

GROWING MARLBOROUGH

A STRATEGY FOR THE FUTURE

DISTRICT-WIDE OVERVIEW & DECISIONS SUMMARY

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FOR MARLBOROUGH DISTRICT COUNCIL

This report provides the strategic overview of the comprehensive planning and design work undertaken for Blenheim Town Centre and the Wairau-Awatere and Marlborough Sounds areas. It also documents the outcomes of the Council's decision making process on the recommendations made in the three strategies (and the revision of part of one of these) that collectively form the Growing Marlborough Strategy.

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EXECUTIVE SUMMARY

Marlborough is growing

The Marlborough District is forecast to experience population growth for at least the 25 years between 2006 and 2031 - of up to 9,300 new residents. In turn they will need at least 4,650 new jobs as well as new or otherwise improved amenities. The District's population as a whole will age, including a decrease in the number of people in the 0-39 age group. Average household sizes will become smaller, creating new pressures on the District's housing stock.

These forces of change also bring with them pressure for new or redirected investment in transport and other infrastructure. Conventional solutions based around a 'business as usual' mindset will not meet the needs of the community.

Benefits need to be maximised

In response to these and the many other growth challenges facing the District, Marlborough District Council has prepared the *Growing Marlborough* strategy. It will provide the Council, individuals and other groups with an agreed and defensible platform to guide strategic investment and development decisions to 2031.

Growing Marlborough is derived from three sub-strategies, each tailored to specific issues and opportunities facing different parts of the District. These are:

- *Blenheim Town Centre Revitalisation Strategy*
- *Marlborough Urban Growth and Development: Strategy - Wairau-Awatere Settlements (a revision of the strategy for Blenheim's urban growth was undertaken subsequently, following the investigation of the liquefaction risk of the earlier proposed areas).*
- *Marlborough Urban Growth and Development: Strategy - Picton, Havelock & Inner Sounds Settlements*

This report focuses on the broad findings that have implications for the entire Marlborough District. It presents a strategic summary of the key initiatives identified by the three sub-strategies and addresses issues ranging from

town centre amenities to transport infrastructure; from boat access to industrial land capacity.

Refer directly to the sub-strategies (and the revision of the strategy for Blenheim's Urban Growth) for detailed information on the issues tested and outcomes proposed.

An integrated approach has been taken

The strategy has been based on an integrated approach whereby at all times consideration was given to the relationship between economic, environmental, social and cultural qualities. Key objectives have been:

1. responding to the projected increase in population and activity in a way that is affordable in the long term;
2. making sure that access to goods and services is provided in an affordable and more environmentally friendly way;
3. conserving valuable and productive soils for future generations;
4. restoring, growing and connecting valuable ecosystems;
5. providing high quality, safe and sufficient public open space for people to recreate and children to play in;
6. retaining and reinforcing the unique character and role of the different urban settlements;
7. complementing Marlborough's natural area and viticulture-based tourist attractions with more urban visitor attractions and facilities; and
8. providing and protecting settings and rural resources to grow a wider range of employment opportunities than those currently available.

Following the identification and consideration of multiple options for growth management within Marlborough, a growth approach based on sustainability prerogatives combined with market practicalities has been adopted.

This approach can be summarised as:

- enhancing existing settlements rather than establishing new ones (unless the more affordable and sustainable growth or intensification options in existing settlements are exhausted or unachievable);
- supporting strongly defined communities with unique identities;
- minimising the impact of towns and settlements on the environment, landscape and versatile soils;
- focussing new growth where it can best leverage from existing community infrastructure (especially where new growth will not be of a scale that would bring new facilities with it);
- providing for urban expansion where it will make logical sense and be affordable from a total lifecycle infrastructure perspective;
- encouraging urban intensification where it is feasible, when privacy and local character can be maintained, and if supported by conveniently located amenities; and
- supporting lifestyles which are less energy intensive, and in particular where people have more choice in how they meet their daily needs other than by full reliance on private automobiles.

'GROWING MARLBOROUGH' GIVES THE COUNCIL AND THE COMMUNITY A PLATFORM TO GUIDE STRATEGIC INVESTMENT DECISIONS

Snapshot of planned initiatives

The three sub-strategies identify many initiatives, ranging in both scale and priority. Key ones include:

Ecological sustainability

- Proposing new areas of high biodiversity value in order to create 'stepping stones' between existing areas of high biodiversity value.
- Enhancing ecological systems in ways that provide other benefits, such as wetlands that also serve as recreational attractions.
- Requiring dedicated biodiversity planting as part of urban development in large new growth areas.

Residential growth

- Ensuring that there are sufficient options to readily accommodate the projected residential demand (3,900 or more dwelling units), including a 15% buffer / contingency to manage likely development inefficiencies.
- Identifying Blenheim, Picton, Havelock and Renwick as the desired main areas to focus intensification and residential growth around.
- Identifying some of the smaller settlements as appropriate areas for limited development.
- Recognising the geographic or environmental limitations on further urban growth in some of the smaller settlements.
- Identifying opportunities for Linkwater to become a new (but small) growth node.
- Proposing, in addition to District Plan changes, the preparation of residential design guidelines to encourage an improvement in the quality and amenity of residential development in all its forms and types.

Land to cater for local employment growth

- Identifying a range of options for the provision of new employment land to meet short and long term demands.
- Better reflecting the operational requirements of different business activities in land use planning.
- Focussing on the development of incubator type spaces for start-up businesses.

- Proactively sustaining the potential of high quality and versatile soils to meet the needs of the current and reasonably foreseeable future generations.

Stronger town centres

- Strengthening Blenheim and Picton as the primary centres in the District, and encouraging a wider mix of activities within them.
- Strengthening Renwick, Havelock and Seddon as secondary centres in the District.
- Strengthening the remaining settlements as tertiary level, local centres.
- Supporting the development of Linkwater as an additional node to better leverage its existing cluster of commercial and community facilities.

Strong communities

- Improving community infrastructure, with a focus on Blenheim and Picton as they have the largest catchments; and Renwick, Havelock and Seddon as secondary service nodes.
- Prioritising development in locations that are well served by existing community services and infrastructure.

Public open Space

- Indicating possible locations for new local open spaces, based on analyses of 'open space 'gaps' in the walkable catchments of residential areas.
- Proposing upgrades to existing open spaces based on place-based needs, including their locations on visitor movement routes and the range of functions they can provide for users.
- Identifying indicative locations and sizes for new local public open spaces within indicative development concepts for identified future growth areas in Blenheim.

Future-proofed transport networks

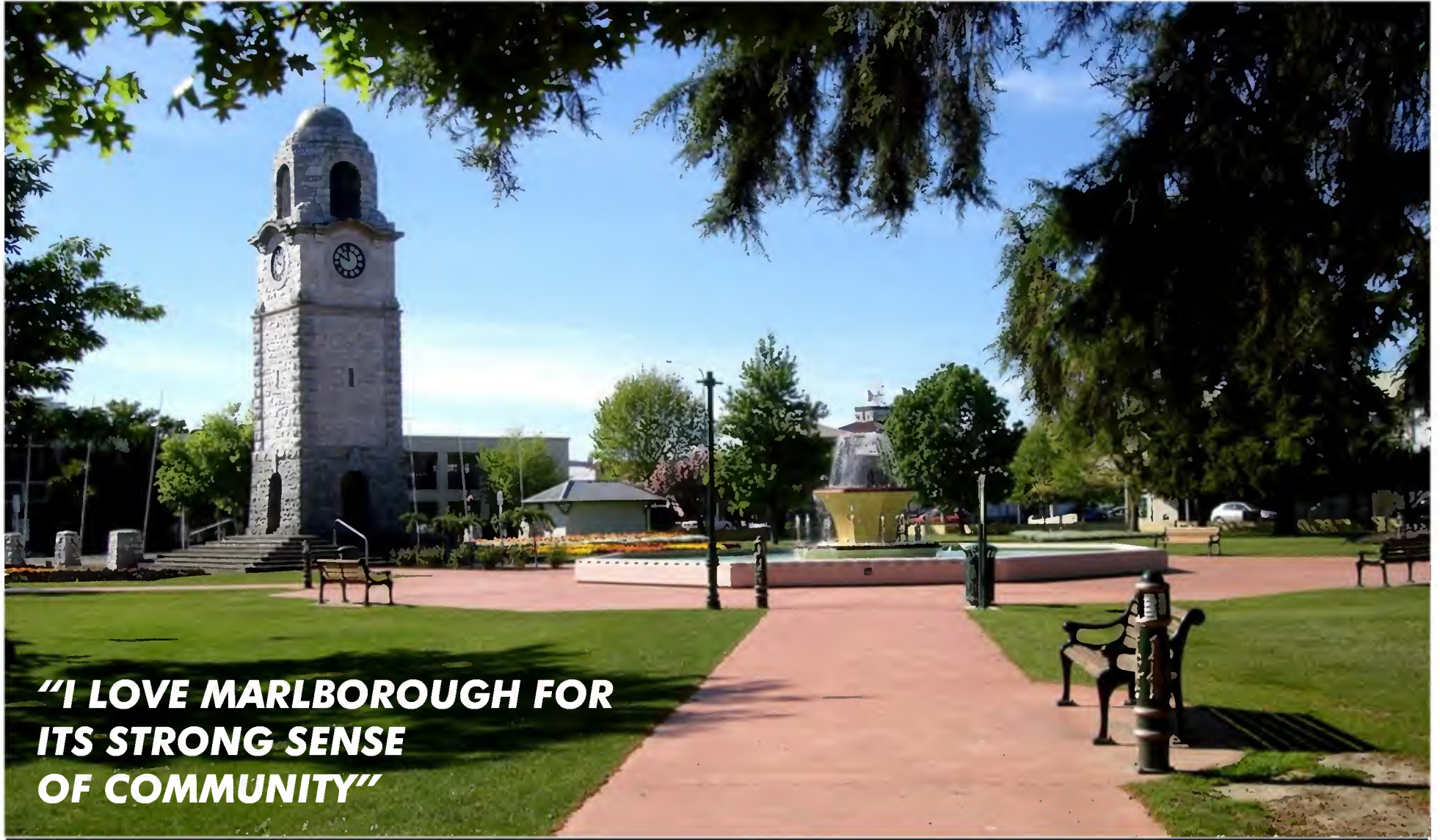
- Minimising the severance effects of State Highways and main arterials.
- Raising awareness of the presence of townships on State Highways and main arterials.

- Proposing more pedestrian and cycle friendly alternatives to the main routes.
- Promoting a higher degree of connectivity and accessibility in the new growth areas.
- Extending and enhancing the recreational movement network.
- Making existing streets and routes more pedestrian- and cycling friendly.

The outcomes of the Blenheim Town Centre strategy and both the Wairau-Awatere (including its post-liquefaction risk assessment) and the Picton & Inner Sounds strategies will be used by the Council to inform the Regional Policy Statement and the Resource Management Plan. The strategy identifies a clear direction for the future development of the District. It offers the Council, private investors, community organisations and all residents more and better tools to work toward a more sustainable future for the Marlborough District.

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**“I LOVE MARLBOROUGH FOR
ITS STRONG SENSE
OF COMMUNITY”**

INTRODUCTION SECTION 1

1 INTRODUCTION

1.1 About the project

Why do we need this strategy?

As in many parts of New Zealand, the combination of available land and transportation ease, mostly by the use of the private car, has allowed a less restrained pattern of development to occur in Marlborough over time. This approach is reaching its capacity, indicated by factors such as:

- cumulative environmental impacts from urban development, such as septic tank effluent, and storm water run-off undermining the ecological balance of environmentally sensitive areas;
- residential development occurring in inefficient or technically undesirable areas is leading to hazardous situations and excessively expensive mitigation;
- urban development encroaching onto valuable and versatile soils;
- urban development negatively impacting on springs and groundwater levels that are crucial for Marlborough's water supply;
- residential development negatively impacting on industrial and agricultural activities, including the emergence of more reverse sensitivity issues;
- the scale of population and size of urban areas means that the design and management of infrastructure improvements are becoming more and more expensive; and
- traffic network failures and congestion are becoming commonplace.

These and other observable challenges led to this **Growing Marlborough** strategy. To best meet Marlborough District's unique growth challenges and the needs of its many but often small settlements, a pioneering bottom-up, township-focussed approach was taken to deliver an ambitious yet deliverable overarching strategic vision for the entire District. Individual sub-district strategies for the Wairau-Awatere and Marlborough Sounds have been developed with local communities to reflect their unique growth and development needs. In addition the Blenheim Town

Centre revitalisation strategy has been prepared acknowledging its role as the largest and most challenging urban area in the District. These three sub-strategies have been developed taking account of one another, to ensure an integrated and reconciled overall perspective for the District was reached. Due to the unique combination of large-scale strategy and local-scale design corroboration, Growing Marlborough is the most place-based and explicit growth strategy in New Zealand.

What does the strategy give us?

Marlborough District Council will develop policies which are informed by the outcomes of this project, to efficiently and flexibly manage growth and development of the many urban settlements within the Marlborough District.

Specific project objectives include:

- to achieve integrated urban design outcomes, where initiatives preferably fulfil more than just one objective;
- to align funding priorities and infrastructure upgrades with planning policy; and
- to take planning steps that will positively impact on the development of the settlements over the next 25 year period.

Deliverables of the project include:

- solid proposals to guide decision making;
- proposals for actions and interventions that are practical and affordable; and
- guidance for plan changes, including direction for the period beyond the project horizon.

Which parts of the District are included ?

The settlements included in the project are:

- Blenheim and Picton;

- Renwick, Havelock, and Seddon;
- Smaller Wairau-Awtare settlements: Spring Creek, Rarangi, Grovetown, Wairau Valley Township, Ward; and
- Smaller Marlborough Sounds settlements: Rai Valley, Okiwi Bay, Canvastown/ Wakamarina Valley, Anakiwa/ Tirimoana, Linkwater/ The Grove, Ohingarua Bay, Ngakuta Bay, Momorangi Bay, Whatamango.

What issues have been addressed?

A wide range of issues were included in the projects. This strategy gives guidance on:

- the amenities of the town centres;
- community infrastructure;
- pedestrian connections;
- ecology;
- landscape and open space;
- storm water and flooding;
- infrastructure capacity and expansion;
- transport needs and infrastructure;
- parking and boat access;
- urban character and building quality;
- planning policy;
- industrial and commercial land capacity; and
- the potential long term growth opportunities of the towns.

What steps led to this strategy?

This strategy has been formed with extensive input from the community, key stakeholders, technical Council staff, and the Marlborough Councillors and Mayor. More detailed information on which project steps were taken and who has contributed to the strategy is provided in the appendices of this document.

GROWING MARLBOROUGH IS A UNIQUE, AMBITIOUS AND DELIVERABLE STRATEGIC PLAN FOR THE DISTRICT

1.2 About this document

This report focuses on the headline strategic vision for the Marlborough District as a whole. It provides a summary of the two comprehensive strategies for the settlements in the Wairau-Awatore (including Blenheim and the revision of strategy for Blenheim's urban growth) and Marlborough Sounds (including Picton) sub-districts, as well as of the Blenheim Town Centre Revitalisation strategy.

Section 1 introduces the Growing Marlborough project, its aims, the approach taken, and its scope. It also presents an overview of the issues and observable trends that this strategy is responding to. This is followed by an explanation of how this strategy feeds into other Marlborough District Council policies and programmes.

Section 2 sets out the underpinning and guiding principles of the strategy.

Section 3 focuses on the District-wide vision and presents the headline findings related to specific strategy 'layers': community wellbeing, ecology, public open space, residential growth, employment land, town centres, and transport.

Section 4 of this report documents the Council's decisions in response to the proposals in the strategy. Per settlement it is specified which proposed initiatives have been accepted for implementation. Per settlement three categories of initiatives are documented:

- Land use and growth
- Urban amenity
- Non-spatial strategies

The key steps taken along the route to this District-wide growth and development strategy are presented in the **Appendices**. Relevant technical and detailed background material is also listed in an appendix.

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1.3 Council decision meetings

The Council considered all proposals from the three individual Growing Marlborough strategies as well as submissions from stakeholders and the general public on these. During the nine decision meetings the following items were discussed:

5 February 2010

- All initiatives pertaining to the Blenheim Town Centre

9 December 2010

- Renwick

15 April 2011

- Southern Marlborough growth principles
- Wairau Valley Township
- Grovetown
- Spring Creek
- Rarangi
- Seddon
- Ward
- Blenheim residential, rural and industrial growth
- Blenheim Large Format Retail

29 April 2011

- Blenheim Large Format Retail
- Blenheim residential growth
- Blenheim other initiatives
- Wairau Valley Township
- Seddon

13 May 2011

- Blenheim residential growth
- Blenheim activity centres
- Blenheim other initiatives
- Wairau Valley Township
- Grovetown
- Spring Creek
- Tuamarina
- Rarangi
- Seddon

- Ward

3 June 2011

- Blenheim residential growth
- Seddon

4 November 2011

- Northern Marlborough growth principles
- Picton and Waikawa
- Ngakuta Bay
- Whatamango Bay
- Havelock
- Rai Valley
- Okiwi Bay
- Canvastown and Wakamarina
- Anakiwa
- Linkwater
- Momorangi Bay

14 November 2011

- Picton and Waikawa
- Whatamango Bay
- Anakiwa
- Ohingaroa Bay

21 November 2011

- Picton and Waikawa
- Havelock
- Whatamango Bay
- Rai Valley
- Okiwi Bay
- Canvastown and Wakamarina
- Tirimoana
- Linkwater
- The Grove

The outcomes of all of these meetings are documented in **Section 4** of this report.

1.4 Summary of growth issues facing the District

The *Growing Marlborough* strategy has been developed in response to several challenges that are facing the District. All of these many trends and issues have consequences for where and how growth-related investments should be targeted, and in particular how much funding, over what timeframe, will be required to enable it.

Population growth

Marlborough's population is projected to increase by at least 8,800 people in the period between 2006 and 2031. This would equate to an increase of 26%, or just over a quarter. This is a significant increase, and it is crucial to the community's wellbeing that such a significant amount of growth is planned for in order to manage possible adverse effects on existing communities and the environment, as well as ensure possible benefits are delivered.

With this population growth will come the need to grow employment and increase the capacity of infrastructure services and facilities.

However, while the projected population growth is of such a magnitude that it cannot be ignored, it is unlikely to be significant enough that it will 'bring' its own support services and amenities with it (such as new schools). Marlborough therefore faces a challenge to manage new growth in a strategic way to meet the needs of new residents and workers with existing infrastructure, while maximising the benefits of new growth to the existing community.



Community infrastructure and social issues

Due to the low density population pattern and the relative remoteness of many settlements, a number of communities are reliant on the larger centres (notably Blenheim and Picton) for vital community services and facilities, such as schools and medical centres, and some retail activities. This will continue to pose challenges particularly for children, the elderly, and the disadvantaged who cannot afford or run a car.

Marlborough's population is ageing, due to a relatively large proportion of young people leaving for tertiary education or employment opportunities elsewhere and an elderly population remaining or settling within the District. This has its effects on the housing market, as it may lead to a greater demand for smaller dwellings on smaller sections. Social infrastructure will need to be aimed at the elderly more than is currently the case, and the accessibility of services and facilities may need to be improved with an older population in mind. This trend will also have its impact on the employment sector.

Like several other districts in New Zealand, there is an increasing lack of generally affordable housing. It also has its effects on businesses trying to attract or retain staff.

The viticulture industry in particular attracts a large influx of often seasonal migrant workers. Service providers observe that this trend is accompanied by socio-economic, health, immigration, and related issues relating to affordable, temporary accommodation of acceptable quality.



Ecology

In some areas of the district, poorly planned and managed urban activities have the potential to negatively impact on local ecology. Often the high-amenity landscapes that formed the attraction for residential and tourism activities in the first place have an underlying ecology that is very fragile.

There are very few truly natural areas remaining in the district outside of parts of the public estate in the Sounds and the mountains. Large tracts of the Wairau and Awatere Valleys have been domesticated for agricultural or horticultural activity, which provides the district with a significant part of its income. In the immediate environment of Blenheim, less than 1% of the original indigenous vegetation remains. The only significant repositories of natural ecology are the remaining waterways. The once vast wetlands that covered the district have been drained and canalised into manmade waterways. Even though they are referred to as drains, they are the last surviving remnants of a habitat that is utilised by native species on a daily basis. All of the above has consequences for bird, insect, and fish life, which has flow-on effects for other natural processes and factors such as water quality.

Development of appropriately located and designed new residential areas will provide opportunities to restore some of the lost ecological connectivity in the form of replanting and strategically configured parks and reserves.



Public open space

As settlements grow, the need for public open spaces within towns and settlements increases. At the same time, with an ageing population the distance that people are prepared and able to walk decreases.

This has implications for the distribution of public open spaces. With a trend toward a finer-grain provision of open spaces, it may often only be possible to focus on smaller spaces. This may need to be compensated by an expectation for higher quality within public spaces than has been historically accepted.

In many instances the physical accessibility of public open spaces could be improved. Good connections may be missing or the safety and quality of recreational pedestrian and cycling infrastructure could be enhanced. Particularly in the Sounds area of the district the topography will form an inevitable challenge for this.

Urban growth could justify strategic investments into the quality of public open spaces to provide new and existing residents with better amenities that more successfully attract visitors.

Through investments in the public open space network opportunities for ecological enhancements will arise as well.



Residential activities

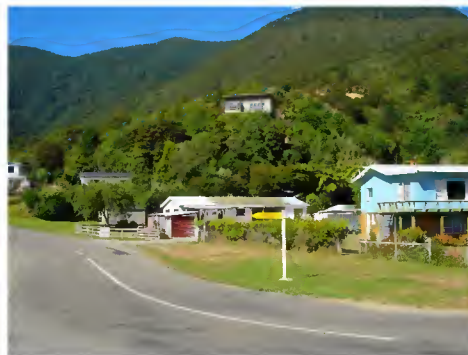
In the past decades the District has seen several ad-hoc, uncoordinated residential developments. In order to grow high quality, sustainable communities and use land more efficiently, it is the Council's desire to better coordinate residential growth with the supply of infrastructure services including transport, and the various other land uses that contribute to people's daily needs.

The predominant pattern for residential development consists of lower density 'suburban' housing. A greater demand for smaller dwellings at higher densities may arise as a result of demographic changes as well as practical pressure on the price of land. Greater density may also help sustain community services and passenger transport. It however creates demand or higher quality from the built environment, which should be reflected in planning and design controls.

The growth of several settlements has reached the natural boundaries of buildable topography, valuable landscapes or soils, or areas that are not subject to flooding and other hazards.

Reverse sensitivities between rural and industrial activities near existing or planned residential areas are noticeable and increasingly place demands on land use planning policies. Additional requirements for landscape or open space buffers may be part of the solution.

In some settlements, particularly in the Marlborough Sounds area the permanent population figures are decreasing, whilst the number of dwellings is increasing. The



issue of absentee dwelling ownership has flow-on effects for the sustainability of services and the availability of land for permanent residential activities.

Employment

Particularly in Blenheim and Picton some industrial activities within the urban area and in close proximity of residential or commercial uses are regarded as inappropriate. A trend is noticeable to gradually see these uses replaced by mixed-use, visitor accommodation or large format commercial activities.

New economy 'service' and 'knowledge' employment uses are demanding ever-higher amenity settings to meet the expectations of highly trained and mobile employees. The Council is adapting to this by planning to supply more of these lifestyle business environments. This will place a demand on the town centres of Blenheim and Picton to provide a richer mix of compatible uses and amenities that support and attract these highest value businesses.

As traffic increases, the security of freight routes as well as access to employment areas are becoming increasingly important. Several locations on the South Island's Main Trunk rail line may become more competitive options for distribution-based businesses.



Town centres

Each of the settlements has its own distinctive character based on local history, surrounding land-uses, and the natural setting. In all of the settlements this can be further developed to reinforce community identity and emphasise points of difference.

In many cases, activity centres could better leverage from the tourism industry, in particular their attractiveness and exposure from the main movement routes that are popular for visitors. At the same time there is a need to strike a better balance between the high demand for services and facilities in the peak season and the low demand in the off-season. In the Sounds area it is often difficult to provide viable commercial services in the off-season, whilst facilities such as public parking are under pressure during the peak through the summer school holidays.

In mixed-use environments in and around some of the town centres reverse sensitivities between residential and commercial activities are potentially problematic issues. This has implications for the intensification potential within town centres and for opportunities to provide more mixed-use environments. Controls and requirements that are under review as part of the Resource Management Plan process under the Resource Management Act 1991 will need to successfully resolve this.

In order to remain competitive, the amenity in town centres across the District needs to be maximised. In addition to providing for people's basic needs, there is an increasing expectation for a higher quality streetscape and buildings.



Traffic and transport

In several settlements, proximity to the high speed environments of the State Highways will pose ongoing safety concerns into the future. In some instances, State Highways or District Arterials have severed communities. With an increase in traffic projected into the future this will be a growing problem. At the same time there is a greater awareness that the image of the urban parts of the district should be improved, given the growing number of tourists travelling on the State Highways and arriving by ferry. The challenge of leveraging from the movement economy, while at the same time ensuring that traffic does not impact negatively on local amenity, is a key one for the District to resolve.

The existing movement network is generally focussed towards motorised vehicle movement, with less consistent provision for pedestrians and cyclists. A desire for a more equitable system, particularly within town centres and residential areas, is already coming from many parts of the District's communities. This has implications for the design of often confined street space. Since pedestrians and cyclists generally need 'quieter' routes, the benefits of a more dispersed traffic pattern and therefore more connected street system will increase.

The viability of a passenger transport system has historically been low. With a greater focus on intensification and an increase in the density of new development there may be scope for change in this regard. An ageing population will reinforce this shift.





Infrastructure and services

Better coordination between land use planning and long term infrastructure supply and maintenance within the District is needed to make the system more efficient and affordable. Many parts of the District are flood-prone, or development in certain areas may influence flooding in other areas. This is one of the constraining factors for urban growth and development. Engineering solutions may reduce some constraints, but there is an increasing awareness of the affordability of ongoing maintenance costs some solutions may impose.

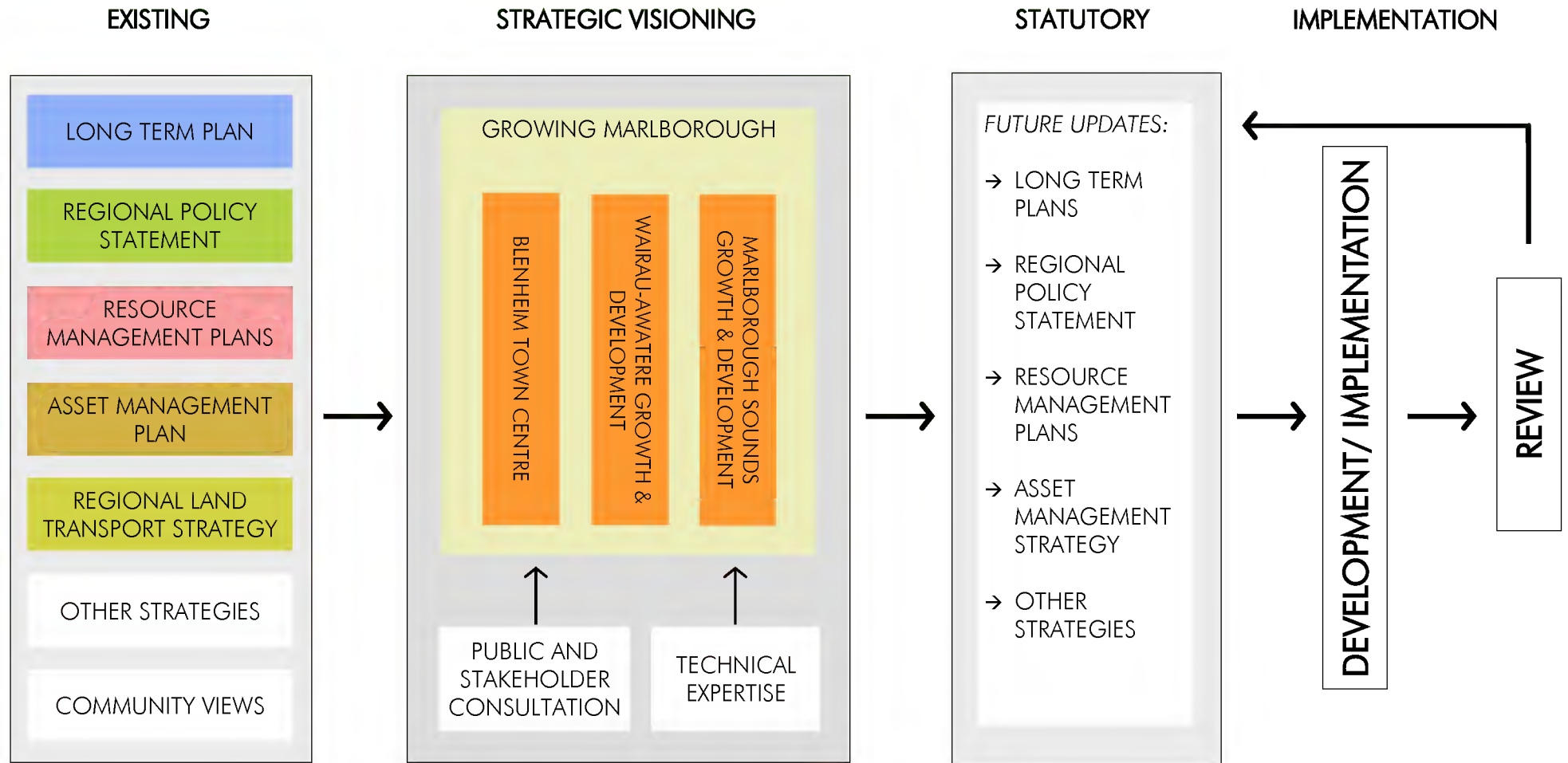
In drought-prone parts of Marlborough the security and sustainability of water supplies is a key determinant of future urban growth. Responsible handling of spring fields fed from the Wairau River, which are crucial for water supply, is of the greatest importance. More specifically a sustainable new drinking water source for Picton and surrounds is required. The Council is currently considering a range of options to achieve this.

At the same time water consumption across the entire District could be more efficient. Measures include reduction of loss within the system and significant reduction of the average water consumption per capita (especially in summer months where garden irrigation is a heavy water user).

In a large number of the remote small settlements there is a strong reliance on sometimes very aged wastewater infrastructure or on-site septic tanks. In some instances this poses an immediate threat to the natural environment. Several Sounds communities have responded or are responding to this issue by implementing community systems.



1.5 Relationship with other Council strategies and implementation programme



Explanation overleaf >

Relationship with other strategies

How will this strategy influence the future?

The Growing Marlborough project first brings together the existing strategies, policies, and technical expertise of the Council, its staff, and others involved.

Second, it informs a wide range of new policies or existing policy documents that are due for review or update. More specifically, the project feeds into these plans and strategies in the following ways:

→ *Long Term Plan and Annual Plans*

Information on the Council's activities, including the community outcomes to which the activities contribute, is provided in the Long Term Plan (LTP).

The Annual Plan includes the annual budget, and identifies any variations from the financial information included in the LTP for this period.

The plan supports the LTP in providing integrated decision-making and coordination of Council's resources; contributes to Council's accountability to the Marlborough community; and extends opportunities for participation by the public in decision-making processes relating to the costs and funding of activities.

The Growing Marlborough Project makes recommendations on key initiatives to implement elements of the strategy into these documents.

→ *Regional Policy Statement*

The Marlborough Regional Policy Statement (RPS) provides an overview of Marlborough's significant resource management issues - issues about the use and development of natural and physical resources - water, air, land, the coast and the built environment. It contains objectives, policies and methods to achieve integrated management of these resources.

The RPS is currently being reviewed and the headline principles and objectives of the Growing Marlborough Project will inform the RPS.

→ *Resource Management Plans*

The management of Marlborough's natural resources is directed in two Resource Management Plans, one for the Wairau-Awatere area and one for the Marlborough Sounds area.

The purpose of these plans is to promote the sustainable management of natural and physical resources, including the coastal environment. The plans set out the objectives, policies and methods, including rules, to resolve issues and to promote the sustainable management of these areas.

The plans are due for review and the Growing Marlborough Project will inform the objectives, policies, methods and rules of the plans.

→ *Asset Management Plan*

The Council is required to prepare Asset Management Plans and to review them at least every three years.

The plans are very important to the effective management of major infrastructure assets, such as:

- Water supply and reticulation;
- Storm water systems;
- Sewerage reticulation and treatment plants;
- Roads and bridges;
- Rivers and drains;
- Reserves and amenities; and
- Landfill and transfer stations.

Asset Management Plans summarise not only the age, condition and value of Council assets, more importantly, they are plans to maintain and renew them as they wear. The plans also set standards of service that the Council expects these vital assets to deliver.

Using these plans, together with the capital expenditure forecasts, the Council's Assets and Services Department prepares its components of the Annual Plan and annual budgets. Council's Long-Term Financial Strategy (currently a 20-year financial plan) is also prepared with extensive use of asset management plans.

Since the Growing Marlborough Project includes specific recommendations on modifications to existing

and construction of new assets the strategy feeds into the Asset Management Plan.

→ *Marlborough Regional Land Transport Strategy*

The Land Transport Strategy outlines a broad strategy for land transport in Marlborough. It is a statement of intent for a long term focus/ vision for transport planning in the region. The strategy is implemented through the annual land transport programme and the Resource Management Plans.

Since the Growing Marlborough Project includes specific recommendations on modifications to the transport network, the strategy feeds into the Regional Land Transport Strategy.

→ *Other Strategies*

A wide range of other strategies that are informed by the Growing Marlborough Project relate to relevant issues such as open space, cycling & walking, biodiversity, community and social issues etc.

Statutory update processes and implementation of the strategy

Updates to all of the above plans and strategies as part of statutory processes offer opportunities for input from the Growing Marlborough project.

Development of the proposed growth areas in the Growth and Development Strategy will be required to occur along the lines of *Comprehensive Development Plans*, either initiated by the Council or by private parties.

Together with the statutory planning documents these will provide guidance for implementation of the proposals.

It is important to note that the existing provisions of the documents identified in this section will continue to have effect until such time as they are reviewed. Regard may be had to this strategy and the sub strategies (when finalised) when considering specific development proposals.

Regular reviews of the implementation will provide feedback on the effectiveness of the strategies and plans.



**"I LOVE MARLBOROUGH FOR
ITS ENDLESS RECREATIONAL
OPPORTUNITIES"**

THE THINKING BEHIND THE STRATEGY SECTION 2

2 THE THINKING BEHIND THE STRATEGY

2.1 Sustainable urban growth principles

Specific urban growth principles that are relevant to the Marlborough District have been identified during the technical work and consultation undertaken in both sub-district strategies, the Blenheim growth revision project and the Blenheim Town Centre revitalisation plan.

These are:

1. responding to the projected increase in population and activity in a way that is affordable in the long term;
2. making sure that access to goods and services is provided in an affordable and more environmentally friendly way;

3. conserving valuable and productive soils for future generations;
4. restoring, growing and connecting valuable ecosystems;
5. providing good quality and sufficient public open space for people to recreate and children to play in;
6. retaining and reinforcing the unique character and role of the different urban settlements;
7. complementing Marlborough's natural area and viticulture-based tourist attractions with more urban visitor attractions and facilities; and
8. providing and protecting the settings and rural resources needed to grow a wider range of employment opportunities.

The table on this and the following pages explains the relationship between these high level principles and the tangible and visible outcomes of the 20-year Growing Marlborough strategy.

THEME	PRINCIPLE	IS ABOUT	THE STRATEGY AIMS TO ACHIEVE THIS BY	LEADS TO
1. AFFORDABLE GROWTH	Responding to the projected increase in population and activity in a way that is affordable in the long term	Long term affordability and development efficiency	<ul style="list-style-type: none"> → Providing for necessary urban expansion where it makes logical sense, where it is efficient, and where it is most affordable from an infrastructure perspective. → Reconciling the locations where the market wants to develop with the locations where existing services (community, open space and recreation, infrastructure) could be utilised or built upon. → Ensuring that multiplier benefits and opportunities for one activity to stimulate others will occur. This will reinforce the viability of every possible activity, even to the detailed level of trying to encourage just one additional local corner store or speciality, niche retailer in a town. → Minimising long term maintenance costs and debt burdens on infrastructure and services for the community and individuals by maximising connections per kilometre of service and minimising the overall length of service kilometres. → Clustering growth in and around the existing settlements wherever possible, enhancing existing settlements rather than establishing new ones. → Promoting intensification where there are a range of amenities within easy walking distance (open spaces, jobs, schools, shops, and so on). 	Compact settlements with increased density where possible and more rural and natural land kept open

Continued overleaf >

THEME	PRINCIPLE	IS ABOUT	THE STRATEGY AIMS TO ACHIEVE THIS BY	LEADS TO
2. EFFICIENT ACCESS	Making sure that access to goods and services is provided in an affordable and more environmentally friendly way	Proximity and accessibility to goods and services	<ul style="list-style-type: none"> → Encouraging healthier lifestyles which are less-energy intensive and in particular where people have more choice in how they meet their daily needs other than by car. This will also have an equity benefit for the elderly and young who are less able to use vehicles to meet their daily needs. → Clustering growth in and around the existing settlements wherever possible; enhancing existing settlements rather than establishing partial new ones. → Looking for opportunities for intensification in existing settlements wherever appropriate and without undermining existing amenity values. → Promoting an increase in density (particularly in Blenheim and Picton) where there are a range of amenities within easy walking distance (open spaces, jobs, schools, shops, and so on). 	Compact settlements with increased density where possible and more rural and natural land kept open
3. VALUABLE SOILS	Conserving valuable and productive soils for future generations	Agricultural productivity	<ul style="list-style-type: none"> → Avoiding inappropriate development of valuable agricultural land to protect the ongoing viability of the agricultural industry and retain the greatest possible amount of productive soils (as well as high amenity landscapes) for present and future generations. → Buffering residential and commercial development to avoid reverse sensitivities with agricultural production uses. → Clustering growth in and around the existing settlements wherever possible; enhancing existing settlements rather than establishing partial new ones. → Promoting an increase in density (particularly in Blenheim and Picton) where there are a range of amenities within easy walking distance (open spaces, jobs, schools, shops, and so on). 	
4. HEALTHY ECOSYSTEMS	Restoring, growing and connecting valuable ecosystems	Ecological health	<ul style="list-style-type: none"> → Encouraging built outcomes that accommodate natural features, ecosystems, water quality issues, reduced energy usage and waste production. → Using new development opportunities to retain or restore valuable ecosystems. → Providing crucial ecological connections between large natural areas in the form of street trees, new open spaces, significantly sized areas of native planting, or along stream corridors. 	Significant areas of native planting connecting across urban and cultivated rural areas, wetlands and waterways in their most natural state

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THEME	PRINCIPLE	IS ABOUT	THE STRATEGY AIMS TO ACHIEVE THIS BY	LEADS TO
5. QUALITY OPEN SPACE	Providing good quality and sufficient public open space for people to recreate and children to play in	Urban recreation opportunities	<ul style="list-style-type: none"> → Emphasising a wide range of experiences for users, not just a total amount of open space area, that corresponds with logical movement patterns and which provide choice and amenity to users including: <ul style="list-style-type: none"> - a high amenity interface between land uses and open spaces; - ecological, interpretative, recreational, and visual amenity-based open spaces that form a legible network across the District (including privately owned and managed land where appropriate); - urban planting along key roads and wherever possible in Blenheim, Picton and the townships. → Providing a strategic distribution of public open spaces to ensure that residents on sites smaller than 1,000m² live no more than 400m walking distance from high quality public open space. 	An effective distribution of public parks and places, which are safe, functional, attractive, and accessible
6. UNIQUE TOWNS	Retaining and reinforcing the unique character and role of the different urban settlements	Town and settlement character	<ul style="list-style-type: none"> → Developing existing centres as vibrant economic and social hubs with residences, shops, entertainment and community facilities, and jobs all within convenient walking distance of each other, → Promoting environments that can be easily understood by their users, display a strong local identity, and create unique visual character. This will facilitate enhanced use, enjoyment, and pride within the district's communities. An existing economic and scale hierarchy contributes to maintaining this: <ol style="list-style-type: none"> 1. Blenheim and Picton are the primary tier, district-wide service centres; 2. Renwick, Havelock and Seddon are the second tier, 'local' settlements; and 3. the remaining settlements are tertiary tier, 'neighbourhood level' nodes. → Enhancing development and/or retention of the character of each of the centres. An examples of this is that although some uniformity (e.g. signature Marlborough signage) could help communicate an overall 'brand' for the District, the use of generic 'main street' treatments repeated in each settlement would be a negative outcome that undermined a sense of difference between these. → Strengthening the character of the townships by celebrating and protecting heritage structures and buildings, and other elements that display local history and culture. 	A unique look and feel in the local streetscape, architecture, and offer of services and facilities within each settlement

Continued overleaf >

THEME	PRINCIPLE	IS ABOUT	THE STRATEGY AIMS TO ACHIEVE THIS BY	LEADS TO
7. THRIVING TOURISM	Complementing Marlborough's natural area and viticulture-based tourist attractions with more urban visitor attractions and facilities	Economic gains from tourism	<ul style="list-style-type: none"> → Promoting urban settings that are tourist attractions in their own right, as well as supporting a range of public events and festivals. → Promoting a wide range of attractions that keep visitors including a family unit (children and adults) occupied for an extended period of two hours or more. → Creating urban public open space that is prominent, attractive, legible and safe. → Providing transport infrastructure that is attractive, affordable, accessible, and efficient for a wide range of visitors in addition to local residents. → Promoting opportunities for the development or redevelopment of visitor accommodation in a wide range of types and markets. 	Places that are more attractive to tourists, offer events and attractions, and facilitate access to visitor attractions in the Sounds, the hills and on the coast
8. GROWING EMPLOYMENT	Providing and protecting settings that respond to economic needs and stimulate economic growth	Economic gains from local employment	<ul style="list-style-type: none"> → Promoting built outcomes that stimulate local employment and strengthen economic vitality for communities. → Stimulating development in order to create, rather than undermine, opportunities for economic advantage. This means amongst other matters coordinating residential growth and employment opportunities, and providing the movement connections between the two in order to stimulate economic exchange. → Promoting choice through the provision of a diverse mix of compatible activities and uses. These built environments can better adapt over time and provide for a range of market demands. → Encouraging dedicated employment areas to have a mixed character and be as attractive as possible subject to their underlying function. 	Places and high quality settings that meet the operational requirements of industrial and commercial activities and stimulate a wider range of employment opportunities through agglomeration effects



"I LOVE MARLBOROUGH FOR ITS GREAT HOSPITALITY"

THE VISION FOR MARLBOROUGH DISTRICT SECTION 3

3 THE VISION FOR MARLBOROUGH DISTRICT

3.1 STRATEGIC DISTRICT-WIDE VISION BY 2031

Ecological sustainability and public open space

- New areas of enhanced biodiversity value are creating connections between existing biodiversity systems.
- Enhancements to ecological systems are providing multiple benefits including recreational co-use and funding.
- Valuable biodiversity planting has occurred as part of new urban development.
- New local public parks have been provided to better connect people to high quality, usable open space.
- Upgrades to existing open spaces have occurred, enriching local choice and variety.

Residential and employment growth

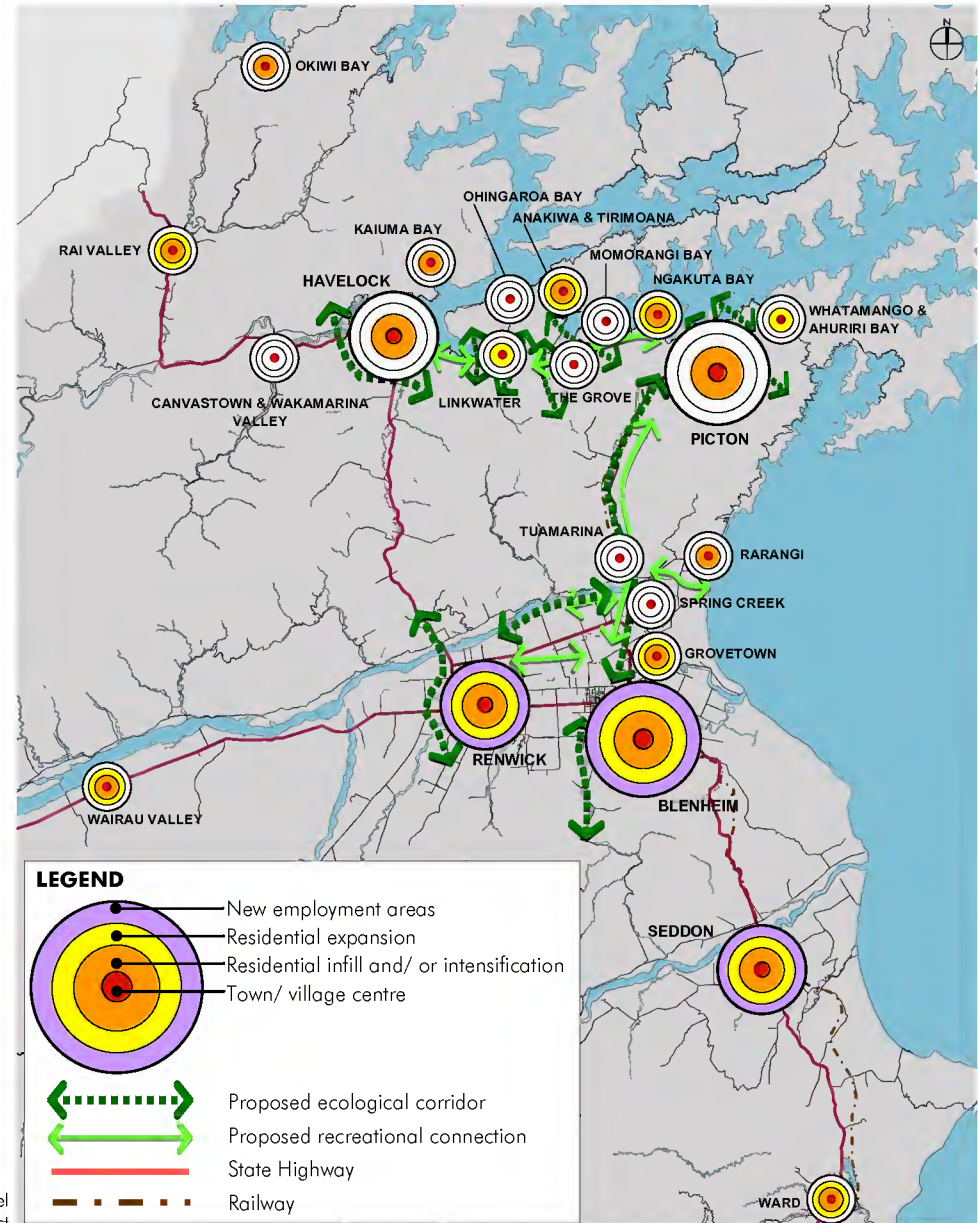
- Blenheim, Picton, Havelock and Renwick have been reinforced as the main areas of new residential growth and / or high quality intensification.
- Some of the smaller settlements have seen limited new development.
- New employment land has been enabled in Blenheim, Renwick and Seddon.
- A stronger focus on visual amenity within employment areas, particularly from main movement routes and public spaces, has improved the contribution these areas make to character in the district.

Stronger communities and town centres

- Blenheim and Picton remain the primary centres, and provide a wider mix of services to local residents, visitors, and ratepayers from across the District.
- New development has been prioritised and has occurred in the locations that are best served by existing community services and infrastructure.
- Urban growth has also occurred in other areas where they have been accompanied by measures to improve access to services and facilities
- Development has occurred in Linkwater as an additional tertiary-level local centre to maximise economic and social leverage from the existing cluster of commercial and community facilities there.

Future-proofed transport networks

- The State Highways and main arterials carry more traffic, however there are less accidents and injuries. More people walk or cycle, and measures to improve connectivity across those key roads have reduced severance effects.
- Better signage and 'gateway' marking gives more warning and a clearer sense of arrival at settlements on the primary movement network.
- Local roads are more pedestrian and cycle friendly, including the adoption of traffic calming measures on the busiest pedestrian and cycle streets.
- New subdivision patterns have a more connected and convenient road pattern.
- The off-street recreation and open space network has been improved.



RIGHT FIG. 3-1: High level summary of the Vision for the District

3.2 The layers of the vision

Growing Marlborough provides policy direction and proposes implementation actions across a wide range of issues over the whole District (and parts of it). The vision also has a long term rather than short term focus.

This means that while the strategy is very comprehensive, it is also very complex. In order to manage this complexity a series of interrelated 'layers' has been developed to manage specific technical and resource issues:

- Community and social infrastructure;
- Ecological network;
- Public open space network;
- Residential land distribution;
- Employment land distribution;
- Town centres;
- Movement network; and
- Infrastructure network.

Community and social infrastructure

This refers to the provision of social infrastructure such as education, healthcare and community facilities, and also the qualitative aspects of fostering a sense of place and identity, providing choice and promoting affordable lifestyles.

A successful social network provides residents with:

- a sense of community;
- good accessibility to recreational, commercial, and social facilities; and
- the easy opportunity to participate in their community.

This in turn leads to betterment of public health and social wellbeing.

A successful social network is also resilient and can accommodate demographic and economic change over time.

Ecological network

This refers to the system of land and water-based natural areas, which form the habitats of valuable bird, insect and fish life. A connected network increases these habitats

and allows species to move between different areas, including migratory and breeding patterns. The ecological network is not only located outside urban areas. Crucial connections need to be provided within and through urban areas.

Public open space network

This refers to the system of public (Council-owned) open spaces primarily within urban areas. Open space caters for a wide range of activities, such as active sports, passive leisure, children's play, dog walking, markets, events and so forth. It could be provided in the form of 'green' landscaped areas or paved areas such as squares and wide footpaths. Recreational connections, such as a cycleway along the river, form part of this network. In addition to a suitable quantity of public open space being provided, the quality and the location of open spaces are equally if not more important considerations. This includes the quality of connecting streets and walkways leading to open spaces.

Residential land distribution

This refers to the location and attributes of existing and future residential areas. Characteristics include the type of housing, density, architectural quality, visual impact, safety of the streetscape, and the mix of complimentary uses within residential areas.

Employment land distribution

This refers to existing and future commercial and industrial areas as well as mixed areas with employment activities located within them. Employment areas can differ considerably due to the type of activities, premises and site sizes being accommodated. Some are very high value, and others are much more utilitarian. Visual impact, the amenity of nearby facilities, and the mix of uses within close proximity of employment activities are also defining factors. Critically, they must be able to easily allow the uses envisaged within them to occur in a cost-effective manner.

Town centres

This refers to the core of the urban settlements, often referred to as the 'Central Business District', and usually anchored around a 'main street' of retail and premier business. Town centres accommodate a wide variety of activities including retail, community services, public open space, office space, and often also residences. Within larger towns several smaller activity centres exist, in addition to the main centre.

Movement network

This refers to the system of roads, streets, cycleways, footpaths, bus routes, railway lines, waterways, and ferry routes. It also includes facilities such as bus stops, car parking areas, ports, and jetties. A successful movement network integrates the different transport modes, is connected, balances the needs of all users, and is compatible with the land uses it serves.

Infrastructure network

This refers to the system of infrastructure 'hardware' serving towns, and located within and outside settlements. It includes storm water drainage systems, wastewater infrastructure, water supply, electricity lines, gas pipes, phone lines, pumping stations, culverts, stop banks, wastewater treatment plants, and oxidation ponds. However it is primarily focussed around those services that the Council has a direct responsibility for. A successful infrastructure network not only functions well, it is also affordable for the community over the long term and is environmentally friendly.

The relationship between strategic themes and sustainable urban growth principles

Key findings and recommendations for each strategy layer are presented on the following pages. The *Strategic Themes* that especially underpin the outcomes of the strategy are listed for each of the layers.

3.3 Ecology

Relates to Strategic Theme:
4. Healthy Ecosystems

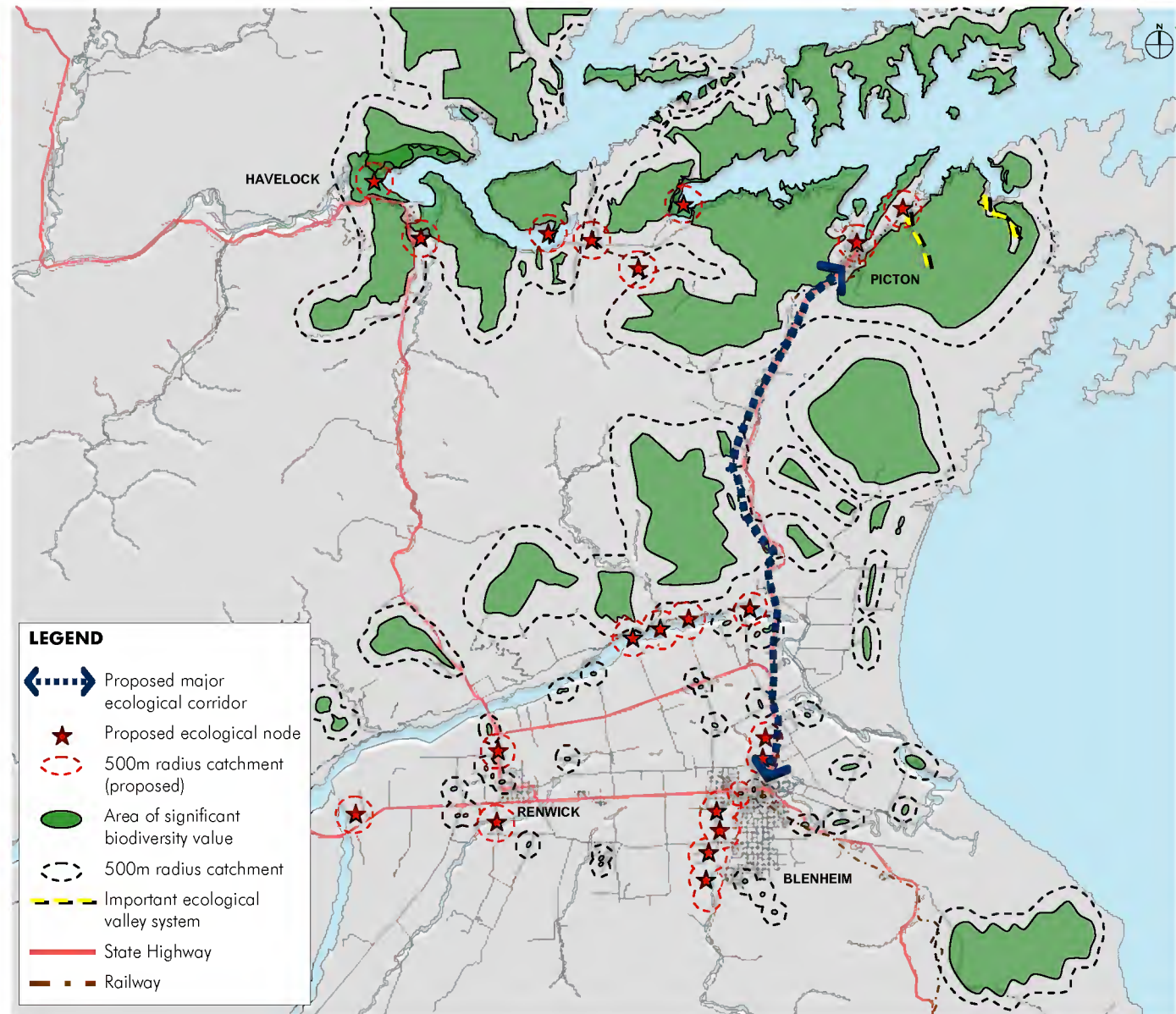
A high level analysis of the existing ecological network as well as key proposals identified is shown in **Figure 3-2**.

The analysis shows extensive areas of existing biodiversity value in the Sounds area, contrasted by areas of limited ecological value in the Wairau-Awatere part of the District.

Strategic vision

The following interventions aimed at improving biodiversity are proposed:

- Incrementally develop new areas of vegetation with high biodiversity value in order to create 'stepping stones' between existing biodiversity areas. A maximum distance of 500m between each of these will ensure that catchments overlap to ensure the ready movement of fauna.
- The Wairau and Taylor River corridors are the most suitable for this purpose.
- Locations within Picton, Waikawa, and Havelock provide specific opportunities for wetlands to be developed.
- Several opportunities to connect ecological systems exist outside of or on the periphery of the smaller settlements.
- New development in the major centres will provide for areas of large scale planting, of suitable native species, that provide a food source and habitat for native birds. The opportunity to connect existing habitats through street planting should also be capitalised upon.
- In many instances, proposals for ecological nodes provide opportunities for enhancement of recreational activities or visitor attractions.



ABOVE FIG. 3-2: High level summary of the ecological network and key proposals.

3.4 Urban growth

Relates to Strategic Themes:

1. *Affordable Growth*
2. *Efficient Access*
3. *Valuable Soils*
6. *Unique Towns*
8. *Growing Employment*

A critical part of the urban growth strategy process has been the identification and assessment of potential areas to accommodate residential, commercial and industrial growth. This document, most specifically Section 4, records the areas determined to be suitable in this regard following technical input from Council staff, external experts and through the hearing of public submissions. A range of criteria were used to determine the most appropriate locations to accommodate growth.

In most cases, land will be proposed to be rezoned in the review of the Marlborough Sounds Resource Management Plan and Wairau/Awatere Resource Management Plan. These proposals, which will be consolidated in the notified Marlborough Resource Management Plan, will be subject to public submission through the First Schedule process of the Resource Management Act 1991.

The Council may choose to rezone land ahead of the notification of the Marlborough Resource Management Plan to cater for existing demand for residential, commercial or industrial demand.

Proposals for urban growth in and around Blenheim had to be reconsidered due to the results of a study assessing the potential for the land identified in the Southern Marlborough Urban Growth Strategy to be subject to liquefaction in the event of an earthquake. Many of the originally proposed areas had an unacceptable risk of liquefaction and were removed from the strategy for this reason. This initiated a second phase of work to identify and assess new land options, which was completed with the release of a formal revision (Revision of the Strategy

for Blenheim's Urban Growth, November 2012). The results of the revision are detailed in **Sub section 4.1 Blenheim**.

As part of this growth strategy project, work has also been undertaken on the nature and form of residential and commercial subdivision and development. A particular focus in this regard has been on improving the amenity of our retail centres and residential neighbourhoods. Guidelines have been prepared to build on good practice and will assist to enhance community wellbeing.

A number of other planning matters were referred to the Plan Review Sub-committee for further consideration during the reviews of the Marlborough RPS and the resource management plans.

Approximately 80% of Marlborough's population lives in South Marlborough and most of the growth provided for through this Strategy is therefore in townships and small settlements on the Wairau Plain, in the Wairau Valley and elsewhere in South Marlborough. Following principles established in this Strategy, the provision for growth focuses particularly on Blenheim and to a lesser extent Renwick.

There are a large number of properties (approximately 900) zoned Sounds Residential throughout the Marlborough Sounds that have yet to be developed. There is a strong preference for these to be developed prior to providing for additional land for residential use in the Marlborough Sounds.

3.5 Suitability for residential growth

Figure 3-3 provides an overview of the residential growth preferences within the strategy. It forms a graphic representation of the suitability of different locations to accommodate new growth. It does not represent the quantum or staging of growth proposed. A detailed explanation follows below.

Strategic vision

- 9,300 new residents, at a 'typical' 2.4 person average could require up to 3,875 houses (more if household sizes are smaller).
- Blenheim, Picton, Havelock and Renwick are the main areas to focus on for intensification and residential growth, whereby growth in Picton and Havelock can only take place on land that is already zoned, while zoning additional land around Blenheim and Renwick is proposed.
- Grovetown in the Wairau area and Rai Valley and Whatamango in the Sounds area are suitable areas for limited development.
- In several other settlements there is capacity available on already zoned land.
- The Linkwater area offers opportunities to serve as a growth node due to its location midway between Picton and Havelock, and at a cross roads with connections to the communities to the north. The local availability of relatively unconstrained developable land contributes further to Linkwater's growth potential.
- The preparation of residential guidelines is proposed to encourage an increase in the quality and amenity of residential development in all its forms and types.

Explanation

Each township - or possible growth direction in the unique case of Blenheim - is represented by an icon consisting of four cells:

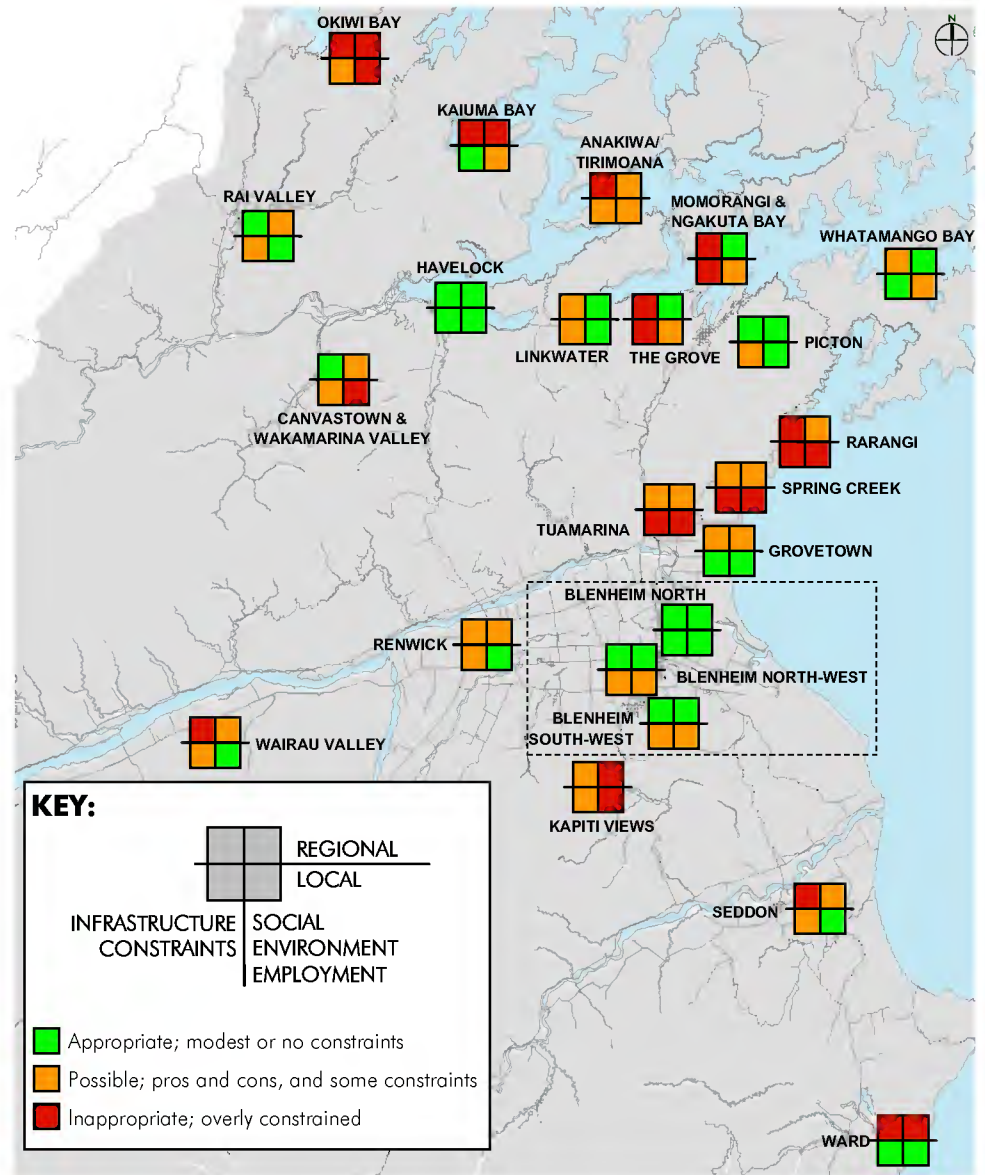
- **Top left:** Infrastructure constraints on a regional scale;
- **Top right:** Social, Environmental or Employment considerations on a regional scale;
- **Bottom left:** Infrastructure constraints on a local scale; and
- **Bottom right:** Social, Environmental or Employment considerations on a local scale.

The feasibility and/or desirability of new residential growth considered against those issues at the local and strategic scales has been represented by colours:

- **Green** = appropriate; there are only modest or no constraints here;
- **Orange** = possible; there are both pros and cons, and some constraints; or
- **Red** = inappropriate; there are significant or insurmountable constraints (including cost).

Infrastructure constraints

The main objective with respect to infrastructure constraints relates to affordability and sustainability. In this strategy growth outcomes occurring in locations where there is existing capacity or where affordable upgrades are possible have been preferred over



ABOVE FIG. 3-3: Summary of the growth suitability in each of the settlements, relative to regional and local infrastructure constraints and other issues on the local and regional scale levels.

outcomes that require more expensive or disruptive upgrades. Although developers will meet the capital costs of new growth, the general community must still meet the maintenance costs (eventually requiring in all cases full system replacement). In a full lifecycle sense maintenance costs are always greater than the initial capital costs. Accordingly the community has taken an interest in growth outcomes that not only enrich and provide choice for new residents, but which minimise risk to all general ratepayers as well. Where possible staging growth in ways that delay the requirement for short term public capital expenditure is also a consideration.

Managing flood hazards is also a key consideration. Flood hazards can often be mitigated, but in most cases at considerable cost and inefficiency. Building in a flood area when other suitable and cheaper locations exist is generally not regarded as being sustainable.

Regional desirability

From a social, environmental and employment perspective, desirability for accommodating growth on a regional scale is determined by consideration of the proximity and accessibility of that location to the amenities, services, and jobs required to meet people's daily needs. It is not desirable to accommodate growth in places that are isolated and poorly connected (necessitating significant time and costs to travel) when suitable alternatives may provide more choice for less effort. Given that most of these facilities are related to the main centres of Blenheim, Picton or Havelock there is an observable 'decay' in desirability for accommodating growth as distance from these hubs increases. This means that the growth areas within and on the periphery of these towns are generally more desirable from a regional perspective to accommodate residential growth (coloured green), than settlements further out but within convenient commuting distance (orange), and lastly those that have insufficient local facilities and are an impractical distance from service centres (red). An alternative could be if new growth was to occur in such a concentration that it could 'bring with it' its own new facilities, jobs, and so forth based on its own new catchment size. This could

raise an argument to encourage development in more isolated parts of the district (to better the existing condition). However forecast growth of 10,000 people across the whole district to 2031 is not considered sufficient to reliably achieve this.

This is consistent with the principle of 'Affordable Growth'. New residential development should occur in locations where it most effectively and efficiently relates to existing settlements, facilities, and networks, and where it is most likely to be consistent with market forces. Opportunities to improve affordability have been pursued as a priority. This includes minimising travel and maximising the efficient use of existing facilities.

A degree of choice in the location and type of new residential development has been maintained, corresponding to appropriate locations within a broader regional urban structure of efficiencies. In particular, development of medium intensity residential activity - such as terraced houses - should not occur just anywhere, but in locations which can contribute to more sustainable lifestyles. These include around open space amenities, or access to services by a convenient walk or passenger transport.

Local desirability

From a social, environmental, and employment perspective, desirability for accommodating growth on a local scale is determined by consideration of local factors and constraints such as the availability of land for residential development, impact of residential growth on the local environment, the availability of local facilities and services, topography and soil conditions, and local employment.

A key consideration in this category has also been liquefaction risk in the event of an earthquake. A geotechnical investigation carried out in 2012 has significantly influenced the recommendations on the location of Blenheim's urban expansion areas.

3.6 Residential growth distribution

Three different population projection models have been identified by Marlborough District Council:

1. Marlborough District Council's in-house asset management population projections.
 2. Statistics New Zealand's area unit population projections.
 3. New Zealand Transport Agency's study of household projections.
- Where comparable, MDC growth figures predict higher growth than Statistics New Zealand projections;
 - MDC figures are likely to most accurately reflect the urban residential areas as they are based on analysed and corrected Census Area Units and Meshblocks.
 - Reasonably reliable figures are available for each of the areas included in the project using the MDC study, but not the others; and
 - MDC figures project future changes based upon historical growth trends, Statistics New Zealand figures estimate future births, deaths and migration patterns.

It was concluded that that the MDC figures form the most suitable basis for the Growing Marlborough strategy, as they cover all locations required, and have been corrected to reflect development within all urban residential areas. The main issue in relation to these growth figures is that they should only be used to give an impression of the scale and relativity of the population growth. The timing of when a given population increase will be achieved is less important as progress can be reviewed regularly.

Strategic vision

The table on this page and **Figure 3-4** overleaf show the preferred distribution of residential growth.

- The strategy provides for the accommodation of growth that exceeds the projected total demand for the study area.
- A 15% buffer is included as a contingency to deal with the practical inefficiencies of urban growth.
- There is overprovision for the Wairau / Awatere area (particularly Blenheim) and a shortfall for the smaller Sounds settlements.

Key outcomes per settlement, leading to the preferred overall growth scenario (in persons), are as follows:

Blenheim

- Preferred location to accommodate residential growth to strengthen local facilities and services and maximise efficient access and ease for new residents.
- Revision of density rules and development of guidelines to encourage quality intensification in appropriate locations.
- The provision includes a proportion of the growth to take place within the town's existing urban boundaries, based on an estimate for the existing capacity (EMS January 2011 report).
- Preferred expansion areas around the existing town have been identified, which are located to the north and west. This is accompanied by a preferred development sequence and development direction.

→ Several scenarios and options in relation to the cost of infrastructure provision and sequencing have been developed.

- The provision includes a limited amount of larger lot residential in close proximity of the town to provide competition for market pressures for 'rural-residential' in less sustainable locations.

Picton & Waikawa

- Revision of density rules and development of guidelines to encourage quality intensification in appropriate locations.
- Several scenarios to accommodate the growth demand have been identified. In the likely most realistic scenario there is almost sufficient capacity allocated within Picton's natural boundaries to meet the identified likely growth demand.

	PROJECTED DEMAND				PROPOSED SUPPLY			DIFFERENCE		Comments
	Census 2006 (pop.)	Projection 2031 (pop.)	Increase 2006-2031 (pop.)	Correction 2011-2031 (pop.)	Growth accommodation (# lots)	Inefficiency reduce 15% (# lots)	Assumed household size (pop/lot)	Capacity supplied (pop.)	realistic capacity supplied minus corrected demand (pop.)	
Blenheim	23110	29410	6300	5040	3051	2593	2.4	6224	1184	Expansion, intensification, infill
Picton & Waikawa	4185	5143	958	766	372	316	2.4	759	-8	Intensification and infill only
Renwick	1875	2334	459	367	180	153	2.4	367	0	Expansion and infill, additional capacity in large lot residential and proposed future options
Havelock	540	649	109	87	72	61	2.3	141	54	All already zoned
Seddon	497	331	0	0	72	61	2.4	147	147	Reduction in population treated as anomaly in projections; all land already zoned
Spring Creek	476	653	177	142	0	0	2.4	0	-142	No further growth
Rarangi	392	507	115	92	30	26	2.4	61	-31	All already zoned, no further growth
Grovetown	282	347	65	52	46	39	2.4	94	42	Future capacity proposed
Wairau Valley	162	252	90	72	36	31	2.4	73	1	
Ward	78	89	11	9	5	4	2.4	10	1	All already zoned, additional capacity in proposed further options
Rai Valley					43	37	2.2	80		Expansion and infill
Okiwi Bay					8	7	2	14		All already zoned
Canvastown					0	0	2.2	0		No further growth
Ngakuta Bay					27	23	2.2	50		All already zoned
Momorang Bay					0	0	2.2	0		No further growth
Anakiwa					20	17	2	34		Based on rezoning
Linkwater					100	85	2.2	187		Not zoned, case-by-case basis
The Grove					0	0	2	0		No further growth
Tirimoana					0	0	2	0		No further growth
Kaiuma Bay					50	43	2	85		All already zoned
Whatamango					0	0	2.1	0		No further growth
Ahuriri Bay					30	26	2.1	54		Not zoned, further investigation required
TOTAL	35005	44157	9318	7454	3907	3321		8380	926	

Renwick

→ Limited residential growth should be provided for, focussed to the west of the town, to meet predicted demand and strengthen the local facilities and services there.

Havelock

→ Infill on existing residential land within the town is preferred to meet the predicted demand and strengthen the local facilities and services there.

Seddon

→ The projected decline in population is regarded as an anomaly in the models used, attributed to the large proportion of seasonal workers within the local population.
 → Residential infill on existing zoned land is preferred to meet anticipated growth.

Spring Creek

→ No provision for further growth is appropriate here due to flood hazards on surrounding land.

Rarangi

→ No provision for further growth is appropriate here due to ecological sensitivity.

Grovetown

→ Residential growth is recommended to the south of the settlement, on already zoned (but vacant) land.

Wairau Valley Township

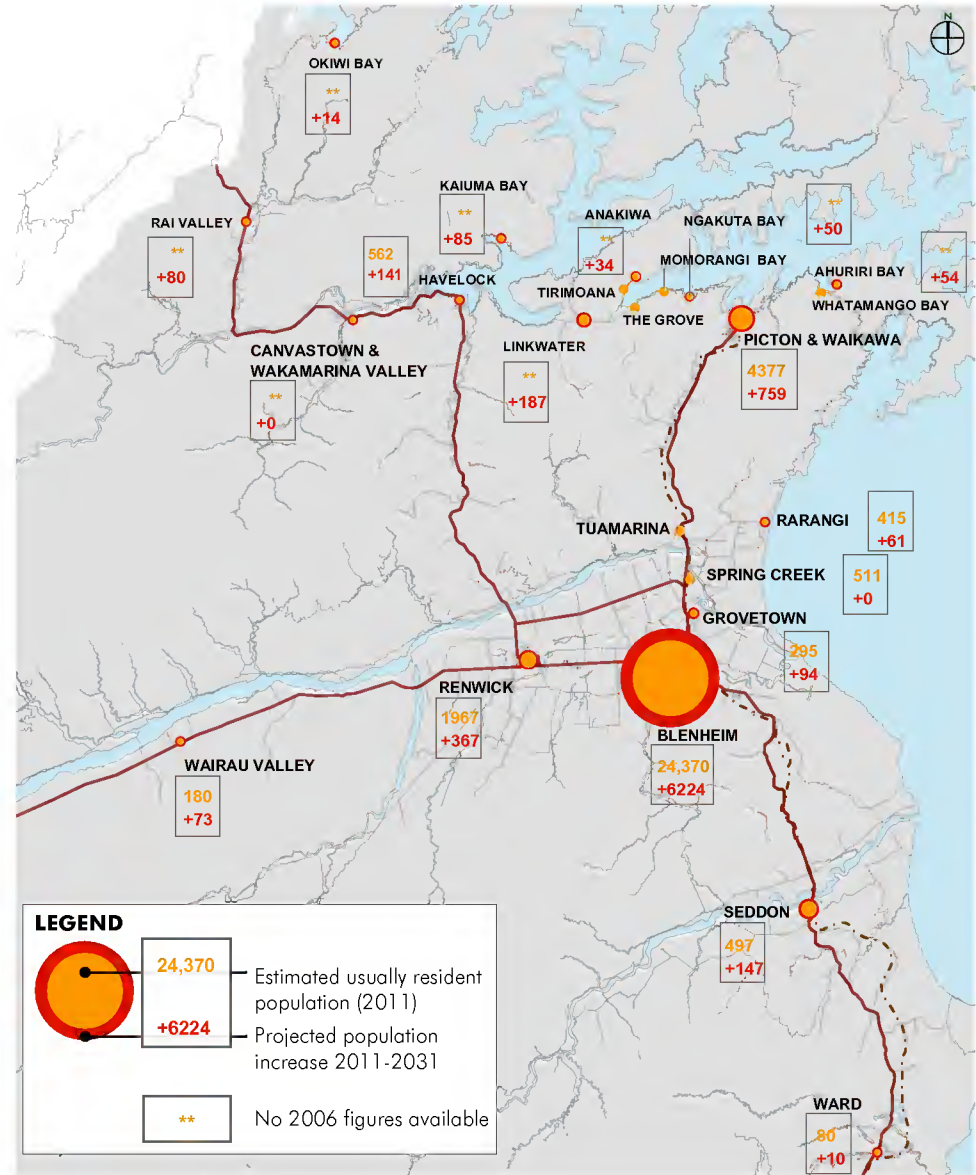
→ Limited growth is appropriate to meet anticipated demand.
 → This growth would be most appropriately accommodated in locations where it will strengthen the existing community facilities north of State Highway 63, and where the groundwater quality is higher.

Ward

→ Very limited provision for growth would be appropriate near the school.

The smaller Sounds settlements

→ Based on assumptions, the net 2011-2031 growth anticipation for the area amounts to **827** people.
 → The Linkwater area should accommodate a significant part of this growth; some 187 persons has been identified as a realistic expectation. The collective capacity in the smaller settlements is identified to be insufficient to realistically accommodate the balance. However, the total capacity within Sounds Residential zones across the wider Marlborough Sounds area seems sufficient to accommodate the shortfall.
 → Ahuriri Bay and Kaiuma Bay are included within this analysis as they accommodate residential subdivisions with significant capacity.
 → The figures for Kaiuma Bay are based on the current growth rate and therefore show a practical capacity, rather than the maximum capacity.



ABOVE FIG. 3-4: Distribution of population growth relative to the existing population. No growth for the settlements where no figure is displayed. (No 2006 population figures available for Tuamarina and the smaller Sounds settlements)

3.7 Employment land

Relates to Strategic Themes:

1. Affordable Growth
2. Efficient Access
3. Valuable Soils
4. Healthy Ecosystems
6. Unique Towns
8. Growing Employment

Technical analysis of the current employment situation in the District as well as growth projections have underpinned this strategy.

Strategic Vision

A range of growth scenarios and options for the distribution of new employment land for the near to distant future have been developed. These are presented in **Figure 3-5** and notably include the following:

Blenheim

- A further 64ha for future general and large scale industry in the Riverlands area.
- Additional employment land near the Omasa Aerodrome (53ha) and the airport at Woodbourne (15ha).
- Possible future business parks near Marlborough Hospital, near Omasa and near the airport at Woodbourne.
- Encourage replacement of light industrial uses with mixed-use and commercial activities in Grove Road, Sinclair Street and Auckland Street.

Picton & Waikawa

- Due to physical and infrastructural constraints there is no additional land zoned for industrial and commercial activities. The Council will monitor the demand for employment land and may initiate further investigation of possible sites in or near Picton and Waikawa if the supply of zoned land does not adequately cater for demand.

Renwick

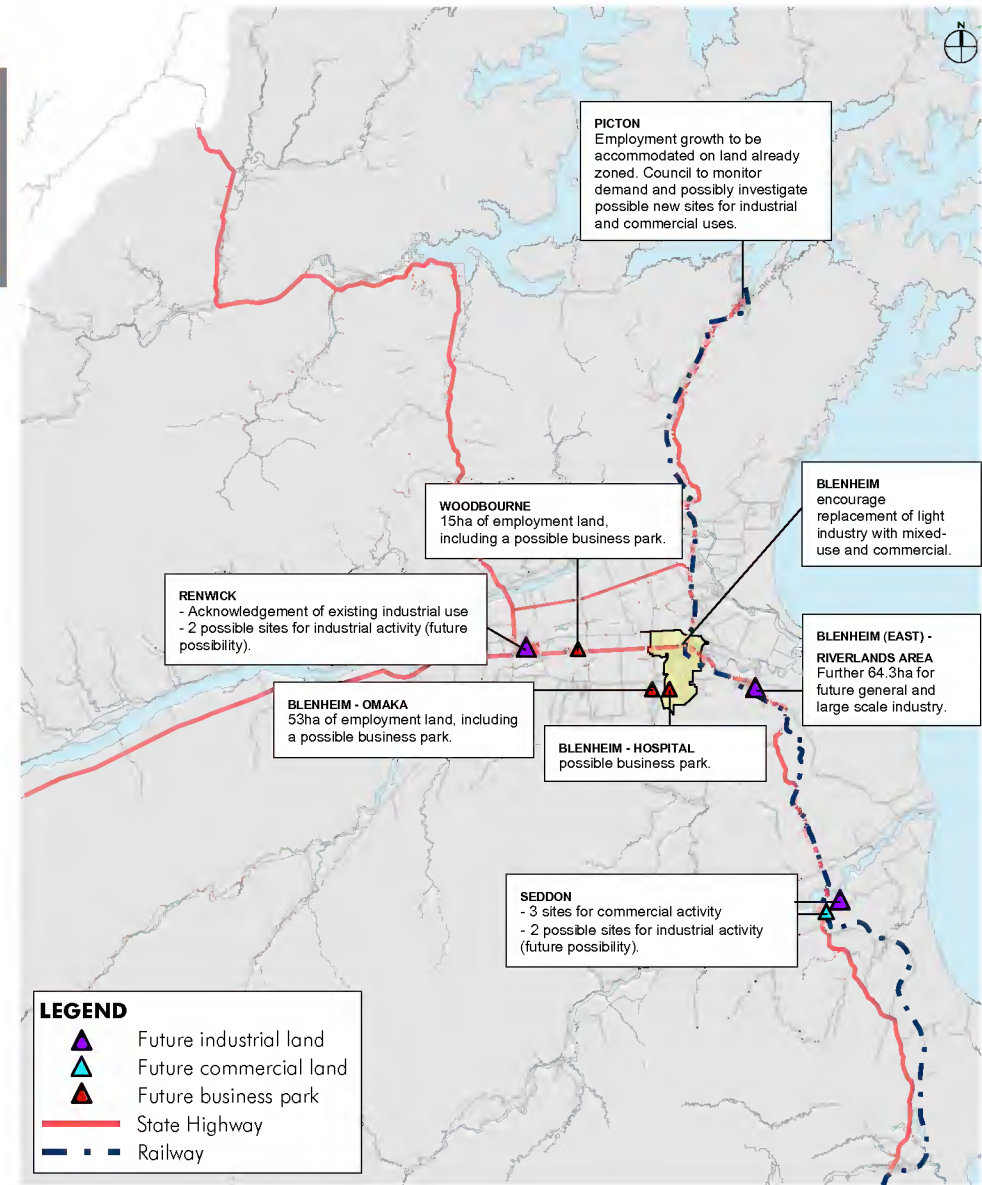
- Zoning to reflect industrial use of land at Tyrone Park.
- Two possible future sites for industrial activity, partly to generate local capacity to relocate light industrial uses from the main street.

Seddon

- Three sites for commercial activity.
- Two possible future options for sites for industrial activity.

Additional recommendations

- Focus on the amenity within employment areas, as well as the visual amenity from main movement routes.



ABOVE FIG. 3-5: Summary of the strategic employment land potential in the study area.

3.8 Town Centres

Relates to Strategic Themes:

1. Affordable Growth
2. Efficient Access
6. Unique Towns
7. Thriving Tourism
8. Growing Employment

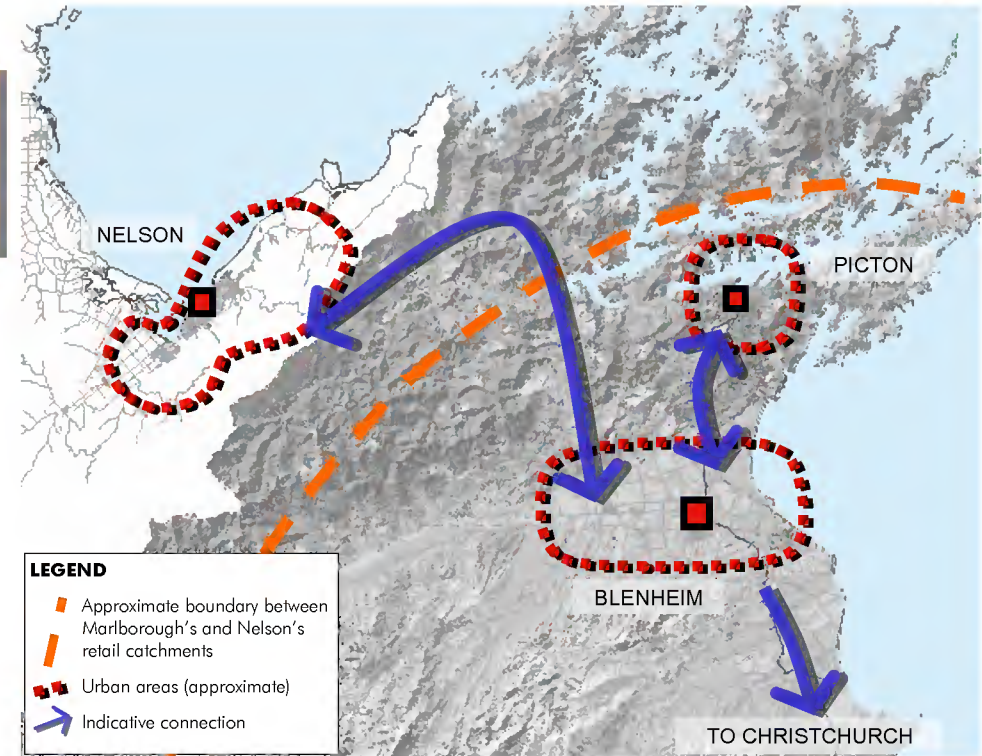
The strategy emphasises the importance of a network of vibrant and complementary town centres and community focal points for activity.

Strategic vision

- Blenheim and Picton are to be strengthened as the district’s main centres;
- Renwick, Havelock and Seddon are to be strengthened as secondary centres; and
- The remaining settlements are to be strengthened as tertiary, local-focussed centres.
- A wider mix of activities is stimulated in all primary and secondary centres.
- No new node or centres are proposed, with the exception of Linkwater where the small cluster of community and commercial facilities could be grown, supported by the proposed residential development around it.

More specifically:

- In Blenheim:
 - a wide range of amenity upgrades, including streetscape, urban open space and the Taylor and Opawa Rivers should occur;
 - investments in community facilities (art gallery, library, social services cluster) should occur;
 - a wayfinding and signage strategy is proposed;
 - measures to increase social safety in the town centre are proposed, based on a crime prevention through environmental design (CPTED) analysis;
 - an accessibility strategy is proposed;
 - a comprehensive visitor strategy is recommended, including considerations of the location of the i-Site;
 - the development of Town Centre character guidelines is proposed; and
 - the institution of a body to coordinate the management of the town centre (such as a ‘Main Street Association’.
 - Blenheim’s neighbourhood centres of Springlands and Redwoodtown have the potential to grow with additional retail and mixed-use.
 - there is scope for the development of an additional longer-term neighbourhood activity centre as part of a proposed growth area on the eastern side of Blenheim.
- In Picton:
 - More direct engagement with ferry users with the town centre is proposed;
 - investments in new and existing community facilities should occur;
 - a wayfinding and signage strategy is proposed;



ABOVE FIG. 3-6: Approximate retail catchments of Blenheim and Picton in the context of the ‘top of the South Island’.

- measures to increase social safety in the town centre are proposed, based on a CPTED-analysis;
- a comprehensive visitor strategy is recommended, including considerations of the location of the i-Site;
- a wide range of amenity upgrades, including streetscape and urban open space should occur; and
- the institution of a body to coordinate the management of the town centre.
- Heritage strategies for Blenheim, Picton and Havelock should be developed.
- Main street amenity improvements for Renwick and Seddon are proposed.
- Havelock’s main street should be better connected with the marina and waterfront via a pedestrian connection through and around War Memorial Park.

3.9 Community wellbeing

Relates to Strategic Themes:

1. Affordable Growth
2. Efficient Access
6. Unique Towns

The local provision of social infrastructure such as educational, healthcare and community facilities, and also the qualitative, less tangible aspects of community such as 'fostering a sense of place' and 'identity' in the settlements were analysed against many criteria. A summary-form comparative analysis is shown in **Figure 3-7** for the entire District.

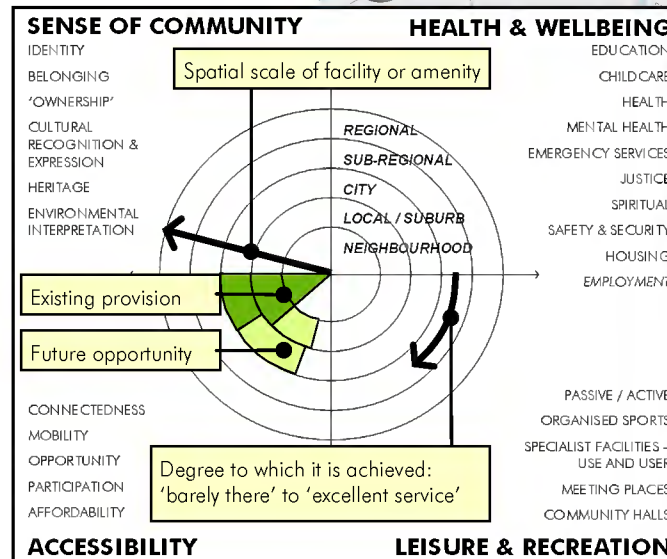
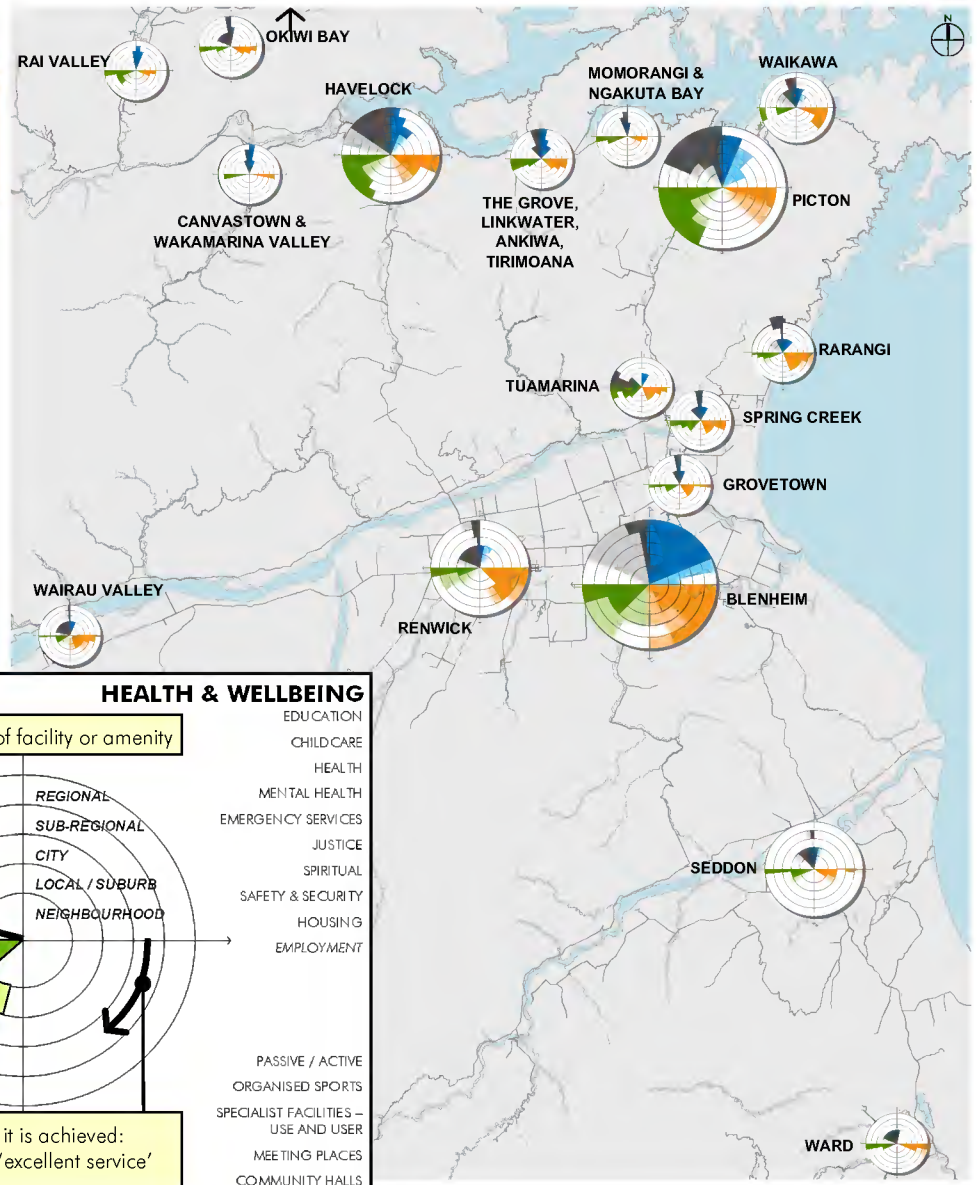
Points to note from this picture include:

- there is a relatively low local achievement in *Health and Wellbeing* considerations, with a strong reliance on Blenheim for these amenities;
- most places are ably served by *Leisure and Recreation* type amenities;
- the *Sense of Community* in the majority of the communities in the Wairau-Awatere is strong, but diminishes amongst some of the Sounds settlements; and
- *Accessibility*, which covers indicators such as connectedness, mobility, opportunity, participation, and affordability is low in the majority of the smaller settlements, and higher in Blenheim, Picton and Havelock.

Strategic vision

The strategy focuses on ways to improve this snapshot in the following ways:

- Local initiatives are aimed at enhancing the amenity and uniqueness of individual settlements.
- Growth and development in the vicinity of or well-connected to well-performing areas is preferred to leverage from existing amenities.
- Community infrastructure and other key facilities appropriate for the size of the settlement each one's role as either a primary, secondary or tertiary service node. Examples of these recommended investments include:
 - a library and art centre in Blenheim;
 - a library in Picton;
 - a wetland for Havelock (subject to further investigation); and
 - main street amenity improvements in Renwick and Seddon.



ABOVE FIG. 3-7: Summarising plot of the existing and future social wellbeing of the Marlborough settlements that were included in the project.

3.10 Public open space

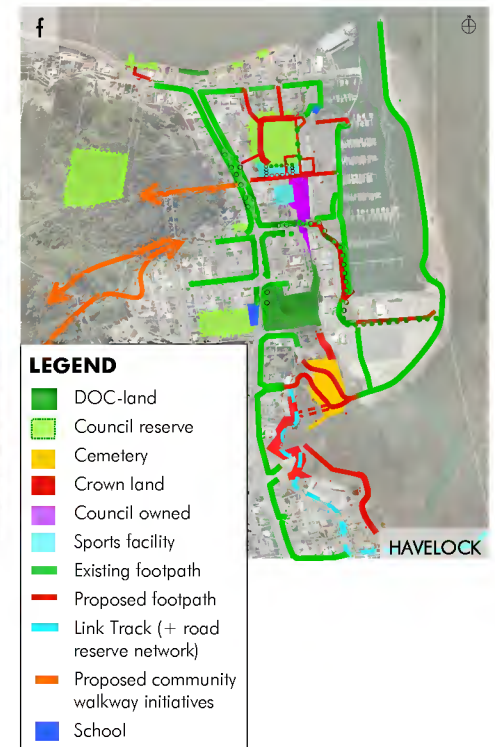
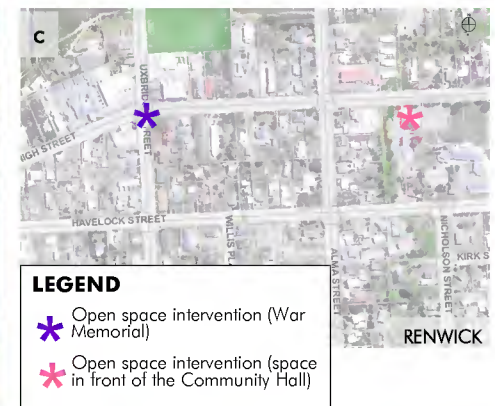
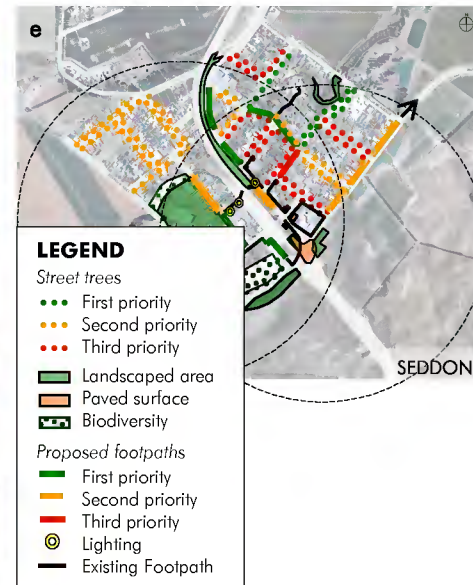
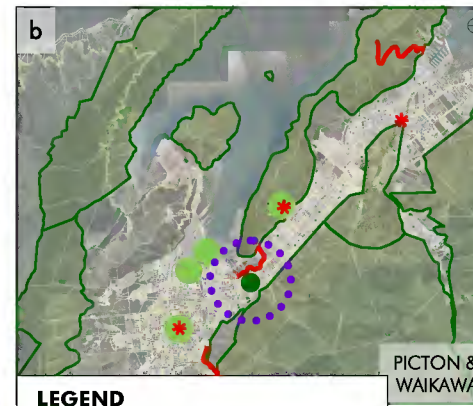
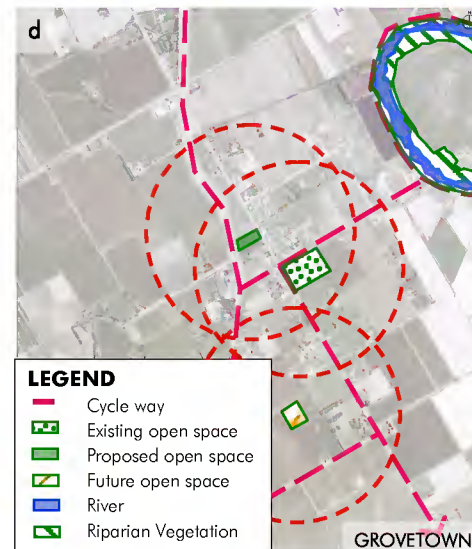
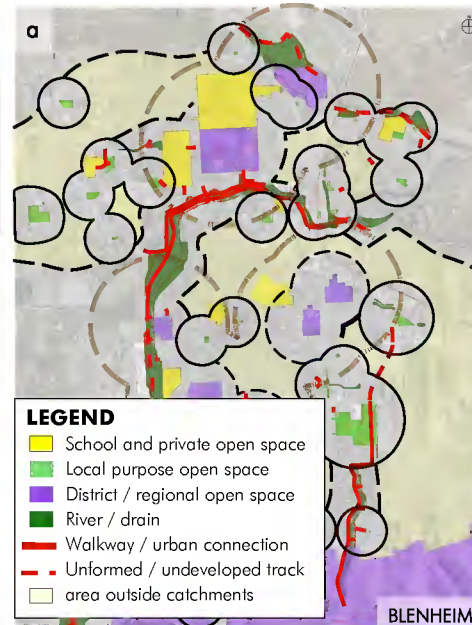
Relates to Strategic Themes:

1. Affordable Growth
2. Efficient Access
5. Quality Open Space
7. Thriving Tourism

The public open space strategy is aimed at place-based proposals designed for each settlement. **Figures 3-8a** to **f** show some of the proposals.

Strategic vision

- Indication of locations for potential new public open spaces, based on analyses of ‘coverage’ of walkable catchments in Blenheim and Picton.
- Upgrades of existing open spaces in key locations on visitor routes.
- Using open space enhancements or upgrades to establish better pedestrian and visual connections.
- Focussing on the quality of open space amenities on school grounds in some smaller settlements, and securing public access after school hours.
- Achieving open space related synergies with other proposals, e.g. the construction of a wetland for ecological purposes may also serve an open space and tourism function.
- In the indicative layouts for the proposed growth areas in Blenheim locations and sizes for possible public open spaces are indicated.
- In several areas within the Marlborough Sounds signage is proposed in response to freedom camping for campervans without on-board toilets.



ABOVE FIG. 3-8a, b, c, e, f: collection of place-based open space proposals for a number of the settlements

3.11 Traffic and transport

Relates to Strategic Themes:

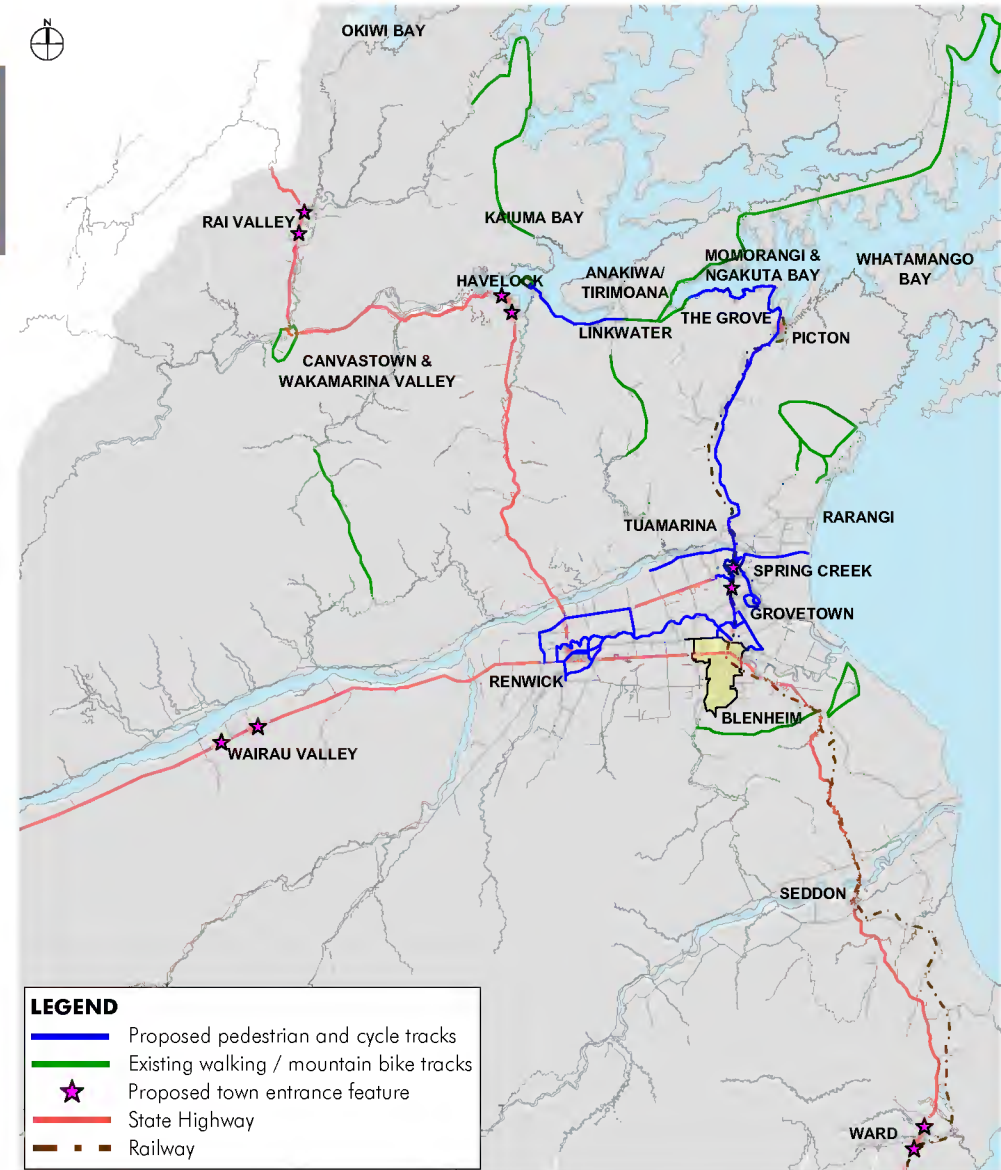
2. Efficient Access
5. Quality Open Space
6. Unique Towns
7. Thriving Tourism
8. Growing Employment

Strategic vision

- Measures aimed at reducing the severance effects of State Highways and main arterials through urban areas or townships are proposed.
- Measures to raise awareness of the presence of townships on State Highways and main arterials in order to reduce the speed of vehicles are proposed.
- Local 'secondary networks' are proposed, where possible, to provide safer pedestrian and cycle friendly alternatives to the main routes.
- Higher expectations for connectivity and accessibility are recommended in new growth areas.
- Extensions to the recreational movement network across the district are proposed.
- Measures aimed at making urban movement networks more pedestrian and cycling friendly should be adopted across the district.

More specifically:

- Features to mark the town entrances on State Highways are proposed for Spring Creek, Wairau Valley township, Rai Valley, Havelock and Ward. These 'thresholds' could consist of kerb build-outs with signature Marlborough planting and signage.
- A conceptual option for the local realignment of State Highway 1 through Blenheim (between the Sinclair-Auckland and Main-Freswick intersections) is proposed.
- Interventions within and around the Blenheim and Picton are proposed to improve:
 - Cycling opportunities along routes into the town centre;
 - Pedestrian amenity, including street lighting and shelter from street trees;
 - Accessibility for the elderly, disabled, users of mobility scooters; and
 - Car parking efficiency with a focus on retaining or improving on-street parking.
- Links with the Council's Jetty upgrade plan in the Marlborough Sounds area.
- In Renwick a focus should be on improving pedestrian conditions in the main street; and calming speeds and improving pedestrian conditions around the school in Havelock Street.
- Proposals for Havelock include opportunities to more easily cross Main Road, and extensions to the network of off-street walkways.
- Proposals for Seddon include improving pedestrian conditions in Mills Street.
- Proposals for the improvement of existing and implementation of new speed signage are recommended at several locations on State Highways 1, 6 and 63, and main arterials, such as Queen Charlotte Drive and Anakiwa Road.



ABOVE FIG. 3-9: High level summary of the proposed movement network initiatives of the strategy.



**“I LOVE MARLBOROUGH
FOR ITS ACCESS TO THE
GREAT OUTDOORS”**

1. Blenheim
2. Renwick
3. Wairau Valley Township
4. Grovetown
5. Spring Creek
6. Tuamarina
7. Rarangi
8. Seddon
9. Ward
10. Picton & Waikawa
11. Havelock
12. Ngakuta Bay
13. Momorangi Bay
14. Whatamango Bay
15. Rai Valley Township
16. Okiwi Bay
17. Canvastown & Wakamarina Valley
18. Anakiwa & Tirimoana
19. Linkwater & The Grove
20. Ohingaroa Bay

DECISIONS SUMMARY BY SETTLEMENT

SECTION 4

4 DECISION SUMMARY BY SETTLEMENT

4.1 Blenheim

Land use and growth

The original Southern Marlborough Urban Growth Strategy Proposal catered for residential and employment growth in a variety of locations on the periphery of Blenheim, including the eastern periphery. As explained earlier, the areas to the east of Blenheim were removed from the Strategy as a result of the significant risk and likely severity of the liquefaction hazard. This decision was made by the Environment Committee on 3 May 2012.

The Strategy now focuses residential growth to the north, north-west and west of Blenheim and employment growth to the south-west. In this way, the Strategy will provide certainty in terms of the appropriate direction for growth for the foreseeable future.

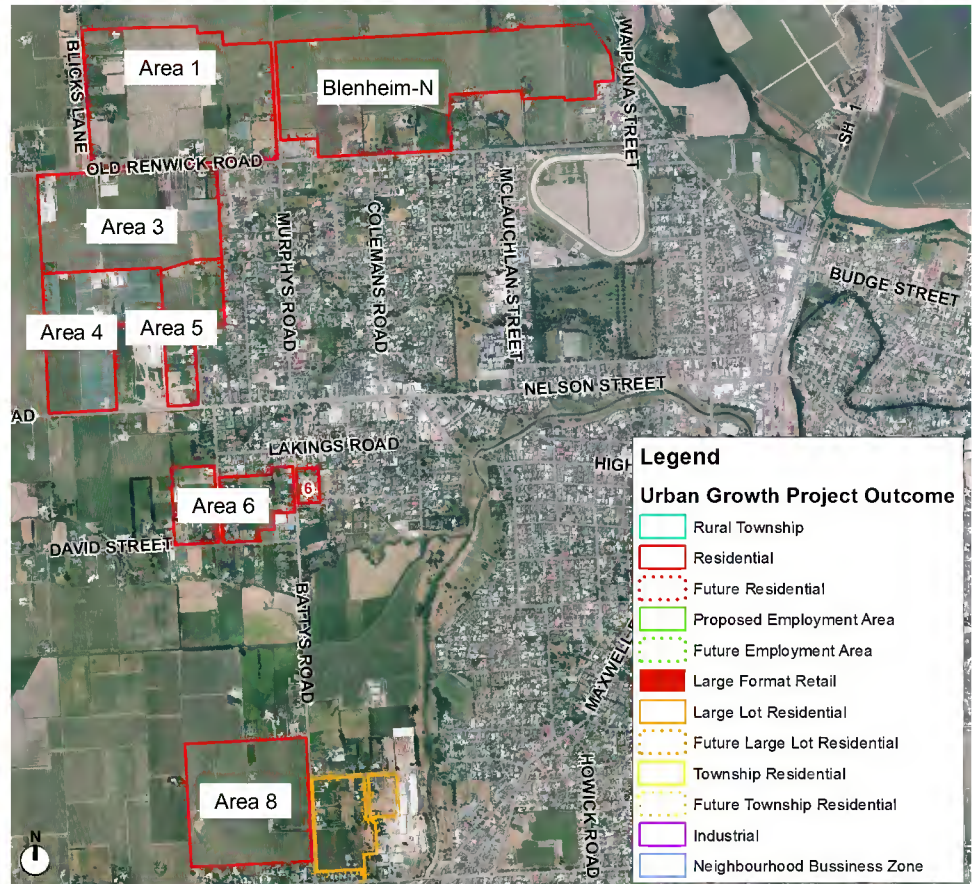
The Strategy, including the revision of Blenheim's urban growth, is based on the sustainable urban growth principles presented in Section 2.1. In assessing the suitability of these sites, it was clear that residential activity would encroach onto versatile soils to the north and north-west of Blenheim. The decision to expand in this direction was not taken lightly. However, given the constraints that exist at other locations, the Council did not believe it had any other options to provide for residential growth. The decision was made also knowing that land fragmentation in some of the growth areas had already reduced the productive capacity of the soil.

W2 (or Colonial Vineyard site)

During the process of considering submissions on W2, the owners of the land requested a plan change to rezone the property Urban Residential to facilitate the residential development of the site. The Council declined to make a decision on this growth area to ensure there was no potential to influence the outcome of the plan change process. Given the delay caused by the liquefaction study and the subsequent revision, the plan change request has now been heard by Commissioners and their decision was to decline the request. This decision has been appealed to the Environment Court by the applicant. This appeal will be heard during 2013.

Due to the effect of the liquefaction study on the strategy and the areas it identified for employment opportunities to the east of Blenheim, other areas have now been assessed in terms of their suitability for employment uses. This includes the W2 site and adjoining land in the vicinity of Omaka Aerodrome. Refer to the employment land section below for further details.

It is noted that if the plan change request is approved by the Court, the subsequent development of the rezoned land will assist to achieve the objectives of this strategy. If the Court does not approve the plan change then the Council will be able to promote Area 8 as an alternative.



ABOVE FIG. 4-1: Proposed additional residential zoning map for Blenheim

Preferred sequencing

For several reasons outlined in the various detailed strategic documents (and particularly infrastructural reasons) the following broad development sequence is preferred:

- Continued development in Area 5 from south to north.
- Development of Blenheim-North from east to west.
- Development in the Southwest (either Area 8 from east to west, or Colonial Vineyard from north to south).
- Development of Area 1 from east to west; Area 3 from north-east to south-west; Area 4 from east to west.
- Continued development of Area 6 from north-east to south-west.

Blenheim-North (formerly referred to as N-a and N-b)

The Southern Marlborough Urban Growth Strategy Proposal identified the land north of Old Renwick Road between Waipuna Street and Thomsons Ford Road as an appropriate location to accommodate residential growth. This has been confirmed through the revision of the proposals for Blenheim, although land at the eastern end of Blenheim-North adjoining Caseys Creek was removed from the area due to the risk of lateral spreading in the event of an earthquake.

The land will be zoned Urban Residential and it is expected to be developed at similar densities to the existing urban area of Blenheim. It is anticipated that Blenheim-North will be the first of the growth areas in which residential subdivision and development will commence.

One of the challenges with developing residential development in Blenheim-North is the fragmented nature of the land ownership. Land owners will have different perspectives on when to develop their land holding (and some may choose not to develop). The Council is aware of at least one landowner that is prepared to commence residential subdivision and development within Blenheim-North in the short term.

The multiple land ownership makes it difficult to coordinate land development and the provision of infrastructure. A structure plan is currently being developed by the Council to assist in this regard. This will set out the preferred nature and location of services including roading, sewerage, storm water and water supply.

It is crucial that direct street connections will be established between the north-eastern portion of this area and the existing street network (i.e. Old Renwick Road to the south and Waipuna Street to the east of this area).

There is a potential constraint at the western end of the growth area where the Transpower transmission lines cross the site. It is anticipated that the land under and in close proximity to the line will not be able to be developed for residential purposes due to the requirements of National Policy Statement on Electricity Transmission.

Areas 1, 3, 4 and 5

Land to the west of Blenheim-North and Springlands has been identified as suitable for residential development, as follows:

- Area 1 consists of approximately 52 hectares of land to the west of Thomsons Ford Road through to Blicks Lane, north of Old Renwick Road;
- Area 3 consists of approximately 36 hectares of land to the west of Murphys Road, south of Old Renwick Road; and
- Areas 4 and 5 surround the Westwood site (Area 4 to the west and Area 5 to the east) and collectively consist of approximately 40 hectares.



ABOVE FIG. 4-2: Extent of Blenheim-North

Legend

Urban Growth Project Outcome

- Rural Township
- Residential
- Future Residential
- Proposed Employment Area
- Future Employment Area
- Large Format Retail
- Large Lot Residential
- Future Large Lot Residential
- Township Residential
- Future Township Residential
- Industrial
- Neighbourhood Business Zone



ABOVE FIG. 4-3: Extent of Area 1

The development of any or all of these areas presents few constraints. As recorded above, the decision to promote these growth areas was made in the knowledge that there are versatile soils in this location. Land fragmentation has already occurred in parts of these growth areas and in some cases there is an absence of rural land use.

Areas 1, 3, 4 and 5 will be zoned Urban Residential and it is expected to be developed at similar densities to the existing urban area of Blenheim.

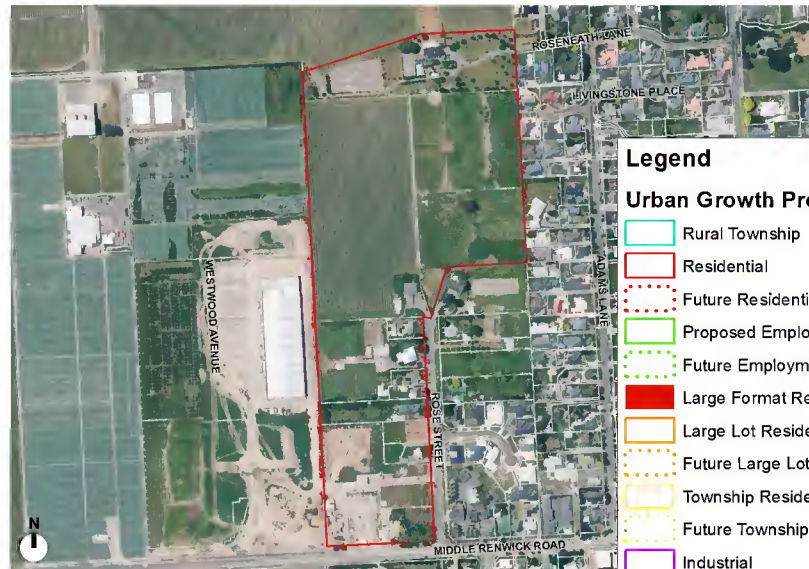
There is a potential constraint at the eastern end of Area 1 where the Transpower transmission lines cross the site. It is anticipated that the land under and in close proximity to the line will not be able to be developed for residential purposes due to the requirements of the National Policy Statement on Electricity Transmission.



ABOVE FIG. 4-4: Extent of Area 3



ABOVE FIG. 4-5: Extent of Area 4



ABOVE FIG. 4-6: Extent of Area 5

Legend

Urban Growth Project Outcome

- Rural Township
- Residential
- Future Residential
- Proposed Employment Area
- Future Employment Area
- Large Format Retail
- Large Lot Residential
- Future Large Lot Residential
- Township Residential
- Future Township Residential
- Industrial
- Neighbourhood Business Zone

Area 6

Six areas of a combined total area of approximately 18 hectares were identified for residential growth in the vicinity of David Street in the original Southern Marlborough Urban Growth Strategy Proposal (referred to as A, B, C, D, E, F). This area was consolidated as Area 6 in the revision, which was subject to liquefaction investigation. The results showed that land in the south of Area 6 adjoining Yelverton Stream and north of Sheps Park in the vicinity of Murphys Creek had a risk of lateral spread and this land has been removed from Area 6 as a result.

The remaining area has been retained and will be zoned Urban Residential and it is expected to be developed at similar densities to the existing urban area of Blenheim.

Works to ensure storm water from future residential properties can be adequately managed need to be undertaken before residential development of Area 6 can occur. This work will be led by the Council to ensure that all storm water from the areas is managed in an integrated way.

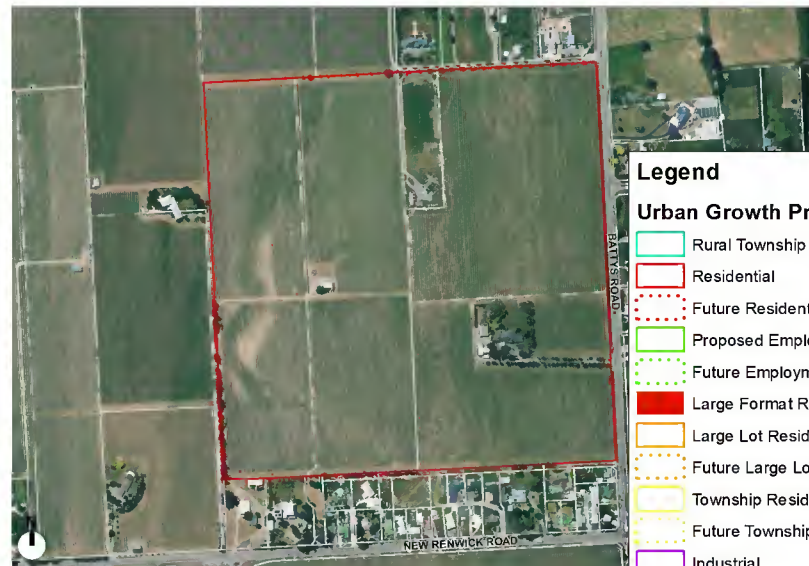
Area 8

Area 8 consists of approximately 33 hectares of rural land to the west of Battys Road and to the north of New Renwick Road. It was included in the revision of the Southern Marlborough Urban Growth Strategy Proposal as a potential alternative to W2.

There is limited sewer capacity in west and south west of Blenheim and there is insufficient capacity to provide for both Area 8 and W2. The outcome of the Environment Court proceedings will influence the nature of future use at W2 and therefore Area 8. If the Court does not approve the Colonial Vineyards Ltd plan change, then Area 8 can be promoted as an alternative site to cater for residential growth. If this situation was to arise, the land would be zoned Urban Residential.



ABOVE FIG. 4-7: Extent of Area 6



ABOVE FIG. 4-8: Extent of Area 8

Legend

Urban Growth Project Outcome

- Rural Township
- Residential
- Future Residential
- Proposed Employment Area
- Future Employment Area
- Large Format Retail
- Large Lot Residential
- Future Large Lot Residential
- Township Residential
- Future Township Residential
- Industrial
- Neighbourhood Business Zone

Waters Avenue Area

The area is currently zoned Rural Residential. Most of the site is to revert to a large lot residential zoning, providing for allotments of between 2,000 (with road frontage) and 4,000 square metres as a minimum. In effect, this allows the existing lifestyle block use of the land to continue but does provide some opportunity for intensification.

Although there was some support for an expansion of the existing industrial zones, the Council decided that any such expansion would create additional conflict between industrial activity already in the vicinity and residential activity.

Omaka Employment Area (Areas 10, 11 and 12)

Areas 11 and 12 provide approximately 53 hectares of land for employment purposes. These areas, in combination with additional land at Woodbourne (see below), are a substitute for employment land removed from the Strategy on the eastern periphery of Blenheim as a result of the liquefaction investigations. The land is located in close proximity to Blenheim, is not subject to hazards and is close to an arterial road. The land would be zoned Industrial.

It should be noted that Area 11 is the same site as W2 (Colonial Vineyard), which, as explained on page 36, is subject to an appeal to the Environment Court. Whether Area 11 will be developed for residential or employment land uses will be dependent on the outcome of that appeal.

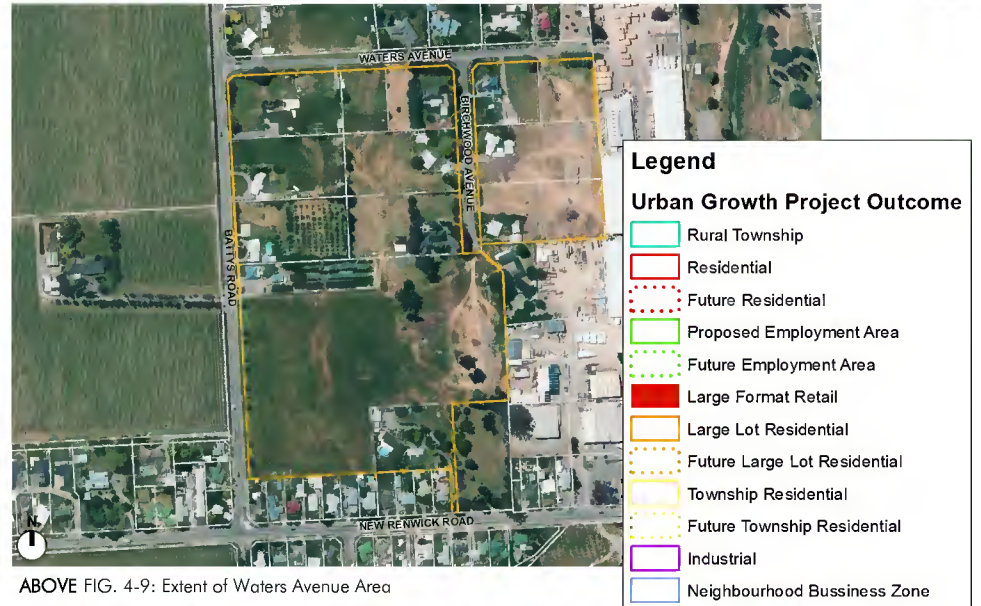
The landowner of Area 12 has expressed a desire to develop the property to provide for employment opportunities.

The land is located in close proximity to Omaka Aerodrome and could potentially be used to accommodate an expansion of aviation and related activities. At the same time, light industrial activity or aviation based activity would not have the same compatibility issues with the operation of the adjoining aerodrome as residential use would have.

The shortage of land for employment use on the periphery of Blenheim and the close proximity of Omaka Aerodrome (which provides opportunities and constraints depending on the nature of proposed land use) makes employment use an efficient use of this land.

An attractive off-street connection between this area and many other parts of Blenheim could be established within the Taylor River corridor. This would provide potential future workers in this area with the option to walk or cycle to work.

An additional area of land, Area 10, could be used to accommodate any additional growth in the long term.



ABOVE FIG. 4-9: Extent of Waters Avenue Area



ABOVE FIG. 4-10: Extent of Omaka Employment Area

Woodbourne Employment Area (Area 14)

Area 14 provides approximately 15 hectares of land for employment purposes near the airport at Woodbourne. The site has good connection to the state highway, is well serviced and is currently not utilised for any purpose. Water supply may be a limiting factor and new infrastructure may be required to develop this opportunity.

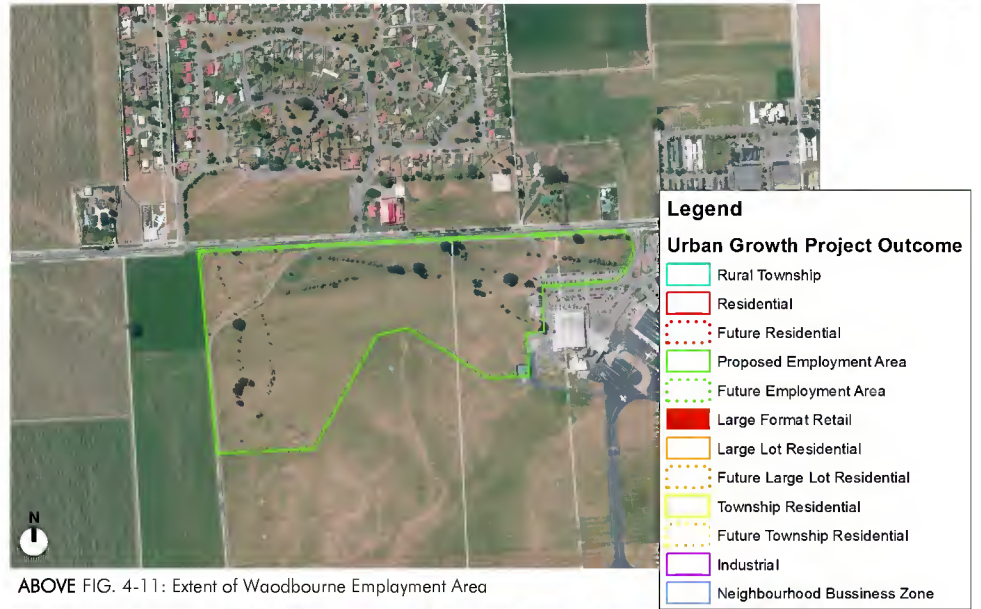
The land is currently Crown owned and is likely to be part of the Treaty of Waitangi settlement processes for Te Tau Ihu iwi. This settlement process and the aspirations of iwi are likely to determine whether the opportunity to develop the site for light industrial use is taken up.

Large format retail

Large format retail has been established at the Westwood site during the course of preparing the Strategy. It may be appropriate to revisit the future of the Westwood site as the residential growth on the north-west periphery of Blenheim provided for in this Strategy occurs - it may be possible to service the residential growth from this site.

There are four further locations identified as suitable for large format retail activity in the vicinity of Blenheim. These locations will not be zoned for this specific type of retail development. However, the identification of the locations can be used as a guide in terms of their suitability for large format retail relative to other land.

The appropriateness of the specific proposal at any of these locations will still be considered on a case-by-case basis in accordance with the relevant zone provisions. One of the main considerations through any plan change or resource consent process will be the extent to which the proposal will strengthen or weaken the performance of the existing Blenheim Town Centre or neighbourhood business centres.



ABOVE FIG. 4-11: Extent of Woodbourne Employment Area



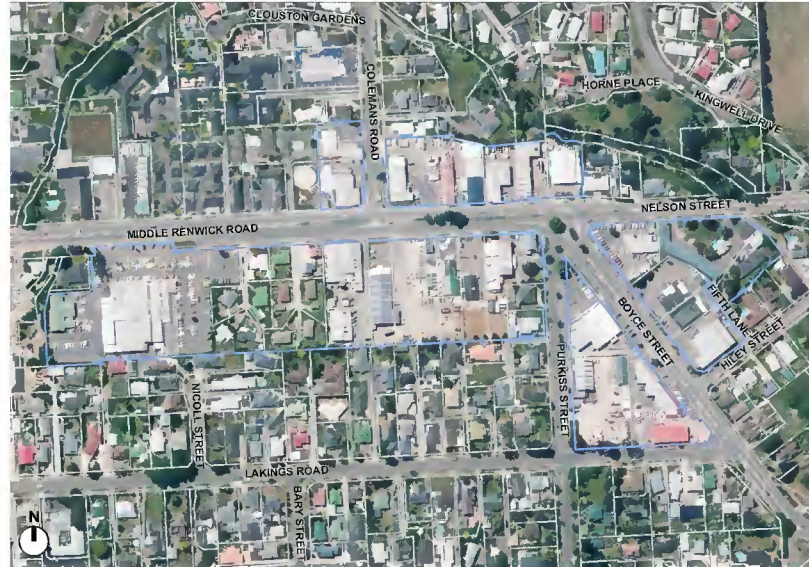
ABOVE FIG. 4-12: Large Format Retail Overview

Springlands activity centre

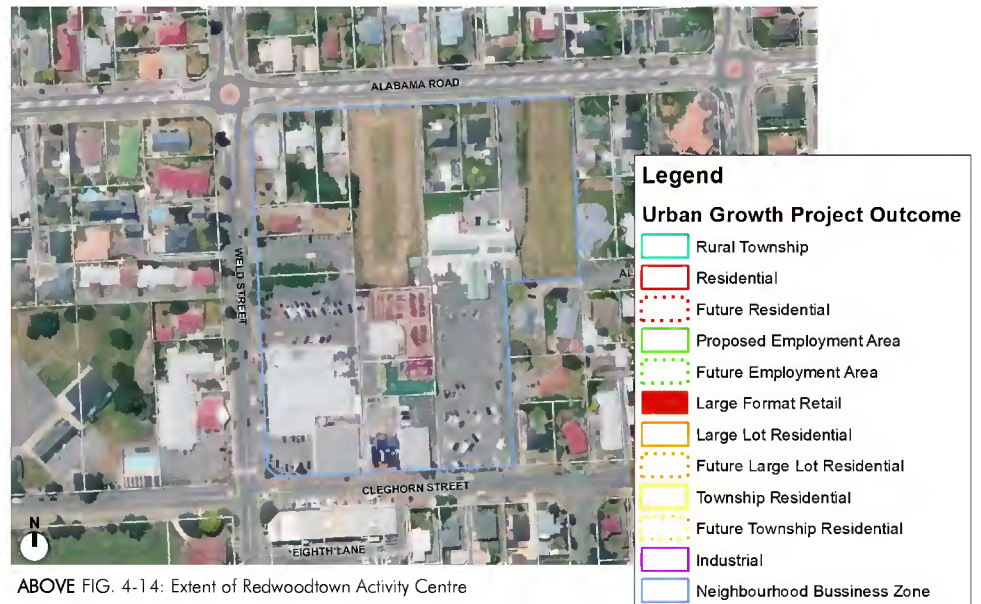
Additional land along Middle Renwick Road and Boyce Street is to be rezoned to encourage industrial uses to locate elsewhere over time, freeing up the land for office, medium density residential, retail or a mixture of these uses.

Redwoodtown activity centre

The zoning is to be changed to increase the area available for retail activity at this location. In making this decision, the Council took into account a recent resource consent granted to develop a larger supermarket in this location.



ABOVE FIG. 4-13: Extent of Springlands Activity Centre



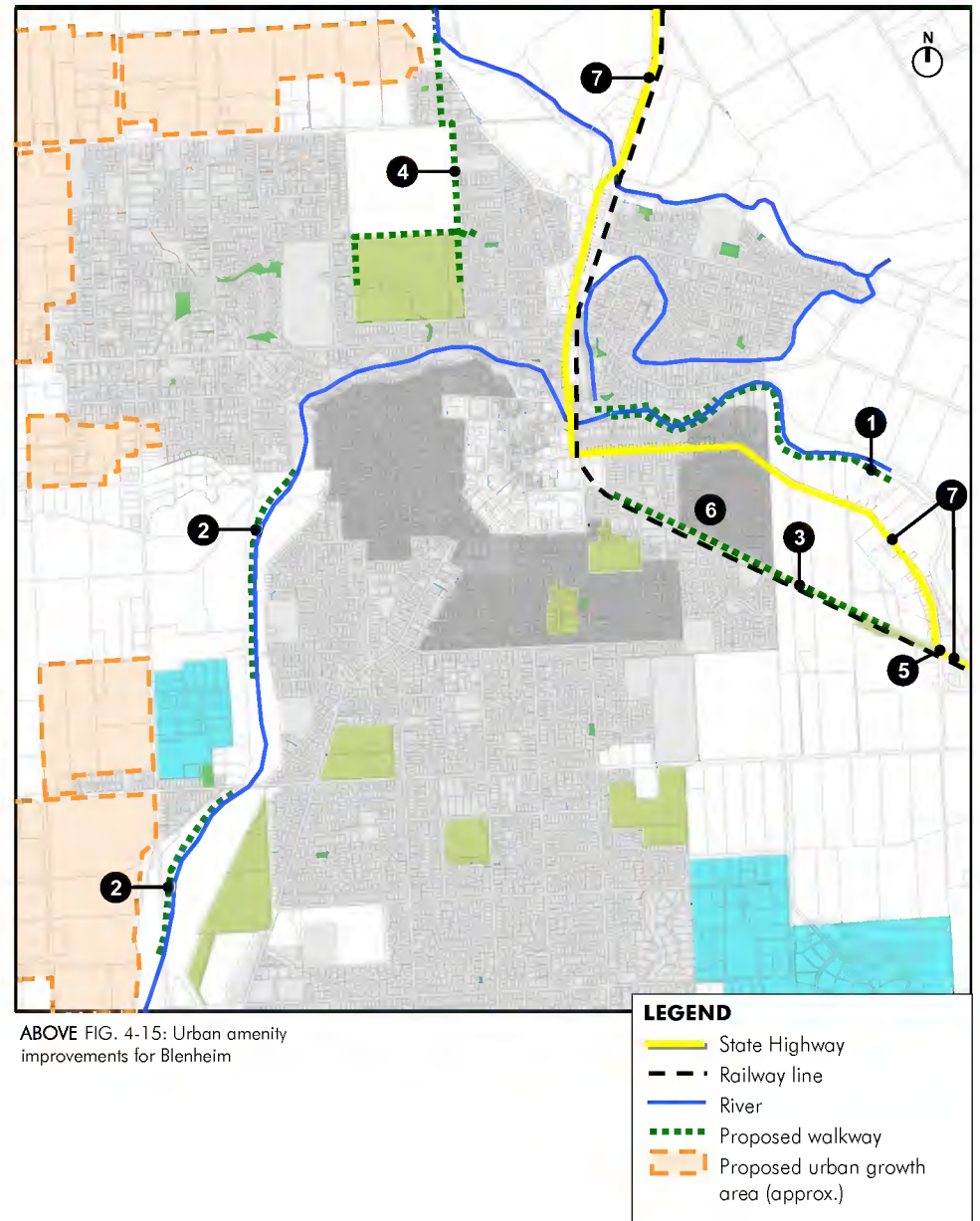
ABOVE FIG. 4-14: Extent of Redwoodtown Activity Centre

Blenheim urban amenity improvements

Ref.	Action	Page
	Movement	107
1	Construct public walkway along the Taylor River (East).	107
2	Construct public walkway along the Taylor River (West).	107
3	Construct public walkway in the rail corridor (Blenheim-East).	107
4	Construct public walkway on the eastern edge of Pollard Park and the Racecourse.	107
5	Opposed to the closure of State Highway 1/Alabama Road intersection.	
6	Provide a primary access to the residential development from South Street.	
	Landscape and open space	106
7	Provide a buffer zone along State Highway 1.	

Blenheim non-spatial strategies

Action	Page
Landscape and open space	106
Incorporate in the strategy a focus on community gardens, subject to community demand.	
Incorporate in the strategy additional parks and reserves. Location related to areas of growth.	
Establish an extensive/safe cycle route from town to vineyards, landscaped with native trees.	



ABOVE FIG. 4-15: Urban amenity improvements for Blenheim

Town Centre specific

Proposed new theatre, replacing the current one on the corner of Queen and Arthur Streets

Build Alfred Street carpark with future capacity to accommodate other uses on ground floor, pedestrian link with Queen Street

Public open space upgrades to Market Place and Bythell Place

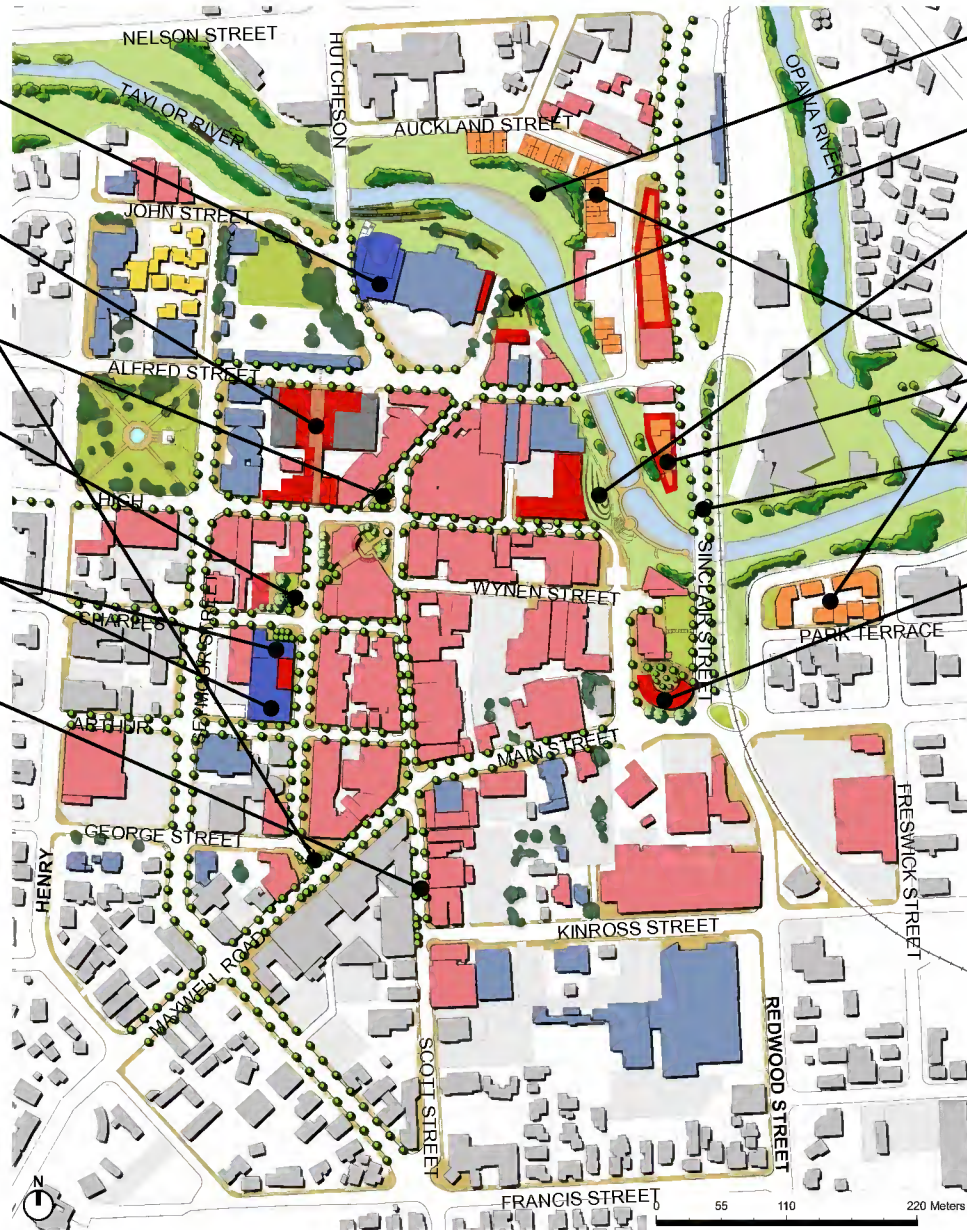
New urban pocket park on the current Queen Street carpark, with potential development of more active uses on the western side

New art gallery on the corner of Charles and Queen & new library on the corner of Arthur and Queen, attracting more (pedestrian) life to Queen Street

Streetscape upgrade extended to the upper part of Scott Street

LEGEND

- Commercial (new)
- Community facility (new)
- Mixed-use (new)
- Mixed-use, commercial ground floor (new)
- Open space
- Footpath
- River
- Existing retail
- Existing community facility
- Existing low density housing
- Existing building



Changes to landscaping and amenity of the area within the river banks

Development opportunities Old Clubs building to increase interaction with the river

New riverside parks surrounded by development opportunities for uses with active ground floors, such as mixed-use, and/or tourism oriented developments

Mixed-use development opportunities relating to open space around rivers

Greening of Sinclair Street in combination with features at the entrances in the town centre

Attracting an active use in an iconic building in this highly visible location

Other general initiatives

- Biodiversity linkages
- Parks and urban space development
- Arts and creative initiatives
- Responding to an aging population
- Community services
- Crime Prevention Through Environmental Design
- Provision of public facilities
- Valuing history and culture
- Place Management Organisation
- Town markets
- Employment interventions
- Visitor and tourism strategy
- Traffic management
- Pedestrian and cycle interventions
- Streetscape upgrades
- Way finding & Signage
- Heritage and Building Character recognition
- Planning and building controls

RIGHT FIG. 4-16: Urban amenity improvements map for Blenheim Town Centre

Blenheim Town Centre urban amenity improvements

Action	Page
Streetscape	
Logo and name for town centre upgrade projects (to BRAND process).	
Integrated design and programming of streetscape planning and works (trees, footpaths, lights, furniture, open spaces).	
Install i-Site signs 5km out of town centre on SH1 and SH6.	35
Signpost alternative walkway from CBD to Pollard Park to make it safer and more direct.	88
Improve town centre signage on three major entrances to town centre: intersections Nelson and Hutcheson St.; Alfred and Sinclair St.; Main and Sinclair St.	46
Investigate installing live signage in town centre showing car parking vacancies.	
Prepare a Town Centre Development Design Guide as a non-statutory planning tool to guide appropriate responses to new development and adaptive reuse development.	95-98
Provide heritage way finding and information signage along identified routes and adjacent to key buildings, including Maxwell Rd, Market St, southern Henry St, eastern Arthur St, High St, Alfred St and Sinclair St.	95-98
Produce a Heritage Walking Route Map for Blenheim town centre.	95-98
Street trees to soften the look and feel of the CBD and to assist with the legibility of the town centre	
Replace existing palm trees in Market St; find alternative location for palm trees first.	66
Footpaths/Streetscape Improvements in the proposed strategy.	43
Investigate a street design review to move some of the physical clutter in areas where vehicles could not have accessed anyway	79
Investigate the alteration of lamp posts	79
Install themed public art, street furniture and signage to create a unique identity	55

Action	Page
Install clusters of themed sculptures for people to play on – select six locations.	55
Illuminate town centre trees and Taylor River reserves; install mood lighting along Taylor River walkways.	55
Community spaces	
Open Space reconstruction of Market Place.	77
Open Space construction of Bythell Place.	78
Develop an urban pocket park on the Queen St car park in front of the proposed commercial development.	65
Develop a small riverside park on two High St location.	71
Develop a riverside walkway between Sinclair St (northern bank Taylor River) and Dillons Point Road (western bank Opawa River).	
Develop a landscape master plan and implementation strategy for changes to Taylor River and associated areas.	70
Implement landscape master plan, including landscaping, board walk, jetty, earthworks, parkland and ecological planting.	70
Plan for Small Group Congregation Points in the town centre for local young people and seasonal workers in highly visible, public places.	53
Investigate opportunities to accommodate markets in town centre (find site and develop management function). Combine with already proposed twilight markets.	38
Revision of the Open Space Strategy to consider the possibility of delivering recreational open space within easy walking distance 200-500m of 75-100% of residents.	64
Develop a strategy for reduction of stream maintenance, mowing and carbon associated costs with the development of 1 ha. ecological plantings 1km apart on the Taylor River to strengthen the Tui To Town project.	70
Installation of landscaping and street art to create stronger visual links between the Taylor River and Market Place along Market St, Seymour St and High St.	70

Blenheim Town Centre urban amenity improvement continued.

Action	Page
Traffic movement — vehicle	
Pedestrian signals at existing crossing at intersection of Market St, Main St, Scott St and Maxwell Rd.	88
Signalisation of: <ul style="list-style-type: none"> Nelson St. and Hutcheson St. intersection Symonds St. and Main St. intersection Redwood St. and Kinross St. intersection Seymour St. and Maxwell Rd. intersection *All include pedestrian crossings	89
Investigate inclusion of Kinross St in the 30km/h zone in conjunction with streetscape improvements.	88
Investigate traffic calming in Stephenson St between Weld St and Scott St.	88
Replacing one-way system of Market Place between High St and Wynen St by a two-way system.	89
Viewing corridor/gateway study to identify view corridor and associated gateway opportunities within the CBZ, focussing on approaches from Picton, Christchurch and Nelson.	82
Pedestrian and cycling	
Build staircase and/or ramps between the footpaths on both sides of Hutcheson St (immediately south of the bridge) with the footpath on the southern bank of the Taylor River.	70,88
Extend Russell Terrace as a walkway from Alfred St to river.	72
Improve access to the Taylor River and cycling and hiking trails; connect these trails to the CBD, i-Site and Wither Hills Reserve Tracks.	70
Investigate cycle lanes on Maxwell Rd between Seymour St and Alabama Rd.	88
Cycle lanes on Hutcheson St between Nelson St and Alfred St.	88
Cycle lanes on Seymour St between High St and Maxwell Rd.	88

Action	Page
Safety	
Alfred St between Seymour St and Seventh Lane.	47
High St between Seymour St and Queen St.	47
Develop lighting and access policy for Town Centre Lanes (First-Fourteenth Lanes).	47
Commission a town centre wide CPTED (Crime Prevention Through Environmental Design) review to identify potential improvement across the centre.	47
Undertake a detailed CPTED assessment of the alleyway from the Warehouse car park, along the rear of the Post Office Building to Market St.	47
Undertake CPTED improvements within Pollard Park.	47
Formalise CPTED considerations into the District Plan Review for all new development and building redevelopment.	47
Ensure any Council commissioned works go through a professional CPTED review prior to its formalisation.	47
Replace the existing CCTV network throughout the town centre with wireless camera technology.	47
Capital projects	
Develop a new library in a central location (site to be determined); include some retail space on the ground floor.	30
Develop a new art gallery in a central location (site to be determined).	32
Develop new theatre in proposed location next to Convention Centre.	29
2 High St purchase for development of small riverside park and to encourage development of hotel and/or restaurant on site.	71, 83
Develop new i-Site and downsize the current i-Site.	35
Encourage sleeve development on the Queen St car park backing onto 13th Lane.	65

Blenheim Town Centre urban amenity improvement continued.

Action	Page
Refit existing old Marlborough Clubs building into a seafood restaurant, boutique brewery or wine bar with potential of attracting development sleeving Convention Centre (depends if current owners want to sell).	72, 73
Encourage development of a hotel and/or restaurant on 2 High St site to generate activity in this area over an extended part of the day and to front onto proposed riverside park.	83
Investigate options for fire station relocation and encourage development on the land between the fire station and Sinclair St and between the fire station and Main St for commercial uses.	83
Integrate Queen St public toilets with new library/new art gallery, include mother care, breast feeding, baby changing facilities.	32, 65
Integrate public toilets with new Alfred St car park, include mother care, breast feeding, baby changing facilities.	
Town Centre management	
Promote a Development Vision for future town centre, setting out the nature and desired location for different types of development.	57
Prepare indicative designs for developments on strategic sites, illustrating the type of quality, affordable developments desirable for particular strategic town centre sites.	57
Develop the first demonstration projects to showcase good quality affordable developments of different types in superior business settings.	57
Complete a Development Opportunities Study to investigate potential strategic property development opportunities, possibly property acquisitions and preliminary development concepts.	102
Benchmark a number of NZ towns to determine appropriate fit for a town centre management organisation. Refer to District Council Policies for resourcing issues.	39
CBZ applications must consult with the Urban Design Panel and be approved before it goes to the Hearings Panel.	102
Town centre annual progress check/survey.	

Action	Page
District Council policies — regulatory approach	
Undertake a review of plan provisions for new structures in CBD. Prepare a plan change for the Primary Shopping/CBZ zones to provide greater control of built form and streetscape quality.	102
Encourage redevelopment of the area bound by Nelson St, Hutcheson St, Taylor and Opawa Rivers for residential and commercial uses, under strict quality guidelines - could be linked to Urban Design Panel (same for Park Terrace).	102
Consider striking a special benefit rate for land owners within the town centre to fund town centre management organisation, and/or provide additional Council resources to operating costs of town centre management organisation (via LGA processes).	39
MDC Development Contributions Policy relating to new development in Blenheim (via LGA processes).	102
Building on workshop outcomes undertake a technical investigation of all identified heritage and character buildings plus places of interest (provisional class A, B, C). The outcomes of this study should seek to: <ul style="list-style-type: none"> inform a District Plan Change to revise and expand the Heritage list (including class A, class B, and the introduction of a new class C). inform buildings worthy of Historic Places Trust listing. establish character precincts (riverside/wharf). 	95-98
Insert a Controlled Activity provision on the modification/demolition of proposed class C heritage buildings	95-98
Provide financial incentives to owners of heritage assets listed in the District Plan through the introduction of Heritage Improvement and Incentive Grants (via LGA processes)	95-98
Fund the review of pre resource consent applications of class A-C buildings by a conservation architect/heritage specialist (via LGA processes)	95-98
Require a heritage/conservation assessment report in resource consent applications for class A heritage buildings	95-98

Blenheim Town Centre urban amenity improvement continued.

Action	Page
District Council policies — non-regulatory approach	
Prepare a Town Centre Development Design Guide which also covers heritage/character as a non-statutory planning tool to guide appropriate responses to new development and adaptive reuse development.	102
Influence built form and streetscape quality through non-regulatory methods, e.g.. financial incentives for desirable design - could be linked to Urban Design Panel.	
Consider funding town centre management organisation from existing Council resources.	39
Building on workshop outcomes undertake a technical investigation of all identified heritage and character buildings plus places of interest (class A, B).	95-98
Provide financial incentives to owners of heritage assets listed in the District Plan through the introduction of Heritage Improvement and Incentive Grants from existing Council resources.	95-98
Fund the review of pre resource consent applications of class A-B buildings by a conservation architect/heritage specialist from existing resources.	95-98
Introduce a heritage steering committee comprised of key representatives.	95-98
Community and visitor attractions	
Promote the Four Hour Coastal Drive. Promote observation areas, wine and craft experiences along the way.	55
Celebrate and showcase Marlborough foods in several initiatives on 'Signature Dishes'.	55
Run a regular program of events on the river bank. Beginning monthly and progressing to weekly Friday evening and weekend events.	55
Create free evening laser light shows at night and weekends. Consider projecting them on to misting fountain in the Taylor River, viewed from the existing amphitheatre, river café and river bank.	55
Develop a wine discovery centre, combined with advice and an introduction to career paths in the wine industry	55
Undertake feasibility study into developing a 'Kitchen Stadium' or 'Health Lab'.	55

Action	Page
Undertake a feasibility study for a programme to promote historic, health and native plants as a visitor attraction as landscape elements and for interpretive, discovery and for use in 'Kitchen Stadium'/'Health Lab' activities.	55
Run these events from the proposed kitchen stadium. Consider 'heirloom varieties' plantings and/or a native plant discovery trail and nursery (with sales of plants, produce and products) with a junior playground and café.	
Run Professional Development and Other Courses in the CBD. Liaise with NMIT and the Hospital management to run professional development and other meetings and courses in the town centre. Consider providing a free venue (at new spaces or Conference Centre).	53
Run regular Business Skills Initiatives on topics such as internet use, doing business on the internet, turning crafts into businesses, selling services to government and big business. Consider involving NMIT and/or the Community College.	52

4.2 Renwick

Land use and growth

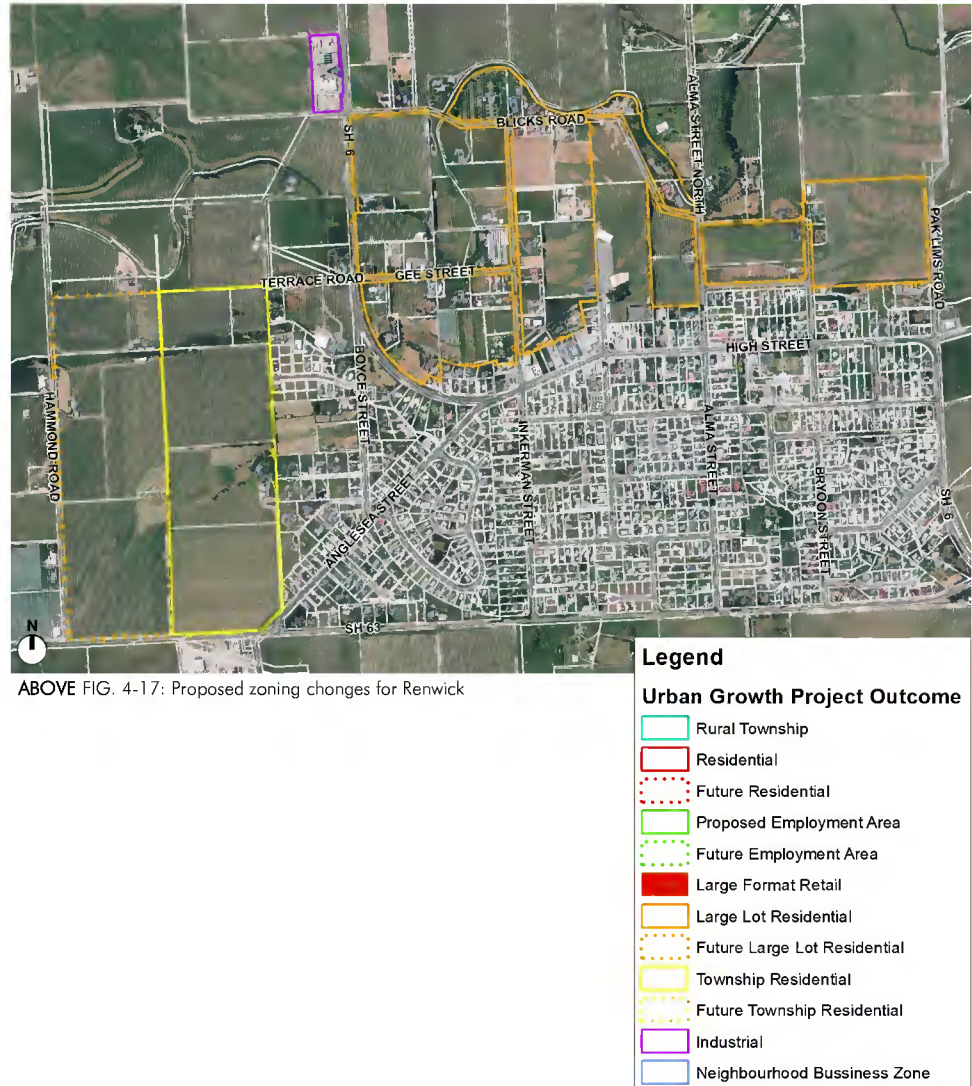
A significant area of land has been identified for residential growth at Renwick comprising of:

- 25 hectares of land is to be rezoned Township Residential immediately west of the current township. This land has infrastructural advantages to other land in the vicinity of Renwick. This land is to be developed at a similar density to the current township.
- 25 hectares of land between this rezoned land and Hammond Road could be rezoned for large lot residential use in the future; and
- 57 hectares of land north of the Renwick township is to be rezoned for large lot residential use defined by SH6 in the west, Pak Lims Road in the east and Gibsons Creek in the north.

The large lot residential zoning will provide for allotments of between 2,000 (with road frontage) and 4,000 square metres as a minimum. It is intended that the large lot residential zoning will provide a buffer between denser residential development and surrounding rural land uses.

Growth was not provided for south of State Highway 63 to prevent the community from being divided by a major transport route.

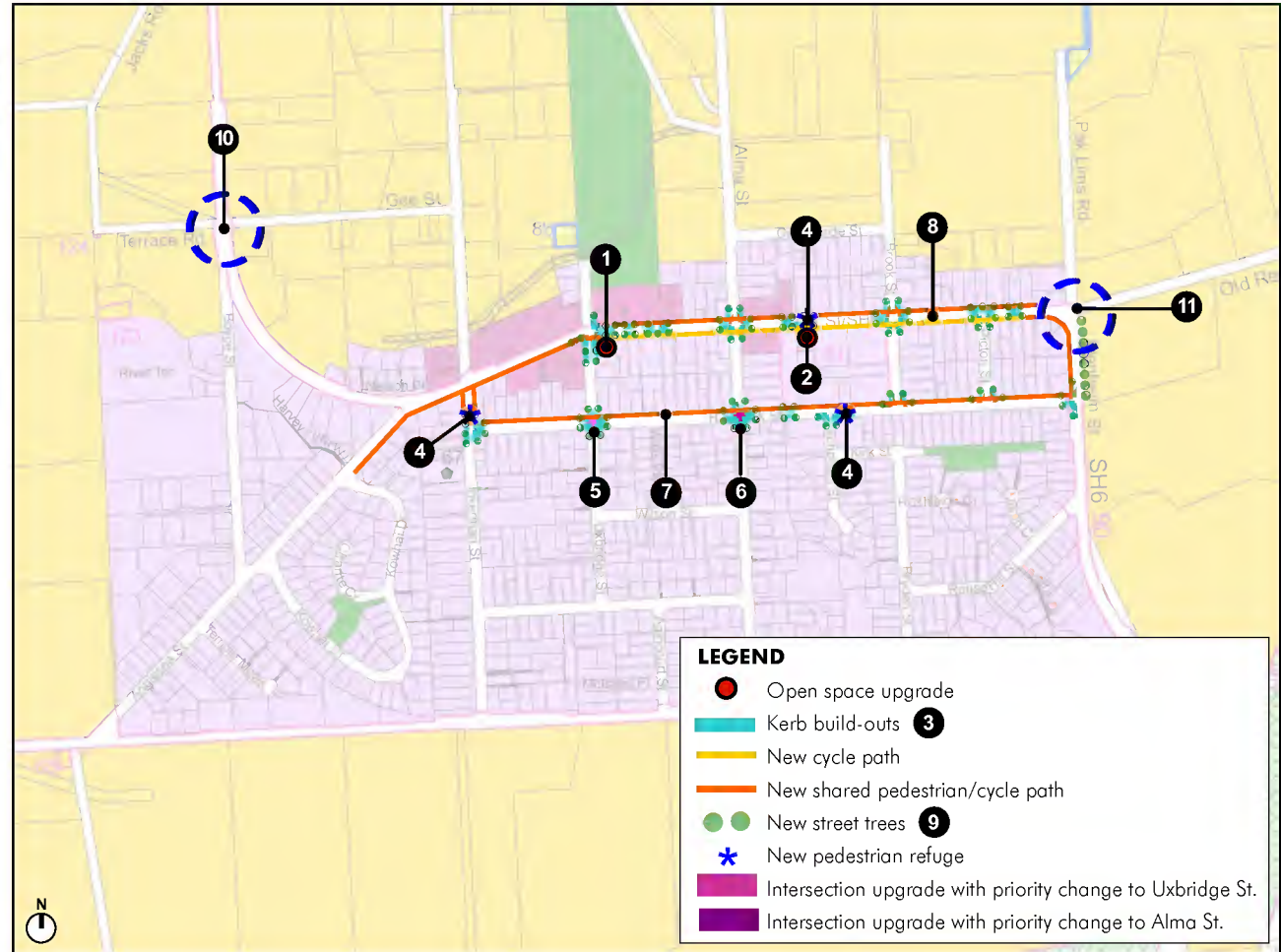
The existing industrial use of land at Tyrone Park is recognised with a change of zoning from Rural to Industrial. Future demand for industrial land will be monitored on an ongoing basis. In the event that the demand exceeds supply, then it may be appropriate to consider other options for industrially zoned land identified in the original Southern Marlborough Urban Growth Strategy Proposal. These were surrounding Tyrone Park and on the eastern side of Pak Lims Road either side of Gibsons Creek.



ABOVE FIG. 4-17: Proposed zoning changes for Renwick

Urban amenity improvements

Ref.	Action	Page
Open space		
1	Upgrade War Memorial Park on the corner of Uxbridge and High Street, subject to Council purchase the land and the landowners wish to sell.	46
2	Construction of new pocket park in front of Renwick Hall on High Street.	46
Movement		
3	Install kerb build-outs at the following locations, subject to further investigation: <ul style="list-style-type: none"> High St intersections at Uxbridge St., Alma St., Brook St. and Picton St. Havelock St. intersections at Blenheim St., Picton St., Brook St., Nicholson St., Alma St., Uxbridge St., and Inkerman St. 	47
4	Install pedestrian refuge at the following locations: <ul style="list-style-type: none"> High St. in front of Renwick Hall. Havelock St. in front of Renwick School main entrance. Corner of Inkerman and Havlock St. 	47
5	Upgrade Uxbridge and Havelock St. intersection with traffic calming measures and change the priority to Uxbridge St.	47
6	Upgrade Alma and Havelock St. Intersection with traffic calming measures and change the priority to Alma St.	47
7	Provide shared pedestrian/cycle path in accordance with 'Streetscape Upgrade Plan'	47
8	Provide on-road cycle path on the southern side of High St and shared pedestrian/cycle on the northern side of High St. in accordance with 'Streetscape Upgrade Plan'	47



ABOVE FIG. 4-18: Urban amenity improvements map for Renwick

Ref	Action	Page
9	Street tree planting in accordance with 'Streetscape Upgrade Plan'	47
10	Upgrade Boyce and Gee Street intersection in accordance with Opus and Weatherall proposal.	
11	Upgrade Pak Lims corner in accordance with Opus traffic design plan, subject to design, and exploring land purchase.	50

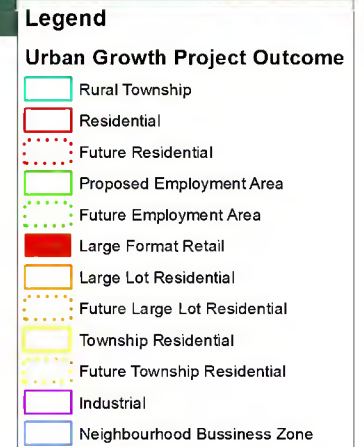
4.3 Wairau Valley Township

Land use and growth

It was noted that the existing residential use of land in Wairau Valley often did not reflect the underlying rural zoning. The Council wanted to rectify this situation, while providing for limited growth contiguous to existing residential areas. Growth was not provided for south of State Highway 63 to prevent the community from being divided by a major transport route.

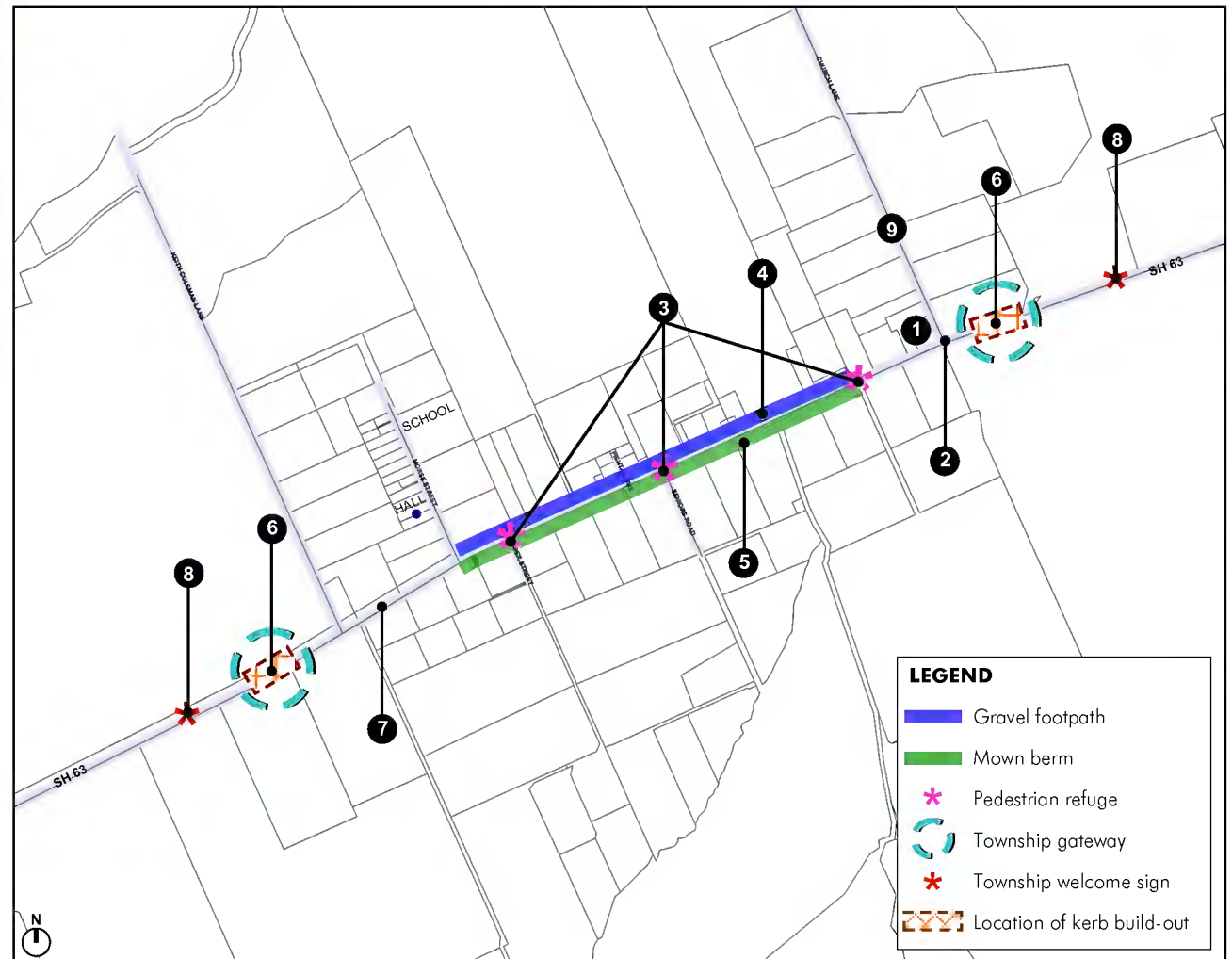


ABOVE FIG. 4-19: Proposed zoning changes for Wairou Volley Township



Urban amenity improvements

Ref.	Action	Page
Community		
1	Provide public toilets at a location on the state highway.	
Landscape and open space		
2	Provide better signage to the area for campervan parking at the end of Church Lane.	16
Movement		
3	Install a pedestrian refuge at the following locations: <ul style="list-style-type: none"> • Intersection of Coopers Street and SH 63 • Intersection of Seniors Road and SH 63 • Mid block between the church (Cnr Church Lane and SH 63) and the cemetery. 	60
4	Construct a new 2 metre wide gravel footpath on the northern side of SH 63: <ul style="list-style-type: none"> • Stage 1: Seniors Road to Fishtail Vue • Stage 2: Coopers Street to Morse Street • Stage 3: Seniors Road to Church Lane 	60
4	Construct a new 2 metre wide concrete footpath on the northern side of SH 63 in the long term: <ul style="list-style-type: none"> • Stage 1: Seniors Road to Fishtail Vue • Stage 2: Coopers Street to Morse Street • Stage 3: Seniors Road to Church Lane 	60
5	Formalise a 2 metre to 3 metre wide strip mown berm on the southern side of SH 63: <ul style="list-style-type: none"> • Stage 1: Seniors Road to Fishtail Vue • Stage 2: Coopers Street to Morse Street • Stage 3: Seniors Road to Church Lane 	60



ABOVE FIG. 4-20: Urban amenity improvements map for Wairau Valley Township

Urban amenity improvement continued.

Ref	Action	Page
6	Construct planted kerb build-outs at the two entrances on SH 63.	60
7	Planting of new street trees (multiple trees) on SH 63 to follow planted build outs.	60
8	Commission the design of two "Welcome to Wairau Valley Township" signs.	60
9	Seal Church Lane as far as the transfer station.	

Non-spatial strategies

Action	Page
Landscape and open space	
Include in the strategy the recognition, protection and enhancement of the natural character values of Walkers Creek.	
Include in the strategy reference to the acquisition of esplanade reserves an improvement to riparian management to provide for the protection and enhancement of natural and habitat values.	
Movement	60
Investigate the provision of regular transport between Blenheim and the Nelson Lakes.	
Set a 50km/hour speed limit on side roads.	
Infrastructure	
Increase the capacity of the scheme providing domestic water supplies.	
Set policies regarding on-site waste water treatment including eco-friendly treatment systems.	
Review policies relating to stormwater and flooding control.	

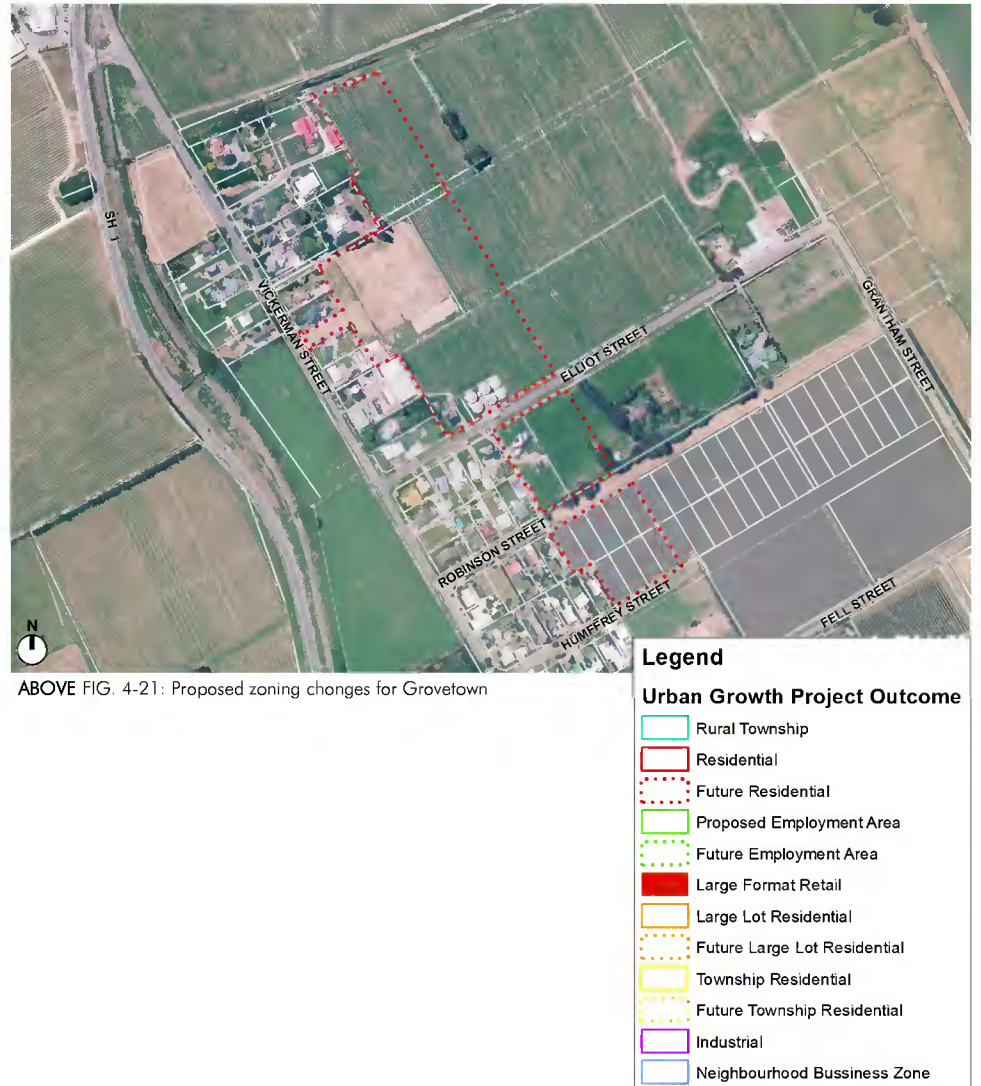
4.4 Grovetown

Land use and growth

There is capacity within the existing residential zoning at Grovetown to cater for projected population growth. For this reason, no additional land has been zoned for residential development.

There was additional land considered to be suitable for residential development and this was identified in the Proposal. Should demand for residential land exceed supply at some point in the future, then it may be appropriate to consider the land identified in the Proposal. This land took into account the flooding hazard to the east.

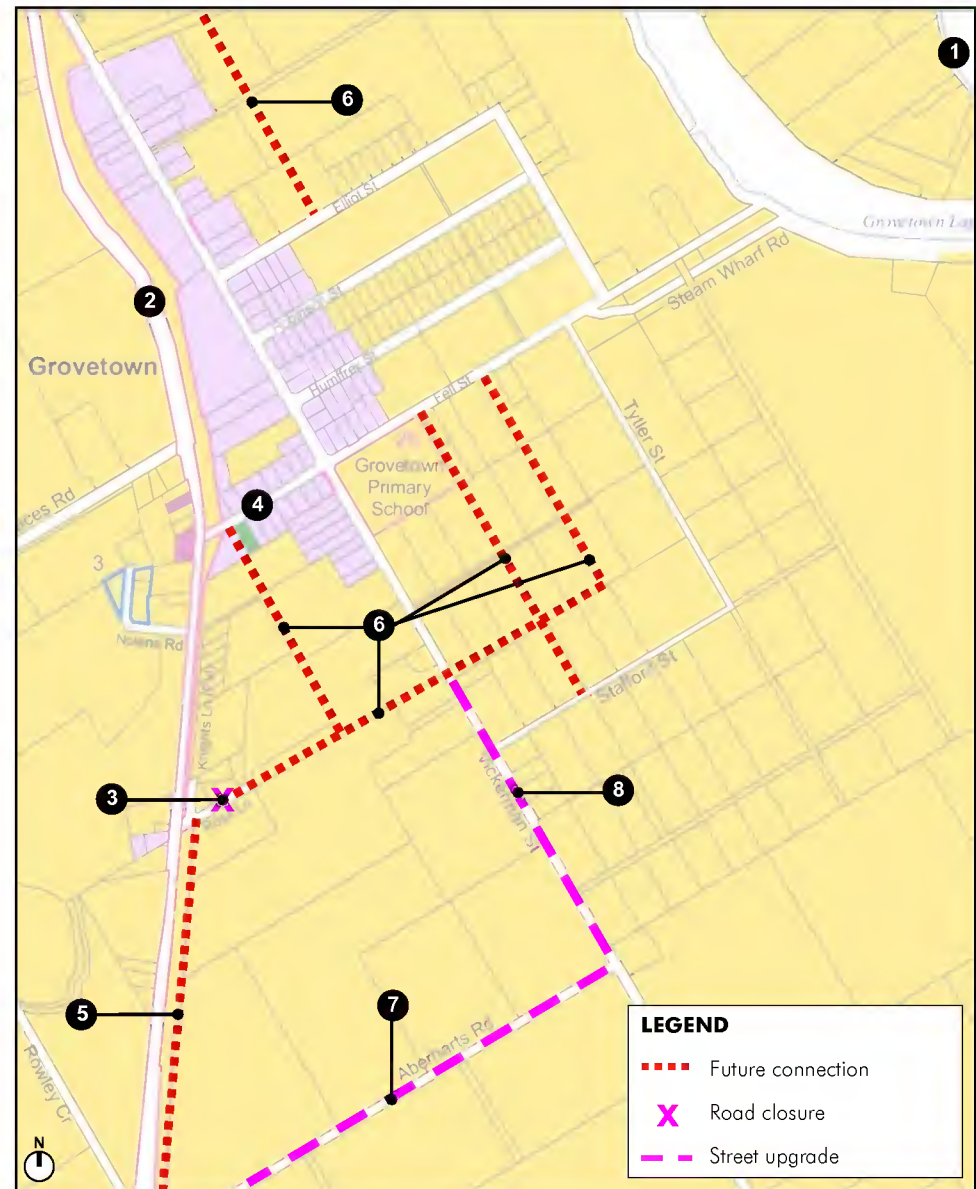
The development of land already zoned for residential purposes or any future rezoned land is to be developed at a similar density to the current township.



ABOVE FIG. 4-21: Proposed zoning changes for Grovetown

Urban amenity improvements

Ref.	Action	Page
	Open space	65
1	Develop a path leading upstream from the Wairau Rowing Club connecting to Spring Creek Township. This would require esplanade acquisition through subdivision process.	
2	Establish a cycleway down the rail corridor to and from Blenheim.	
	Movement network	67
3	Formalise closure of the connection between Ross Lane and SH 1 for vehicles.	67
4	Upgrade Aberharts Road to an open road standard and keep the Fell Street intersection open.	
5	Development of Knights Lane-South to serve properties on Ross Lane and Knights Lane-North as a result of Fell Street and Ross Lane disconnecting from SH 1.	
5	Extend Knights Lane to Aberharts Road with access for the newly subdivided land (if it went ahead) via the Knights Lane extension.	
6	Provide for future connections in accordance with the Urban design Framework.	63
7	Investigation into Aberharts Road's current capacity and scale of upgrades required for it to support additional traffic volume as a result of Fell street and Ross lane disconnecting from SH 1.	67
8	Consideration of traffic calming measures on Vickerman Street around Grovetown Primary School.	67



ABOVE FIG. 4-22: Urban amenity improvements map for Grovetown

Non-spatial strategies

Action	Page
Open space	65
Enhance the functioning of the drains leading from the township to Grovetown Lagoons to provide both ecological and recreational benefits.	
Include in the strategy recognition of benefits of protecting and enhancing the natural values of these water bodies. Create greenways to provide a connection between areas to serve a number of different outcomes e.g. enhanced public access, instream habitat, water quality and flood management.	
Movement network	67
Parking restrictions on the east side of the Fell Street intersection along the state highway.	
No parking lines along Fell Street to improve the safety and efficiency of the railway crossing.	
Footpaths and roads established and upgraded for safety and recreational purposes.	
Infrastructure	66
The existing system of water supplied from individual private wells is retained.	
Investigate the management of stormwater and develop a stormwater management strategy for the whole community. (Maintaining an awareness of costs to ratepayers.)	

4.5 Spring Creek

Land use and growth

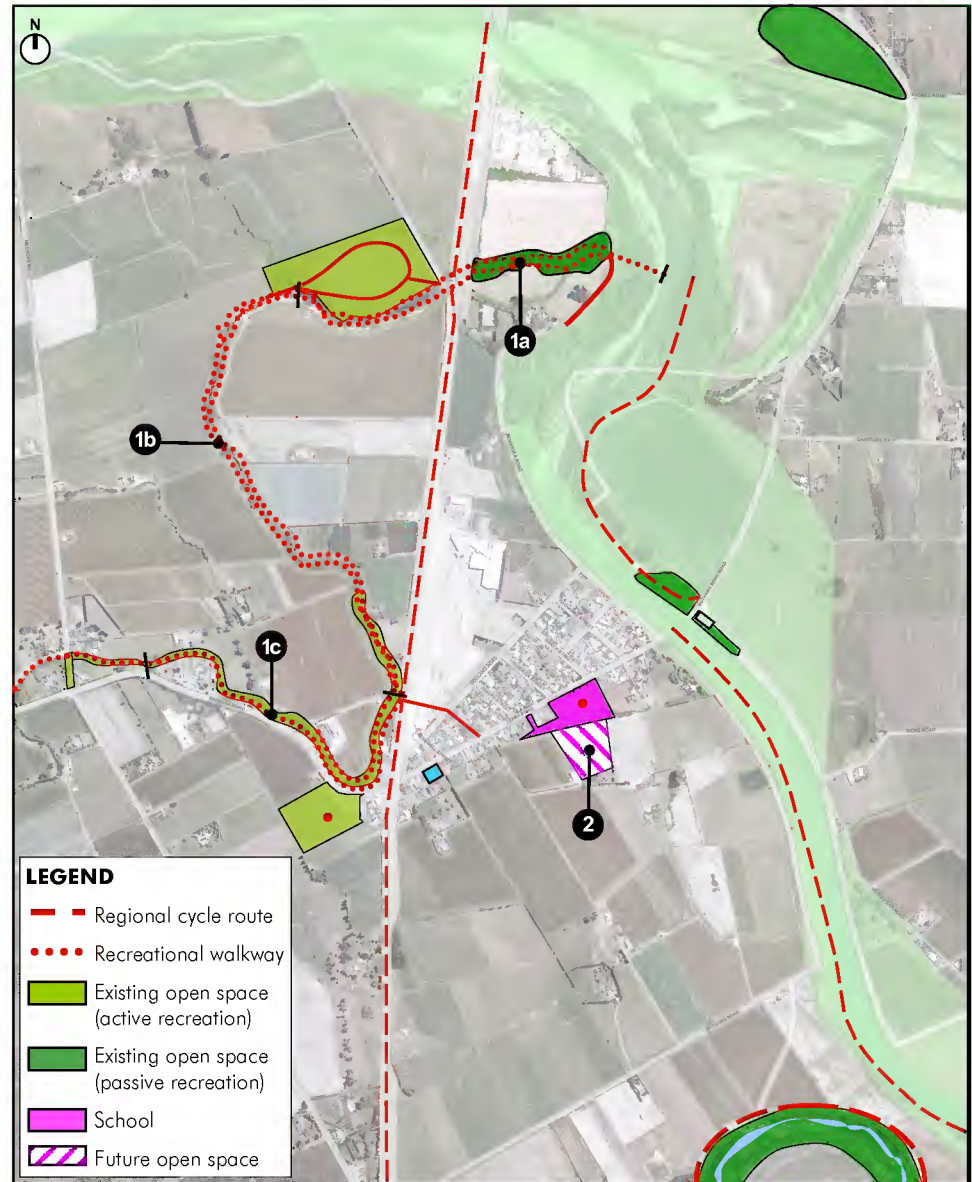
There is no additional land to be rezoned for residential purposes at Spring Creek.

Urban amenity improvements

Ref.	Action	Page
Open space		71
1	Commission a comprehensive plan to develop river land for cycling, walking and horse trekking. a) Stage 1: Spring Creek to the camp b) Stage 2: Kahikatea Reserve to Wairau River c) Stage 3: Area between Spring Creek to Kahikatea Reserve	71
2	Agree on the site to acquire for recreational open space on the eastern side of State Highway 1.	71

Non-spatial strategies

Action
Incorporate improved riparian management into comprehensive plan to develop river land as above.



ABOVE FIG. 4-23: Urban amenity improvements map for Spring Creek

4.6 Tuamarina

Land use and growth

There is no additional land to be rezoned for residential purposes at Tuamarina due to the flood hazard.

Urban amenity improvements

Ref.	Action	Page
Community		
1	Relocate Tuamarina-Waikakaho Community Hall from the eastern side of State Highway 1 to Cameron's Road. Option 1: Relocate to Camerons Road onto Tuamarina School land. Option 2: Relocate to Camerons Road onto privately owned land adjacent to Tuamarina School. Awaiting a clear mandate from the community.	77
Movement network		
2	Provide a new footpath on the western side of Campbells Road leading up to the school main entrance.	78
3	Provide a designated parking bay for school bus drop-off and pick-up.	78
4	Widen Cotterill Street and Campbells Road to allow sufficient space for school bus manoeuvring.	78

Non-spatial strategies

Action	Page
Open space	
Provide a linkage along the Tuamarina Stream to the Wairau River via a walkway along the river bank to improve water access for the residents.	
Provide a cycle path/walkway between Tuamarina and the existing pathway at Blue Gum corner.	
Restore the plantings at Blind Creek.	
Incorporate greenways and biodiversity corridors into the strategy to protect and enhance connections between natural areas and the values of the areas.	
Identify the protection and enhancement of values associated with water bodies, recognise the important habitat and fisheries in the strategy by amending the issues statement.	



ABOVE FIG. 4-24: Urban amenity improvements map for Tuamarina

4.7 Rarangi

Land use and growth

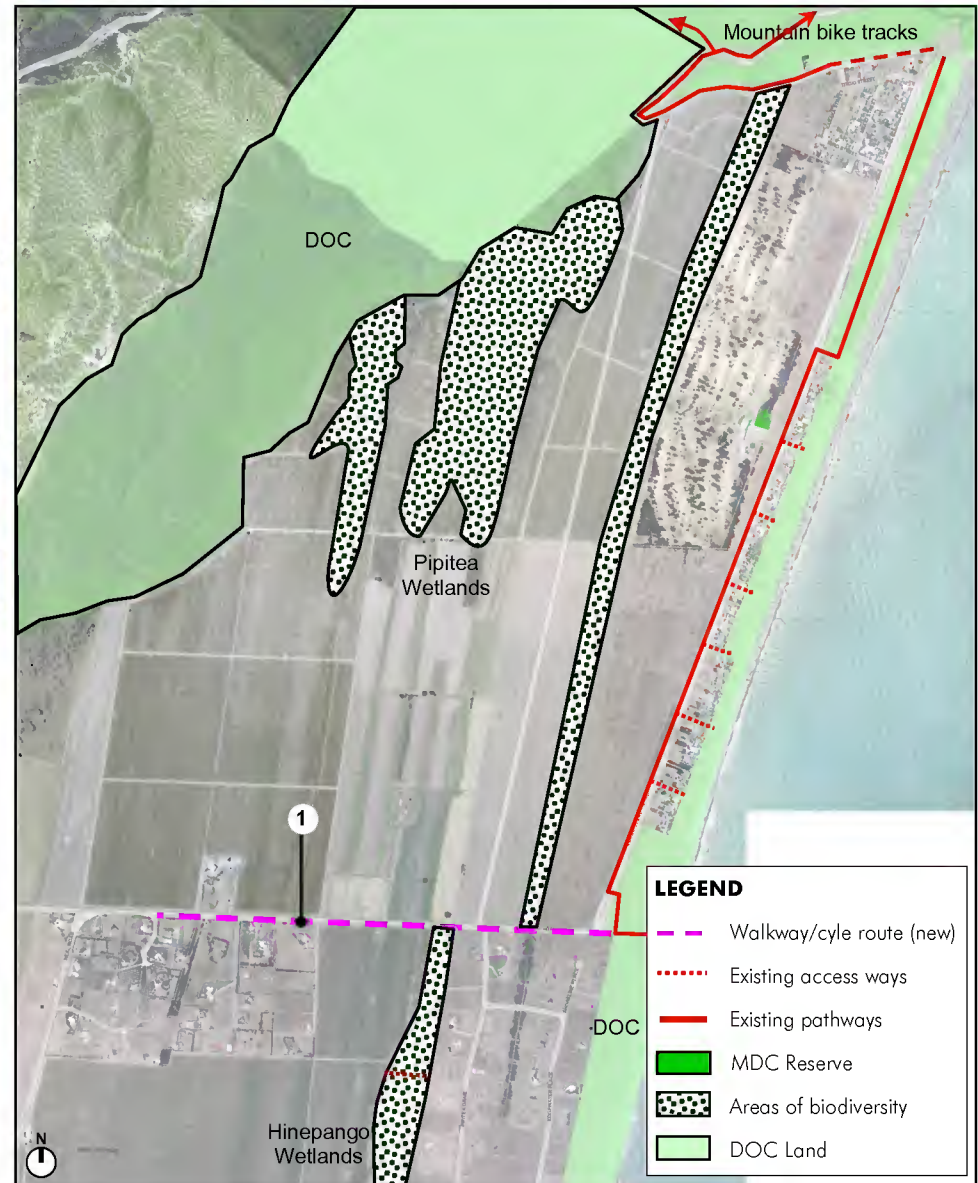
There is no additional land to be rezoned for residential purposes at Rarangi due to insufficient security of water supply, tsunami hazard and the fragile ecology.

Urban amenity improvements

Ref.	Action	Page
1	Provide a walkway/cycle route from Beatrice Street and Pipitea drive to the beach. Can access beach via road from Pipitea Drive. Beatrice Place to beach would require a footpath to be built on Rarangi Road – drain issues.	

Non-spatial strategies

Action
That there is no introduction of a reticulated water supply in order to restrict further growth.
Recognise that whilst not a pristine area, its natural character values should be protected and where practicable enhanced.
Set a new speed limit of 70km/hour to Rarangi Beach Road.
Install a children's playground. Location is to be determined.



ABOVE FIG. 4-25: Urban amenity improvements map for Rarangi

4.8 Seddon

Land use and growth

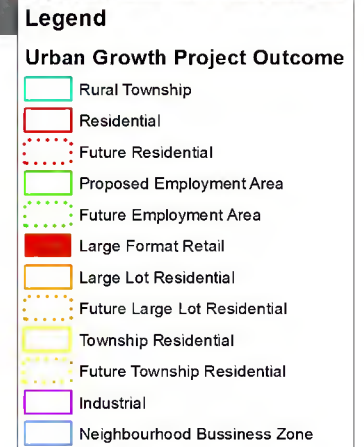
There is capacity within the existing residential zoning at Seddon to cater for projected population growth. For this reason, no significant additional land has been zoned for residential development. However, land on the south-eastern side of Wakefield Street is to be rezoned to provide a limited number of residential allotments.

Future demand for industrial land will be monitored on an ongoing basis. In the event that the demand exceeds supply, then it may be appropriate to consider other options for industrially zoned land identified in the Southern Marlborough Urban Growth Strategy Proposal. These were north of Fearon Street and north-east of the Wakefield Street and Marlidene Avenue intersection.

Additional land is to be rezoned for commercial purposes either side of SH1 between Duncan and Weld Streets and on land between Mill Street and the railway line. The preference is for retail activity to be established on the latter land. The rezoning will assist to re-establish the function of Mill Street as a main street and to create an environment attractive for businesses.

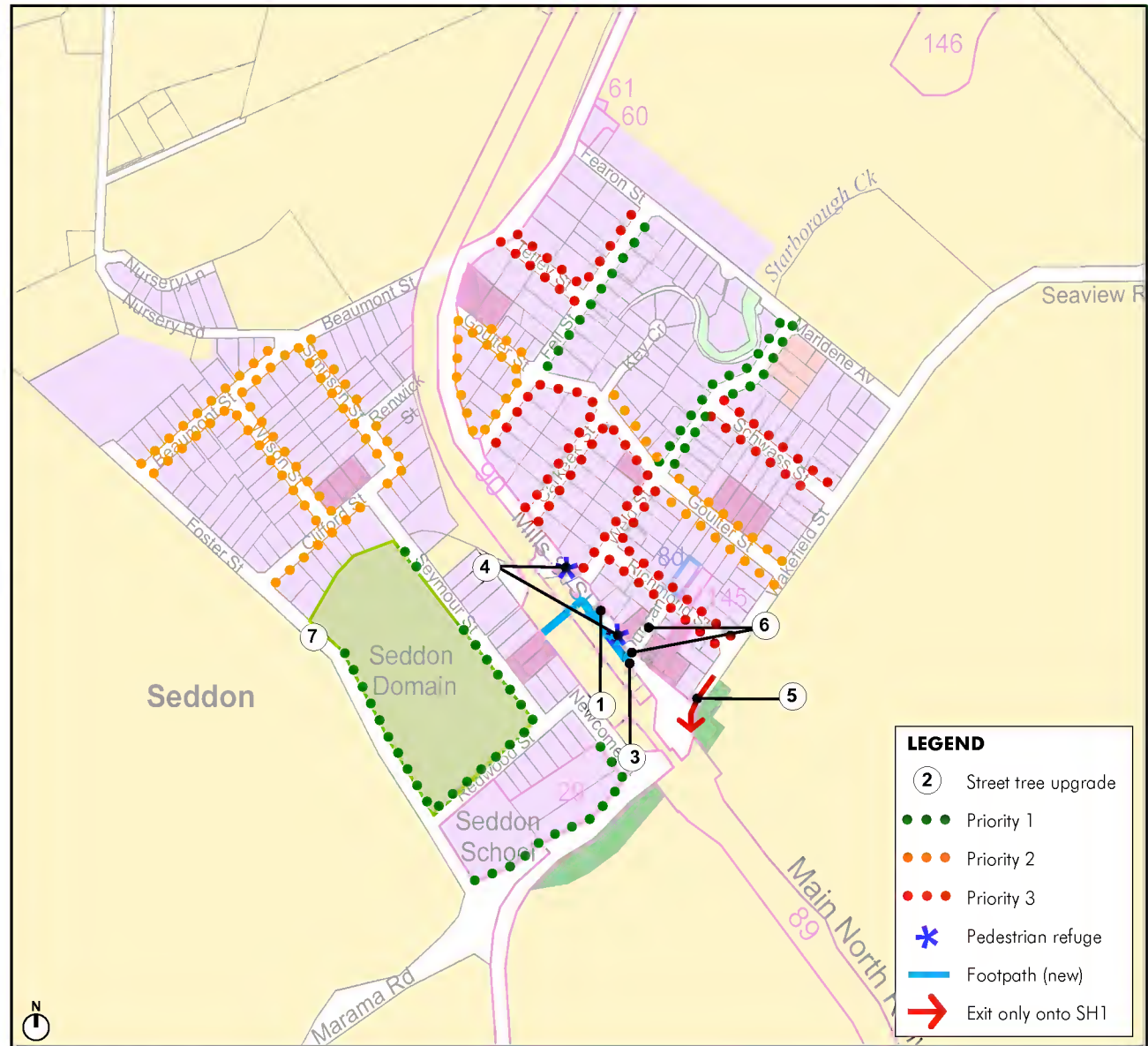


ABOVE FIG. 4-26: Proposed zoning changes for Seddon



Urban amenity improvements

Ref.	Action	Page
	Open space	87
1	Investigate streetscape upgrade with street planting, footpaths, and street parking in conjunction with retail shops on the southern side of Mill St.	88
2	Street tree upgrade at the following locations: <ul style="list-style-type: none"> • Priority 1 – Fell Street (north), Redwood Street, Foster Street (south), Wakefield Street (south and Weld Street (north). • Priority 2 – Goulter Street, Fell Street (south) Simpson Street, Wilson Street, Clifford Street, Beaumont Street. • Priority 3 – Schwass Street, Richmond Street, Weld Street (south), Carkeek Street and Tetley Street. 	87
	Movement	
3	Provide footpath on the south side of Mill Street to improve accessibility to the Domain.	88
4	Install two pedestrian refuges on Mill Street, at locations illustrated in the Urban Design Concept.	83, 88
5	Reconfigure the Wakefield St. and SH1 junction to allow exit only onto SH 1.	
6	Provide street parking on Mill Street and Duncan Street	88
7	Construct a bridge over the ford on Foster Street.	



ABOVE FIG. 4-27: Urban amenity improvements map for Seddon

Non-spatial strategies

Action
Investigate additional street lighting for residential areas.
Tidy up area between railway station and the area to the west on the southern side of the state highway up to Starborough Creek.
Incorporate greenways and biodiversity corridors into the strategy to protect and enhance connections between natural areas and the values of the areas. Esplanade and reserve acquisition in relation to Starborough Creek may address flooding and erosion hazards.
Formalise and upgrade road and rail underpasses.
Do not install a pedestrian crossing on the state highway.

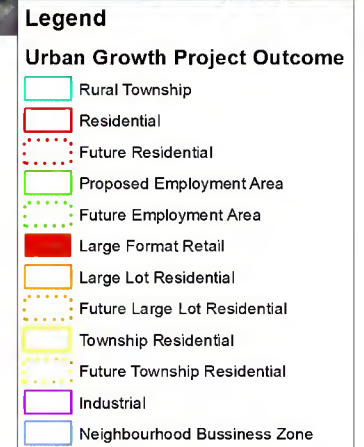
4.9 Ward

Land use and growth

There is capacity within the existing residential zoning at Ward to cater for projected population growth. For this reason, no additional land has been zoned for residential development. Land between Duncan and Seddon Streets has been identified as the preferred location for future residential growth should other activities lead to a significant growth in population. This land is identified in the Southern Marlborough Urban Growth Strategy Proposal. The development of land already zoned for residential purposes or any future rezoned land is to be developed at a similar density to the current township.

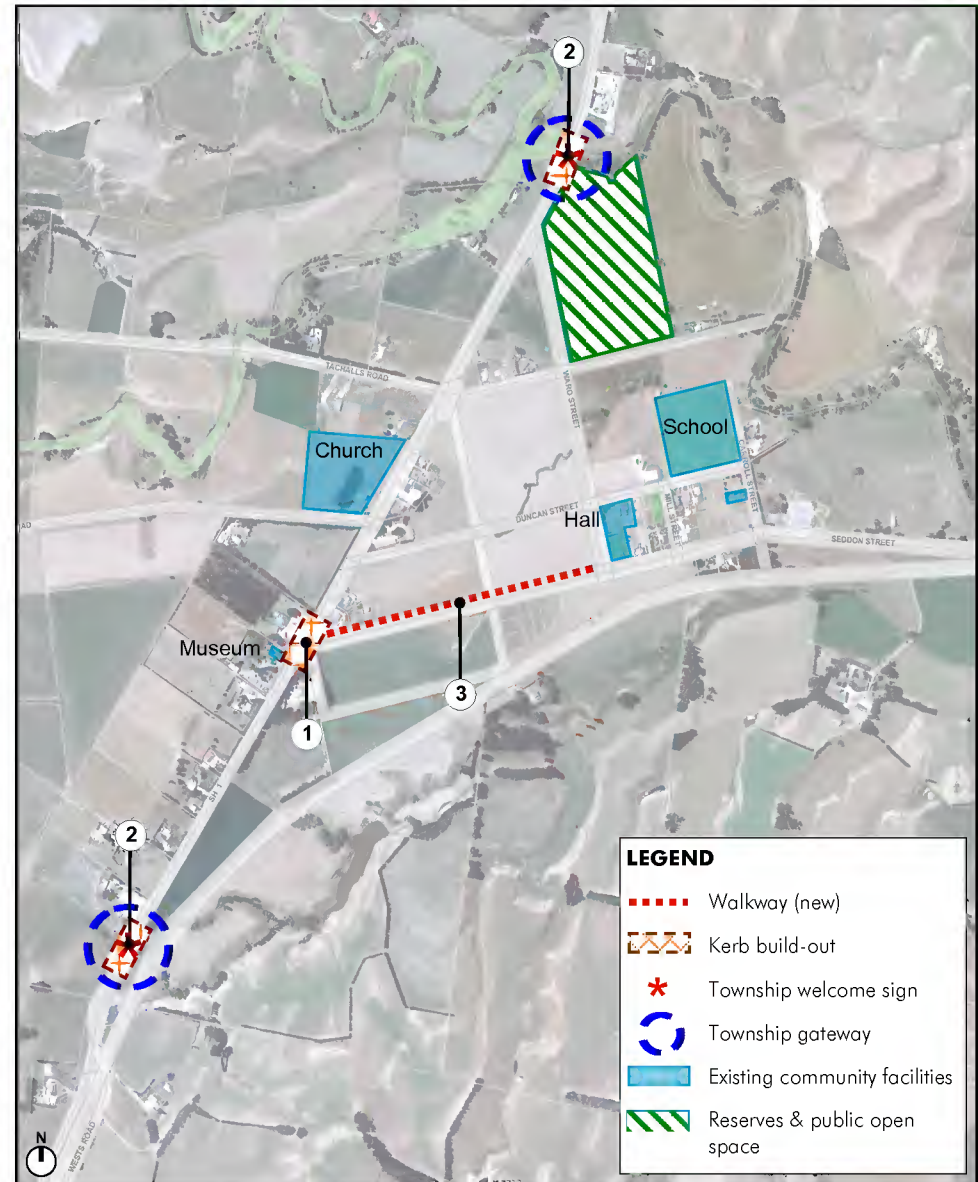


ABOVE FIG. 4-28: Proposed zoning changes for Ward



Urban amenity improvements

Ref.	Action	Page
	Movement	96
1	Construction of kerb build-outs at the junction of SH 1 and Seddon Street and associated planting.	96
2	Construction of kerb build-out at the two entrances into Ward and associated planting.	96
3	Construction of walkway along the northern side of Seddon Street from main shops to community hall.	96
2	Commission the design to two "Welcome to Ward" signs.	96



ABOVE FIG. 4-29: Urban amenity improvements map for Ward

4. 10 Picton & Waikawa

Land use and growth

There are significant physical and infrastructural constraints to urban growth in Picton and Waikawa. There is limited land available for growth in residential or employment uses due to the steep topography of the land surrounding Picton and Waikawa. The physical constraints relate to natural hazards, particularly slope instability and flooding. Limits on water supply also significantly constrain growth opportunities. The outcome is that no additional land is to be rezoned for residential or employment purposes in Picton and Waikawa. This means that growth will have to be accommodated on land already zoned for residential and employment purposes or outside of Picton and Waikawa.

The Council will monitor the demand for industrial land and may initiate further investigation of possible industrial or commercial sites in or near Picton/Waikawa if the supply of zoned land does not adequately cater for demand.

Limited processing of cargo will be provided for in the Port zone which may assist to cater for the demand for employment land.

Picton and Waikawa urban amenity improvements

Ref.	Action	Page
	Enhance biodiversity systems and open space experience	73-80
1	Construct a walkway through the cemetery. Pending further investigation, when and if required.	77
2	Construct a walking track in Broadway Reserve. Further investigation required.	77
3	Construct a walking track in Scotland St Reserve. Pending further investigation, when and if required.	77
4	Construct areas for a playground, park, toilet, rest area and picnic area in Nelson Square. Further investigation required.	77, 78
5	Construct a walking track in Essons Valley. Further investigation required.	77
5	Create a walkway in Essons Valley (York Street) to provide a connection to DOC reserve south of this area. Further investigation required.	77
6	Develop an off-road connection into the CBD via Heather Place Esplanade Reserve. Further investigation required.	77
7	Picton Youth Park: upgrade skate park, tennis and basketball area. Further investigation required.	77
8	Upgrade public toilets and eradicate weeds in the Shelley Beach area. Further investigation required.	77
9	Undertake weed and wasp control in Victoria Domain. Further investigation required.	77



ABOVE FIG. 4-30: Urban amenity improvements map for Picton and Waikawa

Picton and Waikawa urban amenity improvement continued.

Ref.	Action	Page
10	Reserve an area for open space/playground and enhance existing walkway and stream planting in Memorial Park. Further investigation required pending reconsideration of other options.	77
9	Upgrade of the play area and construction of a new toilet in the garden/play area at the entrance of Victoria Domain (end of Sussex Street). Further investigation required pending reconsideration of other options.	78
11	Investigate the development of a new reserve on the vacant land at the corner of Newgate Street and Waikawa Road. Further investigation required.	78
4	Develop an ecological node in Nelson Square through biodiversity planting. Further investigation required.	74
12	Construct a waterfront walkway along the southern edge of the eastern marina area. Further investigation required.	79
13	Construct a link between the walkway along the Waitohi Stream (south of Scotland Street) and the track from Newgate Street. Further investigation required.	79
14	Construct a new playground in the Beach Road Reserve in Waikawa Bay. Pending further investigation, when and if required.	80
15	Construct a shared walk/bike track linking the Waikawa marina area with the network of tracks in the northern part of Victoria Domain. Further investigation required.	80
16	Construct a walking track linking the Dublin Street/ Kent street intersection with the Queen Charlotte Drive and Shakespeare Bay lookouts, subject to incorporating this into the Link Pathway strategy.	
Future proof the traffic network		81-87
17	Upgrade footpaths on Auckland Street-N and Waikawa Road-E. Further investigation required.	82
18	Upgrade footpaths on Waikawa Road, Auckland street-S and Broadway Central, subject to further investigation.	82
19	Upgrade footpaths on Broadway, Wellington Street-South and Dublin Street, subject to further investigation.	82

Ref.	Action	Page
17	Improve lighting on Auckland Street near the railway station as part of the footpath upgrade, subject to further investigation.	82
18	Improve lighting on Waikawa Road, northern side, immediately east of High Street, subject to further investigation.	82
18	Improve lighting on the northern side of Broadway, between Auckland and Wellington Streets, subject to further investigation.	82
20	Improve lighting on the eastern side of Wellington Street, south of Waikawa Road, subject to further investigation.	82
18	Construct a mini roundabout for the Broadway-High Street intersection. Further investigation required.	83
21	Construct a mini roundabout for the Dublin Street-Auckland Street intersection, subject to further investigation.	83
22	Construct a mini roundabout for the Dublin Street-Wellington Street intersection. Pending further investigation, when and if required.	83
23	Promote Kent Street as the State Highway in the place of Auckland Street, subject to further investigation.	83
18	Construct on-street cycle lanes in Auckland Street, subject to further investigation.	84,87
24	Construct on-street cycle lanes in Wairau Road, subject to further investigation.	84,87
23	Construct on-street cycle lanes in Kent Street, subject to further investigation.	84,87
19	Construct on-street cycle lanes in Dublin Street east of Auckland Street, subject to further investigation.	84
25	Construct on-street cycle lanes in Waikawa Road, subject to further investigation.	84-86
26	Construct on-street cycle lanes in Surrey Street (Waikawa Road), subject to further investigation.	84
27	Construct on-street cycle lanes in Sussex Street (Waikawa Road), subject to further investigation.	84

Picton and Waikawa urban amenity improvement continued.

Ref.	Action	Page
28	Implement a 30km/hr zone in the indicated area in the town centre, subject to further investigation.	84,87
29	Ban parking on the eastern side of Waikawa Road north of Queen Charlotte College, subject to further investigation.	86
18	Construct parallel parking in the indicated positions on Waikawa Road.	83
17	Construct formal pedestrian crossings in the intersection of London Quay and Auckland Street. Pending further investigation, when and if required.	83
30	Construct formal pedestrian crossing in the indicated position in Upper High Street. Pending further investigation, when and if required.	83
30	Construct informal pedestrian crossings in the indicated position in Upper High Street, subject to further investigation.	83
31	Construct informal pedestrian crossings in the indicated positions in Wellington Street, subject to further investigation.	83
32	Construct formal pedestrian crossings in the indicated positions in London Quay, subject to further investigation.	83
33	Construct formal pedestrian crossings in the indicated positions on Waikawa Road; near Newgate Street; near Suffolk Street, subject to investigation.	86
34	Construct an off-set junction at the intersection of Wellington Street and Broadway, subject to investigation.	83
35	Redesign Wairau Road/Kent Street intersection to improve flow of south bound ferry traffic. Referred to NZTA to investigate design options.	
16	Redesign/upgrade the Dublin Street/Kent Street roundabout. Referred to NZTA to investigate design options.	
33	Provide a pedestrian crossing on Waikawa Road in vicinity of Marina Cove.	
36	Widen Beach Road to accommodate a cycle lane to the marina.	

Ref.	Action	Page
	Connect the Port to Picton	37-43
37	Develop foreshore design including 'orientation point' and direct walkways, including boardwalk, subject to further investigation.	41-43
37	Extend the covered walkway at the terminal to the orientation point and to the i-site and railway station. Provide planting and wind shelter. Subject to further investigation into the optimum location of the i-site.	
37	Retain and expand the children's paddling pool at the foreshore, subject to further investigation.	
37	Picton Foreshore: disability access, water play feature and playground upgrade are planned; align with foreshore design with new pedestrian connections. Subject to further investigation.	41-43
	Respond to heritage and encourage building quality	52-54
38	If museum remains at current location then extend it to accommodate the National Whaling Museum.	
38	Improve the signage for the museum.	
39	Undertake remedial works on the railway Station. Recognise its historical importance.	
	Extend the library	55-58
40	Upgrade the library and expand into medical centre. Subject to further investigation, recognising also that other sites may need to be identified.	57
40	Extend the library back to Auckland Street incorporating the existing medical centre, Smiths or Heatherly House. Create a long term solution. Subject to further investigation, recognising also that other sites may need to be identified.	
40	Construct a purpose built library/council service centre that can cater to the various needs of the community. Create a long term solution. Subject to further investigation, recognising also that other sites may need to be identified.	
40	Investigate accommodation of existing and new community services within the library building. Subject to further investigation, recognising also that other sites may need to be identified.	57

Picton and Waikawa urban amenity improvement continued.

Ref.	Action	Page
	Improve the Vitality of the Town Centre	44-51
41	Increase provision of lighting in identified locations.	45
42	Implement CCTV systems in identified locations, subject to further investigation.	45
28	Upgrade Upper High Street to include central tree planting and trees between parking bays. Subject to investigation re preservation of seascape views.	47
31	Streetscapes upgrade Wellington Street-N, including footpaths, parking bays and street trees. Subject to further investigation.	47
28	Select planting with high foliage that maintains sightlines along High Street. Subject to further investigation in line with overall High St. design.	48
28	Reconsider the proposal to plant more trees in lower High Street altogether. Subject to further investigation in line with overall High St. design.	48
32	Make London Quay more pedestrian friendly by: <ul style="list-style-type: none"> • making it into a pedestrian precinct at least during the peak summer months. • increasing outdoor dining areas. • relocating the proposed outdoor dining area at Oxleys. • making it a one way street. • improving the paving and levels. • providing shelter screening and angle parking. Subject to further investigation.	
	Locate a possible swimming pool site	59-62
29	The Queen Charlotte College vicinity is preferred as a short/medium/ long term option as it is a recreational hub. Community aspirations could alter over the life of the strategy. The project would need to involve community driven initiative.	61,62
29	Consider including the “Picton Sports Complex” an ice skating rink accommodating various ice sports. Subject to community driven initiative.	

Non-spatial strategies

Action	Page
Residential growth	
Long term strategy to source water from the Wairau Aquifer at Spring Creek.	
Install water meters as a mechanism to slow water wastage.	
Employment growth	
Develop a small office strategy to guide the development of offices in Picton.	71
Safeguard and facilitate the extension of the Waikawa marina area to accommodate an additional 0.6 ha marine-related light industry and services.	69
Consider allowing the conversion of existing residences fronting Broadway (between Auckland Street and Wellington Street) to professional offices and medical services.	72
Council to improve employment prospects by attracting new industries to Picton.	
Enhance biodiversity systems and open space experience	
Incorporate into the proposed strategy support for the Kaipupu Point Wildlife Sanctuary.	
Support the Power House Reserve.	
Plan to provide additional trailer parking, launching ramp facilities as the population increases.	
Future proof the traffic network	
Prioritise vehicles disembarking ships, limit "Give Way" and "Stop" signs and provide a direct exit in the design of traffic flow from the ferry terminal to avoid congestion. Referred to NZTA to investigate design options.	
Separate heavy port traffic from the town centre.	
Future proof the railway crossing in the event of a derailment for emergency situations, e.g. fire. Referred to NZTA to investigate design options.	
Develop a strategy for car, bus and truck parking relating to the port, ferry terminal, foreshore and central Picton.	

Action	Page
Undertake safety assessments of all crossings and ramps on and off footpaths on Waikawa Road (near town centre), Broadway (near the town centre), and Auckland Street, pertaining to suitability for mobility scooters. Subject to further investigation.	83
Connect the Port to Picton	37-43
Erect town centre signs in indicated locations.	43
Improve signage directing tourists into the town centre.	
Increase car parking at the ferry terminal.	
Improve lighting on the foreshore walkway, particularly leading to the town wharves.	
Redirect foot traffic from ferries to go past the orientation point, subject to further investigation.	39
Screen the industrial areas along the route between the terminal and the town.	
Provide more public jetty facilities at Picton Harbour. Investigate the availability of public jetty space and management of.	
Improve the Vitality of the Town Centre	44-51
Undertake a CPTED analysis for the London Quay area, when the upgrade is completed.	45
Undertake a CPTED analysis for the proposed foreshore design.	45
Redesign central planters and trees in Lower High Street, subject to water main constraints. Subject to future review over the life of the strategy.	48
Create a town centre management structure, subject to further investigation/community consultation.	46
Develop a programme for shorter events, subject to further investigation and community consultation.	50
Develop a programme for longer events, subject to further investigation and community consultation.	50
Allocate outdoor spaces on High Street for events.	

Non-spatial strategies continued.

Action	Page
Undertake a comprehensive review of the i-site options. Subject to a more comprehensive review of the possible i-site locations, in consultation with the stakeholders involved.	51
Develop a vision for Picton that is unique to this area. The stated vision is generic and could be applied to other NZ townships. Subject to further investigation.	
Relocate the fire station away from High Street.	
Design a fishing village style of architecture for all CBD buildings to adhere to. Undertake an investigation into a design style for Picton (not limited to a fishing village concept).	
The theme of the Picton town streetscape should be applied to the entire town to ensure consistency. Undertake an investigation into a design style for Picton (not limited to a fishing village concept).	
Include in the proposed strategy the concept of a National Whale Centre located on the foreshore. To be developed within 3 years. Outcome subject to costing.	
Provide in the proposed strategy the opportunity for over the water café/ restaurants in Picton.	
Improve the image of Picton for visitors exiting off the ferry, vegetation screenings in light commercial areas.	
Develop a strategy to focus on Picton as the definitive maritime heritage area of New Zealand.	
Respond to heritage and encourage building quality	52-54
Expand the heritage walk to cover the route indicated, accompany with information panels, and undertake marketing. Subject to further investigation.	53
Introduce A and B heritage categories.	54
Investigate heritage value of the items and buildings indicated (excluding C heritage category).	53
Review RM Plan and introduce rules and guidelines to rebuild and create townscape with cohesive and appropriate architecture. Subject to further investigation	54

Action	Page
Provide greater imperative in the Plan for the preservation of historic architecture and the requirement for sympathetic design of new buildings/ developments.	
Recognise in the proposed strategy potential to develop Picton/Waikawa as the definitive areas in NZ for promoting and celebrating maritime history.	
Provide heritage walking tours and cultural experiences.	

4.11 Havelock

Land use and growth

There is capacity within the existing residential zoning to cater for residential growth through to 2031 and no further land is to be zoned for this purpose.

There may be opportunities to encourage retail and limited commercial activity (restaurants and cafes) on open space at Havelock Marina immediately to the south of the boat launching ramp to improve the vibrancy along the waterfront and therefore encourage greater public use of the Marina.

Urban amenity improvements

Ref.	Action	Page
	Absorb growth within the boundaries	114-117
1	Investigate fire station requirements and possible siting options.	117
2	Erect new signs at the entrances to Havelock.	
3	Protect the views of the water from SH6 at the north and south entrances to Havelock.	
	Connect Main Road to Marina	104-108
4	Extend the existing campground, subject to further investigation.	105,106
5	Refurbish three existing boatsheds into 9-30 cabins, subject to further investigation.	107
5	Convert the boatsheds into a community gymnasium, subject to further investigation.	
6	Connect pathway along northern edge of War Memorial Park, subject to further investigation.	105,106
7	Remove two boatsheds to enable a connection between Neil Street and the Port area, subject to consultation with Port Company and the community.	105,106
7	Remove four boatsheds in the south, subject to consultation with Port Company and the community.	105,106
8	Construct new sports courts, subject to consultation with Port Company and the community.	105,106
9	Create a new community lawn in the location of the current sports courts, subject to consultation with Port Company and the community.	105,106
9	Locate a new community lawn in a position where there is a view of the port or the water, subject to consultation with Port Company and the community.	
10	Remove two boatsheds in the north, subject to consultation with Port Company and the community.	105,106
11	Extend War Memorial Park to the north-east, subject to consultation with Port Company and the community.	105,106



ABOVE FIG. 4-31: Urban amenity improvements map far Havelock

Urban amenity improvement continued.

Ref.	Action	Page
11	Extend the public space surrounding the Memorial, subject to consultation with Port Company and the community.	
11	Include children's playground in Memorial Park development, subject to consultation with the community.	
11	Construct fitness track around Memorial Park, subject to consultation with the community.	
12	Create new footpath connections with Rose Street and Peel Street at the northern end of War Memorial Park, subject to further investigation.	105,106
4	Internal camp ground changes, subject to consultation.	105,106
8	Construct a locker room near the proposed sports court, subject to further investigation.	105,106
13	Construct trailer parking, subject to consultation with Port Company.	105,106
14	Commercial development near Slip-Inn.	105,106
7	Connect Neil Street with the Port, subject to further investigation.	105,106
	Enhance the footpath and walkway system	109-111
15	Connect the Link Track with the town via Mahakipawa Drive and the road reserve network as indicated in the proposed strategy.	110
16	Redirect the Link Track away from storage sheds site on Wilson Street (to avoid potential conflict between pedestrians and large boats and vehicles).	
17	Construct a footpath along Rangitane Drive, subject to further investigation and consultation with the Port Company.	110
13	Construct a walkway on the eastern edge of War Memorial Park, subject to further investigation.	110
13	Redirect the proposed walkway along the eastern edge of War Memorial Park away from vehicle and boat trailer traffic.	
16	Redirect the walking track on Wilson Street away from the entrance to the storage sheds site. Sub #193 (Havelock Community Association) suggest 'Redirect the walking track away from Wilson Street to follow the estuary on the lower eastern boundary of the storage shed site then continue down from Brownlee Street to connect with the link track'.	

Ref.	Action	Page
18	Construct a footpath along Ngati Kuia Drive, subject to further investigation. Port Company to action.	110
19	Construct a walkway around the southern edge of the cemetery.	110
7	Construct a footpath on the northern side of Neil Street as part of the proposed connection between Main Road and the port/marina area, subject to further investigation.	110
20	Construct a grass path through the cemetery, connecting Slogan Street with the network around the estuary.	110
21	Construct a footpath in Peel Street to connect with the paths in War Memorial Park, subject to further investigation.	110
22	Construct a footpath in Rose Street to connect with paths in War Memorial Park, subject to further investigation.	110
23	Construct a walkway on the western edge of the estuary, subject to further investigation.	110
24	Construct a footpath on Main Road to serve residential properties on the northern edge of the town, subject to further investigation.	110
25	Construct a footpath on the western edge of War Memorial Park and connect with Main Road, subject to further investigation.	110
	Construct a footpath on at least one side of each residential street.	
26	Plant trees in indicated areas on Main Road in the proposed strategy, subject to further investigation. Incorporate into street tree planting policy.	111
11	Plant trees in indicated areas around War Memorial Park in the proposed strategy, subject to further investigation.	111
17	Plant trees along Rangitane Drive, subject to further investigation.	111
18	Plant trees along proposed footpath Ngati Kuia Drive, subject to further investigation. Incorporate into street tree planting policy.	111
27	Plant trees along Inglis Street, subject to further investigation. Incorporate into street tree planting policy.	111
	Investigate issues around opening a walkway to the scenic reserve and pa site.	111

Urban amenity improvement continued.

Ref	Action	Page
28	Construct a pedestrian clip-on on the Kaituna Bridge.	
	Improve traffic and parking	112-114
2	Construct entrance thresholds, subject to further investigation.	113,114
29	Improve the safety of the Main Road – Cook Street intersection, subject to further investigation. NZTA to keep under review.	113
30	Construct right turn bays at the Main Road – Neil Street intersection, subject to further investigation.	113
31	Construct 20 car parks on vacant land of Neil Street-West road reserve and signage, subject to further investigation.	113
32	Create a right turn bay on Main Road to turn into Inglis Street-East, subject to further investigation.	113
33	Construct a pedestrian refuge on Main Road just south of Lawrence Street, subject to further investigation.	113
34	Construct a pedestrian refuge on Main Road just south of Kavanagh Place, subject to further investigation.	113
34	Construct a pedestrian crossing with refuge south of Kavanagh Place, subject to further investigation.	113
35	Investigate the feasibility of a connection between Main Road and port via Outram Street extension.	113
	For existing and new car parking area paint lines to create designated car parks, subject to further investigation	
11	Increase parking capacity adjacent to Memorial park to cater to sports events.	
36	Investigate into solutions for sight distance problems for heavy traffic turning from Main Road on to Outram Street if this route is to be used for heavy vehicles.	113
35	Extend Outram Street as heavy vehicle route to port, subject to investigation.	113

Ref	Action	Page
	A Wetland in the Kaituna Estuary	120-122
37	Investigate the required capacity to deal with flooding potential in the area envisaged for the wetland.	121,122
37	Create a wetland around the oxidation ponds south of the Kaituna Bridge, subject to further investigation.	121,122
19	Develop access to the northern end of the estuary.	
38	Develop another wetland at north western Pelorus by the old fishing wharf. (Preservation exercise of the old wharf.)	

Non-spatial strategies

Action	Page
Absorb growth within the boundaries	114-117
Investigate and plan for the required capacity of the ponds to cater for future growth.	
Investigate increasing the capacity of the services infrastructure to accommodate existing and future growth.	
Strategy should: → Provide for urban growth → Enhance economic diversity and viability → Maintain and enhance environmental quality → Maintain Havelock as an important link between land and the Sounds	
Connect Main Road to Marina	104-108
Use the sports ground for markets, subject to consultation with the community.	
Address the shortage of boat sheds at Havelock Marina, subject to consultation with Port Company and the community.	
Enhance the footpath and walkway system	109-111
Protect the bird life on the walkway on the spit by prohibiting dogs in this area.	
Improve traffic and parking	112-114
Standardise the speed limits at either end of town, subject to further investigation.	
Reduce the current 70kph speed limit in some internal township roads to 50kph, subject to further investigation.	
Reduce the speed limit at the town entrance on the Nelson side incrementally – 100kph – 70kph – 50kph, subject to further investigation.	
A Wetland in the Kaituna Estuary	120-122
Undertake ongoing works to protect the Barnicoat's Heritage Trail and Kaituna Estuary Walkway from the effects of tidal deluge, subject to further investigation.	
Undertake flood control works. Refer to Assets and Services Committee process.	

Action	Page
Respond to heritage and encourage building quality	123-126
Launch community initiatives for a heritage precinct, subject to further investigation.	126
Work with the museum and other community groups to create a "living museum" around the town, subject to further investigation.	

4.12 Ngakuta Bay

Land use and growth

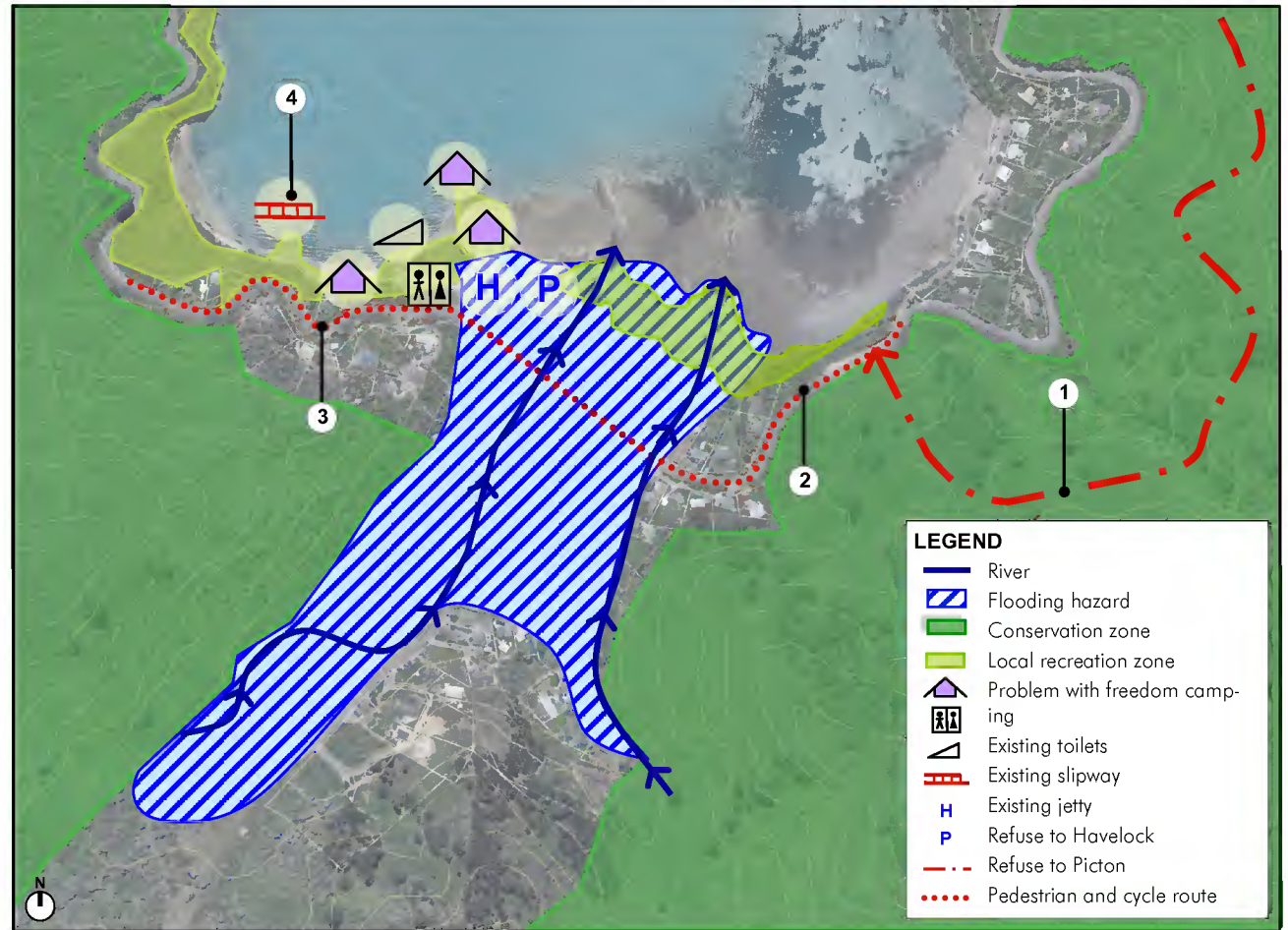
There may be opportunities for a limited number of sites in Ngakuta Bay (in the vicinity of Manuka Drive) to be developed for residential purposes. However, flooding, instability, servicing and roading issues would need to be addressed.



ABOVE FIG. 4-32: Prapased zoning changes far Ngakuta Bay

Urban amenity improvements

Ref.	Action	Page
1	Continue upgrade of bridle path, including signage to connect pedestrians and cyclists to Picton.	95
2	Support the continuation of the Link Track as planned.	95
3	Mark flush median to narrow traffic lanes.	95
3	Erect larger speed signs.	95
3	Install speed bumps at Ngakuta Bay. Refer to Marlborough Roads to develop a traffic safety plan for Queen Charlotte Drive.	95
4	Upgrade the existing jetty.	95



ABOVE FIG. 4-33: Urban amenity improvements map for Ngakuta Bay

Non-spatial strategies

Action	Page
Associated with possible development require contribution to construct unformed section of Manuka Drive.	95
Encourage consolidation of water supply.	95
Encourage construction of community sewer system.	95
Monitor the recently constructed slow vehicle bay and consider implementation of an eastbound slow vehicle bay.	95
Land care group for pest control.	95
Address the stormwater run off and flooding issues before any further residential development in Ngakuta Bay.	
Consider the effects of increased residential development and subsequent demand on the coastal marine area. Consider establishing a mooring management area in the bay.	
Establish a mooring protocol for all bays in the sounds emphasising preservation of views and character of any given area.	
Opposed to any effluent being discharged in the Sounds marine environment.	
Prioritise the development of essential services, i.e. clean water, sewage and a safer traffic network (for vehicles, cyclists and pedestrians).	
Investigate the most suitable status and management of the foreshore.	

4.13 Momorangi Bay

Land use and growth

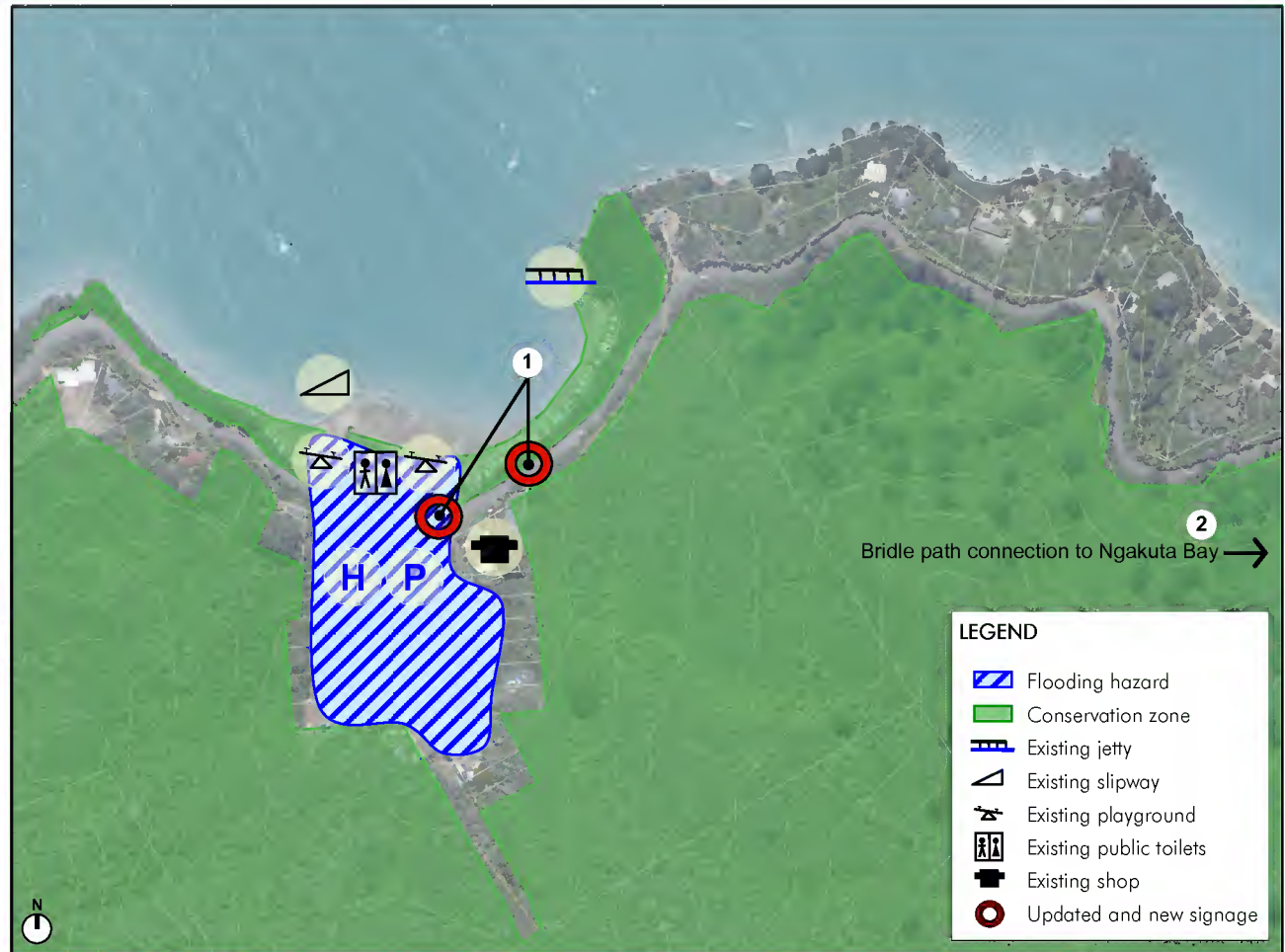
There is no additional land to be rezoned for residential purposes at Momorangi Bay.

Urban amenity improvements

Ref.	Action	Page
1	Erect larger speed signs.	98
1	Erect pedestrian signs.	98
2	Continued bridle path connection to Ngakuta Bay.	98

Non-spatial strategies

Action	Page
Retain the seasonal 30km/hr speed limit.	98



ABOVE FIG. 4-34: Urban amenity improvements map for Momorangi Bay

4.14. Whatamango Bay

Land use and growth

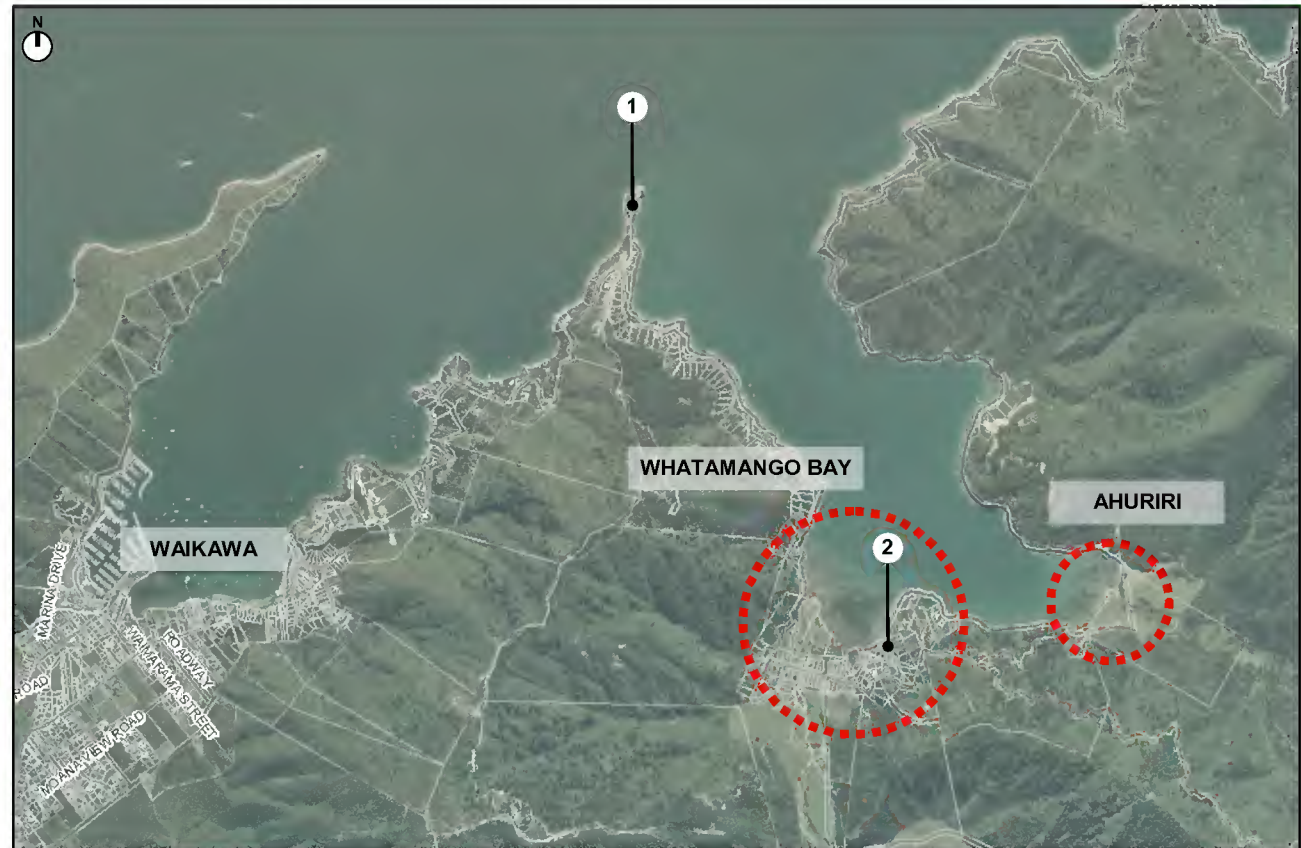
No land in Whatamango Bay is identified for residential growth. However, land at Ahuriri Bay was identified as a potential site for residential development. However, further work on servicing, roading and flood hazard is required before the land could be rezoned.

Urban amenity improvements

Ref.	Action	Page
1	Erect no camping signage at Karaka Point.	101
2	Erect no camping signage at end of McCormick's Road.	101

Non-spatial strategies

Action
Consider the effects of increased residential development and subsequent demand on the coastal marine area. Consider establishing a mooring management area in the bay.
Recognise the Bay as a wildlife area of national importance.
Department of Conservation to upgrade the camp ground facilities.
Recognise the importance of the night-time "Black Sky" environment.

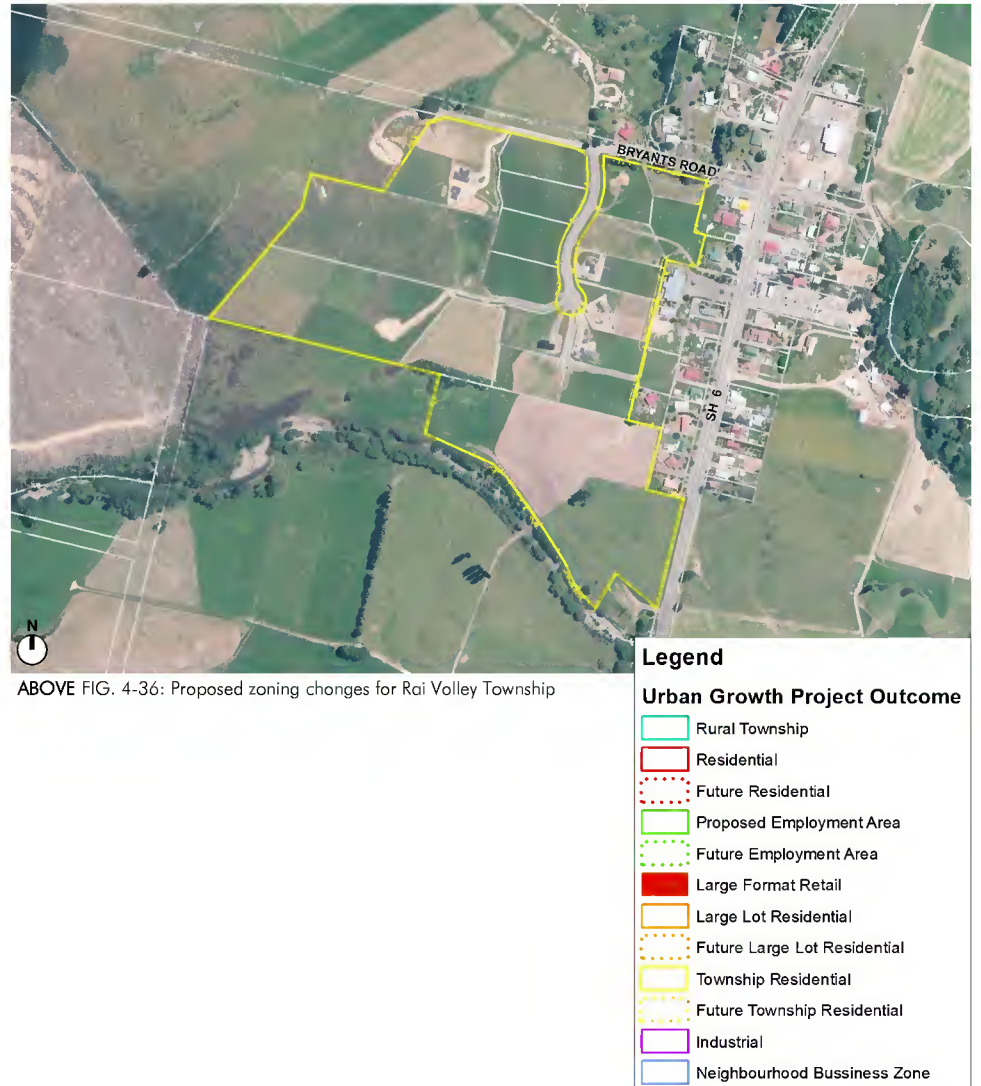


ABOVE FIG. 4-35: Urban amenity improvements map for Whatamango Bay

4.15 Rai Valley Township

Land use and growth

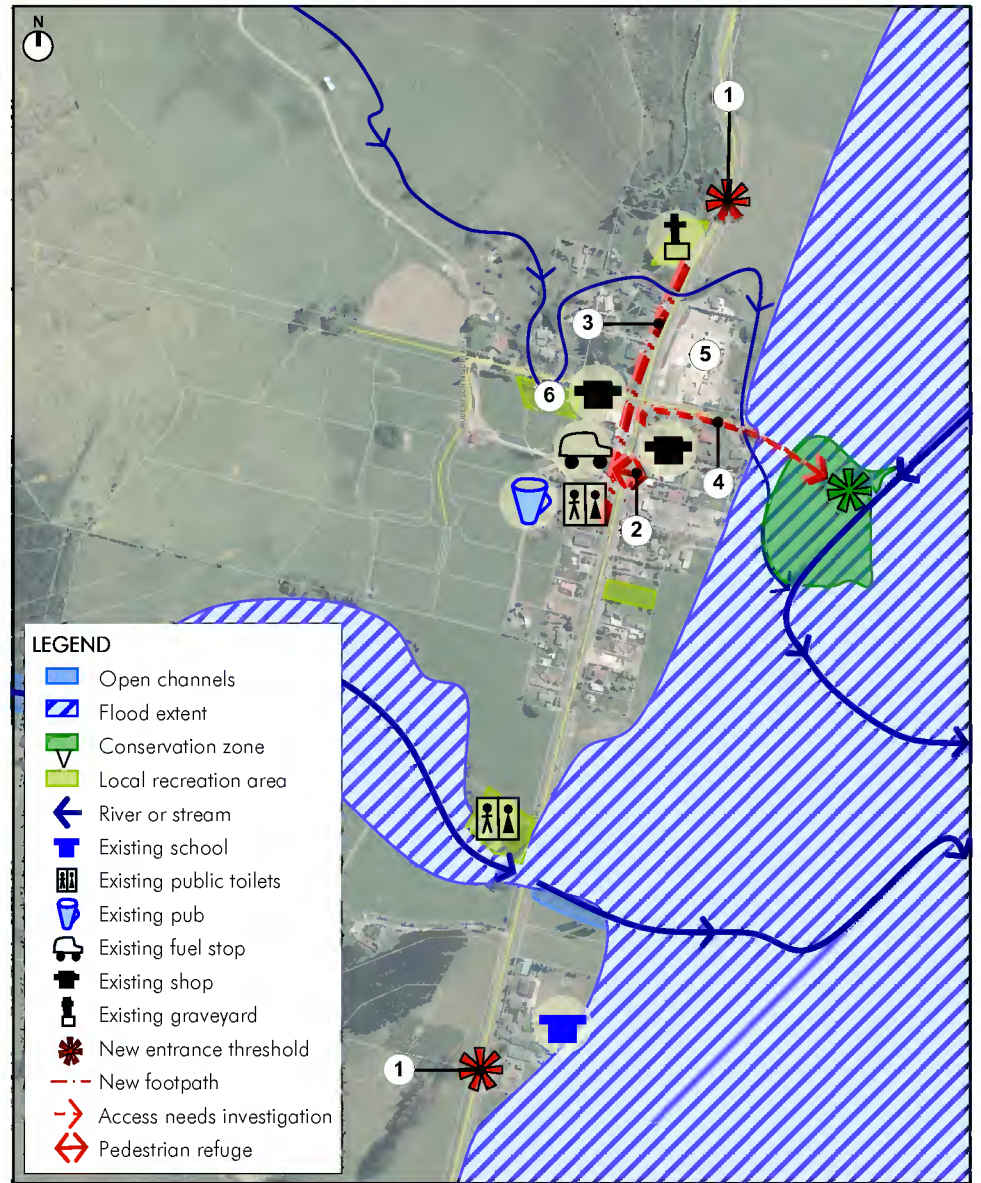
Land west of the Rai Valley township and south of Bryants Road is to be rezoned Township Residential to provide for residential growth. This builds on an existing subdivision of land in the area.



ABOVE FIG. 4-36: Proposed zoning changes for Rai Volley Township

Urban amenity improvements

Ref.	Action	Page
1	Create entrance thresholds on SH6 keeping with a Marlborough theme, subject to further investigation.	133
2	Construct a pedestrian refuge in the indicated position on SH6, subject to further investigation.	132
3	Create a footpath on the western side of SH6.	132
4	Investigate improvements to the access and recreational use of conservation land and the area around the river to the east. Refer to DOC regarding recreational use.	132
5	Investigate potential long term future for derelict mussel factory site. Subject to further investigation and consultation with land owner and community.	132
5	Convert the derelict mussel factory site into a village green, including facilities for commercial activity and car parking. Subject to further investigation and consultation with land owner and community.	
6	Install a children's playground to the new Rai Stream reserve.	



ABOVE FIG. 4-37: Urban amenity improvements map for Rai Valley Township

Non-spatial strategies

Action
Upgrade the village water supply adding capacity for future growth.
Reduce the speed limit in the central village to 50km/hr and install solar power signs showing vehicle speeds.
Reduce speed from outside school to the northern bridge.
Apply a noise suppression surface to the road through the village.
Improve the access to the war memorial cenotaph, including mobility scooter access and lighting. Subject to further investigation.
Improve the road side space along the walking route from the village to the Brown River.
Erect signage at reserves advising of flooding in peak rainfall periods and identifying safe camping sites.
Provide more space for vehicles to pull off the road at the Brown River notice board of destinations and travel times, subject to further investigation.
Construct a walkway from the village to the bridge over the river at Carluke, subject to ownership and community initiative.
Reopen and redevelop the old overgrown track up Mt Barrett and link it via the Rai Valley cemetery into Brown Reserve for a round trip linking up with the proposed walking track to the village. Subject to further investigation.

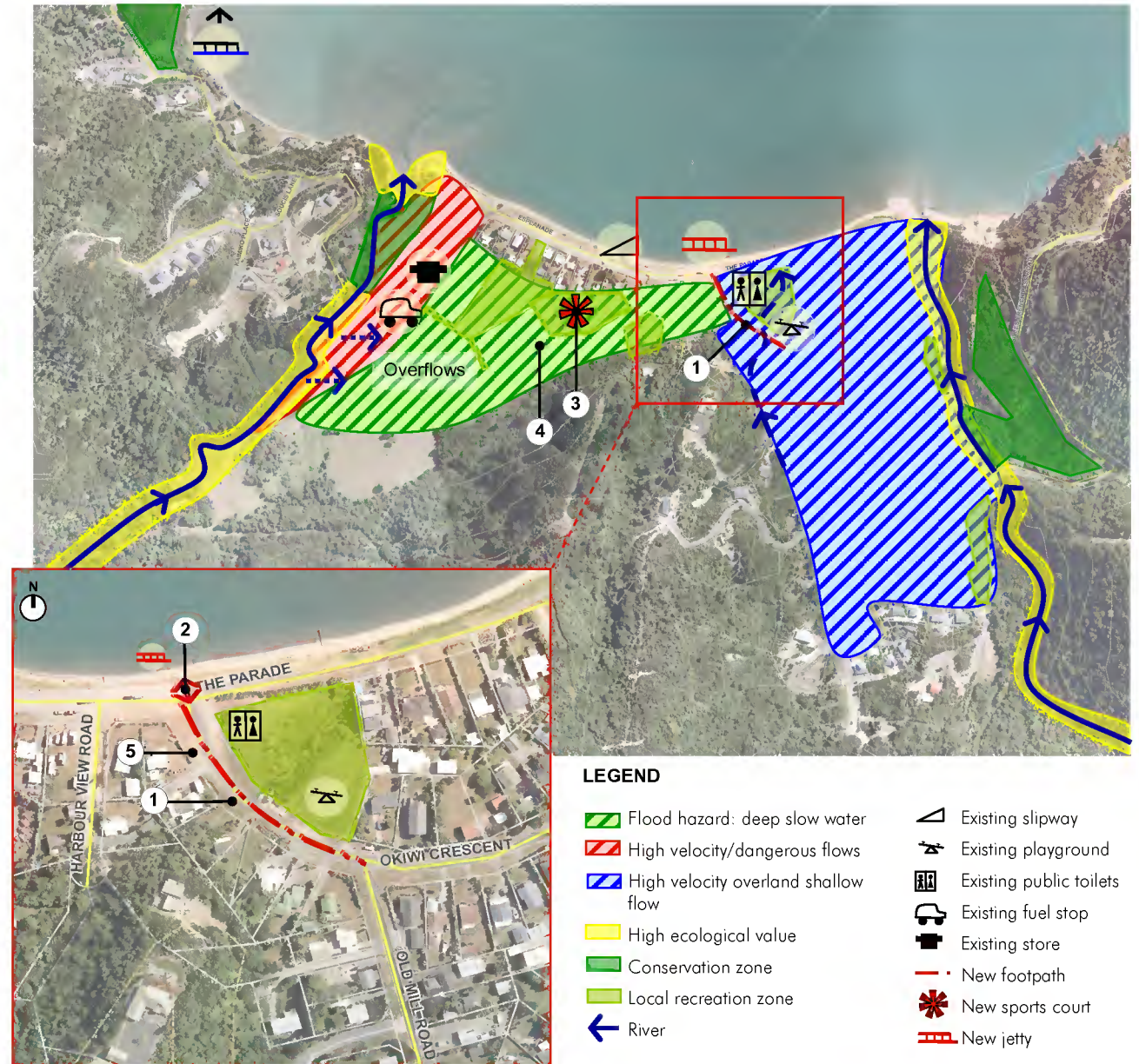
4.16 Okiwi Bay

Land use and growth

There is a considerable amount of land already zoned Sounds Residential that would provide for residential growth in this area, subject to the zone standards. The Council is prepared to work with the landowner through the subdivision consent process to plan any development in a sustainable manner and maximise opportunities for the community.

Urban amenity improvements

Ref.	Action	Page
1	Construct a footpath that runs along the eastern side of Okiwi Crescent from the bottom of Old Mill Road to The Parade.	136
2	Construct a pedestrian crossing across The Parade adjacent to public toilets to connect the proposed footpath with the foreshore and the future community-proposed jetty, subject to further investigation.	136
3	Construct a new sports court, subject to further investigation and community driven initiative.	136
4	Facilitate community plans for a wetland, subject to further investigation and community driven initiative.	136
5	Undertake flood remediation works in Okiwi Crescent, subject to further investigation and community driven initiative.	



RIGHT FIG. 4-38: Urban amenity improvements map for Okiwi Bay

Non-spatial strategies

Action
Facilitate a community sewer system, subject to further investigation and community driven initiative.
Subject to a settlement by settlement analysis. The small settlements collectively require the following: <ul style="list-style-type: none"> • Improved recreational areas with new toilets and playgrounds. • Enhancements to through roads to ensure safe passage for traffic and pedestrians.
Facilitate a new/extended community water scheme, subject to further investigation and community driven initiative.
Enhance the natural character of the foreshore through use of low-statured plantings of appropriately locally-sourced native species.

4.17 Canvastown & Wakamarina Valley

Land use and growth

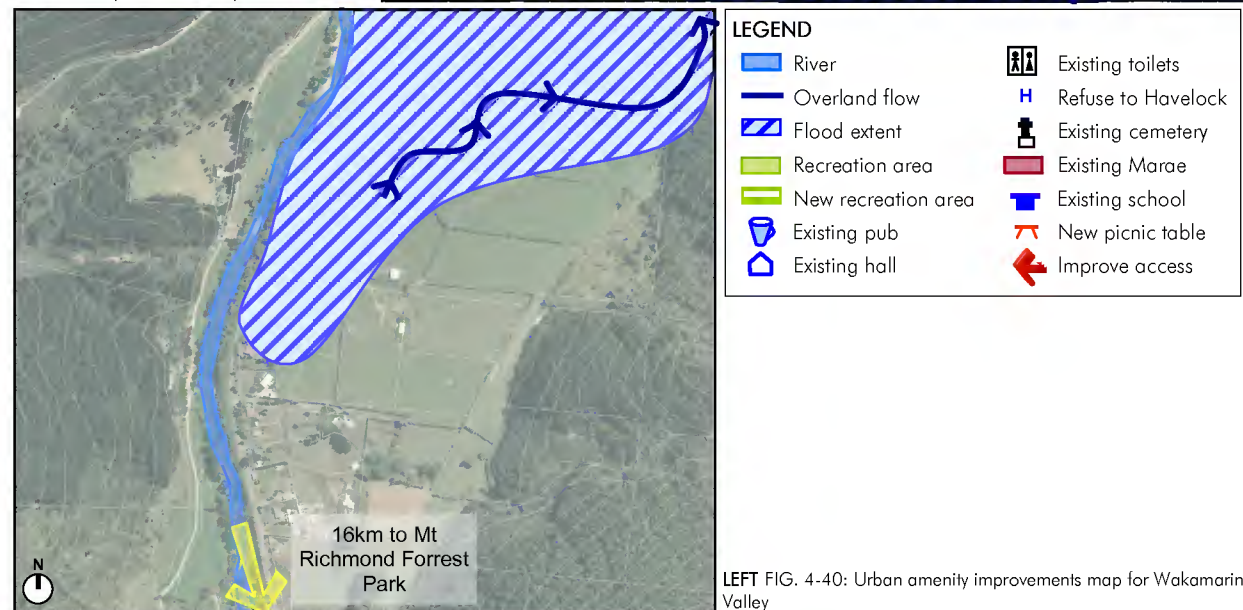
No additional land is to be rezoned for residential purposes in Canvastown and Wakamarina Valley

Urban amenity improvements

Ref.	Action	Page
1	Improve the access to the existing (informal) reserve area between the pub and the river.	139
2	Provide a new picnic table near the existing pub.	139



RIGHT FIG. 4-39: Urban amenity improvements map for Canvastown



LEFT FIG. 4-40: Urban amenity improvements map for Wakamarina Valley

4.18 Anakiwa & Tirimoana

Land use and growth

Land behind the existing township and to the west of Lady Cobham Drive is to be rezoned to allow for residential growth but at Sounds Residential zone density. No additional land is to be rezoned for residential purposes in Tirimoana.



ABOVE FIG. 4-41: Proposed zoning changes for Anakiwa

Urban amenity improvements

Ref.	Action	Page
1	Erect signs to identify all visitor accommodation, subject to further investigation into the provision of standardised, generic accommodation signs.	142
2	Create parking within the road reserve. Consult with Outward Bound trust regarding the best place to locate a car park.	142
3	Erect a "No Overnight Parking" sign, subject to further investigation.	142
4	Implement signage that identifies the connection between the Link Track and the Queen Charlotte Track, subject to further investigation.	142



ABOVE FIG. 4-42: Urban amenity improvements map for Anakiwa

Non-spatial strategies

Action
Erect speed signs, subject to further investigation.
Erect signage instructing people to take their rubbish with them, subject to further investigation.
Upgrade the intersection Queen Charlotte Drive and Anakiwa Road to accommodate the increased traffic brought about by the proposed residential growth. This will be a consideration of consent associated to the residential development if required.
Subject to a settlement by settlement analysis. The small settlements collectively require the following: <ul style="list-style-type: none"> • Improved recreational areas with new toilets and playgrounds. • Enhancements to through roads to ensure safe passage for traffic and pedestrians.
Plan for additional areas of public open space and safe walking access to the foreshore, subject to further investigation.
Interpretation panels regarding native wildlife and the coastal marine ecosystem should be incorporated in appropriate sites alongside the coastal environment, subject to community/society initiative.
Investigate the need for sea defences to combat erosion.
Address the issue of freedom camping.
Undertake remedial works to address flooding of stream adjacent to Outward Bound onto private properties. Assets and Services to review flooding hazard and investigate remediation options in consultation with affected property owners.

Urban amenity improvements

Ref.	Action	Page
1	Erect a large speed sign in the indicated position on Anakiwa Road, subject to further investigation.	143
2	Improve access to the kinked boat ramp, subject to further investigation and community consultation.	143
3	Upgrade the jetty.	143
4	Assist with the maintenance of the Link Track.	143



ABOVE FIG. 4-43: Urban amenity improvements map for Tirimoana

Non-spatial strategies

Action
Erect a 50km/hr speed sign at commencement of Anakiwa Road. Subject to warrant requirements, may not be achievable
Relocate the children's playground away from the road.
Erect a toilet sign pointing to the facility 1km away in Anakiwa.
Investigate the need for sea defences to combat erosion.
Subject to a settlement by settlement analysis. The small settlements collectively require the following: <ul style="list-style-type: none"> • Improved recreational areas with new toilets and playgrounds. • Enhancements to through roads to ensure safe passage for traffic and pedestrians.
Any development should ensure the quality of the marine environment is protected and/or enhanced.
Interpretation panels regarding native wildlife and the coastal marine ecosystem should be incorporated in appropriate sites alongside the coastal environment.
Plan for additional areas of public open space and safe walking access to the foreshore, subject to further investigation.
Address the issue of freedom camping.

4.19 Linkwater & The Grove

Land use and growth

Linkwater is identified as suitable area for residential activity at similar density to Picton and Havelock due to the flat nature of the land, the location of Linkwater midway between Picton and Havelock and at the turnoff to the Kenepuru Sound, and the presence of existing community infrastructure. The identification of the location can be used as a guide in terms of its suitability for future residential development. Specific locations will not be zoned, although the area south of Queen Charlotte Drive, opposite Anakiwa Road was considered to be most desirable from a residential amenity perspective.

The appropriateness of any specific proposal at this location will still be considered on a case-by-case basis under the RMA.

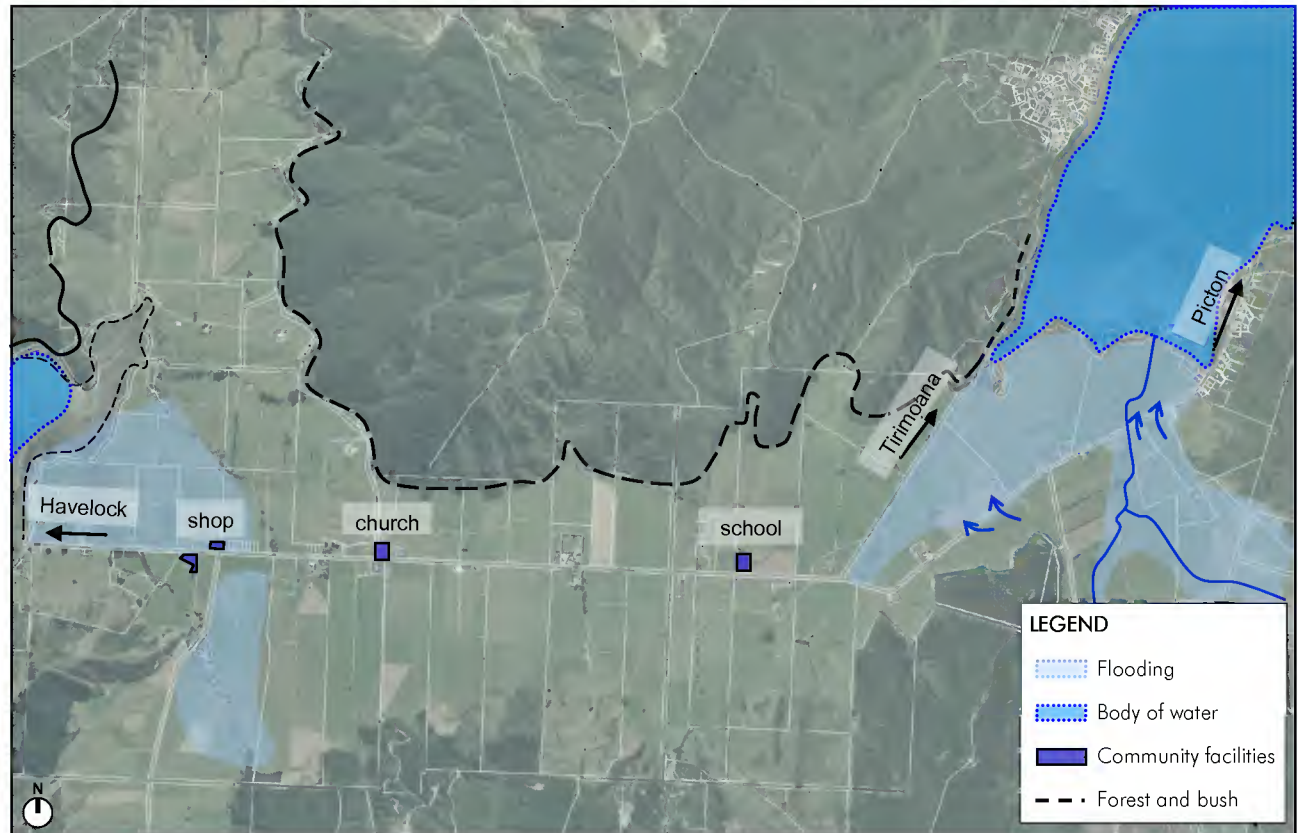
No additional land is to be rezoned for residential purposes in The Grove.

Urban amenity improvements

Ref.	Action	Page
1	Construct the proposed public toilets.	149

Non-spatial strategies

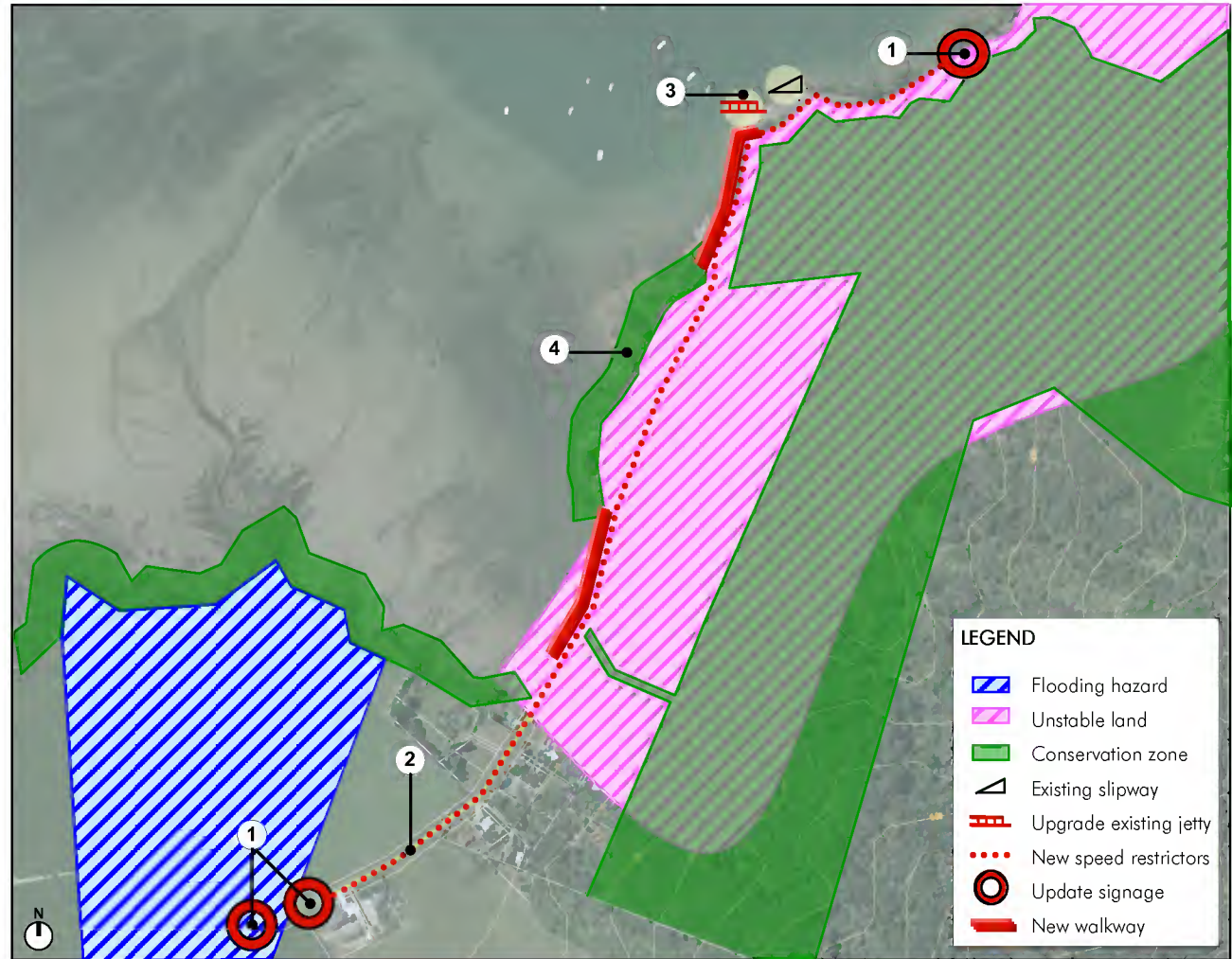
Action	Page
Facilitate the continuation of the Link Track as planned.	149



ABOVE FIG. 4-44: Linkwater

Urban amenity improvements

Ref.	Action	Page
1	Erect larger speed signs, subject to further investigation.	149
2	Paint a flush median on Queen Charlotte Drive through the settlement to narrow the traffic lanes, subject to further investigation.	149
2	Reseal the footpath on the seaward side of the road with a darker colour to visually reduce the width of the road, subject to further investigation.	
3	Upgrade the jetty.	149
3	Prioritise the urgent jetty upgrade work, e.g. re-piling.	
3	Review the jetty structure with a view to improving the visibility and location. Relocate the jetty to eastern side of the bay and change the design to a breakwater and ramp.	
3	Increase the car parking capacity around the jetty.	
4	Investigate the reclassification of the reserve from "Conservation" to "Recreation".	149



ABOVE FIG. 4-45: Urban amenity improvements map for The Grove

Non-spatial strategies

Action	Page
Investigate further traffic calming measures.	
Facilitate the continuation of the Link Track as planned.	149
Consult with the community on the classification of the foreshore area and develop a management plan of the site.	
Erect "No Freedom Camping" signage.	149
Erect signage directing campers to Smith's farm (camper van facility), subject to further investigation with DoC.	
Consider creating a parking area for RV's with the appropriate facilities.	

4.20 Ohingaroa Bay

Land use and growth

No additional land is to be rezoned for residential purposes in Ohingaroa Bay.

Urban amenity improvements

Ref.	Action	Page
1	Incorporate slow speed bays on the populated straight stretch of Kenepuru Road, subject to further investigation.	152

Non-spatial strategies

Action
Set the speed limit at 50km/hr, subject to investigation.
Extend speed restriction to Willow Bay, subject to investigation.
Erect "No Freedom Camping" signage and enforce this ban.
Modify freedom camping ban to allow no more than four certified self contained vehicles to stay for a maximum of two nights at any time.
Construct public toilets. Location subject to consultation with local residents.



ABOVE FIG. 4-46: Urban amenity improvements map for Ohingaroa Bay

**“I LOVE MARLBOROUGH FOR
ITS AMAZING CLIMATE”**



APPENDICES

APPENDIX A

Project process - timelines for the three sub-strategies

BLENHEIM TOWN CENTRE		Nov 08 START	Dec 08	Jan 09	Feb 09	Mar 09	April 09	May 09	June 09	July 09	Aug 09	Sept 09	Oct 09	Nov 09	Dec 09	
C	Consultation phase 1 (2-4 February 2008) Stakeholder consultation sessions x 8 groups Public meeting				C1											→ Constructive community engagement → Firm understanding of stakeholder needs gained
R	Pre-workshop reporting Internal compilation of consultation feedback, distribution prior to workshop					R										→ Summary of stakeholder and public comments providing focused feedback into the design process → Finalise workshop process, logistics and participants
W	Inquiry-By-Design 4-day workshop (24 -27 March 2008)					W										→ Briefings by Council staff on key issues, information → Place based design inquiry with Council staff and consultants
R	Reporting Internal reporting on workshop outcomes						R									→ Preparation of report back presentation → Costing of proposed interventions by Marlborough District Council
C	Consultation phase 2 (29 April 2009) Report back session with Council Report back session with public						C2									→ Present workshop outcomes to Council and public → Feedback comments received
R	Draft report Internal Council review							R	→							→ Preparation of a technical report
R	Final report Finalising of report after reception of feedback								R							
C	Consultation phase 3 Public notification of draft strategy															
	Council decisions															April 2010 →
	Implementation															May 2010 →

LEGEND	
W	Workshop stage
C	Consultation stage (in four phases)
R	Reporting stage

SOUTHERN MARLBOROUGH		June 09 START	July 09	Aug 09	Sept 09	Oct 09	Nov 09	Dec 09	Jan 10	Feb 10	Mar 10	Apr 10	May 10	June 10	Jul 10	Aug 10	
C	Consultation phase 1 (3–5 & 10 August 2009) Stakeholder consultation sessions x 5 groups Public meeting			C1													→ Constructive community engagement → Firm understanding of stakeholder needs gained
R	Pre-workshop reporting Internal compilation of consultation feedback, distribution prior to workshop			R													→ Summary of stakeholder and public comments providing focused feedback into the design process → Finalise workshop process, logistics and participants
W	Inquiry-By-Design (September - October 2009) → Blenheim, 1-4 Sept. → Wairau Valley Township, Grovetown, Spring Creek, Rarangi, Tuamarina, 14 -16 Sept. → Renwick, Seddon, Ward, 28 Sept. - 1 Oct.				W												→ Briefings by Council staff on key issues, information → Place based design inquiry with Council staff and consultants
R	Reporting Internal reporting on workshop outcomes				R												→ Preparation of report back presentation → Some detailed analysis by Marlborough District Council
C	Consultation phase 2 (19-21 October 2009) Report back session with Council Report back session with public					C2											→ Present workshop outcomes to Council and public → Feedback comments received
R	Draft report Internal Council review						R										→ Preparation of a technical report
R	Final report Finalising of report after reception of feedback											R					
C	Consultation phase 3 Public notification of draft strategy																C3
	Council decisions																C3
	Implementation																April / May 2011 →
																	2012 →

INVOLVEMENT BY URBANISM+

Note: A revision of the strategy for Blenheim’s urban growth was undertaken in 2012 (completion November 2012), following a study assessing the potential for the land identified in the Southern Marlborough Urban Growth Strategy to be subject to liquefaction in the event of an earthquake.

NORTHERN MARLBOROUGH		Dec 09 START	Jan 10	Feb 10	Mar 10	Apr 10	May 10	Jun 10	Jul 10	Aug 10	Sept 10	Oct 10	Nov 10	Dec 10	Dec 10	Jan 10	Feb 11	
C	Consultation phase 1 (8 & 9 February, 8 March 2010) Stakeholder consultation sessions x 2 groups Public meetings			C1	C1													→ Constructive community engagement → Firm understanding of stakeholder needs gained
R	Pre-workshop reporting Internal compilation of consultation feedback, distribution prior to workshop			R														→ Summary of stakeholder and public comments providing focused feedback into the design process → Finalise workshop process, logistics and participants
W	Inquiry-By-Design (February - March 2010) → Picton, 9-12 February → Havelock and other, 8-12 March			W	W													→ Briefings by Council staff on key issues, information → Place based design inquiry with Council staff and consultants
R	Reporting Internal reporting on workshop outcomes				R													→ Preparation of report back presentation → Some detailed analysis by Marlborough District Council
C	Consultation phase 2 (7-8 April 2010) Report back sessions with Council Report back sessions with public					C2												→ Present workshop outcomes to Council and public → Feedback comments received
R	Draft report Internal Council review							R	R	R								→ Preparation of a technical report
R	Final report Finalising of report after reception of feedback										R	R	R					
C	Consultation phase 3 Public notification of draft strategy																	→ INVOLEMENT BY URBANISM+ →
	Council decisions																	→ November 2011 →
	Implementation																	→ 2012 →

APPENDIX B

Project consultation

The projects for the Blenheim Town Centre, Wairau-Awatere, and Marlborough Sounds enjoyed ready participation by interested members of the public and other stakeholders. Focus group sessions and formal public meetings provided a key “hands on” opportunity for this to occur. Key community representatives were also involved in two technical Inquiry-By-Design workshops over multiple days. Report back presentations were given before the reports were finalised.

In addition to these formal sessions, several written and/or verbal comments or discussion points from interested parties have contributed to a broad community input into the projects.

Who has been involved?

At the outset of the project, eight *Public Meetings* were organised for community consultation.

1. General public in Blenheim - 3 February 2009
2. General public in Renwick - 3 August 2009.
3. General public Wairau Valley - 4 August 2009.
4. General public of Rarangi, Spring Creek, Grovetown, and Tuamarina - 5 August 2009.
5. General public Seddon and Ward - 10 August 2009
6. General public in Havelock - 8 February 2010.
7. General public in Picton - 9 February 2010.
8. General public of the remaining Marlborough Sounds settlements, Linkwater Hall - 8 March 2010.

A total of approximately 400 members of the public attended these sessions.

Also at the outset of each of the projects, *Focus Group Meetings* have been held to consult with key stakeholders on the urban issues of Blenheim and the Marlborough District:

1. Seven focus groups with specific interests in the Blenheim Town Centre (community organisations; major industries; local businesses; MDC technical staff; MDC Mayor and Councillors; developers and investors; and transport-related agencies and groups) - seven meetings 2-4 February 2009
2. Interested local Blenheim developers - 4 August 2009.
3. Professionals involved in planning and urban development of Blenheim: planning consultants,

surveyors, lawyers, architects, transport engineers - 4 August 2009.

4. Representatives from community organisations in Blenheim, such as: Sustainable Housing, Primary Health, Health Overview, Grey Power, Age Concern, Maori Health, Access & Mobility, Safer Communities - 5 August 2009.
5. Marlborough District mayor, councillors, and executive officers - 5 August 2009 and 8 December 2009.
6. Business/ commercial interests. This included representatives from Port Marlborough, Kiwi Rail, ferries, local property developers, local business owners, manufacturers, Destination Marlborough, tourist activity providers, Picton Business Group, local retailers etc. - 8 February 2010.
7. Representatives from community organisations in Picton and the inner Sounds area, such as: DoC, Police and fire brigade, several schools and day-care providers, Picton Swimming Pool Group, Health and elderly care providers, senior citizens’ club, churches, Ratepayers & Residents Associations, Historical society, Picton Forum, Future at Picton, Guardians of the Sounds - 8 February 2010.

A total of approximately 200 stakeholders attended these sessions.

Series of *Report Back Presentations* involved the Council staff, Mayor and Councillors, key stakeholders, and the general public:

1. Blenheim Town Centre - 29 April 2009
2. Blenheim and the Wairau-Awatere settlements - 19-21 October 2009
3. Picton and the Marlborough Sounds settlements - 8-9 April 2010

A total of approximately 400 people attended these sessions.

Marlborough District Council engaged in formal *Public Consultation* processes. For the Blenheim Town Centre Strategy this took place in September / October 2009; for the Wairau-Awatere Strategy in May / June 2010 (submissions) and July / September 2010 (hearings); and for the Marlborough Sounds Strategy in December 2010 / February 2011 (submissions) and September 2011 (hearings).



APPENDIX C

Inquiry-By-Design workshops

The core of the Blenheim Town Centre, Wairau-Awatere, and Marlborough Sounds Growth and Development projects has focussed around interactive, multi-disciplinary 'Inquiry by Design' (IBD) technical and community based workshops. These workshops took place over 6 periods (8 locations):

- 24-27 March 2009: Blenheim Town Centre at Landsdowne Park;
- 1-4 September: Blenheim at Landsdowne Park;
- 14 September: Wairau Valley Township at the local Community Hall;
- 15-16 September: Grovetown, Spring Creek, Rangai, Tuamarina at the Tuamarina Waikakaho Hall;
- 28-29 September: Renwick at the local Community Hall; and
- 30 September - 1 October: Seddon and Ward at the Seddon Community Hall.
- 9-12 February 2010: Picton and Waikawa at Waitohi Rugby Club; and
- 8-12 March 2010: Havelock and the remaining Sounds settlements at the Havelock Community Hall;

During the IBD process, the members of a specialist project team were teamed up with the respective officers within the Marlborough District Council who provided local knowledge and continuity. Several representatives of the community also participated.

Council participants included experts in:

- community planning;
- open space and recreation;
- ecology; infrastructure;
- civil engineering;
- transport; and
- town planning and policy.

The IBD approach enabled an extensive understanding of the wide range of issues and complexities facing Marlborough District wide to be canvassed over a relatively short timeframe. The workshops pulled together

technical specialists within many disciplines to identify and resolve the issues facing many different interests.

The participatory nature of IBD also enabled an inclusive and consultative planning and design process that people could take ownership of.

The workshops generally proceeded according to the following structure:

- Technical briefings by Council staff and Council-related experts on the first day
- Site inspections if required, carried out by the consultant team and Council staff members on the first day
- Technical investigations and analyses by groups arranged according to technical disciplines
- Report back sessions to share findings of the single discipline work
- Integration of findings
- Concluding presentations or overviews.



APPENDIX D

Project participants

A large number of people provided input into the project, either by attending the various consultation sessions or in the IBD-workshops:

Members of the Marlborough Community

Community representatives

- Professionals involved in planning and urban development
- Representatives from various community organisations
- Representatives with business/ commercial interests

Marlborough District Council

Mayor and Councillors

Marlborough District Council staff

- Francis Pauwels - Manager Strategic Policy, MDC
- Ian Shapcott - Policy analyst, MDC
- Neil Henry - Manager, Strategic Planning and Economic Development, MDC
- Pere Hawes - Manager Environmental Policy, MDC
- Jamie Lyall - Executive Projects Manager, MDC
- Tania Bray - Strategic Planner, MDC
- Peter Constantine - District Plan, MDC
- Emma Richardson - District Plan, MDC
- Guy Boddington - Resource Management Officer, MDC
- Ian Sutherland - District Plan, MDC
- Virginia Taylor - District Plan, MDC
- Mark Wheeler - Assets and services, MDC
- Jon Cunliffe - Services and infrastructure, MDC
- Stephen Rooney - Services and infrastructure, MDC
- Mark Nelson - Services and infrastructure, MDC
- Stuart Donaldson - Services and infrastructure, MDC
- Stuart Sergeant - Services and infrastructure, MDC
- Brin Williman - Storm water and rivers, MDC
- Peter Davidson - Storm water, MDC
- Ashley Ticehurst - Storm water, MDC
- Roger Fitzgerald - Storm water, MDC
- Peter Hamill - Ecology, MDC
- Dean Heiford - Economic Development, MDC
- Lyne Reeves - Community infrastructure, MDC

- David Johnson - Safer Communities Marlborough, CPTED, MDC
- Glenn Webster - District Libraries Manager, MDC
- Lynn Mullins - Heritage
- Frank Porter - Traffic engineer, Marlborough Roads
- Steve Murrin - Traffic engineer, Marlborough Roads
- Robyn Gardiner - Road Safety Manager, Marlborough Roads
- Nicky Eade - Landscape and Biodiversity, MDC
- Rosie Bartlett - Reserves and amenities, MDC
- Robert Hutchinson - Reserves and amenities, MDC
- Nic Crous - Reserves and amenities, MDC
- Colin Gray - Soils, MDC
- Val Wadsworth - Hydrology, MDC
- Robin Dunn - Open Space and Recreation, MDC
- Ashley Peter - Strategic Policy Student

Key Consultants

- Kobus Mentz - Facilitator, lead urban designer, Urbanismplus
- Ian Munro - Senior associate and urban designer, Urbanismplus
- Wayne Bredemeijer - Senior urban designer and project manager, Urbanismplus
- Nicola Albiston - Urban designer, Urbanismplus
- Jessica Laing - Urban designer, Urbanismplus
- Kate Buller - Urban designer, Urbanismplus
- Craig Pocock - Landscape architect, Pocock Design Environment (Christchurch)
- Derek Kemp - Employment specialist, Prosperous Places (Brisbane)
- Mike Cullen - Retail and town centre specialist, Urbacity Ltd. (Sydney)
- Jim Higgs - Transport engineer, TTM Consulting Ltd. (Melbourne)
- Chris Chen - Landscape architect, Pocock Design Environment (Christchurch)
- Kaara Wight - Landscape architect

APPENDIX E

Relevant background information

The following reports, publications and documents served as background information for the Marlborough Growth and Development Projects.

General Planning and growth

- Annual Plan 2007-2008
- LTCCP 2006-2016
- Marlborough Regional Policy Statement Review: Discussion Paper 1 - Quality of Life in Marlborough, 2007
- Marlborough Regional Policy Statement Review: Discussion Paper 2 - Marlborough Townships & Small Settlements, 2007
- Marlborough Regional Policy Statement Review: Discussion Paper 4 - The future of Marlborough Sounds, 2007
- Marlborough Regional Policy Statement Review: Discussion Paper 9 - Energy Management, 2007
- Marlborough Regional Policy Statement Review: Discussion Paper 10 - Transport & Access, 2007
- Outcomes for Places, Stakeholder views on future development in the Marlborough Sounds, Report prepared for Department of Conservation and Marlborough District Council by Dianne Buchan and Kirsty Austin - Corydon Consultants Ltd
- Where To From Here?, A scoping report for the Marlborough District Council, prepared by Davie, Lovell-Smith Ltd, June 2001
- Development future reports prepared by Common Ground.
- Executive Summary Report: Picton, Waikawa Bay, Havelock, Shakespeare Bay, prepared by Common Ground - June 2006.
- Picton Town Centre Urban design project, Urban Design Associates, 1995.
- Notes: Generic Blenheim Urban Issues, 2006
- Plan Variations: 42, 49 and 50; including scope of variation and s.32 analysis
- Colonial Vineyard Ltd Growth Study Consultation – Discussion Paper (Location of this vineyard:

- Richardson Avenue, New Renwick Road and Aerodrome Road)
- Blenheim East Future Land Use and Drainage, MDC, 2009
- Air Transport, Provision for future use, development and protection of air transport facilities in Marlborough District, Max Barber for MDC, December 2005

Social / Community

- Seasonal Worker Accommodation in Marlborough 2009, A Report to the Environment Policy Committee August 2009, prepared by: WellbeingWorks Ltd, August 2009
- Issues Associated with Seasonal Worker Accommodation in Marlborough, prepared by: Wellbeing Works Ltd, October 2008
- Papakainga Issues Scoping Project, Stage 1 Report: Issues and Options, Landmark Life Ltd, 2006.
- Marlborough District Council, Picton Pool Survey, Marlborough District Council, 2007.
- Feasibility study for the Picton Aquatic Centre, LHT Ltd, 2006.
- Life in Picton Survey, Health by Design, not stated.
- Awatere Project – A snapshot of the issues facing a small rural Marlborough community, prepared by: WellbeingWorks Ltd, June 2008

Landscape and Ecology

- Marlborough's Freshwater Bathing Water Quality, F S Tiernan, Environmental Science and Monitoring & Marlborough District Council, 2006-2007
- Annual Air Quality Monitoring, Environet Ltd, 2007
- Ecological Assessments of Spring-fed streams on the Wairau Plain, Cawthron Institute, 2002
- Open Space Strategy: Reserves Management Strategy, Marlborough District Council, 2008
- Tui To Town, Eric Spur, 2008

- State of the Environment report 2003-2004
- Picton Rivers' Flood Review, Marlborough District Council, 2004
- Source Apportionment of PM10 in Blenheim, Environet Ltd & GNS Science, 2007
- Blenheim Air Emission Inventory, Environet Ltd, 2005
- Management options for reducing PM10 concentrations in Blenheim – Update, Environet Ltd, 2007
- Seddon Landscaping Initiative - State Highway 1, Opus & Marlborough District Council, 2006
- Blenheim Landscaping Initiative – Main Street, Opus & Marlborough District Council, 2005
- Blenheim Landscaping Initiative – Sinclair Street, Opus & Marlborough District Council, 2005
- Blenheim Landscaping Initiative – Grove Road, Opus & Marlborough District Council, 2005

Land use and Economy

- Marina Development: Havelock, prepared by Athfield Architects Limited and Port Marlborough New Zealand Ltd , 2009.
- Marina Development: Waikawa Bay, prepared by Athfield Architects Limited and Port Marlborough New Zealand Ltd , 2009.
- Marlborough Townships and Small Settlements Growth Study, 2008, by: Environmental Management Services for Marlborough District Council
- Discussion Document: Proposed plan variations for Business and Industrial Zones, September 2005
- Economic and Demographic Analysis of the Marlborough District - 1997
- Progress Marlborough Economic Development Strategy - July 2008
- New Zealand regional economic performance 2003/2004, Sean Bevin, Economic Analyst Economic Solutions Ltd, Napier

- Commercialisation of MRDT Statistical Reports, prepared by Murray Jago and Tony Smale for the Marlborough Regional Development Trust
- Progress Marlborough “Boldly into our future”, Strategic Development Plan 2005 – 2007, Marlborough Regional Development Trust
- Residential Land Availability Blenheim & Renwick, December 2007, by: Environmental Management Services for Marlborough District Council
- Residential Land Availability Blenheim & Renwick, January 2011, by: Environmental Management Services for Marlborough District Council
- Blenheim Retail Land Demand Assessment, Market Economics, 2006
- Blenheim Business Land Study - April 2006
- Commercial, Industrial and Business Activities in the Wairau / Awatere Area - July 2005

Transport

- Improving Walkability In Blenheim, Rodney Tolley, 2009
- Improving Walkability In Picton, Rodney Tolley, 2010
- Marlborough Walking & Cycling Strategy, 2005
- Port Noise Assessment: Picton and Shakespeare Bay, 2002, Prepared for Marlborough District Council by Marshall Day Acoustics Ltd
- Port Noise Assessment: Port of Havelock, Oyster and Elaine Bays, 2002, Prepared for Marlborough District Council by Marshall Day Acoustics Ltd
- Waikawa Dry Stack Development, prepared by Common Ground - June 2006.
- Picton Parking Study, Traffic Design Group, 2006
- Blenheim and Wairau Plains Strategic Study: Final Report, New Zealand Transport Agency & Marlborough District Council, 2008
- Cycle Route Network Philosophy Discussion Document, ViaStrada Ltd, 2009
- Blenheim Parking Study, TDG, December 2005
- Seddon Traffic Study, prepared by OPUS, June 2008