



# BOROUGH OF PICTON



## DISTRICT PLANNING SCHEME

### BOROUGH OF PICTON DISTRICT PLANNING SCHEME

It is hereby certified that this is a correct copy of the District Planning Scheme for the Borough of Picton as recommended by resolution of the Picton Borough Council on Tuesday 18th. December 1973.

*B. W. Tapp*

B.W. Tapp.

Town Clerk.

P I C T O N B O R O U G H D I S T R I C T S C H E M E

The Town and Country Planning Act, 1953

S C H E M E S T A T E M E N T

Being a description of the particular purposes of the district scheme and other particulars necessary for its proper explanation

<u>TABLE OF CONTENTS</u>		<u>PAGE</u>
PART I	INTRODUCTORY	
1	Documents comprising district scheme	1
2	Area and planning period	1
3	Interpretation	1
PART II	POPULATION, OCCUPATIONAL STRUCTURES AND FUNCTIONS OF DISTRICT	
1	Past population changes	1
2	Sex and age structures of population	2
3	Estimates of future population	3
4	Present functions of district	3
5	Present occupational structure	4
6	Potential development of district	5
PART III	LAND USE	
1	Present distribution and uses of land	5
PART IV	ZONING AND DESIGNATED LAND	
1	Information of relevance to zoning proposals	6
2	The town centre	6
3	Permitted uses	7
4	Non-conforming existing uses	7
5	Area of zones	8
6	Description of zones	8
PART V	LAND SUBDIVISION	10
PART VI	RESERVES AND OPEN SPACES	
1	Reserves and buildings	11
2	Private open space	11
PART VII	PUBLIC UTILITIES	
1	Water Supply	12
2	Sewerage	12
3	Electricity	12
PART VIII	BUILDINGS	
1	Siting	12
2	Height	12
3	Use of uncovered space	12
PART IX	TRANSPORT AND COMMUNICATIONS	
1	Present facilities	12
2	Future proposals	13
PART X	PARKING AND LOADING OF VEHICLES	16
PART XI	AMENITIES	
1	General intention	16
2	Objects and places of special interest	16
3	Control of advertising	16
4	Verandas in commercial streets	16
5	Maintenance of buildings and structures	16
6	Landscaping and tree planting	16
PART XII	FUTURE CHANGES TO THE SCHEME	17

SCHEME  
STATEMENT

PART I INTRODUCTORY

This Scheme Statement is an explanation of the purposes and reasoning behind the Picton Borough District Scheme.

DOCUMENTS  
COMPRISING  
THE  
DISTRICT  
SCHEME

Sections 19 and 21 of the Town and Country Planning Act, 1953, and Regulation 15(1) of the Town and Country Planning Regulations, 1960, require every council to provide and maintain a district scheme and outline the manner in which this should be done. The Picton Borough District Scheme (referred to later as the district scheme, or the scheme) has been prepared in accordance with the Act and comprises this Scheme Statement, the Code of Ordinances and the District Planning Map.

The Code forms the basis for the administration and implementation of the district scheme and the Planning Map shows the zoning of the land, designated areas and proposals for development of the town.

AREA AND  
PLANNING  
PERIOD

The scheme provides for the future development of Picton Borough as envisaged by the Borough Council for the planning period of twenty years from 1971 to 1991. Picton extends over 425.78 hectares (1052 acres) and its extent is outlined in the District Planning Map.

INTER-  
PRETATION

Unless the context otherwise requires, words and phrases in this Statement shall have the same meanings as in the Code of Ordinances.

PART II POPULATION, OCCUPATIONAL STRUCTURES  
AND FUNCTIONS OF PICTON

PAST  
POPULATION  
CHANGES

Picton was founded in 1848 and originally flourished as the official seat of the Marlborough Provincial Government. This function provided much of the initial growth.

Since the 1920's Picton has experienced steady, if slow, growth whereas the adjacent Sounds County (now incorporated in Marlborough County) has shown a steady decline. It is therefore possible that some part of Picton's expansion has been due to migration from outlying rural areas.

A major factor in Picton's growth was the opening of the Picton-Christchurch railway in 1945 and since that time the township has developed primarily as a transport terminal and tourist centre with continually expanding port facilities and increasing capacities for visitor accommodation. Future population growth is likely to be associated with these functions.

The following table shows how the population of Picton has changed since the 1951 census. New Zealand average annual changes (expressed as percentages) are given for comparative purposes:-

Census	Total Population	Inter-censal Change (Numbers)	Average Annual Change (per cent)			
			Picton Borough	Marlb. Region	S.I.	N.Z.
1951	1,924					
1956	2,079	155	1.56	2.34	1.80	2.31
1961	2,315	236	2.17	1.50	1.53	2.11
1966	2,560	245	2.07	1.19	1.44	2.11
1971	2,824	264	1.99	1.38	0.69	1.35

Note: These figures include de facto population; for instance on 22 March 1966, 2500 people were present but of these 369 were non-residents; however, 119 residents were elsewhere in N.Z. at the time, making actual residential population 2310.

SEX AND AGE  
STRUCTURES  
OF  
POPULATION

At the 1966 and 1971 censuses the sex and age structures of the population were as follows:

(a) Sex Structure -

	P I C T O N		B O R O U G H		N E W Z E A L A N D	
	M A L E		F E M A L E		M A L E	F E M A L E
	No.	% of total	No.	% of total	% of total	% of total
1966	1275	49.80	1285	50.20	50.20	49.80
1971	1435	50.81	1389	49.19	49.98	50.02

(b) Age Groupings -

New Zealand averages (expressed as percentages) are given for comparative purposes. (1966 census)

A G E G R O U P S		P I C T O N B E R O U G H		N E W Z E A L A N D	
		N u m b e r s		P e r c e n t a g e o f total pop. in each age group	P e r c e n t a g e o f total pop. in each age group
		M	F		
Pre-School	0-4 yrs	125	135	10.15	11.40
School	5-9	154	115	10.50	11.18
School	10-14	128	109	9.26	9.96
School/Work	15-19	91	94	7.22	9.16
Work	20-24	91	79	6.64	7.12
"	25-29	78	72	5.86	6.25
"	30-34	67	61	5.00	5.58
"	35-39	57	57	4.46	6.12
"	40-44	68	71	5.43	5.98
"	45-49	64	62	4.92	4.55
"	50-54	79	96	6.84	5.16
"	55-59	81	75	6.09	4.55
"	60-64	66	59	4.88	3.71
Over work age	65-69	47	65	4.38	2.96
	70-74	39	63	3.98	2.19
	75-79	25	36	2.39	1.62
	80-84	12	23	1.37	0.99
	85-89	3	11	0.55	0.44
	90+	-	2	0.08	0.12
		1275	1285	100	100

Source: Department of Statistics

ESTIMATES  
OF FUTURE  
POPULATION

The following table gives an estimate of population growth for the next twenty years and is taken from nation-wide population estimates made by the Town and Country Planning Division of the Ministry of Works:

YEAR	POPULATION	
1971	2824	
1976	3150	
1981	3300	3500
1986	3300	3900
1991	3300=	4350+

= Present Borough  
+ Town of Picton

The preceding population data assists the Council to ascertain the nature of Picton's population and to plan accordingly. It is possible to assess the likely future labour supply and to see if there are any special features warranting separate planning provisions. The age groupings, for instance, may have considerable significance. There is a preponderance of people above normal working age, indicating Picton's function as a retirement centre. There is a similar preponderance of people in the 50-64 age category, and this may be an indication that in future there will be a demand for pensioner housing.

It will be noticed that, compared with the national average, Picton appears to have low percentages in pre-working and working-age categories. This situation has arisen largely because of the considerable numbers of people who come to Picton to retire. If the preponderance of retired people was discounted, the younger categories would assume proportions of the total that would more closely resemble average national characteristics. Thus, for instance, it would not necessarily be correct to assume that Picton suffers from a particular shortage of labour in relation to other towns.

The future estimates of population are also important. The vacant land within the present Borough Boundary should provide for further expansion till about 1978 by means of resubdivision and development of vacant lots. By this time it is estimated that the population will have reached 3,300. It is apparent that in a relatively short time the district will, for all practical purposes, be completely developed and any further population increases inside present Borough boundaries could be accommodated only from development of existing areas. It will eventually be necessary for Picton to extend the boundaries and consequently the population estimates for the next twenty years assume this occurrence.

PRESENT  
FUNCTIONS OF  
DISTRICT

Picton functions in a dual role as a tourist and holiday centre, and as a port and road-and-rail terminal. The port serves as the South Island terminal of the Cook Strait road-rail ferries; as the home port for the launches serving Queen Charlotte Sound; and as the export port for Marlborough district.

These functions show clearly in the Borough's employment figures, which indicate an unusually high percentage engaged in transport and communications and domestic and personal services.

Note also that the percentage of employment in seasonal industry is exceptionally high. This is largely due to the freezing works.

It would be of great benefit in helping to balance the present labour situation in the Borough if suitable industries could be established to provide work in the off-season for those men whose main employment is the seasonal labour of the freezing works.

PRESENT  
OCCUPATIONAL  
STRUCTURE

The following table shows the occupational structure of the Borough at April 1970. New Zealand averages (expressed as percentages) are given for comparative purposes:

INDUSTRIAL GROUP	NO.	SUBTOTAL	% OF TOTAL LABOUR FORCE	N.Z. %age
<u>ENGINEERING &amp; METALWORK:</u>				
Ships, locomotive, etc. manufacture	38			
Vehicle repair, aircraft	22	60	8.5	12.4
<u>MISCELLANEOUS MANUFACTURE:</u>				
Printing and publishing	2	2	.06	6.0
<u>BUILDING &amp; CONSTRUCTION:</u>				
<u>TRANSPORT &amp; COMMUNICATION:</u>				
Rail transport	65			
Road "	20			
Water "	48			
Post Office	23	156	22.1	9.7
<u>COMMERCE:</u>				
Wholesale & Retail trade	69			
Finance	8	77	10.9	18.9
<u>DOMESTIC &amp; PERSONAL:</u>				
Lodging, food, etc.	71			
Laundries, cleaning	6	77	10.9	4.4
<u>ADMIN. &amp; PROFESSIONAL:</u>				
Hospitals	12			
Education & Instruction	29			
Local Authorities	4	45	6.4	19.5
<u>TOTAL (EXCLUDING SEASONAL)</u>		446	63.2	94.9
<u>SEASONAL INDUSTRY</u>		260	36.8	5.1
		706	100	100

PICTON  
BOROUGH'S  
POTENTIAL

The fast handling of vehicles and railway freight made possible by the three drive-on drive-off interisland ferries has resulted in an increase of communication between the North and South Islands. A continuation of this trend is expected and one more ferry is due to be put into service in the near future. Picton's function as a transport exchange point will therefore continue to expand and a new ferry terminal is now completed. Though most of the resultant traffic is not connected with Picton itself, it is expected that some expansion of commercial and industrial facilities will result.

The extension of the export functions of the port, however, is likely to have a much greater effect upon the town. Considerable alterations and extensions of wharf space are contemplated by the Marlborough Harbour Board along the western shore of Picton Harbour. Such improvements as bulk handling facilities, for instance, may encourage the establishment of industries benefiting from direct access to port facilities.

The port's function as a base and service centre for commercial fishing boats and pleasure craft is already severely taxed. Some further expansion of facilities such as a "hard standing area" is contemplated, but it is anticipated that further expansion of these functions will need to be provided for in Waikawa Bay which, at present, is in Marlborough County.

Types

One of Picton's natural assets is the bush-clad hills which surround the town and form a pleasant backdrop to the urban uses in the town. The hills themselves are easy slopes to steep inclines. Their geology suggests basement rock overlaid with weathered rock and scree material and both the latter show signs of instability. To control slipping and creep in these areas it is essential to maintain the vegetation cover and exercise control of any uses which are likely to be detrimental to the areas themselves and the residential area at the foot of the hills. It is the intention of the Council to restrict the uses in these areas in order to maintain the cover and provide a natural "green belt" to the town. This will ensure that the natural environment remains and such a pleasant physical feature is not lost to the townspeople and visitors alike by incursions of development on to the steeper slopes. Much of the land involved within the district is owned by either the Council or the Crown. Control of the gentler slopes, where the instability may be greater because of the greater depth of scree material, is provided for in the Ordinances for the particular zones.

Picton has long been associated with the tourist trade and it serves as a holiday centre for the Marlborough Sounds. This function is likely to expand with the growth of the country's population and with the increased mobility provided by improved transport services to the port.

PART III    LAND USE

PRESENT  
DISTRIBUTION  
OF USES  
OF LAND

The distribution of land uses within the Borough as at September 1970 is shown on the planning data map which is available for inspection at the Council's office. The map is to a large degree self-explanatory but a short explanation of its significance in terms of the zoning in the planning map should be made.

The zoning and designation shown on the planning map takes cognisance of the present uses of land, though it may not confirm many uses on their present sites. The zoning in some areas confirms existing land uses where their continuance is

in harmony with the objectives of planning. In other areas it encourages changes in the character of land use in order to meet the demands likely to occur within the planning period. The zoning and designation is more fully explained in Part IV.

Water Use. Provision is made for water uses within the Aquatic Recreational Zone. A somewhat novel feature, this is intended to provide for water-oriented recreational use for the general benefit of the public.

#### PART IV ZONING AND DESIGNATED LAND

##### INFORMATION OF RELEVANCE TO ZONING PROPOSALS

##### PROVISION FOR GROWTH OF POPULATION

Picton occupies an area of relatively flat (partly low-lying and partly undulating) land at the head of Queen Charlotte Sound and extends along adjacent valleys to the southwest (along the road to Blenheim) and to the northeast (along the road to Waikawa Bay). The town site is bounded on the north by the sea and on all other sides by steep hills. Existing subdivisions cover all the flatter areas and in many cases extend up on to the lower slopes of the hills. Most of the area that is now left is unbuildable and prices of residential, commercial and industrial land have become unreasonably high in recent years. Of the residential sections that are still available within the Borough, many are unsuitable on account of water seepage or difficulty of access.

The large area of industrial land adjacent to the railway yards will be required largely for railway and Harbour Board purposes, although it is anticipated that the sports field in Dublin Street will eventually be available for industrial development pending its replacement.

By 1978 it is probable the present Borough will, for all practical purposes, be fully developed. Clearly, substantial overspill will soon occur and territorial expansion must be considered now as part of the Council's policy of achieving such planning objectives as stable fair land prices, and the availability of a variety of types of land for development. In the meantime, the Council has zoned the Borough in a manner that, in its opinion, is most likely to cope with the pressures and demands occurring before about 1978. The only direction in which the buildable area can be substantially extended is to the north-east towards Waikawa Bay. Because of the physical confinement of its site, the town has developed with an elongated shape whose extremities are comparatively far distant from the town centre. Obviously any extension of the Borough boundary towards Waikawa would accentuate this characteristic so it may be necessary to provide for further commercial development at Waikawa if it becomes part of the Borough.

##### THE TOWN CENTRE

Picton's present town centre not only provides for the 2,800 or so of its residents, but during the summer months serves, for a time at least, almost double that number due to the influx of holiday crowds. This would indicate that little, if any, real expansion is needed in the commercial zone to cater for a much larger population. This, together with the fact that already some shops have straggled too far along High Street for the convenience of shoppers, has been taken into account in planning for the main commercial area which has been designed to prevent any further straggling and to keep the town centre as compact as possible. Expansion



within this zone will be able to take place by the filling in of vacant land and by the eventual changing over from residential to commercial uses.

The scheme provides for the continued development of land in the Borough by zoning areas suited to residential, commercial and industrial purposes in a manner calculated to provide the best format for the development of the town as a whole. These zones are outlined on the district planning map. The areas zoned for residential and industrial purposes are not considered adequate to meet the needs of the Borough over the next twenty years. Clearly territorial expansion is necessary and must be considered and implemented in the near future to assure development consistent with sound planning objectives.

Future development within the Borough will be so directed as to avoid the mixture of incompatible uses, to economise in servicing and to provide and maintain amenities appropriate to each locality.

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.

#### PERMITTED USES

Each zone provides for two types of permitted uses of land and buildings. These are "predominant uses" and "conditional uses".

#### Predominant Uses

A predominant use of any land or building is a use that is normally permitted in the code of ordinances without having to be subject to planning application in terms of Regulation 32. It should be pointed out, however, that compliance with the district scheme does not necessarily mean that the Council will approve a subdivision or building application. Reference to Ordinance III(1) and V(1) will show that the Council may not approve a proposal if it does not meet with any one of a number of planning principles. The range of predominant uses in each zone has been made as broad as is consistent with the preservation of amenities in each area. Predominant uses are, nevertheless, subject to compliance with all relevant by-laws and any Acts and Regulations administered by the Council as well as relevant provisions of the district scheme.

#### Conditional Uses

A conditional use of any land or building is one which will be permitted only with the special approval of the Council and may be subject to special conditions. Applications for approval to a conditional use under Section 28c of the Act are required to be made to the Council in accordance with Regulation 32 of the Town and Country Planning Regulations 1960.

Any proposals that do not fall into the category of either a predominant or conditional use as set out in the code usually require application for consent to specified departure under Section 35 of the Act and in accordance with Regulation 32, although in some cases a change to the district scheme may be necessary.

#### NON-CONFORMING EXISTING USES

The provisions of the scheme do not prevent existing non-conforming uses from continuing. Even if the use of the land or building does not conform with the zoning provisions, as long as it was in existence before the scheme became operative, with the approval of the Council, it will generally

have existing use rights. These rights remain valid with changes of ownership, but the use must not significantly change in character or expand. One of the objects of the zoning, however, is to gradually eliminate uses which do not conform with the scheme and this is achieved by restricting any extensions or reconstructions of buildings containing non-conforming uses (and changes in use of any such building) to those permitted under the provisions of the Act.

#### AREA OF ZONES

The following is the area of the zones shown on the district planning map (excluding existing streets and all designated areas):-

	<u>TOTAL</u>	
	<u>Hectares/Acres</u>	<u>Hectares/Acres</u>
<u>Rural Zone:</u>		173.83 (429.89)
<u>Residential Zones:</u>		
Residential A Zone	99.83 (246.68)	
Residential B Zone	5.82 (14.38)	
Travellers Accommodation Zone	2.65 (6.55)	108.30 (267.61)
<u>Commercial Zones:</u>		
Commercial A Zone	.62 (1.53)	
Commercial B Zone	3.34 (8.25)	3.96 (9.78)
<u>Industrial Zones:</u>		
Industrial A Zone	.50 (1.23)	
Industrial B Zone	1.73 (4.27)	
Industrial C Zone	7.57 (18.70)	
Industrial B Deferred	3.09 (7.63)	
Industrial C Deferred	.45 (1.11)	
Marine Services Zone	.37 (.91)	13.71 (33.85)
<u>Aquatic Recreation Zone:</u>		17.23 (42.57)

#### DESCRIPTION OF ZONES

##### Rural Zones

These comprise steep hillside areas adjacent to the west, south and southeast of the town. Most of the land is unsuited either for farming or urban development. Much of it would be best left to revert to natural cover to ensure future stability. It is possible that some small pockets may be able to be developed as the present town is consolidated, but certainly not at the expense of loss of amenity in terms of the scarring of hillsides. Provision is made in the ordinances for this zone to ensure that if any building does occur adequate safeguards are required to overcome the possibility of slip or slump. Any such proposals should be made through an application for specified departure, the procedure for which is laid down in Regulation 32.

##### Residential Zones

The land 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 the mixing of incompatible uses; and provides for economic use of urban services. Again, in the areas of rising ground where problems are likely to occur from the cutting into the overlying scree and the removal of the vegetation cover, special provisions are set out in the scheme. The predominant uses are subject to various requirements that should encourage a good standard of development.

### Commercial Zones

These 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 street level intrusions of uses that could detrimentally affect retail operations or could cause unnecessary or obstructive vehicular traffic onto the streets fronting retail development.

Note that motels are a predominant use in this zone but they may only be established with a commercial frontage, i.e. with the motel units to the rear or over the commercial development.

### Industrial Zones

The industrial zones are intended to minimise interference of industry with other uses, and within industrial areas to minimise interference of industries with one another. Industries will be grouped according to common characteristics and differences, distinguishing between groups in accordance with the classification set forth in the code of ordinances.

In order to protect 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.

Although the area actually zoned Industrial A appears small, several of the main uses recorded under the Industrial A category on the land use map are located in the Commercial zones and are actually permitted in those zones. Therefore, although there may appear to be an over-zoning for Commercial and an under-zoning for Industrial A uses, the combination of these will in fact make adequate provision for the type of service industry needed in close association with shopping facilities. Other types of service industry, if necessary, can be accommodated in the Industrial B zone.

While the total ultimate provision for industry may appear excessive, development of the Industrial C zone - the largest - will almost entirely be given over to Railways and Harbour Board purposes.

The Council's policy is to maintain a high degree of aesthetic values in the Industrial zones and to this end it has made provision for the landscaping of industrial sites in the areas which will be readily seen by the local people and visitors alike.

### Deferred Industrial Zones

The planning map shows a narrow extension to the Industrial B zone into an area of predominantly residential character at the northern ends of Kent, York and Devon Streets. This area is shown as Deferred Industrial B and Deferred Industrial C, the deferment time being ten years. The strip of Industrial B is subject to more strenuous conditions and is intended as a protective buffer between future industrial and residential areas.

It is very important to understand the purpose of deferring the zoning. A Deferred Industrial zone should not be regarded as being similar to a purely Industrial zone. When Deferred Industrial zones are established in residential areas it is reasonable to expect that these areas will remain substantially residential in character for some time. Interim uses should not detract from the original residential character of the area, nor be incompatible with industrial land uses. A basic objective of establishing Deferred Industrial zones in residential areas is to allow continued

economic use and enjoyment of properties during the deferment period. Another purpose is to render the process of transition from residential to industrial uses a gradual one, not only in terms of real extent, but also in terms of industrial character, the more objectionable industries being the last to develop. This ensures very little disruption to the residential neighbourhood. Thus, the period over which the change to purely industrial zoning takes place is a period of careful management of land uses. Successful administration of the Deferred zone will provide certainty as to the preservation of existing residential amenities in the short term while the area is of mainly residential character, and at the same time maintain a degree of flexibility to meet longer term changes as and when the area becomes industrial.

This policy should result in the eventual establishment of a compact industrial area bearing a meaningful relationship to transport and port facilities and, at the same time, existing harmoniously with the adjacent residential zone.

Aquatic  
Recreational  
Zone

This comprises that area of enclosed waters of the Queen Charlotte Sound that comes within the area covered by the district. It is intended as a control of the area for uses of a recreational nature. This includes all water-oriented sports and pastimes.

Designated Land  
and "Underlying  
Zoning"

Land within some zones is set aside for Public or Private Recreation Reserves or for existing or proposed "Lands and buildings for other specific community uses". These include such uses as public and private schools, hospitals, railway land and public uses such as courthouses, police stations and fire stations. Other privately owned lands used for semi-public purposes, such as camping grounds or bowling greens, are set aside as "Private Recreation Areas".

A number of authorities besides the Council may be responsible for the facilities for which the land is designated. These designating authorities have required the Council to show the designations on the district planning map.

All designated land is zoned as well, this feature being quite separate from the designation. Should it transpire that the designating authority decides it no longer requires the land and the designation is uplifted, then the zoning remains unaffected. In addition, the zoning is still in operation while the land is designated and, should the designating authority be agreeable to an interim use of the land, then this use will be controlled by the zoning provisions.

#### PART V LAND SUBDIVISION

Every plan for the proposed subdivision of land must be submitted for Council's approval under Section 351 of the Municipal Corporations Act 1954 and may be approved subject to such conditions as the Council may impose under the Municipal Corporations Act or the district scheme.

Standards for new subdivision in each zone are specified in the code of ordinances and, except as otherwise provided for in the Act, no plan of subdivision can be accepted for deposit by the District Land Registrar, unless the Council certifies on the plan that the subdivision complies with the provisions of the district scheme.

PART VI RESERVES AND OPEN SPACES

## RESERVES AND BUILDINGS

These are large areas of permanent open space within the Borough, and are all shown on the district planning map.

## For recreation and open space

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 these areas to be provided by subdividers and these areas will be grouped for greater usefulness. This will be given effect by accepting in appropriate cases payment of money instead of the land required to be provided, and using the funds to purchase land in blocks and for the development of the Council's reserves. The particular lands proposed to be reserved for recreational purposes are shown on the district planning map in accordance with the notations thereon, and their areas are as follows:-

	<u>Existing</u>	<u>Proposed</u>
Active recreation areas ...	5.02 hectares	1.24 hectares
Passive recreation areas ..	20.83 hectares	

Plus 3.48 hectares in camping grounds and 22.45 hectares of Victoria Domain - mainly steep bush and pine-covered hillside.

## For national, civic and other purposes

Land or buildings owned or proposed to be acquired by public authorities for national, civic, cultural and community purposes have been shown as so reserved in accordance with notations assigned to them on the district planning map. In this category are municipal offices and library, courthouse and police station, fire station, primary school, hospital, cemetery, rubbish tip, council yards, community centre, car park, camping ground, waterfront reserves and other parks and recreation grounds. The edge of Picton Harbour adjacent to London Quay falls into this category as it is to be developed for water-oriented recreation by the Harbour Board.

## Land to be acquired

The land reserved for proposed recreation is already publicly owned. A new sports ground is planned, however, in an area at present just outside the Borough, adjacent to the college.

## Private open space

It is the Council's policy to encourage land owners to provide and maintain open spaces that would be of value to the community. Land used by sports clubs is in this category.

Land or buildings used for purposes of value to the community and not intended to be publicly owned are shown on the district planning map specifically for their particular uses, and are so zoned. In this category are: churches, a private school, the motor camp in Waikawa Road and a bowling green.

PART VII PUBLIC UTILITIES

The whole of the developed part of the Borough is serviced with water, sewerage and electricity. So as to ensure the economic use of public utilities the Council has adopted the policy of consolidating development areas that are already reticulated before permitting expansion elsewhere. Very little land that can be economically serviced is now available within the Borough. Obviously, however, this policy will apply to any future territorial extension as to the Borough.

WATER SUPPLY

At present, the Borough reservoir supplies both the town and the freezing works, and unfortunately the killing season coincides with the driest period. The Borough, by its original agreement with the freezing company, is bound to keep up supplies to the freezing works and this has often meant restrictions for the town. This situation should be relieved by the addition of another supply pumped from a well in the Koromiko Valley.

SEWERAGE

No great difficulty is anticipated in reticulating new areas. The sewer along Waikawa Road is laid sufficiently deep to take sewerage by gravity flow from well towards Waikawa Bay. This will ensure a minimum need for pumping, should Picton expand in this direction.

ELECTRICITY

Supply of electricity is the responsibility of the Marlborough Electric Power Board. Supplies are available all over the Borough and can be supplied to any land that is not yet serviced. Electricity supply lines are being placed underground as opportunity permits.

PART VIII BUILDINGSSITING

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 is, if and where necessary, 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.

HEIGHT

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.

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 code.

PART IX TRANSPORT AND COMMUNICATIONSPRESENT FACILITIES

Picton is the northern terminal of the South Island portion of State Highway No. 1 and the main trunk railway. Goods vehicles and rolling stock are transhipped from sea to land or vice versa for continued transport either north or south. The road-rail ferries have caused a considerable increase in the freight passing through Picton, although it is doubtful that much greater employment opportunities have yet resulted because more modern techniques require less handling of cargo.

The expansion of the ferry services, the port traffic and associated industrial expansion is meaning accelerated wear on local streets and greater maintenance costs. Fortunately, however, most of the traffic, including that from the secondary roads to Waikawa and Havelock, is able to bypass the town centre.

Picton also functions as the export port for Marlborough. From the port are shipped such products as timber, salt, lucerne, fruit and meat.

For air transport Picton is served by Woodbourne Airport, near Blenheim, 23 miles away. A local airstrip does exist near Waikawa but this is of little commercial significance.

#### FUTURE PROPOSALS

##### Establishment of routes

It is proposed to re-route the main road to the wharf and ferry terminals across the reclaimed Waitohi lagoon. This will enable traffic from the freezing works and Havelock to proceed more directly to the wharves. By using Kent Street in conjunction with the new road, traffic from the south will have a more direct route to the wharf and ferry terminal and will not have to pass through the town centre.

##### Future roading standards

Each proposed street is to be specifically designed both in layout and structural strength to cope with the frequencies and weights of traffic likely to use it. Through-traffic streets will be wider, straighter and more heavily constructed than those for local traffic; and the traditional standard width of 20.1m (66 ft) will not be universally applied. Motorways and State highways will normally be wider than this, but streets in areas permanently zoned as residential and carrying little traffic may in some circumstances, with safety and economy, be no wider than the minimum of 12m (39.4 ft).

The objective of street layout in residential areas is to provide for the circulation of vehicles, including pedal cycles, whilst maintaining an environment which provides for the safety of pedestrians and the requirements of access to residential properties. The Council's aim is to encourage subdivisional layouts in which the function of each street is clearly expressed by its location and alignment and its relation to other streets.

##### Carriageway widths

(i) The following shall be provided by the subdividers:-

<u>TYPE OF STREET</u>	<u>CHARACTER</u>	<u>CARRIAGEWAY</u>	<u>OPTIMUM CATCHMENT</u>
Cul-de-sac		7m (23')	12 household units
Minor Residential	A street which has the primary function of providing access to abutting properties and through which traffic, not having an origin or destination, will not be attracted	8m (26.2')	12-60 " "
Residential	A street which has the primary function of providing access to abutting properties but which may provide for traffic using the street as a means of circulation from one street to another in a minor way	9m (29.5')	60-150 " "
Residential Collector	A street which provides for access to abutting properties and for the collection and distribution of local traffic in an area	11m (36.1')	150-450 " "
Arterial	Streets having a catchment in excess of 450 household units will require carriageways specifically designed to cater for the traffic they will be required to carry, preferably having no access to property. The subdivider will be required to provide these streets but his liability financially will be limited to that required to meet his own optimum catchment and the additional cost will be borne by the Council. However, when the Council requires an Arterial Road because such a road will, at a future time, service other subdivisions of adjoining or nearby lands, the Council will require the subdividers of such adjoining or nearby lands when subdivided to refund (on a fair and reasonable basis where there is more than one subdivider involved) the additional cost previously borne by the Council in respect of that Arterial Road.		



Carriageway  
widths

- (ii) The definition of catchment shall be deemed to include all such household units, the traffic from which could reasonably be assigned to that part of the street having regard to distance and time of travel. Provided that: special consideration shall be given to specific traffic generators such as schools, shopping areas, parks for organised sport, etc.
- (iii) In deciding the carriageway appropriate for any residential streets regard shall be given to the optimum catchment of that street as herein defined. Provided that: regard also shall be given to the character and function of each street in determining its appropriate carriageway.
- (iv) Further factors which can arise in Picton because of its particular topographical features are the grade of streets and the general steepness of certain areas. In order to allow for unknown factors of this nature the Council may, in deciding the width of carriageway, take into account any peculiar factors not generally arising but being present in a particular case.

Explanatory note:

Cases may arise where strict interpretation of the optimum catchment could result in part of a particular street being required to have a carriageway in excess of that generally appropriate to streets of that character or to that applying to the majority of its length. Clauses (ii) and (iii) above are designed to introduce a degree of flexibility in the application of the catchment method of assessment of carriageway widths.

Street  
width

All streets shall be wide enough to allow for the provision of all services underground and positioned in accordance with the Council's requirements and specifications. The minimum width shall be the carriageway width as defined above, plus 9m (29.5 ft).

Footpaths  
and Berms

All streets shall where possible provide for two footpaths of 1.3725m (4.5 ft) in width and the residue of the street width shall be occupied by grassed berms. Such berms shall allow for the planting of street trees as the Council's policy dictates. This planting may be either a requirement by the Council or by agreement between Council and subdivider. The Council intends to carry out planting in existing streets as part of its policy of beautification. (See also under 'AMENITIES'.)

Street  
grades

All streets shall where possible be of no greater grade than 1 in 8. Notwithstanding the Council may, in special cases where the terrain dictates, consent to a grade of up to 1 in 5, although generally 1 in 7 would be the maximum acceptable in the steepest areas.

Specific  
changes

The existing street system will be modified or varied as shown on the district planning map. Portions of existing streets shown as reserves are for pedestrian traffic only - either because the land is too steep for a vehicular road to be formed, or for the improvement of traffic circulation. Road widening is proposed on both sides of Waikawa Road, Hampden Street and Milton Street.

Proposed  
streets and  
service lanes

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.

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 wherever possible by means of properly dedicated service lanes, as shown on the district planning map.

#### PART X      PARKING AND LOADING OF VEHICLES

Picton's main shopping street - High Street - is 30.48m (100 ft) wide. It has the advantage of enabling angle parking on both sides of the street, thus providing more available parking spaces than would be the case with parallel parking. The other streets in the town centre - Auckland, Wellington and Dublin Streets and London Quay - have space for parallel parking. In addition, there is off-street parking available near the launch jetty, at the ferry terminal and in the waterfront recreation park.

Parking problems only arise from the influx of holiday population and it has therefore been the Council's policy to provide liberal off-street parking as close as possible to the boat sheds, the boat anchorage and the launch jetty. A large area has been reclaimed for this purpose and is shown on the district planning map. It is expected that, provided adequate standards are maintained in developing industrial areas, there will be no great parking problems in Picton over the planning period.

#### PART XI      AMENITIES

One of the general purposes of the scheme is to promote and safeguard the amenities of every part of the Borough. This is to be achieved by the requirements for predominant uses as set out in each zone, and by conditions imposed by the Council on conditional use applications.

Objects and  
places of  
special  
interest

It is the Council's policy, so far as practicable, to encourage the preservation and maintenance of objects and places of historical or scientific interest.

Control of  
advertising

The display of advertising matter will be controlled in accordance with Ordinance VII of the code of ordinances.

Verandas in  
commercial  
streets

The streets and parts of streets giving frontage to Commercial A and B Zones are designated as commercial streets in which continuity of veranda design and shelter is required.

Maintenance  
of buildings  
and  
structures

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

Landscaping,  
tree  
planting, etc.

It is the Council's policy to promote street planting and landscaping of suitable areas and to encourage the public to participate in such proposals.

PART XII      FUTURE CHANGES TO THE SCHEME

The operative district scheme becomes due for review every five years; however, provision is made under the Act for the Council to introduce a change to the district scheme at any time, should circumstances sufficiently change to require corrective measures to be taken. The Council, if it proposes any change, is required to publicly notify the proposal in accordance with the procedure laid down in the Act and all persons adversely affected have rights of objection and appeal.