

FILECORP



L015397

BOROUGH OF BLENHEIM



THE BLENHEIM BOROUGH COUNCIL'S  
APPROVED

DISTRICT SCHEME

TOWN AND COUNTRY PLANNING ACT 1953  
DATE OF BECOMING OPERATIVE - 1 SEPTEMBER 1972

BLENHEIM BOROUGH COUNCIL

IN YOUR REPLY  
PLEASE QUOTE

22/14

BOROUGH ENGINEER'S OFFICE  
PARK TERRACE

BLENHEIM, N.Z.

18th May 1976

P.O. BOX 27  
PHONE 5249

AJF



TOWN CLERK

Dear Sir,

TOWN AND COUNTRY PLANNING ACT 1953  
CHANGES TO BLENHEIM OPERATIVE DISTRICT SCHEME  
(FIFTH SERIES)

I have to advise that Council at its meeting on 22nd October 1975 resolved that of the changes to the Borough of Blenheim Operative District Scheme (Fifth Series) publicly notified in accordance with the provisions of the Town and Country Planning Act 1953 the following, not having drawn objections, be approved:

Change No. 75/2 - Code Amendment:

Clauses 2.2.3.2. (b) (iii), 2.3.3.5. (b) (iii) and 2.4.3.5. (b) (iii) of Ordinance 2 relating to requirements for accessory buildings on side yards in Residential Zones be deleted entirely and the following sub-clause substituted -

"Only one accessory building may be sited on any one side yard and this shall be not less than 6 metres from the street boundary and shall not exceed 7.5 metres in length."

Change No. 75/3 - Code Amendment:

Clause 1.4.3. (3) of Ordinance 1 entitled "Dispensations and Waivers - Limitations" deleted in its entirety and the following new clause substituted -

"(3) Limitations:

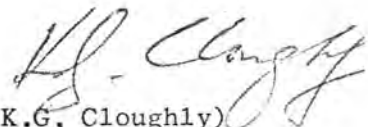
No dispensation or waiver from subdivisional standards shall be granted which would produce allotments of a lesser area than that set out in Clause 3.2.1. of Ordinance 3 for the minimum areas for "reduced standard" subdivisions".

Change No. 75/4 - Code Amendment:

Clause 3.2.2. of Ordinance 3 entitled "Reduced Standard" Subdivision be amended by the deletion of clause (b) which states "The area does not exceed 1400 square metres".

Please Note that the changes became operative on 4th November 1975.

Yours faithfully,

  
(K.G. Cloughly)  
BOROUGH ENGINEER



Borough of Blenheim District Scheme Approved Changes  
(Fifth Series)

Changes Under Section 29 of the Town and Country Planning Act 1953

The attached changes to the District Scheme were approved by Resolution of the Blenheim Borough Council on the 22nd October 1975. This approval is signified in accordance with Section 28 (2) of the Town and Country Planning Act 1953 by the affixing of the Common Seal of the Mayor, Councillors and Citizens of the Borough of Blenheim. These changes will become operative on 4th November 1975.

Dated this 23rd day of October 1975

*S. J. Hanlon* MAYOR

*B. J. Clancy* TOWN CLERK



I hereby certify that these changes are correct copies of the changes to the District Scheme as approved by the Blenheim Borough Council on 22nd October 1975.

*H. J. Clancy* BOROUGH ENGINEER

# BLLENHEIM BOROUGH COUNCIL

IN YOUR REPLY  
PLEASE QUOTE

22/14

BOROUGH ENGINEER'S OFFICE  
PARK TERRACE

BLLENHEIM, N.Z.

18th May 1976

P.O. BOX 27  
PHONE 5249

AJF



TOWN CLERK

Dear Sir,

TOWN AND COUNTRY PLANNING ACT 1953  
CHANGES TO BLLENHEIM OPERATIVE DISTRICT SCHEME

I have to advise that Council at its meeting on 28 April 1976 resolved that of the changes to the Borough of Blenheim Operative District Scheme publicly notified in accordance with the provisions of the Town and Country Planning Act 1953 the following, not having drawn objections, be approved:

(SIXTH SERIES) (SECOND PART)

1. Change 75/6:

Designation of Land for Off-Street Car Parking:

It is proposed to designate as "B.B.C. Car Park" the land containing 1823.6m<sup>2</sup> and described as Part Lots 1 and 3 D.P. 1276 and Lot 2 D.P. 1187 being Part Section 1 Omaka. The site has frontage to High Street and portion of it was formerly occupied by His Majesty's Theatre.

EIGHTH SERIES:

1. Change 76/1:

Rezoning of land in Budge Street from Residential 1 to Commercial 1:

The land on which stands a grocers shop and butchers shop is at 14 Budge Street and is described as all that parcel of land containing 1012m<sup>2</sup> more or less being Lot 1 D.P. 1621 and being part of Section 50 of the District of Wairau and being all the land comprised in Certificate of Title 45/61 (Marlborough Registry).


2. Change 76/2:

Designation of land in Dillons Point Road for Community Use:

The land concerned is at No. 4 Dillons Point Road and contains a temporary building formerly used as a dwelling. The land is described as being Lot 2 D.P. 2282 and being part of Section 47 of the District of Wairau and being all the land comprised in Certificate of Title 55/66.

You will note that the changes became operative on 12 May 1976.

Yours faithfully,

  
(K.G. Cloughly)  
BOROUGH ENGINEER

Borough of Blenheim District Scheme Approved Change  
(Sixth Series) (Second Part)

Change under Section 29 of the Town and Country Planning Act 1953

The attached change to the District Scheme was approved by Resolution of the Blenheim Borough Council on the 28th April 1976. This approval is signified in accordance with Section 28 (2) of the Town and Country Planning Act 1953 by the affixing of the Common Seal of the Mayor, Councillors and Citizens of the Borough of Blenheim. This change will become operative on 12th May 1976.

Dated this 29th day of April 1976

S. A. Darling MAYOR

B. J. ... TOWN CLERK



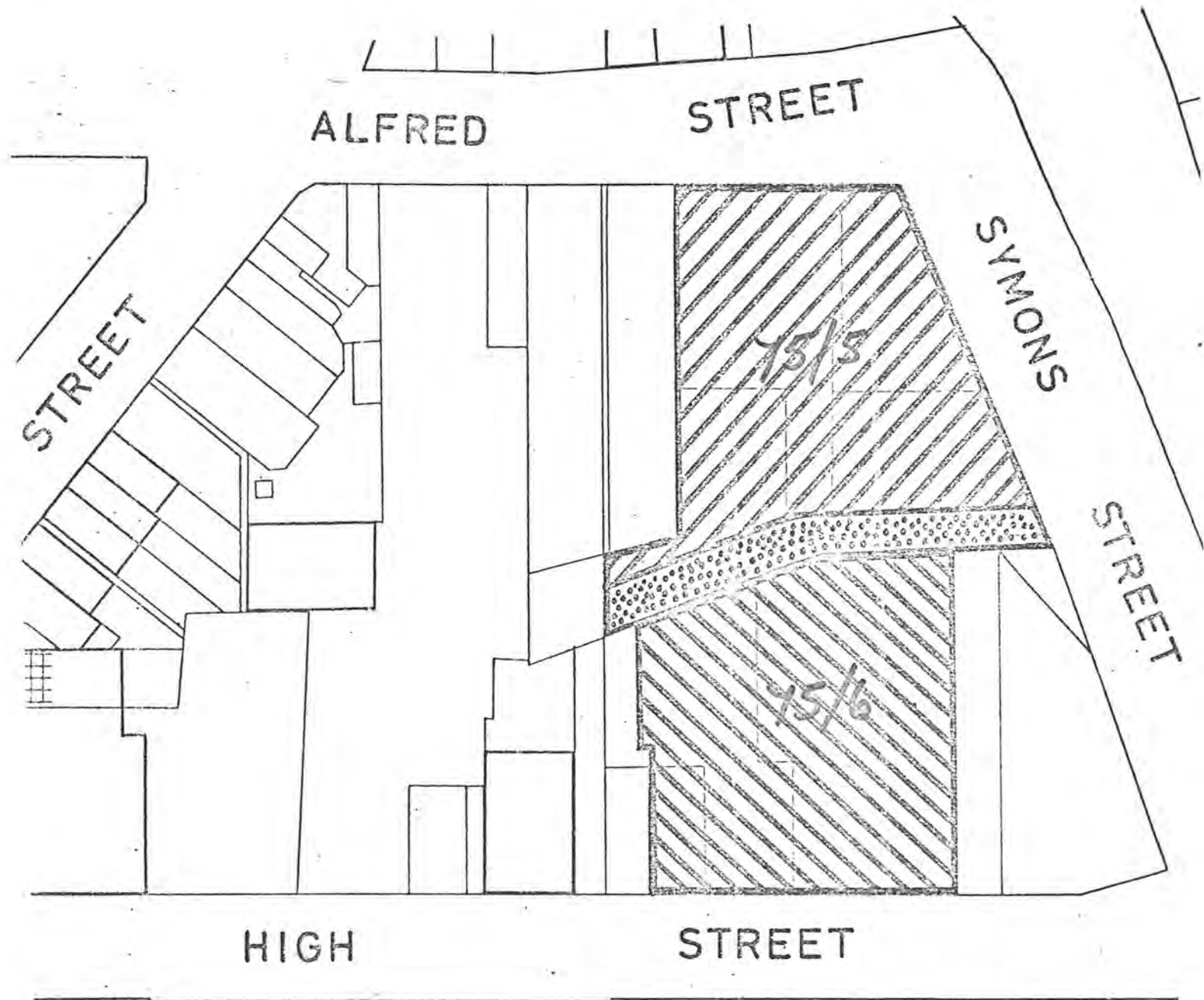
I hereby certify that this change is a correct copy of the change to the District Scheme as approved by the Blenheim Borough Council on 28th April, 1976.

A. J. ... BOROUGH ENGINEER

# BLLENHEIM BOROUGH DISTRICT SCHEME

MAP CHANGES No. 75/5 + 75/6

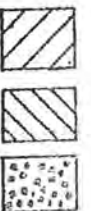
CHANGE UNDER SECTION 29 OF THE TOWN AND COUNTRY PLANNING ACT 1953



Land to have "BBC - Car Park" designation removed shown thus -

Land to be designated "BBC - Car Park" shown thus -

Existing Service Lane designation shown thus -



Scale: 1 chain to an inch:

Borough of Blenheim District Scheme Approved Changes  
(Eighth Series)

Changes Under Section 29 of the Town and Country Planning Act 1953

The attached changes to the District Scheme were approved by Resolution of the Blenheim Borough Council on the 28th April 1976. This approval is signified in accordance with Section 28 (2) of the Town and Country Planning Act 1953 by the affixing of the Common Seal of the Mayor, Councillors and Citizens of the Borough of Blenheim. These changes will become operative on 12th May 1976.

Dated this 29th day of April 1976

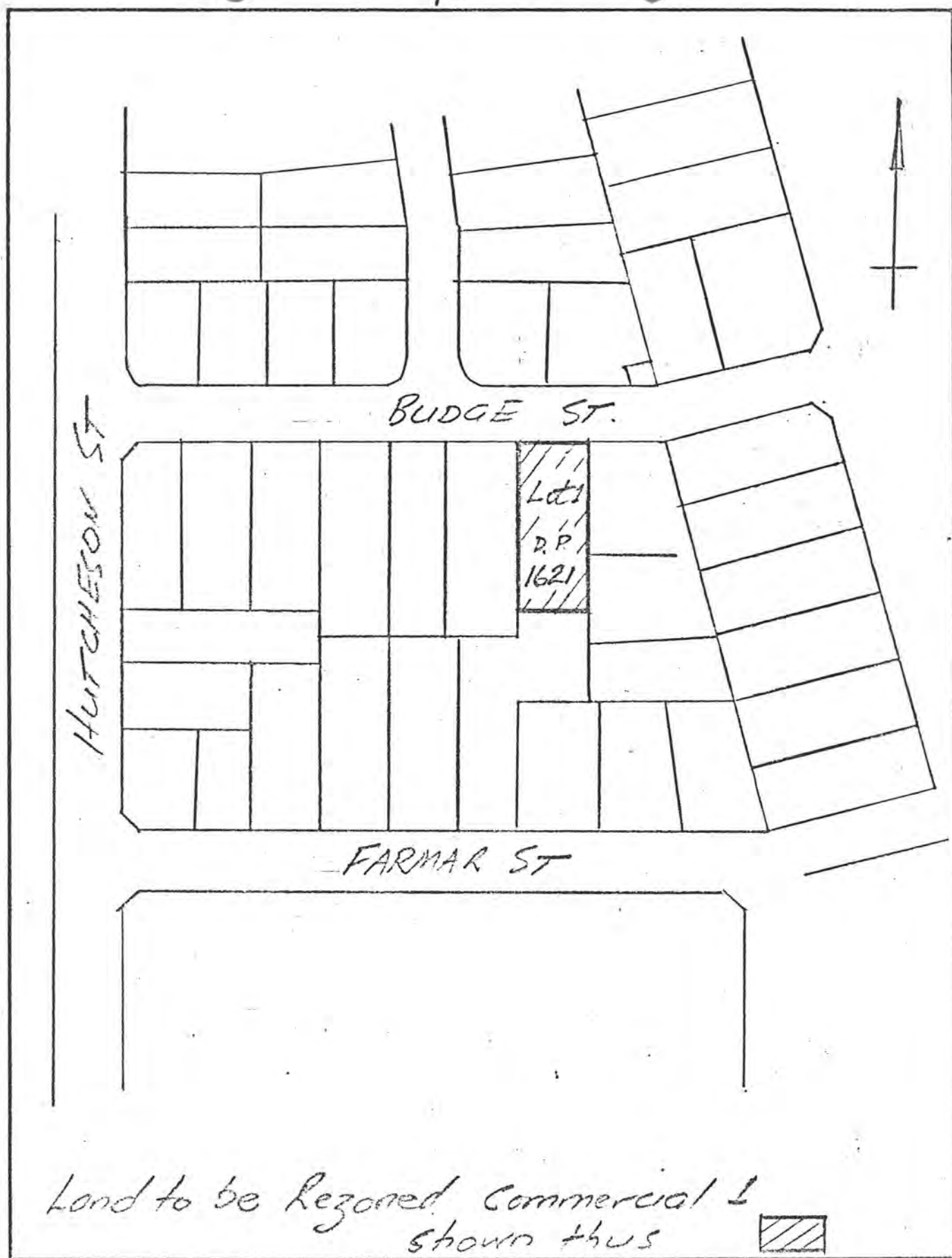
S. Harling MAYOR

B. Kibben TOWN CLERK

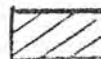
I hereby certify that these changes are correct copies of the changes to the District Scheme as approved by the Blenheim Borough Council on 28th April 1976.

J. Drey Acting BOROUGH ENGINEER

76/1



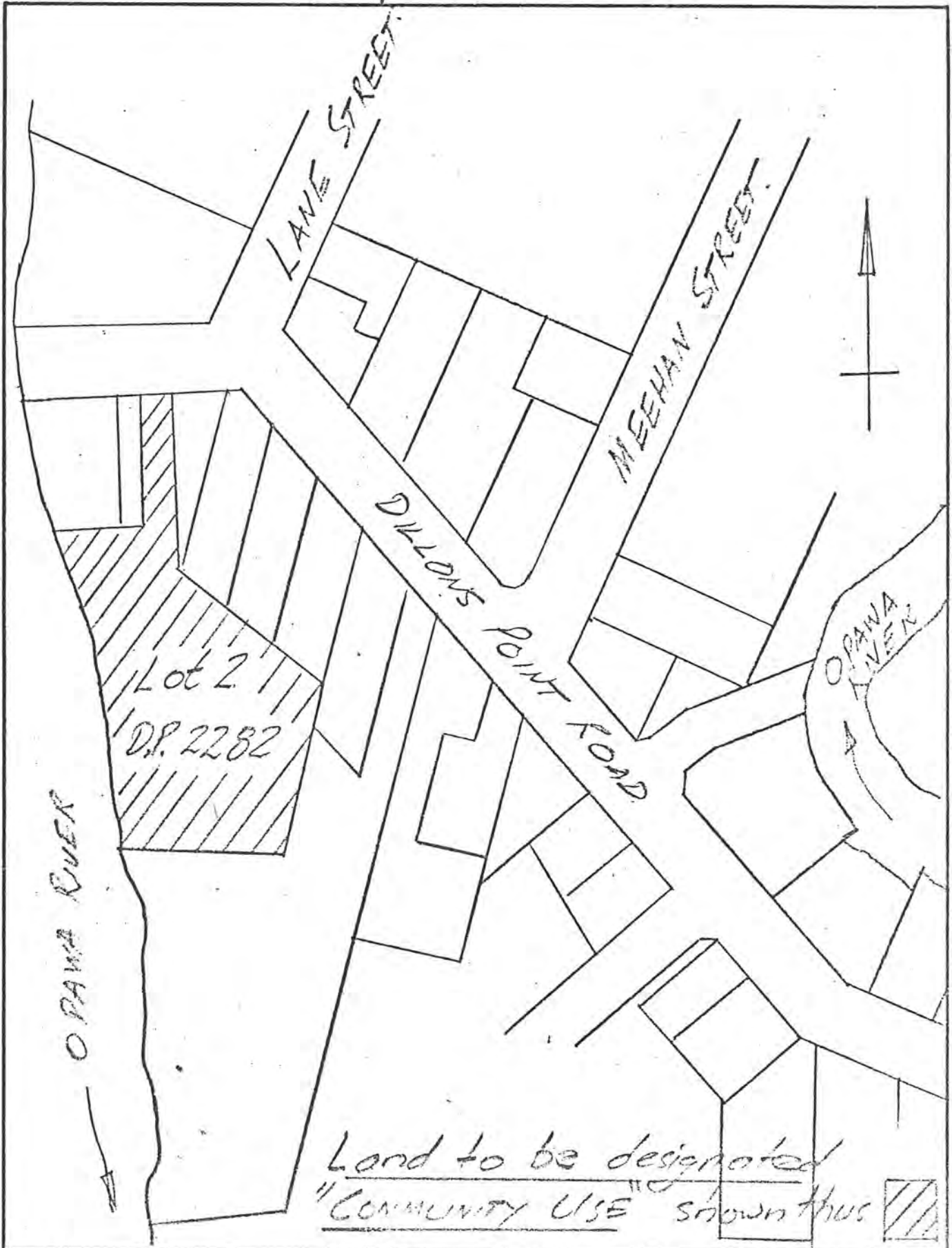
Land to be Rezoned Commercial 1  
shown thus




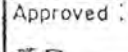
<b>BLenheim BOROUGH COUNCIL</b> <i>Operative District Scheme</i> <i>Change under Section 29 of the</i> <i>Town and Country Planning Act 1977</i>	Surveyed		L. B.
	Drawn		F. B.
	Traced		<i>Map Change</i> <i>Nº 76/1</i>
	Checked		
	Approved:	Borough Engineer	
Scales:		Sheet of Sheets	



76/2



Land to be designated  
"COMMUNITY USE" shown thus 

<p><b>BLenheim BOROUGH COUNCIL</b>  <i>Cooperative District Scheme</i>  <i>Change under Section 27 of the</i>  <i>Towns and Country Planning Act 19</i></p>	Surveyed		L. B.
	Drawn		F. B.
	Traced		<i>Map Change</i> <i>Nº 76/20</i>
	Checked		
	Approved:	 Borough Engineer	
Scales:	Sheet of Sheets		

Copy No. 21.



BOROUGH OF BLENHEIM DISTRICT SCHEME

(WITH CHANGES INCORPORATED.)

REPRINTED AS ON 1st. SEPTEMBER 1974.

Pursuant to Regulation 18(2) of the Town and Country Planning Regulations 1960, it is hereby certified that the provisions of Section 21 of the Town and Country Planning Act 1953 have been complied with to the satisfaction of the Minister of Works and of the local authorities having jurisdiction within the District.

*N. S. Clarke*

Town Clerk

It is hereby certified that this is a correct copy of the District Planning Scheme for the Borough of Blenheim as recommended by resolution of the Blenheim Borough Council pursuant to Sec. 28(2) and Reg. 29(3) on the 23rd day of August 1972, and was declared to become operative from the 1st day of September 1972

However this reprinted copy also incorporates those changes to the Scheme which became operative prior to 1st. September 1974.



*N. S. Clarke*

Town Clerk



# SCHEME STATEMENT

BEING A DESCRIPTION OF THE PARTICULAR PURPOSES  
OF THE BLENHEIM BOROUGH COUNCIL'S DISTRICT SCHEME  
AND OTHER PARTICULARS NECESSARY FOR ITS PROPER  
EXPLANATION.

BOROUGH OF BLENHEIM — DISTRICT SCHEME  
TOWN AND COUNTRY PLANNING ACT 1953

B O R O U G H O F B L E N H E I M - D I S T R I C T S C H E M E

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P A R T 1 - I N T R O D U C T O R Y

1.1 DOCUMENTS COMPRISING DISTRICT SCHEME:

This scheme statement, the code of ordinances and the district planning maps comprise the District Scheme (hereinafter called the district scheme or the scheme), as required by section 21 of the Town and Country Planning Act 1953 and regulation 15 (1) of the Town and Country Planning Regulations, 1960.

1.2 AREA INCLUDED WITHIN DISTRICT SCHEME:

The district scheme provides for the future development of the Borough of Blenheim, being an area of 1,011.70 hectares (2,500 acres) as shown on the district planning maps.

1.3 PLANNING PERIOD:

The district scheme covers a term of 20 years (hereinafter called the planning period), being the years 1967 to 1987, both inclusive. In some respects the scheme attempts to plan for conditions beyond this 20 year period.

1.4 INTERPRETATION:

In this statement, unless the context otherwise requires, words and phrases have the same meanings as in the code of ordinances.

PART 2 POPULATION, OCCUPATIONAL STRUCTURES AND  
FUNCTIONS OF DISTRICT

2.1 PAST POPULATION CHANGES:

The following table shows how the population of the district has changed since the 1926 census. New Zealand average annual changes (expressed as percentages) are given for comparative purposes.

<u>Year</u>	<u>Population</u>	<u>Increase</u>	<u>Blenheim</u>	<u>% Increase (Annual) N.Z.</u>
1926	4,979			
1936	5,036	57	+ 0.1%	+ 1.13%
1945	5,780	744	+ 1.6%	+ 1.11%
1956	9,219	3,439 *	+ 5.4% *	+ 2.11%
1961	11,956	2,737 *	+ 5.9% *	+ 2.11%
1966	13,242	1,286	+ 2.1%	+ 2.10%

(Source - Department of Statistics)

\* These increases reflect boundary adjustments with the adjoining County.

2.2. ESTIMATES OF FUTURE POPULATION:

The following table gives an estimate of population growth for the planning period (Source - Town and Country Planning Branch, Ministry of Works.)

<u>Year</u>	<u>Population</u>	<u>Numerical Increase</u>	<u>Average Annual percentage increase</u>
1966	13,242		
1971	14,700	1,458	2.1% (1966-71)
1976	16,000	1,300	1.7% (1971-76)
1986	18,700	2,700	1.6% (1976-86)

## 2.3

SEX AND AGE STRUCTURE OF POPULATION:

At the most recent census the sex and age structure of the population was as follows:-

## (a) Sex Groupings -

	<u>Males</u>	<u>Females</u>	<u>Totals</u>
1961 census	5,893	6,063	11,956
1966 census	6,540	6,702	13,242

## (b) Age Groupings -

New Zealand averages (expressed as percentages) are given for comparative purposes.

<u>Age Group</u>	<u>Males</u>			<u>Females</u>			<u>Totals</u>		
	<u>Numbers</u>	<u>Percentage in each</u>		<u>Numbers</u>	<u>Percentage in each</u>		<u>Numbers</u>	<u>Percentage in each group</u>	
	<u>Group</u>	<u>(N.Z. in brackets)</u>		<u>Group</u>	<u>(N.Z. in brackets)</u>			<u>(N.Z. in brackets)</u>	
0 - 4	715	5.40	(5.86)	658	4.97	(5.59)	1,373	10.37	(11.45)
5 - 9	739	5.58	(5.71)	717	5.42	(5.47)	1,456	11.00	(11.18)
10 - 14	661	4.99	(5.10)	598	4.52	(4.85)	1,259	9.51	(9.95)
15 - 19	577	4.36	(4.68)	622	4.70	(4.48)	1,199	9.06	(9.16)
20 - 29	848	6.41	(6.81)	874	6.60	(6.56)	1,722	13.01	(13.37)
30 - 39	719	5.43	(6.03)	697	5.26	(5.67)	1,416	10.69	(11.70)
40 - 49	750	5.66	(5.74)	776	5.85	(5.69)	1,526	11.51	(11.43)
50 - 65	945	7.13	(6.70)	1,021	7.71	(6.71)	1,966	14.84	(13.41)
65 +	586	4.42	(3.57)	739	5.57	(4.77)	1,325	9.99	(8.34)
<b>TOTALS:</b>	<b>6,540</b>	<b>49.39</b>	<b>(50.20)</b>	<b>6,702</b>	<b>50.61</b>	<b>(49.80)</b>	<b>13,242</b>		

(Source - Department of Statistics)



2.4 PRESENT FUNCTIONS OF DISTRICT:

The chief function of Blenheim is as a servicing and administrative centre for the surrounding rural areas, which range from extensive sheep and cattle farms to intensive cropping and market gardening on the surrounding fertile plains.

There is a varied range of small industries, the majority of which are of a servicing nature, though some are manufacturing industries.

2.5 OCCUPATIONAL STRUCTURE:

The following table shows the occupational structure in two-yearly periods from 1963 to 1969, differentiating between males and females. (Source - Department of Labour).

Occupational Group.	1963		1965		1967		1969		Change 1963 - 1969	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Manufacturing (includes primary industries, manufacturing industries and service industries)	606	296	563	275	648	325	934	146	+ 328	- 150
Building and construction	994	10	1,034	12	970	30	1,038	25	+ 44	+ 15
Transport and communication	508	82	476	66	579	80	547	68	+ 39	- 14
Commerce	684	328	638	336	662	387	662	385	- 22	+ 57
Administration and Professional	196	62	201	54	206	52	222	47	+ 26	- 15
Personal (includes nursing etc.)	69	232	110	269	140	336	131	327	+ 62	+ 95
Other industries	184	165	186	177	183	200	148	206	- 36	+ 41
TOTALS:	3,241	1,175	3,213	1,189	3,388	1,410	3,682	1,204	+ 441	+ 29
	(4,416)		(4,402)		(4,798)		(4,886)			

2.6

POTENTIAL DEVELOPMENT OF DISTRICT:

It is anticipated that the district will continue to develop as the servicing and administrative centre of the region, with the economy based on agricultural potential.

Changes in transportation methods and costs could have a significant effect on industrial potential, especially in relation to production and processing of local products.

PART 3 - USE ZONING

3.1 INFORMATION OF PARTICULAR RELEVANCE TO ZONING PROPOSALS:

This scheme has been based on an earlier draft scheme, which had numerous amendments incorporated. These have been consolidated and changed where necessary taking into account trends indicated by planning data. Provision has been made for:-

- (1) Three residential zones permitting different densities of residential development.
- (2) Local shopping blocks within the residential zones to provide for every-day shopping needs.
- (3) A central commercial area which is divided into two adjoining zones which differ basically in that one does not permit retail shopping, the other does. Other commercial uses are permitted in both zones. The purpose of the basic difference between these two zones is to confine and consolidate the existing shopping streets, and encourage the rejuvenation of these, as well as protecting major traffic diversion routes around the outskirts of the shopping area.

The inner commercial area which allows retail shopping is further divided into a central core of designated streets where 100% site coverage is permitted and where the ground floor frontage shall be devoted to retail selling space. The sites not fronting designated shopping streets are permitted a site coverage of 80%.

- (4) Two industrial zones, both of which permit most normal industrial uses, but one of these zones (along main traffic routes) demands a higher standard of development and appearance.
- (5) A river protection zone which is largely under the control of the Catchment Board, but which has considerable potential for beautification and passive recreational use.
- (6) The designation of areas for appropriate public uses.
- (7) Major roading proposals, including improvements to State Highways, and other main traffic routes. Some proposals for traffic and pedestrian movement through the town centre are also made.

3.2. PRESENT DISTRIBUTION OF USES OF LAND:

The present distribution of uses of land is shown on the planning data maps which are available for inspection in the Council's office.

3.3. POLICY AS TO ZONING:

3.3.1 General Control:

The areas within the district that are zoned for residential, commercial and industrial purposes have been calculated to provide for all the needs of the district in those respects over the whole of the planning period, though in some, (notably industrial uses) the district scheme of the adjoining County has to be considered in conjunction with the Borough scheme.

Future building and other development in the district will be so directed as:-

- (a) To avoid the indiscriminate mixture of incompatible uses;
- (b) To economise in the servicing of the district;
- (c) To maintain the stability of individual property values;
- (d) To maintain and provide amenities appropriate to every locality; and
- (e) So far as is practicable to avoid the encroachment of urban uses upon land of high actual or potential value for the production of food.

These objectives shall be secured as far as possible by allocating particular areas or zones for compatible uses of land and buildings, by grouping future building and other development in the appropriate zone, and in some cases by securing compatibility by imposing special conditions.

### 3.3.2 Consolidation of Development:

Urban development will be consolidated and confined so far as practicable to areas that are already urban in character in preference to permitting expansion beyond present urban limits, at least until such time as a satisfactory degree of consolidation within existing urban areas has been achieved. In this respect it appears that the population envisaged during the next 20 years could possibly be accommodated with the existing Borough boundaries. However, it is anticipated that during this period there will be some alterations of the Borough boundaries and that, in particular, land to the south, approaching the Wither Hills, will be brought within such boundaries. It will be desirable to permit some urban development on suitable areas of this land, the servicing of which is being taken into account by the Blenheim Borough Council in present and prospective schemes for sewage disposal and water supply. Planning of this development will be co-ordinated with the planning of the Marlborough County Council under its district scheme. In this connection agreement has been reached as to the areas considered necessary for immediate urban expansion and application has been made to the Local Government Commission for boundary extensions accordingly.

### 3.3.3 Predominant and Conditional Uses:

The predominant and conditional uses permitted in each zone shall be as set out in the code of ordinances which forms part of this district scheme. A predominant use is a use permitted as of right in the zone subject to the restrictions (if any) that are imposed. A conditional use is a use that may be permitted in the zone if the Council consents and subject to such conditions as the Council may impose, whether generally or in respect of the particular use.

### 3.3.4 Identification of Zones on District Planning Maps:

Each zone is shown on the district planning maps either by the notations set opposite its name in the key shown on those maps or clearly designated within the boundaries of each zone shown on those maps.

3.4 RURAL ZONES:

There are no areas zoned specifically for rural uses within the existing boundaries of Blenheim Borough.

3.5. RESIDENTIAL ZONES:

3.5.1 Permitted Uses:

Subject to the provisions of this scheme, land within a residential zone is intended primarily for the residential uses and related services specified in the code of ordinances as permitted in that zone. Residential zoning protects residential uses against detriment arising out of mingling of incompatible uses, and provides for economic use of urban services. There are three residential zones in this scheme; residential 1 zone limits uses to single and double household units; residential 2 zone forms the largest area and provides for the normal low to medium density residential uses; residential 3 zone surrounds the central business area, containing many older houses nearing the end of their economic lives, and provides for a higher density house and apartment development. Provision is also made in Residential zones for separate temporary living accommodation for near relatives.

3.5.2 Area Zoned:

The aggregate area now used for residential purposes is approximately 558.42 hectares (1,380 acres). The aggregate area zoned for residential purposes is approximately 758.813 hectares (1,875 acres) made up as follows:-

Residential 1,	58.08 hectares;	Residential 2,	558.42 hectares;	Residential 3,	141.64 hectares;
	(145 acres)		(1,380 acres)		(350 acres)

This area is likely to be sufficient for the envisaged population increase, but at some stage within the planning period it will be necessary to make available more land for development to maintain a balance of availability of building lots at competitive prices.

3.6 COMMERCIAL ZONES:

3.6.1 Permitted Uses:

The commercial zones provide primarily for business or commercial development, and consist predominantly of areas for shops, offices, and retail storage. The uses of land in commercial zones shall as far as possible provide continuity of shop frontages without the intrusion, at street level, of any other use which would tend to affect detrimentally the business or goods of retailers or would tend to draw unnecessary or obstructive vehicular traffic into the streets fronting retail shopping premises.

3.6.2 Area Zoned:

The areas at present used and the aggregate areas of zones proposed are as follows:-

(a) Aggregate area at present used for commercial purposes, 16,188 hectares (40 acres):

(b) Aggregate areas proposed for commercial uses:

Commercial 1 zone,	1.862 hectares (4.6 acres)
Commercial 2 zone,	12.667 hectares (31.3 acres)
Commercial 3 zone,	7.932 hectares (19.6 acres)
Total:	22.459 hectares (55.5 acres)

The area zoned in commercial 2 and 3 zones is greater than in towns of comparable size and function, but this is necessary because earlier development has permitted commercial uses over a fairly wide area, with a tendency for newer development to take place on the fringes of the old commercial centre, intruding in many cases into residential areas. The area zoned for commercial uses in the central area is more than sufficient for the planning period, and strict control should be maintained to prevent further spread. Certain streets have been designated shopping streets to assist in consolidating and renewing the older areas of the Commercial 3 zone.

3.7. INDUSTRIAL ZONES:

3.7.1 Permitted Uses:

The industrial zones are intended to minimise interference of industry with other uses. Apart from making provision for segregation of some industries, in general no attempt has been made to group industries according to common characteristics. Instead, a higher standard of development and appearance is demanded in the zone which fronts on to state highways and other main traffic routes, or adjoins residential areas.

For the protection of residential property, and to ensure that sufficient areas zoned, serviced and roaded will be available for industry, residential uses shall, except as provided in the code of ordinances, be excluded from industrial zones.

3.7.2 Areas Zoned:

The areas at present used, and the aggregate areas and zones proposed under the scheme for industrial uses, including wholesale storage, are as follows:-

- (a) Aggregate area at present used for industrial purposes - 44.52 hectares (110 acres)
- (b) Aggregate areas of industrial zones proposed for purposes defined in the code of ordinances -

Industrial 1,	23.47 hectares	(58 acres)
Industrial 2,	25.49 hectares	(63 acres)
Total	48.96 hectares	(121 acres)

This total area is insufficient for industrial expansion in the planning period, and further land in sufficiently large blocks is not available within the present Borough Boundaries. However, considerable areas zoned for industrial use are expected to be available in the surrounding County, though at the present stage some difficulty is being experienced in developing this land, thereby inhibiting industrial growth and setting false values on such land as is available.



3.8

RIVER PROTECTION ZONE:

Permitted Uses:

This zone is defined by flood protection stopbanks and flood protection walls along the Taylor and Opawa Rivers. The land is generally under direct control of the Catchment Board, though some is in private ownership. Because of the purposes of flood protection, uses within this zone have to be strictly controlled. The area, however, is increasingly being used for passive recreational purposes, and as such is an asset to the town the full potential of which has yet to be realised.

PART 4 - LAND SUBDIVISION

4.1

GENERAL:

Standards for new subdivisions in each zone are specified in the code of ordinances. At present, allotment sizes and frontages for residential uses are, for the most part, greater than the minimum permissible area and frontage, but the tendency is evident for areas and frontages to decrease, so that eventually the minimum becomes the acceptable standard. For this reason the subdivisional standards for residential uses are designed to provide some variety of allotment sizes and frontages, by specifying minimum average areas and frontages in a subdivision, as well as absolute minimums.

The minimum areas for industrial uses are larger than required in many district schemes, but it is considered that this is justified by trends in modern industrial development, which demand greater open space about buildings for landscaping and off-street car parks.

In all zones there is provision for Council to consider standards differing from those laid down where the subdivision is to provide for a comprehensive development either for apartments, commercial or industrial development. In all such cases overall development plans will have to be submitted with the subdivisional scheme, and compliance with other relevant Acts, Regulations, Ordinances and Bylaws will be necessary.

PART 5 - RESERVES AND OPEN SPACES

5.1 RESERVES AND BUILDINGS:

5.1.1 FOR RECREATION AND OPEN SPACES:

For practical reasons reserves for the outdoor recreational needs of the community throughout the planning period must be provided in advance of subdivision. Other legislation requires a proportion of land subdivided to be provided for this purpose and these areas will be grouped for greater usefulness. This will be given effect by accepting in appropriate cases payment of money instead of land so required to be provided and using the funds so obtained to purchase land in blocks and for the development of the Council's reserves. The particular lands proposed to be reserved for recreation purposes are shown on the district planning maps in accordance with the notations thereon assigned to them, and their areas are approximately shown as under:-

	Existing	Proposed
Active recreation areas	50 hectares	10 hectares
Passive recreation areas	12.5 hectares	Nil

The proposed active recreation areas include the acquisition of the A & P Showgrounds which is currently being negotiated and within the planning period it is expected that the area off Maxwell Road previously used as a refuse tip will be incorporated within the Borough boundaries and developed for active and passive recreation. Future passive recreation areas will include neighbourhood playgrounds in reasonable sized residential subdivisions.

In addition there are over 40 hectares along the Taylor and Opawa Rivers which are reserved for catchment control purposes, but which are used, or have potential for passive recreational use. Some of this land extends into the adjoining County. Similarly an area reserved for catchment control behind the Taylor River Dam is maintained by the Borough Council for passive recreational use.

5.1.2 FOR NATIONAL, CIVIC AND OTHER PURPOSES:

Land or buildings owned or proposed to be acquired by the Crown or public authorities for national, civic, cultural and community purposes have been shown as designated in accordance with the notations assigned to them on the district planning map. Included in this category are: hospitals, public schools, civic buildings, car parks, public utilities, housing for the elderly etc.

5.2 PRIVATE OPEN SPACES:

5.2.1 PROVISION - Landowners will be encouraged to provide and maintain open spaces in appropriate locations for purposes of value to the community. Land used by sports clubs is in this category. Although not owned or intended to be owned by the Council or by any public authority, these open spaces are important in the life of the community.

5.2.2 DESIGNATION - Land or buildings used for purposes of value to the community and not intended to be owned by the Crown or the Council or by any public authority are not all shown as designated on the district planning map. In this category are private schools, halls, clubrooms, car parks, bowling greens etc.

Those shown as designated for such purposes are: Lansdowne Park 13.76 hectares (34 acres) and Waterlea Racecourse 31.16 hectares (77 acres).

PART 6 - PUBLIC UTILITIES AND OTHER WORKS

6.1 EXISTING SERVICES AND AREAS SERVED:

Areas at present served by various utilities are shown on the planning data map and may be summarised as follows:-

- (a) Electricity and telephone - the whole of the Borough is reticulated:
- (b) Water - The whole of the Borough is reticulated by supplies pumped from underground aquifers. At times of peak demand housing areas distant from pumping source suffer from lack of pressure:
- (c) Sewerage - All areas can be served by sewers, though local pumping stations are sometimes necessary. At present sewage and trade waste is discharged into a system of septic tanks, or direct into the Opawa River. A new system of discharge into sewage treatment lagoons comes into operation in 1970. This system will cope with all existing use and is designed for ready expansion for population increases beyond that envisaged in the planning period.
- (d) Gas - Much of the older settled parts of the town are served by low pressure gas, while high pressure gas is available to other areas. The planning period could well see the introduction of natural gas to replace the existing system.
- (e) Stormwater - Disposal of stormwater has always been a problem in a low-lying area on a river-plain subject to flooding. Generally disposal is by systems of open and piped drains, led by gravity, or through pump stations into adjacent rivers or flood control drains. As drainage and flood control is improved, open drains continue to be piped.
- (f) Refuse Collection - The whole of the present Borough is provided with a collection service, disposal being made at a tip site off Taylor Pass Road. It is expected that the present tip site will be adequate for the planning period.

6.2

CONSOLIDATION OF DEVELOPMENT:

To ensure economic use of public utilities and other works, subdivision and building development is to be consolidated so far as is reasonably possible within areas already reticulated before expansion elsewhere is permitted.

6.3

PROPOSED EXTENSIONS:

The principal extension proposed, and at present being investigated, is the construction of a water storage reservoir on the hill-slopes to the south of the town. The purpose of this reservoir is three fold:-

- (a) to ensure high pressure water supply to all areas;
- (b) to provide adequate high pressure for fire-fighting purposes;
- (c) to cater for future extensions of residential areas.

6.4

REFUSE DISPOSAL:

During the planning period consideration will be given to providing an outdistrict refuse disposal service to other urban centres within the district and the actual methods of disposal and/or utilisation will be further considered.

PART 7 - BUILDINGS : SITING AND HEIGHT

7.1 SITING:

7.1.1 YARDS:

The positions of the buildings on each site are governed to some extent and in some cases by yard requirements designed to ensure that satisfactory access for all purposes, if and where necessary, is provided to the rear of each section, and also that the needs of neighbouring properties in respect of ventilation, lighting and privacy are reasonably allowed for. These requirements are more particularly specified in the code of ordinances which forms part of this scheme.

7.1.2 BUILDING LINE RESTRICTIONS:

No building or part of a building shall be erected or substantially reconstructed if any part of it as so erected or reconstructed would stand between the street and the building line specified, except as permitted by this scheme or the Council's By-laws.

7.2 HEIGHT AND SITE COVERAGE:

Buildings shall be limited to the maximum site coverage and heights set out in the code. These are related both to the requirements of the particular zone and to the traffic capacity of adjacent streets.

7.3 USE OF UNCOVERED SPACE:

The portions of sites not permitted to be covered by buildings are required primarily for the provision of adequate light, ventilation, and amenities, but may also be used for parking and loading of vehicles to the extent authorised in the said code.

PART 8 - COMMUNICATIONS AND TRANSPORTATION

8.1 EXISTING:

The following are the principal items of existing communications and transportation:

- 8.1.1 Road: State Highway 1 passes through Blenheim, and meets State Highway 6 (Blenheim - Nelson) near the centre of the town. State Highway 63 (Blenheim - West Coast) joins State Highway 6 a few miles from Blenheim.
- 8.1.2. Rail: The South Island main trunk railway passes through Blenheim. Use of this portion is principally for freight purposes originating and terminating at Picton with the Cook Strait ferry. Containerisation of freight and increase in the number of ferries will affect considerably the use of this means of transport.
- 8.1.3. Sea: Blenheim as a port has been of decreasing significance since the introduction of the Cook Strait ferries. Now only a few fishing vessels use the remaining facilities, and all freight travels via Cook Strait ferries, or by rail/air.
- 8.1.4. Air: Woodbourne is a combined military/civil airport a few miles outside Blenheim. Regular N.A.C. flights operate, and this airport is the base of air-freight aircraft operating throughout New Zealand. Omaka is a smaller air-field closer to Blenheim used principally for flying club purposes.

8.2 PROPOSALS FOR FUTURE:

8.2.1. The principal roading proposals involving street widening are shown on the planning maps. These proposals may be summarised as follows:-

- (a) State Highways: Widening of Grove Road (S.H.1); widening of Middle Renwick Road (S.H.6); transfer of S.H.6 from High Street to Nelson Street to discourage traffic passing unnecessarily through the centre of town.
- (b) Principal By-passes; Alabama Road and Batty's Road (in adjoining County) will be upgraded to provide convenient by-passes.



8.2.1 (contd)

- (c) Local By-passes: Seymour Street, from Scott Street to Alfred Street, and to the Hutcheson Street bridge will be widened to provide a traffic by-pass around the town centre; principal intersections will be channelled to control traffic entering and leaving Seymour Street.
- (d) Town Centre: At present revision of an earlier traffic survey is being undertaken by traffic engineers attached to the Ministry of Transport. When final proposals are brought forward Council will consider these prior to putting them into effect, after consultation with interested parties. Preliminary suggestions indicate that the traffic plan for the central area is likely to increase the number of one way streets.
- (e) It is envisaged that within the planning period several of the main shopping streets will become pedestrian streets. The stage at which this occurs depends on availability of service lanes and car parks, as well as recognition of the usefulness of such streets.
- (f) There are many under-width streets in residential areas which will be widened where necessary as circumstances permit.

8.2.2. ADJUSTMENT OF ALIGNMENTS OF PROPOSED STREETS:

The proposed streets, access ways, and service lanes shown on the district planning map are subject to adjustment as to precise location by agreement with the owners of the land directly affected.

8.2.3. PROPOSED SERVICE LANES:

To avoid confusion and inconvenience to traffic and pedestrians caused by the loading and unloading of bulk goods across footpaths and through the fronts of shops, access to the rear of commercial and industrial properties is to be provided whenever possible by means of properly dedicated service lanes.

8.2.4. ROADING STANDARDS FOR SUBDIVISIONS:

	<u>Road reserve</u>	<u>Carriageway</u>	<u>Footpaths</u>
Local arterials streets	20.13 m	14.00 m	2 of 1.3725 m
Major residential streets	20.13 m	11.00 m	" " " "
Minor residential streets	16.00 m	9.00 m	" " " "
Culs-de-sac less than 100 metres length	12.00 m	7.00 m *	1 " " "

\* minimum standard

The Council may require different standards for commercial and industrial streets.

PART 9 - PARKING AND LOADING OF VEHICLES

9.1 DEFINITIONS:

For the purposes of this scheme statement, unless the context otherwise requires -

- (a) The terms "parking" and "loading" in relation to a vehicle, have the same meaning as in the code of ordinances:
- (b) A loading bay shall be counted as one or more parking spaces according to the number of vehicles the bay is capable of accommodating conveniently while being used as a loading bay.

9.2 SURVEY OF PROBLEMS:

- 9.2.1 Motor Vehicle Registrations - the following table shows extracts of figures of motor vehicle registrations in relation to population, and estimates of both, for Roads Council District 11 (compiled by Roading Division, Ministry of Works). The populations of both Blenheim Borough and Marlborough County are shown, as the effect of the surrounding district on parking requirements has to be taken into account as far as is possible. The motor vehicle figures for the entire Roads Council District are given as being relevant to local estimates and requirements.

	Population (Years ending 31st March)					Estimates	
	1951	1956	1961	1966	1971	1976	1986
Marlborough County	8,475	8,768	7,958	6,954	9,100	9,150	9,350
Blenheim Borough	7,051	9,219	11,956	13,251	14,700	16,000	18,700
(Roads Council District 11	62,260	68,738	75,260	81,612	88,000	94,800	109,800
{ Index	100	110	121	131	141	152	176

Licensed Motor Vehicles - Roads Council District 11  
(Years ending 31st December)

	1950	1955	1960	1965	1970	1975	1985
Totals, all vehicles	11,991	17,324	21,932	28,169	34,200	40,750	56,600
Index	100	145	183	<u>235</u>	287	342	<u>475</u>

Note - Vehicles include cars, trucks, buses, and goods service

Vehicles per 1,000 population

{ Cars	129	182	224	276			
{ Index	100	141	174	214			
{ Total Vehicles	193	252	291	345	388	430	516
{ Index	100	130	151	179	201	223	267

The most important and striking figures on this table, as underlined, show that the number of motor vehicles is likely to double between 1966 and 1986. This is more likely to be an under-estimate than an over-estimate.

9.2.2 Present conditions - The following table demonstrates present parking provisions in the central business area:-

Total spaces available - (includes all public and private off-street parking, and kerbside parking)	1,770
Spaces likely to be lost - (mostly by new buildings, sites used as temporary car parks)	300
Likely permanent spaces -	1,470
Parked cars on average day, 1967 -	1,500

9.2.3 Future Provisions - The district scheme designates various sites which will provide parking for approximately 620 cars. Thus in 20 years space for approximately 2,000 cars will be available; it is likely that space for 3,000 will be required. This shortage can only be provided by designating further land in five-yearly reviews of the scheme, or assuming that existing sites will be used for parking buildings when required. The alternatives depend on comparative economics of land values and building prices at the critical times, as well as location of available land.

9.2.4. Council Policy -

- (a) All residential uses require adequate off-street provision for parking. At present this is to the extent of one space for each dwelling-house; trends in vehicle ownership indicate this will have to be increased. Requirements for apartments are already greater than one per unit.
- (b) All new local shopping areas will be required to make adequate provision for off-street parking, as well as provision for loading and unloading of servicing vehicles.

9.2.4. (contd)

- (c) Council has undertaken to provide parking areas throughout or adjoining the central shopping area, although it is expected that some private interests will provide or retain their own space. Development in the surrounding outer commercial area is required to provide some off-street parking space. Loading and unloading of goods is to be on site as far as is practicable.
- (d) Industrial development is required to provide sufficient parking space with the objective of keeping industrial streets clear of unnecessary vehicles and allowing free passage of vehicles associated with industrial use. All loading and unloading of vehicles on industrial sites must take place on the site.

Conclusion - The importance of the effect of motor vehicles on all phases of activity in the town cannot be over-emphasised. If the existing central shopping area is to survive in opposition to more modern shopping services, then the whole concept of this part of the town has to change to provide a level of convenience to shoppers at least as convenient as modern shopping centres. Parking and loading and unloading of vehicles is one of the major aspects of this.

PART 10 - AMENITIES

10.1 GENERAL INTENTIONS:

It is the general purpose of the scheme to promote and safeguard the amenities of every part of the district.

10.2 OBJECTS AND PLACES OF SPECIAL INTEREST:

The objects and places of historical or scientific interest or natural beauty listed in the appendix hereto are to be registered, preserved, and maintained so far as the powers of the Council from time to time permit.

10.3 CONTROL OF ADVERTISING:

The display of advertising matter will be controlled in accordance with ordinance 7 of the code of ordinances. This applies particularly to advertising in residential zones, while control in commercial and industrial zones is more directly by by-law.

10.4 VERANDAHS IN COMMERCIAL ZONES:

Verandahs attached to buildings in commercial zones are required where the movement of pedestrians on the adjacent footway warrants this. In industrial zones verandahs will not be permitted unless there is some exceptional circumstance which warrants their use.

10.5 MAINTENANCE OF BUILDINGS AND STRUCTURES:

For the better preservation of amenities, the scheme requires adequate maintenance of land and buildings.

A P P E N D I X

OBJECTS AND PLACES OF HISTORICAL INTEREST

1. Plaque on building, corner of High Street and Symons Street (River Park Motors)  
- site of James Wynen's raupo store, Blenheim's first place of business, 1850.
2. Old cannon (Blenkinsopp's Carronade), alongside Plunket Rooms, corner High Street  
and Seymour Street, Blenheim.
3. Cleghorn Memorial Band Rotunda, Market Place.
4. Oak tree planted by Prince of Wales (later Edward VIII) in 1920 - Marlborough  
Boys College grounds.
5. Horse trough on the corner of Maxwell Road and Burleigh Road.