

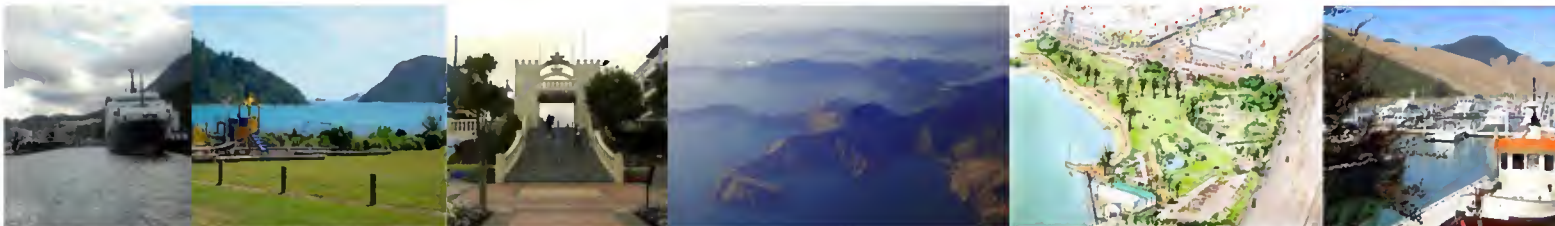
**NORTHERN MARLBOROUGH URBAN GROWTH & DEVELOPMENT**  
**PICTON, HAVELOCK & INNER SOUNDS SETTLEMENTS**  
***A STRATEGY FOR THE FUTURE***

**MARLBOROUGH DISTRICT COUNCIL**

**NOVEMBER 2010**

**STATEMENT OF PROPOSAL**

**Public consultation document**



# MARLBOROUGH GROWTH & DEVELOPMENT

## PICTON, HAVELOCK & INNER SOUNDS SETTLEMENTS

### *A STRATEGY FOR THE FUTURE*

MARLBOROUGH DISTRICT COUNCIL

## STATEMENT OF PROPOSAL

Submissions must be made to the Council by Friday, 25 February 2011, 5.00 pm. If you indicate that you wish to speak to your submission, you will be contacted prior to the Hearing to arrange a time to speak. The Hearings dates are anticipated to be April/May 2011 (to be confirmed).

A full Statement of Proposal can be obtained from the Council's Blenheim & Picton offices and by contacting MDC on 03 520 7400, fax 03 520 7496, email to [mdc@marlborough.govt.nz](mailto:mdc@marlborough.govt.nz), via the Council's website [www.marlborough.govt.nz](http://www.marlborough.govt.nz) or by mail at Growing Marlborough, MDC, PO Box 443, Blenheim 7240.

If you wish to make a submission, please complete the submission form available from the above contact points, or in writing, including your name, postal address, email address (if you have one) and daytime phone number, so that we may acknowledge your submission. Please also indicate in your submission if you wish to speak. Please send your submissions to: Growing Marlborough, MDC, PO Box 443, Blenheim 7240, by fax to 03 520 7496, email [growing@marlborough.govt.nz](mailto:growing@marlborough.govt.nz) or complete the online submission form at [www.marlborough.govt.nz](http://www.marlborough.govt.nz)



## STATEMENT OF PROPOSAL

The Marlborough District Council is intending to adopt the *Northern Marlborough Urban Growth and Development Strategy* as a document to guide future policy direction. **The strategy is designed to provide a comprehensive and integrated planning context for the Council to consider when making decisions about the future policies and plans** under the Resource Management Act and Asset Management Plans, as well as the Long Term Council Community Plan and other relevant documents.

The Council engaged consultants Urbanismplus to help develop this document, along with sister strategies for Blenheim Town Centre and Southern Marlborough. Significant consultation has taken place in devising these plans, which is described in Section 1 of this report. Comments made through submissions in this public consultation will inform the Council's deliberations in adopting the final document. There will be further opportunities for public comment on many of the proposals as they are integrated into future Long Term Plans, Annual Plans and the Marlborough Regional Policy Statement and Resource Management Plans.

This Statement of Proposal has been prepared in accordance with section 87 of the Local Government Act 2002.

This section of the Act states that the Statement of Proposal must include:

- a statement of the reasons for the proposal; and
- an analysis of the reasonably practicable options, including the proposal; and
- any other information the local authority identifies as relevant

### Reasons for the proposal

The Marlborough region has undergone significant changes in the past 20 years, in terms of population growth and make-up, environmentally and economically. These changes have

led to significant development pressure that the Council has been required to respond to. Projections show that further growth is likely to take place in the next 20 years, and the Council is seeking to anticipate these growth trends and plan accordingly, so that growth is accommodated in a sustainable way.

The Council commissioned three strategies to identify the nature of the growth, and to recommend what action should be taken to respond in a sustainable way to the demands that this growth will bring. The Northern Marlborough Urban Growth Strategy is one of these documents.

The key aims of this strategy are:

- To achieve integrated urban design outcomes, where initiatives preferably achieve most 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 a 25 year period between the last Census, 2006, and 2031.

A further key objective is to enable ongoing and significant public input into this process, so that this strategy is developed in line with current and future community aspirations.

### Reasonably practicable options

The Council is required to make decisions about future plans on regular occasions through its various statutory responsibilities:

- Marlborough Regional Policy Statement
- Resource Management Plans to manage the use, development and protection of the natural and physical resources.
- Long Term and Annual Plans describe the activities that the Council is involved in and how they are funded.
- Asset Management Plans provide operational guidance for maintenance and renewal of public assets.

All of these plans look to the future, are developed over time, and involve different levels and timings of consultation. The proposals in this strategy, if adopted, do not change the zoning status of the sites in question. This can only be changed via Resource Management Act processes, which will follow in due course. This process will enable further opportunity for public comment.

This strategy seeks to inform these documents by simultaneously integrating their information requirements with community input. This approach has been successfully applied elsewhere in New Zealand for this purpose, and is an efficient method of improving future plans and ensuring their alignment with others and with public aspirations. In selecting this approach, the Council is proposing that it will place value on the proposals that the strategy has recommended as a supporting document.

The Council will also have regard to other strategies and information in devising its statutory plans.

***A key objective is to enable ongoing and significant public input into this process, so that this strategy is developed in line with community aspirations***

## EXECUTIVE SUMMARY

The Marlborough District is forecast to experience population growth in the near future, with the current population of 44,000 expected to grow to approximately 54,000 by 2031 (more conservative projections forecast a modest decline). The District is also facing demographic changes with an ageing population and decreasing household sizes. In response to the implications of these demographic changes and possibly population growth, coupled with a desire of the Marlborough community to ensure successful and sustainable urban development throughout the district, the Marlborough District Council (the Council) has initiated the development of the 'Marlborough Growth and Development Strategy' (the Strategy).

The Strategy is intended to provide a comprehensive and integrated approach to urban growth and development, from which to guide strategic investment decisions by the Council, individuals, and other groups.

The Strategy has been developed through an integrated process, gaining the support of both the Marlborough community and the Council. This report outlines the Strategy and the processes through which it was developed.

As with most of New Zealand's provincial regions, challenges facing Marlborough include a relatively small ratepayer base (25,000), high infrastructure costs and a dispersed network of small settlements. The imperative is therefore to ensure as efficient infrastructure and resource investment as possible by encouraging concentration of urban development and utilisation of available land capacity. Consideration also has to be given to District-wide issues such as social wellbeing, recreational connections and ecological linkages.

A key message that the Council has received from all interest groups is a desire for clear direction as to where future growth and development should occur and equally where it should be discouraged. Such clarity is sought in order to provide a much higher level of certainty for investments of time, capital and resources.

The outcomes of this Strategy will be used by the Council to inform the Marlborough Regional Policy Statement and the Marlborough Resource Management Plan (both of which are currently under review) and to develop additional policies to provide a comprehensive, long term and integrated planning context for the Council to work within. Such policies will consider and inform the Council's role in issues of infrastructure, finance, economic development, policy and sustainable land use planning.

The Strategy considers a 25 year timeframe and contains both a long-term vision for the district and a suite of specific actions that require more immediate attention.

This Strategy emphasises enabling growth where it is practical, deliverable, serviceable and affordable, resulting in efficient resource use. The Strategy also clearly discourages development in areas unsuitable for urban development.

It has also been established that large structural changes to the major town centres within the District are neither realistic nor required. Therefore, many of the initiatives proposed in this Strategy are aimed at better and more efficient utilisation of elements that are already present, such as natural features, urban open spaces and key streets.

This document forms Part 2 of the Strategy, which consists of two parts: Part 1, relating to the strategic settlements within the Wairau-Awatere area (which includes Blenheim's growth and development) and Part 2 relating to the strategic areas of Picton, Havelock and the smaller settlements within the Inner Marlborough Sounds area.

It is acknowledged that Picton and Havelock function as service centres for surrounding smaller communities and that therefore investments in Picton's town centre and Havelock's village centre will in turn have a positive effect for the network of settlements, with flow-on effects for the Marlborough District.

A key aim of this Strategy is to improve social, environmental, cultural and economic wellbeing within Marlborough's towns and settlements. Therefore, the initiatives envisaged aim to enhance community cohesion and local pride, increase business vitality and achieve positive environmental outcomes. The recommended investments aim to be both visionary and practical and consider elements ranging from economic performance and tourism through to safety, accessibility and streetscape vibrancy.

Specific outcomes identified for individual settlements within Marlborough include:

*Picton (including Waikawa Bay):*

- Improvement of connections for pedestrians and vehicles between the Port and Picton town centre;
- Increasing the vitality of the town centre by improving its retail performance and town centre management, streetscape upgrades, visitor events, and safety interventions;
- Acknowledgment of heritage buildings and elements and encouragement of high building quality;
- Extension of the public library;
- Location of several possible swimming pool sites, with illustration of one of the preferred options;
- Accommodate residential and employment growth within Picton;
- Enhancement of biodiversity systems and the open space experience; and
- Improvement of the movement network, including footpaths, cycle routes, parking, and motor vehicle movement.

*Havelock:*

- Improvement of pedestrian and motor vehicle connections between Main Road and the Marina;
- Enhancement of the footpath and walkway system;
- Improvements to the movement network, including pedestrian amenities, motor vehicle traffic, and parking;
- Accommodation of residential growth within the boundaries of the settlement;
- Construction of a beach;
- Development of a wetland; and
- Acknowledgement of heritage buildings and other items of heritage interest.

*Ngakuta Bay:*

- Scope for approximately 20 additional residential sections;
- Upgrade of paths and recreational routes;
- Improved traffic safety along Queen Charlotte Drive through traffic calming, speed signs, and passing bays;
- Upgrade of the jetty; and
- Encourage community sewer and water supply.

*Momorangi Bay:*

- No scope for residential growth;
- Improve traffic safety through pedestrian warning signs for pedestrian crossings, and speed signs and restrictions; and
- Upgrade of the bridle path.

*Whatamango Bay:*

- Scope for 30 additional residential lots at Ahuriri Bay, given infrastructure requirements; and
- Upgrade of McCormicks Road.

*Rai Valley:*

- Scope for 43 additional staged residential lots;
- Development on the old mussel factory site;
- Traffic calming entrance thresholds on State Highway 6;
- Pedestrian crossing near the Post Shop;
- Footpath on the western side of State Highway 6; and
- Improved recreational facilities near the river.

*Okiwi Bay:*

- Scope for 35 additional staged residential lots;
- Footpath to connect Old Mill Road to the foreshore;
- Encourage community sewer system;
- Sports court (long term); and
- Encourage community wetland plans (long term).

*Canvastown / Wakamarina Valley:*

- Scope for 50 additional staged residential lots in several locations near Canvastown and higher up in the Wakamarina Valley; and
- Improved access to, and amenities in, the reserve area between the pub and the river.

*Anakiwa / Tirimoana:*

- Scope for approximately 20 additional residential sections in Anakiwa, dependent upon infrastructure upgrades;
- Several signage improvements;
- Speed bumps and signs;
- Carparking capacity improvements;
- New playground and public toilets on the foreshore at Tirimoana; and
- Jetty and boat ramp upgrades.

*Linkwater / The Grove:*

- Possible creation of a residential growth node consisting of approximately 100 sections;
- Construction of proposed public toilets along Queen Charlotte Drive;
- Proposals aimed at speed restriction and traffic calming within The Grove;
- Upgrade of the Grove jetty;
- Reclassification of the foreshore reserve in The Grove; and
- Freedom camping restrictions.

*Ohingaroa Bay:*

- Slow speed bays on Kenepuru Road;
- Freedom camping restrictions;
- Consider the construction of a new jetty; and
- Construction of public toilets.

## CONTENTS

	page		
STATEMENT OF PROPOSAL	2	<b>3.7 Biodiversity links</b>	<b>33</b>
EXECUTIVE SUMMARY	3	<b>3.8 Recreational links</b>	<b>34</b>
SECTION 1 - INTRODUCTION	7	<b>3.9 Freedom Camping</b>	<b>34</b>
<b>1.1 About the project</b>	<b>8</b>	SECTION 4 - PICTON	35
<b>1.2 Project scope</b>	<b>9</b>	<b>4.1 Vision for Picton</b>	<b>36</b>
<b>1.3 Project process - an indicative timeline</b>	<b>10</b>	<b>Strategy 1: Connect Port to Picton</b>	<b>37</b>
<b>1.4 Project consultation</b>	<b>11</b>	<b>Strategy 2: Improve the Vitality of the Town Centre</b>	<b>44</b>
<b>1.5 Inquiry-by-Design workshops</b>	<b>11</b>	<b>Strategy 3: Respond to Heritage and Encourage Building Quality</b>	<b>52</b>
<b>1.6 Sustainable Urban design principles</b>	<b>12</b>	<b>Strategy 4: Extend the Library</b>	<b>55</b>
<b>1.7 An integrated approach</b>	<b>13</b>	<b>Strategy 5: Locate a Possible Swimming Pool Site</b>	<b>59</b>
<b>1.8 Report Structure</b>	<b>14</b>	<b>Strategy 6: Accommodate Residential and Employment Growth</b>	<b>63</b>
SECTION 2 - CONTEXT	15	<b>Strategy 7: Enhance Biodiversity Systems and Open Space experience</b>	<b>73</b>
<b>2.1 Marlborough snapshot</b>	<b>16</b>	<b>Strategy 8: Future Proof the Traffic Network</b>	<b>81</b>
<b>2.2 Inner Sounds snapshot</b>	<b>17</b>	<b>4.2 Implementation schedule of proposed actions</b>	<b>88</b>
<b>2.3 Snapshot of the Picton-associated settlements</b>	<b>18</b>	SECTION 5 - PICTON-ASSOCIATED SETTLEMENTS	93
<b>2.4 Picton and Waikawa Bay snapshot</b>	<b>19</b>	<b>5.1 Ngakuta Bay</b>	<b>94</b>
<b>2.5 Snapshot of the Havelock-associated settlements</b>	<b>21</b>	<b>5.2 Momorangi Bay</b>	<b>97</b>
<b>2.6 Havelock snapshot</b>	<b>23</b>	<b>5.3 Whatamango Bay</b>	<b>100</b>
SECTION 3 - THE PICTURE FOR THE SUB DISTRICT	24	SECTION 6 - HAVELOCK	102
<b>3.1 Population today</b>	<b>25</b>	<b>6.1 Vision for Havelock</b>	<b>103</b>
<b>3.2 Future growth pressures and population projection</b>	<b>25</b>	<b>Strategy 1: Connect Main Road to Marina</b>	<b>104</b>
<b>3.3 Approach to accommodating growth in the District</b>	<b>26</b>	<b>Strategy 2: Enhance the Footpath and Walkway System</b>	<b>109</b>
<b>3.4 Composite growth picture for the Inner Sounds</b>	<b>27</b>	<b>Strategy 3: Improve Traffic and Parking</b>	<b>112</b>
<b>3.5 Growth provision for the inner Sounds</b>	<b>29</b>		
<b>3.6 Social wellbeing</b>	<b>31</b>		

	<b>page</b>
<b>Strategy 4: Absorb Residential Growth within the Boundaries</b>	<b>115</b>
<b>Strategy 5: A Beach for Havelock</b>	<b>118</b>
<b>Strategy 6: A Wetland in the Kaituna Estuary</b>	<b>120</b>
<b>Strategy 7: Respond to Heritage and Encourage Building Quality</b>	<b>123</b>
<b>6.2 Implementation schedule of proposed actions</b>	<b>127</b>
<b>SECTION 7 - HAVELOCK-ASSOCIATED SETTLEMENTS</b>	<b>130</b>
<b>7.1 Rai Valley Township</b>	<b>131</b>
<b>7.2 Okiwi Bay</b>	<b>135</b>
<b>7.3 Canvastown/Wakamarina Valley</b>	<b>138</b>
<b>7.4 Anakiwa/Tirimoana</b>	<b>141</b>
<b>7.5 Linkwater/The Grove</b>	<b>146</b>
<b>7.6 Ohingaroa Bay</b>	<b>151</b>
<b>APPENDICES</b>	<b>154</b>
<b>1 Detailed Consultation feedback</b>	<b>155</b>
<b>2 Detailed Picton Swimming Pool Location Evaluation per discipline</b>	<b>168</b>
<b>3 Future Employment Land needs and Visitor Attraction Strategy</b>	<b>173</b>
<b>4 Relevant background information</b>	<b>184</b>
<b>5 Project participants</b>	<b>185</b>
<b>6 Neil Street Havelock – Connell Wagner plans</b>	<b>186</b>
<b>7 Outram Street connection to Port – Preliminary Technical findings</b>	<b>187</b>
<b>8 Newspaper article on the issue of Freedom Camping</b>	<b>188</b>



**introduction SECTION 1**



## INTRODUCTION

### 1.1 About the project

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

- the inefficiencies of poorly planned lifestyle choices are amplified by the scale of population size to the point where they are resulting in a significant loss of economic productivity and environmental quality;
- environmental impacts from residential development, such as septic tank effluent, and storm water run-off distort the ecological balance of environmentally sensitive areas;
- increasing residential development in geologically unstable areas is leading to hazardous situations;
- residential and industrial development is encroaching onto valuable and versatile soils;
- residential and industrial development is negatively impacting on springs and groundwater levels, possibly undermining Marlborough's water supply;
- residential development is negatively impacting on industrial and agricultural activities, including reverse sensitivity issues;
- the scale of population and size of urban areas means that the design of infrastructure improvements / upgrades are increasingly expensive; and
- traffic network failures and congestion are becoming commonplace.

These and other observable realities led to this Strategy project being initiated. This strategy is intended to provide a comprehensive, integrated approach to urban growth and development from which to guide strategic decisions by the Council, individuals, and other groups.

#### Consultant team

Urbanismplus Ltd is the main consultant for this project and its role has been to assist the Council by managing participants, facilitating workshops and documenting findings. Urbanismplus has put together a team of specialist consultants who are, based on an extensive collaborative working relationship, exceptionally experienced at delivering highly integrated strategic outcomes through intensive workshop processes.

In addition to Urbanismplus, this team consisted of:

- Craig Pocock, Landscape architect and sustainability specialist; and Chris Chen, Landscape architect, Pocock Design:Environment Ltd;
- Derek Kemp, Employment specialist, Prosperous Places Pty Ltd;
- Mike Cullen, Town centre and retail specialist, Patrick Partners Pty Ltd;
- Jim Higgs, Transportation engineer, TTM Consulting Pty Ltd; and

→ Kaara Wight, Landscape architect.

Along with Urbanismplus, the Council and Marlborough Road's officers, these key consultants were involved in developing the work contained in this document.

#### Project Aims

The Council seeks to develop policies, which are informed by the outcomes of this project, to manage urban growth and urban development of Blenheim, Picton, and the other Marlborough townships.

This part of the project—Part 2 has specifically focused on the Marlborough Sounds area. It follows a similar exercise already undertaken for Blenheim and the other townships in the Wairau/Awatere area, the outcomes for which are currently subject to a formal consultation process.

#### Project objectives

- 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 a 25 year period between the last census in 2006, and 2031.

#### Deliverables

- concrete 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, in the form of 'Deferred Rural Township', 'Future Sounds Residential', or 'Future Urban Residential' zones.

## 1.2 Project scope

The settlements included in this project are shown in Figure 1-2. The main focus of the North Marlborough Project is on Picton and Havelock, as the main service towns for the wider Sounds area, and with quite complex urban issues to be resolved.

Issues to be addressed include: the amenities of the town centres; community infrastructure; pedestrian connections; ecology; landscape and open space; storm water and flooding; infrastructure capacity; transport infrastructure; parking and boat access; urban character and the quality of buildings; planning policy; industrial and commercial land capacity; and the potential long term growth opportunities of the towns.

The settlements of the inner Sounds, which rely directly on Picton and Havelock, have also been looked at.

Settlements which relate strongly to Picton and are included in the project are:

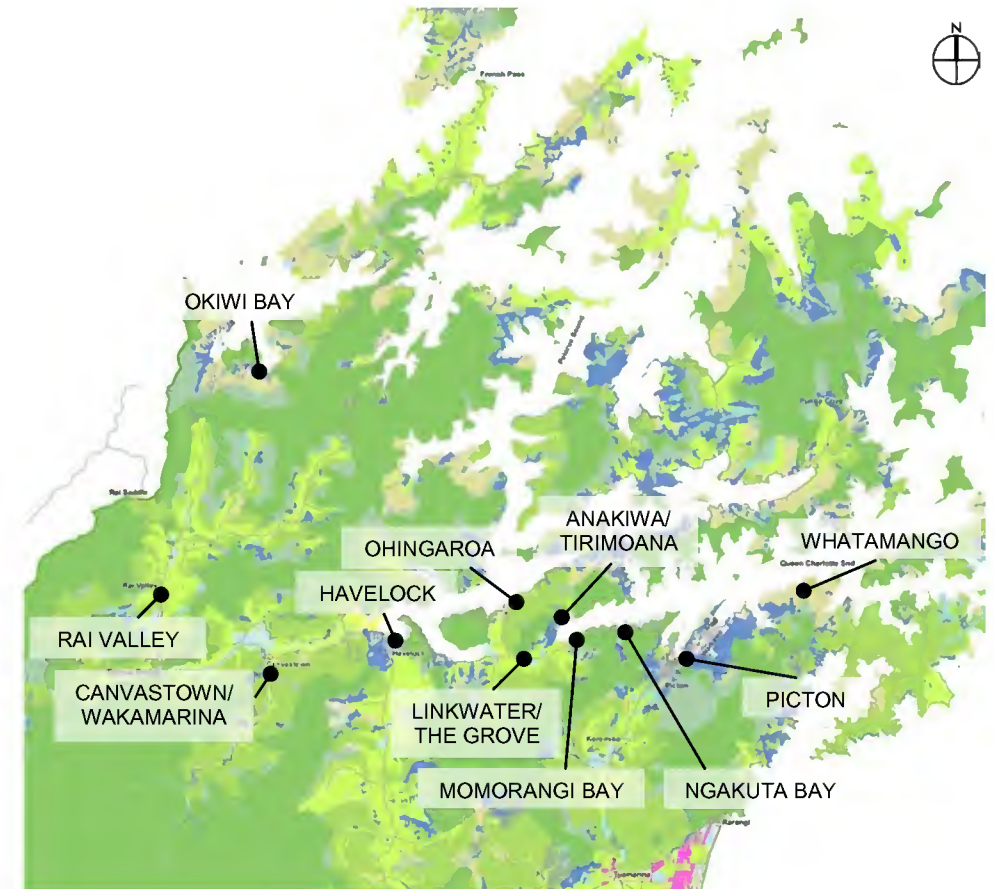
- Ngakuta Bay
- Momorangi Bay
- Whatamango Bay (included in the project as a result of consultation input received)

Settlements which relate strongly to Havelock and are included in the project are:

- Rai Valley
- Okiwi Bay
- Canvastown/Wakamarina Valley
- Anakiwa/Tirimoana
- Linkwater/The Grove
- Ohingaroa Bay (included in the project as a result of consultation input received)

A key issue to be addressed will be whether residential and/ or commercial growth outside Picton and Havelock is appropriate, and, if so, where and what any long term growth directions might be. A suite of interventions, appropriate to the scale of these settlements, that will increase the day-to-day amenity locally is proposed to inform the Council's short and long term programmes.

In this project, it is also acknowledged that several issues occur on a sub-regional or regional scale level and require initiatives at that scale. Together with the composite growth picture for the Wairau/Awatere area, the picture for Marlborough Sounds area will inform the District's overall growth strategy.



ABOVE FIG. 1-1: The scope of the project: urban issues in selected settlements in the Marlborough Sounds area (not to scale).

### 1.3 Project process - an indicative timeline

	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	Jan 11
<b>C</b>	<b>Consultation phase 1 (8 &amp; 9 February, 8 March 2010)</b> Stakeholder consultation sessions x 2 groups Public meetings		C1	C1								<b>KEY MILESTONES</b> → Constructive community engagement → Firm understanding of stakeholder needs gained		
<b>R</b>	<b>Pre-workshop reporting</b> 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		
<b>W</b>	<b>Inquiry-By-Design (February - March 2010)</b> → Picton, 9-12 February → Havelock and other settlements, 8-12 March		W	W								→ Briefings by Council staff on key issues, information → Place based design inquiry with Council staff and consultants		
<b>R</b>	<b>Reporting</b> Internal reporting on workshop outcomes			R								→ Preparation of report back presentation → Some detailed analysis by Marlborough District Council		
<b>C</b>	<b>Consultation phase 2 (7-8 April 2010)</b> Report back sessions with Council Report back sessions with public				C2							→ Present workshop outcomes to Council and public → Feedback comments received		
<b>R</b>	<b>Draft report</b> Internal Council review						R	R	R			→ Preparation of a technical report		
<b>R</b>	<b>Final report</b> Finalising of report after reception of feedback									R	R	INDICATIVE TIMINGS ONLY - SUBJECT TO COUNCIL PRIORITY SETTING		
<b>C</b>	<b>Consultation phase 3</b> Report published on Council website for informal consultation. Public notification for formal consultation subject to local government election procedures											C3	→	
	<b>Implementation</b> Implementation decisions will occur after completion of formal consultation procedures													

## 1.4 Project consultation

The project relied on interested members of the public and other stakeholders to be involved in the process. Focus group sessions and formal public meetings provided a key opportunity for this to occur. Key community representatives were also involved in two technical 'Inquiry-By-Design' (IBD) workshops over multiple days. 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 project.

### Who has been involved?

Three public meetings were organised for community consultation at the outset of the project.

1. General public in Havelock - 8 February 2010.
2. General public in Picton - 9 February 2010.
3. General public of the remaining settlements, Linkwater Hall - 8 March 2010.

Three Focus Group meetings have been held to consult with key stakeholders on the urban issues of Picton:

1. 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.
2. Representatives from community organisations in Picton and environs, 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.

Series of report back presentations on 8 and 9 April 2010 involved the Council staff, Mayor and Councillors, key stakeholders and the general public.

## 1.5 Inquiry-By-Design workshops

The core of the Marlborough Sounds Growth and Development project has focussed around interactive, multi-disciplinary IBD technical and community based workshops. These workshops took place over 2 periods:

- 9-12 February 2010: Picton and Waikawa Bay at the 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 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 Picton and the other Sounds settlements 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.

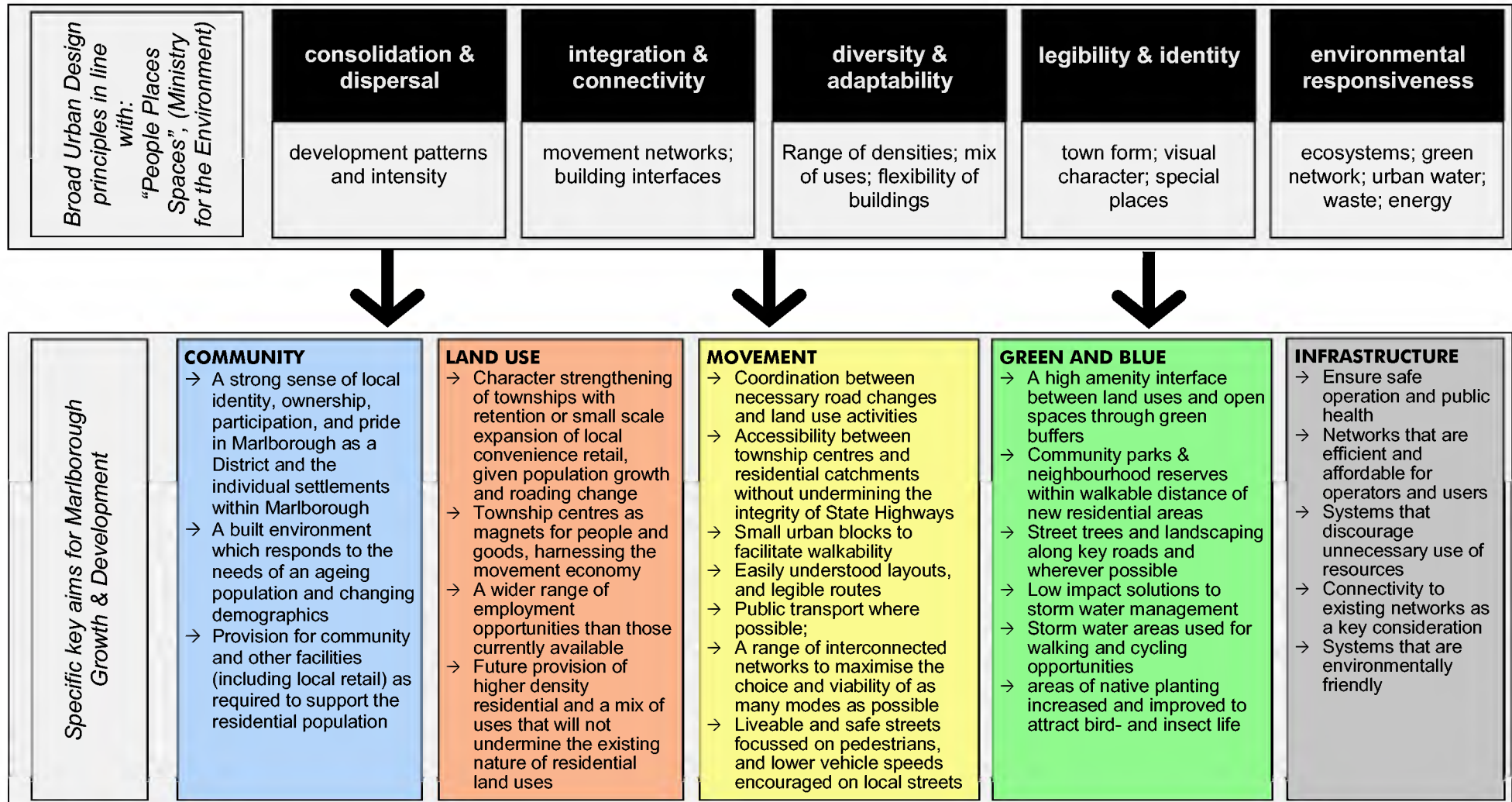
All participants to the IBD-workshops are listed in appendix 5.



## 1.6 Sustainable Urban Design Principles

A 'Principle based' approach has been used to drive the process, based on key urban design principles that can best embed and deliver sustainability into a built outcome. This has allowed a robust, defensible 'bottom line' to be established, against which the potential of the Inner Marlborough Sounds study area has been explored.

For this project, five technical 'themes' have been identified: community, land uses, movement, green and blue, and infrastructure. Within the broad principles more specific guiding principles apply to these themes. These are listed in the diagram below



## 1.7 An integrated approach

An integrated approach has been applied to this project to ensure that design is undertaken in a holistic manner and to avoid the risks associated with 'tunnel vision' or the artificial separation of intrinsically interrelated elements. This project addresses a broad range of issues simultaneously, and cannot be biased or hijacked by one or two interests, for example stormwater management, ecological protection, household density maximisation, or traffic efficiency.

This approach involves the core qualities of the environment (the 'quadruple bottom line'). Typical examples of integration include:

### *Economic*

A connected street network that offers economic benefits through the efficiency of traffic movement as well as social benefits by providing greater personal safety as a result of the wide-spread presence of motorists offering surveillance.

### *Ecological*

Features that are celebrated and integrated into urban environments rather than closed-off or destroyed can enhance the recognition and identity of those towns, as well as adding value to the built form through better visual and aesthetic amenity.

### *Social*

Coordinated residential land uses provide the greatest potential for social services to be accessible and relevant to their users. Employment opportunities are also a critical component of engendering social pride and well-being.

### *Cultural*

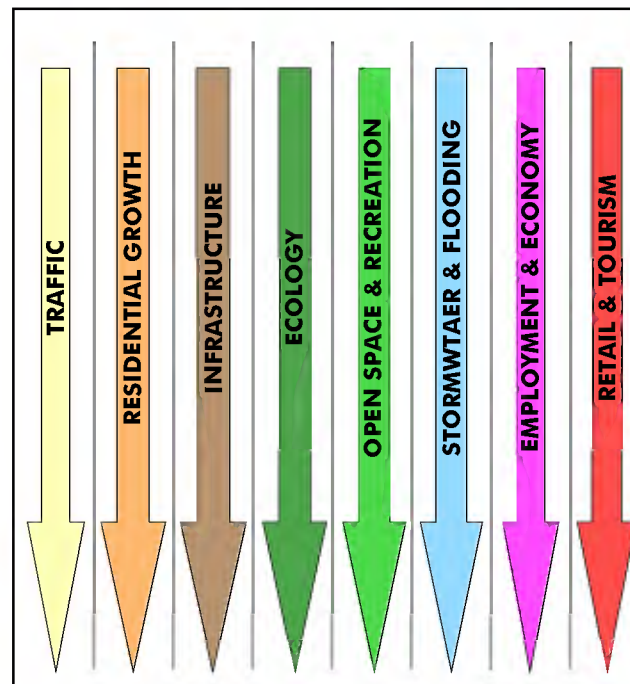
The growth strategy must be relevant to all cultural and ethnic groups, providing them with ownership and identity in the built form. If the strategy focuses solely on the mechanical task of providing 'X' houses for 'Y' population it will exacerbate existing and create new cultural limitations.

### Integration of disciplines

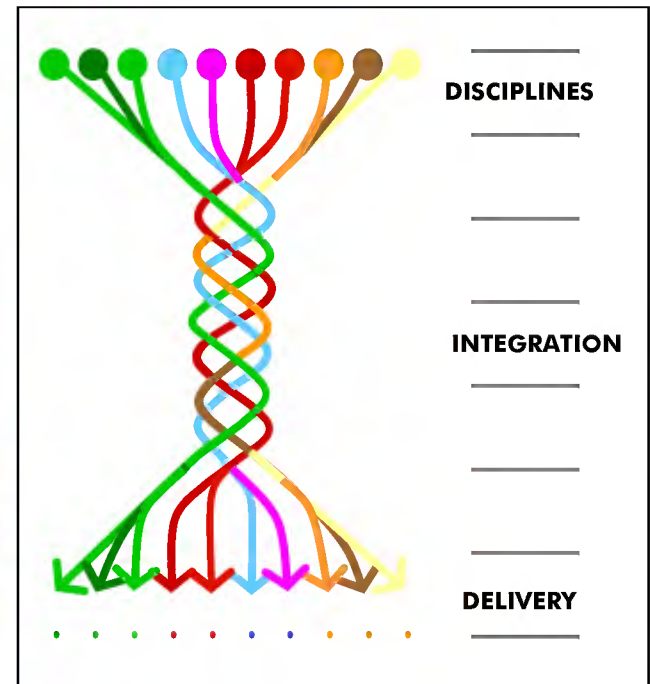
The project has involved the technical specialities that each partially manage spatial planning and the built environment.

Figure 1-2 illustrates the traditional 'silo-based' approach, in which each discipline tries to resolve its own issues and achieve its objectives in isolation from other disciplines. This is in contrast with the integrated approach (refer to Figure 1-3), in which each relevant discipline seeks to achieve their objectives in dialogue with other disciplines, leading to richer outcomes and synergies.

For the practical long-term delivery of the strategy it is important to 'filter out' the individual initiatives that are to inform the implementation programmes of each of the disciplines, without losing their connections with the main strategy and the implementation initiatives of other disciplines.



ABOVE FIG. 1-2: Traditional 'silo-based' approach



ABOVE FIG. 1-3: Integrated approach

## 1.8 Report structure

This reports summarises the outcomes of a series of meetings and workshops that focussed on the urban issues in selected settlements in the Marlborough Sounds area. This report consists of general sections as well as settlement-specific sections. A composite growth and development strategy for the sub region is also presented.

In Section 2 the range of issues is presented, that are relevant to the study area in its entirety and/or are specific to the individual settlements. This describes the context for the project and sets up the specific issues to be addressed in the analysis and outcomes.

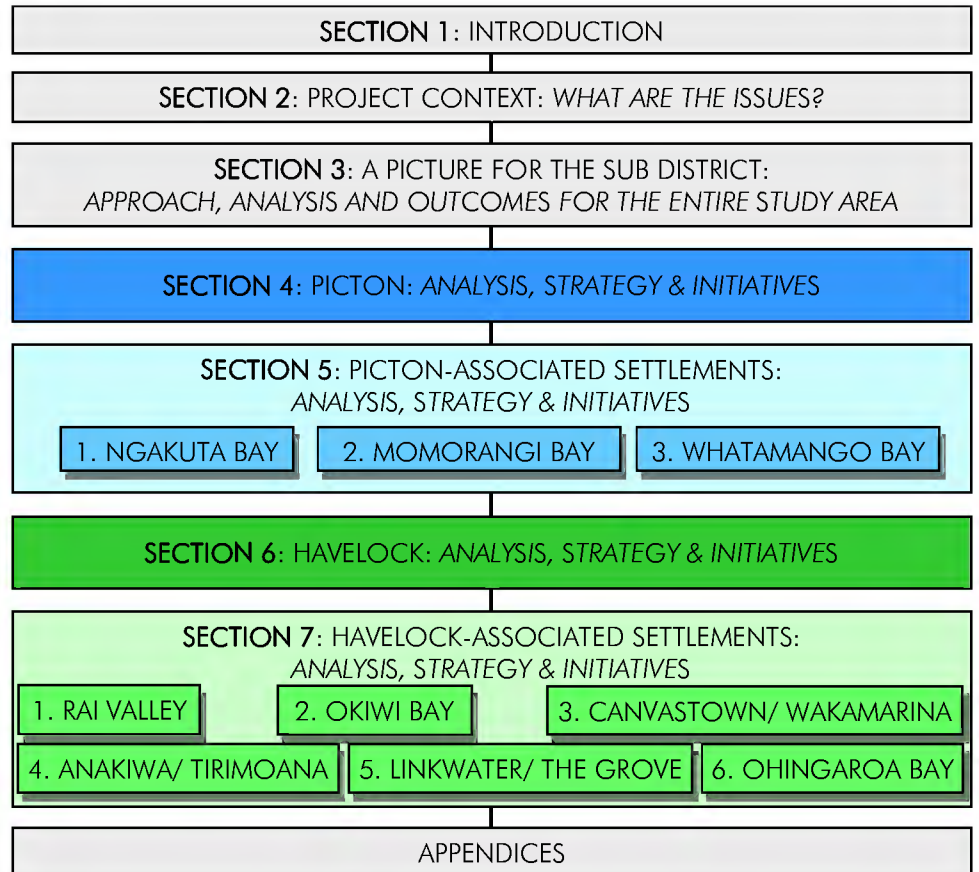
Section 3 focuses on the (inner) Marlborough Sounds sub-district and describes the findings relevant to the entire study area. Issues include the distribution of residential growth in the sub-district, region-wide ecological connections, high-scale recreational infrastructure, and visitor issues that require a uniform approach and response on a Marlborough Sounds-wide scale.

Sections 4, 5, 6 and 7 explain the outcomes of this project specific to individual or a limited cluster of settlements. In line with the scope of the project, two separate sections focus on the two main centres of the study area, Picton (section 4) and Havelock (section 6), and the smaller settlements are clustered around the centre they relate to for services and amenities.

The sections for Picton and Havelock are both organised around key strategies that underpin the respective visions for the revitalisation and long-term investment in these settlements. This explains and emphasises the integrated nature of the proposals and the synergies to be achieved.

Each of the settlement-specific sections (sections 4, 5, 6 and 7) closes with an outline of practical implementation steps and proposed initiatives along with prioritisation and expected timelines. For Picton and Havelock these are broken up in single discipline-specific actions to inform the long-term and short-term programmes of the Council departments.

Detailed background material is provided in the appendices.



ABOVE FIG. 1-4: Structure of the report



context

SECTION 2



## CONTEXT

### 2.1 Marlborough snapshot

The need to plan for growth and development in Blenheim and the local communities is better understood against the background of some headline trends pertaining to economy, employment, population, and tourism in Marlborough. The following is based on reporting for the Blenheim town centre project and partly sourced from 'Marlborough's Townships and small settlements growth study' by Environmental Management Services Ltd for Marlborough District Council (June 2008).

#### State of the economy

Marlborough has transitioned from a horticulture-based economy to high value viticulture. This has led to employment growth but at the same time to a less diversified, and therefore, more vulnerable economy.

Employment growth is projected for Marlborough's core resource-based industries and many of these are characterised by low average earnings. This ties in with the fact that hourly earnings in Marlborough are lower than the national average.

Traditional production systems, transportation and ways of using resources may soon become inadequate as overseas markets demand more rigorous standards in response to climate change - and Marlborough's economy is still largely based on land and water resources.

#### Water and Marlborough

In drought-prone Marlborough the sustainability of water supplies is a key determinant of future growth. Responsible management of groundwater resources, which are crucial for water supply, is of the greatest importance. On the other hand, many parts of the district are flood-prone, or may influence flooding in surrounding areas, which severely constrains potential land-uses.

There are very few natural areas remaining in the District outside of parts of the public estate in the Sounds and the mountains. In the immediate environment of Blenheim and the settlements less than 1% of the original indigenous vegetation remains. The only significant potential sources of natural values are the remaining waterways. The once vast wetlands that covered the area have been drained and canalised into straight 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. Effects of urban development on freshwater ecology can be mitigated by controlling substrate, depth, flow and riparian vegetation. This process could potentially induce the return of species.

#### Provision of Retail Space

Existing retail supply is estimated at 84,700 square metres in the Marlborough District by Market Economics Ltd. Currently around 43,200 people reside in Marlborough District, 29,000 of which live within Blenheim. It is suggested that the area is generally well served by the current provision of retail floorspace based on a rough industry rule of

thumb of 2 square metres of retail space per person. However, this is not to say that more retailers should not be welcomed, only that the District does not appear to have an under provision of retail floor space.

#### Ageing population

Differing population projections for Marlborough to 2031 suggest a low decline to modest population growth (from the current 43,200 people to between 41,800 and 53,800). Therefore, population growth alone is unlikely to drive economic growth. The resident population is aging and the highest population growth comes from the over 60s, and those approaching retirement who are over 50 years old. The contribution of these groups to the local economy, economic growth and retail expenditure will likely decline as they age.

#### Tourism

The above trends emphasise the need to reinforce Marlborough's attractiveness in the competitive tourism market, which is dependent on adequate accommodation, services, sustainable infrastructure and the way that the townships look and feel. Blenheim, Picton and the smaller settlements each have a role to play in this.

One third of visitors to Blenheim are day visitors (450,000 of the 1.3m visits per year). This is more day visitors than tourists Blenheim is estimated to attract from the Inter Island ferries. Only about 50% of the 1 million ferry passengers per year travel past Blenheim, and less than a third of these are believed to stop and engage with Blenheim. Most Inter Island ferry visitors are older free independent travellers over 60 years old. The other major component of Inter Island ferry passengers are young independent travellers aged 20 to 29 years old. Only a third of Blenheim visitors stay over-night, with the average overnight stay of business and recreational visitors being only 1.6 nights.

#### Attracting a younger population

Trends show a loss of those aged 39 years and younger. This extends beyond Marlborough's young adults leaving for higher education, overseas, or big city attractions. The loss includes those in the family formation stages of their life. Figures suggest a large turnover of residents, with 50% of residents arriving within the last 10 years (but population growth in that period was less than 16%).

Like many other districts, Marlborough is facing the challenge of attracting residents to settle permanently in the district. Blenheim, Picton and the smaller communities could play a major role for Marlborough District in attracting and retaining young people, through the creation of a diverse recreational facilities, as well as employment, education and training opportunities. The development of attractive and affordable residential environments is crucial for the success of attracting a younger population. There is a real shortage of affordable housing for low-moderate income households, which is expected to intensify unless measures are adopted to supply affordable new housing. Each of the settlements has elements of distinctive character which can be further developed to reinforce community identity, enhance character and create points of difference.

## CONTEXT

### 2.2 Inner Sounds snapshot

The Wairau River is the approximate divider between the drier, less forested south Marlborough area and the wetter more forested north Marlborough and Sounds area. This part of the Growing Marlborough Project focuses on Marlborough North, with specific focus on the most populated part, the Inner Sounds area.

#### Population

The Sounds population was stable between 1996 and 2001 but, since 2001, has grown by 4%. The Sounds' settlements' population growth has been concentrated in Waikawa (which has had a 17% increase in 10 years) and the small settlements in the Sounds. Picton's population (excluding Waikawa) has declined slightly but consistently since 1996. Havelock's population has been relatively stable since 2001.

Recreational opportunities, a mild climate and lifestyle opportunities attract a relatively large number of wealthy people retiring to Marlborough with the means to fund "higher-end" quality housing. This means that the population in the area is ageing and the affordability of housing and services is declining.

#### Non-permanent residents

The summer influx of people on vacation and tourists also have a marked effect on the population of Picton and the Sounds. For Picton, data suggest that the peak summer population is about 30% greater than on census night (March). In the Sounds, the figure will be much higher; perhaps 70 - 100% influx.

#### Economic activities

Key employment sectors include:

- Tourism;
- Aquaculture and processing industry;
- Marine services concentrated in Picton, Waikawa and Havelock;
- Forestry;
- Agriculture;
- Rail and ferry transport services and marine travel.

#### Picton and Havelock as hubs

Communities within the Inner Sounds areas relate to the larger centres for employment, services, education and other facilities. Picton and Havelock are the main hubs within the area, whilst Blenheim and Nelson fulfil this role for the needs that require a larger population base. Large travel distances, significant travel times, and reliability on private transport have a significant impact on the quality of life in the remote communities.

#### The importance of water

Water availability is one of the key constraints on future urban growth. Reliability of supply is necessary to maintain business confidence and will require a carefully



managed regime of water allocation, monitoring and management. Freshwater quality is an issue for many of the smaller settlements. Marine water quality is also an important issue for aquaculture that supports many Sounds settlements and for public health reasons in some Sounds' coastal settlements.

#### Ecology and landscape

Throughout the Sounds, much of the original forest has been cleared for farming or timber. Along with the original forest remnants, there are extensive areas of commercial pine forest as well as regenerating native forest and scrub. There are large areas of DOC estate held in a natural state. Reversing the historic trend of destruction and alienation of indigenous ecosystems, some landowners are returning land to native forest and tackling pests so that native fauna and flora can flourish.

Much of the land around the Sounds is not in its original natural state. However, it has at least a scenic or landscape value and at best it has an important ecological value too. The landscape has huge economic value and benefit to the community in that it forms an environment that people want to visit, experience and live near.

#### IN CONCLUSION: ISSUES TO BE ADDRESSED

Headline considerations for the Inner Sounds area are:

- The unique aspirations of the discrete communities;
- Accommodation of residential growth in relation to long-term water supply, sewerage infrastructure, geographic, and ecological constraints;
- Affordability of services and housing;
- Issues associated with large visitor numbers, such as impact from freedom camping on the natural environment, and seasonal pressure on facilities and services.
- Picton as service hub for the Queen Charlotte area and Havelock for the Pelorus and Kenepuru areas;
- Water quality; and
- Impacts from economic and urban activities on landscape and the ecology.

## CONTEXT

### 2.3 Snapshot of the Picton-associated settlements

The following description of key features and urban issues in these settlements is based on public consultation that took place on 8 March 2010 and partly sourced from 'Marlborough's Townships and small settlements growth study' by Environmental Management Services Ltd for Marlborough District Council (June 2008).

#### NGAKUTA BAY

##### Key features

- Once a small quiet seaside residential enclave, now a relatively large Sounds settlement occupying the lower slopes of the valley that leads to the circular bay.
- Increasingly popular bay particularly for summer boating, water skiing, swimming, picnics, for Marlburians and visitors.
- The bay is an important ecological site, identified in the DOC Ecologically Important Marine, Freshwater, Island and Mainland as recommended for protection. It is one of a relatively few estuarine areas in the Sounds which is of high conservation value.
- Flood hazard associated with the stream that flows down the valley through the middle of the settlement. Further works are expected to be required on stormwater drainage.
- Instability hazard on the valley floor and the slopes within and surrounding the settlement.

##### Consultation findings

Consultation identified the following issues for consideration in the project:

- Walking and cycling opportunities along Queen Charlotte Drive should be improved.
- Speed restrictions should be imposed to improve crossing opportunities for pedestrians.
- A café or store for the community, camp site and freedom campers was suggested.
- Many coastal properties are at risk from sea level rise.
- The jetty needs upgrading.
- There is some scope for residential development at the southern end.
- Water supply is a big issue. There are six sources but only one has resource consent. Water quality is average.
- Several sewerage systems are running at maximum capacity.
- Slow vehicle bays would improve opportunities for safely overtaking.
- There is Iwi interest in the Ngakuta Pa.
- There is a need for pest control of rodents, stoats and feral cats.
- Untapped resources and unknown expertise and experience are available in the community.
- Logging trucks through the settlement are negatively impacting on the quality of life.

#### MOMORANGI BAY

##### Key features

Key characteristics of Momorangi Bay have been identified as:

- Readily accessible by road from Picton.
- A settlement nestled into the small area of flat land at the base of a steep valley.
- Facilities and amenities include a camping ground, a convenience store, a boat launching area, and fuel sales outlet.
- There is a flood hazard associated with the stream that flows through the middle of the settlement.
- A land instability hazard affects the settlement.
- Water supply is from surface water. Wastewater disposal is to septic tanks (some of which have discharge consent).
- There is limited scope for development beyond the zoned area or for infill other than the camping ground which is district recreation zoned.

##### Consultation findings

There was no representation from the Momorangi Bay community at the consultation sessions, held in the Linkwater Hall on 8 March 2010.

#### WHATAMANGO BAY

##### Key features

- Parts of the strip of small-lot subdivision on the Port Underwood Road out of Waikawa are zoned Sounds Residential. They are all steep and elevated above the road with physical development challenges.
- The settlement at the head of Whatamango Bay is an attractive small settlement reasonably accessible from Waikawa and Picton.
- There is a substantial area of DOC reserve at the mouth of the stream with boat launching area and camping facilities.
- The river through the middle of the settlement causes a flood hazard.
- There is some limited scope for infill development within the Sounds Residential zone
- There are difficulties with on-site wastewater servicing due to high groundwater levels and springs.

##### Consultation findings

Consultation identified the following issues for consideration in the project:

- McCormick's Road is in need of an upgrade.
- There is need for 'No Camping' signage at the top of Karaka Point and at the end of McCormick's Road.
- The Council should clarify ownership and location of moorings in the bay.
- Lack of water supply and land instability are seen as growth constraints.
- A small sewerage system is required.

## CONTEXT

### 2.4 Picton and Waikawa snapshot

The following description of key features and urban issues in Picton and Waikawa is based on consultation that took place on 8 and 9 February 2010 and partly sourced from 'Marlborough's Townships and Small Settlements Growth Study' by Environmental Management Services Ltd for Marlborough District Council (June 2008).

#### KEY FEATURES

Key characteristics of Picton and Waikawa have been identified as:

- Gateway to the Marlborough Sounds and the South Island set in spectacular landscape, with stunning views of the Picton environs and beyond.
- Ferry freight and travellers form a major part of the activity within Picton.
- Picton is a long established visitor destination which continues to grow in popularity.
- The Picton Port forms the concentration point for rail and road (SH1) freight.
- Activities on the waterfront include water taxis, marine services and access for Sounds residents. The area around London Quay is subject to a major reconstruction process.
- Picton and Waikawa are compact settlements contained by steep bush-clad hills and the harbour with linear development between the two nodes.
- Picton and Waikawa both accommodate a large marina and form an important cluster of marine services supporting recreational and commercial fishing and boating.
- Consolidation and improvement of marina facilities in both Picton and Waikawa is an ongoing process as demand for berths and services is growing.
- A deep water port is located in Shakespeare Bay.



#### CONSULTATION FINDINGS FOR PICTON

On 8 February two focus group meetings took place to exchange ideas between groups of stakeholders, Council staff and the consultant team. On 9 February a public meeting was organised to exchange ideas between the local residents, Council staff and the consultant team. These meetings generated spatial and non-spatial ideas and suggestions for Picton and its context. The two focus groups and the public meeting

constituted a wide range of representatives and sometimes contradictory ideas and opinions were raised for consideration in the project.

#### Focus Group meetings

- There is a local need for affordable housing and services.
- The community is advocating the construction of a swimming pool. A possible location is still to be decided.
- The library requires expansion or relocation into larger premises.
- Efforts should be focussed towards attracting a younger population to Picton.
- Night-time safety would be improved by additional CCTV surveillance cameras in the town centre and near the foreshore.
- Connections between residential and natural areas should be improved.
- Pedestrian and vehicle connections between the ferries and the town centre should be improved.
- Signage directing visitors to the town centre is generally poor.
- The visibility of the i-Site should be improved.
- Parking pressure is at its maximum from Boxing Day until the end of January. During that period there is a need for increased parking capacity for holiday-makers and temporary residents of the Marlborough Sounds.
- Walking and cycling opportunities should be promoted and improved.
- Vehicle speeds on Kent Street near the Picton School are a safety concern.
- The discussion whether Auckland Street or Kent Street should be designated as SH1 is ongoing.
- Waikawa and beyond totally relies on Waikawa Road for its connectivity for cars and cyclists. Improvement of this road or secondary network should be investigated.
- The streetscape of Upper High Street should be upgraded in accordance with that of Lower High Street.
- The rich history of Picton should be celebrated. There is a need for clear building controls, also to protect Picton's heritage and encourage fitting new architecture.
- Apartment developments increase the pressure on town centre nightlife activities, such as music of bars, people going home, cleaning and expedition noises, etc.
- Instability of surrounding land constrains Picton's expansion opportunities.
- Council is faced with expensive measures pertaining to securing Picton's long term water supply.

#### Public meeting

- Accessibility to services and facilities for all sectors of the population should be improved.
- Picton needs its own swimming pool as local residents now rely on the pool that is part of the Queen Charlotte College, or Stadium 2000 in Blenheim.
- The library should be extended up or out with spaces for community services upstairs.

- There is a need for more indoor activities for young people.
- Connectivity between the ferries and with the town centre should be improved together with signage to direct visitors to the town centre.
- The Waitohi and Waikawa Streams should be beautified and made more accessible for recreational purposes.
- Walking and cycling should be improved by the construction and connection of tracks. Pedestrian crossings are required to improve pedestrian amenity in the urban areas.
- Streetscape upgrades should include better street lighting and safety and amenity improvements, particularly for mobility scooters.
- “Welcome to Picton” signs should be erected on the approaches to the town.
- There is a need for more boat moorings and carparking in Picton to cater for the wider Sounds population and visitors.
- A passenger transport service to and from Blenheim was suggested, either by rail or bus.
- Kent Street traffic forms a hazard around the Picton School.
- Traffic pressures on Waikawa Road negatively affect its safety.
- Complaints by apartment dwellers or occupants limit town centre activities.
- Heritage items should be protected.
- Establishing the National Whaling Museum in Picton was suggested.
- Waitohi Park will become available after relocation of the Waitohi Rugby Club to Endeavour Park. Industrial development appeared to not be favoured.
- Clean drinking water and clean air should be secured for Picton.
- There are several areas affected by stormwater drainage and flooding issues.

- Improving the safety for all users of Waikawa Road as the main connection between Picton and Waikawa and beyond.
- Providing better opportunities for walking and cycling, and safer and more efficient ways to get around by mobility scooter.
- Considering the Auckland Street vs. Kent Street as designation for SH 1.

### IN CONCLUSION: ISSUES TO BE ADDRESSED

Headline suggestions for Picton and Waikawa Bay are:

- Establishing improved visual and physical connections between the ferries and the town centre.
- Improving signage to direct visitors to the town centre, as well as to mark the urban entrances to Picton and Waikawa.
- Developing standards and guidelines to protect heritage items and to ensure future buildings respect street scale and important views to the harbour, and to enhance the quality of building design.
- Improving the safety and amenity of the town centre for residents and visitors.
- Accommodating residential growth within the tight local constraints.
- Finding a balance between potentially conflicting activities within the town centre.
- Finding the best way to accommodate the increasing library services.
- Investigating options to locate a possible Swimming pool.
- Extending and enhancing biodiversity connections.

## CONTEXT

### 2.5 Snapshot of the Havelock-associated settlements

The following description of key features and urban issues in these settlements is based on public consultation that took place on 8 March 2010 and partly sourced from 'Marlborough's Townships and Small Settlements Growth Study' by Environmental Management Services Ltd for Marlborough District Council (June 2008).

#### RAI VALLEY

##### Key features

- A small township, beyond the Sounds, and close to the District's boundary with Nelson, and serving an increasingly diverse rural community, with dairying, forestry, meat and wool as the key rural outputs
- Compact layout with a distinct central commercial core
- A small range of commercial shops and services targeting the rural community and travelling public, along with trade, contractor and engineering businesses that support local industry
- Visitor accommodation facilities, hunting and fishing guides, etc
- Elaine Bay Aquaculture
- Almost all zoned residential land is occupied except for new rural/residential subdivision on the west side of the town
- Approximately 7,000 m<sup>2</sup> of the zoned mixed use Town Commercial zone is available (with a significant "tooth gap" created by the loss of the former mussel factory)
- Highly popular and well supported Rai Valley A & P show is a feature of the area
- Rai River flows along the eastern side of the township and is an important habitat for some of the native fish species
- Flood hazard associated with the Rai River

##### Consultation findings

Consultation identified the following issues for consideration in the project:

- Rai Valley accommodates a diverse community in terms of affluence
- There is a reserve located to the south that serves as a camp ground
- Vehicle speed on SH6 through the township is an issue
- There is a good provision of community facilities, but medical facilities are lacking
- There is poor provision of mental health services
- The Rai Valley area school is an important community facility
- What to do with derelict mussel factory?
- There are rural residential lots for sale on the western side of the township
- The Anzac monument is an important historical element

#### OKIWI BAY

##### Key features

- A relatively large settlement within Croisilles Harbour - accessible by a long and winding road route from SH 6.
- Okiwi Bay accommodates a camping ground, a convenience store, and fuel sales as well as a boat launching area and small wharf at the northern extreme of the harbour.
- There are generous areas of formed parking bays interspersed along the grassed public foreshore reserve.
- There are also generous areas of DOC and MDC reserve along and near the foreshore. A helicopter landing area is located on the foreshore.

##### Consultation findings

Consultation identified the following issues for consideration in the project:

- The traffic safety for pedestrians near the playground should be improved.
- There are community plans for a wetland and a walkway in the central community area of the settlement.
- Public access to the jetty should be retained.
- There is limited scope for residential growth in the western area.
- A community sewerage system has recently been developed. There are also plans for a community water supply system.

#### CANVASTOWN/ WAKAMARINA

##### Key features

- A small settlement within a rural community with strong heritage associations to former mining and milling.
- The settlement is accessed from but set back from SH6.
- There is no land specifically zoned for residential development but there is a reasonably dense concentration of rural residential development in two areas: along the Wakamarina Road and along a loop of the former state highway.
- There is a cluster of commercial services at the SH 6 junction (tavern, shop).
- The Wakamarina River is a permanent flowing river from a large steep catchment with consistently high water quality.

##### Consultation findings

There was no representation from the Canvastown/ Wakamarina community at the consultation sessions, held in the Linkwater Hall on 8 March 2010.

## ANAKIWA/ TIRIMOANA

### Key features

- A cluster of two settlements nestled into the small areas of flat or delta land at the base of the steep Sounds hills.
- One of the few settled areas of the Sounds that are not affected by land instability or flood hazard.
- Both settlements are readily accessible by road from Picton.
- Anakiwa accommodates the Cobham Outward Bound School and jetty.

### Consultation findings

Consultation identified the following issues for consideration in the project:

#### *Anakiwa*

- Vehicle speeds on the road along the foreshore should be addressed. A speed bump near the jetty was suggested.
- There is a need for sea defences to prevent erosion.
- All visitor accommodation should be consistently indicated with signage.
- More public parking is required, especially near the jetty.
- There is a need for a boat washing area near the jetty.
- 'No Overnight Parking' signage should be erected near the backpackers and Outward Bound.

#### *Tirimoana*

- Vehicle speeds on the road along the foreshore should be addressed.
- Council should support the maintenance of the Link Walkway.
- A children's playground was suggested for the foreshore reserve.
- Ensure access to the reserve by buying the section that is for sale on Thompson Place.
- More public parking is required, especially near the boat ramps.
- There is a need for a boat washing area near the jetty.
- The area by the jetty should be dredged.
- New public toilets should be introduced in the popular jetty area.
- There is a need for sea defences to slow erosion.

## THE GROVE/LINKWATER

### Key features

- The Grove is a north-facing residential settlement nestled between native bush hill and the water.

- The area is readily accessible from Picton.
- The settlement adjoins a large area of flat Rural-zoned farmland.
- Grovetown is subject to instability hazard.
- There is an area of flood hazard on the adjoining flat farm land associated with the Ada Creek's flow into the estuary.
- The Linkwater area consists of a loose cluster formed by the Linkwater Hall, Primary School, Service Station and some shops, surrounded by farmland

### Consultation findings

Consultation identified the following issues for consideration in the project:

- Vehicle speeds on Queen Charlotte Drive are an issue.
- There is a need for a walkway off the main road in The Grove.
- A picnic area near the jetty was suggested.
- The jetty is in need of repair.
- A breakwater to protect the jetty was suggested.
- The boat launching ramp needs replacement.
- The Grove Foreshore Reserve needs reclassification to 'recreation' so that the community can do the maintenance.
- The farm on the southwestern side of The Grove has a caveat on it that states that it cannot be subdivided.
- Freedom camping by non-self containing campers creates problems in The Grove.
- There is need for better signposting of public toilets along Queen Charlotte Drive.

## OHINGAROA BAY

### Key features

- A long narrow strip of Sounds Residential development along Kenepuru Road, which connects with Queen Charlotte Drive at Linkwater.
- Relatively distant by road from both Havelock and Picton.
- Sections are generally steep being located between the elevated road and the coastline.
- Much of the Sounds Residential zoned land is subject to land instability hazard.
- Wastewater disposal is to individual on-site septic tanks and other on-site treatment and disposal systems.

### Consultation findings

Consultation identified the following issues for consideration in the project:

- There is need for Slow Vehicle Bays on the straight stretch of road through the populated area to increase opportunities for safely overtaking.
- The Council should consider freedom camping prevention with enforcement.
- A new jetty in Willow Bay or Ohingaroa Bay should be considered within the Jetty Strategy.

## CONTEXT

### 2.6 Havelock snapshot

The following description of key features and urban issues in Havelock is based on public consultation that took place on 8 February 2010 and partly sourced from 'Marlborough's Townships and Small Settlements Growth Study' by Environmental Management Services Ltd for Marlborough District Council (June 2008).

#### KEY FEATURES

- Gateway to the Pelorus Sound.
- Quiet coastal aspect.
- Key port facilities with lots of daytime and night time activity.
- Relatively large marina with daytime and night time activity.
- Physically contained by the bush-clad amphitheatre hills, harbour, and Pelorus and Kaituna estuaries.
- Compact town centre along main road elevated above harbour with some notable heritage buildings.
- Medium density housing concentrated in two areas near the town centre and at Queen Charlotte Drive intersection.

#### FINDINGS OF THE PUBLIC MEETING

On 8 February a public meeting took place to exchange ideas between the local residents, Council staff and the consultant team. This meeting generated spatial and non-spatial ideas and suggestions for Havelock and its context. As the public constituted a wide range of people, sometimes contradictory ideas and opinions were raised for consideration in the project. Refer to appendix 1 for a detailed overview of these inputs.

The headline suggestions for Havelock are:

- Visual and physical connections between the village and the port and marina area
- Access to the port for heavy traffic, via Outram Street (1)
- Havelock as a quiet seaside village
- Redevelop the northern end of the Port area (2)
- Encourage the development of more restaurants around the Slip-Inn Restaurant (3)
- Develop a heritage trail
- Encourage recreational activities for children and older youth
- Utilise the area near the old timber wharf (4)
- Develop a north-facing beach (5)
- Redevelop the motor camp for other purposes (6)
- Address vehicle speed and severity of traffic through town
- Improve traffic safety for school children (7)
- Increase public parking close to shops
- Consider residential growth relative to land stability issues, stormwater and capacity of services

- Opportunities to create, extend, and connect recreational walking and cycling tracks
- Visitor attractions







## the picture for the sub district

## SECTION 3

## A PICTURE FOR THE SUB DISTRICT

### 3.1 Population today

The baseline figures for Marlborough's population are sourced from the latest Census in 2006. The table below shows clearly that the majority (more than 52%) of the population of this selection of settlements in the Picton and Marlborough Sounds area is concentrated in Picton. Havelock, located approximately 37 km west of Picton, is the second largest population centre of the area.

Settlement	Usually Resident Population - Census 2006
Picton and Waikawa	4185
Havelock	540
Other Marlborough Sounds settlements	3306
<b>TOTAL</b>	<b>8031</b>

### 3.2 Future growth pressures and population projection

#### Growth pressures

- Marlborough's population is ageing, with a potentially greater proportion of people aged 65+ than the New Zealand average. This attests to Marlborough's attraction as a retirement destination;
- transportation services, to get between and about the townships as well as recreational provision need to adapt to this population trend;
- Marlborough is projected to lose greater numbers of people in the 0-39 age group. Initiatives to attract them from elsewhere will be competing with other centres; and
- new housing needs to match the needs of smaller and older households and the many on fixed and low-moderate incomes.

#### Population projection

Three potential models have been identified by the Council:

1. The Council's in-house asset management population projections.
  2. Statistics New Zealand area unit population projections.
  3. New Zealand Transport Agency study household projections.
- where comparable, the Council's growth figures predict higher growth than Statistics New Zealand projections;
  - The Council's figures are likely to most accurately reflect the urban residential areas as they have analysed and corrected the Census Area Units and Mesh Blocks. Reasonably reliable figures are available for each of the areas included in the township growth study using the Council's study, but not the others; and

- The Council's 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 Council's figures (refer to the table below) form the most suitable basis for this Urban Growth and Development Project, as they cover all locations required, and have corrected the figures to reflect the urban residential areas.

Settlement	Census 2006	Projection 2031	Increase '06- '31	% '06- '31
Picton and Waikawa	4185	5143	958	23%
Havelock	540	649	109	20%
Other Marlborough	3306	4340	1034	31%
<b>TOTAL</b>	<b>8031</b>	<b>10132</b>	<b>2101</b>	<b>26%</b>

A key issue in relation to residential growth in the Marlborough Sounds is the proportion of permanent residents in the figures. Particularly the smaller settlements consist of large amounts of holiday houses. A separate analysis of Census data by the Council has confirmed this.

Allocating residential growth capacity or supplying additional residential land will possibly not only cater for the indicated growth demand, but also for a large amount of semi-permanent residents or holidaymakers. This consideration has guided the project to identify growth opportunities that are more likely to be taken up by permanent residents.

### 3.3 Approach to accommodating growth in the District

The starting point for this is formed by the Council's population projections for the respective settlements within the District for the 25-year period between the last Census (2006) and 2031. Given that the District will likely experience only modest growth, it is intended that it should occur where it will have the greatest benefit and the least costs.

Four possible approaches to managing future growth within the District were identified through the project process on the basis of a detailed understanding of the issues, opportunities, and constraints affecting each settlement:

1. *Minimal planning control* as to where and how to accommodate growth, possibly leading to greenfields development on the edges of settlements and areas of rural-residential throughout the district;
2. *Zone, but based on current market preferences*. This means supplying capacity for the projected population growth within the respective settlements. This will possibly lead to mainly greenfields and rural residential development;
3. *Zone on the basis of market preferences and sustainability prerogatives*. Ensure a balance between meeting the projected demand and working with constraints in the respective settlements. This will possibly lead to a combination of infill, intensification, greenfields and some rural residential development; and
4. *Picking winners*, i.e. allocating the projected growth in certain settlements or areas, selected for certain reasons.

These approaches all have their advantages and disadvantages. The main points are listed below:

Approach	Advantages	Disadvantages
1. Minimal planning control	→ Possibly quick results	→ Expensive and difficult to service with roading and other infrastructure → Might lead to unsustainable outcomes → Less certainty for developers
2. Zone, but based on current market preferences	→ Follows 'natural' trends	→ Some places have natural or infrastructure constraints, which might require expensive measures to overcome

Approach	Advantages	Disadvantages
3. Zone on the basis of market preferences and sustainability prerogatives	→ Follows 'natural' trends as much as possible, but is more affordable than approach 2	→ Does not meet the projected demand entirely, possibly leading to slow uptake of available zoned land
4. Picking winners	→ Possibly the most affordable option and best leverage off public sector investments	→ Does not meet the projected demand, possibly leading to slow or no uptake of available zoned land

Approach 3 has been identified as the most sustainable option for the District. The constraints for accommodating the projected demand in each settlement have been analysed and infrastructure investments of different options have been compared. At the same time, areas to accommodate growth have been sought in locations where existing services (community, open space and recreation, infrastructure etc.) could be utilised or built upon.

The approach can be summarised as:

- Enhancing existing settlements rather than establishing new ones;
- Developing strongly defined communities with unique identities, which minimise their impact on the environment, landscape, and versatile soils;
- Focussing new growth where it can best leverage from existing community infrastructure;
- Providing for urban expansion where it will make logical sense and be affordable from an infrastructure perspective;
- Encouraging urban intensification where it is feasible and is supported by conveniently located amenities; and
- Looking to support 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.

### 3.4 Composite growth picture for the Inner Sounds

A graphic representation summarising the result of this approach to accommodating growth in the Inner Marlborough Sounds sub district is shown in Figure 3-1.

#### Explanation

Each township within the scope of the project\* is represented by an icon consisting of four quadrants:

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

The suitability of the accommodation of growth in that location from the particular points of view as described before, i.e. infrastructure or social, environmental, and employment considerations on the two scale levels is represented by colours:

- **Green** = desired, modest or no constraints;
- **Orange** = pro's and con's, some constraints; and
- **Red** = not desired, too constrained.

\**Ohingaroa is not considered in this picture as it was included in the scope of this project for separate, growth-unrelated, issues. Kaiuma Bay is included instead in the light of the large planned subdivision to occur over the next 10 years or so.*

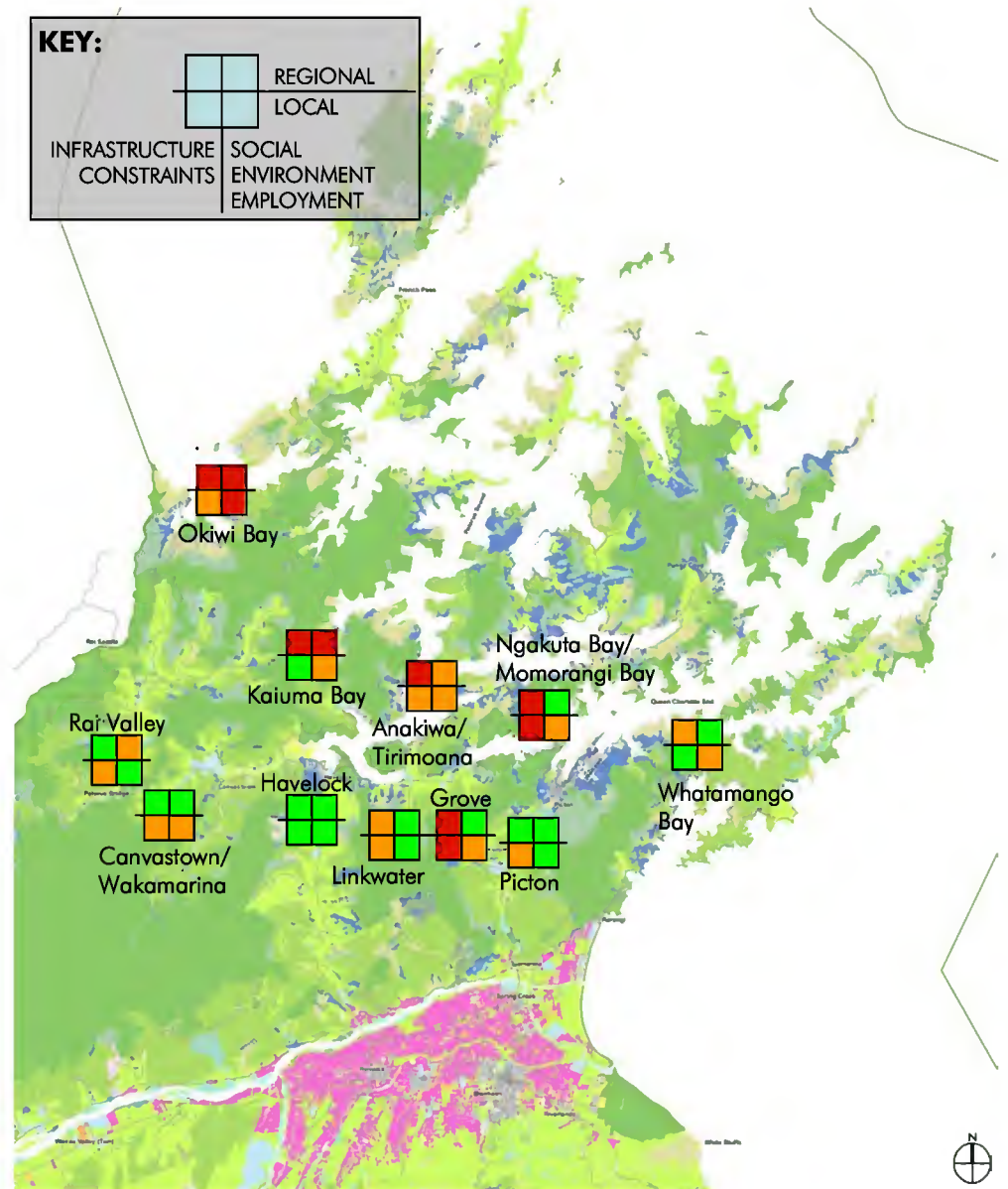
#### Approach

##### Infrastructure constraints

An informed judgment of the infrastructural constraints, either manifesting or impacting on a regional or at a local level, has determined the colour of the two respective left-hand cells. The main objective relates to affordability and sustainability. Generally speaking, growth occurring in locations where there is existing capacity has a preference over growth that requires expensive and/ or disruptive upgrades.

Dealing with flooding hazards also forms part of the considerations in this respect. Flooding hazards can often be mitigated, but in most cases at considerable cost. Building in a flood area when other suitable locations exist is generally not regarded as being sustainable.

It should be noted that the top left quadrant is generally less applicable in the context of the Marlborough Sounds settlements, since much of the infrastructure consists of small community schemes for water supply or sewerage treatment. In many places



ABOVE FIG. 3-1: Composite of the inner Marlborough Sounds sub district growth suitability (not to scale).

most of this takes place on the scale of the individual lot. However, it should be acknowledged that the effects of infrastructure failure or the impacts of development could be regional. Examples such as untreated sewerage polluting ecological systems, or developments impacting on the flooding potential somewhere else in the catchment form illustrations of this.

#### *Regional desirability*

As a general rule, the desirability from a social, environmental or employment perspective on a regional scale is determined by an informed estimate of the dependency on and (driving) distance to community facilities or employment in Picton and/ or Havelock. This means that the settlements within reasonable commuting distance colour green for this cell, that settlements further out turn orange, and isolated places where there are no facilities whatsoever turn red.

This is based on the objective of locating growth in a location 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 pursued, corresponding to appropriate locations within a broader structure. This means that developments of medium intensity should not occur 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*

The desirability from a social, environmental or employment perspective on a local scale is determined by an informed estimate of local factors such as availability of land for residential development, impact of residential growth on the local environment, the availability of local facilities and services, and local employment.

Growth and in particular infill often brings with it opportunity costs - sometimes including less privacy and less amenity. These must be avoided if development is to deliver attractive, quality outcomes especially for existing neighbours.

PREVIOUS PAGE FIG. 3-1

#### **Headline findings**

This image only provides an overview of the growth suitability. These are described and explained in more detail in sections 4, 5, 6 and 7 of this document. Some headline findings to note include the confirmation of Picton and Havelock as the desired main areas to focus on for residential growth.

Settlements on SH 6 west of Havelock seem reasonably unconstrained and desired options for the accommodation of residential growth, mainly due to their reasonable distance to Havelock and limited local constraints.

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.

#### **Reconciliation with Wairau-Awatere as the next step**

The graphic representation of these growth preferences is similar to the one used for the Wairau-Awatere sub-district. A composite 'growth picture' for the Marlborough District in its entirety will result from a reconciliation exercise, as the final step in this Growing Marlborough project.

### 3.5 Growth provision for the Inner Sounds

Figure 3-2 illustrates the accommodation of the projected population growth within the study area.

#### Picton

Picton and Waikawa growth figures are included in the project as follows:

- Projected growth until 2031: circa 1000 people
- Minus growth 2006-2010: circa 150 people
- Design population: circa **850** people
- Estimated household size: 2.2
- Required: 386 lots

Several scenarios to accommodate this growth demand are identified in this project. In the selected scenario there is sufficient capacity within Picton's and Waikawa's boundaries.

#### Havelock

Havelock's growth figures are included in the project as follows:

- Projected growth: **92** people
- Estimated household size: 2.3
- Required: 40 lots

An estimate of the residential land capacity within Havelock identified that this demand can be met.

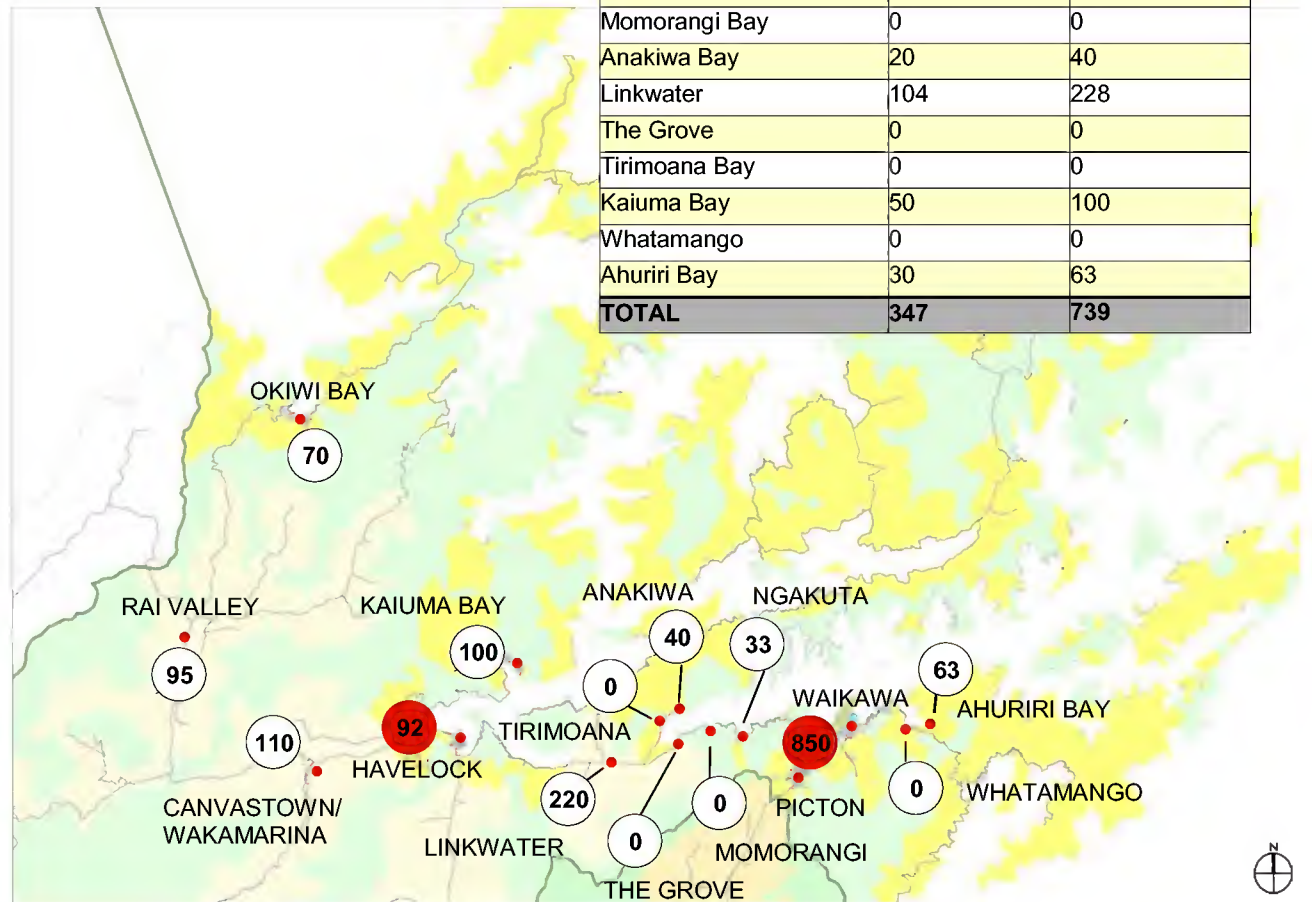
#### The other settlements

The net 2006-2031 growth target for the area, excluding Picton and Havelock, amounts to **739** people.

This figure is calculated as follows:

- Total projected growth 2006-2031: 1034 people
- Minus 2006-2009 growth: 165 people (extrapolation, not verified with consents)
- Minus growth in the Outer Sounds (assume 5%): 43 people
- Minus conversion of holiday houses to permanent residences (assume 10%): 87 people
- Target growth figure:  $1034 - (165 + 43 + 87) = 739$  people.

Settlement/ node	Available number of lots	Population growth
Rai Valley	43	95
Okiwi Bay	35	70
Canvastown/ Wakamarina Valley	50	110
Ngakuta Bay	15	33
Momorangi Bay	0	0
Anakiwa Bay	20	40
Linkwater	104	228
The Grove	0	0
Tirimoana Bay	0	0
Kaiuma Bay	50	100
Whatamango	0	0
Ahuriri Bay	30	63
<b>TOTAL</b>	<b>347</b>	<b>739</b>



ABOVE FIG. 3-2: Composite picture of the accommodation of population growth within the inner Marlborough Sounds study area.

### Caveats

It should be noted that these figures are possibly to be adjusted based on new data provided by a separate study by the Council to define residential land availability based on GIS-analysis.

Another separate study into the actual number and locations of building consents issued in the past 4 years is currently being undertaken and will possibly further influence these figures.

An additional issue topical for the small settlements within the study area is the typical household size. The project included an informed estimate of the population make-up of the different settlements, based on the reasons for people to live in the respective settlements.

Figure 3-3 shows the results of this exercise with the number of new residents in the right-hand column.

Points to note include:

→ There is a larger capacity in the subdivision in Kaiuma Bay. However, the figures included are based on the

current growth rate and therefore show a practical capacity, rather than the maximum capacity.

→ The project recommends that the Linkwater accommodates a significant part of the growth demand. The figure given forms a target that provides the balance of the growth figure.

→ Ahuriri Bay is included within this analysis as a potential residential subdivision with significant capacity and is located in the Whatamango Bay area.

SETTLEMENT	Retirement	Live and work locally	Bach	Live and work away	Lifestyle	HOUSEHOLD SIZE	LOTS	POP.
Rai Valley						2.2	43	95
Okiwi Bay						2	35	70
Canvastown						2.2	50	110
Ngakuta Bay						2.2	15	33
Momorangi Bay						2.2	0	0
Anakiwa						2	20	40
Linkwater						2.2	104	228
The Grove						2	0	0
Tirimoana						2	0	0
Kaiuma Bay				bridge/ road?		2	50	100
Whatamango						2.1	0	0
Ahuriri Bay						2.1	30	63
<b>TOTAL</b>							<b>347</b>	<b>739</b>

ABOVE FIG. 3-3: Analysis of the typical household size of the settlements within the inner Marlborough Sounds study area and the resultant growth figure each of these can accommodate.

### 3.6 Social Wellbeing

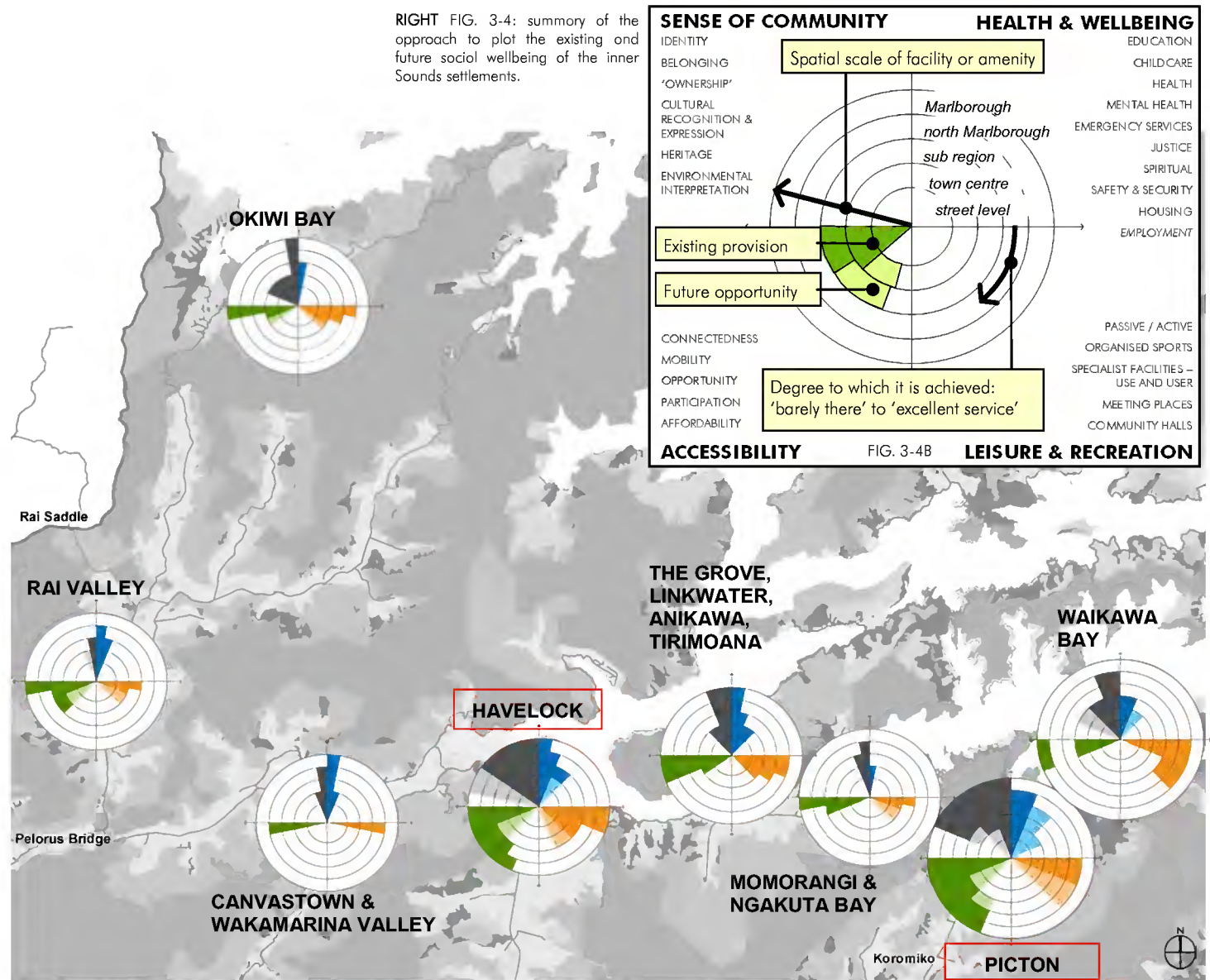
A successful social network facilitates community building, provides good accessibility to facilities and opportunities to participate. The provision of social infrastructure such as educational, healthcare and community facilities, and also the qualitative, less tangible aspects of community, such as 'fostering a sense of place' and 'identity' in the Inner Sounds communities, were analysed against a range of criteria. Refer to Figure 3-5 for the summary of this approach. The composite result is shown in Figure 3-4A. This is most of all a subjective interpretation of often intangible features. They serve however, as a starting point for understanding how the settlements are perceived to serve their community needs, relative to each other. It should be noted that the main contributors to this exercise were experienced Council officers although key community players were also involved.

Figure 3-5 overleaf shows a plot of the local facilities and amenities in each of the small Inner Sounds settlements, which formed the starting point for this analysis of social wellbeing.

A more detailed focus on each of the settlements will follow in sections 4, 5, 6, and 7. Key points from this overview include:

- Provision of 'hardware' community facilities is weak in many cases, mainly due to the sizes and isolated locations of many of the settlements, which makes these facilities often unviable.
- The lack of facilities does not necessarily reduce the quality of life,

RIGHT FIG. 3-4: summary of the approach to plot the existing and future social wellbeing of the inner Sounds settlements.

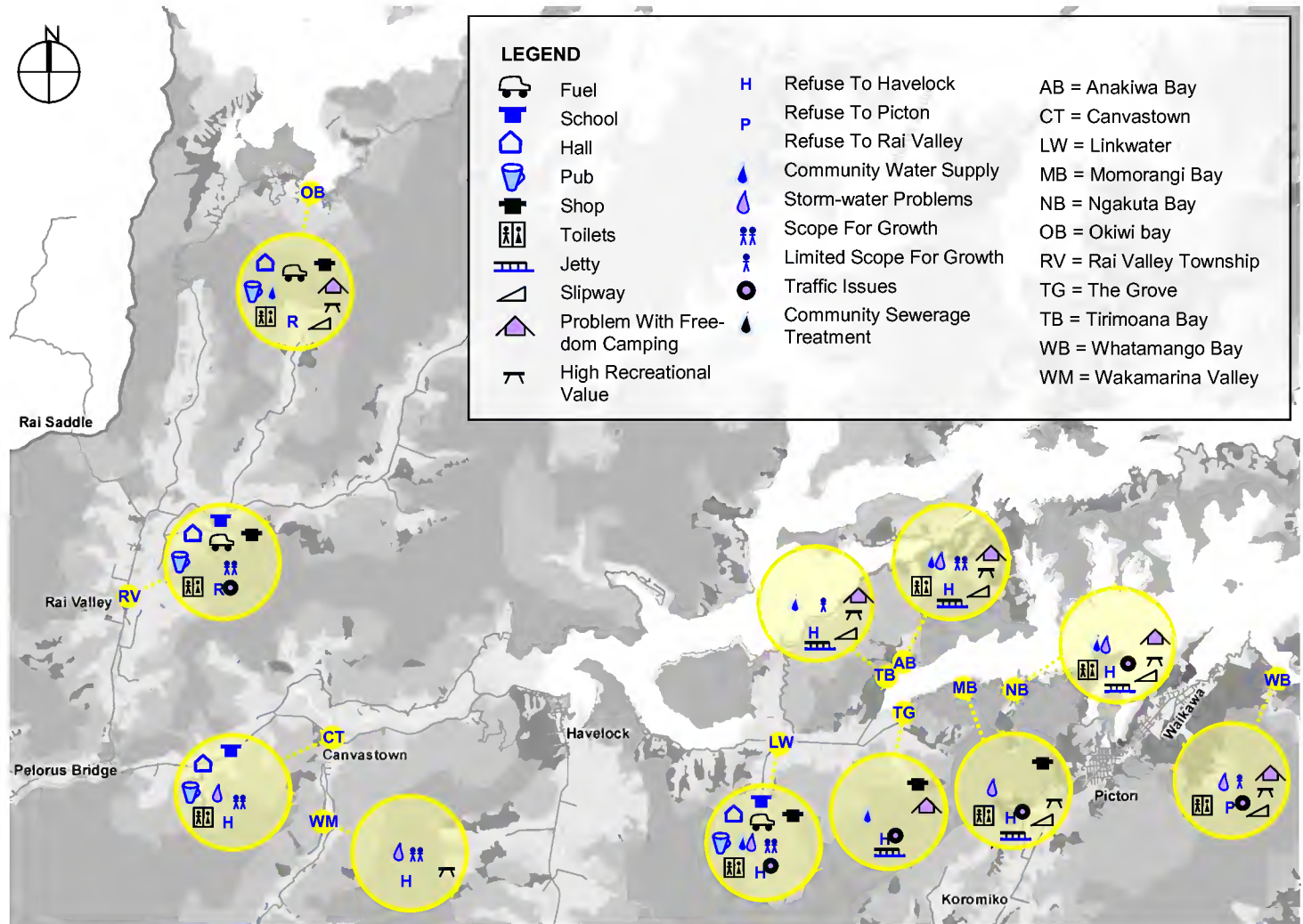


ABOVE FIG. 3-4A: plot of existing and future social wellbeing of the inner Sounds settlements (not to scale).



as this might be an attraction to some people.

- Overall, there is a relatively poor performance in *Health and Wellbeing*. This may mean that the settlements are reliant on Blenheim or Nelson for this.
- Each of the circles in Figure 3-4A represents a scale on which the facility or amenity manifests itself. For Picton an additional national scale was found to be relevant for Picton's identity and connectivity.
- Relatively strong provision of *Leisure and Recreation* in most settlements. This is attributed to the proximity of the Marlborough Sounds for outdoor recreational opportunities, rather than built 'hardware', such as meeting places and specialist facilities.
- the *Sense of Community* in the Picton, Waikawa and Havelock is strong, with an emphasis on their position as 'hubs' within the Marlborough Sounds.
- *Accessibility*, which covers indicators such as connectedness, mobility, opportunity, participation, and affordability is low in the majority of the small settlements, mainly due to their isolated position and size.

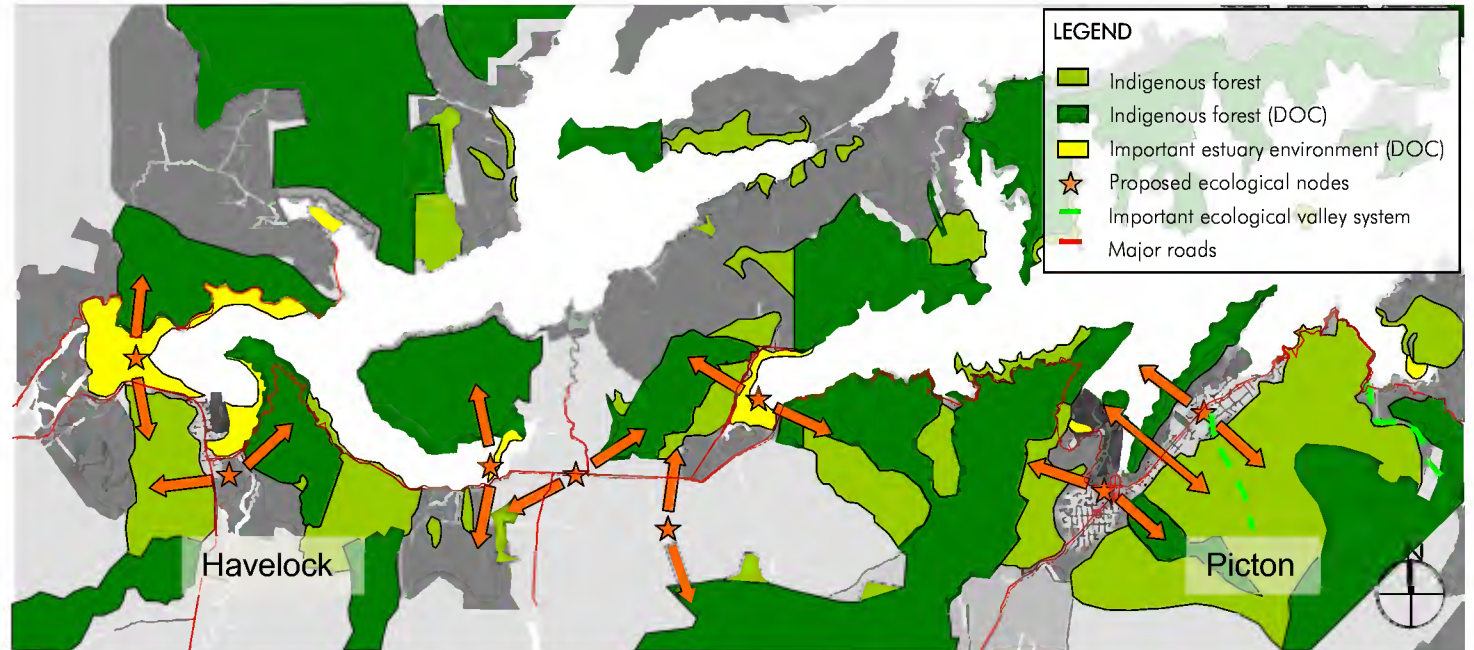


ABOVE FIG. 3-5: overview of local facilities and amenities in the inner Sounds settlements, excluding Picton and Havelock (not to scale).

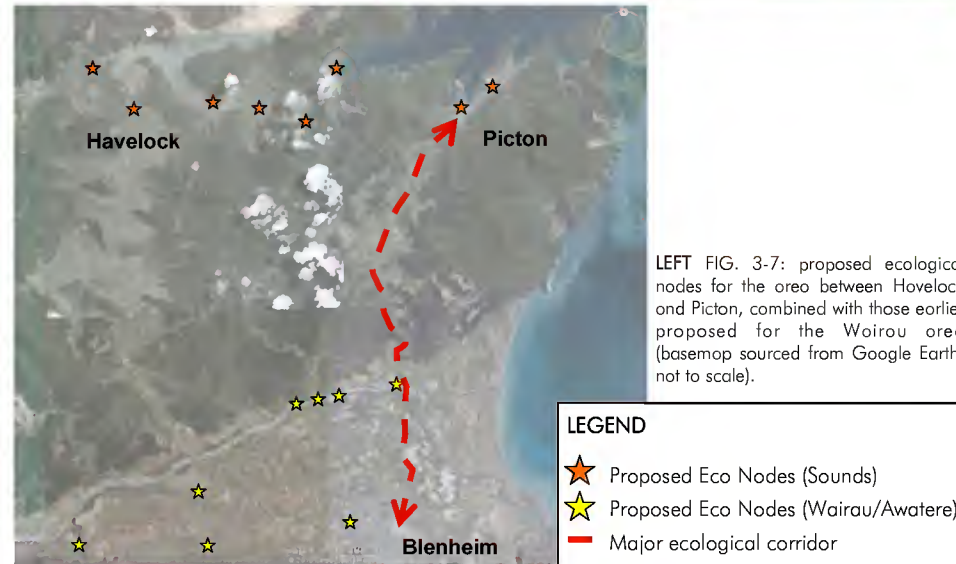
### 3.7 Biodiversity Links

The ecological connectivity is analysed on a sub-regional scale (refer to Figure 3-6). Areas of significant planting are proposed to enhance bird- and insect-life. These ecological nodes are proposed for key locations where there is the best potential to link important ecological areas in the form of a stepping stone. These nodes also correspond with local places where there is scope for significant planting. More details on this are provided in the individual sections for Picton and Havelock.

A composite picture for the proposed nodes for this area of the Marlborough Sounds combined with the earlier proposals for the Wairau area is illustrated in Figure 3-7.



ABOVE FIG. 3-6: proposed ecological nodes for the area between Havelock and Picton, which are to enhance sub-regional ecological connectivity (not to scale).



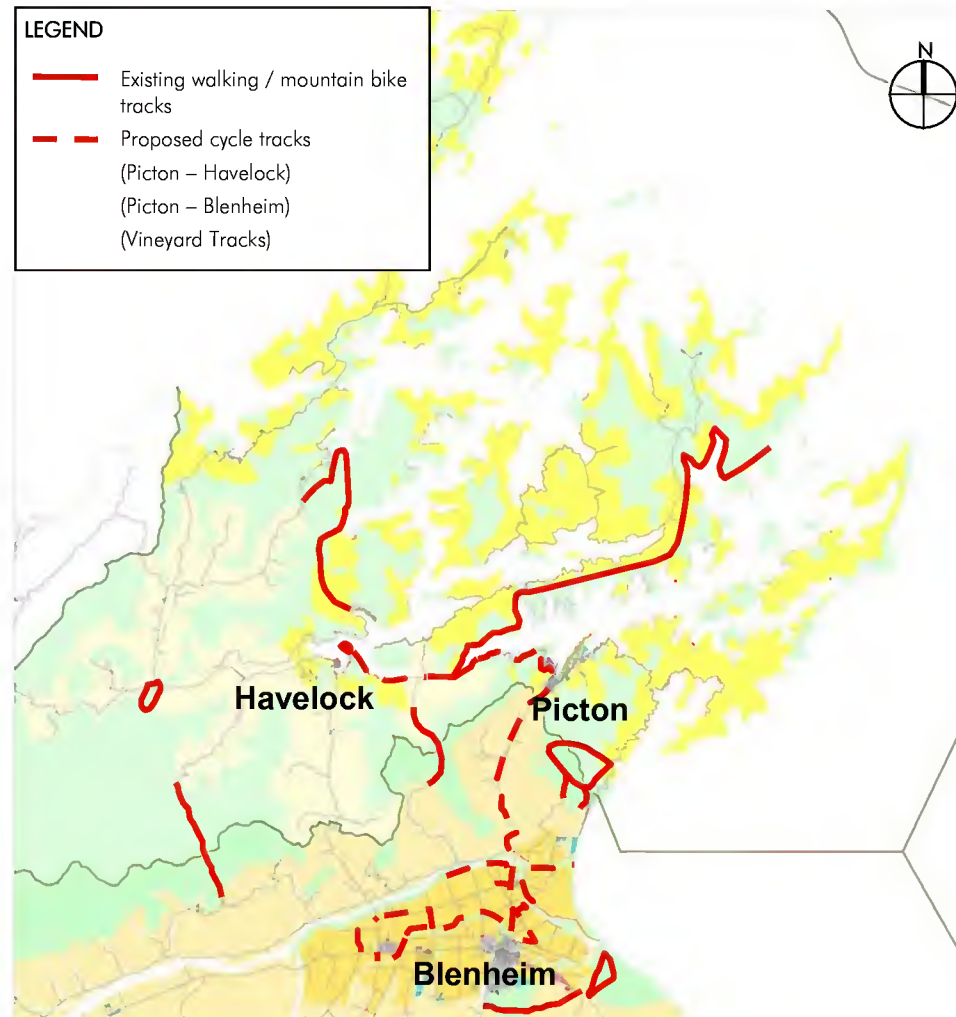
LEFT FIG. 3-7: proposed ecological nodes for the area between Havelock and Picton, combined with those earlier proposed for the Wairau area (basemap sourced from Google Earth; not to scale).

### 3.8 Recreational Links

The existing and proposed major recreational links for the area between Blenheim, Picton, and Havelock are shown in Figure 3-8.

The proposals for the area immediately north of Blenheim were included in the Wairau-Awatere part of this project, and it is now proposed to link the Marlborough Sounds system with the Wairau system. This could be done in the form of allowing more room for (recreational) cyclists on State Highway 1 and/ or by over time constructing off-road provision.

Investing in opportunities to safely engage in recreational activities will further boost Marlborough's tourism potential, without impacting on the crucial transportation infrastructure of the State Highways.



ABOVE FIG. 3-8: existing and proposed recreational links for the area between Blenheim, Picton and Havelock (not to scale).

### 3.9 Freedom Camping

Particularly during the public consultation for the smaller Sounds settlements, the issue of freedom camping was brought forward as something that needs addressing within this project.

The problems described included litter, tourists using the natural environment for relieving themselves, traffic-wide dangerous situations, and the lack of income for camping operators. It was emphasised that most of the problems are caused by tourists with tents or campervans without on-board toilets. Their numbers are increasing and it seems necessary to develop a District-wide consistent policy as well as enforcing it.

The Consideration as to where to locate or retain public toilets should be part of this, as these facilities could attract freedom camping. Possible solutions include a District-wide ban on freedom camping, deterrents such as the lack of parking near public toilets, consistent signage and/ or policing.

Refer to appendix 8 with an article from the New Zealand Herald illustrates that this may be a New Zealand-wide problem, which may require nation-wide policy. Marlborough District Council could also learn from examples from other Districts.

*Note: There has been significant progress towards the formal management of freedom camping since this report was initially drafted. Appendix 8 provides an update on this situation.*

A separate Inquiry-by-Design workshop was dedicated to Picton. Section 4 contains a summary of the results of this workshop, which is a combination of reporting by technical Council staff, analysis and advice by external consultants and the integration of both. Furthermore, an important source of information has been: *Marlborough Townships and Small Settlements Growth Study, 2008*, by: Environmental Management Services Ltd for Marlborough District Council.



## Picton SECTION 4

# PICTON

## 4.1 Vision for Picton

The Council's Discussion Paper 2: Marlborough Townships & Small Settlements was prepared, as part of the Regional Policy Statement (RPS) Review process. In it the Council acknowledges that:

*"The quality of both the social fabric and the physical fabric of each township and settlement determines the quality of life of the people who live there."*

Furthermore this paper recognises that local character is one of the important drivers of urban design. Character could be promoted by responding to and reinforcing locally distinctive patterns of development (built features) and culture (people and activities). These are in turn influenced by distinctions in the climate and geography of the different sub-regions.

*"The differences that exist in the character of the settlements present potentially exciting opportunities to strengthen each community's identity, foster community pride and strong local networks and create competitive points of difference in the economy."*

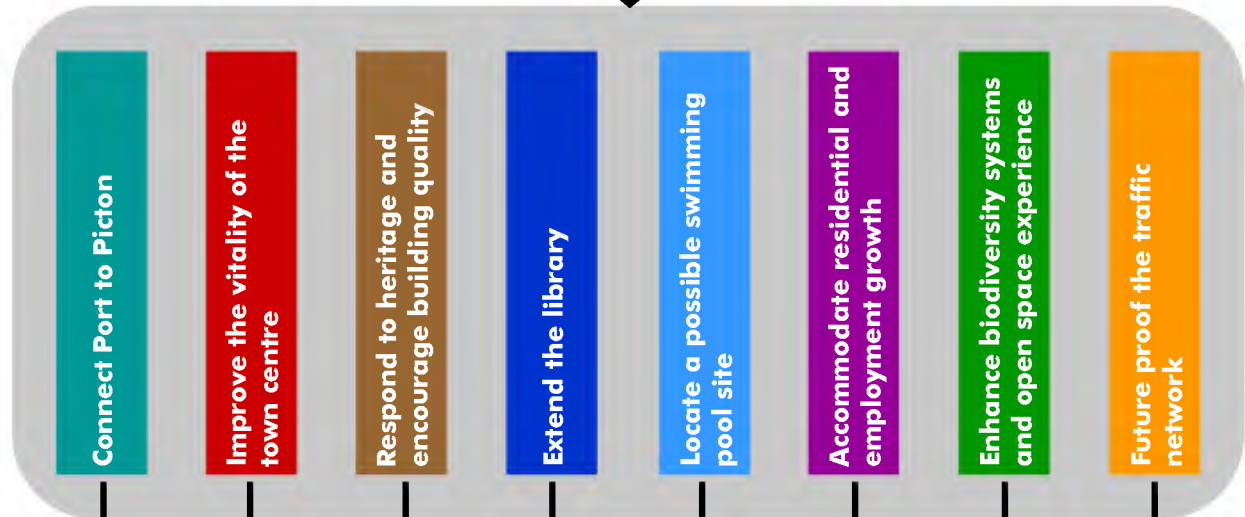
Against this policy background a *Vision* for Picton is formulated that guides this growth and revitalisation project for Picton. In order to achieve this vision eight *Strategies* have been identified, each consisting of several *Sub-strategies*.

Section 4 of this report describes the analysis and initiatives for Picton under the headings of these *Strategies* and arranged according to these *Sub-strategies*.

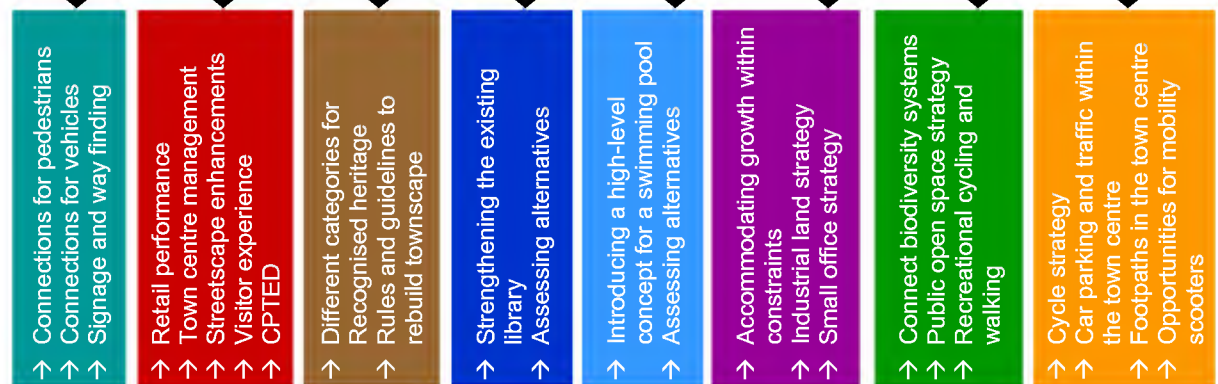
### Vision

**To enhance and strengthen Picton and its unique setting amongst the hills, around the streams and at the Queen Charlotte Sounds, as the gateway to the South Island and a hub for the Marlborough Sounds, to cater for its residents and visitors, by a strong and attractive town centre, viable community facilities, increasing local employment opportunities, and high quality affordable residential opportunities and easy to move around in.**

### Strategies



### Sub-strategies



Strategy:

1

# Connect Port to Picton

Initiatives aimed at improving the connectivity between the ferries and the town centre as well as making the town centre easier to find from other entrances into Picton

This strategy includes the following findings and proposed initiatives:

- Pedestrian connections between the port and the town centre
- Vehicle connections between the port and the town centre
- Signage and way finding in and around the town centre



## CONNECT PORT TO PICTON

### How to get to the town centre?

There are several ways in which one can arrive in Picton's town centre (refer Figure 4-1). One option is from the north, as Picton is the point of arrival for the ferries that connect the North Island with the South Island. With two ferries, Interislander and Bluebridge operating, there are two points of arrival. Because ferry passengers arrive either by foot or by car, this leads to several different movement flows. Important focal points for arriving passengers are the i-site and the train station with connections to Blenheim and Christchurch.

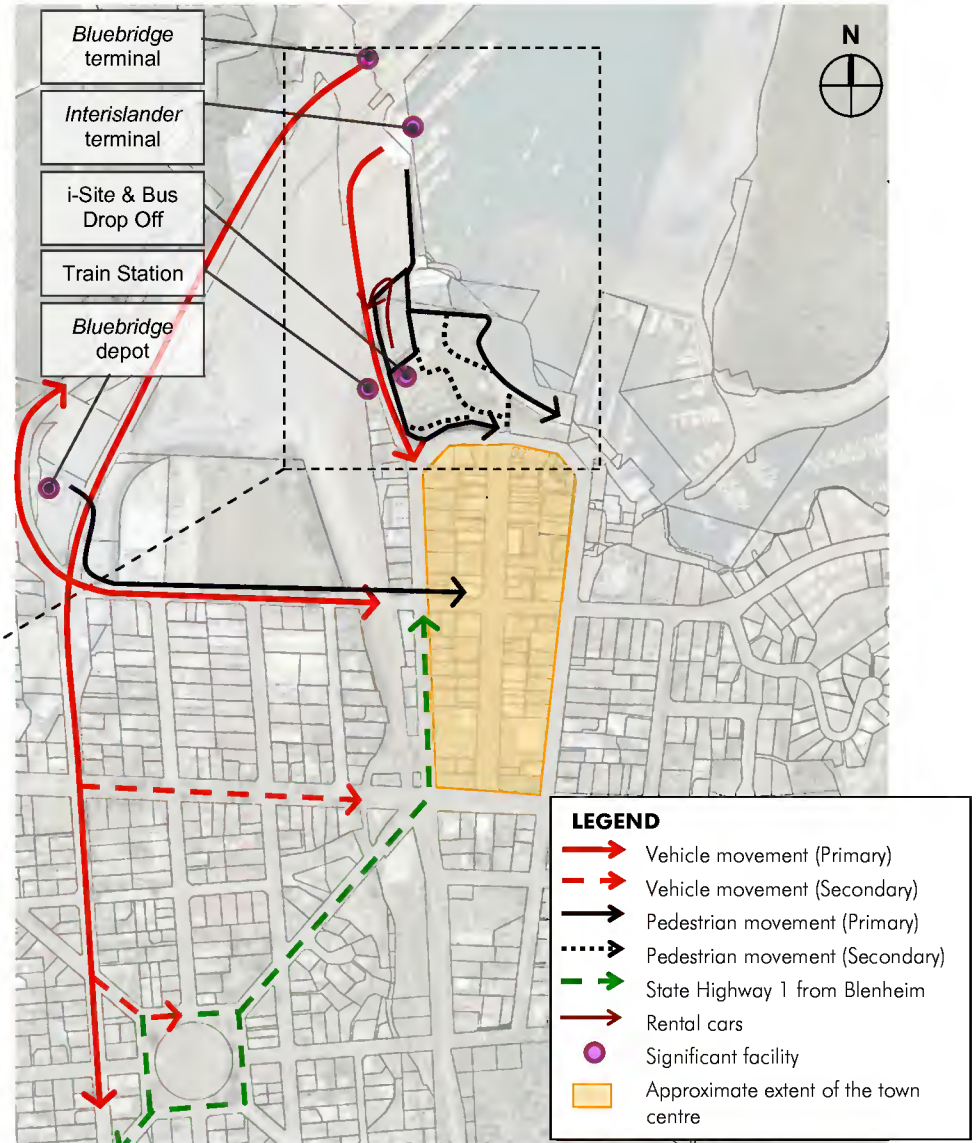
From the analysis of the different movement flows, it has become evident that most of these do not connect with Picton's town centre, but are aimed at leading pedestrians and vehicles out of Picton as quickly as possible.

This Strategy focuses on strengthening the connectivity between the Port and Picton. Stronger connections will first of all benefit the local economy and the viability of many other local facilities. It will also help to strengthen Picton's local character and identity as the arrival point for travellers between the South and North Islands. Presenting the Picton town centre with all its amenities as the main arrival point will also improve the first impression of the South Island to visitors.

The strategy consists of the following elements:

- Strengthening the relationship between the Port and Picton's town centre for pedestrians. This includes logical, direct and pleasant linkages, stronger legibility and more visual signals. The pedestrian connection for passengers arriving by train from the south forms part of this.
- Strengthening the relationship between the Port and Picton's town centre for vehicles. This includes logical, direct routes and better signage.

Related to this is the signage indicating the town centre from other directions, such as from Blenheim via State Highway 1 and from the wider Marlborough Sounds area as well as from Nelson via Queen Charlotte Drive.



ABOVE FIG. 4-1: Current movement lines around the Picton town centre: how to arrive in the town centre

## CONNECT PORT TO PICTON

### Port to Picton for pedestrians

Passengers arriving by foot at the Interislander terminal encounter several points where a decision as to how to proceed needs to be made (refer Figure 4-2).

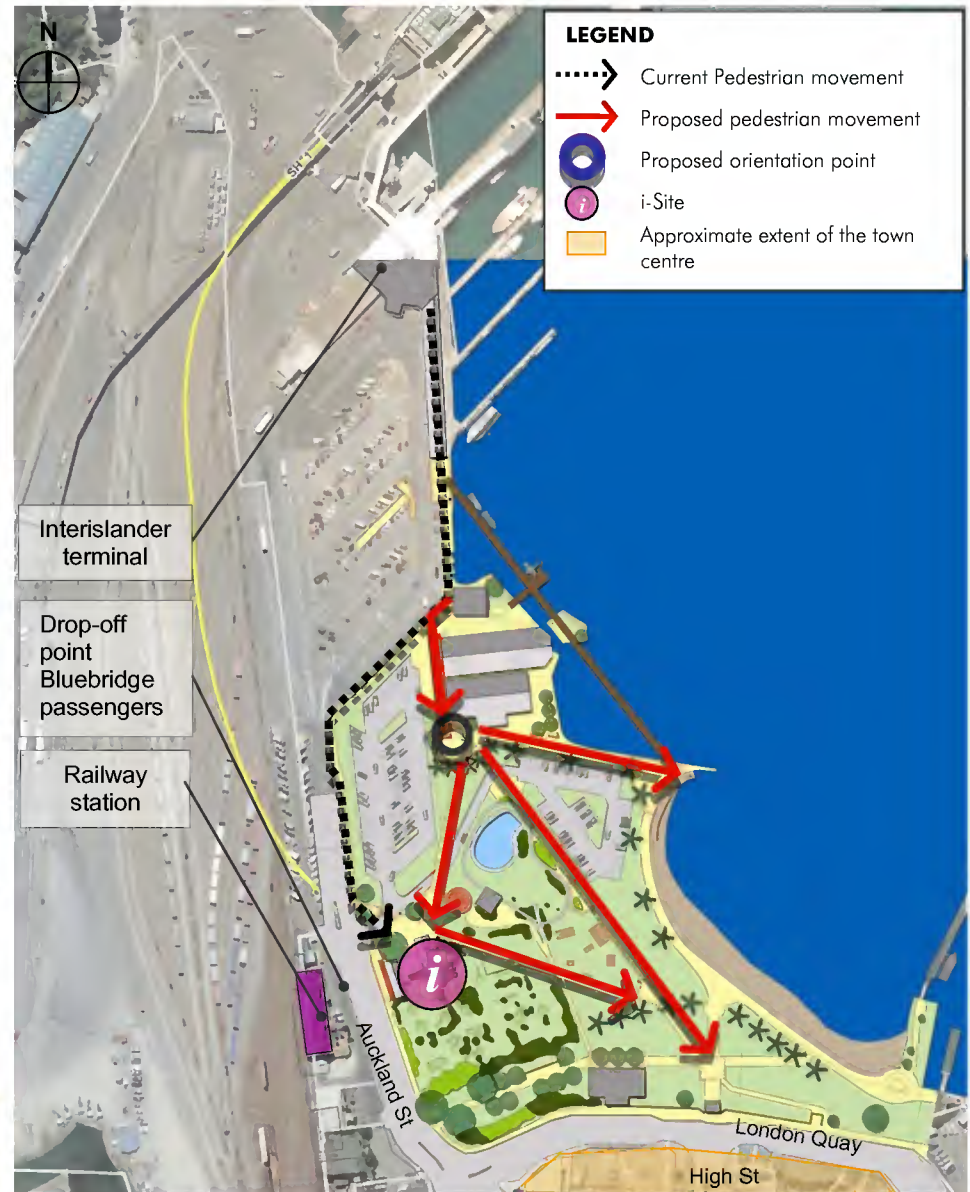
**A** In *point A* the direction of the footpath is biased towards the railway station and the i-site and leads past unattractive areas of rental carparking. To walk to the town centre, even though the sign shows an arrow for straight, one has to turn left and trust that the sign is correct, as there are no visual signals for the town centre. It is proposed that this bias is changed toward the town centre and that the footpath past the carparking area will be closed as this is an unnecessary connection.

**B** This will lead the pedestrian to *point B*, where in the current situation one has the choice to go straight, to the i-site and the station, or left to the foreshore. It is proposed to design an 'orientation point' in the indicated position, where the pedestrian can make an informed choice for one of the three direct routes: left to the foreshore/beach, straight to the town centre, or right to the i-site and railway station.

Figure 4-3 depicts this proposed orientation point leading to a system of walkways. Note that from the i-site/ railway station area another direct walkway leads to the town centre. This is also relevant for passengers arriving with the Bluebridge ferry who are being dropped off by shuttle bus at this point.



ABOVE FIG. 4-2: Current pedestrian movement lines between the Interislander terminal and the town centre



ABOVE FIG. 4-3: Proposed system of walkways between the ferry terminal, i-site, railway station, and the town centre



## CONNECT PORT TO PICTON

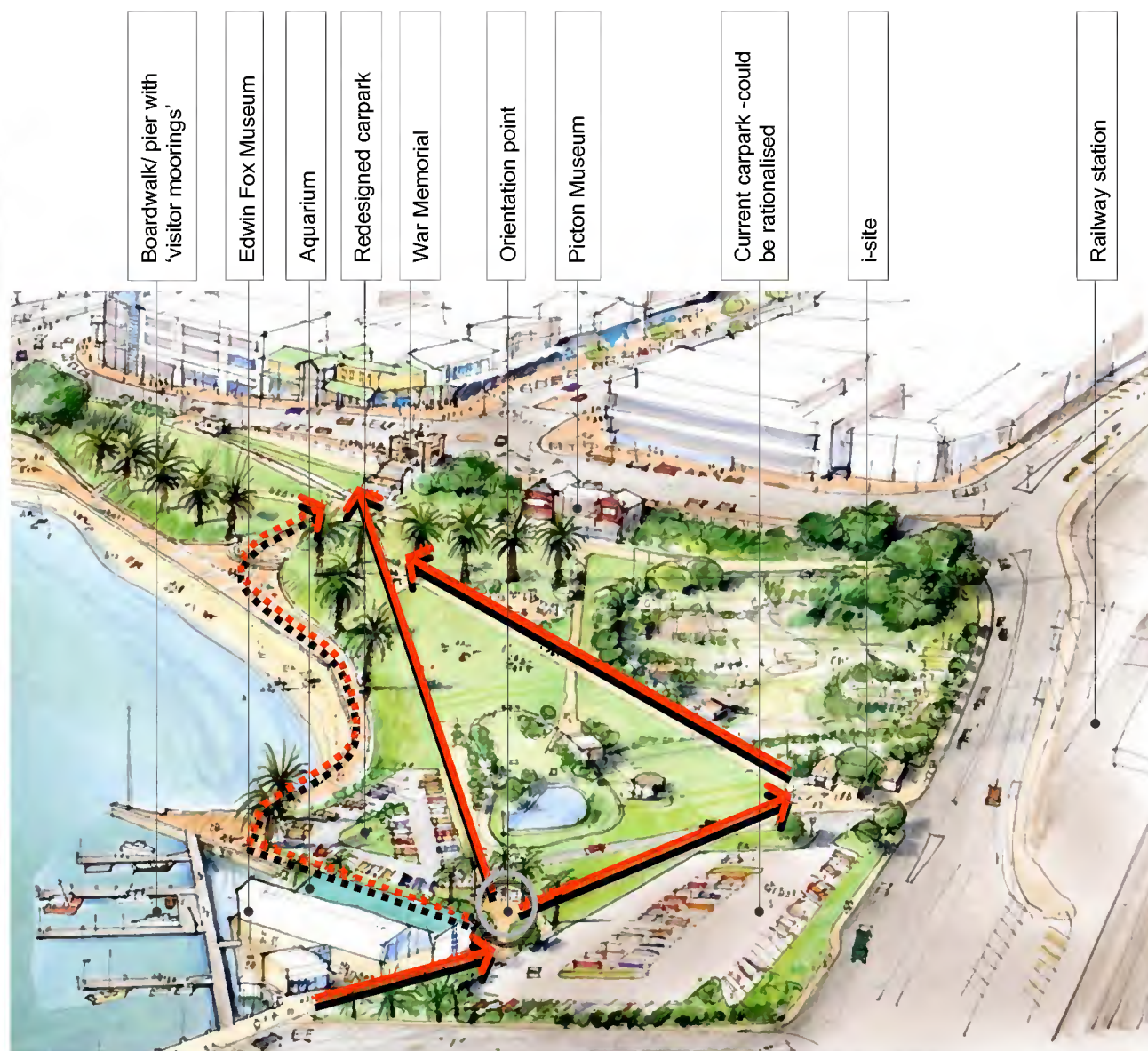
### Proposed foreshore park redesign

Figure 4-4 depicts the proposed foreshore park redesign concept, which incorporates the system of walkways and the 'orientation point'.

This design is conceptual only. Several aspects should be resolved in more detail, including:

- The system of walkways affects the current playground. The Council is working on plans to install new playground elements in this area. The plans should be aligned, so that these proposals can be integrated.
- The system of walkways affects the current children's paddling pool. The Council is working on plans to replace the current pool by a water feature. The plans should be aligned, so that these proposals can be integrated.
- The proposed concept design incorporated redesign of the easternmost car park. The decrease of the actual area and rationalisation of the arrangement will possibly lead to a small loss in capacity. However, a net gain of car parks in the area could be achieved by a more rational arrangement of cars in the westernmost carpark without changing its footprint.
- The Reserve Management Plan should include maintenance directions to ensure that visual connections will be kept clear of vegetation.
- The design shows a boardwalk/ pier. This is potentially a long-term element of the proposal and could contain several 'visitor moorings' for residents living or visitors staying in areas in the Marlborough Sounds that are only accessible by boat and visiting Picton for their shopping or other reasons. The technical feasibility of a structure in this area, as well as the suitability for boats to moor relative to the depth and currents should be further investigated.

The concept plan and a current aerial photo of the area are shown overleaf for comparison.



ABOVE FIG. 4-4: Artist's impression of the proposed foreshore redesign with the main walkways between the ferry terminal, i-site, railway station, and the town centre

# CONNECT PORT TO PICTON



ABOVE FIG. 4-5: Aerial photo of the current situation



ABOVE FIG. 4-6: Proposed foreshore redesign concept

## CONNECT PORT TO PICTON

### The 'orientation point'

Figure 4-7 shows an artist's impression of the proposed 'orientation point' looking toward the town centre, compared with the current situation.

The proposal contains the following elements:

- Town centre information and interpretation panels
- Vertical elements, e.g. lampposts or flagpoles to signal the prominence of this point
- Exquisite materials, detailing and planting as this forms the first opportunity to welcome visitors to Picton.



ABOVE FIG. 4-7: Artist's impression of the orientation point, compared with the current situation

## CONNECT PORT TO PICTON

### Town Centre Signs

Vehicle routes into Picton have been analysed for their potential to stronger signalise the presence of the Picton town centre.

Currently the messages to motorists are either inconsistent or hard to read as a result of too much information. Often destinations outside Picton are comprehensively signposted, whereas the Picton town centre is hardly mentioned.

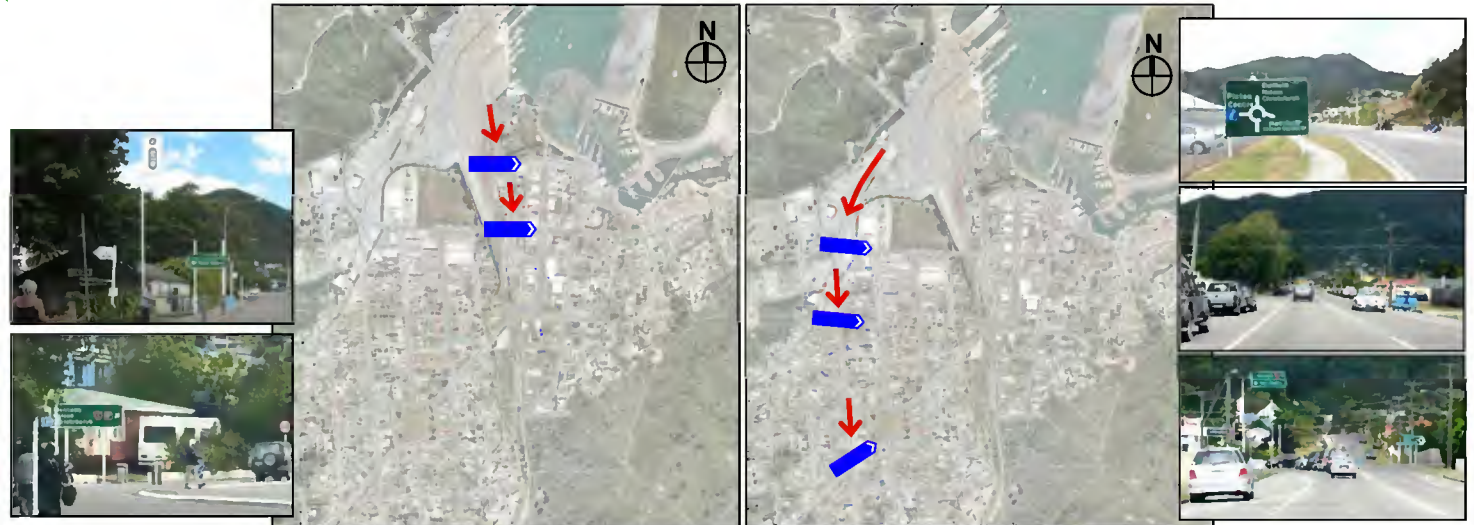
It is proposed to develop Picton Town Centre signage with a distinguishable style and logo to send strong messages to motorists that an attractive collection of amenities should be among one of their destinations. A style and logo should be professionally developed. Figure 4-8 shows a possible example.

Figures 4-9, 10, 11, and 12 show locations where such a sign could be erected.

- Interislander terminal
- Bluebridge terminal
- State Highway 1 from Blenheim and Christchurch
- Queen Charlotte Drive

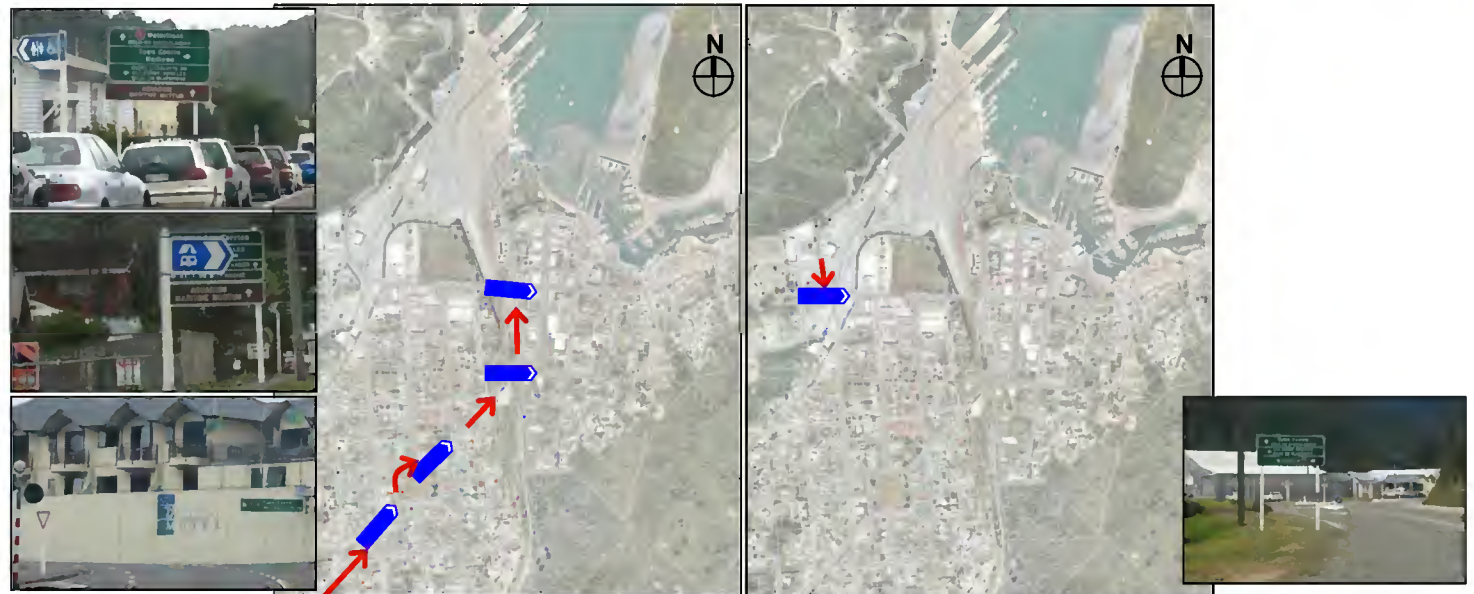


ABOVE FIG. 4-8: Possible Picton Town Centre sign.



ABOVE FIG. 4-9: Proposed location for town centre signs aimed at vehicles coming from the Interislander terminal

ABOVE FIG. 4-10: Proposed location for town centre signs aimed of vehicles coming from the Port / Bluebridge terminal



ABOVE FIG. 4-11: Proposed location for town centre signs aimed at vehicles coming from Blenheim via State Highway 1

ABOVE FIG. 4-12: Proposed location for town centre signs aimed of vehicles coming from the Queen Charlotte Drive

Strategy:

# 2

## Improve the vitality of the town centre

**Initiatives aimed at improving the experience within the Picton town centre for visitors, shoppers and workers**

**This strategy includes the following findings and proposed initiatives:**

- **Crime Prevention Through Environmental Design (CPTED) strategy**
- **Retail analysis**
- **Town centre management body**
- **Streetscape upgrade**
- **Visitor experience and events**
- **Considerations regarding the location of the i-site**



## IMPROVE THE VITALITY OF THE TOWN CENTRE

### Crime Prevention Through Environmental Design (CPTED)

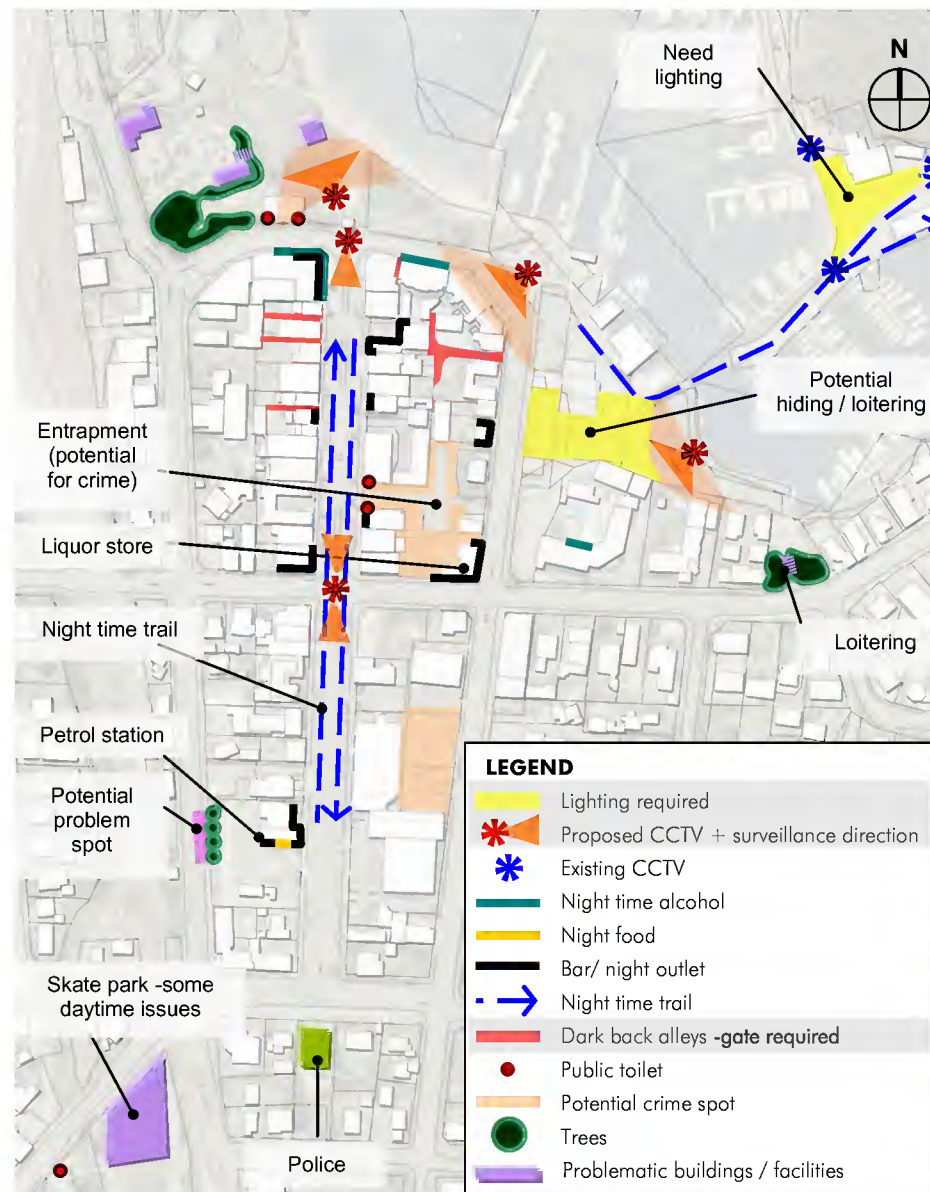
A basic precondition for a vibrant and vital town centre is personal safety and security. A proportion of town centre crime could be prevented by good design. In consultation with the Picton police a Crime Prevention Through Environmental Design (CPTED) analysis was carried out. The results are depicted in Figure 4-13.

Findings of this analysis include:

- There are some entrapment spots in the town centre and foreshore park, including some of the back alleys around High and Wellington Streets, and some of the public toilets.
- Recently installed Closed Circuit Television (CCTV) cameras have led to the perception of surveillance and as a result decreased the number of incidents. This situation has also led to quicker and more successful response to incidents.
- Many of the incidents within the town centre are alcohol-related and happen at night time. Bars, liquor outlets and sales of food after business hours are mainly located in High and Wellington Streets. Pedestrian connections between these facilities are potential locations for crime.
- Large long stay carparking areas are potential crime spots.

### Proposed initiatives

- Additional CCTV cameras in the indicated positions could assist with the surveillance of potential crime spots and earlier and more successful intervention.
- Retail owners and/ or operators should be consulted about closing the back alleys after hours.
- The London Quay upgrade is nearing completion and should be monitored and assessed on its CPTED aspects.
- It is recommended that a CPTED-analysis informs the design stages for the proposed redesign for the foreshore park (refer to Strategy 1).
- Lighting initiatives are proposed as part of the footpath upgrade strategy under Strategy 8: Improve the Traffic Network.



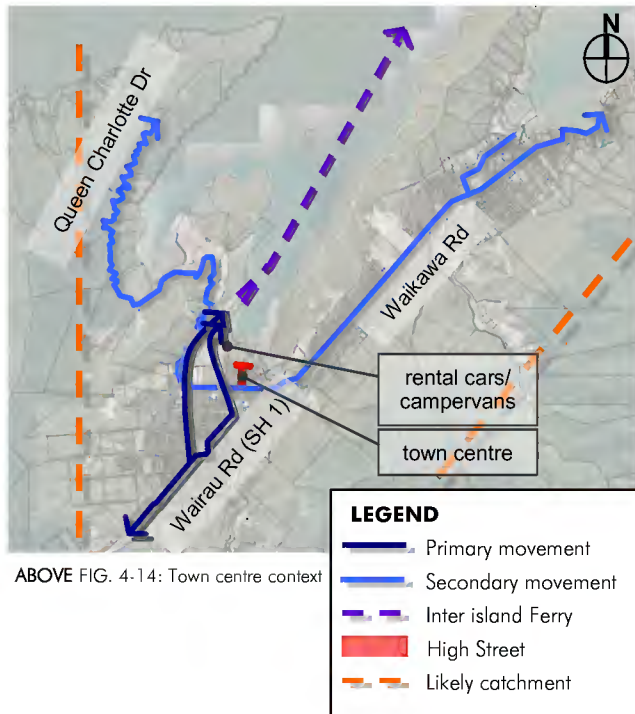
ABOVE FIG. 4-13: CPTED analysis and proposals (articulated by grey shading in the legend)

## IMPROVE THE VITALITY OF THE TOWN CENTRE

### Town Centre Context

Picton's facilities and services in general and those in the town centre in particular cater mostly for the lower order daily needs. Many Pictonians undertake the trip to Blenheim for their larger purchases or professional services (once or twice a week) and education (up to daily).

Picton relies heavily on visitors (mainly concentrated between Boxing Day and Waitangi Day) and the wider Marlborough Sounds population. Tourism oriented businesses (souvenirs, coffee shops, restaurants, activity operators) dominate the streetscape, whilst 'traditional' retail, such as clothing or shoe repairs seems underprovided.



ABOVE FIG. 4-14: Town centre context

### Retail Analysis

#### Supply

- Current town retail **supply** is estimated at **9,500m<sup>2</sup>** including services
- **70** business orientated activities on ground floor
- **31** tourist dominated businesses

#### Demand

- 'Typical' expectation to service the resident population would be between **4,000m<sup>2</sup>** and **5,000m<sup>2</sup>**
- Therefore there is **no retail expansion** strategy available (growth will be incremental only)
- Total catchment: +/-8,000 people (ADP)
- Total demand for floorspace (somewhere): **16,000m<sup>2</sup>**

#### Conclusions

- Tourists generate a wider resource to the benefit of locals
- There is **limited population-based retail expansion available**

### Retail vitality

Figure 4-15 shows the findings of an analysis of the street edge retail vitality in London Quay, and High, Wellington, and Dublin Streets.

From this picture it becomes evident that:

- Vital retail activities are concentrated around Lower High Street and London Quay, where part of the attraction is the waterfront and the presence of activity providers, such as Sounds cruises and kayaking tours.
- Upper High Street performs weaker due to the presence of surface carparks, larger buildings with less street-focussed edges, and greater building setbacks.
- One can expect that the upgrade of the London Quay/waterfront will generate a positive spin-off effect for the northern part of Wellington Street

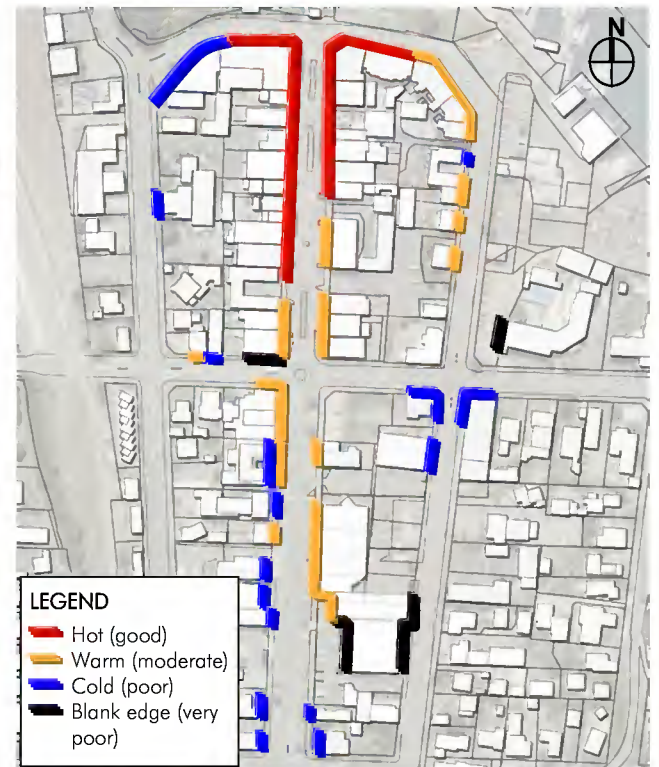
### CBD Manager

Both Blenheim and Picton lack a town centre management organisation which will be tasked with:

- Retail coordination as primary focus
- Events, markets, signage, coordination of services, tenancy targeting, business promotion
- Attracting new activities

It is proposed that a single town centre management structure be set up with a manager for each centre.

- Consider a benefit rate supplemented by a Council grant.
- Learn from successful examples from elsewhere.



ABOVE FIG. 4-15: Town centre retail vitality

## IMPROVE THE VITALITY OF THE TOWN CENTRE

### Streetscape upgrade

Figure 4-16 shows a streetscape upgrade concept plan for central Picton:

- Footpath upgrade in Auckland Street-North (both sides)
- Footpath upgrade, street parking and street trees in Wellington Street-North (both sides)
- Central planter redesign and street trees in Lower High Street (refer to the next page)
- Comprehensive upgrade of Upper High Street

### Upper High Street

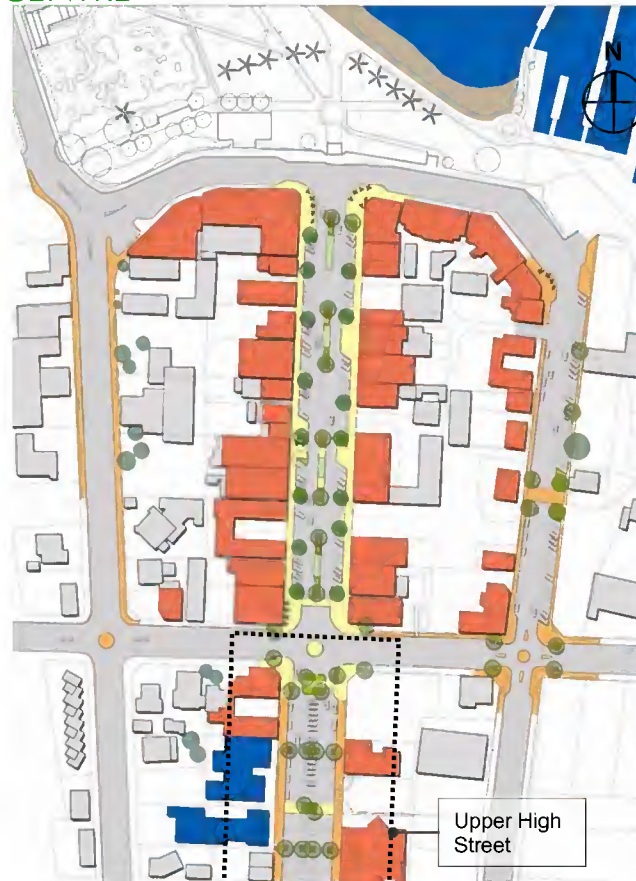
The more recently upgraded Lower High Street requires a response in Upper High Street. This part of High Street also lacks in vitality and an investment in its streetscape may well attract further investments in retail and other businesses. Figure 4-17 shows an artist's impression.

Elements of this concept include:

- Footpath upgrade with finishes similar to Lower High Street.
- Vehicle lane narrowing to calm traffic and create an environment that is more focussed towards pedestrians and cyclists.
- Indented on-street carparking, alternated by trees.
- Central median trees in planters.
- Perpendicular car parking in the central median.

### Considerations

- Additional on-street carparks will assist with the parking pressure during the busier months of the year. This solution should be preferred over constructing space consuming and expensive parking structures or surface carparks that often break up the continuity of the street edge.
- Visibility and lighting around the pedestrian crossings at the intersection of High Street and Waikawa Road need to be part of detailed design.
- The central carparks need to be suitable to be comfortably negotiated by the elderly as this area is heavily used by this age group, with the library, Council office medical centre, supermarket and post office in this part of the street.
- Space around the fire station will need to be available for fire appliances to turn in both directions, at any time.



ABOVE FIG. 4-16: Streetscape upgrade concept plan

- Campervans and long heavy vehicles negotiate access to and from the Shell Service Station, in both directions.
- Special consideration with respect to the central median carparks should be given to visitors, who are perhaps unfamiliar with the local traffic situation (or the road code) sometimes driving campervans with limited visibility.



ABOVE FIG. 4-17: Artist's impression of the Upper High Street upgrade concept plan, compared to the current situation