

# 10.0 Urban Environments

## 10.1 Introduction and Issue

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The need to recognise the extent and nature of the established urban resource and the associated pressure on infrastructure, natural resources and visual amenity including open space values resulting from urban development.

In order to understand the nature of this issue it is first necessary to understand the theory which surrounds urban environments and patterns of human settlement.

The development of urban environments, and reasons for this development, relate closely to the reasons which explain why people work and live in close proximity to other people. People choosing to 'live together' creates and is created by these urban environments.

People choose to live together in close proximity in urban environments for the following reasons:

- Humans are inter-dependent. An individual person is not generally able to look after all of their needs by themselves. People specialise and are thus dependent on one another for goods and services;
- Humans are social animals and tend to want to live in close proximity to others. This satisfies cultural needs;
- Economics of scale - it lessens the cost of services essential for human habitation such as sewage disposal and roading; and
- It lessens the effects created by people on the environment. The population is concentrated and is able to deal with the adverse effects they create, collectively.

Urban environments can maximise the economic, social and cultural opportunities available to people

The towns of Picton (including Waikawa Bay) Havelock and Rai Valley are the recognised urban environments of the Marlborough Sounds. It is in these locations that most of the Sounds' residents choose to live, work or at least use in some form.

Picton has built up around the South Island terminus of the inter-island ferry service after originally developing as a fishing and whaling village. Picton is a 'terminus' and travel corridor for north and south bound travellers and freight traffic. Located central to the wider Marlborough Sounds, Picton is also a visitor destination itself and a 'gateway' to the Sounds. Picton is also the service town for the rural Sounds communities of Queen Charlotte Sound, Tory Channel, and Port Underwood.

Waikawa Bay has developed as a residential settlement in its own right associated with a sheltered bay and recreational boat launching and mooring area. Waikawa Bay has also, more recently, developed as a suburban extension of Picton.

Havelock has developed as the port and service town for the wider Pelorus Sound and for the fishing and marine farming industry developing in the Sound. Havelock is located on State Highway 6 between Picton and Nelson. The harbour

provides a mooring, launching and marine servicing function for the growing numbers of recreational boats entering and leaving Havelock by road and by water.

The township of Rai Valley has developed as a small rural service settlement providing housing, provisioning and some primary production based industry.

Just as people have chosen to live in urban environments in the past, their importance will continue in the future. Urban environments serve a very important function by concentrating and organising urban services. Urban services include such features as sewage disposal, transport linkages, retail services, community facilities and information transfer.

Each of the towns is a resource in its own right, requiring sustainable management. The definition of natural and physical resources includes land, water, soil, minerals, energy, plants, animals and all structures. Urban environments are clearly the host for many of these resources in particular, structures.

### **The Need to Sustainably Manage the Urban Resource**

In broad management terms it can be seen that the urban environment is the host of many different activities with varying effects. Some of the effects of urban activities are often only felt by other parts of the urban environment. Some effects are more widespread and are in fact effects on the wider environment.

In order to sustainably manage the urban environment, some control over the effects of activities is necessary. This will ensure that the urban environment is a pleasant place for people to live in, thereby ensuring its continued viability and sustainability.

Some control over the external effects will also be necessary in order to sustainably manage the urban resource. That is, control over the effects of the urban environment or, the environment as a whole, and the effects of other activities on the urban environment. Urban activities which extend into other environments such as rural environments or transport corridors can give rise to conflicts between activities. Urban activities such as residential activities are sensitive to some effects of transport activities such as noise or safety.

While there is no requirement in the Act to zone land, the concept of zoning is available as a basic technique of land use control. An important and useful planning tool, it recognises geographical differences in levels of acceptable effect. The advantage of zoning is that it enables areas with different sensitivities to effects to be differentiated. Activities with similar effects are able to be grouped together. Any adverse effects can be confined and limited to a defined area. Zoning provides certainty to land users. A variety of techniques can be employed to avoid such conflicts arising. In some situations buffer areas may be appropriate. In other situations, it may be appropriate to require that more sensitive activities which seek to establish in zones with lower standards of amenity or adjacent to transport corridors be protected by requiring, for example, double glazing or noise baffling.

Zoning is a mechanism by which statements of objectives, policies and anticipated environmental results can be formulated for different kinds of areas. It also provides a framework of specific measures to implement those objectives and policies. Zoning is a means of recognising and managing the cumulative

effects of activities over time in an integrated manner. If zoning was abandoned and activities were allowed to locate irrespective of their effects, the character of different areas would gradually be eroded, thus threatening the sustainability of the urban environment.

For this reason, zoning has been retained as a basic technique in this Resource Management Plan. Three separate zones in the urban environment have been identified, comprising areas with different characteristics and amenity levels. These are labelled residential, town centre and industrial zones after the predominant land use types that currently exist in them. Within that pattern of zoning there is flexibility for activities to locate, provided that they are compatible with that part of the urban environment through meeting the performance standards of that zone.

### 10.1.1 Objectives and Policies

Objective 1	To enable the continued existence of activities that are established or can establish in any area by avoiding, remedying or mitigating adverse effects of other activities that are sensitive to lower standards of amenity.
Policy 1.1	To recognise that some urban activities are more sensitive to effects such as noise than others.
Policy 1.2	To ensure that activities which are sensitive to the effects of established activities which require lower amenity standards avoid remedy or mitigate those effects.

*Activities within urban areas are not homogeneous in their sensitivities to effects.*

*The objective and policies recognise that reverse sensitivities can and should be avoided where practicable in order that the urban environment is sustainably managed.*

### 10.1.2 Methods of Implementation

Zoning	The identification of activity area zones within urban areas and between other areas will avoid, remedy or mitigate effects.
Rules	The use of rules to avoid, remedy or mitigate the effects of activities within urban environments and at the periphery or urban areas developing reverse sensitivities. The implementation of a roading hierarchy.

*Controls within the Plan are considered to be the most efficient and effective method of avoiding sensitive land use activities developing reverse sensitivities.*

## 10.2 Residential Environments

Council must enable people and communities to provide for their residential needs within the Marlborough Sounds under the Act. However, this can only be done while addressing the needs of future generations, the life-supporting capacity of air, water, soil and ecosystems, and the adverse environmental

effects of activities. Council must also have regard to a number of other matters contained within Part II of the Act, including:

- The efficient use and development of natural and physical resources;
- The maintenance and enhancement of amenity values; and
- The maintenance and enhancement of the quality of the environment.

The residential area is the urban environment's largest land use. There is a need to enable people to provide for their economic, social and cultural wellbeing through ensuring a level of amenity in the residential area that is compatible with quality living.

Five sub-issues have been identified in relation to the residential environment. These issues are:

1. *Threats to the existing residential character of Picton Waikawa, Havelock and the Rai Valley through inappropriate land use and development within the residential area;*
2. *Allowing for activities to take place within residential areas;*
3. *Protecting the residential character and amenities of residential environments;*
4. *Water supply and sewage disposal in residential areas; and*
5. *The need to encourage energy efficiency in the residential environment.*

These issues will be discussed in turn with objectives, policies and methods of implementation incorporated to address them.

### 10.2.1 Issue

**Threats to the existing residential character of Picton, Waikawa, Havelock and Rai Valley through inappropriate land use and development within the residential area.**

The main residential areas of the Marlborough Sounds are located in the Picton/Waikawa Bay and Havelock urban areas. There are also smaller rural townships (Rai Valley) and small groups of residential dwellings throughout the Sounds.

The population has declined in Picton over the period of 1986 to 1991 but in Havelock and Waikawa there was a significant population increase over that time. In briefly looking at statistics from the 1991 census, a number of main points are evident:

- Waikawa has experienced significant growth in population and number of occupied dwellings since 1981;
- There is very high proportion of population in the over 60 years age group; and
- Predominant areas of employment are in manufacturing, hospitality, transport/communication, and community/personal services.

It is noted that Picton experienced a large population increase from 1981 to 1986 but a decline of population in the period of 1986 to 1991. A flat growth rate is now predicted for Picton with no substantial increase or decrease in population predicted for the next census period.

## Picton

The residential requirements for Picton relate closely to the role and the 'gateway' tradition of the town. In addition, the trends outlined above and the future vision for the town, by its residents, will impact greatly on any future residential requirements.

The supply of suitably serviced land for residential development in Picton and Waikawa is severely limited by natural hazards of flooding and land instability. There is limited scope for expansion of the settled urban area because it is physically contained by steep hills. Any significant expansion onto these hills would also detract from the important scenic backdrop to the towns. For this reason it is intended to recognise the extent of the existing development and future infill development within Picton and Waikawa by appropriate zoning in the Plan. For reasons of service capacity, landscape protection, and natural hazard constraints, urban expansion will not be provided for in the Plan. The geographical constraints of Picton and Waikawa, form a natural urban fence.

## Havelock

Residential activity in Havelock stems from the historical roles of the township. Located at the head of the Pelorus Sound, Havelock serves a significant role as the port and service town for the fishing and marine farming industries of this part of the Sounds. The recent population growth for Havelock, identified by the 1986 census, may in part be attributable to the success and continuing growth of the marine farming industry in the Pelorus Sounds area.

Havelock is by no means merely a fishing town. It serves as a farming service centre for the rural area which surrounds the town. The significant forestry development in the Marlborough Sounds and Pelorus and Kaituna catchments no doubt impacts on the Havelock township. Furthermore, the Havelock harbour is an important resource for the growing numbers of recreational boat users in the area. It provides a launching ramp, a marina, and marine services for boaties.

Located on State Highway 6, the main road between Picton/Blenheim and Nelson, Havelock is a popular rest stop for passing motorists.

These roles, and the many others which Havelock fills, encouraged the residents of Havelock to live there. A number of people simply choose to live, and often retire, in Havelock because it is a sunny, peaceful spot by the sea.

This is expected to continue in the future with a gradual increase in the residential requirements for Havelock envisaged. In recognising this it is important to recognise any possible limits to future urban residential growth which might exist in Havelock.

The extent of urban residential growth in Havelock is largely constrained by the capacity of its reticulated sewage treatment system and the limited availability of flood-free flat land. There is some capacity for infill residential development within the urban area of Havelock (which would absorb the capacity of the sewage treatment system). It is intended to recognise the historically zoned area as suitable for infill development and moderate expansion at Havelock.

The zoning pattern adopted (refer to Volume Three - Planning Maps), reflects these limits to and opportunities for future growth.

### Rai Valley

Rai Valley is a small rural township with a mixed use centre (commercial and industrial type use) and urban residential use incorporated into the township as well. It also performs an important service centre function for the surrounding rural area, part of the Pelorus Sound and French Pass.

### Sounds Residential - Marlborough Sounds

Although outside of the urban environment, the residential development along the coastal margin of many areas of the Marlborough Sounds, can be addressed here. A number of the concerns are similar to those associated with residential development in the urban environment.

Some further issues can be identified and need to be addressed for residential activities in the Sounds areas. For example, the effect of residential development on identified areas of outstanding landscape value and potential conflicts with other activities in the Sounds such as marine farming.

#### 10.2.1.1 Objectives and Policies

Objective 1	An environment within the established residential areas of Picton, Waikawa, Havelock and Rai Valley that is principally residential in character.
Policy 1.1	Avoid, remedy and mitigate adverse effects of residential activity by delineating the extent of Urban Residential activity by appropriate zoning.
Policy 1.2	Ensure that residential development takes place at a rate which enables the sustainable management of the capacity of reticulated services (water supply and sewerage) and other urban services (roading).
Policy 1.3	Recognise constraints to development including natural hazards.

*The objective and policies above establish the Urban Residential Zone and allow for any future development within this area. The area of land zoned for urban residential use must be able to be efficiently served with the necessary urban services. This must be done in a sustainable manner.*

*The Urban Residential Zone is identified and defined on the Planning Maps, (Volume Three). The objectives and policies which follow will ensure that the residential resource is sustainably managed.*

Objective 2	Enable residential activity along the coastal margin of the Sounds to the extent that this avoids or mitigates adverse effects on the environment.
Policy 2.1	Delineate the extent of residential activity along the coastal margin of the Sounds.

Policy 2.2	Preserve the natural character of the coastal environment of the Sounds by enabling appropriate residential use and development in areas where the natural character has already been compromised.
Policy 2.3	Ensure that activities along the coastal margin of the Sounds avoid, remedy or mitigate adverse effects on the natural environment, areas of significance to tangata whenua and to amenity values.

*The areas identified for Sounds Residential development are shown on the Planning Maps (Volume Three of the Plan). These areas are based on previous plans, namely the Marlborough Division Section of the Transitional Marlborough District Plan. Land previously zoned as Residential B, Deferred Residential B; and Residential C has been recognised as being suitable for this zone.*

*The advantage of using these previously recognised areas is that a number of the issues and constraints may have already been resolved, for example, any conflicts with non residential activities and sewage disposal.*

#### 10.2.1.2 Methods of Implementation

Zoning	The Urban Residential Zone is identified on the planning maps within the following areas: <ul style="list-style-type: none"> <li>• Picton;</li> <li>• Waikawa;</li> <li>• Havelock; and</li> <li>• Rai Valley.</li> </ul> The Sounds Residential Zone is identified on the planning maps.
Designation	Within residential zone areas floodways are identified and activities affecting or affected by flooding are specifically controlled.
Rules	Plan rules permit residential activity within those identified areas subject to performance standards.
Annual Plan	Through the Annual Plan process, progressively undertake improvements to local roading, sewerage, water supply and stormwater services, and flood control works.
Research	The Council will continue to monitor and research the requirements and limitations to residential growth in the urban environment and the Marlborough Sounds areas.

*Plan controls are considered to be the only effective method of controlling residential development within sustainable limits. Urban residential use must be able to be sustainably served with the necessary services.*

*The development of properties for residential activities in the Sounds gives rise to different issues and effects compared to the urban residential situation. It is considered appropriate to establish independent zoning and effects management regimes for the Urban Residential and the Sounds Residential areas.*

*The further methods indicated above will ensure that the extent of the residential zones are appropriate to the needs and restraints of residential development.*

## 10.2.2 Issue

The character and scale of existing residential areas can be threatened by some non residential activities.

### Urban Residential Areas

The residential areas at Picton, Waikawa, Havelock, and Rai Valley provide accommodation for permanent residents as well as for visitors. Types of accommodation vary greatly and include, for example, single dwellings for families, dwellings for elderly residents, retirement complexes, time share apartments, motel complexes. A number of associated services and facilities (for example restaurants ) also benefit from location close to visitor accommodation. There are also several non-residential activities, such as dairies, which serve the day-to-day needs of residents.

### Sounds Residential Areas - Marlborough Sounds

The existing development areas scattered throughout the Marlborough Sounds provide a considerable diversity of residential opportunities. Occasional-use holiday homes predominate but a considerable number of people choose to live permanently in these areas. Permanent residents can be retired but many are engaged in Sounds-based occupations such as fishing, marine farming, tourist ventures and home-based occupations. Accommodation for visitors to the Sounds is provided by the many accommodation hotels, tourist lodges and a growing number of homestay operations.

### Residential Activities

It is intended to apply similar performance standards to all development proposals within the urban residential areas so as to manage the effects of activities in a consistent way and to maintain residential character, scale and local landscape quality. Where the nature, character, and effects of non-residential facilities and activities are compatible with the character of residential areas there is no reason to prevent them establishing there.

Changes in employment practices and advances in communications technology have combined to result in growing numbers of people seeking to conduct businesses based at their residence. Traditional examples of such home occupations include offices for professional services eg; architecture; medical practitioners and health services; hairdressers; telephone sales.

Technological change may, in the future, make a much broader range of activities possible. Where these activities are able to be accommodated within the residential area without causing adverse effects or nuisance to surrounding residential activities there is no reason to prevent their establishment. Home occupations should not be permitted to develop to such a scale or intensity as would cause detriment to local residential character by giving rise to:

- excessive or unusual traffic volumes;



- excessive noise;
- inappropriate location or appearance of advertising signs;
- inappropriate (out of character or large scale) altering of buildings; and
- storage of goods, equipment, or vehicles within the site or on the street.

### Community Facilities

The development of residential activities generally causes a demand for associated community facilities. These facilities include places of worship, educational establishments and places of assembly. Such facilities while being of benefit to the community, can cause localised effects on neighbouring properties. For this reason such facilities should be considered on their merits, subject to resource consent applications within residential areas.

#### 10.2.2.1 Objectives and Policies

Objective 1	Maintain and enhance the amenity of the residential environment while enabling the establishment of activities in a manner which is compatible with the residential environment.
Policy 1.1	Enable a range of activities within residential areas provided these are compatible with residential amenity values.
Policy 1.2	Avoid, remedy, and mitigate the adverse effects of agrichemicals and encourage their use in a safe and sustainable way within the urban environment.
Policy 1.3	Recognise and provide for transport networks in the urban environment.

*The Plan needs to enable people to provide for their needs through delineating areas with residential amenities. It seeks to enable the establishment of activities in these areas that have the same, or similar and compatible effects as residential use.*

#### 10.2.2.2 Methods of Implementation

Rules - Urban Residential Zone	<p>Plan rules permit residential activities subject to performance standards. Proposals for non-residential activities will generally be considered on their individual merits as through applications for resource consent.</p> <p>Home occupations which are compatible with the existing character of residential areas will be considered as Permitted Activities.</p> <p>Plan rules provide for the establishment of community facilities as Discretionary Activities.</p> <p>Small scale visitor accommodation in established buildings will be permitted subject to performance standards. Other proposals for tourist accommodation will be considered on their merits as Discretionary Activities.</p>
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	<p>Marae and marae-based activities will also be considered as Permitted Activities on specifically identified sites in the Urban Residential Zone.</p> <p>All activities within residential areas will be subject to similar performance standards designed to maintain and enhance local residential character.</p>
Rules - Sounds Residential Zone	<p>Plan rules permit residential activities subject to performance standards.</p> <p>In particular performance standards will address matters such as effluent disposal, land stability, water supply and landscape impact.</p> <p>A limited range of other activities will be allowed for, generally as a Discretionary Activity.</p>
Co-ordination	<p>Implementation of Council’s Land Transport Strategy in conjunction with the land transport requirements of this Plan will address compatibility of the residential area with the transport network.</p>
Information	<p>Promote and encourage the safe and sustainable use of agrichemicals.</p>

*Plan rules are considered to be necessary to ensure that the effects of activities undertaken within urban residential areas are compatible with the character and amenities of those areas. Rules allow residential activities as Permitted Activities subject to performance conditions to protect amenity. Non-residential activities will be considered on their merits and in terms of the objectives, policies and standards relating to residential amenity and character.*

*The Plan acknowledges that it is appropriate for community facilities to be located within residential areas. However, rather than prescribe a set of performance conditions anticipating all effects of community facilities, these will be assessed as applications for resource consents on their individual merits and in terms of their effects within the residential environment.*

10.2.3 Issue

**Protecting residential character and amenities.**

**Urban Residential Areas**

The residential character that has developed within the residential areas of Picton, Waikawa, Havelock, and Rai Valley is predominantly one of low density with single dwellings on individual sites; low building height; attractive buildings; open garden landscape; and wide streetscape.

Consultation with the communities confirms that this overall character, density, and the overall quality of the local environment are important to residents.

These qualities are the principal reason for the attractiveness of the residential areas. Particular amenities which contribute to that character and which the community seeks to protect include:

- Relatively quiet background noise levels (day and night);
- Privacy between individual residential properties;
- Ample sunlight to buildings, private open space areas;
- Views to the sea and surrounding hills;
- Low building height; and
- Open streetscape.

The Plan seeks to maintain these residential amenities by requiring the management of adverse effects on these amenities arising from activities within and adjoining residential areas. The Plan seeks to maximise opportunities for views through and across residential properties to the sea and other landscape features by maintaining a generally low building height and low-to-medium building coverage although the Plan will not guarantee views from individual properties.

New sites created by subdivision have, historically, been required to comply with minimum area, frontage, and access standards. The creation of sites by cross-lease has involved a different legal mechanism and in some areas different site area standards have applied. New sites, whether created by title subdivision or cross lease or any other legal mechanism, should all meet the same standards. Those standards should provide sufficient area, shape, and access to enable reasonable future development for residential purposes and will maintain a low-to-medium urban density throughout the settlements.

The Plan also recognises that at Picton, the port areas have played and will continue to play an integral part in the development of the town. This historic close association between place of work and living has led to the current land use pattern where residential properties are often very close to port areas. Port areas are vital for the economic wellbeing of the community. Accordingly, the amenity values of the residential areas in Picton need to be balanced against the need to provide for the efficient and effective functioning of the port and rail operations. Residential activities adjoining the port zone may have their amenity compromised by noise levels arising from existing port and rail activities.

### **Sounds Residential Areas - Marlborough Sounds**

The character of the Sounds Residential Areas within the Marlborough Sounds varies greatly. This is also very different to the character and amenities found in the urban residential areas.

The character of particular Sounds Residential areas depends to a large extent on location factors. These include such things as the general locality, access, vegetation on and around the sites, view and proximity to the water. The consultation process revealed that prospective purchasers of 'Sounds Residential' properties place the most value on the following factors:

- Foreshore Frontage;
- Road Access;
- Privacy;
- Location;
- Anchorage; and

- Physical and Landscape Characteristics.

It is important that the character enjoyed by these Sounds Residential areas is maintained or enhanced by all activities that take place within the area. The character referred to extends well beyond the 'Sounds Residential' areas to all the elements in the landscape surrounding them.

### 10.2.3.1 Objectives and Policies

<b>Objective 1</b>	<b>Maintenance and enhancement of the amenities and landscape character of residential environments.</b>
Policy 1.1	Protect the predominantly existing density and residential character of Urban Residential and Sounds Residential areas while avoiding, remedying and mitigating adverse effects within and beyond those areas.
Policy 1.2	Enable new developments and activities within established Urban Residential and Sounds Residential areas provided their effects are not incompatible with the landscape character and local amenity qualities including: <ul style="list-style-type: none"> <li>• Noise conditions;</li> <li>• Privacy;</li> <li>• Overall volumes of traffic movements;</li> <li>• Building bulk and density; and</li> <li>• Access to sunlight.</li> </ul>
Policy 1.3	Control the heights of buildings in Urban Residential and Sounds Residential areas in order to minimise shading of adjoining properties and to maximise opportunities for views to the sea and other important landscape features.
Policy 1.4	Enable buildings within the Urban Residential Zone to be located within individual allotments at the discretion of the property developer; whilst ensuring that buildings located close to property boundaries do not shade adjoining properties or have intrusive height in relation to the property boundary.
Policy 1.5	Seek to maintain a low-to-medium density of building coverage on sites and ensure opportunities for space for domestic storage and service areas and private outside space within individual sites in the Urban Residential Zone.
Policy 1.6	Avoid, remedy and mitigate adverse effects of noise emissions in the residential environment.
Policy 1.7	Seek to maximise opportunities for views from residential properties to the sea and other important landscape features.
Policy 1.8	Require all proposed Urban Residential and Sounds Residential allotments to have sufficient area, shape, and access from a public road (where applicable) to accommodate a range of residential activities, including possible future uses.

Policy 1.9	Recognise the site -specific nature of construction constraints on sites within Sounds Residential areas.
Policy 1.10	Recognise that residential activity adjoining existing port and rail facilities can be subject to higher noise levels than would normally be experienced, and that resulting effects may be justified in certain circumstances.
Policy 1.11	At Picton, recognise that the residential settlement is built up around existing port and rail facilities, whose effective and efficient operations need to be provided for.

*The Act requires that, in relation to the use, development and protection of natural and physical resources, particular regard be given to the maintenance and enhancement of amenity values, [section 7(c)]. This issue is further clarified by Policy 7.1.7 of the Marlborough Regional Policy Statement, “promote the enhancement of the amenity values provided by the unique character of Marlborough settlements and locations”.*

*The objective and policies above address amenity values for the residential environment.*

### 10.2.3.2 Methods of Implementation

Rules	<p>Plan rules permit activities within residential areas subject to performance standards to control the following effects on amenity values:</p> <ul style="list-style-type: none"> <li>• Sunlight and outlook for neighbours;</li> <li>• Noise;</li> <li>• Building coverage; and</li> <li>• Building height.</li> </ul> <p>Plan rules control the characteristics of new residential allotments in order to maintain the character of existing residential areas. For example, controls are included on lot size, residential site density, open space requirements and building platform requirements.</p> <p>Plan rules will be flexible enough to allow for the site-specific nature of construction constraints on sites within Sounds Residential areas.</p> <p>Proposals which fail to comply with the stated performance standards will be considered as discretionary activities. Where the extent of non-compliance (or variance from standard) is minor, applications will be considered as ‘limited discretionary’ activities with their assessment confined to a consideration of the effects of the non-compliance.</p>
Reserves	<p>Through the Reserves Management Strategy, the Council will manage the parks and reserves which are an important contribution to the amenity of the urban area.</p> <p>The taking of esplanade reserves and strips on subdivision,</p>

	particularly along the coastal margin, will indirectly improve the amenity found in the Sounds Residential areas.
Guidelines	Landscape guidelines for subdivision and residential development in the Sounds areas will be developed by the Council. These will address matters such as: <ul style="list-style-type: none"> <li>• The location of buildings;</li> <li>• The appropriateness of a structure;</li> <li>• The material used and its ability to blend into the landscape;</li> <li>• The ability of the structure to blend into the environment;</li> <li>• Form and design; and</li> <li>• Landscaping options.</li> </ul>
Community	The Council will encourage any community initiated amenity improvement programmes to improve residential amenity standards.

*Plan rules set performance conditions controlling building height, potential shading of adjoining properties, and maximum building coverage. It is considered that rules are necessary because they provide maximum certainty for residents and developers of sites in residential areas where maintenance of amenities is important to people’s wellbeing and to the security of property investment.*

*The further methods outlined above are matters which Council are either required to address or are intending to address for various reasons. They all offer progress in terms of the maintenance and enhancement of amenity values.*

#### 10.2.4 Issue

**The health and safety of people and communities can be adversely affected if adequate provision is not made for potable water supplies and the disposal of waste.**

The settlements of Picton, Waikawa and Havelock each have reticulated water supply and reticulated sewage collection and treatment systems.

Residential developments outside the settlements are, in most cases, individually self-contained for water supply, sewage disposal and rubbish disposal.

The Plan seeks to ensure that residential developments are served with potable water supplies, and waste treatment and disposal systems which do not contaminate the environment or compromise community health.

##### 10.2.4.1 Objectives and Policies

<b>Objective 1</b>	<b>Ensure that development in residential areas does not have adverse impacts on community health standards.</b>
Policy 1.1	Ensure that all proposed allotments and buildings intended for temporary or permanent human occupation make adequate provisions for: <ul style="list-style-type: none"> <li>• Disposal of human sewage effluent and other wastes; and</li> <li>• A potable water supply.</li> </ul>
Policy 1.2	Ensure that all development in the Sounds be within the capacity of the land for on site sewage disposal if a community sewage disposal system is not available.

*The objective and policies are designed to ensure that community health issues are taken care of, prior to undertaking any residential development. Refer also to Chapter 14: Discharges of Waste to Land.*

#### 10.2.4.2 Methods of Implementation

Rules	<p>Plan rules require all subdivisions and developments for residential purposes to provide water supply and waste treatment and disposal which meets specified standards.</p> <p>Plan rules require all subdivisions in the Rai Valley Urban Residential and Sounds Residential areas to make satisfactory provision for on-site water supply and effluent and stormwater disposal (where a community sewage disposal system is not available).</p>
Other Legislation	Buildings intended for human occupation will be required, in terms of the Building Act 1991, to comply with standards to provide adequate supply of potable water and means of disposal of sewage effluent.
Guidelines	<p>The Council will make available its Code of Practice for Subdivision and Land Development which sets out a means of compliance with the Plan's requirements for water supply and wastes disposal services. Compliance with the Code will be deemed to be compliance with the Plan.</p> <p>The Council will develop guidelines or Codes of Practice to assist residents select, install and operate alternative supply and disposal systems.</p>

*Plan rules are considered to be the minimum necessary to ensure that the installation and operation of water supply and wastes treatment and disposal systems meet desired community health and environmental standards. The Plan does not prescribe the specific methods that must be used for on-site water supply or waste disposal but specifies the standards to be met.*

#### 10.2.5 Issue

##### **The need to encourage energy efficiency in the residential environment.**

The design and layout of residential subdivisions together with the location and design of individual buildings can influence energy use. Residential settlements which extend new roads long distances beyond central community services can give rise to unnecessarily lengthy journeys by vehicle to and from those services.

The orientation of buildings on individual sites so as to receive maximum sun is an accepted rule of thumb in the New Zealand building industry. Building location, in the first instance, will strongly influence the success of design features intended to maximise solar energy use (for example solar water heating and window placement for passive solar space heating). It is therefore important that the design of subdivisions enables the future siting of buildings to maximise orientation to the sun.

### 10.2.5.1 Objectives and Policies

Objective 1	Energy efficiency in the design and construction of residential subdivisions and residential dwellings.
Policy 1.1	Encourage incorporation of principles of energy efficiency in the design and construction of residential subdivisions.
Policy 1.2	Enable the siting of buildings on residential lots so as to maximise opportunities for the incorporation of principles of energy efficiency in the design and construction of individual residential dwellings.

*The objective and policies above follow on from Policy 7.5.3(a) of the Marlborough Regional Policy Statement which is an overall policy for energy efficiency in Marlborough.*

### 10.2.5.2 Methods of Implementation

Rules	Zoning is utilised as a land management tool which recognises infrastructural resources and the associated capacities to accommodate sustainable urban resource management.
Guidelines	The Council has developed a set of guidelines to assist the design of residential subdivisions (in Urban Residential areas) and residential buildings (in all residential areas) to maximise energy efficiency. The Council will promote the use of energy efficiency and solar energy use by providing a brochure summarising the guidelines.

*The Plan establishes an ‘urban fence’ around existing settlements and Sounds Residential areas and will enable infill developments within that ‘fence’.*

*Guidelines will assist in the community’s understanding of and support for energy efficiency in relation to urban form and residential development.*

## 10.3 Town Centres

Picton’s commercial centre is closely related to the foreshore and marina areas nearby. Integration of the areas is important in terms of enhancing landscape values and providing an attractive gateway to the town. Integration is also important to the safety and attractiveness of the centre for pedestrians. The range of activities within the commercial centre reflects the function of the town in serving the resident communities of Picton, the Sounds and a considerable visitor population. Activities related to tourism and visitor accommodation are a feature of the town centre.

Havelock’s town centre is located on either side of State Highway 6 and provides commercial goods and services for the local community as well as the communities of the Sounds and outer islands and to travellers on the highway. Tourist-related activities are a feature of Havelock’s town centre.

There is considerable public and private investment in the town centres in the form of roading, carparking, street lighting and other infrastructure which is



important in providing commercial services and shopping facilities for the community. Consolidation of commercial activity within the centres can help to maximise efficiency of use of existing facilities and services and minimise the distances that people must travel to conduct business and to shop.

There are small areas and individual sites of commercial activity located throughout the residential areas. Although they are not part of the town centre they complement the facilities available in the centres in providing for the day-to-day needs of residents.

The town centres of both Picton and Havelock include buildings which have historic merit or contribute to the overall heritage character of the centre. Maintenance and enhancement of these heritage assets and qualities is considered to be a strength which can contribute to the vitality and tourist and retail attractiveness of the centres. Protection and enhancement of heritage buildings and features will be promoted in the centres. Refer to the Heritage chapter of the Plan for detail on this (Section 6.2). Public and private developments within the centres will be encouraged to be compatible with the heritage character of the centres and to integrate with existing and planned foreshore development.

Two main sub-issues of the main urban environment issue (Section 10.1) have been identified for the commercial sector of the urban environment, or for town centres.

These are:

1. *Inadequate provision of land with “commercial” amenities in appropriate areas can result in lack of opportunity for business development, loss of accessibility to business areas and adverse effects on the environment of surrounding areas; and*
2. *The need to maintain and enhance the visual character of town centres.*

Commercial activity is a significant component of the urban environment. Just as the urban environment as a whole is a resource requiring sustainable management, the ‘commercial environment’ or town centre is a resource in itself which needs this care.

### 10.3.1 Issue

**Inadequate provisions of land with “commercial” amenities in appropriate areas can result in lack of opportunity for business development, loss of accessibility to business areas and adverse effects on the environment of surrounding areas.**

Commercial activities such as retail outlets, offices, banks, restaurants, tourist accommodation and other services are an important contribution to the urban environment. The success and viability of an urban environment depends to a very large extent on the vibrancy and vitality of its commercial centre.

It is therefore necessary to provide adequate areas for commercial activity by zoning areas which are suitable for this. The effects of commercial activity can then be managed within these areas.

### 10.3.1.1 Objectives and Policies

Objective 1	Maintaining a standard of amenity that is compatible with business activity within the established town centre areas of Picton and Havelock while avoiding, remedying and mitigating adverse effects resulting from this activity on neighbouring areas.
Policy 1.1	Avoid, remedy and mitigate adverse effects of commercial activities on the amenities of adjoining areas.
Policy 1.2	Enhance the town centres of Havelock and Picton by minimising adverse effects created by activities as a result of street appearance, noise, glare, dust and car-parking.
Policy 1.3	Enable the establishment of a variety of activities within town centres provided these do not detract from the levels of amenity of the town centres.

*The objectives and policies above establish the Town Commercial Zone and allow for any future development within this area.*

*Zoning land with levels of amenity suitable for commercial activities provides some certainty of location and a cost effective basis for environmental controls. By doing this it is possible to differentiate between controls whose effect is internal to the zone and those which are designed to protect the residential interface or the wider environment.*

*Attractive and compact town centres which are able to provide a range of goods and services, will ensure that the needs of the local community, the Sounds communities and visitors to the centres can be met.*

Objective 2	Safe and convenient town centres.
Policy 2.1	To provide and manage roads, carparking, street lighting, traffic and pedestrian facilities within town centres to ensure a safe environment and efficient movement of people and goods.
Policy 2.2	Ensure that commercial activity is compatible with the transport network.
Policy 2.3	Ensure that adequate safe parking is provided in town centres.
Policy 2.4	To promote pedestrian safety in town centres.
Policy 2.5	Ensure the adequate provision of verandahs or other forms of shelter for pedestrians, on buildings in town centres.
Policy 2.6	Permit advertising signs which enable public identification of town centre premises but which do not dominate the local landscape or detract from the amenity and visual harmony of the foreshore area.
Policy 2.7	Enable the provision of residential accommodation, that is associated with commercial activity, in town centres.

*Safe and convenient town centres are essential for the sustainable management of the urban environment.*

### 10.3.1.2 Methods of Implementation

Zoning	The Town Commercial Zone is identified on the planning maps within the following areas: <ul style="list-style-type: none"> <li>• Picton; and</li> <li>• Havelock.</li> </ul>
Rules	Plan rules permit commercial activity, visitor accommodation, entertainment facilities and community facilities subject to performance standards.
Standards	Performance standards address matters such as effluent disposal, building height, vehicle access and loading, car-parking, the provision of verandahs for pedestrian shelter.  These standards will be particularly addressing those policies identified under Objective 2, the safety and convenience of town centres.
Rules	Other activity classes will be considered as Discretionary Activities within town centres.
Rules	Plan rules control advertising signs with conditions to manage any potentially adverse landscape, amenity or traffic distraction effects.
Transport	Implementation of the Council's Land Transport Strategy in conjunction with the land transport requirements of the Plan (Chapter 18) will address compatibility of the commercial area with the transport network.
Other	The Council will implement traffic and parking management controls in terms of the Local Government Act 1974 that are appropriate to the season and traffic volumes in order to minimise conflicts between users and ensure efficient movement of vehicles.

*Performance conditions are considered to be important to ensure the integrated management of the centre and to assure convenience and attraction for users of the centres. Performance conditions therefore include requirements relating to vehicle circulation, parking, loading, pedestrian shelter and height. The integrated design and function of the Picton and Havelock commercial centres is considered to be sufficiently important to require controls on new developments.*

### 10.3.2 Issue

The visual character of the urban environment may be affected by use and development of resources.

Picton and Havelock are visually attractive towns. A lot of this appeal stems from the visual character provided by the commercial area of the town. The way in which the town centre is integrated with the rest of the town is also important.

For Picton, integration with the foreshore area is important. Picton's visual character derives from the physical setting of the bush-clad hills and the harbour, the public spaces and the historic and aesthetic value of much of the town's centre.

Integration with the port and marina area is important for the commercial area of Havelock. The visual character of Havelock relates to the surrounding natural environment and the town’s history of fishing.

### 10.3.2.1 Objectives and Policies

<b>Objective 1</b>	<b>The enhancement of the visual character of town centres.</b>
Policy 1.1	Encourage the development of buildings and structures within town centres that reinforce the scale, style and design of that town.
Policy 1.2	Promote visual integration of the town centre with the wider townscape (Havelock and Picton) and the environment as a whole.
Policy 1.3	Promote development within town centres which does not dominate important views to and from the sea.
Policy 1.4	Promote landscape planting and the use of street furniture which is consistent with the visual character of the town centre.
Policy 1.5	To acknowledge the contribution that heritage resources make to visual character and encourage the preservation and enhancement of such resources.

*Visual character and the maintenance and enhancement of this is a significant issue for the town centres of Havelock and Picton. Looking after the visual character will contribute to the continued successful existence of the urban environment.*

*The Marlborough Regional Policy Statement recognises the significance of visual features and visual character in Objective 8.1.2 seeks ‘the maintenance and enhancement of the visual character of indigenous, working and built landscapes’. The urban environment and town centres in particular, are a significant contribution to the built landscape.*

### 10.3.2.2 Methods of Implementation

Rules	Rules restrict the height of new buildings in town centres to a level which is compatible with those which presently exist.  Rules restrict what can be done to scheduled heritage resources to ensure these are conserved for future generations. A number of other methods also relate to heritage resources, refer to Section section 6.2: Heritage.
Guidelines	The Council will assist in the preparation of community initiated guidelines to assist the design of buildings and structures within town centres. For example in the case of Picton, the Council will recognise the work of the Picton Sounds Paradise organisation. The guidelines in the Picton Town Centre Urban Design Concept Plan are intended to assist property owners in designing alterations to buildings or new buildings.

Council Works	The Council will seek to use materials and street furniture of a consistent style, compatible with heritage objectives and any relevant design guidelines for the town centres, in altering or reconstructing any roads, footpaths, or structures on public land within town centres. This theme will be extended to Council's landscaping and gardening works as well.
Other	The Council will co-operate with the port company to enhance the physical connection and integration between the ferry terminal, the foreshore area and the town centre.

*Guidelines provide the appropriate means of implementing most of the aims for visual character in town centres. They are flexible enough to allow for the many variations which exist when trying to address the maintenance and enhancement of visual character. The further methods are simple matters for the Council to act on, in its capacity as a service delivery organisation.*

## 10.4 Industrial Activity

Industry is a significant part of human activity. Not only does industry supply the community with the goods and services it has come to depend upon, it provides a significant proportion of the population with employment.

It is generally desirable for industry to locate within the urban environment. This ensures that the services needed to support industrial activity are available to this sector. These include, access to main transport routes, ports, employees and activities which service the needs of employees, and so on.

It is therefore necessary for there to be areas set aside for industrial activity in the urban area. It may also be necessary to allow for industrial activity in more rural type areas, for those industries which serve this sector. This is the first 'sub-issue' for industrial activity.

The other side of industrial activity in the urban environment is the need to manage the effects of industrial activity.

The issues are:

1. *Inadequate provision of land with industrial amenities in appropriate areas can result in lack of opportunity for industry, loss of accessibility to industrial areas and adverse effects on the environment of surrounding areas; and*
2. *Managing the effects of industrial activity.*

These two issues will be discussed in turn with objectives, policies and implementation methods incorporated to address them.

### 10.4.1 Issue

**Inadequate provisions of land with industrial amenities in appropriate areas can result in lack of opportunity for industry development, loss of accessibility to industrial areas and adverse effects on the environment of surrounding areas.**

Promoting the sustainable management of the urban environment involves providing adequate areas with levels of amenity suitable for industrial activity. Through zoning, any effects of industrial activity can be managed within a confined area. This includes, effects of industrial activity on the environment, and effects of other activity on industrial activity.

There has historically been significant investment in infrastructure to create and service land suitable for industrial purposes within Picton and Havelock. Industrial areas have developed in locations close to arterial transport routes and ports in order to make optimum use of transport infrastructure. Their grouping together at these sites creates efficiencies and has the effect of containing any potentially adverse effects of noise, heavy traffic movements, aesthetic or amenity impacts.

#### 10.4.1.1 Objectives and Policies

Objective 1	Maintaining a standard of amenity within the established industrial areas of Picton and Havelock that is compatible with industrial activity while avoiding, remedying and mitigating adverse effects resulting from this activity on neighbouring areas.
Policy 1.1	Avoid, remedy and mitigate adverse effects of industrial activities on the amenities of adjoining areas.
Policy 1.2	Enable the establishment of a variety of industrial and other activities within the established industrial areas of Picton and Havelock provided these are compatible with industrial amenity.
Policy 1.3	Avoid, remedy and mitigate adverse effects on the use of the industrial land resource by activities not suited to or reliant upon this type of environment.

*Allocating areas with standards of amenity suitable for industry enables people to provide for their industrial needs. It is necessary to closely protect industrial areas for industry. If a range of incompatible activities (for example housing) were to establish in an area set aside for industry, future conflicts would be inevitable. Usually this conflict would be at the expense of the industrial activity for which the area was initially designed. The Plan seeks to avoid this conflict by implementing the policies above, that is, confining industry and restricting other uses from establishing in the same area.*

#### 10.4.2 Issue

##### **Managing the effects of industrial activity.**

Due to the nature of industrial activity, a number of varied and often significant effects are possible as a result of this activity. These effects can be considerable and if not managed properly, can adversely impact on the immediate and surrounding environment. Allocating areas for industry and confining industrial development to such areas as Section 10.4.1.1 establishes, does not address adverse effects on the environment.

Managing industrial activity and avoiding, remedying or mitigating (as appropriate) adverse effects of industry on the environment is a requirement under the Act. Industry is a significant and important contributor to the urban environment and community wellbeing. However, it also has the potential to seriously degrade that same resource. This potential degradation arises from the many and varied effects of industry. Many industries in Marlborough involve processes which require management in order to avoid, remedy or mitigate adverse effects on the environment. Those effects can include noise, vibration, dust, glare, vehicle movements and discharges of wastes to air, land and water. The industrial areas in the Marlborough Sounds are both located close to major transport corridors or entrances to the townships from road and from the sea. The areas are sensitive landscape gateways and corridors. The bulk and scale of development and the landscape treatment of on-site development and the attractiveness of the town is an important contributor to the success and viability of the urban environment which in turn, leads to the sustainability of the urban environment.

#### 10.4.2.1 Objectives and Policies

<b>Objective 1</b>	<b>Management of industrial activity so as to ensure it does not cause significant adverse effects on the environment.</b>
Policy 1.1	Promote a high standard of environmental design and maintenance in industrial areas and require contributions to landscape planting in key landscape corridors and entrances to townships.
Policy 1.2	Ensure that the size, height and bulk of industrial buildings and structures is compatible with the townscape and characteristics of individual sites.
Policy 1.3	Set noise limits which allow industrial activities to function effectively and which minimise noise nuisance for surrounding residents.
Policy 1.4	Ensure that vehicle parking, access and loading do not adversely affect the operation and function of the road system or safe pedestrian movement.
Policy 1.5	Ensure that advertising signs enable public identification of industrial activities while minimising any adverse effects on amenity values and avoiding unnecessary distraction to motorists on arterial and distributor roads.
Policy 1.6	Protect access to sunlight for properties adjoining Urban Industrial Zones and minimise shading of those properties by industrial buildings.
Policy 1.7	Require any discharges of waste to air to meet (specified) standards
Policy 1.8	Require the collection and disposal of any wastes to land or water to meet specified standards.
Policy 1.9	Promote energy efficiency in industry as a means to minimise adverse environmental effects.

*These policies seek to avoid, remedy or mitigate adverse effects on the immediate and surrounding environment created by industrial activity. Of particular importance are those effects that industrial activities may have on lowering the quality of adjoining residential, open space or town centre environments.*

#### 10.4.2.2 Methods of Implementation

Zoning	<p>The Urban Industrial Zone is identified on the planning maps within the following areas:</p> <ul style="list-style-type: none"> <li>• Picton; and</li> <li>• Havelock.</li> </ul>
Rules	<p>Plan rules permit activities within industrial areas subject to compliance with performance standards.</p> <p>Proposals which fail to comply with stated performance standards will be considered as Discretionary Activities.</p> <p>Non-industrial activities within the industrial areas will be considered as Non-Complying Activities.</p> <p>To address amenity values, rules will require contributions of funds or landscaping works from industrial developments for the purpose of acquiring and developing landscaped areas for Urban Industrial Zones at the entrances to towns.</p> <p>Where industrial zoned land adjoins non-industrial land rules will require that buildings comply with the maximum height and building location requirements, of the adjoining zone in respect of the common boundary.</p>
Standards	<p>Performance standards address matters such as noise, vehicle access and loading, parking, building height and location, landscape enhancement, and size and location of advertising signs, effluent disposal and discharges to air (including smell and dust).</p>
Other	<p>Council will promote ongoing landscape improvement of the main transport corridors within industrial areas.</p>

*In recognition of the considerable public and private investment in developing and servicing industrial land, the Plan identifies Urban Industrial Zones at Picton and Havelock. Land which has historically been zoned Industrial at Havelock, and some at Picton is closely integrated with port operations. Therefore some land has been included in a Port Zone which recognises the nature of port activities.*

*The provision of specifically zoned industrial land means that the adverse effects of industrial activities can be geographically contained. It is considered that plan rules are necessary to control the expected adverse effects of industrial activities. Plan rules establish performance conditions and standards to avoid, remedy and mitigate adverse effects. The standards are set at levels appropriate to enable industrial activities to operate effectively within the zone and seek to minimise nuisance and hazard for neighbouring residents and activities. Standards for some effects are therefore higher at the zone boundary.*



*The Urban Industrial Zones are located close to major transport corridors and at main entrances to the towns. Council seeks to enhance the landscape at these entrances. Rules require a contribution from industrial development towards the enhancement of the landscape and amenity of key entrance points within industrial zones.*

## 10.5 Rural Townships

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Small rural townships are typified by their small scale and low intensity development. The townships usually comprise a varied mixture of rural service activity, commercial activity, industry (often primary based) and community/recreation activities often scattered amongst residential activity. The main geographic distinction which can be made in the rural township is between residential areas and the mixed use centre.

For the Marlborough Sounds area, Rai Valley is a rural township. A number of other rural townships are located in the remainder of the Marlborough District.

Rai Valley township has both rural and urban elements as well as a low intensity of development, informal appearance and large section sizes. This is typical of the amenity of a small township like Rai Valley. The amenity of a township may also be influenced by local resources or specific activities.

Sources of employment are crucial to the economic wellbeing, of residents of the township and surrounding rural areas. Minor adverse environmental effects that arise from commercial and industrial activities are therefore generally accepted or tolerated in these areas. Commercial and industrial activities in townships may however impinge upon environmental qualities by:

- The visual intrusion of large buildings;
- Air and water borne effluent and noise pollution;
- Increased traffic on local roads;
- Increased pressure on services; and
- Incompatibility with areas of cultural significance to iwi.

To maintain a pleasant environment in townships and to ensure nuisances or health risks do not arise, there is a need to control adverse effects arising from commercial/industrial use.

Residential use in Rai Valley is described further, in the Residential Environments section (10.2).

### 10.5.1 Issue

**The need to manage the adverse effects of diverse activities in Rural Townships.**

The following objective, policies and methods, in conjunction with those in the Urban Residential section, have been incorporated to address this issue.

### 10.5.1.1 Objectives and Policies

Objective 1	Enable the mixed use of rural township centres while avoiding, remedying and mitigating adverse effects on the environment.
Policy 1.1	Avoid, remedy and mitigate adverse effects of rural township activity on neighbouring areas.
Policy 1.2	Enable the establishment of a wide range of activities within rural townships, subject to standards and conditions to avoid, remedy or mitigate any adverse effects on the environment.

*The objective and policies recognise the mixed nature of activities occurring in small rural townships. Townships provide an important resource to people and communities. In recognition of their value, the Council considers it appropriate to make provision for their continued existence and development.*

### 10.5.1.2 Methods of Implementation

Zoning	The Plan identifies on the planning maps a Rural Township Zone at Rai Valley.
Rules	Plan rules provide for commercial, industrial and other activities subject to performance standards.  Plan rules control advertising signs with conditions to manage any potentially adverse landscape, amenity or traffic distraction effects.
Standards	Performance standards are incorporated to address such matters as local amenity values (ie; controlling design and siting of development with building height, coverage, noise standards, car parking requirements), discharges and traffic safety.
Other	Council will promote ongoing landscape improvements of the main transport corridors within rural township areas.

*Zoning and rules including performance standards are considered to be the most effective method of ensuring the provision and protection of rural township environments. All activities will be subject to performance standards to ensure people are not subject to adverse effects from neighbouring activities.*

*Those activities unable to meet specified standards are required to go through the consent process so that any adverse effects on the township may be assessed.*

## 10.6 Port and Harbour Activities

With the nature and function, and their location within the Sounds, the urban areas of Picton and Havelock serve an important port role in addition to those roles normally found in an urban area. This role needs to be recognised and provided for in the Plan. By distinguishing this particular role, it can be examined, issues can be identified and objectives and policies can be offered to address these issues.

### Port of Picton

The port of Picton is the terminus for inter-island passenger and freight traffic. The passage of vehicles and people through the port is closely related to the economic activity of the town's commercial and accommodation activities and is important to the town's economy. The port also provides the base for large numbers of commercial water transport vessels serving the Sounds and outer islands and for commercial tourist transport vessels.

The port is also the base for a significant fleet of commercial fishing vessels and fishing activities as well as being Marlborough's export/import port for the following products: logs, sawn timber, coal, meat, cement, tallow, salt, general cargo and agricultural produce.

The port is visually close to the town centre and is a significant component of the landscape of Picton's foreshore area. The maintenance and enhancement of this gateway area is a matter of importance to the town's attractiveness as a tourist destination. Development of the port in Picton must be pursued with sensitivity towards the wider landscape implications and should incorporate landscape enhancement measures which integrate the port with the Picton foreshore area.

An expansion of existing port facilities into Shakespeare Bay will involve some eight hectares of reclamation, two wharves, construction of a land based road and rail connection with Picton and will be primarily used for the storage and export of logs and coal. Development and operation of these new facilities are subject to a wide range of conditions to ensure that the effects on the environment are avoided, remedied or mitigated. Ongoing monitoring of port operations will ensure any adverse effects are minimised.

### Port of Havelock

Havelock's port is the base for a significant fishing and marine farming industry. Processing industries involving fish and shellfish are located at the port and consequently are able to minimise overall transportation movements in the processing and distribution of fish products. The port of Havelock is also the base for large numbers of commercial water transport vessels serving the Sounds and outer islands and for commercial tourist transport vessels.

## 10.6.1 Issue

**Inadequate provision of land with amenities compatible with port activity can result in lack of opportunity for port development and adverse effects on the environment of surrounding areas; and,**

**The need to avoid, remedy or mitigate any adverse effects of port activities on the environment.**

The effects of port and harbour activities can be simplified by allocating specific areas for this activity. The areas suited to this activity are those established port areas in the two towns, and the area identified as being suitable for port expansion for the port of Picton (Shakespeare Bay). These areas are coastal margins in the urban area and both land and water is included (including the Coastal Marine Area). This enables integrated management for the land/water interface.

Each of the ports has the potential to cause significant environmental effects including noise, traffic generation, air and water discharges, foreshore and seabed disturbance and landscape impacts. Most effects are able to be avoided or mitigated by careful management of operations. Performance standards will be applied to all activities within port areas to avoid, remedy, or mitigate adverse effects.

Any expansion of the ports has the potential to cause significant effects on the environment, many of which would be adverse. In each of the ports, the area of available land is limited. Any expansion of a port area would be likely to require additional reclamation of sea bed. Given the limited availability of port land it is considered necessary to restrict activities to those which are associated with the primary port activities and which rely on a location close to water transport. The Council wishes to avoid a situation where port expansion, involving sea bed reclamation, is necessitated because available land has been absorbed by activities or industries which do not rely on such a close proximity to ports or water transport.

Further development of port facilities on the western side of Shakespeare Bay needs to recognise the sensitivity of the shoreline and associated bush and reserve land. Picton and Shakespeare Bay are the appropriate locations for further district port development but development proposals need to take account of the environmental values of the western shoreline.

Changing commodities or methods of transportation may require changes in the current port facilities provided. This may involve proposals for expansion of existing facilities within zoned port areas or for the development of facilities in new locations. Such proposals will be considered as either resource consents or plan changes and will be assessed in terms of the relevant objectives, policies and standards of the Plan.

Further activities which take place in a port or harbour area are the maintenance of boats and disposal of waste from ships. The New Zealand Coastal Policy Statement requires that the Plan address the adverse environmental effects of these activities. However, regulations introduced pursuant to sections 15A, 15B and 15C of the Act control discharges and dumping from ships and the Council is responsible for administering and enforcing those regulations. Rules regarding discharges from boat maintenance not covered by the Regulations, are included in the Plan.

As a part of managing the effects of port and harbour activity, the effects of this activity on landscape value and the visual character of the town needs to be taken into account.

**10.6.1.1 Objectives and Policies**

Objective 1	Maintain a standard of amenity in the ports of Picton and Havelock and in Shakespeare Bay which is compatible with port activities while avoiding, remedying and mitigating adverse effects resulting from this activity on neighbouring areas
Policy 1.1	Provide for port and harbour activity by zoning specific areas suitable for port activities and activities associated with port and water transport in:

	<ul style="list-style-type: none"> <li>• Picton (including Shakespeare Bay); and</li> <li>• Havelock.</li> </ul>
Policy 1.2	Enable the establishment of a variety of port related activities including marine industrial activities, water transport services and facilities for passenger and freight movements.
Policy 1.3	To promote the efficient use of the land available within port areas.
Policy 1.4	Restrict the use of land, within port areas, by activities which do not rely on location close to ports or water transport.

*The policies above establish and provide for the ports of Picton and Havelock. They ensure that areas are used for activities that a port or harbour area is necessary for, and those activities which make up a port.*

*The Marlborough Regional Policy Statement Policy 7.1.20(b) recognises the particularly important role of the port of Picton as the main export/import port for Marlborough and the need to enable its operation and appropriate expansion.*

*The importance of enabling the operation and expansion of Marlborough's passenger and freight link is also recognised in the Marlborough Regional Policy Statement, Policy 7.1.20(a).*

Objective 2	Management of activities within port areas which avoids, remedies or mitigates (as appropriate) any significant adverse effects on the environment.
Policy 2.1	Ensure that activities occurring within the ports do not adversely affect water quality in the waters within or beyond the zone.
Policy 2.2	Ensure that development of port facilities at Shakespeare Bay recognises the natural and visual sensitivity of the shoreline and adjacent bush and reserve areas, and development proposals avoid, remedy or mitigate adverse effects.
Policy 2.3	Set noise limits for activities within the port areas which allow the ports to function effectively but which also minimise noise nuisance for surrounding residents.
Policy 2.4	Ensure that activities occurring within the ports do not adversely affect air quality.
Policy 2.5	Ensure that vehicle parking, access, and loading do not adversely affect the operation of the port, the road system, or safe pedestrian movement.
Policy 2.6	Ensure that advertising enables public identification of port activities but does not dominate the landscape.

*These policies seek to manage the effects of port and harbour activity and to avoid, remedy or mitigate any adverse effects of this activity on the environment.*

*A number of activities with potentially significant adverse effects (with equally significant benefits to the community) are provided for as Controlled or Discretionary Activities in the port areas. These activities include stormwater discharge, sewage discharge, activities which disturb the foreshore and seabed, reclamation and exclusive occupation of the coastal marine area.*

*By including these types of activities as controlled or discretionary activities, the Council can retain close control over what occurs in the ports and manage the effects of such activities. Adverse effects of all activities shall be avoided, remedied or mitigated.*

Objective 3	Maintenance, and where practicable, enhancement of the visual character of ports.
Policy 3.1	Development of port areas which promotes landscape design and enhancement measures compatible with adjoining town centre and foreshore development character.
Policy 3.2	Promote the landscape enhancement of port areas.

*The port areas of Havelock and Picton are significant contributors to the make-up of those towns. This significance is in terms of physical size and importance for direct and indirect employment and general community wellbeing. However, it is important that the visual character of the towns is considered when port development occurs.*

#### 10.6.1.2 Methods of Implementation

Zoning	The Port Zone is identified on the planning maps within the following areas: <ul style="list-style-type: none"> <li>• Picton; and</li> <li>• Havelock.</li> </ul>
Rules	Plan rules provide for activities within the identified Port Zones which rely on location close to the port or to water transport, subject to performance standards. Activities which are not so reliant on the port or water transport will be considered on their merits.  Plan rules require the assessment of development proposals within Picton and Havelock ports in terms of standards and criteria relating to landscape impact and integration with adjacent town centres.  Plan rules may require, as conditions of consent to develop or alter structures, the payment of financial contributions towards landscape enhancement works in foreshore areas.
Standards	Performance standards relating to noise, vehicle parking, access, loading, and advertising signs will be applied.
Other	The Council will co-operate with port operators in enhancing the landscape quality and integration of foreshore areas and town centres with port areas.
Financial Contributions	The Council may take financial contributions for developments, to provide for landscaping and integration of foreshore areas, town centres and port areas.

*Provision for ports, by way of zoning them in the Plan, recognises the importance of their contribution to the infrastructure and economy of Marlborough. The Port Zone includes integrated provisions for both the land and water activities at ports. The creation of port zones limits the effects of port and harbour activities to specified and established areas of the coastal marine area, which are suited to this type of activity.*

*It is important to ensure that land within the Port Zone is not occupied by activities which do not rely on location at a port or close to water transport. For this reason activities which rely on a location at a port will be provided for as permitted activities. Those which do not will be considered as non-complying activities.*

*The land and water activities at ports give rise to a number of effects, some of these effects are potentially adverse (including noise, discharges to water and air, disturbance of the foreshore, impacts on vehicle and pedestrian circulation, and landscape impacts). Performance conditions and standards in the Plan are considered to be necessary to ensure that any adverse effects are appropriately managed.*

*The port of Havelock is a significant 'front door' to the town. It is considered that new development or redevelopment of buildings and other structures at the port should integrate closely with the mixed commercial activity centred on the highway. This integration of vehicle and pedestrian connections, parking facilities, and townscape and built landscape terms should be functional.*

*Landscape treatment of port areas is important to enhancing the overall landscape character of the towns. The Council proposes to require, as a condition of development proposals within the Port Zone, the contribution of either works or money towards overall landscape improvement of port areas as significant entrances to Marlborough.*

## 10.7 Marina Activity

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The enclosed waterways of the Marlborough Sounds offer many recreational boating opportunities to both residents of Marlborough and visitors to the area. Commercial use of boats and other craft is also a significant feature of the district's tourism, marine farming and fishing industries. Many of the smaller recreational craft are stored on dry land and have no need for mooring or berthage. However, there are many vessels that need some form of mooring or berthage and the preference is often for a marina berth. Marinas provide increased safety, security and a range of support facilities such as sewage and rubbish disposal, freshwater, fuel supplies and repair and maintenance services. They also make efficient use of water space in providing for longer term vessel storage.

Currently, there are marinas at Picton, Waikawa, Portage and Havelock accommodating a variety of vessels supported by a range of boating industry activities. The marinas at Picton, Havelock and Waikawa are substantial complexes, with extensive land based back-up facilities. These marinas are important bases providing landing, storage, and loading facilities for residents of the Sounds as well as providing an important access point to the Sounds for many vessel owners who are not Sounds residents. The Portage marina is comparatively small with limited land based facilities. All of the marinas are important features contributing to the amenity and attraction of the Marlborough Sounds as well as generating significant economic activity.

There is an ongoing demand for marina berths within the Sounds, which generally exceeds the existing supply, consequently resulting in large waiting lists for berths. Where such demand is long term, additional marina capacity is likely to be needed, and new facilities may be required. Generally, the provision of additional marina capacity focuses on enhancing existing facilities, which are already well serviced and strategically located to urban areas, the transport network and to the principal areas of recreation and boating within the Sounds. Demand for marina berths should be provided within or by extension of existing marinas in preference to establishing new marina facilities in areas that have not yet been subjected to such development.

### 10.7.1 Issue

Inadequate provision of land with amenities compatible with marina activity can result in lack of recreational opportunities and adverse effects on the environment of surrounding areas; and,

The need to manage the effects of marinas, and

Managing on-going demand for new marina berths.

The Sounds offer extensive opportunities for both commercial and recreational boating. With their strategic positioning in the Marlborough Sounds, both Picton and Havelock represent significant marine centres.

Marina activity is an integral part of the urban environment. In addition, marinas offer a rationalisation of coastal marine space by concentrating moorings. Marinas provide the most efficient method of water based berthage currently available. Marinas also concentrate adverse effects (such as antifouling and sewage discharges) to a single part of the coastal marine area, avoiding the need for such activity and effects throughout the coastal marine area. Good design and equipment, combined with appropriate controls can minimise the adverse effects within the marina itself.

#### 10.7.1.1 Objectives and Policies

Objective 1	Maintaining a standard of amenity in existing marinas which is compatible with marina activities while avoiding, remedying and mitigating adverse effects resulting from this activity on the environment.
Policy 1.1	Avoid, as much as practicable, adverse effects on the natural character of the coast by enabling marina activity in existing marinas or in areas where natural character has been compromised.

*Interaction between the water based activities which take place in the Sounds, and those which take place in the urban environment, is recognised by the marina. The marina links the urban environment with the significant recreational and commercial boating activity which takes place in the Marlborough Sounds.*

*Marinas serve additional purposes to simple boat mooring, largely as a result of their placement in the urban environment. Often there is a demand for a variety of activities to be located in close proximity to a marina. These activities may include boat brokering, charter boat hire, chandlery, sail making, parking, boat building, vessel maintenance, club facilities and restaurants.*



<b>Objective 2</b>	<b>Avoidance and, where necessary, remediation and mitigation of adverse effects resulting from marina operations and associated land-based activities.</b>
Policy 2.1	Avoid the adverse effects of discharges from land within marina waters.
Policy 2.2	Ensure that there is no discharge of untreated sewage from associated land-based activities to the waters within the marinas.
Policy 2.3	Require the provision within marinas of facilities for the disposal of rubbish, sewage effluent, oil and other wastes from boats.
Policy 2.4	Avoid, remedy and mitigate the adverse effects associated with boat maintenance (including sanding and blasting effects).
Policy 2.5	Avoid contamination of water from the application and removal of antifouling paints.
Policy 2.6	Ensure that any advertising enables public identification of sites or services but minimises adverse effects on the amenities of prominent foreshore areas.
Policy 2.7	To ensure the adequate provision of parking within marina areas.
Policy 2.8	To promote landscaping of marina areas in a way that contributes to the overall visual character of the urban environment and coastal environment.
Policy 2.9	Avoid, remedy or mitigate the adverse effects associated with long term accommodation aboard vessels.
Policy 2.10	Set noise limits for activities within the marina areas which allow the marinas to function effectively but which also minimise noise nuisance for surrounding residents.

*Marinas offer an excellent opportunity for the rationalisation of coastal marine space. However, careful management of the effects created by both marina activity and the nearby land-based activity is necessary in order to prevent this area of concentrated development causing environmental problems.*

*Adverse effects from marina development and operation may include a lowering of water quality, generation of noise, loss of natural character of the coastal environment, alienation of public space and loss of habitat. Activities which commonly take place while a boat is moored such as boat maintenance, also have the potential to cause adverse environmental effects. The significance of these effects or others, is dependent on the site chosen and its particular characteristics. The design of the marina also determines some of the possible effects. For example, reclamation and the use of breakwaters have an irreversible effect on the environment, while a floating marina structure could theoretically be removed and leave no lasting impacts on the surrounding environment.*

*It is important to provide adequate and convenient waste disposal facilities in marinas, including facilities for the collection and appropriate disposal of*

*residues from vessel maintenance. Provision in all marinas should also be made to adequately and conveniently collect sewage from boats. However, it should be noted that while consideration of these activities is needed under the Plan, the Marine Pollution Regulations 1998 introduced pursuant to sections 15A, 15B and 15C of the Act control discharges and dumping from ships. The Council is responsible for administering and enforcing those regulations.*

Objective 3	Enable the sustainable development and operation of marinas and associated infrastructure within the Marina Zone.
Policy 3.1	Avoid the proliferation of marina development within the coastal marine area by focusing such development within the Marina Zone.
Policy 3.2	Enable the construction, maintenance and operation of marina activities within Marina Zones, whilst ensuring any adverse effects on the environment are avoided, remedied or mitigated. In considering effects, particular regard will be given to any adverse effects on areas regularly used for the gathering of kaimoana and sites of cultural significance.
Policy 3.3	Ensure marinas incorporate and retain public access to the foreshore, coastal environment and coastal marine areas where such access does not interfere with the safe and efficient operation of the marina.
Policy 3.4	Avoid locating swing moorings in the Marina Zone unless the moorings have been specifically identified in Appendix J, Schedule 4.1.
Policy 3.5	Where a new consent is sought for a swing mooring specifically identified in Appendix J, Schedule 4.1, decision makers need to have regard to: <ul style="list-style-type: none"> <li>a) Where the swing mooring is to be located within that part of the Marina Zone specifically identified in Appendix J, Schedule 4 and the availability of space within that area;</li> <li>b) The type and specification of the swing mooring including the swing arc;</li> <li>c) Whether there is space available within the Mooring Management Areas in Waikawa Bay that could accommodate the Appendix J, Schedule 4.1 swing moorings;</li> <li>d) Whether a new consent would unduly hinder the development of a marina in that part of the Marina Zone specifically identified in Appendix J, Schedule 4; and</li> <li>e) The need for conditions to limit the duration of consent to enable marina development to proceed.</li> </ul>

*The development of marina facilities should be managed in a way that avoids significant adverse effects on the urban environment, and on the quality of the coastal environment, such as restricted use of public space and*

*loss of habitat. The Marina Zone provides suitable locations for marina activities and establishing such facilities in the zone is preferred over proliferation of marina development elsewhere in the coastal marine area.*

*Space is zoned within Waikawa Bay to provide opportunities for the provision of additional berthage capacity in a manner that enables consideration of effects, and responds to demand. However, expansion of the Waikawa Marina into the area specifically identified in Appendix J, Schedule 4 is potentially constrained by the existence of a number of consented swing moorings at the same location. The consented swing moorings are identified in Appendix J, Schedule 4.1. Policy has been included to allow these swing moorings to continue to be present within the Marina Zone but where a new consent is sought for these moorings regard is to be had to whether the development of a marina in this area would be hindered and whether consents may need to be limited as to duration to enable a marina to be constructed.*

*Further consolidation of marinas at Waikawa, within the Marina Zone, assists in the avoidance of development sprawl into other, as yet undeveloped, bays within the Sounds. Marina development also gives rise to efficiencies in the use of the coastal marine area and can assist in avoiding the sprawl of coastal occupation demand.*

#### 10.7.1.2 Methods of Implementation

Zoning	The Marina Zone is identified on the planning maps within the following areas: <ul style="list-style-type: none"> <li>• Picton;</li> <li>• Waikawa; and</li> <li>• Havelock.</li> </ul>
Rules	Plan rules provide for marina activity and activities which rely on close location to a marina, as well as marina management, subject to performance standards which avoid, mitigate or remedy adverse effects. Activities which are not necessary to support the marina operation will be considered on their merits.  Plan rules may require, as conditions of consent to develop or alter structures, the payment of financial contributions towards landscape enhancement works in foreshore areas.
Standards	Performance standards relating to discharges, noise, vehicle parking, public access, and advertising signs will be applied.
Other	The Council will liaise with marina operators in the provision of facilities for the disposal of sewage from boats.
Other	The Council will liaise with marina operators to ensure that antifouling activity is undertaken on land in a confined manner, and that any effects from marina discharges are pro-actively monitored and any breaches of conditions of consent are consistently enforced.

Information	The Council will provide information on facilities available for the collection and disposal of waste from boats.
Education	The Council will provide information and education on the best environmental practices with respect to boat maintenance.
National/Other	The Council will implement the Marine Pollution Regulations 1998 in relation to discharges from ships and offshore installations.

*Recognised under Policy 7.1.20(c) of the Marlborough Regional Policy Statement, is the need to "...enable the safe and efficient use of marinas...". The Plan achieves this by zoning areas for marina activity at certain locations including for further marina development.*

*Both the land and water areas of the existing marinas at Picton, Waikawa and Havelock are included in a Marina Zone. 'Coastal Marine Area' is included in this zone. Provision is made for the activities usually associated with marinas, boat storage and servicing, and boat launching.*

*The floating marina at Portage is of a much smaller scale than the other three marinas and has no comparable facilities. It is considered unnecessary to include the Portage marina in the Marina Zone. It will be managed using the resource consent provisions of the Act.*

*The Marina Zone incorporates land or structures, including those developed within the coastal marine area. It is of limited size. Given the limited size it is important that the land and water surface be dedicated to activities which rely on a marina location. These activities are therefore permitted activities. It would be an unsustainable use of the land and water space within the marinas to allow activities to locate there which do not rely on such a location to operate. Such activities will therefore be considered as discretionary or non-complying activities.*

*The Plan does not identify any specific sites for further marina zones. The scale and complexity of the Marlborough Sounds together with the changing demands and design of marinas makes it impracticable to determine, in advance, appropriate locations for future marinas. Any such proposals will be considered either as applications for resource consent or as plan changes and will be assessed in terms of the relevant objectives, policies and standards of the Plan and the requirements of the Act.*

*The Plan is able to integrate the land and sea interface within marinas. The Marina Zone will encompass activities within the coastal marine area and on adjoining land. Marinas are important 'front doors' to the Sounds and it is important that their development is compatible with the overall townscape of the surrounding urban area and with the character of the coastal margin. Performance standards are included to address this relationship.*

*The Council as provider of reticulated sewage disposal facilities in the Plan area will seek to achieve a co-ordinated approach to the disposal of sewage waste from marina operations. The Council will liaise with marina operators, particularly in relation to developing and providing disposal facilities. Information and education will complement this to improve environmental practice in relation to waste disposal and boat maintenance.*

## 10.8 Anticipated Environmental Results

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Implementation of the policies and methods relating to the urban environment will result in:

- A compact and coherent urban form;
- Retention of the character of the residential environments in the Marlborough Sounds;
- Town centres that contribute to the visual character of the urban environment;
- Attractive, safe and pleasant industrial areas;
- A mixture of low intensity land uses and development in small rural townships; and
- Ports and marinas which are integrated with the urban environment.

