover. Those relevant to this plan change are as follows:

- a) the plan change must “give effect” to the Regional Policy Statement
- b) the plan change must not be “inconsistent with” the regional contents of the WARMP, which is an integrated regional plan

Regional Policy Statement (RPS)

The RPS is an operative document. Section 75 of the RMA requires the plan change to “give effect” to the RPS. This is assessed as follows.

Part 2 contains Background Information about sustainable management; this discusses the Resource Management Act and places the Regional Policy Statement in context.

Part 3 contains General Principles. This is not relevant to the plan change.

Part 4 contains Regionally Significant Issues. The plan change will give effect to this section through enabling protection of water ecosystems, protection of land ecosystems, community well being, protection of visual features and control of waste. (These will be dealt with separately and more in depth through Parts 5-9).

Part 5 contains the Protection of Water Ecosystems. The plan change will give effect to this section through appropriate stormwater design and management from urban areas. The relevant objectives to this plan change are *5.1 Wetlands, Lakes and Rivers* and *5.2 Groundwater Quality*.

Part 6 contains Protection of Land Ecosystems. The relevant objectives to this plan are 6.1.2 – Indigenous land ecosystems. This is expanded under the objective to maintain and where necessary enhance the land but also enable the community to provide for its wellbeing. The proposed plan gives effect to Part 6 by providing for mixed density use as well as green space.

Part 7 contains Community Wellbeing. The plan change provides for this through providing green space, mixed density use (housing) and encouraging the creation of community and amenity values. The relevant objectives include 7.1 Community but more specifically 7.1.6 methods (a) and (b). This sets standards where appropriate that control environmental noise and provide information on the effects of noise and provide advice on mitigation methods.

The proposed plan change includes controls on reverse sensitivity noise effects to ensure the continued operation and use of Omaka Airfield. This is achieved through the proposed acoustic insulation requirements.

Policy 7.1.14 focuses on Community Infrastructure to provide for the safe and efficient operation of community infrastructure in a sustainable way. The policies of 7.1.15 recognises “*the land transport system is an essential element of the community infrastructure... ..It’s continued operation (and expansion where this contributes to the safety and efficiency of the network) should be provided for.*” This is achieved in the methods through the adopting of the road hierarchy identified in the Regional Land Transport Strategy, and providing greater flexibility by proposing a new hierarchy in accordance with NZS:4404 2010.

Policy 7.1.21 – Network Utilities and Public Works (water supply, sewerage disposal, energy and communication) enables the operation of utility networks needed by the community to ensure their health, safety and wellbeing. The plan change will give effect to this section and there are no constraints on network utilities.

Policy 7.3.5 (Cultural Values) recognises and accommodates the diversity of cultural values that exist within in the community. Under Policy 7.3.6 provisions will be made for Iwi consultation. The site contains no cultural values.

Objective 7.5 Energy reflects that efficient use of energy is vital to the wellbeing of the community, this includes the use of renewable energy. An environmental outcome anticipated by the Plan Change is an urban form which provides excellent solar orientation for energy efficiency. The plan change will achieve this outcome.

Part 8 contains Protection of Visual Features. The plan change provides for this by identifying a structured layout for the development based on best practice urban design principles.

Part 9 relates to Waste. Council’s existing waste management systems will be applied to the application site.

Part 10 contains Monitoring and Review. This is provided for through the monitoring provisions of the WARMP.

WARMP

Section 75 of the RMA requires that the plan change must not be “inconsistent with” any operative regional plans. The WARMP is an operative plan, and is an integrated regional plan.

The proposed plan change is not inconsistent with regional parts of the WARMF. Those parts relate to discharges to water and land, and activities in the coastal environment and these are not proposed to be changed.

RMA SCHEDULE 1

Clause 3 of the First Schedule to the RMA sets out the requirements for statutory consultation.

Statutory consultees are identified as:

- a) Minister for the Environment.
- b) Other ministers of the crown who may be affected (not relevant).
- c) Local authorities who may be affected.
- d) Tangata Whenua of the area.
- e) Board of the any foreshore and seabed reserve in the area (not relevant).

In conjunction with lodging this plan change request, the applicants have undertaken consultation with the Minister for the Environment, Marlborough District Council, Marlborough Roads, and Tangata Whenua, as well as Omaka Aero Club and the adjoining landowner.

In respect of the Council and Marlborough Roads, consultation has involved on-going discussions with policy staff over the applicants' intent to promote a private plan change, and seeking feedback on a draft plan change.

In respect of other parties, consultation was undertaken by writing to these parties, advising them of the proposed plan change, and inviting comment or feedback.

SECTION 7: CONCLUSION

This privately initiated plan change has been prepared to:

- a) enable the requestors to realise the potential of their land
- b) to alleviate a recognised shortfall in land to accommodate residential growth
- c) to implement the recommendations in the South Marlborough Growth Strategy

The plan change will result in sustainable planning outcomes, and addresses noise concerns associated with Omaka Airfield. Zoning is based on the detailed analysis as part of the Growth Strategy processes and on an underlying concept layout which incorporates best practice urban design principles.

As discussed within this request, the plan change addresses the statutory requirements of the RMA, in particular meeting the section 32 requirements. The plan change will achieve the purpose of the RMA, and is in keeping with the strategic planning direction for Blenheim.

APPENDIX 1 PROPOSED AMENDMENTS

This plan change seeks the following amendments to the WARMP.

All proposed changes are shown with deletions shown as a ~~striketrough~~, and new text additions shown as underlined.

Colonial Vineyard Plan Change – Make the Following Changes to the Wairau Awatere Resource Management Plan

Volume 1 Objectives and Policies

Chapter 11 Urban Environments

11.2.2 Objectives and policies

Objective 1 The maintenance and creation of residential environments which provide for the existing and future needs of the community.

Policy 1.3 Maintain higher density residential use close to open spaces and within the inner residential sector of Blenheim located within easy walking distance to the west and sought for the Central Business Zone.

The objectives and policies recognise...

... The north western and south western peripheryies ~~has have~~ been identified as the areas most capable of accommodating future growth of Blenheim, ~~and existing transitional plans have been changed accordingly.~~ ...

11.2.3 Methods of Implementation

Zoning...

Schedule Sites...

Rules

Plan rules permit residential activity within the Urban Residential 1, Urban Residential 2 and Township Residential Zones subject to performance standards being met. Site specific rules also apply to sites identified in Appendix G.

Chapter 19 Land Transport

19.3

Objectives and Policies

Policy 1.7

Require all new roads...and enable safety and efficiency of vehicle movement including:

- Urban...
- Rural...
- Public roads have sufficient width to provide, where appropriate vehicle carriageways capable of carrying two lanes of moving traffic (except for very short local roads where traffic volumes are insufficient to warrant two lanes and except for low speed residential lanes);
- Public facilities including pedestrian footpaths (on one or both sides of the road except for low-speed residential lanes) as appropriate in urban situations;...

These policies recognise...

As a matter of public safety and convenience all new roads, except those which are very short no-exit roads or are low-speed residential lanes, should be capable...

19.7 Objectives and policies

Policy 1.8

require new urban subdivisions...

- Footpaths or access ways...
- Provision for...
- Pedestrian access...
- Pedestrian footpaths in urban areas:
 - Adjacent to be separated from vehicle carriageways and private property (except for low-speed residential lanes) by appropriate safety structures...

4.8 Methods of Implementation

Rules...

Annual Plan...

Code of Practice...

Subdivision Standards Provision will be made for subdivision and development to be designed in accordance with recognised Subdivisions Standards (such as NZS4404:2010) where meeting such standards meets or exceeds the anticipated environmental results.

Chapter 23 Subdivision and Development

23.5.1 Objectives and Policies

- Policy 1.17 Where indicative layouts for roads have been provided, ensure that the roading proposed at the time of subdivision and development is:
- (a) Compatible with the Council's roading hierarchy or alternative design standards approved by Council;
 - (b) Reflects the density of development; and
 - (c) Connects to the existing roading network and contains internal connections to the extent that is practicable.
 - (d) Does not result in a subdivision layout that would cause poor amenity outcomes for individual properties, particularly in terms of property orientation (for solar access or relative to any road or other residential property) and shape.
- Policy 1.18 Where indicative locations for open space have been provided, ensure that the open space proposed at the time of subdivision and development:
- (a) Reflects the density of development;
 - (b) Is of sufficient area to provide for the amenity needs of those living and/or utilising the development;
 - (c) Is accessible (with the degree of accessibility increasing with increasing density of development).
 - (d) Does not result in a subdivision layout that would cause poor amenity outcomes for individual properties, particularly in terms of property orientation (for solar access or relative to any road or other residential property) and shape.

4.9 Methods of Implementation

Rules...

Annual Plan...

Code of Practice...

Subdivision Standards Provision will be made for subdivision and development to be designed in accordance with recognised Subdivisions Standards (such as NZS4404:2010) where meeting such standards meets or exceeds the anticipated environmental results.

Chapter 29 Standard requirements for Subdivision and Development

29.2.8.1 Roads and Access

29.2.8.1 Compliance with Roading Hierarchy

All proposed new roads shall connect with and be compatible with the Council's roading hierarchy (refer Table 29.2.8.1). The classification, width and pavement structure are included in that Table. An exemption from compliance with table 29.2.8.1 will apply where provided for in Appendix G.

Appendix G Register of Specifically Identified Activities

11. Colonial Vineyard, Corner of New Renwick Road and Aerodrome Road, Lot 2 DP 350626

11.1 On this site, the rules and standards of the underlying zone shall apply except as follows:

11.1.1 Roading

Roading within the site shall meet either the standards in table 29.2.8.1, or shall be designed in accordance with the roading standards in New Zealand Standard NZS 4404:2010.

11.1.2 Building Acoustic Insulation

- i) All buildings shall be designed and constructed to achieve or exceed the Indoor Design Sound Levels set out in Appendix M.
- ii) Any building which does not achieve the standards in Appendix M is a discretionary activity.

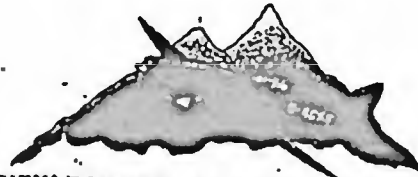
Note: The roading and open space shown on the planning maps is indicative only and may vary at the time of subdivision.

Volume 3: Planning Maps

Amend Planning Maps 155; 164 as shown overleaf to rezone Colonial Vineyard to:

- a. Urban Residential 1
- b. Urban Residential 2

Appendix 2: Letter of Support, Aviation Museum



NEW ZEALAND AVIATION MUSEUM

P.O. Box 888, Blenheim — Phone (03) 877 8858 or (03) 878 8898 — Fax (03) 877 8768

13th January 2003
AMT11 BG:kc

Mr S O'Brien
Blair O'Brien Lawyer
PO Box 36014
NORTH SHORE CITY

**REF: CAMPBELL FAMILY TRUST -
PROPERTY ON NEW RENWICK ROAD/
AERODROME ROAD/ RICHARDSON AVENUE, BLENHEIM**

Further to my conversation with Mr Peter Campbell, and your letter of 10th December 2003, I would confirm my verbal arrangement with Peter that in return for his consent to the Aviation Museum established on the adjacent Corlett land, we would support any Resource Consent Application made by the Campbell Family Trust in respect of the above block of land.

Your faithful


Brian Greenall
Trustee