

IMPROVE THE VITALITY OF THE TOWN CENTRE

Lower High Street

Lower High Street has undergone a more recent upgrade. However, the central planters reportedly suffer damage from vehicles frequently backing or driving into them.

In addition, the streetscape could be softened and the wide space broken up by more street trees.

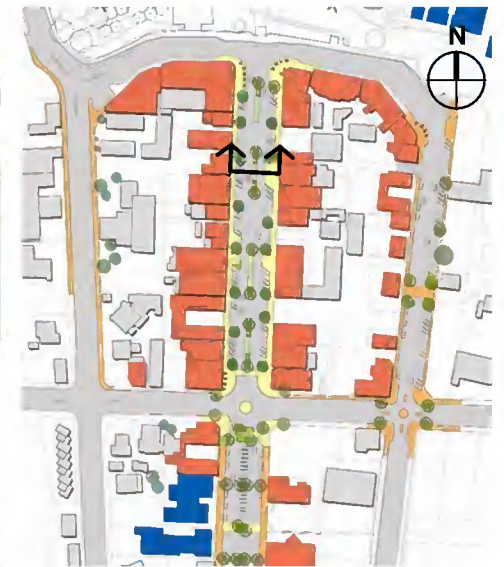
For those two reasons it is proposed to redesign the central planters with the following elements:

- The planters will be set-back further from the kerb in such a way that vehicles hit the kerb with their tyres before they hit the planters.
- The planters should be higher than the current ones to increase their visibility from vehicles.
- Generous evergreen trees should be accommodated in these planters.
- Consideration should be given to the consequences for maintenance of and accessibility to the water main that runs in the central area of the street reserve.

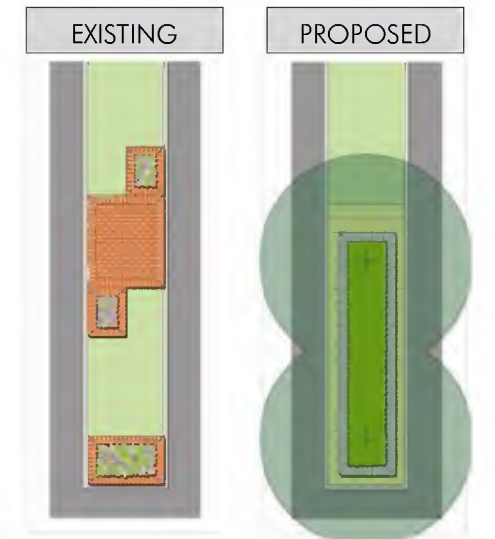
RIGHT FIG. 4-18: current situation Lower High Street



ABOVE FIG. 4-19: existing vs. proposed cross section of Lower High Street's central median planters



ABOVE FIG. 4-20: Streetscape upgrade concept plan and location of the cross section



ABOVE FIG. 4-21: existing vs. proposed detail for the central tree planter for Lower High Street

IMPROVE THE VITALITY OF THE TOWN CENTRE

London Quay / Oxley's Corner

A conceptual vision for the 'Oxley Corner' (the street corner in front of the Oxley's Hotel) on London Quay has been developed in response to a local business owner's proposal to utilise the footpath on the south-western side of London Quay for commercial purposes (outdoor seating). Converting a number of car parking bays into seating space was also suggested. At the same time, this part of London Quay has also come under scrutiny as some members of the community perceive the carriageway near Oxley's Corner as too tight, calling for consideration of the introduction of a one-way system.

Considerations

1. Using road reserve space for commercial purposes, i.e. outdoor seating

The following principles that apply to town centre streets need to be balanced:

- Equity: reconciling the objectives of all possible users of the street;
- Safety: catering particularly for the visually and mobility impaired, elderly, and children;
- Retail Performance: maximising engagement between businesses and users of the street; and
- Visual Quality: enriching the experience of moving through the town centre.

Town centre footpaths form the major point of interaction in the town, between its businesses, residents and visitors. The quality of the public realm is not simply a function of built form behaviour; it is also a function of the quality of fixed and temporary elements in the public realm. The Council recognises the business benefits of outdoor seating and signs within the pedestrian environment, but wishes to improve the visual and functional quality of these elements within it. At present signage position, type and quality is haphazard. Also tables and chairs along footpaths are of variable quality and character. Whilst not wanting to stifle innovation or homogenise these elements, it is felt that a more effective and controlled approach is needed that balances the needs of all users of the footpath.

A detailed review and revision of the policies on outdoor

seating, signage and merchandise on public footpaths is currently being undertaken by the Council.

2. The design of these seating areas

This strategy identifies three streetscape / urban landscape precincts: High Street, Picton Foreshore, and London Quay / water front zone, all of which have to come together at the corner of High Street and London Quay.

The Oxley's Corner streetscape should be integrated with the waterfront precinct design across the street. This would lead to a coordinated streetscape that would contribute to a gateway feel for the waterfront precinct with the historical Oxley's facade adding to visual amenity.

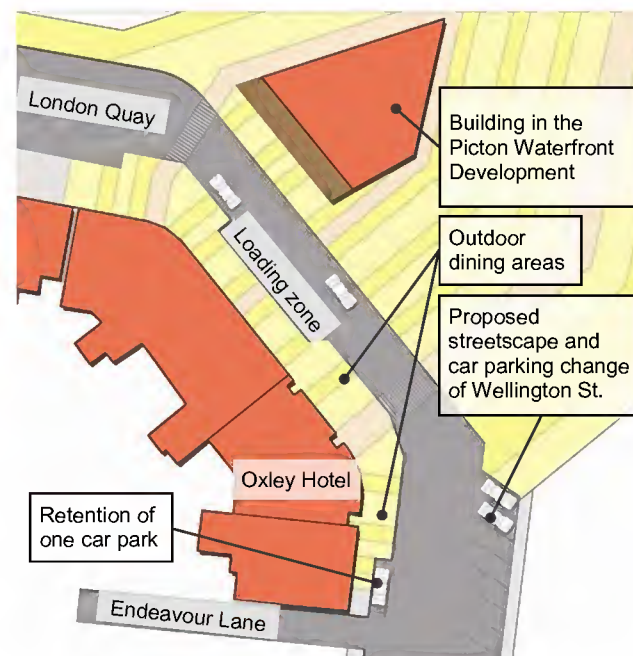
Figure 4-22 shows a concept that takes the waterfront paving pattern across the road to Oxley's Corner to visually integrate the two areas. Possible outdoor seating areas are located on the street corner, in front of both of Oxley's doorways. The pedestrian flow on the footpath leads through the space, which encourages interaction and reduces the feeling that the space has been privatised. Bollards or sign written glass screens/ barriers are not proposed, however the operator would use movable barriers or posts and rope during opening hours. Providing in-situ glass screens is only supported if they carry a uniform design theme across the London Quay precinct, rather than being provided ad-hoc.

3. Reverse sensitivity between street activities and upstairs apartment dwellers

It is recommended that this issue should not lead to a blanket ban on the extended use of the footpath for seating. Detailed conditions of the permit for this, such as operating hours, should be developed in consultation with residents and business operators.

4. Converting parking into footpath/ seating space

It is expected that the proposed streetscape upgrade of Wellington Street will result in an additional number of on-street car parks, in which case converting a small number of car parks on London Quay will likely not be a problem. Firm proposals have to be considered in the light of the timing of a possible Wellington Street upgrade.



ABOVE FIG. 4-22: Concept design for Oxley's Corner

5. Traffic movement

The question whether to leave the street two-way or changing it to one-way, is mostly about circulation in the wider town centre, but has also consequences for pedestrian amenity. Introducing a one-way system in this part of London Quay may help with negotiating tight corners, but also results in:

- A confused and less legible street layout;
- Many needless extra vehicle movements;
- Less vehicles/ patronage past the businesses in that particular area; and
- If the street is not narrowed down accordingly (and since it has just been constructed, it is unlikely to happen), higher vehicle speeds, resulting in less pedestrian amenity and opportunities to cross.

Marlborough Roads will undertake a more detailed traffic assessment into the benefits and disadvantages of a one-

IMPROVE THE VITALITY OF THE TOWN CENTRE

Visitor Attraction Strategy

In order to more fully leverage off the flow of visitors travelling past Picton it is recommended to implement a collective strategy. Even a modest capture has the potential to add 45% to the economic growth resulting from the resident population.

Appendix 3 of this report includes detailed considerations for a Visitor Attraction Strategy as part of an Economic Assessment and Employment Strategy. Some of the highlights include:

- The best prospect is to intercept outbound ferry visitors who have some time and money to spend before the ferry leaves.
- The target public includes young adults, children, empty nesters.
- A variety of **short events** (0.5 hours) in The town centre, approximately 2.5 hours before the ferries leave will increase retail spend and vibrancy in the town centre.
- A variety of **1.5 hour activities** in the evenings will attract overnight stays.
- Outdoor spaces and indoor venues are required for these events.
- A suggestion is to cater for 'activity pads' in High Street: existing hard surface public open space that could be utilised for performances, demonstrations, stalls etc. during the visitor season, without obstructing pedestrian flows or impacting on traffic safety.

In Figure 4-23 the main features of the Picton town centre that are relevant to visitors are indicated.

Longer and Overnight Events Taking at least 1.5 hours

Need ideas from locals, could include:

- Nature Adventures at Twilight
- Day Attractions:
- Outdoor library lounge chairs magazines
- Master classes in cooking using Marlborough produce
- DIY Pottery
- Mini 'interpretative' cruises to salmon/mussel farms

Evening Attractions:

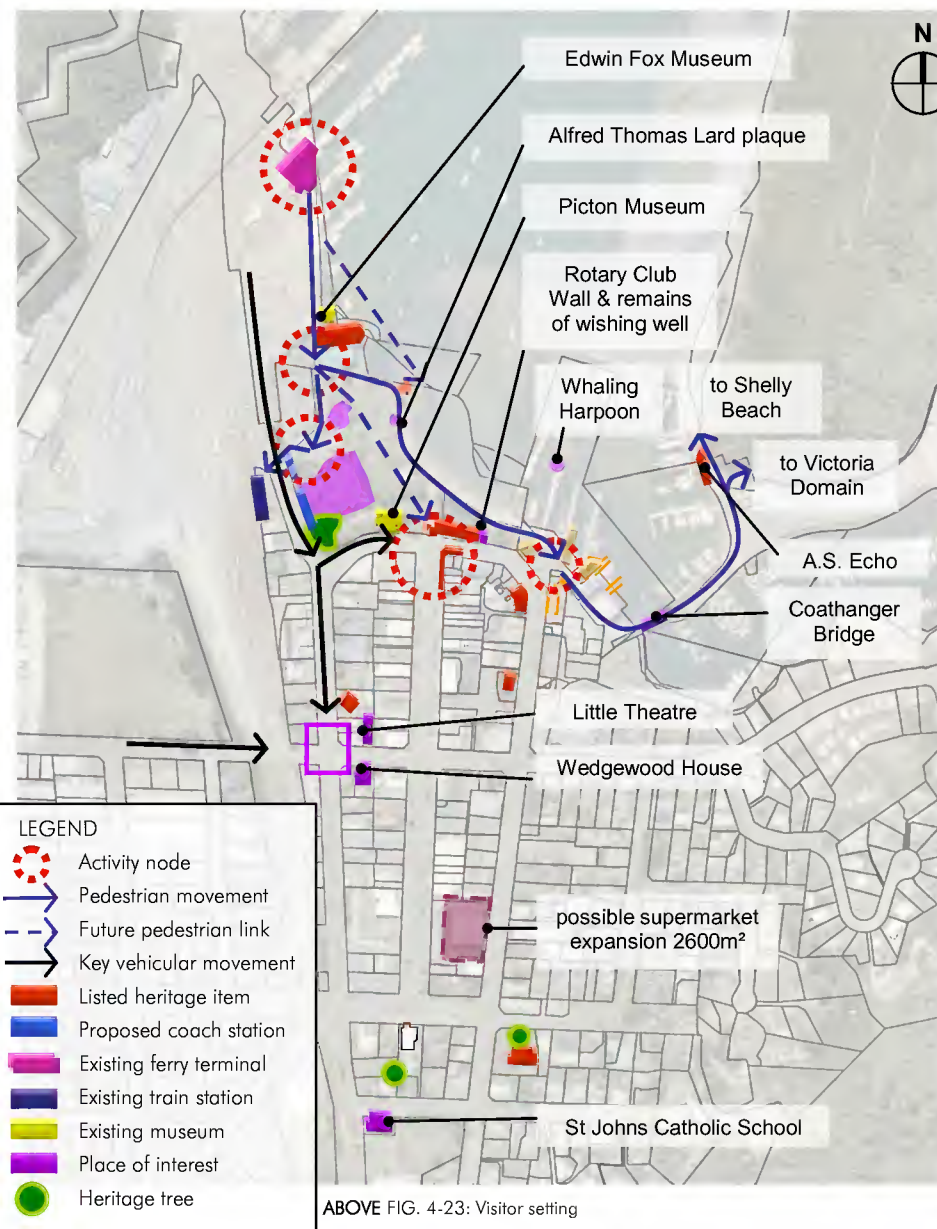
- Master Classes
- Martial arts training in public
- DIY Arts and crafts

Short Events

Informal, open to residents, visitors for free

Need ideas from locals, could include:

- Fitness in public places
- Music in public places
- Games in public places
- Art in public places



ABOVE FIG. 4-23: Visitor setting

IMPROVE THE VITALITY OF THE TOWN CENTRE

The location of the i-site

A preliminary assessment of possible location options for the i-site, including the current one has been carried out as part of the strategy to optimise the tourism spin-off for the town centre. Figure 4-24 shows the options considered:

1. Current location
2. Next to Picton Museum
3. Waterfront location as part of the London Quay upgrade
4. Any location in High Street

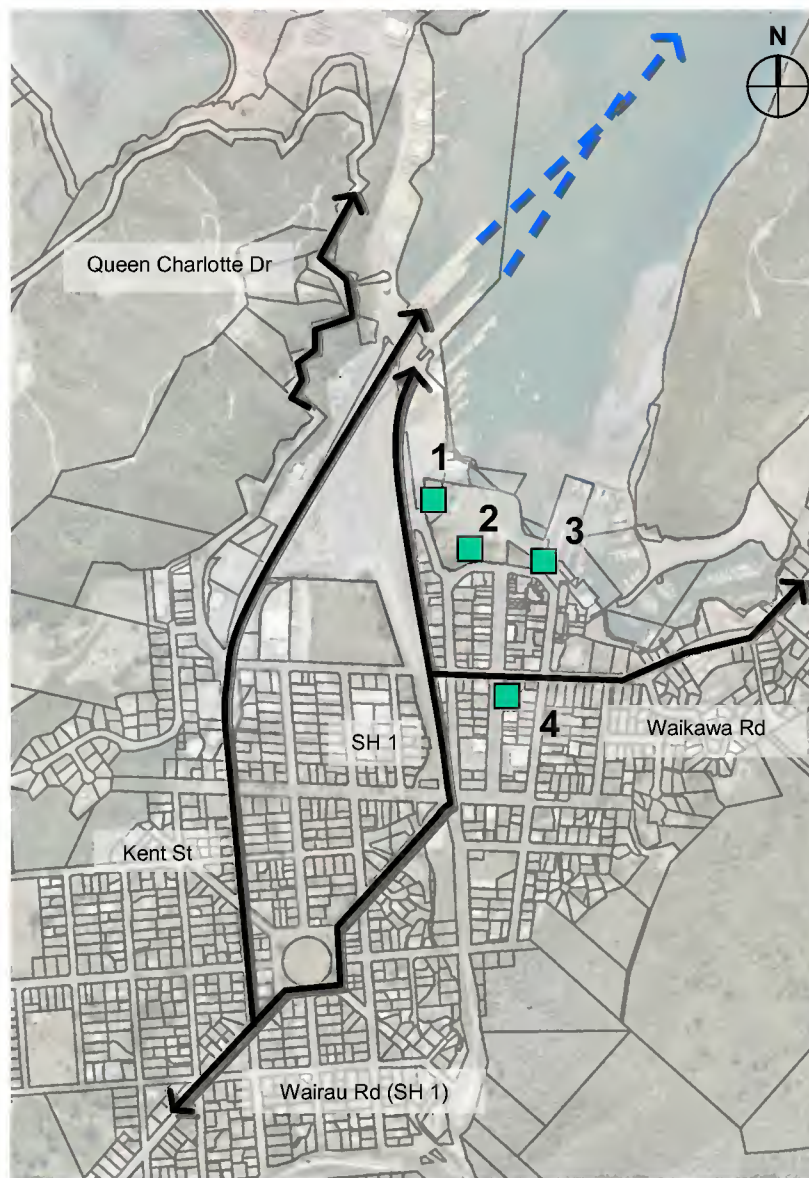
Issue	Current	Museum	London Q	High Street
Link with activity providers	poor	poor	good	poor
Contribution to town	poor	good	good	good
Coach parking	good	poor	good	good
Parking other vehicles	good	poor	good	poor
Incorporation of toilets	good	good	good	good
Link with the train station	good	good	poor	poor
Ease of access from ferry (cars)	good	good	poor	poor
Ease of access from ferry (peds)	good	moderate	poor	poor
Visibility from ferry (by car)	moderate	poor	poor	poor
'Iconic' location	poor	good	good	poor

Preliminary conclusions

- Selecting the best location depends on a choice between creating a *landmark destination* vs. a *convenience location*.
- If the i-site is relocated, one of the main considerations must be optimising the connectivity with the town centre.
- Another key consideration must be coach parking and its effect on the immediate context.
- If left in its current location, improvements should be made with regards to:
 - visibility from the ferry;
 - pedestrian connections with the town centre;
 - better utilisation of its foreshore park setting;
 - possible building expansion to accommodate a larger DOC display;
 - incorporation of toilets; and
 - Incorporation of a shelter against the elements by the coach stop.

i-Site recommendation

A more comprehensive review of the possible site options is required, in consultation with all stakeholders involved, including activity providers, local business representatives, Destination Marlborough and the Council. This review should be based on visitation data and figures on the i-site economics.



ABOVE FIG. 4-24: i-site location options considered



Strategy:

3 Respond to heritage and encourage building quality

Initiatives aimed at protecting and enhancing Picton's character by managing and adding to Picton's stock of heritage and quality buildings

This strategy includes the following findings and proposed initiatives:

- Recognising different aspects of heritage in Picton
- Introducing different levels of acknowledgement of heritage and quality buildings
- Introducing rules and guidelines to rebuild townscape



RESPOND TO HERITAGE AND ENCOURAGE BUILDING QUALITY

The need for protecting heritage protection and encouraging building quality

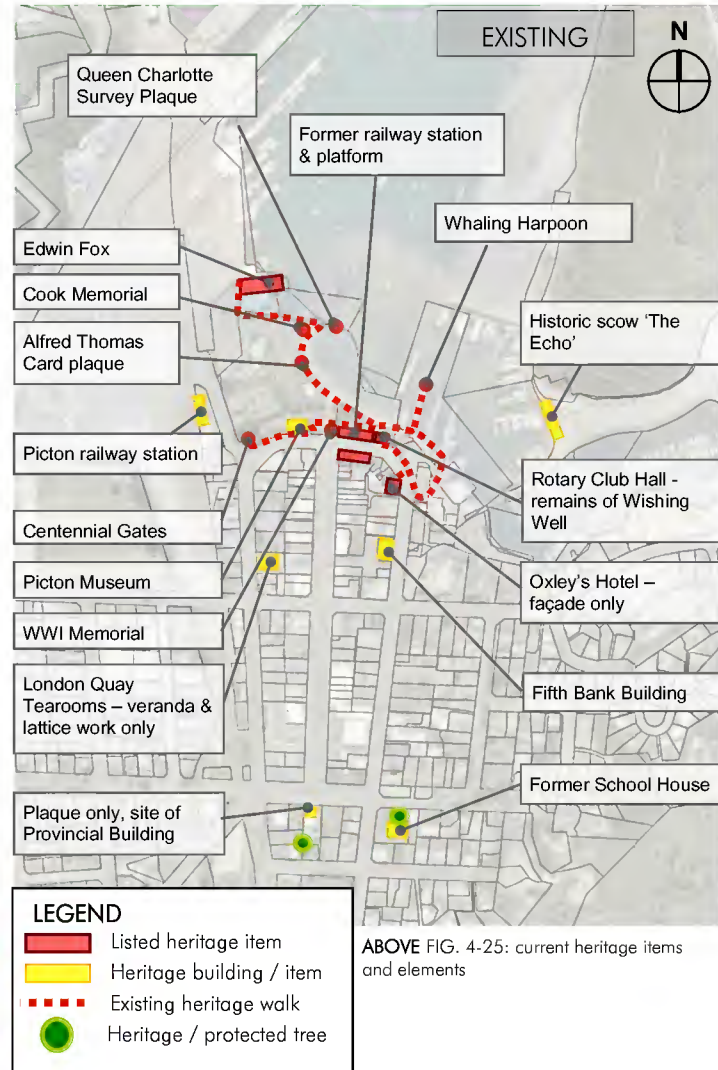
Celebrating heritage and protecting and encouraging high quality buildings that are sensitive to their context, contributes to a vibrant and characteristic town centre that is attractive to visitors and residents.

Different aspects of heritage are relevant and distinguish Picton from other places:

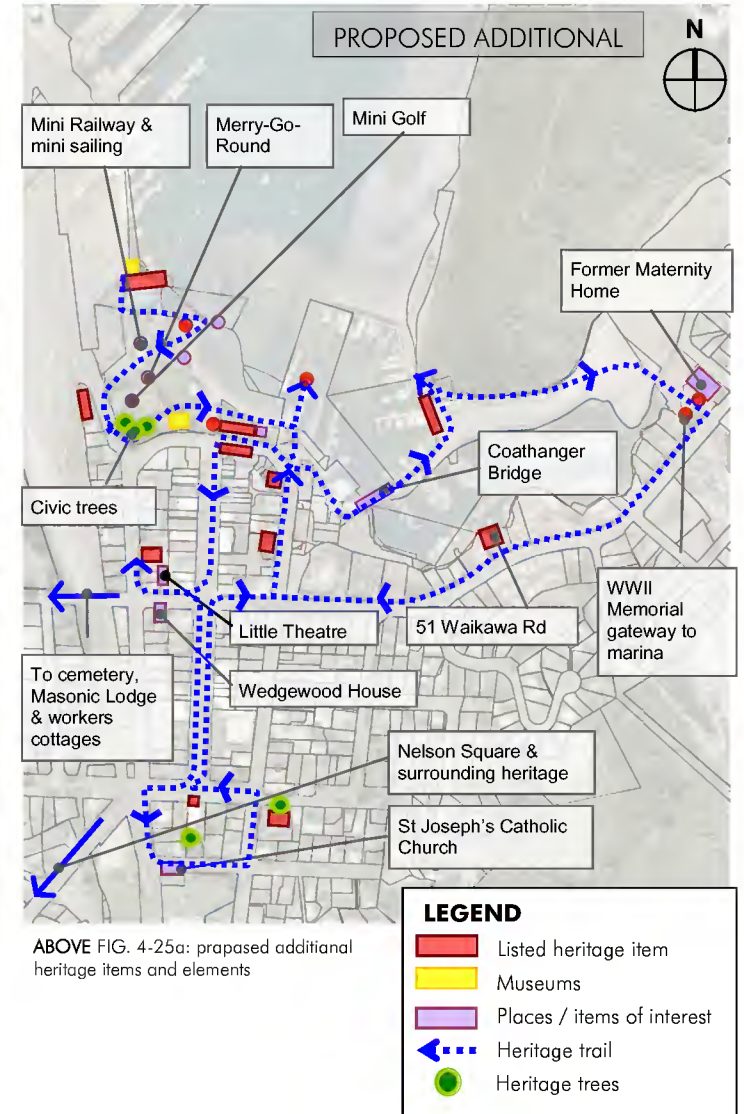
- Maori archaeological and cultural sites;
- European archaeological sites (pre 1900);
- Botanical heritage, including trees and natural areas of outstanding value;
- Built heritage: monuments, individual buildings; and
- Maritime heritage, including historic ships, whaling history, port-related items.

Figure 4-25 shows the heritage items and buildings that currently have an official listed status or are recognised otherwise. A short heritage walk around the foreshore connects several of these items.

It is proposed that the items and buildings in Figure 4-25a will be investigated for their heritage value or other significance. A more extensive heritage walk is additionally proposed. This could be complemented with signage, plaques and information panels of a uniform design and colour.



ABOVE FIG. 4-25: current heritage items and elements



ABOVE FIG. 4-25a: proposed additional heritage items and elements

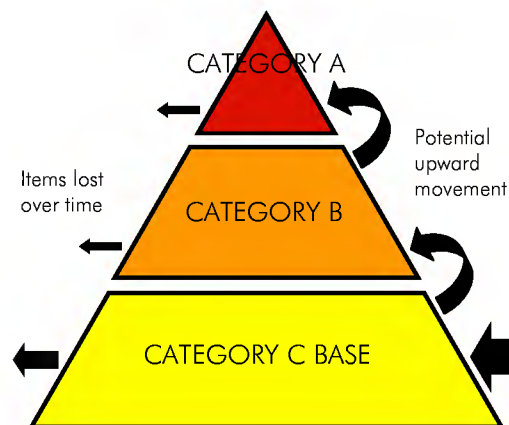
RESPOND TO HERITAGE AND ENCOURAGE BUILDING QUALITY

Heritage aspirations

- Further recognising and safeguarding valued heritage and character buildings in the town centre through a revision to the District's built heritage management strategy.
- Guiding adaptive reuse of heritage buildings or new development to be sensitive to the immediate and wider context within the resource management process.
- Providing heritage specific governance structures to more adequately deal with Picton's built character in an open communicative, multi-disciplinary forum.

Heritage management process

As for Blenheim, three categories of heritage building, places, site listings are proposed: Category A, B and C (refer to diagram). In comparison to the current approach, an additional listing category 'C' has been created. This is a recognition of an emerging 'heritage' resource. In other words, buildings which contribute to the character of the town centre that have potential heritage attributes. By building a stronger management base, these character assets have greater chance of community acknowledgement, protection and potential to climb up the heritage ladder to a higher listing status.



Category A: Recognised by the NZHPT, existing category A1/A2 heritage listed in the District Plan + other buildings of historic significance and value or high architectural quality.

Category B: Heritage assets which are 'old and handsome' or 'modern and well-designed' which are not (or ever likely to be) recognised by NZHPT.

Category C: An emerging resource with 'heritage' potential comprised of places of interest and buildings with character values.

Heritage management is a dynamic process, with elements being lost and added continually. 'C' listings may offer considerable utility for the wider management of the built heritage portfolio by:

- recognising a lower value heritage or character building / item;
- avoiding associated onerous or costly controls to building owners;

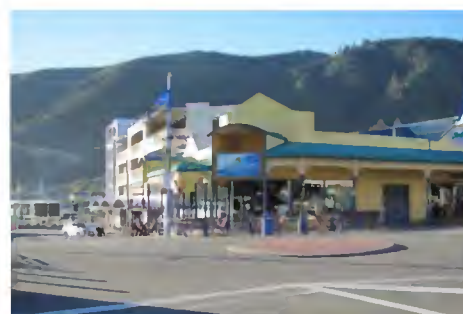
- helping to raise custodial awareness, pride of ownership and intrinsic worth;
- raising community consciousness and appreciation of heritage values;
- enabling contemporary, post-war buildings to be included which progressively add value to the built environment over time.

Resource Management Controls

A comprehensive review of all planning provisions in the Town Commercial Zone within the Sounds Resource Management Plan is recommended. This review should not be about creating more or less rules, but rather on identifying the *right* rules that make development easier to undertake, but in a manner which also helps make Picton a better, more attractive, and more vibrant place.

Future

- **Rules and guidelines to rebuild, create townscape with cohesive and appropriate architecture**



Strategy:

4

Extend the library



Initiatives aimed at retaining this key facility within the town centre by improving the functionality of the library and possibly providing for other community services within the same building

This strategy includes the following recommendations:

- A range of site options within the town centre is introduced
- The site evaluation process is described
- A concept for the extension of the existing library is introduced



EXTEND THE LIBRARY

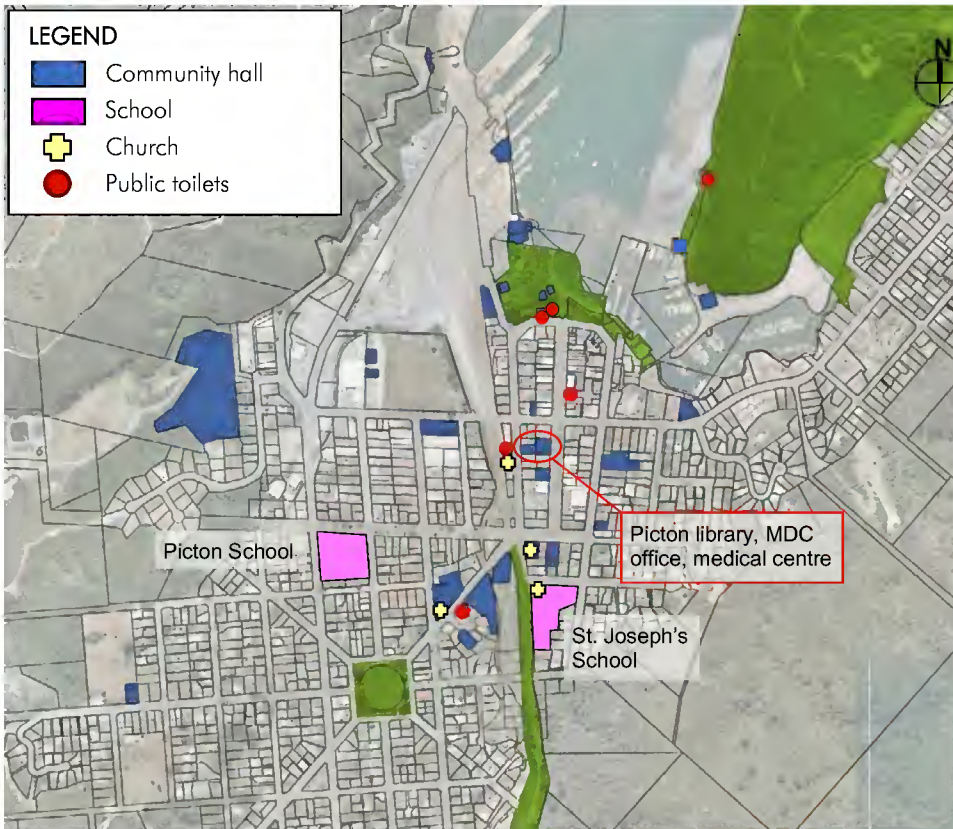
Community facilities

Picton's and Waikawa's community facilities have been mapped (Figures 4-26 and 4-27) to assess their geographic spread and identify any shortfalls. The majority of the facilities is provided within Picton's town centre or in near proximity of it, with the exception of schools.

Analysis has shown that there is a shortfall of:

- Meeting spaces for 20-25 people (there are commercial spaces)
- Activities for 11-16 age group
- Connectivity and public awareness of services

Picton relies on Blenheim for:

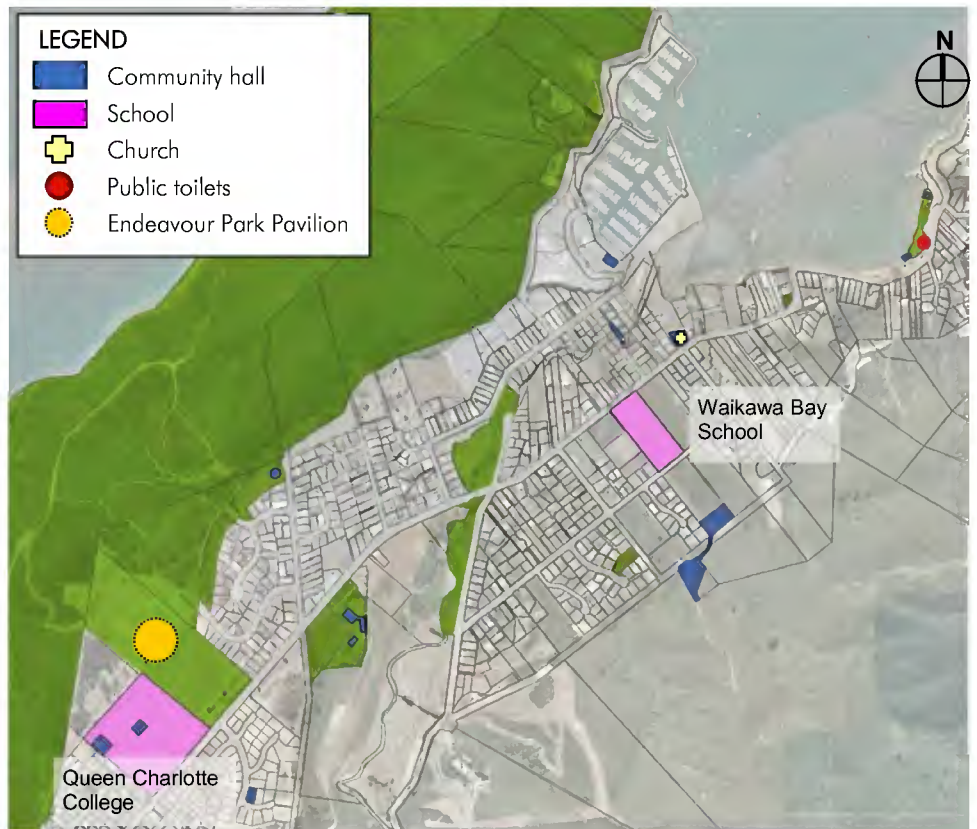


ABOVE FIG. 4-26: existing community facilities in Picton

- Citizens Advice Bureau, WINZ, Legal aid
- Child Youth and Family Services (CYFS)
- Services for migrant workers

Picton library

Another conclusion was that the High Street building that accommodates the library, the local Council office, and the medical centre (refer Figure 4-26), has become too small to fulfil its function adequately. These are key facilities for the Picton community in general and contribute to the vibrancy and diversity of the town centre in particular. This project therefore contains a strategy for the upgrade and expansion of the existing building.



ABOVE FIG. 4-27: existing community facilities in Waikawa Bay

EXTEND THE LIBRARY

Library options

Before the option to expand and upgrade the current library was selected, a number of alternatives were considered in a multi-disciplinary evaluation process. These options are depicted in Figure 4-28 and include the following:

1. Existing site:
 - A: new building
 - B: upgrade and expand
2. Heatherly House, for sale at the time of this evaluation
3. Wellington Street, at the back of the High Street mall
4. Upper High Street, next to the mall
5. Malt House site, empty site on the corner of High Street-Waikawa Road
6. Council-owned carpark in Lower High Street, connected to Wellington Street
7. In a location that in the London Quay upgrade plan is indicated as a site for a future building
8. London Quay, near the Picton museum

Preferred option 1B: upgrade and expand existing building

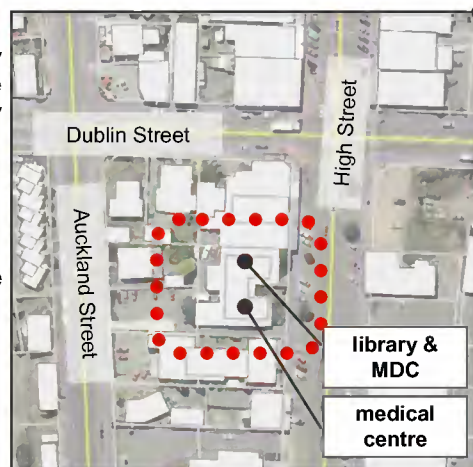
From the evaluation it became evident that option 1B is the preferred one. The following benefits were identified:

- The Medical Centre is considering to relocate to larger independent premises, leaving room for the library and the Council office to expand
- This option seems the most affordable and feasible in the short term and less dependent on a third party
- At first glance the building appears technically suitable to be upgraded and expanded
- By retaining the library and the Council office in their current location, life and diversity will be retained in Upper High Street as well.
- This proposed initiative provides synergy with the proposed streetscape upgrade and additional street parking supply (refer to Strategy 2).

Disadvantages include:

- Constrains of the existing structure.
- Disruption of services during construction, as opposed to one relocation process to a new building.

An expanded and upgraded library may provide scope to attract and accommodate services and facilities that Picton is currently short of (refer to the previous page)



ABOVE FIG. 4-28: the library site options that have been evaluated

EXTEND THE LIBRARY

Library expansion and upgrade

A concept for the upgraded library and the Council office is shown in Figures 4-29 and 4-31. Key elements include:

- The entrance lobby can become more inviting and multifunctional by increasing it in size. Figure 4-29 shows that this could be possibly done by placing the entrance and glazing elements between the concrete columns.
- More daylight can be let into the entrance lobby by a skylight. This makes the lobby more suitable for a reception desk or exhibitions.
- More glazing at the street and clearing of some planting will expose and present the functions of the building better to the street.
- The extra space inside could be utilised for expansion of the computer spaces, more comfortable lounge-type seating, or a coffee corner.
- A plan for the entrance area, containing additional hard surface public open space and appropriate planting should be integrated with the proposed Upper High Street footpath upgrade.

Long term options include expanding the building and opening it up to the rear, as well as possibly integrating the neighbouring Heatherly House site.



ABOVE FIG. 4-29: concept for the entrance lobby upgrade



ABOVE FIG. 4-30: the current building, with the medical centre (left) and the library & MDC office (right)



ABOVE FIG. 4-31: artist's impression of the proposed library upgrade and expansion

Strategy:

5

Locate a possible swimming pool site

Initiatives aimed at appropriately and strategically locating a possible future swimming pool

This strategy includes the following findings and proposed initiatives:

- A range of Picton-wide site options is introduced
- The site evaluation process is described
- A high-level concept for one of the preferred sites is introduced



LOCATE A POSSIBLE SWIMMING POOL SITE

A pool for Picton

One of the objectives of this project was to assist with the identification of the most optimal site for a swimming pool for the Picton community.

Currently the community uses the Queen Charlotte College pool, which is a 25m outdoor pool with a separate area for toddlers, on the grounds of the College, subsidised by the Council. Consultation identified that community access is perceived to be problematic as this facility is perceived to be part of the College, with for example shared changing rooms with the College.

The community currently relies on Blenheim for an indoor community pool (Stadium 2000) and several groups have worked on plans to progress the vision of a pool in Picton for several years.

Arguments for the development of a community pool in Picton include:

- A new swimming pool that is fully accessible to the younger population would add to the activities that attract and retain people in the age bracket that Picton is currently short of and loosing.
- A publicly accessible swimming pool would add to Picton's attractions for visitors, particularly on rainy days or while waiting for the ferry.
- It could serve as a means to battle child obesity in Picton.
- The facility could be used to support community health, particularly the elderly.

Funding and revenue

The Council has indicated future support for a new pool in Picton, but this will require consideration in terms of funding priorities against other projects. A rating contribution will likely be required. A percentage of the operating costs will need to be covered by rates. It is proposed that this development will generate revenues from swimming classes and possibly associated small businesses.

Location considerations

There is no site designation for this facility yet. From the consultation it has become clear that the following location aspects should be considered:

- Good accessibility for the elderly and children is crucial.
- Although the Picton Primary School has its own 12m pool, locating this proposed facility in the vicinity of this (low decile) school, could provide a health and community benefit for a lower social-economic area.
- The facility needs to be in a location where it can deal sufficiently with traffic flows and parking.
- Locating the facility on or with visibility from the route to and from the ferry would help attracting visitors.
- A central location with good accessibility from Picton and Waikawa Bay would be preferred.

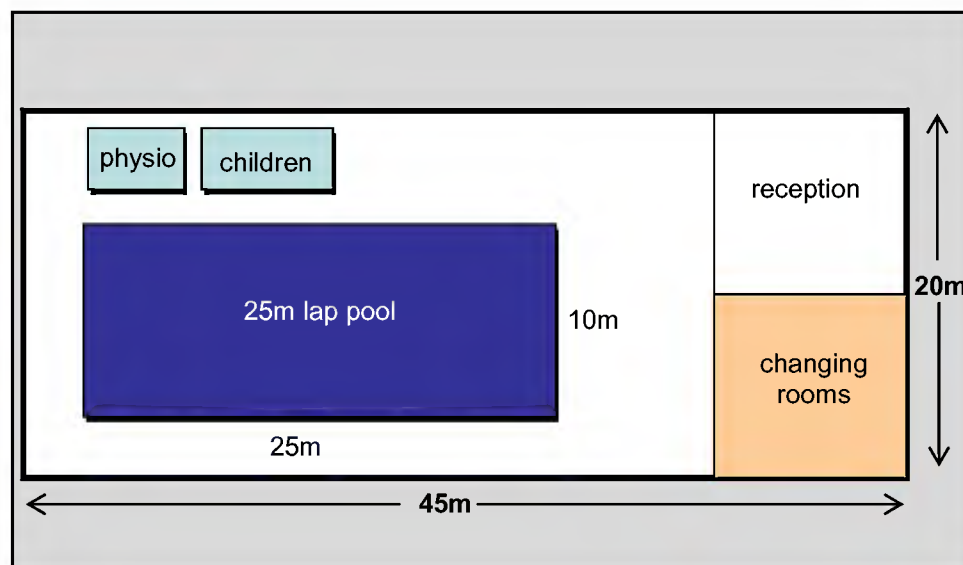
- Synergies with businesses and retail in the town centre could potentially be achieved when locating the swimming pool in or near the town centre.

Possible building requirements

A preliminary and concept brief was assembled, based on assumptions for the feasibility and examples in towns of a similar size and nature. Requirements include:

- 25m pool, 4-6 lanes
- Toddler pool
- Physio pool (wheelchair access, warmer)
- Optional outdoor areas
- Assumed 20 x 45 building footprint (refer to diagram 4-32)

These assumptions have formed the basis for the evaluation of a range of Picton-wide site options. This site evaluation process is described on the following pages and a high level concept for one of the preferred sites is introduced.



ABOVE FIG. 4-32: diagram for the possible swimming pool programme

LOCATE A POSSIBLE SWIMMING POOL SITE

Site option evaluation

During the Inquiry-By-Design workshop a large number of possible swimming pool sites were considered. After an initial assessment that identified some fatal flaws to some of these, a narrower range of options was evaluated.

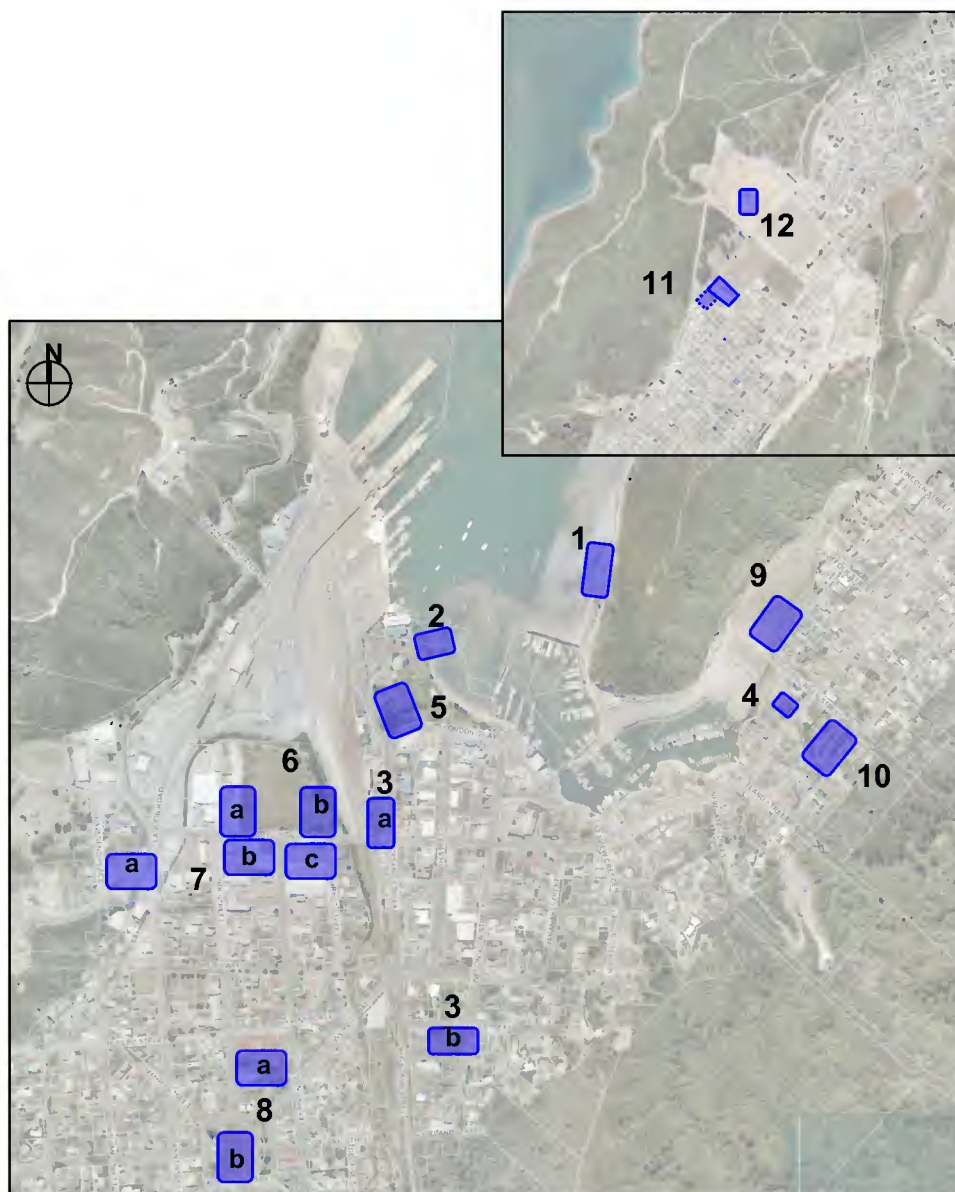
Figure 5-33 shows these site options, which included:

1. Near Shelley Beach (salt water)
2. Near the Aquarium (salt water)
3. On the priphery of town centre (options 3a and 3b)
4. Memorial Gates
5. Near the Picton Museum
6. Waitohi Domain (options 6a and 6b)
7. Dublin Street industrial area (options 7a, 7b and 7c)
8. In or near Nelson Square (options 8a and 8b)
9. Memorial Park
10. Top-10 Holiday Park
11. Existing pool Queen Charlotte College expanded
12. Endeavour Sports Park

Workshop participants were grouped according to the following professional disciplines:

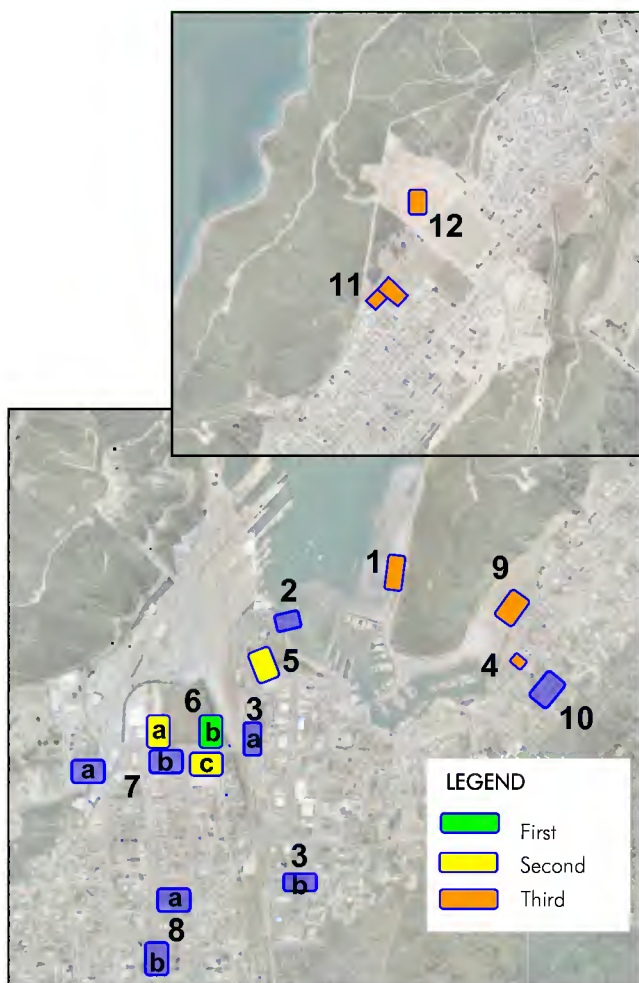
- Community and Recreation
- Movement
- Infrastructure
- Landscape and open space
- Town Centre and Tourism

Each group evaluated these options from their single-discipline perspectives
Details of the evaluation outcomes are presented in appendix 2 of this report.



ABOVE FIG. 4-33: swimming pool site options considered with options located in Waikawa shown in the inset

LOCATE A POSSIBLE SWIMMING POOL SITE



ABOVE FIG. 4-34: outcome of the swimming pool site evolution, with ranking of the options

Site option evaluation outcome

The site evaluation process did not identify one clearly preferred option, but rather led to a range of preferences that are dependent on the weighting of the different criteria.

For each of the options further detailed technical and economic analysis has to take place. Issues to be considered and explored in more detail include:

- Availability of land and financial feasibility
- Geotechnical capacity of the site
- Local storm water and flooding situation
- Location and capacity of services and infrastructure
- Capacity of the surrounding street network

The Waitohi Domain option

Figure 4-35 shows a concept for one of the preferred options in the south-east corner of Waitohi Domain. Advantages of this option include:

- Located in relatively close proximity of two Primary Schools.
- Located centrally in Picton and in relatively close proximity of the town centre (walking distance), which might generate synergies with the facilities and possibly contributes to businesses in the town centre.
- Located on the periphery of the industrial part of Dublin Street, and could therefore assist with the revitalisation of derelict buildings and sites.
- Highly visible site.
- Located between Auckland Street and Kent Street and can therefore be easily found by visitors driving to and from the ferry.
- Council owns the Domain and using part of it for a swimming pool could be an appropriate designation.

RIGHT FIG. 4-35: concept for one of the preferred swimming pool site options on the south-eastern corner of Waitohi Domain

Disadvantages include:

- Waitohi Domain is a dished flood water storage area for the Waitohi Stream; floor levels have to be raised.
- The nearby level railway crossing poses a constraint on traffic flows.

The concept shows a possible building footprint that addresses the corner formed by Dublin Street and the Waitohi Stream. The carpark is located on the western side, at the maximum distance from the railway crossing. Generous landscaping forms a buffer and an appropriate response to its park-like setting. Much of the Waitohi Domain is left intact for stormwater and other purposes.





Strategy:

6

Accommodate residential and employment growth

Initiatives aimed at dealing with residential and employment growth pressures until 2031 and beyond

This strategy includes the following findings and proposed initiatives:

- Strategies to accommodate long-term residential growth in the light of several constraints, such as water supply, geotechnical, storm water, and ecological constraints
- Industrial land strategy including the Waikawa Marine area
- Small office strategy

RESIDENTIAL AND EMPLOYMENT GROWTH

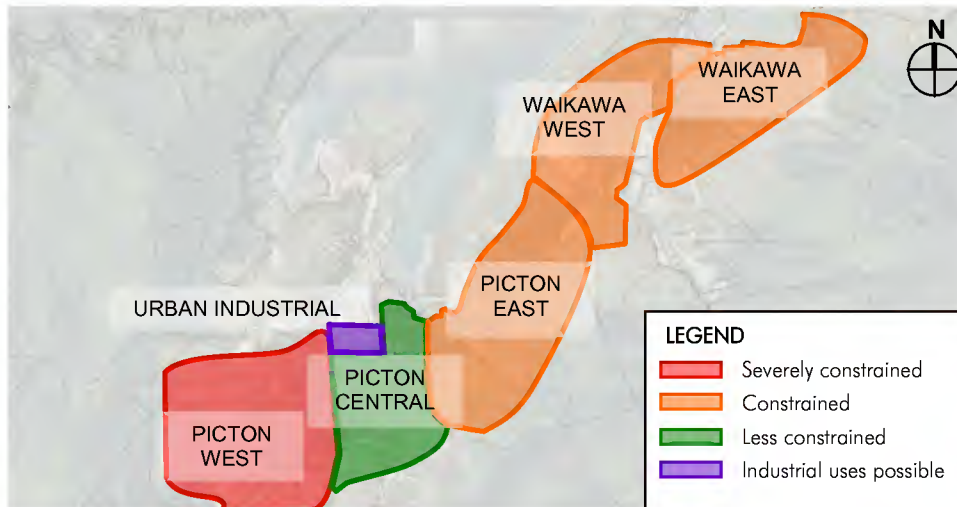
Growth constraints

Picton and Waikawa's expansion and development potential is heavily constrained by several factors. Figures 4-37 A & B depict several of these, including land instability, fault lines, flooding and storm water.

The result of an assessment of the storm water and flooding situation in Picton and Waikawa is depicted in Figure 4-36 and shows that there is a gradient in the severity of constraints. This has implications for the growth potential and the required measures to mitigate the problems. It should also be noted that the industrial uses in the Dublin Street industrial area, which is flood prone, can cope with the existing situation. However, residential uses in that vicinity will be hard to accommodate, given these constraints.

Additional constraining factors pertain to:

- Sensitive ecological areas in the surrounding hills;
- Picton's overall water supply capacity; and
- Sewerage capacity.

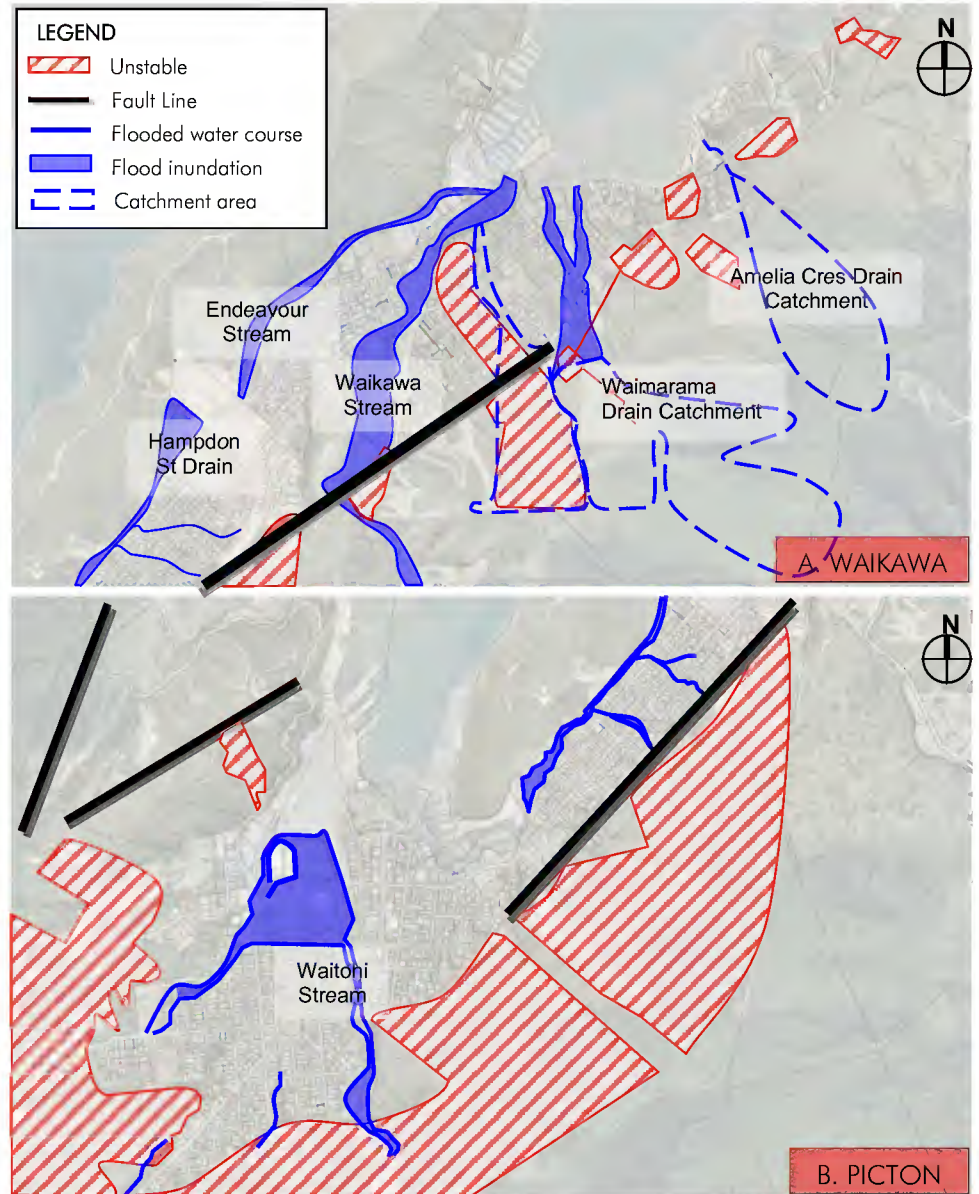


ABOVE FIG. 4-36: storm water and flooding opportunities and constraints

Note:

1 - The land stability information is based upon working experience of slope stability and is expressed as indicative of behaviour generally. The planning maps indicate those localities that experience shows have a greater incidence of slope failure but this should not be taken to imply that areas outside this are significantly less susceptible. The assessment of hazards in the Waikawa "basin" will require review for the purposes of providing a basis for planning control.

2 - The Marlborough Sounds is traversed by quite a number of fault systems reflecting its tectonic history. A simplified expression of the "Picton Thrust Fault" complex and the presumed Waikawa Fault Set is shown on the planning maps. No fault set is presently identified as "active" and requires particular planning control. It is thought appropriate that a review of the literature be made and definitive statements be developed for planning guidance.



ABOVE FIG. 4-37A & B: hazards and other growth constraints for Waikawa Bay (A) Picton (B)

RESIDENTIAL AND EMPLOYMENT GROWTH

Sensitive ecological areas

These areas are mostly located outside the urban boundaries and largely correspond with the geotechnical unstable areas.

Water supply

The Council is faced with challenges to secure Picton's long-term water supply. Residential and industrial growth will add pressure to the existing systems and could reduce the reliability of the water supply. The Council is currently assessing means to addressing this issue by investigating two options (or a combination of those):

1. Developing new sources
2. Demand management

New sources

Investigations into a wide range of options are ongoing. These include: desalination in Waikawa Bay, water from the Waikawa Stream, Waitohi Catchment, Linkwater Catchment, Graham River Aquifer, Wairau Aquifer/ Spring Creek. The latter two seem to provide the best options. All of these options are costly and have environmental implications.

Demand management

This includes reductions in Picton's water use. It requires a new way of thinking about water and the availability of this resource. As it involves a change in behaviour, the acceptance and involvement of the wider community is required.

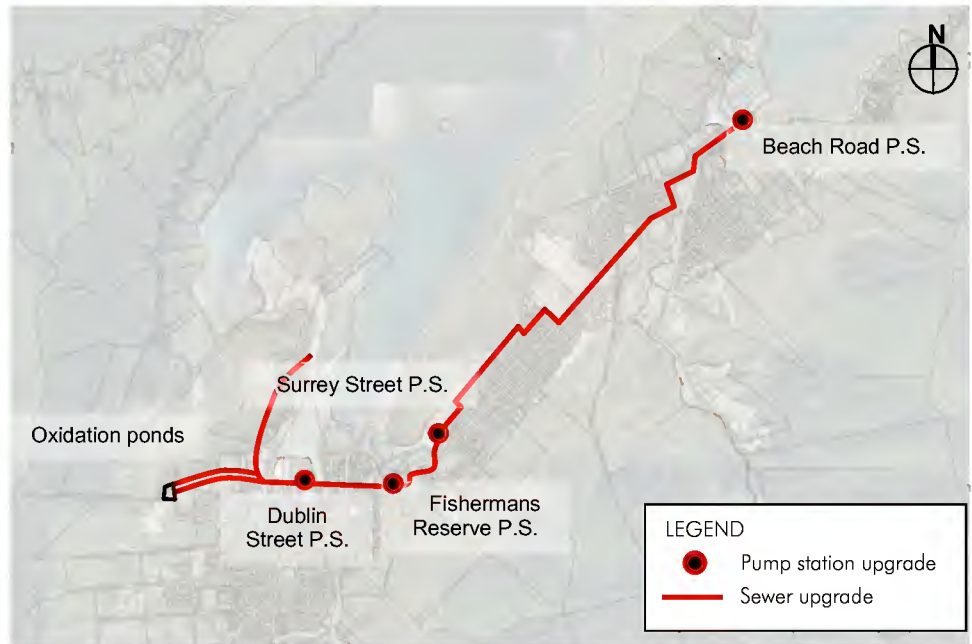
More specific ways to save water include:

- Leakage reduction
- Universal metering and volumetric charging
- Changing uses and behaviours
- Water restrictions
- Water reuse

Sewerage

The Council is facing large investments in Picton's sewerage system. It is currently undertaking works to upgrade the Surrey Street pump station and has programmed

further pump station upgrades as depicted in Figure 5-38. These upgrades are aimed at updating the infrastructure and increasing its capacity to cope with long-term growth. One of the main challenges to the sewerage infrastructure is the leakage of storm water into the pipes. The storm water volumes are much larger than the volumes of sewerage, which at times leads to overloading of the systems, potentially resulting in overflow of polluted material or outfall of insufficiently treated sewerage into the Harbour.



ABOVE FIG. 5-38: Council programmed sewerage upgrades for Picton and Waikawa Bay



RESIDENTIAL AND EMPLOYMENT GROWTH

Population key points for Picton and Waikawa Bay

Population growth

→ In the growth model used for this project (refer to the table below) the projected population growth for Picton and Waikawa is circa **1000** people between 2006 and 2031; this equates to approximately 40 people per annum (split roughly 50/50 between Picton and Waikawa). This is proportionally more significant for Waikawa (increasing its population by almost 50%)

	Census 2006	Projection '06-'31	Increase	% increase
Blenheim	23110	29410	6300	27%
Picton / Waikawa	4185	5143	958	23%
Renwick	1875	2334	459	24%
Havelock	540	649	109	20%
Seddon	497	331	-166	-33%
Spring Creek	476	653	177	37%
Rarangi	392	507	115	29%
Grovetown	282	347	65	23%
Wairau V. Township	162	252	90	55%
Ward	78	89	11	14%
Marlborough Sounds	3306	4340	1034	31%

- Between 1996 and 2006 Picton's population decreased by 3% (135 people)
- Between 1996 and 2006 Waikawa's population increased by 37% (315 people); this is the highest percentage of growth in Marlborough
- Between 1996 and 2001 the combined population grew by 180 people (4.5%) with Waikawa's growth offsetting Picton's reducing population

Age composition

Refer to the table below:

- A relatively small proportion of Picton's and Waikawa's population falls in the young and working age category
- A relatively small proportion of Picton's and Waikawa's population falls in the 65+ category.
- In Picton and Waikawa there is a higher number of over 55's than the Marlborough and New Zealand-wide averages.

→ In Picton and Waikawa there is a higher number of over 75's than the Marlborough and New Zealand-wide averages.

Age group	0-14	15-24	25-54	55-64	65-74	75+
Picton	16.8	8.5	38	15	11.7	10
Waikawa	13	8.9	38.1	20.6	13.6	5.8
Marlborough	18.6	10.9	40.6	13.7	8.8	7.3
New Zealand	21.5	14.2	41.7	10.3	6.6	5.7

Households and household composition

- Despite falling population, the number of Picton households grew by 6% (96-06)
- Waikawa households increased by 21%
- Picton 2006 household size was 2.19 persons per house (2.49 in 1996)
- Waikawa 2006 household size was 2.35 persons per house (2.53 in 1996)
- 32% of Picton households are single person (Marlborough District average = 24%)
- 20% of Waikawa households are single person
- Picton one-family households comprise 62% of households (compared to 69% in the Marlborough District)
- 73% of Waikawa households are one family

Ethnicity

- Picton had the highest and Waikawa the second highest Maori population in Marlborough
- In the 1996 Census Picton had 17.2% Maori population (Marlborough = 10.5%)
- In the 1996 Census Waikawa had 15.5% Maori population

RESIDENTIAL AND EMPLOYMENT GROWTH

Residential growth accommodation

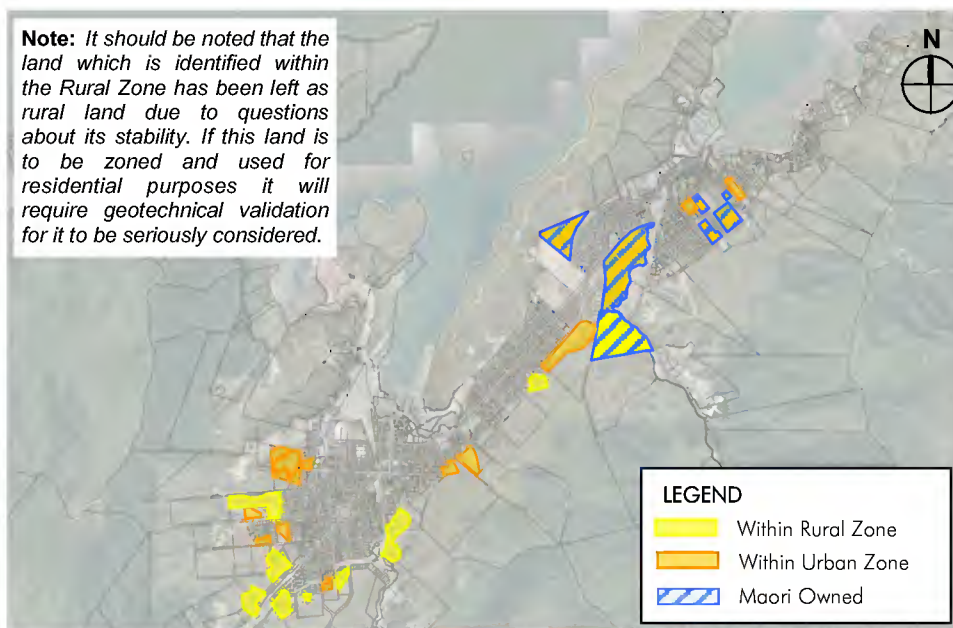
The projected growth until 2031 amounts to approximately 1000 people. Taking into account the growth for the 2006-2010 period (approximately 150 people), this equates to approximately **850 new people** that need to be accommodated within Picton and Waikawa between now and 2031.

The capacity to accommodate these new residents has been analysed, taking into account the hazards, growth constraints, and current Resource Management Plan zoning. Figure 5-39 shows the results of this exercise, which are tabulated in the table below. It can be concluded that:

- **Option 1:** Picton's infill capacity is for 586 lots (450m² lots in the residential zone) + 41 lots (1ha lots in the rural zone). This is sufficient to accommodate **1379** people.
- **Option 2:** However, if Maori Land is excluded (Maori Land has certain limitations around its availability for development under the provisions of Te Ture Whenua Maori Act 1993), the capacity is only 367 lots, enough for **807** people. This is a shortfall of 43 relative to the projected population growth.

In order to minimise dependency on Maori land, options 3 and 4 were developed

- **Option 3:** When assuming that the minimum lot size in the residential zone can be decreased to 250m² and an average of 350m² lots can be achieved in all new development within this zone, the infill capacity amounts to **618** lots (250-450m²



ABOVE FIG. 5-39: availability of suitable residential land in Picton and Waikawa Bay

residential zone) + **41** lots (1ha, rural zone). This is sufficient to accommodate **1450** people

- **Option 4:** Excluding Maori-owned land from Option 3 leads to a capacity of 413 new residential lots, enough for **909** people.

Conclusion

It appears necessary to make changes to the Resource Management Plan to develop remaining suitable residential land to accommodate the projected population increase.

This delivers the following benefits:

- It reduces the dependency on development of Maori-owned land
- Building at a greater density will postpone the moment that Picton and Waikawa run out of developable residential land within their 'natural boundaries'
- It accommodates for some contingency as these figures are still optimistic. Owners of undeveloped land might not prefer to develop residential uses or to develop at all within the next 25 years.

Lot Size	Target 2031	Current Plan		Plan Changes	
		OPTION 1 Low Density (includes Maori Land)	OPTION 2 Low Density (excludes Maori Land)	OPTION 3 Med+Low Density (includes Maori Land)	OPTION 4 Med+Low Density (excludes Maori Land)
250m ²	-	x	x	335 hh	175 hh
450m ²	-	586 hh	326 hh	283 hh	197 hh
1 per ha	-	41 hh	41 hh	41 hh	41 hh
Total Households	386	627 hh	367 hh	659 hh	413 hh
Total Population	850	1379	807	1450	909
Shortfall		-	19 hh 43 pop	-	-
Comments		FIGURES STILL OPTIMISTIC – assumed 100% of identified lots developed and no space allowance for additional community infrastructure in Waikawa			

RESIDENTIAL AND EMPLOYMENT GROWTH

Resource Management Plan

Changing the Marlborough Sounds Resource Management Plan to accommodate residential uses at a greater density should not be done just to fit more people on a smaller amount of land. The aim should be achieving high quality medium density outcomes. This is particularly crucial for the earliest projects, as these will 'set the tone' and function as 'pilot projects'.

To achieve a higher quality medium density outcome, the following actions are required:

- A Resource Management Plan Review to recognise the limitations of current residential rules (residential zone, height control, promoting infill, no open space requirement etc.). This should be supported by hypothetical design testing and calculated development economics
- Adjust the current 450 m² minimum in the Picton Residential Zone subdivision controls to *Controlled activity with an average of 350 m² and minimum of 250 m²*
- The plan should encourage the reintroduction of the traditional Granny Flat, multiple households with their own facilities living in the same dwelling/ on the same lot.
- The Plan objectives need to be supported by design controls and guidelines
- Reverse incentives need to be removed to assist with medium density development
- The Council should express its strong support by way of design guidelines (including good solutions for house types), upskilling and education, incentives
- Encourage or facilitate a demonstration project to stimulate market interest

Medium density principles

Best Practice Urban Design principles underpinning medium density residential design should include:

- Proximity to amenities
- Clear definition of public and private spaces
- Backs to backs, fronts to fronts and avoiding the use of high fences on the street
- Protection of indoor and outdoor privacy

- communal amenity to compensate for the loss of on-site amenity
- optimised solar orientation of outdoor spaces and habitable rooms
- encourage walking and cycling through:
 - a connected movement network
 - small blocks
 - a low speed environment
 - passive surveillance onto streets and parks
 - wide footpaths, and cycle lanes where necessary
- good architectural design and good aesthetics to stimulate visual interest.



ABOVE FIG. 5-40: examples of high quality medium density housing

Apartments

Picton is currently experiencing issues related to apartments:

- Reverse sensitivity
- Absentee residents
- Parking demand in high season
- Views and visual character

For this reason it is recommended not to introduce new apartment zones or height increases in the Town Commercial Zone. Besides, apartments do not form a solution for the lack of affordable housing in Picton.

Shakespeare Bay

The land in Shakespeare Bay is in ownership between Port Marlborough and the Department of Conservation. The Port's deepwater wharf is located in this area and a key activity is the storage and processing of logs.

This area is considered, but dismissed for residential development. Analysis identified the following key limitations:

- Residential uses could potentially threaten Port Marlborough's commercially important activities, due to reverse sensitivities.
- The orientation of the land heavily impacts on the solar access required for residential amenity.



ABOVE FIG. 5-41: location of Shakespeare Bay

RESIDENTIAL AND EMPLOYMENT GROWTH

Appendix 3 of this report includes a full and detailed overview of the findings of the analysis of Picton's current employment situation. It also includes projections for the future and recommendations. The main highlights of the analysis are included within this section.

Industrial land

Analysis has identified that at present there is no obvious shortage of industrial land in Picton. There are several industrial properties or residential properties with an industrial zoning for sale or rent.

The existing Dublin Street Industrial Area is flood-prone, of relatively poor quality, occupied by mainly low value, relatively low value adding, low employment activities. However, these uses are important for Picton as they provide local employment, trades and training; they supply local services to residents and businesses, and support the local industries.

There is only one industrial zone in northern Marlborough, which covers a wide range of activities. These Urban Industrial Zones are located at Picton and Havelock. The provision of specifically zoned industrial land in Picton means that the adverse effects of industrial activities can be geographically contained. Plan rules to control the expected adverse effects of industrial activities. Plan rules establish performance conditions and standards to avoid, remedy and mitigate adverse effects. The standards are set at levels appropriate to enable industrial activities to operate effectively within the zone and seek to minimise nuisance and hazard for neighbouring residents and activities. Standards for some effects are therefore higher at the zone boundary. A current deterrent preventing industries locating in the Dublin St Urban Industrial Zone is the likelihood of flooding, which will only be exacerbated by the outcomes from climate change. The Dublin Street area is located in close proximity of the town centre. Stimulating redevelopment of this area with higher value employment, or residential uses should only be done whilst generously providing for flood retention in the area, possibly creating attractive natural settings for these new uses. Furthermore, affordable alternatives for the existing uses should be offered.

Future needs for industrial land

No major changes are expected in the local economy nor in the Port operations, that would create new sources of demand for industrial land in industrial areas outside the port. Analysis identified a potential demand for 6.5 ha of additional, non-Port industrial land in Picton over the years to 2031. This includes potential additional future demand requiring:

- 2.9ha for light Industries - including machinery and equipment and small scale marine services, building and construction trades, food processing;
- 1.8ha for Transport and Storage - including small scale warehousing, storage, and logistics (likely to be equally split between transport and warehousing/storage operations). Beyond the ferry based traffic accommodated on the Ports lands;
- 1.6ha for Difficult to Locate Activities - with low visual amenity and potential off-site impacts (including engineering, panel beating, materials storage, processing and handling, timber and construction yards, concrete products manufacturing and concrete batching plants). This is beyond the timber and materials storage, outdoor fabrication and areas for short-term project work taking place on the Port lands;
- 0.2ha for Vehicle Services - excluding expansion in car hire yards and servicing which is considered unlikely. No additional land is needed for car sales given the modest local population growth and Picton's proximity to Blenheim.

There is also the prospect to provide for about 3.0ha for existing light industrial, construction and storage



RIGHT FIG. 5-42:
Dublin Street
industrial area

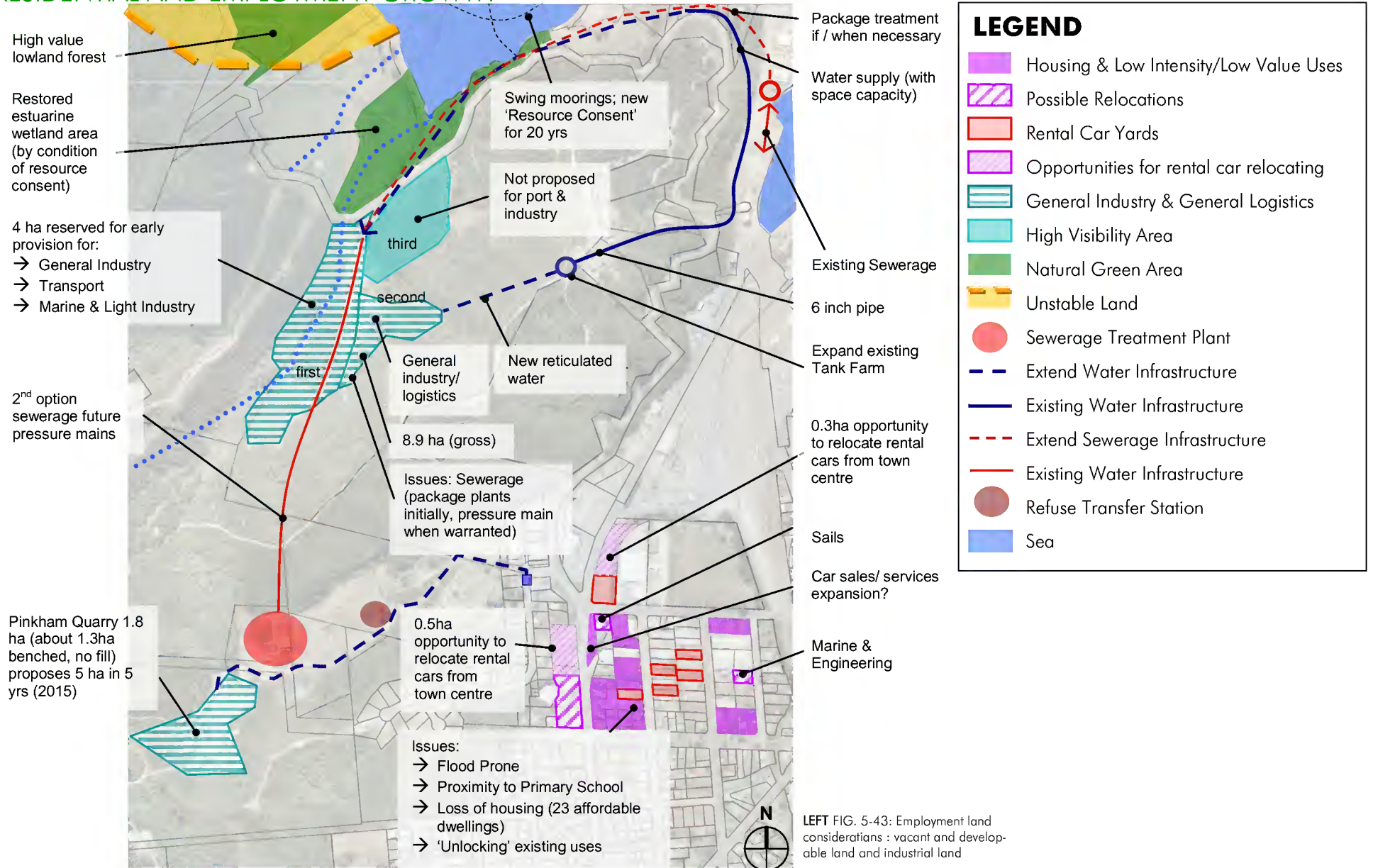
operations to move away from the Dublin St Industrial Area. Supplying new industrial land to meet this relocation need would be especially important if this area is to be returned to a more natural state (with or without, residential land uses being built on filled areas above the predicted future flood level). Therefore, Council should plan to provide for at least 9.5ha of industrial land, beyond the Port's needs, in Picton for the next 23 years to 2031. Consideration should also be given to where additional industrial land could be provided beyond this timeframe, or if new drivers of demand were to eventuate. Figure 6-43 overleaf shows options to plan for the provision of the required industrial land.

Recommended industrial land provision

Given the difficulty of providing flat, well buffered, serviced industrial land close to Picton, provision should be made to protect future industrial land for take-up beyond 2031, and for larger scale, or rail focused land uses, that could emerge in the future. Planning for future industrial land provision for Picton should be based on:

1. Extension of the Waikawa Marina, marine light industry land – 0.6ha for marina related light industry and marina services (Fig. 5-44).
2. Expansion and benching of the Pinkham Quarry Land – to provide, at least 6.0ha of industrial land suitable for a mixture of light industries; small scale transport and storage; materials processing and storage, and difficult to locate activities. (Preferably 9.0ha to enable the progressive relocation of industrial land activities from the Dublin St Industrial Area).
3. Protection of the 8.0ha of land to the south of Queen Charlotte Drive at Shakespeare Bay for Picton's long term future industrial land needs.
4. Identification of 50ha of suitable Mt Pleasant land, in the vicinity of Linden's Rd, for possible large scale industrial, transport or distribution uses (including future uses that are not appropriately located at the Port and others that require dedicated rail access).
5. Consider proposing the eventual relocation of existing industrial land uses in the Dublin St industrial area to the Port lands and Quarry lands – possibly indicating returning at least part of this flood prone land to a more natural state in the future.

RESIDENTIAL AND EMPLOYMENT GROWTH



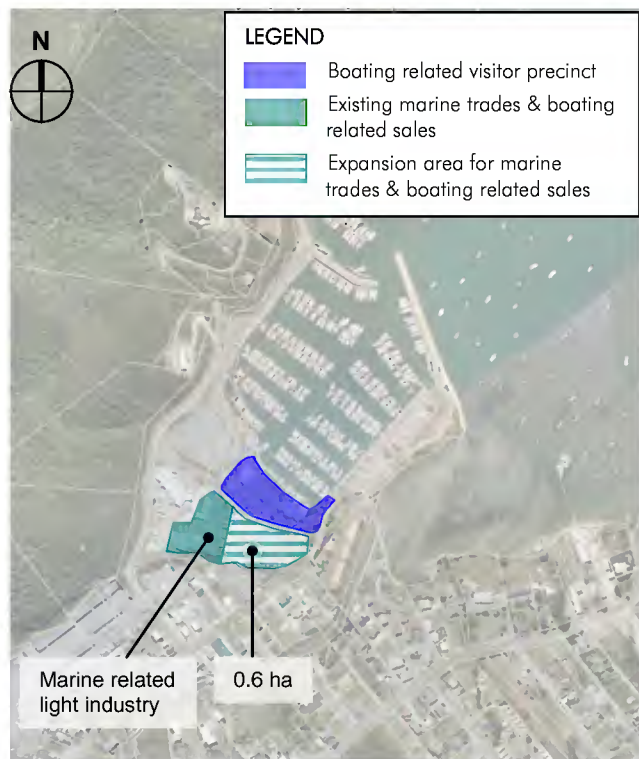
LEFT FIG. 5-43: Employment land considerations : vacant and developable land and industrial land

RESIDENTIAL AND EMPLOYMENT GROWTH

Waikawa Marine area

The proposed extension of the Waikawa marine-related light industrial land is depicted in Figure 5-44. It is important to protect the character of the area and restrict the activities in this area to marine-related activities only.

In order to avoid the risk of compromising the functionality of the employment area, it is important to address the local parking pressure during the high season and provide sufficient capacity.



LEFT FIG. 5-44: Employment land considerations Waikawa

Office space

Analysis identified that there is no obvious existing unmet demand for small office or small business premises in the Picton town centre.

Key findings from this analysis include:

- There are good quality business premises and residences available for sale or rent; there is well located, vacant land, and existing underdeveloped commercially zoned properties in the Picton Town Centre.
- Immediately available premises include the new, first floor modern, designer office/residential premises in Wellington St, close to London Quay; residences in High Street, and 18 well-presented office/ residential suites in Auckland Street.
- There is a significant vacant site at the corner of High Street and Dublin Street, and under utilised premises.

Future demand for future small business space

Different scenarios were used to project the potential demand for additional office space in Picton. This analysis resulted in a projected:

- Minimum Conservative Demand for 2,400m² (net area) of additional office space in the Picton Town Centre by 2031; and
- Maximum Realistic Demand for 5,400m² (net area) of additional office space in the Picton Town Centre by 2031.

This is a modest amount of office space that Picton could easily supply within its existing commercially zoned Town Centre land. (Figure 5-45 overleaf indicates the small amount of land needed to accommodate such space, in low-rise buildings with surface car parking). Of this office space:

- Approximately 70% needs to be provided in good quality, affordable, small business premises;
- Approximately 20% of this office space will need to be medium quality, moderately priced space; and
- Only 12% of future demand can be expected to be for high quality, prestige space, and 26% of this will need main street, ground floor retail frontage.

The majority of the source of demand will not need, and will not be able to pay for retail frontage office space. Nor will these activities be able to compete for space in the main visitor retail and visitor accommodation areas of Picton. These will need to be accommodated in lower cost premises, on cheaper land as close as possible to the retail heart of the Picton Town Centre. Figure 5-45 overleaf identifies the range of suitable existing buildings, vacant sites and under-utilised land at suitable locations in the Picton Town Centre.

Opportunities to provide the required office space

Such space could be sprinkled throughout the Picton Town Centre. But this would offer no benefits to these businesses; no benefit for those using such services, and no benefits for the Picton Community and the economic development and employment success of Picton.

New office premises are best located within convenient walking distance of:

- The existing community heart that already centres on the Council Library and Service Centre;
- The retail heart of the Picton town Centre; and
- The London Quay visitor and hospitality precinct.

Attention needs to focus on:

- Creating a superior business environment;
- Close to business and employee services;
- Close to opportunities for business hospitality; and
- Where there are many opportunities for employees to recreate and socialise.

These considerations have proved to be vital to stimulate, attract and retain:

- New business founders
- Mobile employees
- Growing small and home based businesses
- The offices of transport, construction and larger businesses
- Health services and professional offices
- Businesses that serve dispersed or wider markets

RESIDENTIAL AND EMPLOYMENT GROWTH

There are three different localities within convenient walking distance of the High Street retail heart, the existing community focus area, and the London Quay visitor precinct.

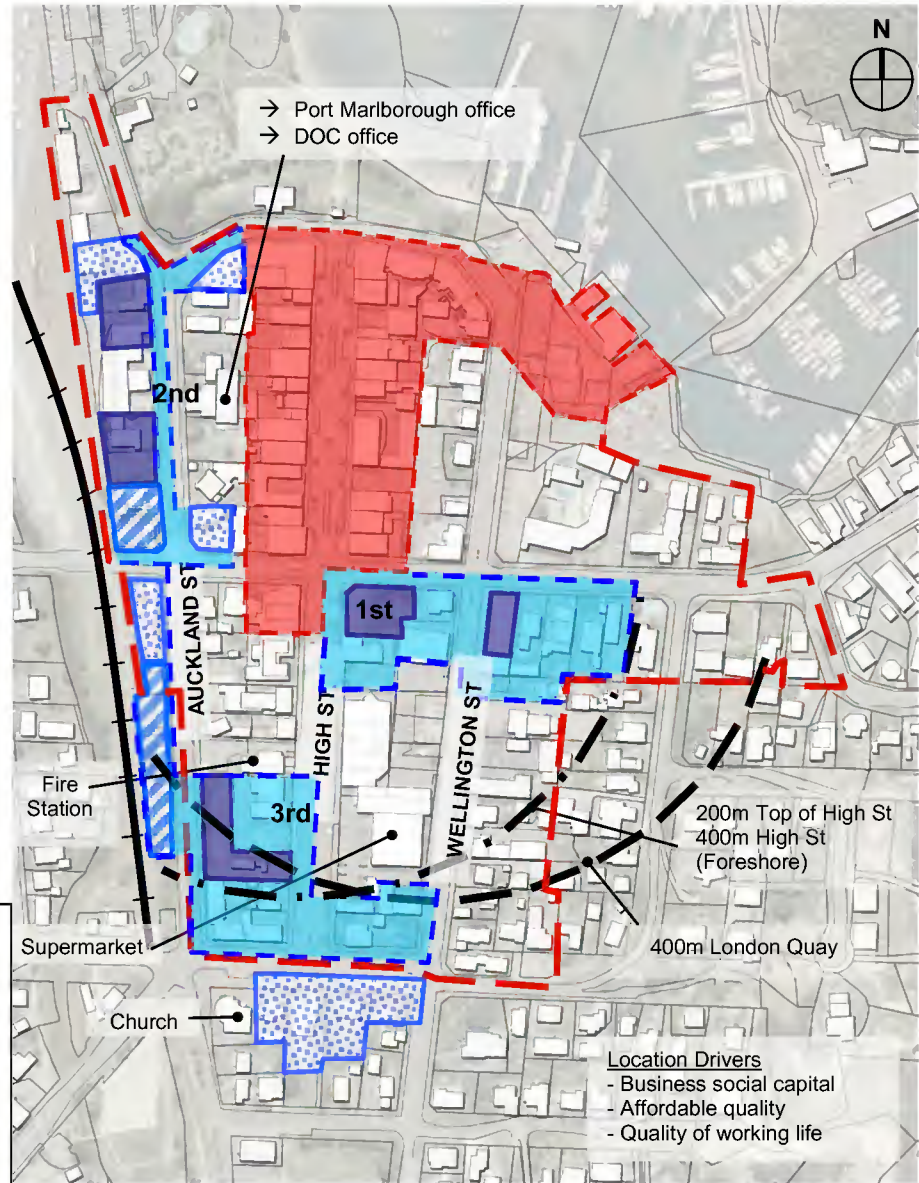
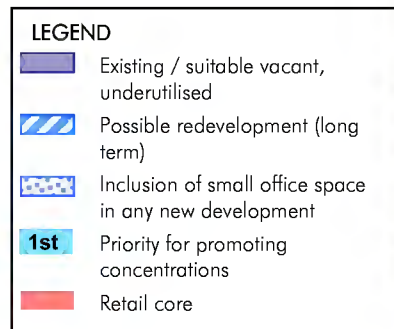
1. Dublin Street (between High St and Wellington St)
2. Auckland Street (between Auckland Street and the railway)
3. Northern High Street (through to Auckland Street)

These are locations where Picton has the best prospect to provide a superior business environment, close to business and employee services, where there are many opportunities for business hospitality, and opportunities for employees to recreate and to socialise (during breaks, before and after work). These are places where the Council should actively promote the clustering of future small business premises and favour the development of small office premises.

Recommended provision for small office space

It is recommended that planning for future small business and office space in Picton should be based on:

- Reviewing the existing home based business planning provisions – to ensure that they encourage the establishment and growth of home based businesses, without detriment to existing residential amenity.
- Strongly promoting small business and small office clusters in the vacant Dublin Street site (between High Street and Wellington Street) – including the adaptive re-use of existing buildings and in the redevelopment of the existing vacant land and any under-utilised sites.
- Promote the inclusion of good quality, designer office space in any development or redevelopment proposed for Auckland Street (between Auckland Street and the railway).
- Consider allowing the conversion of existing residences fronting Broadway (between Auckland St and Wellington St) to professional offices and medical services.



ABOVE FIG. 5-45: Small office strategy

Strategy:

7

Enhance biodiversity systems and open space experience

Initiatives aimed at strategically connecting areas of valuable biodiversity, achieving a better distribution of green public open spaces, and improving the accessibility to open space by way of recreational walking and cycling tracks

This strategy includes the following findings and proposed initiatives:

- Connecting biodiversity systems through the introduction of biodiversity nodes
- A strategy to ensure that more people live within walking distance of good quality green open space
- Connecting and improving recreational cycleways and tracks



BIODIVERSITY SYSTEMS AND OPEN SPACE EXPERIENCE

It is important to realise that development within the urban area of Picton can have effects on the natural areas beyond Picton's boundaries. For example:

- Providing for Picton's water supply;
- Management of stormwater and run-off (effects on water quality);
- Treatment and disposal of wastewater;
- Demand for/ use of recreational facilities in the wider area.

The emphasis under this strategy however is on nature that exists within the town:

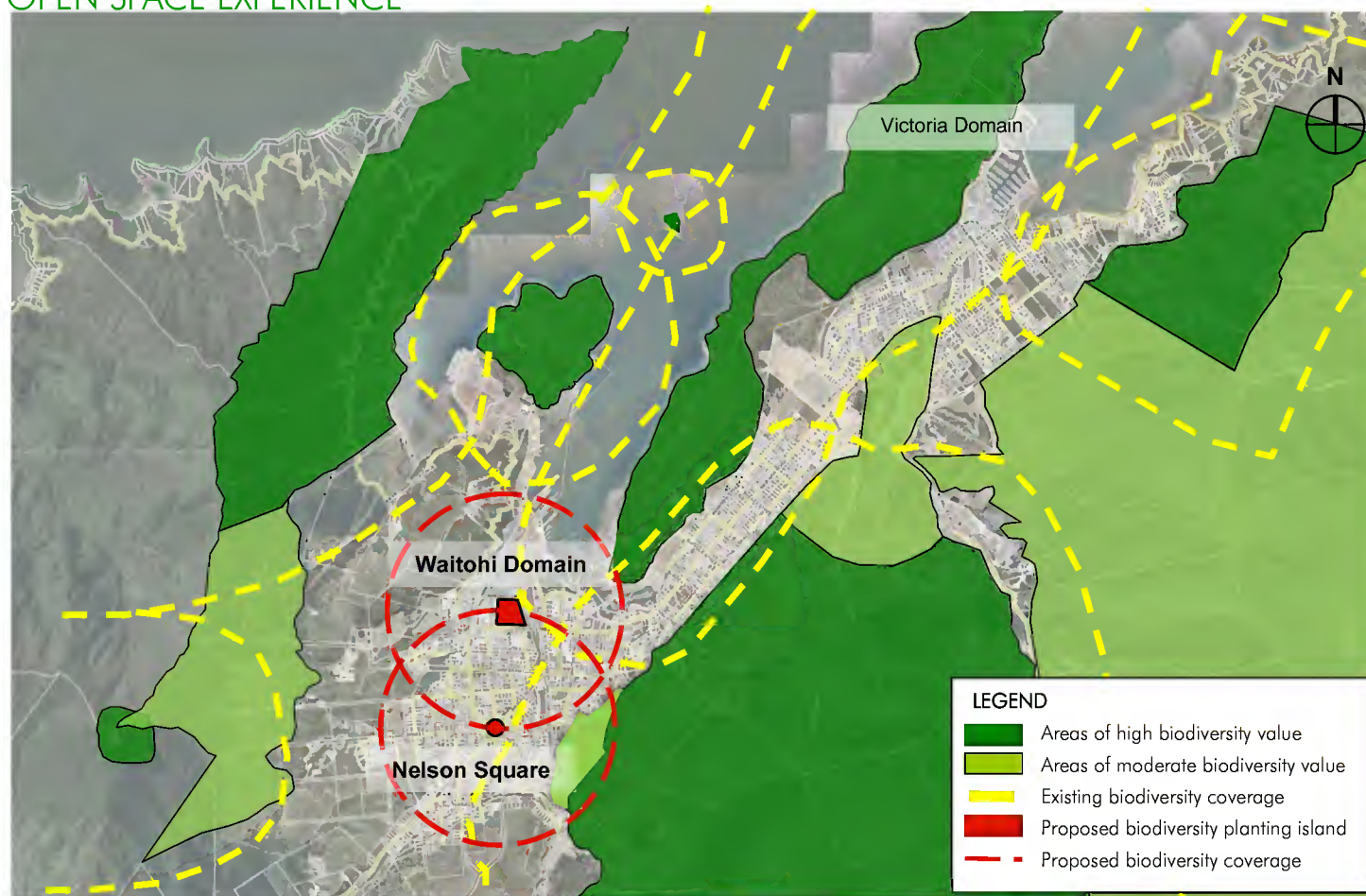
- Sympathetic planting in existing parks and open spaces;
- Creation of "green corridors" and "stepping stones", e.g. along the Waikawa and Waitohi Streams. The concept of "green infrastructure";
- Green corridors can also act as paths for people to get into the hills;
- Enhance experience through signage and interpretation.

Biodiversity system

The existing biodiversity system of Picton and Waikawa is mapped in Figure 5-46. It should be noted that the urban area is relatively small, and that there are large areas of public conservation land (reserves) close by. The 'areas of influence' in many cases overlap each other, which is good for the connectivity for bird and insect life.

It is proposed that two additional areas will be developed as 'biodiversity planting islands' within the urban area:

- Planting in Nelson Square as part of a strategy to enhance the open space experience (refer to the open space sections on the following pages)
- A wetland in Waitohi Domain, which is explained overleaf in more detail.



ABOVE FIG. 5-46: Biodiversity -Existing & Proposed

There is additional scope to enhance inner Picton biodiversity, but the two proposed areas are of a significant scale to offer opportunities as a stepping stone.

Protection of the surrounding hillsides
A large amount of the hills surrounding Picton are conservation land. For those and the not formally protected areas it should be noted that they form part of the backdrop to Picton and are part of the "Picton experience". The management of that landscape is therefore important.

They are not all necessarily "accessible", and in some cases the "experience" for those who get here – or who view them from a distance – could be enhanced.

BIODIVERSITY SYSTEMS AND OPEN SPACE EXPERIENCE

Waitohi Domain

A wetland around the Waitohi Stream in Waitohi Domain is proposed. The proposed project comprises one tidal pool (refer to Fig. 5-47 and cross section AA' in Fig. 5-48), that receives water only during high tide, twice a day with an island and native planting for habitat. This tidal pool also acts as storm water retention during high rainfall periods.

The second part of the project as show in cross section BB' suggests that the western portion of the stream bank could get "laid back" to create a less steep bank edge allowing for wetland planting while making it easier for people to walk down to the water's edge and engage with the stream.

The proposed wetland has the following values:

- It sits mid valley and forms an important cross valley ecological connection.
- It has additional ecological values because it is a tidal riparian habitat.
- The design integrates walking trails and education (ecological and historical) opportunities.



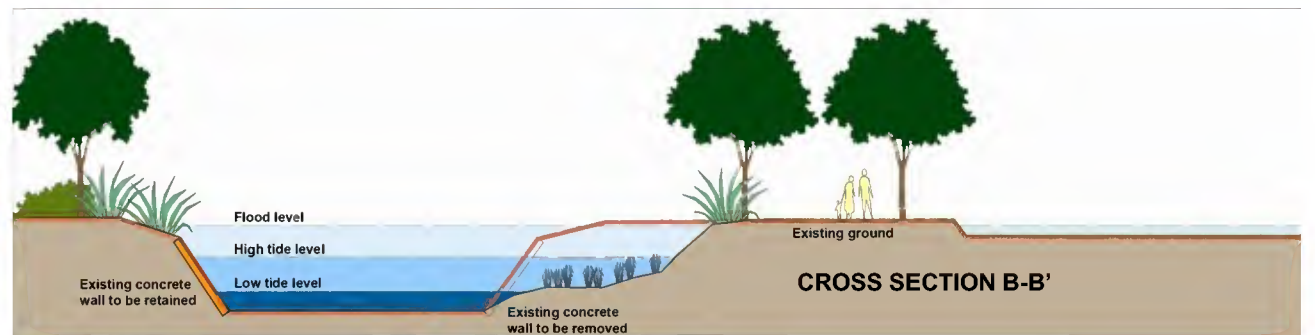
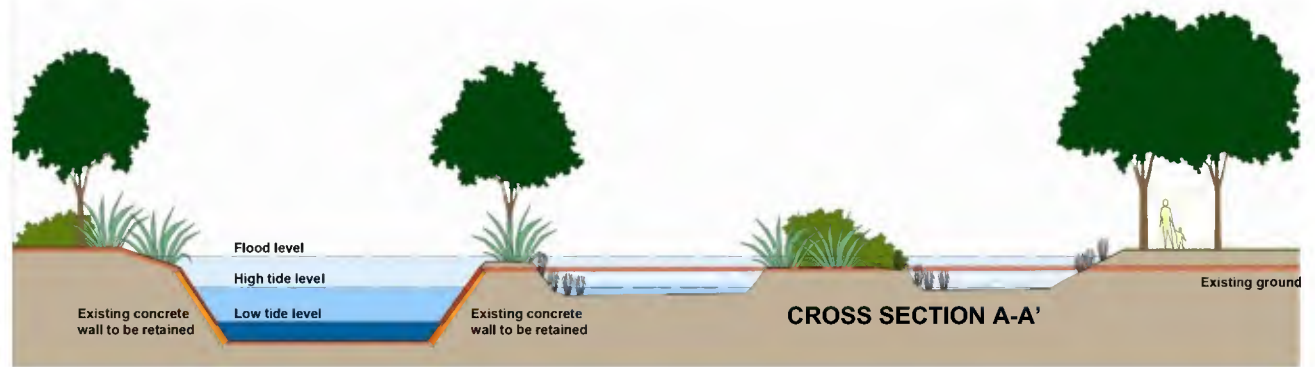
ABOVE FIG. 5-47: Proposed wetland in the Waitohi Domain

- It increases storm water holding capacities of the stream.
- Visuals soften the existing concrete storm water walls.
- The concrete walls remain mainly intact with very little changes to reduce project cost.

Implementation

The proposed design of the tidal pools retains the existing concrete walls but excavates a shallow tidal pond back into the landscape area close to the existing rugby fields. The excavated material would be used within the landscape. The tidal pool would be connected to the

existing stream by a shallow channel that would only catch water during high tide flows and storm events. The planting within the tidal pool would self seed and the edge above the high tide mark would be planted. Changing the river bank profile along the western edge would be done with an excavator with minimal work and the excavated material would stay on site to create mounds which would act as informal elevated viewing platforms and play opportunities. The stream edge excavation would create a more natural river edge, habitat and increase stormwater storage capacity.



ABOVE FIG. 5-48: Cross sections for the proposed wetland in the Waitohi Domain

BIODIVERSITY SYSTEMS AND OPEN SPACE EXPERIENCE

Existing open space network in Picton's urban area

One of the Council's objectives is to make green public open space part of the day-to-day experience and increase opportunities for recreation. For this two key factors are relevant:

1. Accessibility and
2. Experience.

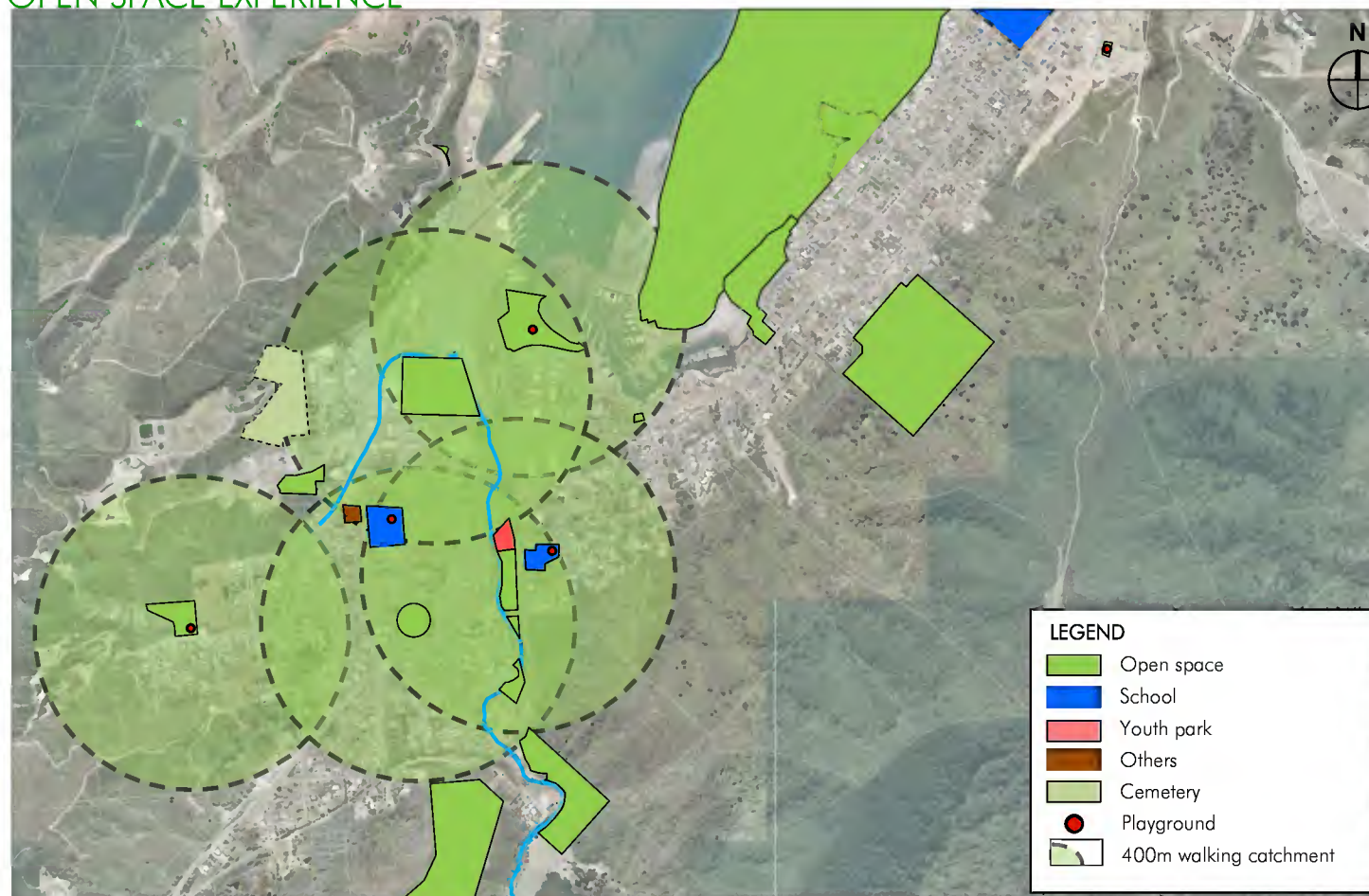
Open space accessibility Picton

In order to analyse the accessibility of the open space network, all public open space was mapped and circles with a 400m radius were overlaid, showing the theoretical / as-the-crow-flies 'walkable catchment' of each of the larger open spaces. The result of this analysis is shown in Figure 5-49.

School grounds generally serve an open space purpose as well. However, these grounds are not always available or accessible and are therefore not included in the catchment assessment.

From this analysis one can conclude that Picton is reasonably well covered with public open space.

An exception to this is the area immediately east of the town centre.



ABOVE FIG. 5-49: Existing Open Space in Picton with 400m 'walkable catchments'.

BIODIVERSITY SYSTEMS AND OPEN SPACE EXPERIENCE

Open space experience Picton

In addition to the amount of public open space also the quality of this open space was analysed. Figure 5-50 shows the results of this evaluation.

Findings are as follows:

1. Victoria Domain

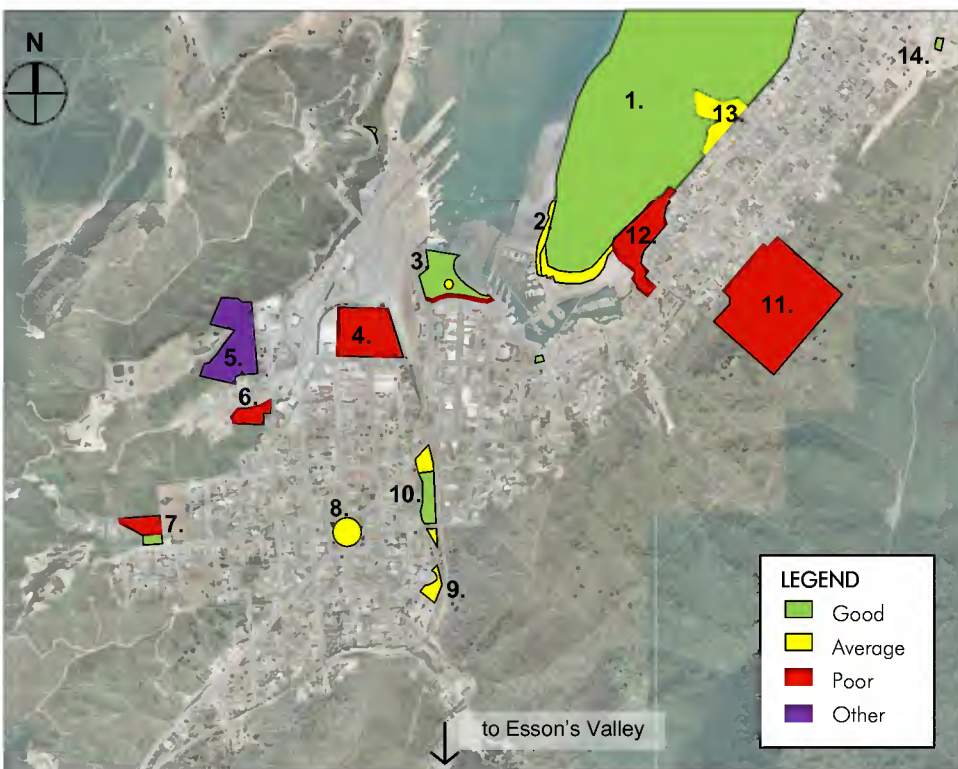
- Excellent walking /cycle network
- Views over Picton and the Sounds
- Good native bush experience
- Fairly good signage and connections
- Weeds infestation (southern area (yellow))
- Possible fire risk in dry season

2. Shelley Beach

- High use beach area and picnic spot
- Yacht club / club room
- Slips risk
- Toilet needs upgrading
- Beach erosion
- Weeds on banks

3. Picton foreshore

- Better playground needed
- The wall forms a barrier with the town centre
- Disability access needs improving
- Potential for water play feature



ABOVE FIG. 5-50: Evolution of public open space in Picton

- Linkages through to CBD and Victoria Domain need improving

4. Waitohi Domain

- Only accessible as sports grounds
- Will be made redundant as relocation takes place
- Important reserve, as there is very little reserve space in the surrounding area
- Worthwhile to retain at least a portion of the area as public open space

5. Cemetery

- Good trees, good park
- Important for its history and heritage
- Potential to create a walkway

6. Broadway Reserve

- Limited due to its topography
- Has potential for biodiversity planting
- Potential to create a walking track

7. Scotland Reserve

- Good playground
- Limited due to its topography
- Potential for biodiversity planting
- Potential for a walking track

8. Nelson Square

- Potential playground/ rest area/ toilet/ picnic area
- Some heritage value (existing interpretation)
- Very important and visible location
- Infrastructure constraints
- Potential gateway to DoC reserves

9. Heather Place Esplanade Reserve

- Under-utilised
- Potential for biodiversity planting
- Dissected by Waitohi Stream
- Provide off-road connection into CBD

10. Picton Youth Park

- Skate park needs upgrading
- Plans for tennis/netball/basketball area
- BMX track not well used
- Good park facilities
- On the main road with car parking

11. Seymour Street Reserve

- Limited due to its topography
- Scope for biodiversity planting

12. Memorial Park

- Proposed enhancement of stream planting and walkway
- Consider retaining an area for open space/ playground

13. Victoria Domain Garden/ Play area

- Under-utilised open space
- Very limited play equipment
- Toilet required
- Good potential for open space upgrade (flat)

14. Parklands Reserve

- Good playground

Not on the map:

Essons Valley (York Street)

- Popular walking tracks in natural setting, relatively close to the town
- Opportunities for enhancement of the system of tracks
- Good biodiversity value

It is recommended that this analysis will provide input in the Council's open space upgrade programme. A selection of key initiatives are proposed on the following page.

BIODIVERSITY SYSTEMS AND OPEN SPACE EXPERIENCE

Proposed open space initiatives in Picton

Resulting from the above analysis of the accessibility to and experience of open space in Picton, several open space initiatives for Picton are proposed (Fig. 5-51).

Proposed additional open space Newgate Street

To improve the open space accessibility on the eastern side of the town centre, an additional open space on the former hospital site in Newgate Street should be investigated (refer to Figure 5-51). This should include the opportunity to improve the accessibility from Waikawa Road, relative to the steep slope of the site and the position of the current derelict building.

Advantages of this site, in addition to its location in the open space network, are:

- Northfacing slope
- Sea views
- Frontage to possibly two roads, which potentially makes it highly visible and accessible

Nelson Square

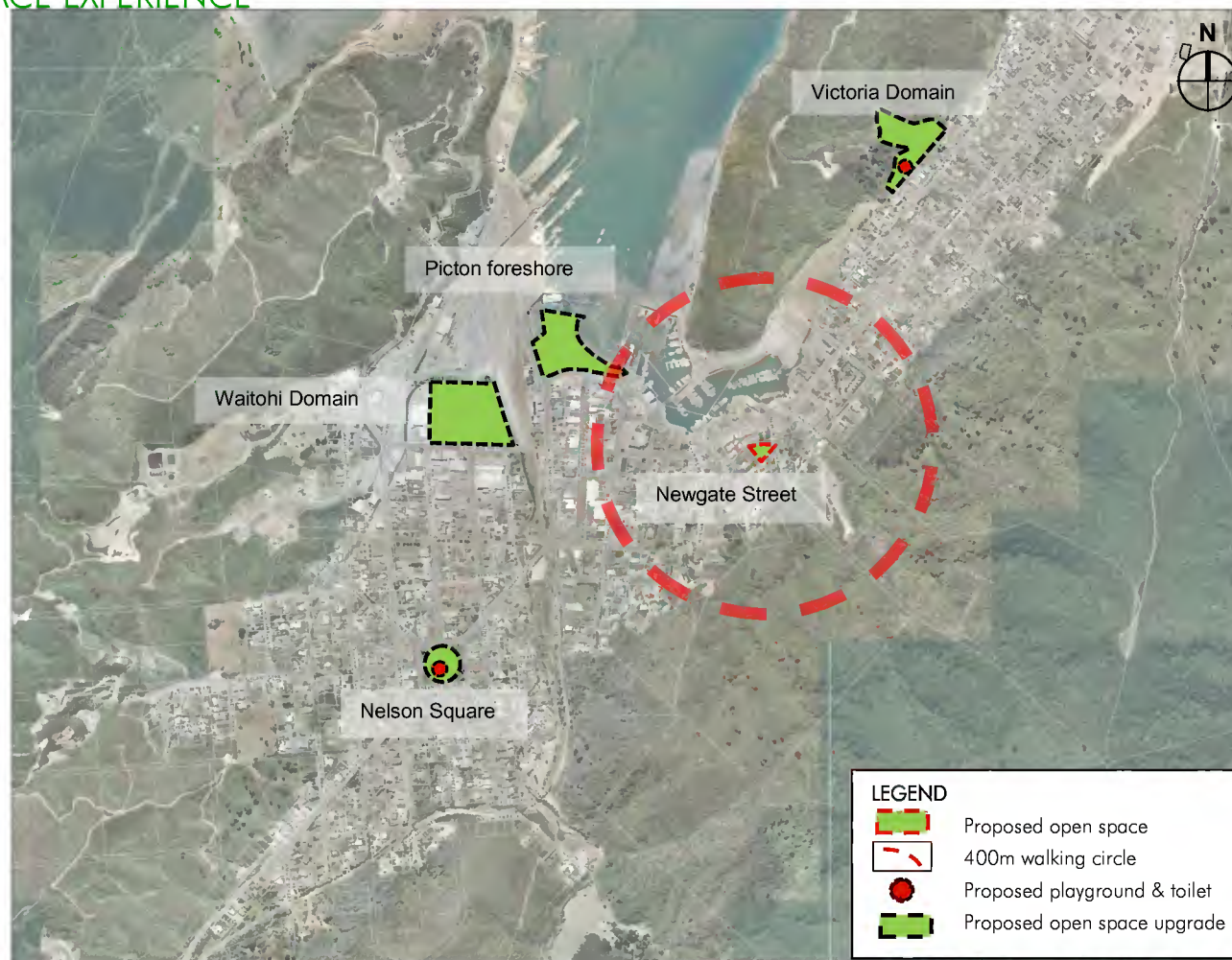
In Nelson Square there is the potential to construct a playground, picnic area and public toilets. This facility has the potential to be highly visible from State Highway 1 and will serve a purpose for visitors and travellers. However, since the area southwest of Nelson Square is not well provided with open space, this will serve a local function as well. Biodiversity planting should be part of this upgrade. Infrastructure constraints will require further investigation.

Victoria Domain Garden/ Play area

This part of Victoria Domain is directly accessible from the street, but is under-utilised. This flat area can serve as one of the entrance areas for the Victoria Domain.

Other open space initiatives in Picton

- An upgrade of the Picton foreshore area is proposed as part of Strategy 1: Port to Picton
- A wetland with biodiversity planting is proposed for Waitohi Domain under the Biodiversity paragraph as part of this strategy.



ABOVE FIG. 5-51: Proposed open space initiatives Picton

BIODIVERSITY SYSTEMS AND OPEN SPACE EXPERIENCE

Recreational movement in Picton

The Picton area contains several good quality off-street walking and mountain biking tracks for recreational purposes.

Figure 5-52 shows this recreational movement network.

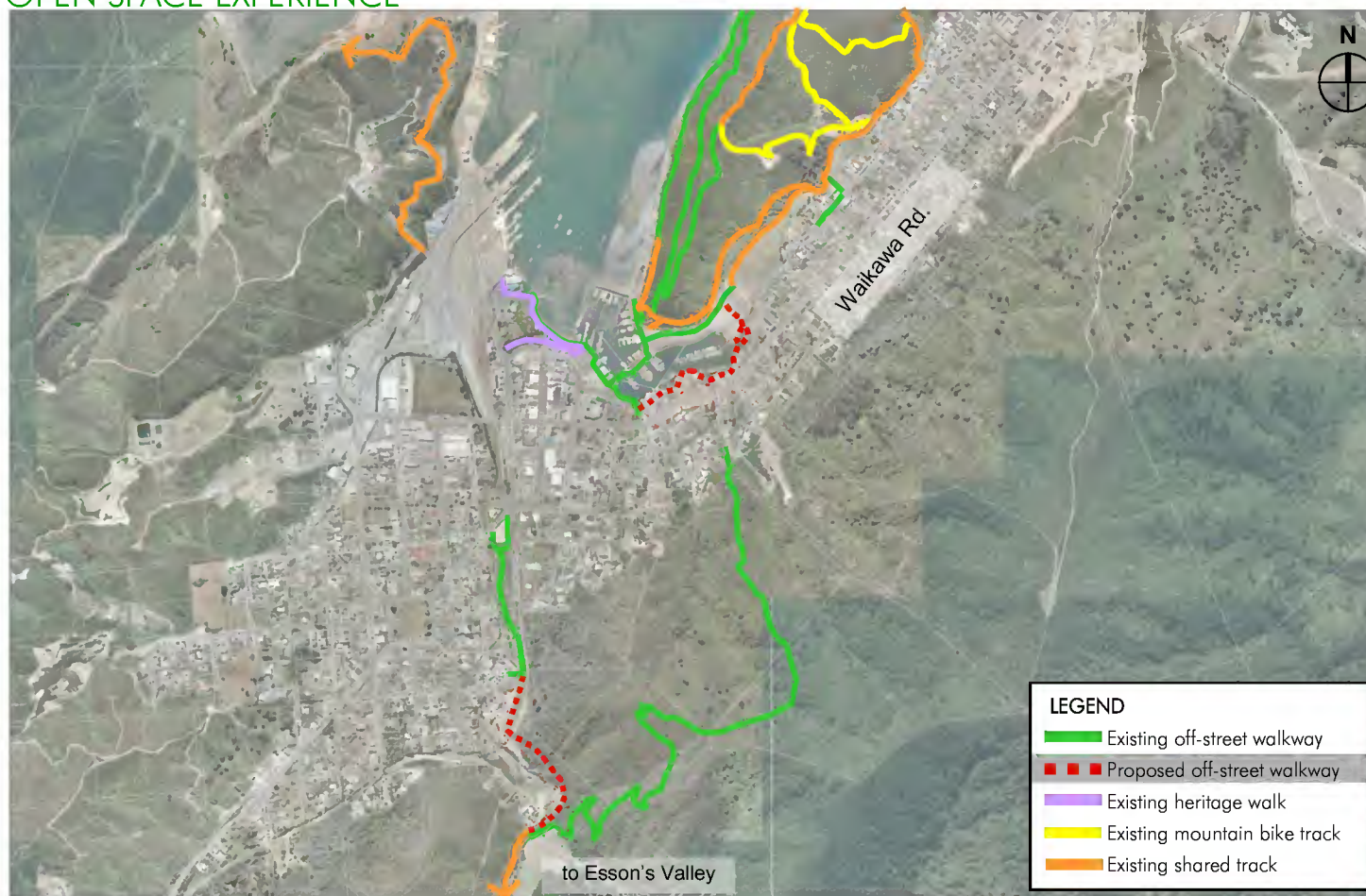
Key elements include:

- A comprehensive network exists in Victoria Domain, also providing several connections with Waikawa.
- This network is also linked with walkways along the foreshore via the Coat Hanger Bridge.
- The shared track along Queen Charlotte Drive forms part of the Link Track, linking Havelock, Anakiwa (and the Queen Charlotte Track) with Picton (some parts are still to be completed).
- The walkway from Newgate Street provides access to the Conservation land to the south-east of Central Picton.

Proposed additional linkages

To improve the functionality of this network the following key linkages are proposed:

- Providing a waterfront walkway along the southern edge of the eastern marina area. This will provide a circuitous walking route and enhance the water edge experience in Picton. This is potentially also an easy route into the town centre alleviating the pressure on Waikawa Road.
- Providing a link between the walkway along the Waitohi Stream (south of Scotland Street) and the track from Newgate Street. This will form a loop and will greatly enhance the recreational opportunities and the experience of the conservation land surrounding Picton.



ABOVE FIG. 5-52: off-road walking and cycling

On-street connectivity

It should be noted that good connections with the on-street movement network are crucial. These will be focussed on under *Strategy 8: Improve the Traffic Network*.

BIODIVERSITY SYSTEMS AND OPEN SPACE EXPERIENCE

Open space accessibility and experience Waikawa

Figure 5-53 shows the existing public open space network for Waikawa Bay. An evaluation ranging from good to moderate is given for each of the spaces.

Waikawa is well provided in terms of open space. Victoria Domain is of good quality and plays an important role for the area. Several neighbourhood reserves and esplanades along streams are of good to moderate quality and well accessible.

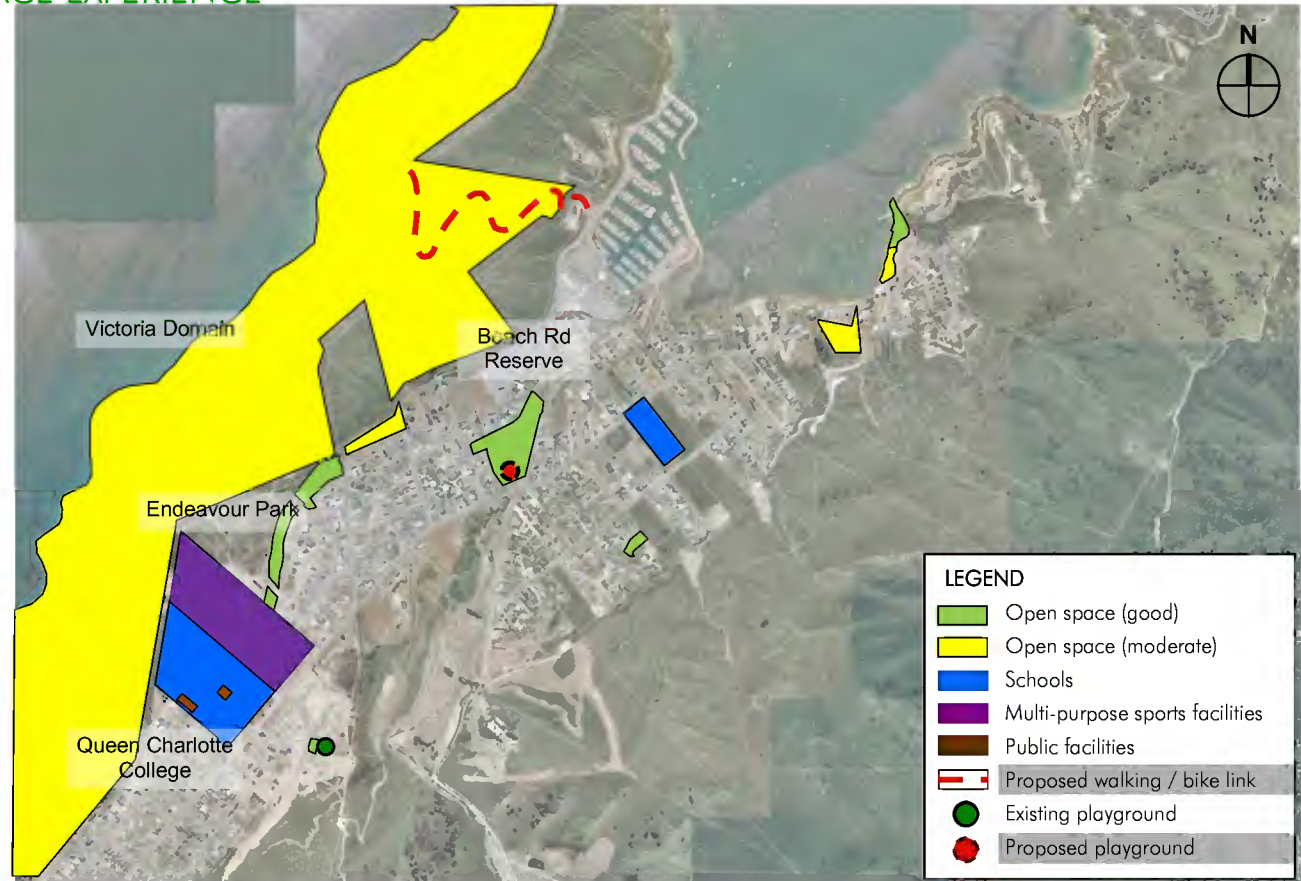
An important facility for Waikawa will be the proposed construction of a multi-purpose sports facility in Endeavour Park. Two schools and their grounds serve as open space for the Waikawa area as well.

In addition to these communal or public open spaces within the urban area are the hills to the south-east of Waikawa.

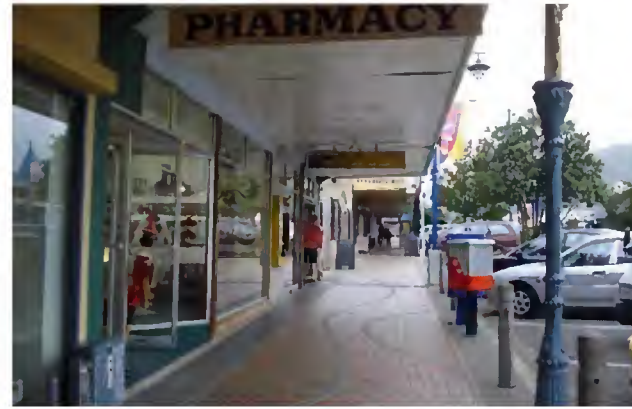
Proposed open space initiatives

To enhance Waikawa's open space network the following initiatives are proposed (refer to Figure 5-53):

- A new playground in the Beach Road Reserve, which is an important and centrally located neighbourhood reserve.
- A shared walk/ bike track linking the Waikawa marina area with the network of tracks in the northern part of Victoria Domain.



ABOVE FIG. 5-53: public open space in Waikawa –evaluation and proposals



Strategy:

8

Future proof the traffic network

Initiatives aimed at improving opportunities to move around in Picton and Waikawa Bay by foot, on bicycle and by car

This strategy includes the following findings and proposed initiatives:

- Upgrade strategy for footpaths in and around the town centre
- Town centre traffic strategy
- Accommodating carparking within the town centre
- Improving opportunities to cross and travel along Waikawa Road by foot or on a mobility scooter

FUTURE PROOF THE TRAFFIC NETWORK

Town centre footpaths

In 'Improving Walkability in Picton', Rodney Tolley (visiting internationally renown 'walkability expert') states that the walkability in the town centre is relatively good, but with scope for improvement. An upgrade strategy (Fig. 5-54) for the footpaths in and around the town centre is designed. This is based on an assessment (Fig. 5-55), which included issues, such as presence of a footpath; state of the footpath; lighting; vegetation; active or inactive building frontage;

Proposed Footpath Strategy

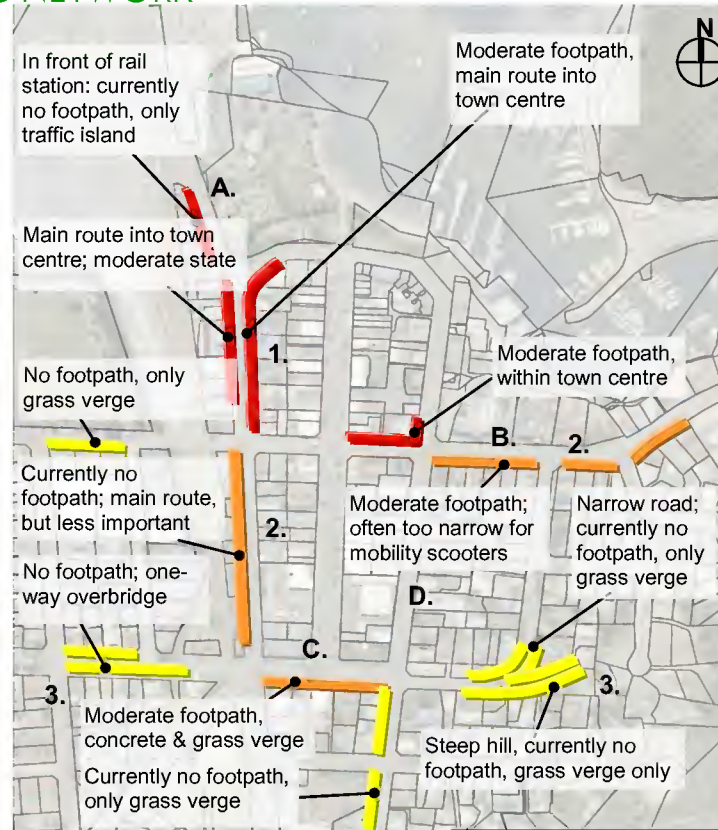
Three levels of priority are indicated, (Fig. 5-54) based on the following principles:

1. Areas without a footpath or with a footpath in a moderate state, that are located within or are important for the town centre.
2. Areas without a footpath or with a footpath in a moderate state, that are located on the periphery of the town centre.
3. Streets or areas without a footpath that are leading into the town centre.

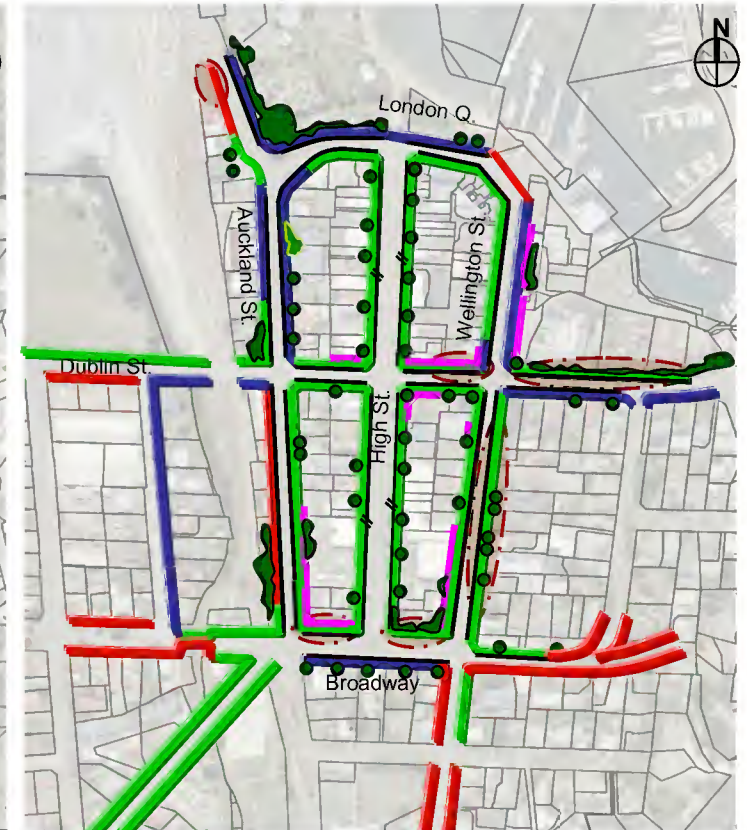
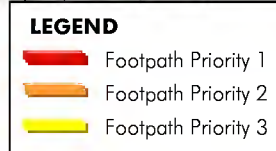
Proposed Lighting Strategy

Lighting improvements should be made in the following streets and with the following priority:

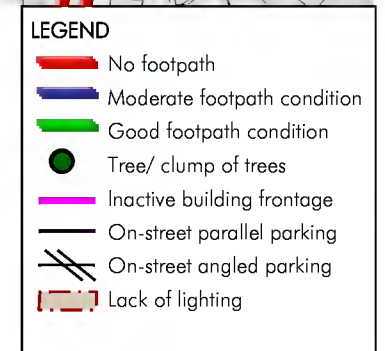
- A. Around the railway station as part of the footpath upgrade;
- B. Waikawa Road, northern side, immediately east of High Street;
- C. Northern side of Broadway, between Auckland and Wellington Streets;
- D. Eastern side of Wellington Street, south of Waikawa Road.



ABOVE FIG. 5-54: footpath upgrade strategy



ABOVE FIG. 5-55: footpath analysis



FUTURE PROOF THE TRAFFIC NETWORK

Town centre traffic strategy

A traffic strategy for Picton's town centre is designed in order to improve safety and amenity for pedestrians, users of mobility scooters, and cyclists; improve the flow of traffic; and increase the car parking capacity within the centre. Figure 4-57 illustrates this strategy.

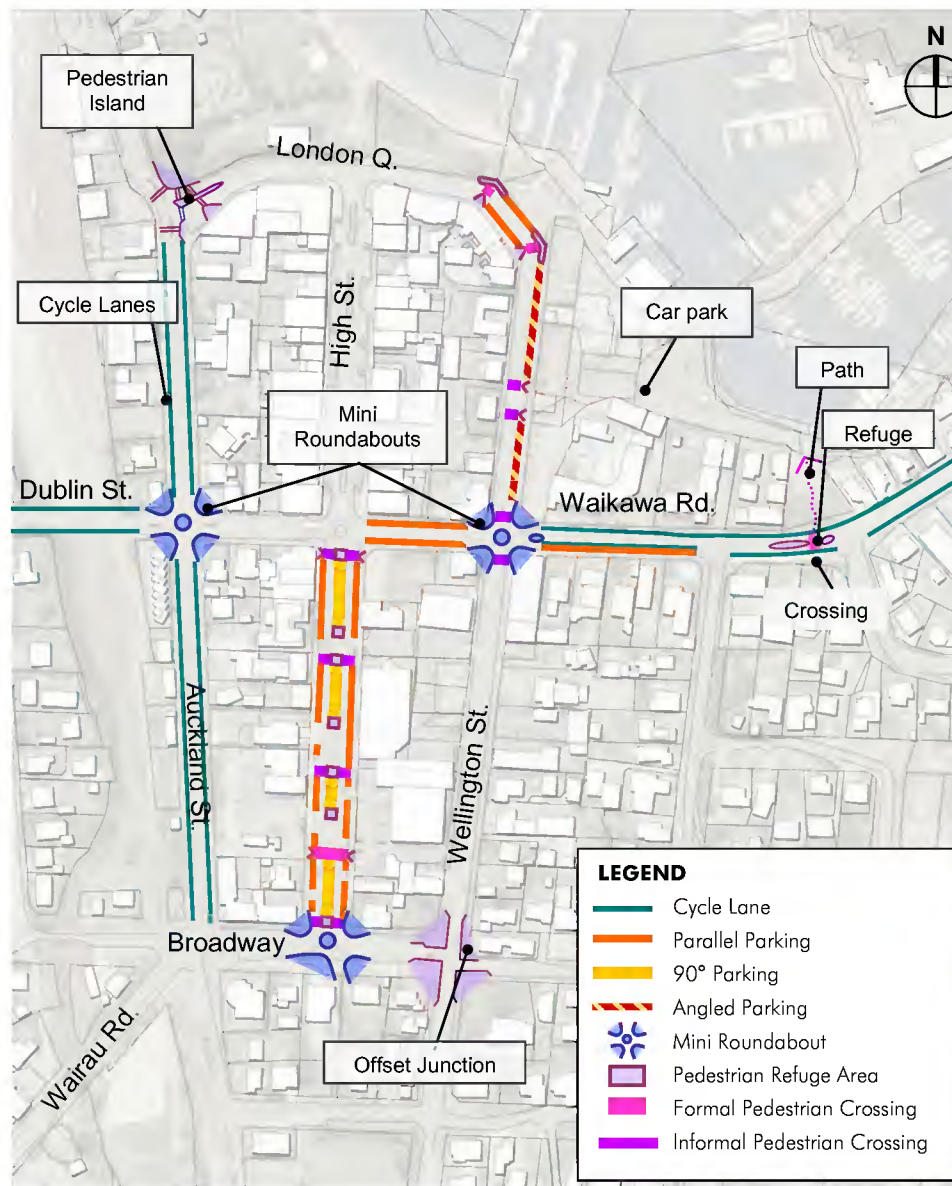
Key elements include:

- In order to improve the flow of vehicle traffic and avoid delays, three mini-roundabouts are proposed. It should be noted that roundabouts are generally not suitable for high-pedestrian areas, but the alternative, traffic light controls, would be unrealistically unaffordable. Roundabouts similar to the current one in the intersection of High Street and Waikawa Road are proposed, which appear to work well, due to the slow traffic speeds as a result of their limited size.
- Parallel or angles on-street parking is proposed for several streets, thereby reducing the need for expensive and space consuming off-street carparks. The proposed upgrade of Upper High Street (refer to Strategy 2: Increase the Vitality of the Town Centre) includes perpendicular parking in the central median. Provision of overflow parking should be considered for the rail land near Dublin Street. If feasible, this could be suitable for parking for ferry passengers.
- Several crossings and refuges for pedestrians and users of mobility scooters are indicated for areas with high pedestrian use or pedestrian desire lines. The proposed opportunity to cross Waikawa Road by foot or on a mobility scooter is recommended due to the presence of retirement villages in this area.
- It is recommended that mobility-scooter ramps on main routes, including Waikawa Road, Broadway, and Auckland Street will be assessed on their safety aspects.



ABOVE FIG. 4-56: Current situation in Auckland Street

- It is recommended that the State Highway status of Auckland Street (refer to Figure 4-56) be transferred to Kent Street, so that Auckland Street can be managed by the Council rather than NZTA, and higher amenity for pedestrians and cyclists can be delivered as part of the town centre network.
- A comprehensive cycle strategy for Auckland Street, Waikawa Road, other main routes and the town centre is provided on the following pages.



ABOVE FIG. 4-57: Town centre traffic strategy

FUTURE PROOF THE TRAFFIC NETWORK

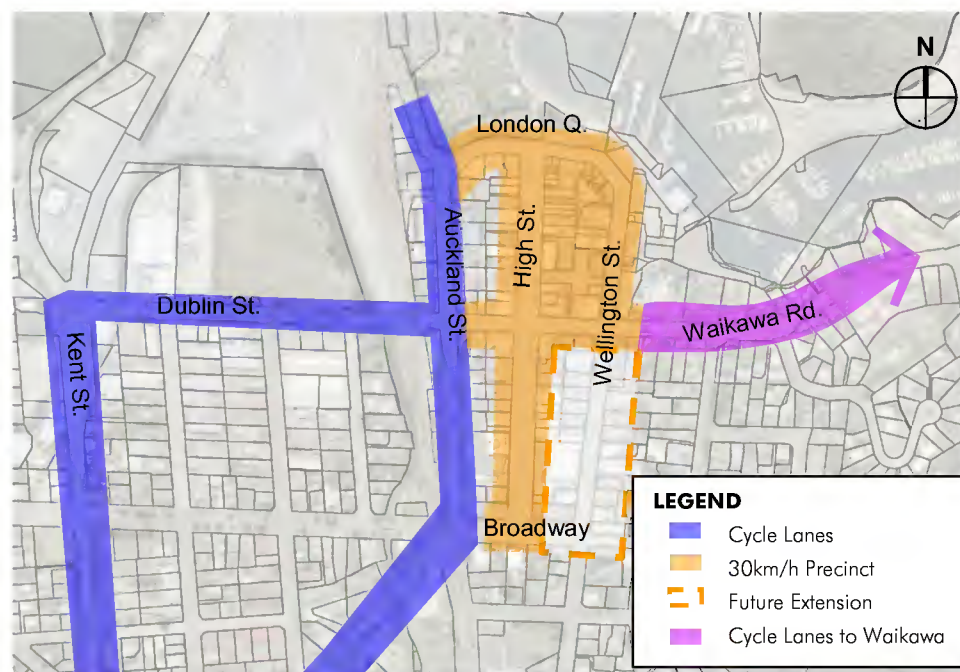
Cycle strategy

As discussed under Strategy 7, Picton and Waikawa accommodate a comprehensive off-street cycle network. It is proposed to complement this with an on-street cycle network. Specific focus is on the town centre (Fig. 4-58), which is integrated with the wider network (Figure 4-59). This strategy uses two approaches to accommodate on-street cyclists:

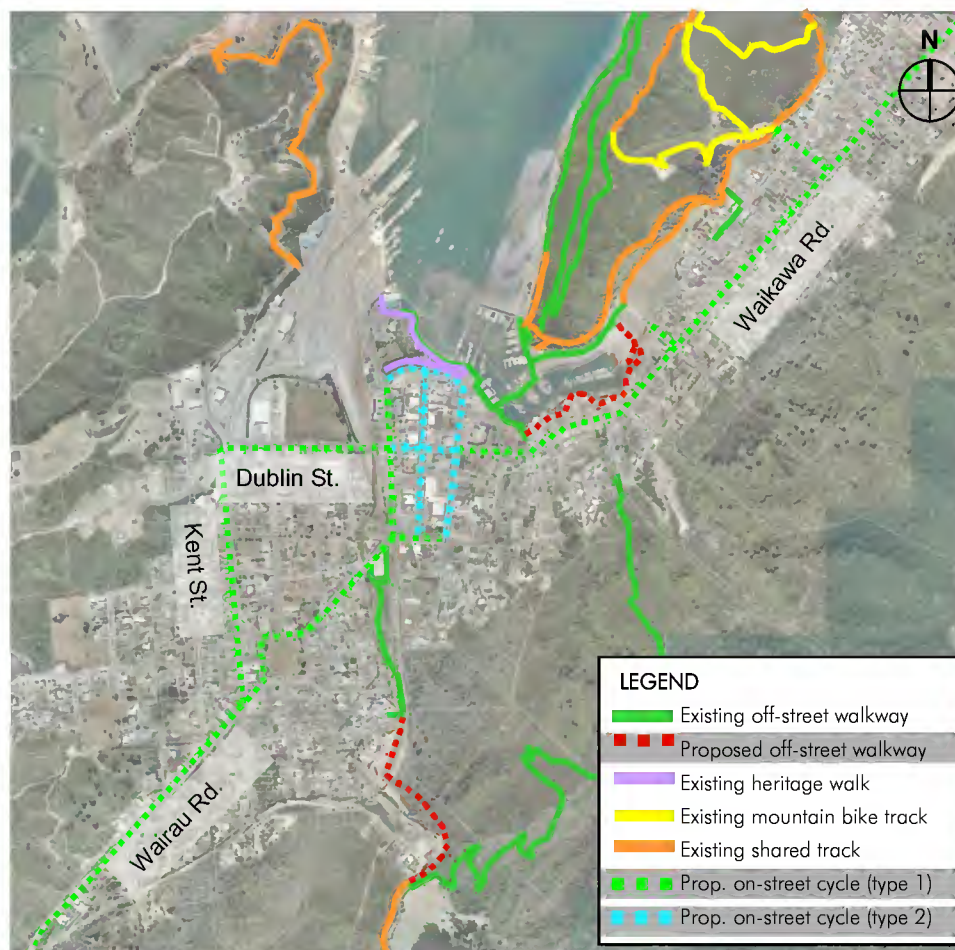
- Type 1. Providing dedicated on-street space for cyclists
- Type 2. Reducing the speed limit to increase safety for cyclists and provide a more pleasant cycling environment

This contains the following elements:

- It is proposed to implement a 30km/h zone in the precinct between Auckland and Wellington Streets to increase cyclist safety.
- On-street cycle-lanes along the main routes of Auckland Street, Dublin Street, Kent Street, Wairau Road, and Waikawa Road (more detail on the following pages)
- On-street cycle lanes in both Surrey Street and Sussex Street to connect the proposed cycle lanes on Waikawa Road with the off-street network of Victoria Domain.



ABOVE FIG. 4-58: Tawn centre cycle strategy



ABOVE FIG. 4-59: Cycle strategy integrated with the recreational cycle and walking network

FUTURE PROOF THE TRAFFIC NETWORK

Waikawa Road

Waikawa Road forms the spine that connects Picton with Waikawa. Many demands are placed on this road, including:

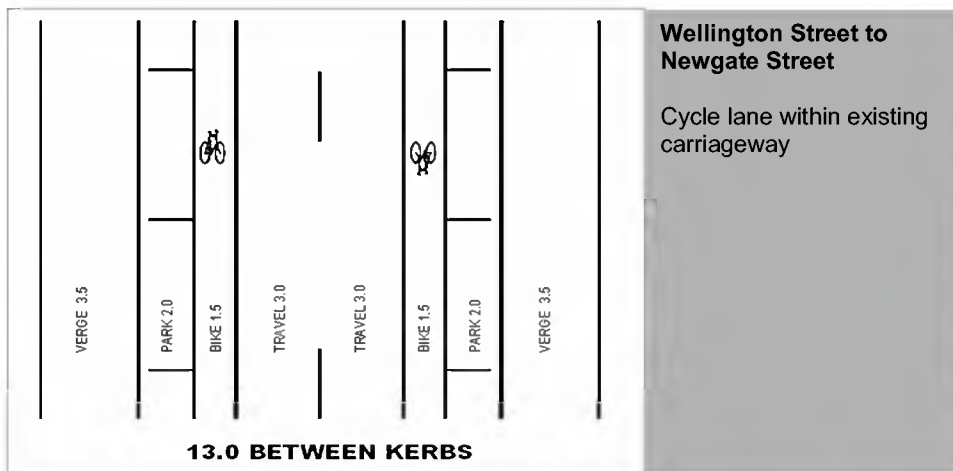
- General traffic function for Waikawa
- School traffic to and from Queen Charlotte College
- Vehicles towing boats to and from the marina
- General traffic function for settlement beyond Waikawa
- Logging trucks
- Parking for users of the marina (towards the north-eastern end)
- With the future development of Endeavour Park, more traffic will be added to this road.

As an alternative, secondary, connection to Waikawa is not a feasible option, the focus should be on improving the existing situation. Proposals include:

- On-street cycle lanes;
- Local parking ban; and
- Two pedestrian crossings.

On-street cycle lanes

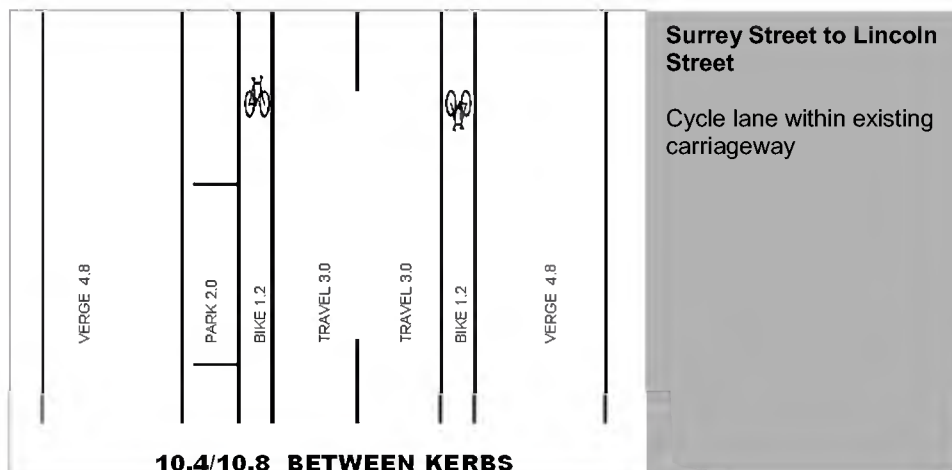
The situation along Waikawa Road varies, but cycle lanes can be fitted between the kerbs between Picton town centre and the College. The following sections can be



Wellington Street to Newgate Street

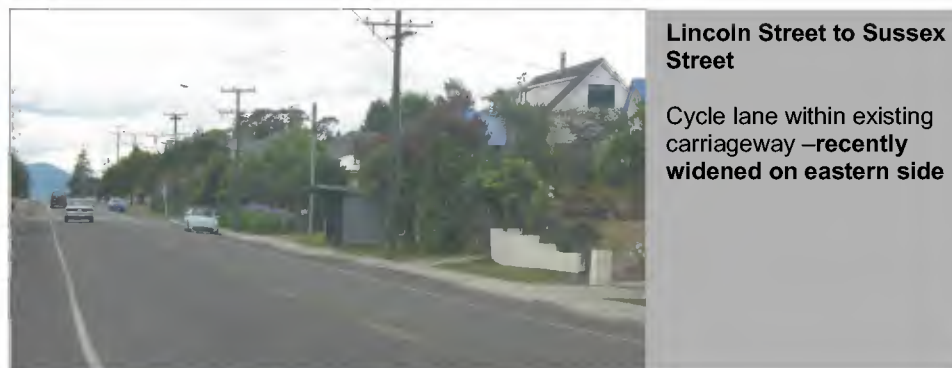
Cycle lane within existing carriageway

distinguished between:



Surrey Street to Lincoln Street

Cycle lane within existing carriageway



Lincoln Street to Sussex Street

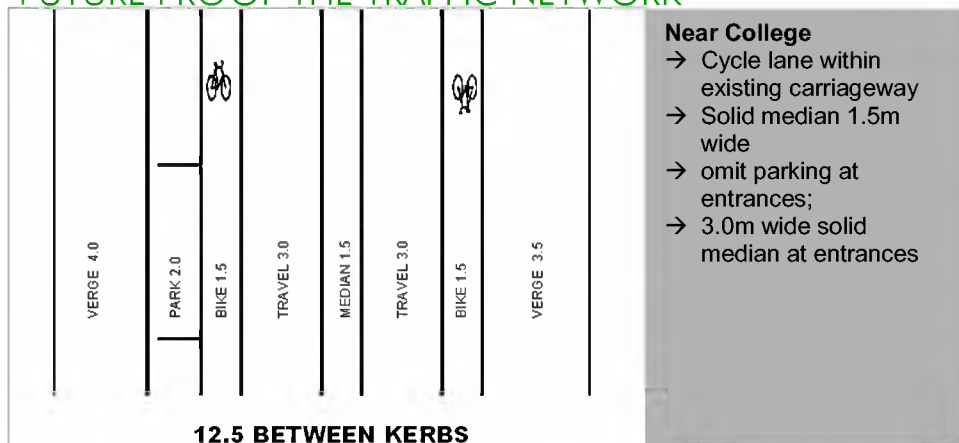
Cycle lane within existing carriageway –recently widened on eastern side



East of Leicester Street to College

Cycle lane within existing carriageway

FUTURE PROOF THE TRAFFIC NETWORK



Near College

- Cycle lane within existing carriageway
- Solid median 1.5m wide
- omit parking at entrances;
- 3.0m wide solid median at entrances

Local parking ban

North of the Queen Charlotte College Waikawa Road is narrower. For this area it is recommended to ban parking on the eastern side for two reasons:

- The topography on the eastern side does not allow for safe parking, without taking up too much road space. This impacts on the flow of traffic, particularly truck movement.
- Although there is less school traffic to require cycle lanes, leaving enough space for safe cycling is recommended.



North of College

- No works
- Ban parking on eastern side

Pedestrian crossings

With the increasing amount of traffic on Waikawa Road, it is recommended that the crossing opportunities are improved. All intersections South of Leicester Street should be assessed on their safety and convenience aspects for pedestrians and users of mobility scooters.

Two key areas to improve pedestrian crossing are:



Newgate Street

- Construct a pedestrian crossing with refuge to connect with the footpath through Fisherman's Reserve
- Focus on mobility-scooter safety as this route is used by residents of the nearby retirement village
- This proposal links in with the proposed walkway on the waterfront



Near Suffolk Street

- Construct a pedestrian refuge at the existing pedestrian crossing

FUTURE PROOF THE TRAFFIC NETWORK

Cycling environment

The streetscape experience along the proposed on-street cycle routes of Dublin Street, Wairau Road, Auckland, and Kent Streets is assessed by way of the following photos.



Dublin Street/ Waikawa Road to east of Wellington Street

Introduce 30km/h zone to improve:

- cycle safety
- pedestrian amenity
- crossing opportunities



Auckland Street (SH1)

- Move State Highway status to Kent Street, to be able to manage as a street with town centre amenity
- Construct cycle lane within the existing carriageway
- Combine with proposed footpath upgrades



Wairau Road (SH1)

Construct cycle lane within the existing carriageway



Kent Street (SH1)

Construct cycle lane within the existing carriageway

PICTON

4.2 Implementation schedule of proposed actions

Ref	Page	Action	Type of project	Timeline	Priority	Comments/assumptions
			<i>Physical or Administrative</i>	<i>Short: 0-2yr; Medium: 2-5yr; Long: 5yr+.</i>	<i>High; Medium; Low</i>	
		Community				
PC-1	45	Close off back alleys with gates	Physical	Short	M	
PC-2	45	Increase the provision of lighting in identified locations	Physical	Short	H	
PC-3	57	Upgrade the library and expand into medical centre	Physical	Medium	H	
PC-4	57	Investigate accommodation of existing and new community services within the library building	Administrative	Medium	M	
PC-5	62	Undertake detailed investigation into the potential of Waitohi Domain (site 6b) as a location for a community swimming pool	Administrative	Short	H	
PC-6	62	Undertake detailed investigation into the potential of Memorial Gates (site 4) as a location for a community swimming pool	Administrative	Short	H	
PC-7	45	Implement CCTV systems in identified locations	Physical	Short	H	
PC-8	45	Undertake a CPTED analysis for the London Quay area, when the upgrade is completed	Administrative	Medium	M	
PC-9	45	Undertake a CPTED analysis for the proposed foreshore design	Administrative	Medium	H	
		Green and blue network				
PC-10	41-43	Develop foreshore design including 'orientation point' and direct walkways	Physical	Short	H	
PC-11	41-43	Picton Foreshore: disability access, water play feature and playground upgrade are planned; align with foreshore design with new pedestrian connections	Administrative and Physical	Short	H	
PC-12	77	Construct a walkway through the cemetery	Physical	Short	L	
PC-13	77	Construct a walking track in Broadway Reserve	Physical	Short	L	
PC-14	77	Construct a walking track in Scotland Reserve	Physical	Short	L	
PC-15	78	Construct areas for a playground, park, toilet, rest area and picnic area in Nelson Square	Physical	Medium	H	
PC-16	77	Construct a walking track in Essons Valley	Physical	Short	L	
PC-17	77	Create a walkway in the Essons Valley (York Street) to provide a connection to DOC reserves south of this area	Physical	Short	L	

Continued overleaf

PICTON

PC-18	77	Develop an off-road connection into the CBD via Heather Place Esplanade Reserve	Physical	Medium	L	
PC-19	77	Picton Youth Park: upgrade skate park, tennis, netball and basketball area	Physical	Short	M	
PC-20	77	Upgrade the public toilets and eradicate weeds in the Shelly Beach area	Physical	Short	M	
PC-21	77	Undertake weed and wasp control in Victoria Domain	Physical	Short	H	
PC-22	77	Reserve an area for open space/playground and enhance existing walkway and stream planting in Memorial Park:	Physical and Administrative	Short	M	
PC-23	78	Upgrade of the play area and construction of a new toilet in the garden/play area at the entrance of Victoria Domain (end of Sussex Street)	Physical	Medium	M	
PC-24	78	Investigate the development of a new reserve on the vacant land at the corner of Newgate Street and Waikawa Road	Administrative and potentially physical	Medium	L	
PC-25	77	Undertake small scale biodiversity planting in Seymour Street Reserve	Physical	Medium	M	
PC-26	74-75	Develop an ecological node in Waitohi Domain consisting of a wetland and biodiversity planting on the northern and eastern edges of the domain	Physical	Medium	H	
PC-27	74	Develop an ecological node in Nelson Square through biodiversity planting	Physical	Medium	H	
PC-28	79	Construct a waterfront walkway along the southern edge of the eastern marina area	Physical	Short	H	
PC-29	79	Construct a link between the walkway along the Waitohi Stream (south of Scotland Street) and the track from Newgate Street	Physical	Short	L	
PC-30	80	Construct a new playground in the Beach Road Reserve in Waikawa Bay	Physical	Short	H	
PC-31	80	Construct a shared walk/ bike track linking the Waikawa marina area with the network of tracks in the northern part of Victoria Domain	Physical	Short	L	
		Movement				
PC-32	43	Erect town centre signs in indicated locations	Physical	Short	H	
PC-33	39	Redirect foot traffic from ferries to go past the orientation point	Physical	Short	H	
PC-34	48	Redesign central planters and trees in Lower High Street, subject to watermain constraints	Physical	Short	M	
PC-35	47	Upgrade Upper High Street to include central median parking, central tree planting and trees between parking bays	Physical	Medium	H	
PC-36	47	Streetscape upgrade Wellington Street-N, including footpaths, parking bays and street trees				
PC-37	82	Upgrade footpaths on Auckland Street-N and Waikawa Road-E	Physical	Medium	H	
PC-38	82	Upgrade footpaths on Waikawa Road, Auckland Street-S and Broadway Central	Physical	Medium	M	

Continued overleaf

PICTON

PC-39	82	Upgrade footpaths on Broadway, Wellington Street-South and Dublin Street	Physical	Medium	L	
PC-40	82	Improve lighting on Auckland Street near the railway station as part of the footpath upgrade	Physical	Short	H	
PC-41	82	Improve lighting on Waikawa Road, northern side, immediately east of High Street	Physical	Short	M	
PC-42	82	Improve lighting on the northern side of Broadway, between Auckland and Wellington Streets	Physical	Short	M	
PC-43	82	Improve lighting on the eastern side of Wellington Street, south of Waikawa Road	Physical	Short	L	
PC-44	83	Construct a mini roundabout for the Broadway - High Street intersection	Physical	Medium	H	
PC-45	83	Construct a mini roundabout for the Dublin Street - Auckland Street intersection	Physical	Medium	H	
PC-46	83	Construct a mini roundabouts for the Dublin Street - Wellington Street intersection	Physical	Medium	H	
PC-47	83	Promote Kent Street as the State Highway in the place of Auckland Street	Administrative	Medium	H	
PC-48	84,87	Construct on-street cycle lanes in Auckland Street	Physical	Short	H	
PC-49	84,87	Construct on-street cycle lanes in Wairau Road	Physical	Short	H	
PC-50	84,87	Construct on-street cycle lanes in Kent Street	Physical	Short	L	
PC-51	84	Construct on-street cycle lanes in Dublin Street east of Auckland Street	Physical	Short	H	
PC-52	84-86	Construct on-street cycle lanes in Waikawa Road	Physical	Medium	H	
PC-53	84	Construct on-street cycle lanes in Surrey Street	Physical	Medium	L	
PC-54	84	Construct on-street cycle lanes in Sussex Street	Physical	Medium	L	
PC-55	84,87	Implement a 30km/h zone in the indicated area in the town centre	Administrative	Short	H	
PC-56	86	Ban parking on the eastern side of Waikawa Road north of Queen Charlotte College	Administrative	Short	H	
PC-57	83	Construct parallel parking in the indicated positions on Waikawa Road	Physical	Short	L	
PC-58	83	Construct formal pedestrian crossings in the intersection of London Quay and Auckland Street	Physical	Short	H	
PC-59	83	Construct formal pedestrian crossing in the indicated position in Upper High Street	Physical	Short	H	
PC-60	83	Construct informal pedestrian crossings in the indicated position in Upper High Street	Physical	Short	M	
PC-61	83	Construct informal pedestrian crossings in the indicated positions in Wellington Street	Physical	Short	M	

Continued overleaf

PICTON

PC-62	83	Construct formal pedestrian crossings in the indicated positions in London Quay	Physical	Short	H	
PC-63	86	Construct formal pedestrian crossings in the indicated positions on Waikawa Road: near Newgate Street; near Suffolk Street	Physical	Short	H	
PC-64	83	Construct an off-set junction at the intersection of Wellington Street and Broadway	Physical	Medium	L	
PC-65	83	Undertake safety assessments of all crossings and ramps on and off footpaths on Waikawa Road (near the town centre), Broadway (near the town centre), and Auckland Street, pertaining to suitability for mobility scooters	Administrative	Short	H	
		Employment				
PC-66	71	Develop a small office strategy to guide the development of offices in Picton	Administrative	Short	M	
PC-67	69	Safeguard and facilitate the extension of the Waikawa marina area to accommodate an additional 0.6 ha marine-related light industry and services	Administrative	Short	M	
PC-68	69	Facilitate the provision of 6.0 - 9.0 ha industrial land near the Pinkham Quarry	Administrative	Short	M	
PC-69	69	Safeguard 8.0ha of land to the west of Queen Charlotte Drive at Shakespeare Bay for Picton's long term future industrial land needs	Administrative	Short	M	
PC-70	69	Identify 50ha of suitable Mt Pleasant land for possible large scale industrial and transport uses	Administrative	Short	M	
PC-71	69	Consider proposing the eventual relocation of existing industrial land uses in the Dublin Street industrial area to the Port lands and Quarry lands in order to free up the Dublin Street area for more compatible urban uses (also considering the local flooding situation)	Administrative	Long	L	
PC-72	72	Promote small business and small office clusters in the vacant Dublin Street site	Administrative	Short	H	
PC-73	72	Promote the inclusion of good quality, designer office space in any development or redevelopment proposed for Auckland Street	Administrative	Short-Long	H	
		Town Centre/ Retail				
PC-74	46	Create a town centre management structure	Administrative	Medium	H	
PC-75	53	Expand the heritage walk to cover the route indicated, accompany with information panels, and undertake marketing	Administrative and Physical	Medium	H	

Continued overleaf

PICTON

Resource Management Plan						
PC-76	54	Introduce A,B,C-heritage categories	Administrative	Short	M	
PC-77	53	Investigate heritage value of the items and buildings indicated	Administrative	Short	M	
PC-78	54	Review RM Plan and introduce rules and guidelines to rebuild and create townscape with cohesive and appropriate architecture	Administrative	Medium	H	
PC-79	68	Review RM Plan to ensure new developments achieve an average lot size of 350m ² sites with a minimum of 250m ²	Administrative	Medium	H	
PC-80	68	Review RM Plan to allow for Granny Flats	Administrative	Medium	H	
PC-81	68	Develop design controls and guidelines for medium density residential	Administrative	Long	H	
PC-82	68	Undertake a demonstration project of medium density housing	Administrative and Physical	Long	M	
PC-83	72	Review the existing home based business planning provisions	Administrative	Medium	M	
PC-84	72	Consider allowing the conversion of existing residences fronting Broadway (between Auckland St and Wellington St) to professional offices and medical services	Administrative	Medium	M	
Tourism						
PC-85	50	Develop a programme for shorter events	Administrative	Short	M	
PC-86	50	Develop a programme for longer events	Administrative	Short	M	
PC-87	50	Allocate outdoor spaces on High Street for events	Administrative	Short	H	
PC-88	51	Undertake a comprehensive review of i-site options	Administrative	Short	H	

Section 5 consists of 3 sub-sections:

- 5.1 Ngakuta Bay**
- 5.2 Momorangi Bay**
- 5.3 Whatamango Bay**

An Inquiry-by-Design workshop was dedicated to each of these settlements. Each sub-section contains a summary of the results of these workshops, 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.



5.1 Ngakuta Bay



Summary of findings and proposed initiatives:

- Scope for approximately 15 additional residential sections, plus another 15 sections in the long term
- Upgrade of paths and recreational routes
- Improve traffic safety along Queen Charlotte Drive through traffic calming, speed signs, and passing bays
- Upgrade of the jetty
- Ban on freedom camping without an onboard toilet
- Encourage community sewer and water supply

NGAKUTA BAY

5.1.1 Residential growth

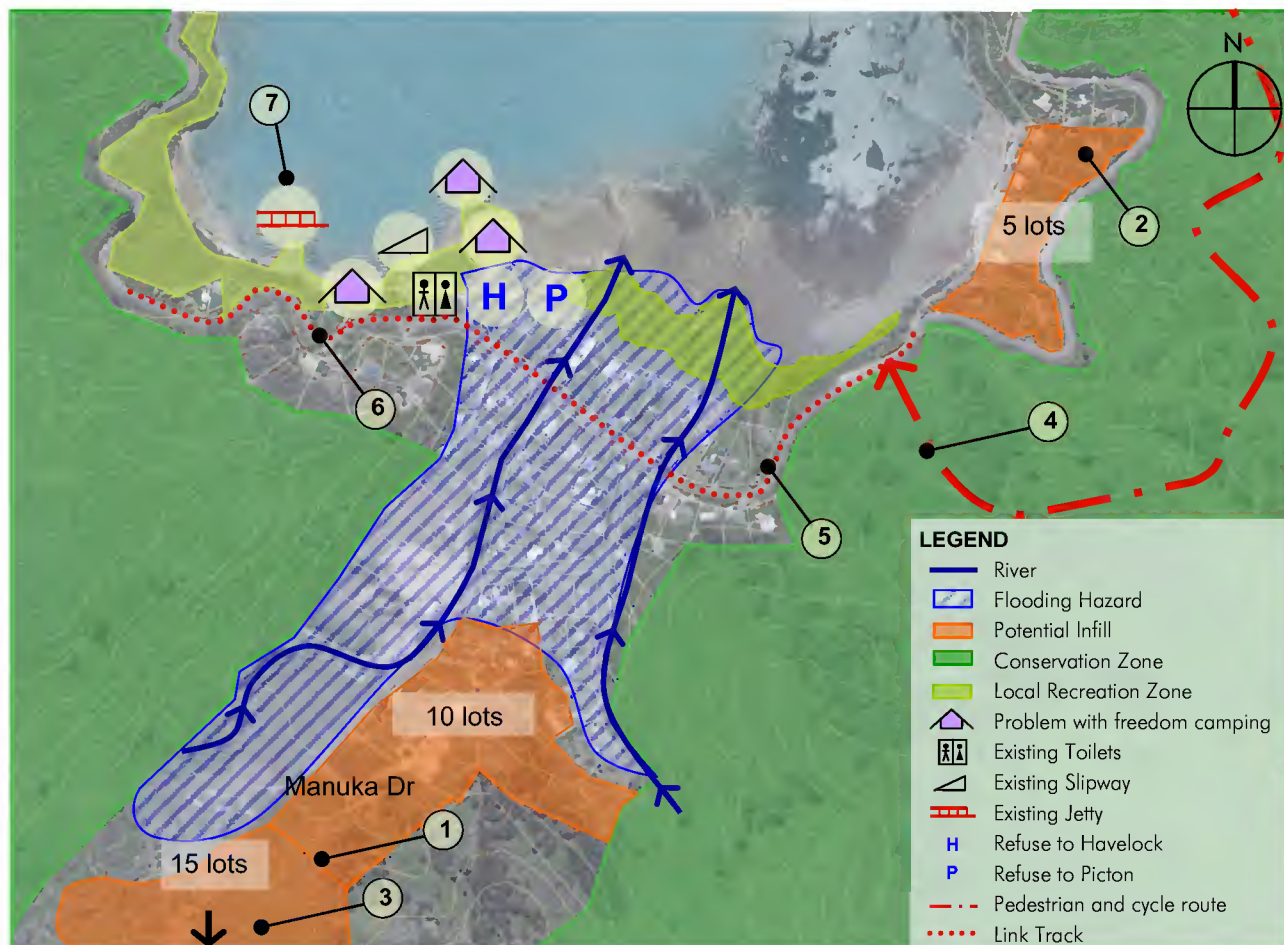
Due to the Conservation land surrounding the settlement, as well as land stability issues, there is limited scope for infill housing within Ngakuta Bay:

- Approximately 10 lots near Manuka Drive (refer to 1 in Figure 5-1);
- Approximately 5 lots in Little Ngakuta Bay for which rezoning is required (2); and
- Dependent on the upgrade of Manuka Drive, a further 15 lots would be possible in the long term (3).
(amongst other factors, further residential development will need to address natural hazards and the provision of wastewater management infrastructure).

5.1.2 Proposed initiatives

The following illustrates the proposed initiatives and their benefits for Ngakuta Bay:

- The current upgrade of the bridge path that connects pedestrians and cyclists to Picton is to be continued. Improvements will enhance the cycling and pedestrian environment, which will help to stimulate more activity along this route (4).
- Continuation of the Link Track as planned will be supported (5). Signage will help with the pedestrian connectivity with the alternative route to Picton via the bridge path.
- In order to improve traffic safety within the village, it is proposed that vehicle speeds along Queen Charlotte Drive be restricted through the provision of:
 - A flush median on Queen Charlotte Drive, which will optically narrow down the carriageway, resulting in traffic calming (6); and
 - Larger speed limit signs on Queen Charlotte Drive. The provision of which will alert drivers that they are approaching a residential area (6).
- The existing jetty is in need of upgrade. It is proposed that Ngakuta will be positively considered within the Council's jetty strategy to provide a higher level of amenity at the water's edge (7).



ABOVE FIG. 5-1: Summary of analysis and proposed initiatives

Other proposals:

- Freedom camping by campers without an on-board toilet will have to be banned;
- Encourage consolidation of fragmented water supply systems and apply for funding under NZ drinking water standards;

- Encourage community sewer of high standard, to reduce the impact of the human population on the surrounding natural environment;
- Monitor the recently constructed slow vehicle bay and consider implementation of an eastbound slow vehicle bay; and
- Consider a Land Care Group for pest control and consult with the Council and DOC.