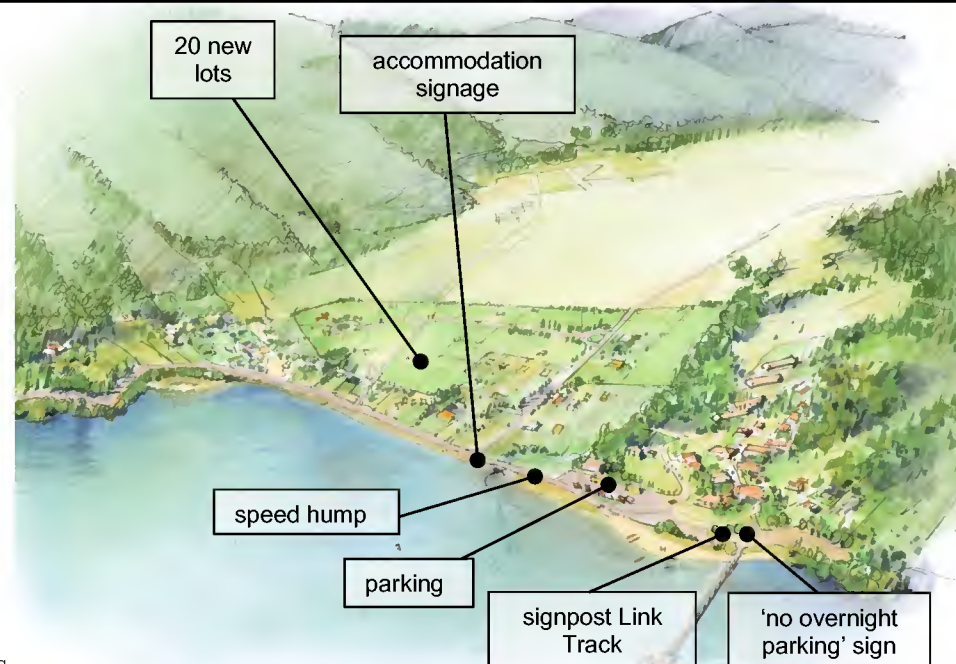


## ANAKIWA / TIRIMOANA

### 7.4.5 Implementation schedule of actions Anakiwa

Ref.	Page	Action	Type of project	Timeline Short: 0-2yr; Medium: 2-5yr; Long: 5yr+.	Priority High; Medium; Low.	Comments
AK-1	142	Erect signs to identify all visitor accommodation	Physical	Short	M	
AK-2	142	Create parking within the road reserve in front of the Outward Bound school	Physical	Medium	H	
AK-3	142	Construct a speed bump	Physical	Short	H	
AK-4	142	Erect a 'No Overnight Parking' sign	Physical	Short	H	
AK-5	142	Implement signage that identifies the connection between the Link Track and the Queen Charlotte Track	Physical	Short	H	
AK-6	142	Investigate the opportunities to accommodate approximately 20 lots 'Sounds Residential' in the indicated area	Administrative	Medium	L	
AK-7	142	Facilitate the extension of the community water supply system	Administrative	Short	H	
AK-8	142	Facilitate the extension of a community sewer scheme	Administrative	Short	H	



RIGHT FIG. 7-9: Artist impression of proposed initiatives in Anakiwa

## ANAKIWA / TIRIMOANA

### 7.4.6 Implementation schedule of actions Tirimoana

Ref.	Page	Action	Type of project	Timeline Short: 0-2yr; Medium: 2-5yr; Long: 5yr+.	Priority High; Medium; Low.	Comments
TM-1	143	Erect a large speed sign in the indicated position on Anakiwa Road	Physical	Short	M	
TM-2	143	Construct a playground in the indicated position on the foreshore	Physical	Medium	H	
TM-3	143	Construct new public toilets associated with the above proposed playground	Physical	Medium	H	
TM-4	143	Formalise parking and increase capacity as part of the proposed playground upgrade above	Physical	Medium	H	
TM-5	143	Consider the disposal of the Thompson Place Reserve as it is unsuitable for a playground given the profound shading and seclusion (focus development on the foreshore instead)	Administrative	Medium	M	
TM-6	143	Improve access to the kinked boat ramp	Physical	Medium	H	
TM-7	143	Upgrade the jetty	Physical	Medium	H	
TM-8	143	Undertake dredging around the jetty	Physical	Long	M	
TM-9	143	Investigate the need for sea defences to combat erosion	Administrative	Long	M	
TM-10	143	Assist with the maintenance of the Link Track	Physical	Long	M	

# 7.5 Linkwater / The Grove

## Summary of findings and proposed initiatives:

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



## LINKWATER / THE GROVE

### 7.5.1 Residential growth

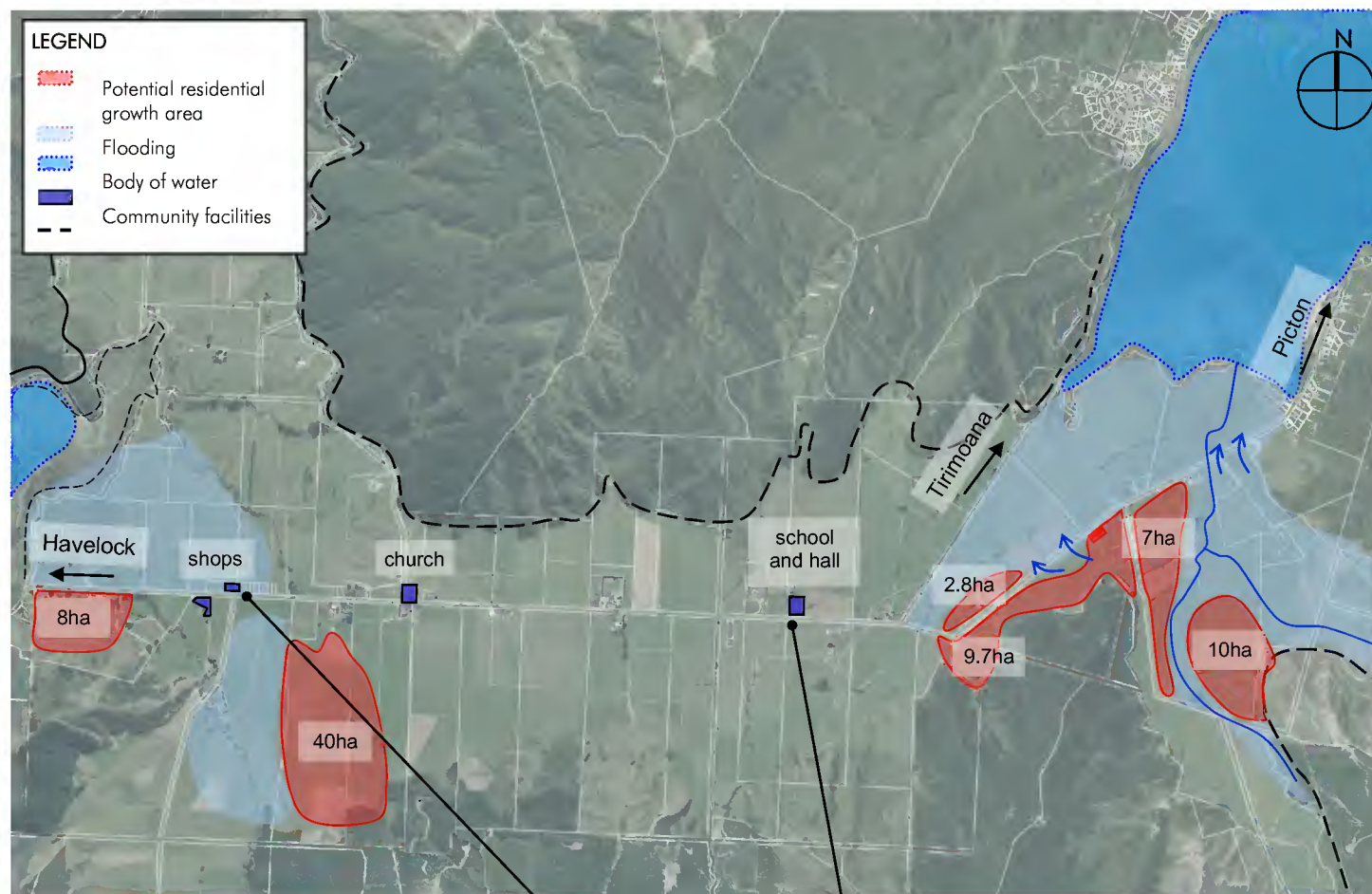
The Linkwater / The Grove area was considered favourably as an area that could potentially accommodate residential growth. Several advantages were indicated as follows:

- The location of Linkwater centrally between the service and employment centres of Picton and Havelock;
- The location of Linkwater on a cross roads of the Queen Charlotte Drive and the Anakiwa and Kenepuru Roads;
- The presence of community facilities, including a school, hall, and church;
- The presence of commercial facilities, including a service centre and general store; and
- The availability of seemingly unconstrained developable land.

Several areas within the Linkwater/ The Grove area were tested for their residential development potential (refer to Figure 7-9). The easternmost areas were favoured for the following reasons:

- The area is slightly elevated and offers some seaviews of the Grove Arm.
- The area is mildly sloping to the north and receives better solar access than the areas to the west, which are shaded in winter for a greater part of the day.
- An existing paper road can function as the backbone access for the development.

Figures 7-10 and 7-11 overleaf show a concept plan and artist's impression respectively for this proposed growth node

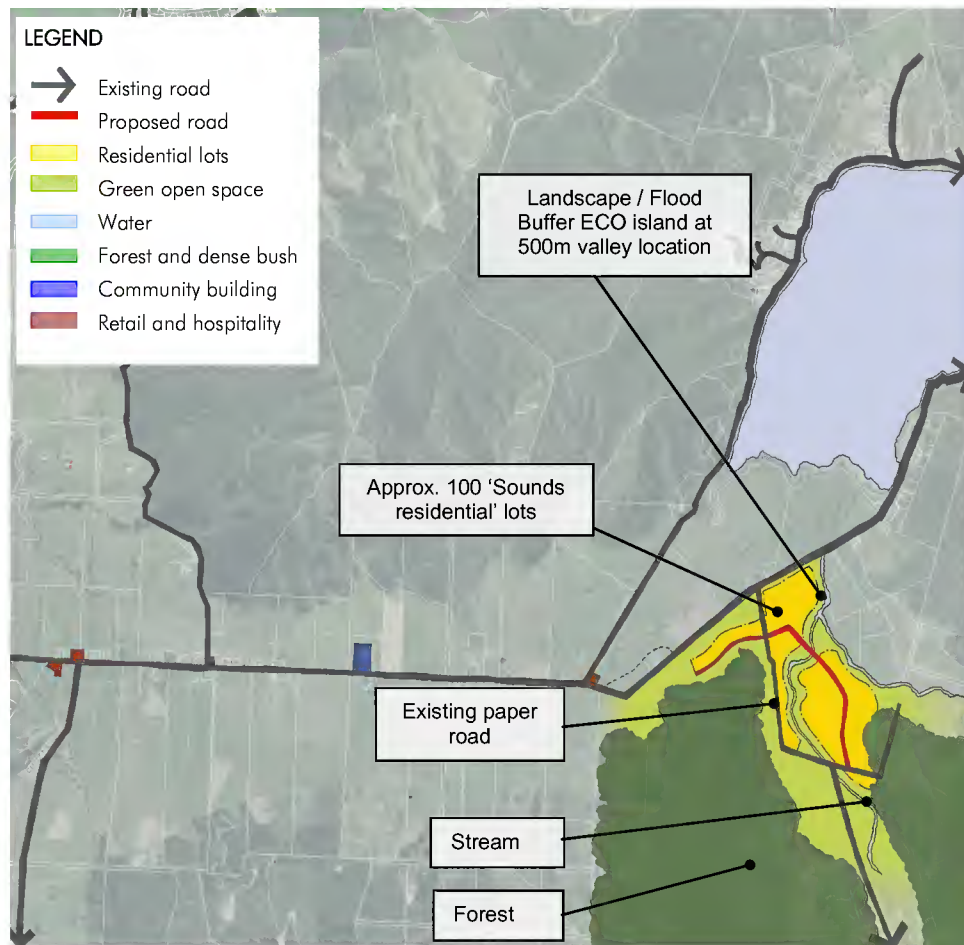


ABOVE FIG. 7-9: Summary of growth areas considered in Linkwater

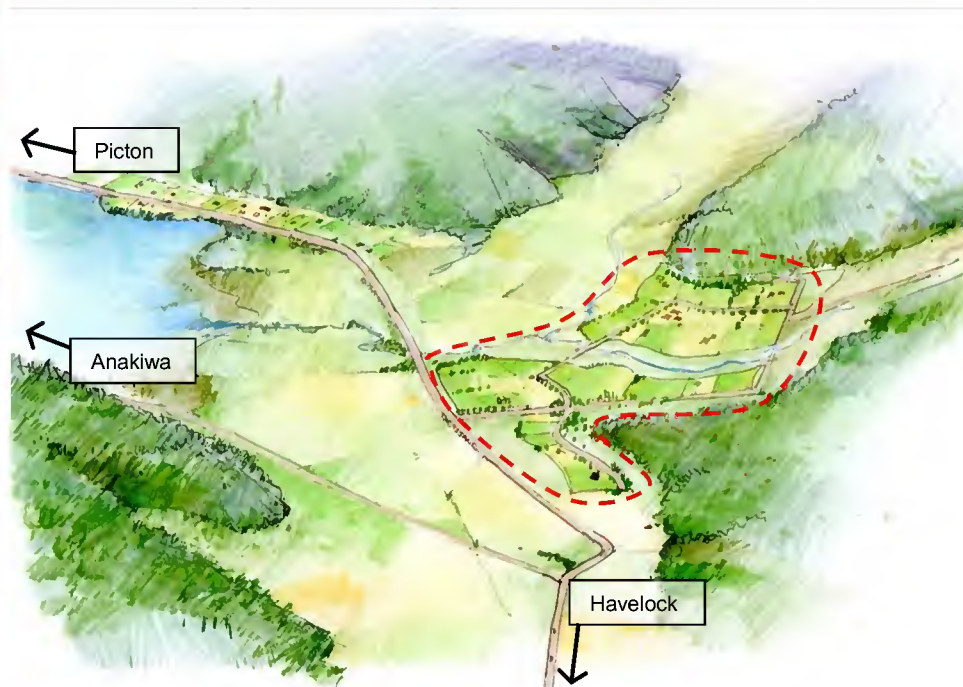




## LINKWATER / THE GROVE



ABOVE FIG. 7-10: concept for the proposed growth node in Linkwater



ABOVE FIG. 7-11: artist's impression of the proposed growth node in Linkwater

## LINKWATER / THE GROVE

### 7.5.2 Proposed initiatives Linkwater

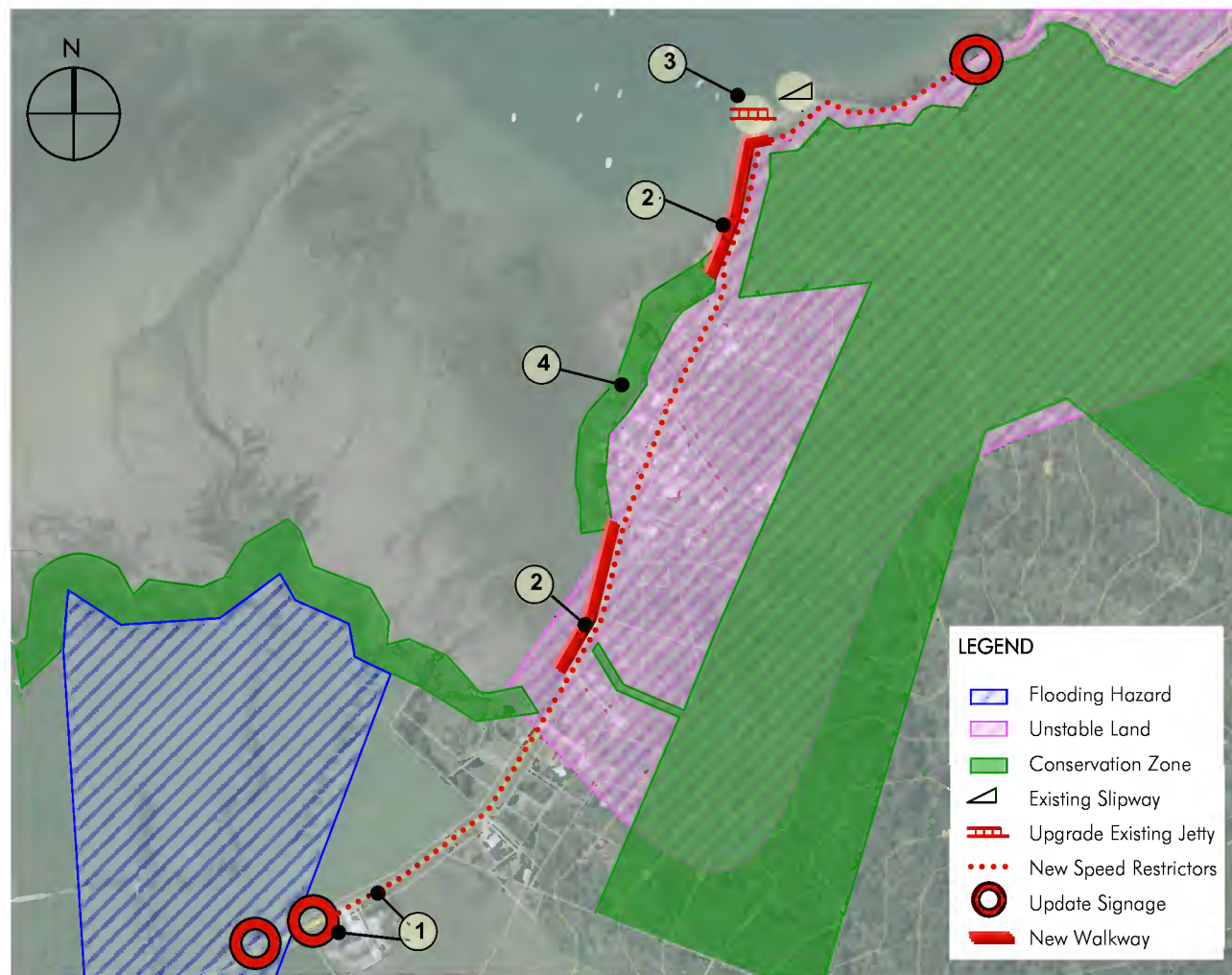
The following illustrates the proposed initiatives for Linkwater:

- The already proposed public toilets at Linkwater will enhance visitor amenity along Queen Charlotte Drive without reliance on commercial facilities.
- It is proposed that the Council will assist with the extension and maintenance of the Link Track.
- Upgrades to roading and other facilities will be required if and when the proposed residential development of approximately 100 lots will occur in the area.

### 7.5.3 Proposed initiatives The Grove

The following illustrates the proposed actions and their benefits for The Grove:

- In order to improve traffic safety along Queen Charlotte Drive within the settlement, it is proposed that speed restrictions be introduced, through the provision of:
  - A flush median in the recently widened road, which will optically narrow down the carriageway, resulting in traffic calming (refer to 1 in Figure 7-12); and
  - Large speed limit signs which will alert drivers that they are approaching a residential area (1).
- Facilitate the continuation of Link Track as planned (2).
- Upgrade of the jetty should be considered within the Council's proposed Jetty Upgrade Strategy to provide a higher level of amenity at the water's edge (3).
- Investigate the reclassification of the coastal reserve (4) from 'Conservation' to 'Recreation', so that the community is able to maintain this resource itself, as suggested during public consultation.
- Locate 'No freedom camping' signage in the wider area to ensure the preservation of the natural environment.



ABOVE FIG. 7-12: Summary of proposed initiatives in The Grove

## LINKWATER / THE GROVE

### 7.5.4 Implementation schedule of actions Linkwater

Ref.	Page	Action	Type of project	Timeline Short: 0-2yr; Medium: 2-5yr; Long: 5yr+.	Priority High; Medium; Low.	Comments
LW-1	149	Construct the proposed public toilets	Physical	Short	H	
LW-2	149	Facilitate the continuation of the Link Track as planned	Administrative	Short	H	
LW-3	147, 148	Undertake a detailed investigation into the suitability of the land for residential growth (1,000m <sup>2</sup> lots + infrastructure) in the indicated area	Administrative	Short	H	
LW-4	147, 148	If the outcomes of the above mentioned investigation prove positive, possibly rezone the land to accommodate 1,000m <sup>2</sup> residential lots	Administrative	Short	L	

### 7.5.5 Implementation schedule of actions The Grove

Ref.	Page	Action	Type of project	Timeline Short: 0-2yr; Medium: 2-5yr; Long: 5yr+.	Priority High; Medium; Low.	Comments
TG-1	149	Erect larger speed signs	Physical	Short	M	
TG-2	149	Paint a flush median on Queen Charlotte Drive through the settlement to narrow the traffic lanes	Physical	Short	H	
TG-3	149	Facilitate the continuation of the Link Track as planned	Physical	Medium	H	
TG-4	149	Upgrade the jetty	Physical	Medium	M	
TG-5	149	Investigate the reclassification of the reserve from 'Conservation' to 'Recreation'	Administrative	Short	M	
TG-6	149	Erect 'No freedom camping' signage	Physical	Short	H	

## 7.6 Ohingaroa Bay

### Summary of findings and proposed initiatives:

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



## OHINGAROA BAY

### 7.6.1 Residential growth

There is no scope for residential growth in Ohingaroa Bay.

### 7.6.2 Proposed initiatives

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

- In order to improve traffic safety within the settlement, it is proposed that safe passing opportunities be introduced, through the provision of slow speed bays on the populated straight stretch of Kenepuru Road (1).
- MDC will consider the prevention of freedom camping near the foreshore by erecting signage and enforcement of this ban.
- As part of the jetty strategy, MDC will consider a new jetty in either Willow Bay or Ohingaroa Bay.
- The proposed construction of public toilets will stop or diminish the natural environment being used as toilet facility. At the same time it will enhance recreational opportunities for the bay.



ABOVE FIG. 7-13: location of Ohingaroa Bay and Willow Bay

## OHINGAROA BAY

### 7.6.3 Implementation schedule of actions

Ref.	Page	Action	Type of project	Timeline Short: 0-2yr; Medium: 2-5yr; Long: 5yr+.	Priority High; Medium; Low.	Comments
OH-1	152	Incorporate slow speed bays on the populated straight stretch of Kenepuru Road	Physical	Medium	M	
OH-2	152	Erect 'no freedom camping' signage and enforce this ban	Physical and administrative	Short	H	
OH-3	152	Consider a new jetty in Willow Bay or Ohingaroa Bay as part of the Jetty Upgrade Strategy	Physical	Long	M	
OH-4	152	Construct Public toilets	Physical	Medium	H	



## appendices

## APPENDIX 1. CONSULTATION FEEDBACK

### Detailed Consultation Feedback

#### FOCUS GROUP FINDINGS FOR PICTON

On 8 February two meetings took place to exchange ideas between groups of stakeholders, Council staff and the consultant team. These meetings generated spatial and non-spatial ideas and suggestions for Picton and its context. The two groups constituted a wide range of representatives and sometimes contradictory ideas and opinions were raised for consideration in the project:

##### General

- Affordability of goods and services is under pressure in Picton. It is important to cater for the local population, rather than aiming all investments on Tourism.
- Better signage will showcase historical areas and items in Picton.

##### Community facilities

- Suggested locations for a swimming pool include Memorial Park and Endeavour Park. Other locations should be considered. Key question is whether to cater for visitors or residents or both. The connection with the town centre or a more central location should be considered.
- A new swimming pool should be easily accessible for children, elderly, visitors and therefore needs a prominent location. It was suggested that Picton is a better location than Waikawa.
- The connections between local schools and the swimming pool should be considered.
- The Picton library is constrained in size. A bigger space is needed.
- It is suggested that the majority of the community is happy with the current location, as it has good access for the elderly, given that the building could be extended. Several other options for its location are suggested: mostly in the southern end of the town centre and one option for a location on the foreshore.
- It is perceived that there are many community buildings in Picton. The majority of them are not utilised and the services are poorly connected.
- There is a need for programmes to bridge generational gaps and address misunderstandings/ tension between generations.
- Walkways to schools are important to help with school traffic to and from mainly low decile schools.

##### Crime Prevention Through Environmental Design (CPTED)

- Most of the crime and nuisance issues in the town centre are alcohol-related.
- There are already cameras on the carparks of the marina. More CCTV cameras are desirable from the Police's point of view.
- There are some issues with people sleeping in sheltered spots on the foreshore.

- Tagging on the museum is an issue.
- Specific attention should be paid to the Oxleys corner area.
- Picton currently has five front line constables.
- According to the police Picton has a low burglary rate.

##### Biodiversity

- Protecting the planting on the surrounding hill sides is important from a biodiversity point of view. Street planting is mere icing on the cake.
- Improving linkages between residential and natural areas will increase accessibility and experience of wildlife.
- Picton and Waikawa are surrounded by natural areas at a relatively short distance.
- The point of The Snout should be protected.
- Kaipupu Point (40ha) could be seen as the starting point for spreading birdlife.
- The Waikawa and Waitohi Streams could be seen as important biodiversity links

##### Recreation and Open Space

- A recreational cycle link between Picton and Linkwater was suggested.
- The land surrounding Picton needs to remain green. Logging on the surrounding hills would spoil the aesthetic appeal.
- The paddling pool on the foreshore should be retained.
- Existing soft open spaces in the town centre are valued and should not be paved
- A new walkway between the Bluebridge terminal and the town centre could be constructed.

##### Tourism

- Reconstruction and upgrades need to be undertaken during the quieter months rather than during the visitor season.
- Picton could be better presented as tourism destination and gateway to the South Island. Signage to CBD should be improved and a sense of arrival should be created, which helps to entice people to extend their stay in Picton. This also applies to northbound movement.
- Picton i-Site could be made more visible and the associated parking improved.
- A change of location of the i-site should be considered. The lack of visibility for traffic that takes Kent Street should be addressed.
- The (maritime) history of Picton could be better protected and exposed. Suggested was a whaling museum and streetscape elements that serve this purpose.

##### Employment

- Local employment needs attention. This would also help with attracting a younger population.
- The Waikawa marina area could be better utilised for related services and light industrial uses.



### **Movement**

- Parking pressure in the peak times could be better addressed. Current parking regime: High Street: 60-120 min, waterfront: \$2 per day (no parking was lost from the London Quay upgrade).
- A lot of the available carparking capacity is taken up by residents of holiday houses in the Marlborough Sounds.
- Existing passing lanes could be extended and new ones constructed to deal with large amounts of campervans southbound on SH1.
- Northbound traffic being slowed down decreases the time people can spend in Picton.
- The railway line causes a barrier between two sides of the town with sometimes trains blocking the two crossings.
- Walking and cycling could be improved and promoted as alternatives to the car. For this reason walking and cycling routes and tracks should be extended.
- Picton accommodates an ageing population. There are many dangerous and difficult points for mobility scooters around the western end of Waikawa Road.
- In some older residential parts of Picton there are streets without footpaths, which forces people to walk on the road. Examples are Russell Street, Taranaki Street.
- London Quay should not be left two-way, rather than one-way traffic.
- Some public open space could be gained around London Quay by removing parking between Wellington and High Streets.
- The traffic safety near Picton School could be improved by targeting speeding on Kent Street.
- 'School zone' signs should be considered for Picton in its entirety.
- In the high season there are parking problems on Beach Road in Waikawa. The road is too narrow to accommodate parking on both sides and particularly trailer parking takes up a lot of space.
- A new boat ramp at Shakespeare Bay is suggested to alleviate boat launching in Waikawa Bay.
- Waikawa Road is the only option for connectivity between Picton and Waikawa. The capacity of this road for cars and cyclists should be addressed.
- There is a need to improve facilities for coach parking.

### **Streetscape**

- The streetscape of Upper High Street should be brought in line with Lower High Street.
- The character of Wellington Street will change as a result of the foreshore redevelopment plans.
- Outdoor seating is blocking the footpath at the Oxleys corner.
- The entrances to Picton could be improved by 'Welcome' signs.

### **Building controls**

- There is a need for clear urban design controls on the visual impacts of buildings.
- A conflict between commercial and residential uses in the CBD could be perceived. Reverse sensitivities are caused by restaurant noises during the day and in the early evening. There are complaints about café noise between 10pm and midnight and cleaning equipment noise during the night.

### **Growth**

- Instability of the land surrounding Picton is the largest barrier to expansion of the town.
- The need for affordable housing should be addressed.
- Industrial uses could be relocated to Shakespeare Bay to free up currently industrial land for residential. Example: the area west of the Waitohi Rugby Club.

### **Infrastructure**

- It was suggested that overhead powerlines should be undergrounded.
- Picton's tap water is seen by some as the worst tasting water in New Zealand.

### **FINDINGS OF THE PUBLIC MEETING IN PICTON**

On 9 February a public meeting was organised to exchange ideas between the local residents, Council staff and the consultant team. This meeting generated spatial and non-spatial ideas and suggestions for Picton and its context. As the public constituted a wide range of people, sometimes contradictory ideas and opinions were raised for consideration in the project:

### **Community facilities**

- Accessibility for all ages to services and facilities is important and could be improved.
- There is a need for more activities young people. There is a particular need for indoor places to hang out.
- The skatepark should be more exposed and the accessibility to it could be improved.
- There is a need for a public pool. Its location is not so important. The pool should be community-focussed with links to schools.
- The swimming pool should be referred to as an aquatic centre, as it should accommodate much more than swimming.
- Suggested locations for a new pool include: Upgrade and open up the pool at Queen Charlotte College; build a new facility in Endeavour Park;
- The library should be extended in its current location, either up or out. The medical centre moving out would create more space for the library. Heatherly House could be useful to extend the library into or move the medical centre to.
- The parking situation around the library should be improved.
- An additional storey on top of the library could serve for community purposes.

- The arts could be better celebrated, e.g. by way of an art trail. A combination with activities in the library could be possibility.
- A saltwater pool could be a useful attraction/ facility for Picton. A suitable location would be (near) the Harbour. More specifically, the area near the Queen Charlotte is suggested.
- A way to tackle crime is by installing CCTV around Wellington Street and London Quay.

#### **Open space/ landscape/ recreation**

- The ferry could be linked with the activities in the town centre by way of green open spaces.
- Nelson Square could be turned into a botanic garden.
- The Waitohi Stream could be made more accessible by constructing boardwalks along its edges.
- There are opportunities to complete circuitous walking and cycling tracks.
- If walking tracks would be made more suitable for children it would provide more activities for the youth and provide access to natural areas.
- The construction of a walkway in Boons Valley was suggested.
- There is a need for areas to walk the dog.
- Potential to beautify the Waikawa Stream corridor

#### **Streetscape**

- Upper High Street could receive the same upgrade as Lower High Street.
- The toilets on London Quay could be improved.
- There is a need for more rubbish bins throughout the town centre.
- Pedestrian crossings and street lighting in the town centre could be improved.
- The situation for pedestrians could be improved by constructing footpaths on the many streets throughout Picton that do not have footpaths currently.
- A way to tackle graffiti is by having murals painted on town fences.
- "Welcome to Picton" signs on the approaches to the town would signal the transition from a rural to an urban environment.
- Better signage would help direct visitors from the ferry to the town centre.
- A fountain in the Harbour is suggested.

#### **Tourism**

- The Harbour could be made suitable to cater for Cruise ships.
- There is a need for more boat moorings in Picton for people from the wider Sounds area.
- The Maritime Festival needs better promotion.
- A National Whaling Museum located in Picton could be an attraction.
- Visitors arriving by ferry should be attracted to visit the town centre.

- A miniature passenger railway line could be a good way to promote visitors arriving per ferry to visit the town centre.
- The I-site should be left in its current location.
- A better location for the I-site would be where the museum is currently located.

#### **Movement**

- The public transport services between Picton and Blenheim could be improved by a more frequent bus service or the introduction of a passenger train service. This service could cater for both commuters as well as backpackers.
- A safe cycle route to Blenheim would improve regional connectivity.
- The dangerous situation around the Kent Street-Wairau Road intersection should be solved.
- The traffic volumes and behaviour on Kent Street causes dangerous situations around the Picton School.
- Broadway between High and Market Streets could be turned into flyover across the railway.
- Pedestrians and cyclists should be better catered for. Particularly the cycling connections with Waikawa need attention.
- A combination of general traffic, cars with boats on trailers, and trucks causes large traffic pressures in Waikawa Bay during the high season. Especially Beach Road in Waikawa needs traffic management during these peak times.
- Picton has a relatively high proportion of mobility scooter users and there are many difficult and dangerous spots for these road users.
- There is a need for an alternative for Waikawa Road as a route to Waikawa Bay.
- The traffic volumes on Waikawa Road are causing problems.

#### **Building controls and heritage**

- The issue of reverse sensitivity in the town centre should be looked at. Some residents of the apartments are complaining about town centre noises, which might lead to limiting night-time activities in the town centre. The influence of apartment dwellers on the timing and type of local events on foreshore is also questioned.
- Picton should be more carefully protecting heritage items.
- The community is divided over whether the Memorial Wall on the foreshore should be retained in its current location or relocated to improve the connectivity between the town centre and the public open space on the foreshore.
- There is a need to control the buildings heights in Picton. Increased building heights are seen as less problematic away from the foreshore.

#### **Land uses/ growth**

- Victoria Domain should be protected as an open space asset.
- Waitohi Domain is not a suitable area for industrial uses.
- Shakespeare Bay is the ideal location to expand Picton's industrial uses.

- Fisherman's Reserve should be retained as a public open space.
- The community is divided over whether the Waikawa marina and its facilities should be extended or not.
- The community is divided over whether new residential land should be developed in Waikawa or not.

#### **Services/ infrastructure**

- The supply of clean potable water should be secured.
- The timber treatment plant is seen as polluting Picton's clean air.
- The stormwater drainage and flooding situation in the town needs to be sorted out.
- It is suggested to take measures to retain water in the Harbour at low tide.

### **FINDINGS OF THE PUBLIC MEETING IN HAVELOCK 8 FEBRUARY 2010**

On 8 February a public meeting was organised to exchange ideas between the local residents, Council staff and the consultant team. This meeting generated spatial and non-spatial ideas and suggestions for Picton and its context. As the public constituted a wide range of people, sometimes contradictory ideas and opinions were raised for consideration in the project:

#### **General**

- Market Havelock as a seaside village. Establish visual links with the port and the marina.
- Focus on the design of the town, rather than directly funding tourism.
- Havelock should remain a quiet village.

#### **Land-use/ Development**

- Residential growth areas for Havelock should be Kaiuma and Canvastown.
- Residential development could take place on the eastern side of Queen Charlotte Drive.
- The northern end of the Port could be redeveloped, whereby Sandford could be relocated to the southern end of the port.
- The Marlborough Lines building could be used as the new fire station.
- The area around the Slip-In Restaurant could be further developed as a café and restaurant precinct.
- A heritage trail could be established to showcase listed NZHPT buildings and other items. Examples: the Community Hall, Brownlee's old store, the Post Office.

#### **Open Space and landscape**

- The park by Outram Street could accommodate activities such as a BMX-park, midget golf etc.

- There is a need for areas to walk the dog.
- The end of Rose Street could be targeted for landscaping interventions.
- There is a need for a green waste disposal area.
- The Inglis Street-Lawrence Street area could be used for a botanic garden.
- The paper road at the western end of Neil Street could be utilised and lead to a possible viewing platform.

#### **Recreation**

- Suggestions for walking:
  - A walkway on the eastern side of the Kaituna River;
  - Viewing platforms around the port;
  - Improve the Takorika track into more accessible walkway;
  - A walkway around the coast and on the northern side of Queen Charlotte Drive;
  - A walkway Kavanagh PI around cemetery; and
  - A walkway on the foreshore.
- The camping ground could be developed for a public swimming pool.
- There is a need to establish recreational activities for youth. Suggestions: gymnasium, sailing, rowing for kids, minigolf, a maze, paintball etc.
- A saltwater pool could be considered for the area near the old timber jetty, just off SH6 on the northern end of the town.
- A north-facing beach could be constructed on the northern end of the town.
- The Marlborough Lines building could be utilised for a recreational complex, accommodating swimming, squash, gym etc. The School pool can only be used 3 months a year.
- Use the Reservoir for swimming.

#### **Tourism**

- A picnic area could be constructed by the old wooden wharf on the northern end of town to make people stop in Havelock.
- A purpose-built interactive mussel information centre or perhaps a floating mussel exhibition could showcase what Havelock is about.
- A large Green-lipped mussel sculpture could depict Havelock's main produce.
- The town is short of a public playground for children over the age of 2. Constructing such a playground could also help to attract passing traffic to stop in Havelock.
- An area for campervans could be established on the other side of the river off Queen Charlotte Drive, which frees up the current motor camp for redevelopment.

#### **Traffic**

- Traffic safety will be improved by extending the 50 km/h zone on SH6 on both sides of the town. The speed limit on Main Road through the town should be 40 km/h.
- Traffic safety for school children will be improved by constructing a pedestrian crossing by the school and by "School Zone" signs.

- Traffic safety could be improved by warning lights by St Johns Ambulance, the fire station and by the school.
- There is a need for more public parking, particularly in close proximity of the shops.
- A suitable area for a public carpark would be the vacant section near the corner of Lawrence Street and Main Street.
- Parking for Sandford workers causes problems in Cook Street.
- There is a potential to connect the Domain with the Port area.
- There is a need for more access points between Main Road and the Port. Suggested links are via Outram Street or Neil Street.

### **Streetscape**

- The streetscape of Main Road could be formalised by a kerb and channel treatment on both sides.
- The current stormwater verges in town should be retained.
- Lawrence Street could be improved by flattening and widening it.

### **Signage**

- There is a need for characteristic Havelock signs.
- Havelock is a hub for the wider Sounds area. This should be reflected in improved signage for access to the Sounds.
- Currently any signs for the local information centre are not allowed as it is a private business. These rules should be changed and better signage could improve the visibility and use of this facility.



## RAI VALLEY

### What we heard

The following illustrates the key findings from the Rai Valley community consultation:

- ① Speed through the township
- ② Good amount of community facilities, health facilities lacking
- ③ Rai Valley area school important community facility
- ④ What to do with derelict mussel factory?
- ⑤ Lots for sale on the western side of town
- ⑥ The Anzac monument is an important historical element

#### Other issues:

- Diverse community in terms of affluence
- Poor provision of mental health services
- Important reserve located to the south that serves freedom campers



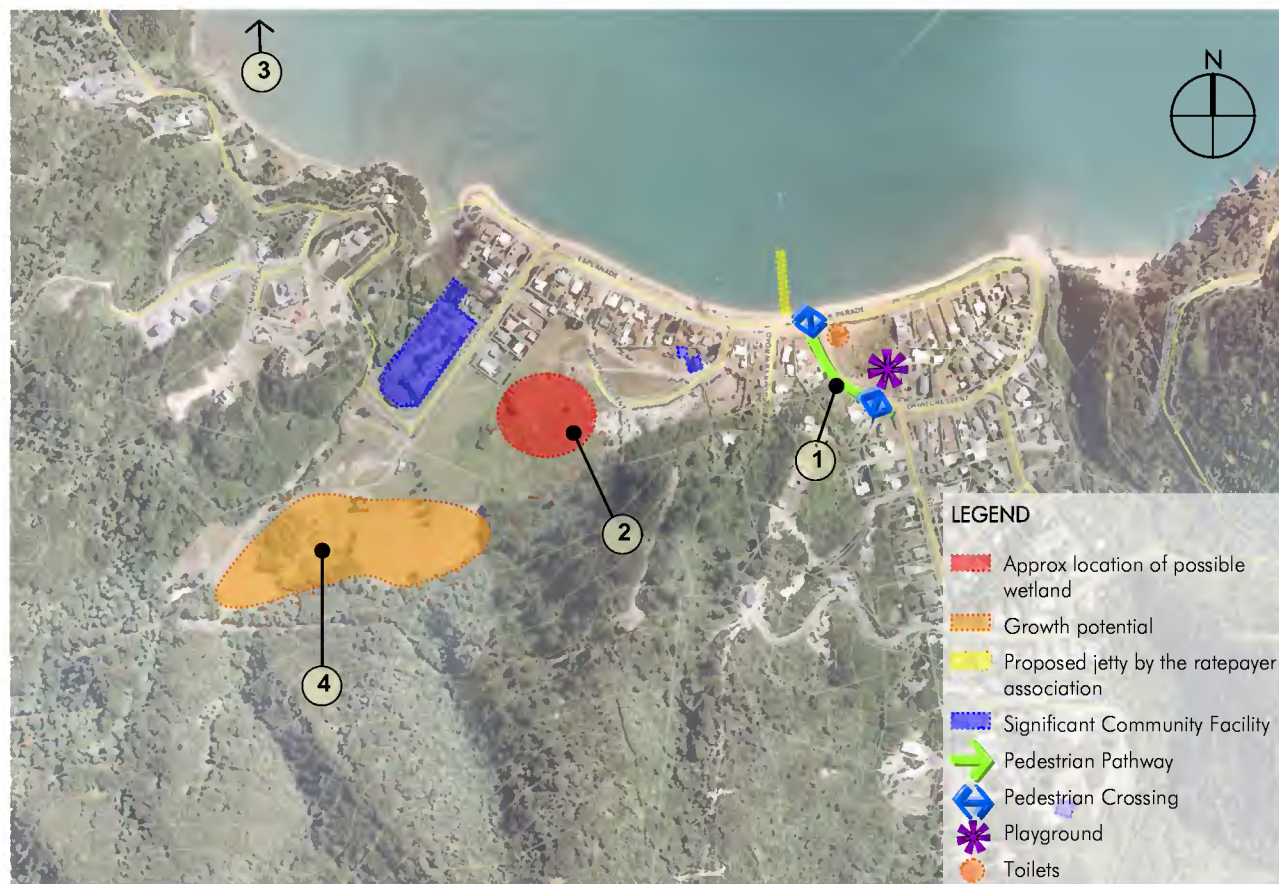
RIGHT: Summary of consultation findings in Rai Valley

## OKIWI BAY

### What we heard

The following illustrates the key findings from the Okiwi Bay community consultation:

- ① Improve situation for pedestrians near the playground
- ② Community plans for wetland and walking track
- ③ Retain public access to jetty
- ④ Scope for expansion  
Develop a community sewerage system



ABOVE: Summary of consultation findings in Okiwi Bay



## ANAKIWA / TIRIMOANA

### What we heard

The following illustrates the key findings from the Anakiwa community consultation:

- ① Speed on road along foreshore
- ② Sea defences to slow erosion
- ③ Signage to all visitor accommodation
- ④ Parking required, especially near the jetty
- ⑤ Boat washing area near the jetty
- ⑥ Speed bump near the jetty
- ⑦ 'No Overnight Parking' signage near the backpackers and Outward Bound



ABOVE: Summary of consultation findings in Anakiwa

#### LEGEND

- ..... Speed Restrictions
- ⊙ Signage
- Accommodation
- Parking area
- ⊙ Boat Wash
- Speed Bump
- - - Sea Defences Against Erosion

## ANAKIWA / TIRIMOANA

### What we heard

The following illustrates the key findings from the Tirimoana community consultation:

- ① Speed on road along foreshore
- ② Support for maintaining the link track
- ③ Children's playground in the reserve
- ④ Ensure access to reserve by buying section for sale along Thompson Place
- ⑤ Parking near boat ramps
- ⑥ Boat washing near the jetty
- ⑦ Dredging by the jetty
- ⑧ New public toilets in popular jetty area
- ⑨ Sea defences to slow erosion



ABOVE: Summary of consultation findings in Tirimoana



## LINKWATER / THE GROVE

### What we heard

The following illustrates the key findings from the Linkwater / The Grove community consultation:

- ① Speed on Queen Charlotte Dr
- ② Walkway off the main road
- ③ Picnic area near the jetty
- ④ Jetty requires repair
- ⑤ Breakwater to protect jetty
- ⑥ Boat launching ramp needs replacement
- ⑦ Grove Reserve needs reclassification to 'recreation' so community can maintain
- ⑧ Farm has caveat stating it cannot be subdivided

### Other Issues:

- Roadside trash
- Problems freedom camping (non-self containing campers)
- More signposted public toilets along QC Dr.



ABOVE: Summary of consultation findings in Linkwater / The Grove

## OHINGAROA BAY

### What we heard

The following illustrates the key findings from the Ohingaroa Bay community consultation:

- Speed needs to be restricted on the populated straight stretch of road.
- Freedom camping should be prevented with enforcement. Assistance is needed.
- Growth is starting to get restricted.
- A new jetty is required in Willow bay or Ohingaroa Bay.
- Constructing public toilet facilities could attract an undesired increase in the number of people staying overnight in the vicinity of these facilities.



ABOVE: Location of Ohingaroa Bay and Willow Bay



## NGAKUTA BAY

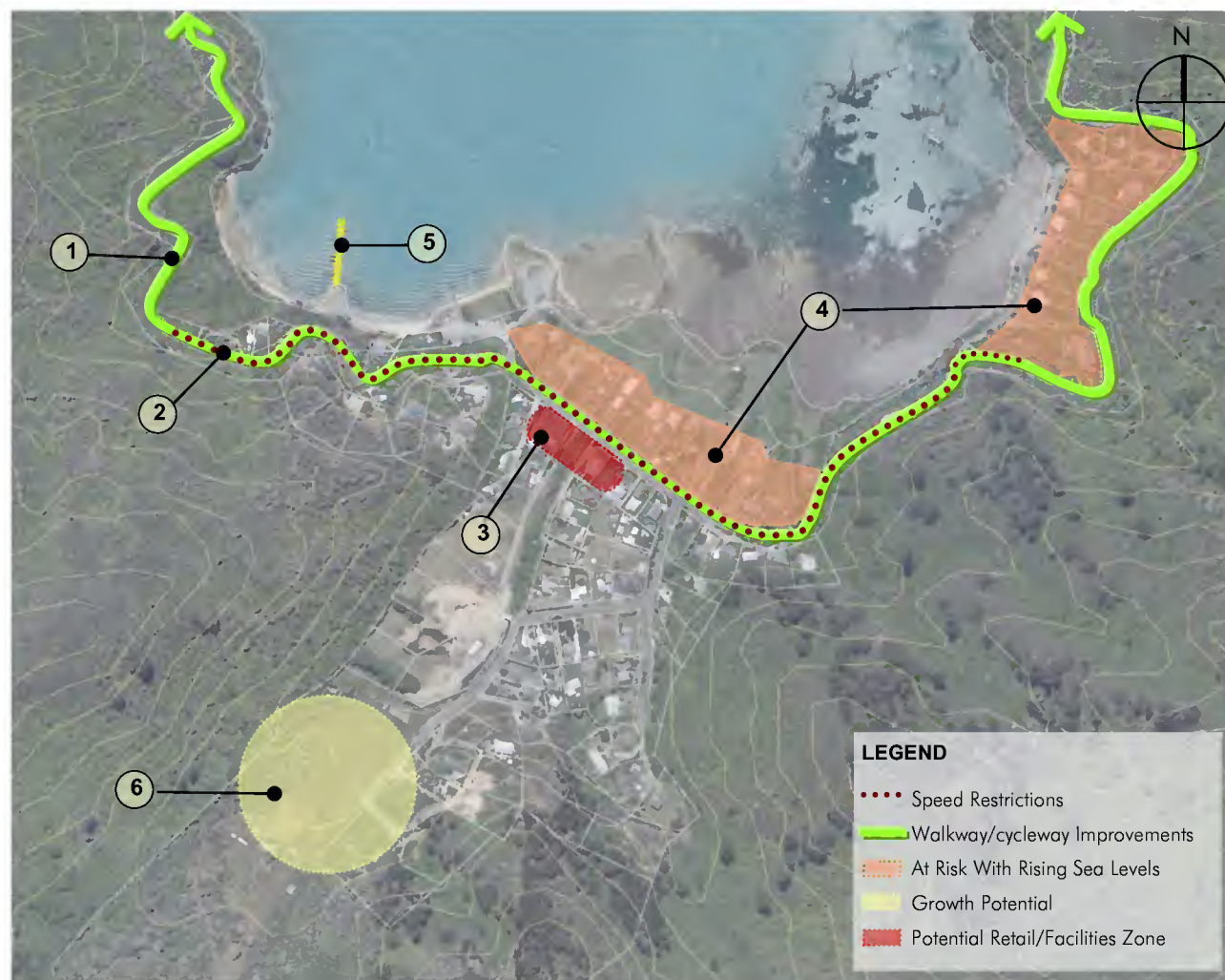
### What we heard

The following illustrates the key findings from the Ngakuta Bay community consultation:

- ① Improve walking and cycling along Queen Charlotte Drive
- ② Speed restrictions to improve crossing opportunities
- ③ Café or store for community, camp site, and freedom campers
- ④ Coastal properties at risk from sea level rise
- ⑤ Jetty needs upgrade
- ⑥ Residential development possible at southern end

#### Other issues:

- Land stability issues entire area
- Water supply a big issue; there are six sources but only one has resource consent; water quality is average
- Several sewerage systems running at max. capacity
- Need slow vehicle bays
- Iwi interest in Ngakuta Pa
- Need pest control for rodents, stoats and feral cats
- Untapped resources & experience in the community
- Impact of logging trucks through the settlements



ABOVE: Summary of consultation findings in Ngakuta Bay

## WHATAMANGO BAY

### What we heard

The following illustrates the key findings from the Whatamango Bay community consultation:

#### WHATAMANGO

- Water supply is a development constraint in Whatamango, although there is an existing Council owned well.
- Needs a small sewerage system.
- Comprises of twenty houses, although more sections are being developed. However existing lots are small and there is limited room for expansion.
- Suffers from flooding from the Graham River.
- There are issues with stability on the slopes.
- New signage is needed on the top terrace of Karaka Point. This should say 'No Camping'.
- New signage is needed at the end of McCormicks Road. This should say 'No Camping' in order to put off Freedom Campers because they are currently obstructing boat launching and access to vehicle turning.
- McCormicks Road could be tar sealed because dust is problem (destroys roof collected water quality).
- Logging trucks are an issue, since the lifting of restrictions. The result is road damage.
- There is unclear information about the moorings in the bay, for instance who belongs to what. There is also uncertainty about where the moorings are.
- Moorings should be linked to properties.
- The DOC reserve is a great asset.



ABOVE: Location of Whatamango Bay and Ahuriri, relative to Waikawa

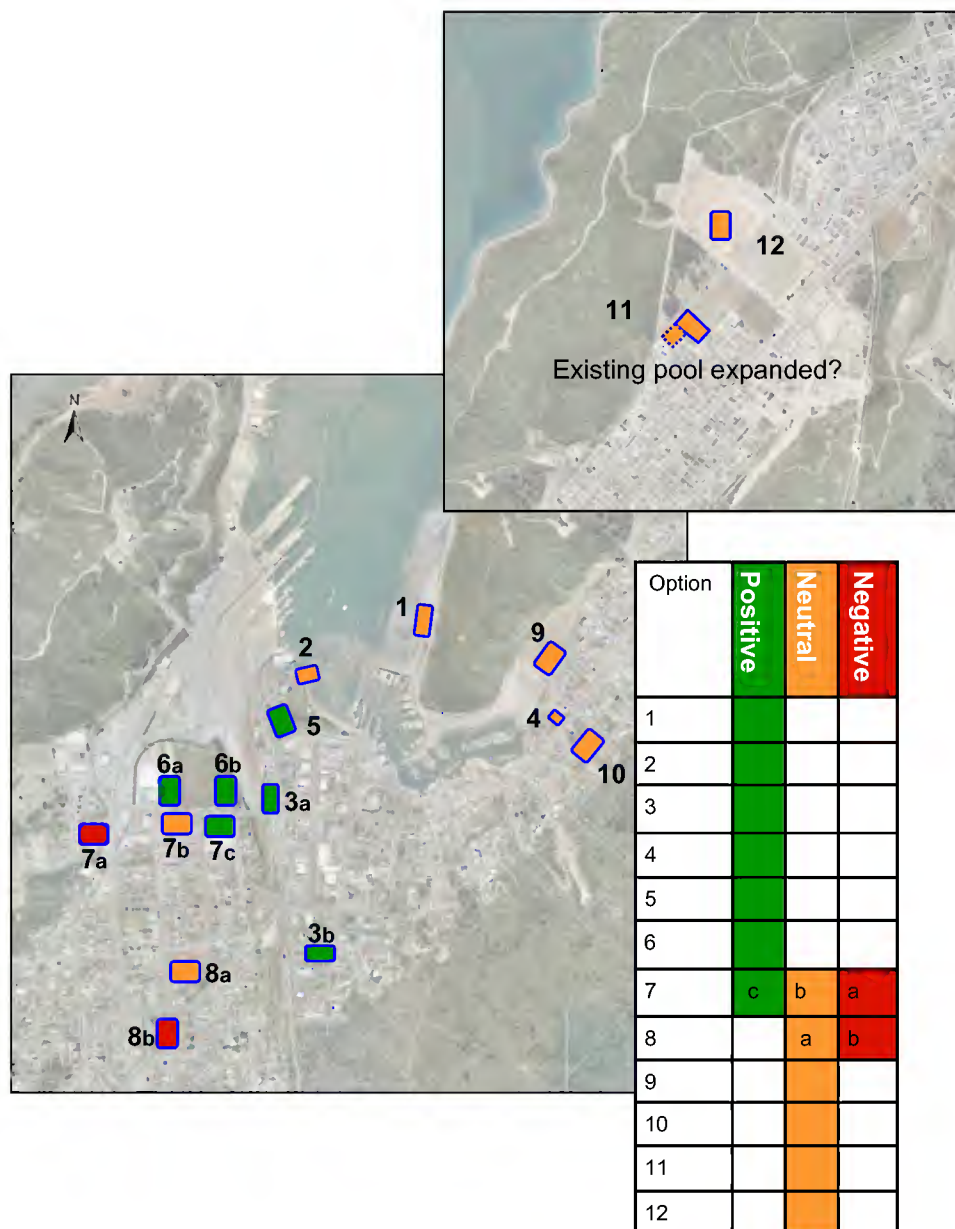


## APPENDIX 2. SWIMMING POOL LOCATION

### Detailed Swimming Pool Location Evaluation per Discipline

#### Community and Recreation

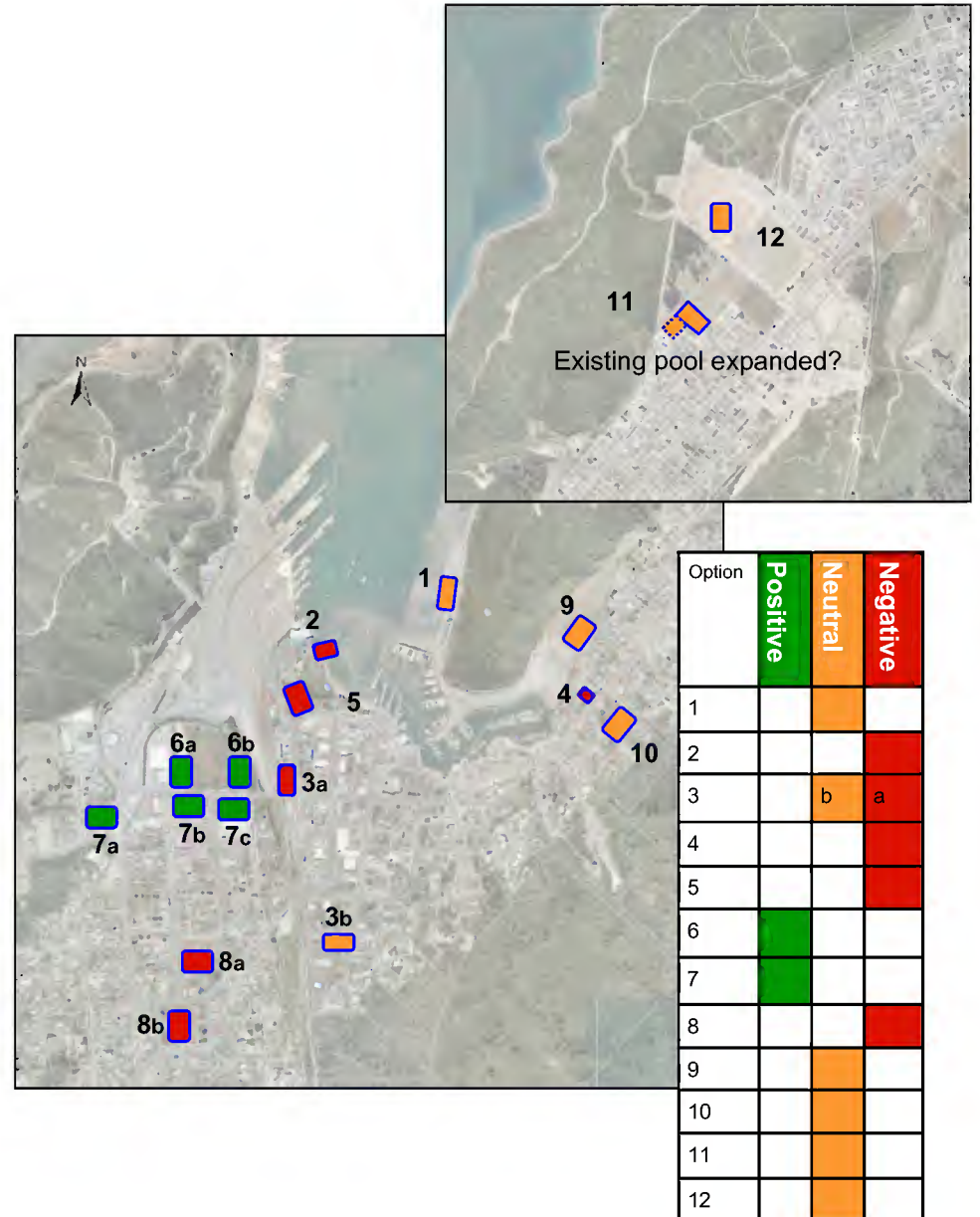
Site Option	Positive	Neutral	Negative	Comments
1	x			Strong statement, high profile site, good relationship with foreshore
2	x			Strong statement, high profile site, good relationship with foreshore
3	x			Close to town but weaker than 1&2 due to lower profile site
4		x		Close to marina and other water activities, but adjoins residential activity
5	x			Good with foreshore
6	x			In industrial area – which might be OK for swim schools etc but less for aquatic centre
7	c	b	a	As per above
8		a	b	Hidden deep within residential area, no interaction with other activity
9				Close to marina, Shelley Beach etc, but far away from population base
10		x		In residential area away from other facilities
11		x		Easy option; although away from other facilities and far away from population base
12		x		Good relationship with sport facilities, but far away from population base



## APPENDIX 2. SWIMMING POOL LOCATION

### Movement

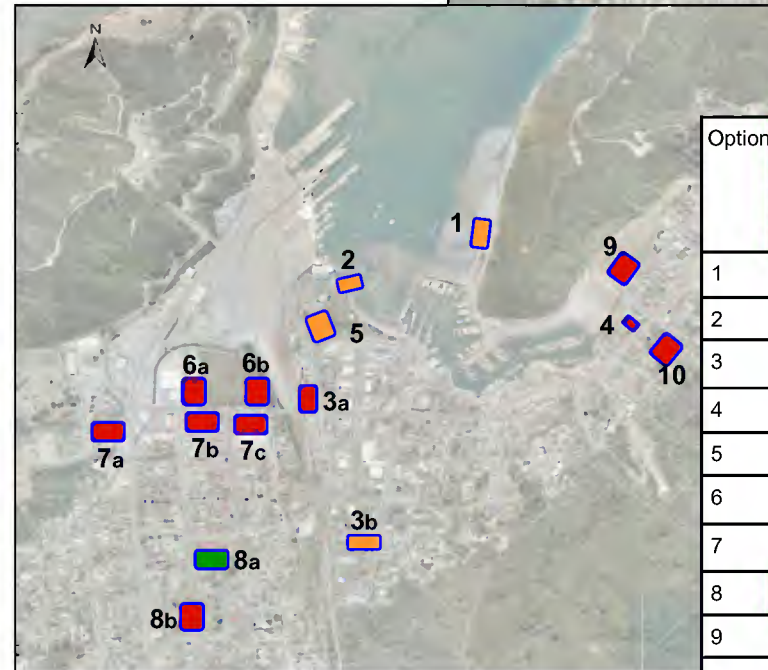
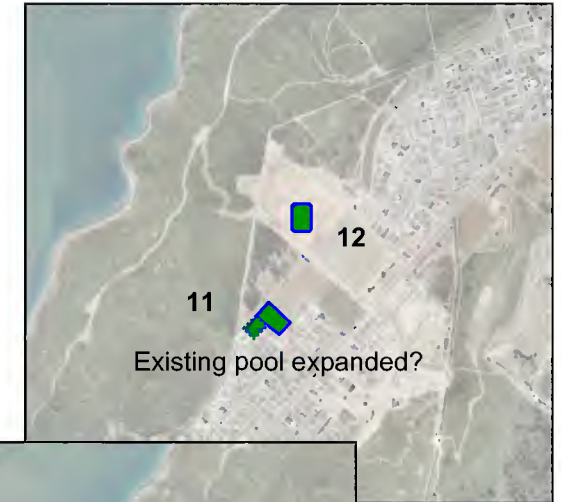
Site Option	Positive	Neutral	Negative	Comments
1		x		Good site but access is difficult as it is across Port Co land
2			x	Difficult to get easy access to the site
3		b	a	Difficult to get easy access to the site
4			x	Waikawa Road capacity issues
5			x	Difficult to get easy access to the site
6	x			Handy to town with good opportunity for parking
7	x			Handy to town with good opportunity for parking
8			x	Remote from town, interferes with State Highway
9		x		Waikawa Road capacity
10		x		Waikawa Road capacity
11		x		Waikawa Road capacity; good site, but parking is difficult the way it is, not too difficult to improve.
12		x		Waikawa Road capacity



## APPENDIX 2. SWIMMING POOL LOCATION

### Infrastructure

Site Option	Positive	Neutral	Negative	Comments
1		x		Will need to upgrade services
2		x		Will need to upgrade services
3		b	a	(A) High traffic and services through site (b) no real problems
4			x	Interferes with existing infrastructure
5		x		Will need to upgrade services
6			x	Site floods and contaminated with sewage in high rainfall
7			x	As above
8	a		b	(a) Central site (b) dangerous traffic flows water mains through site
9			x	Site floods and potential sewer surcharge, sewerages line in the way
10			x	Services at capacity overflows lower down
11	x			Close to sports fields
12	x			As above



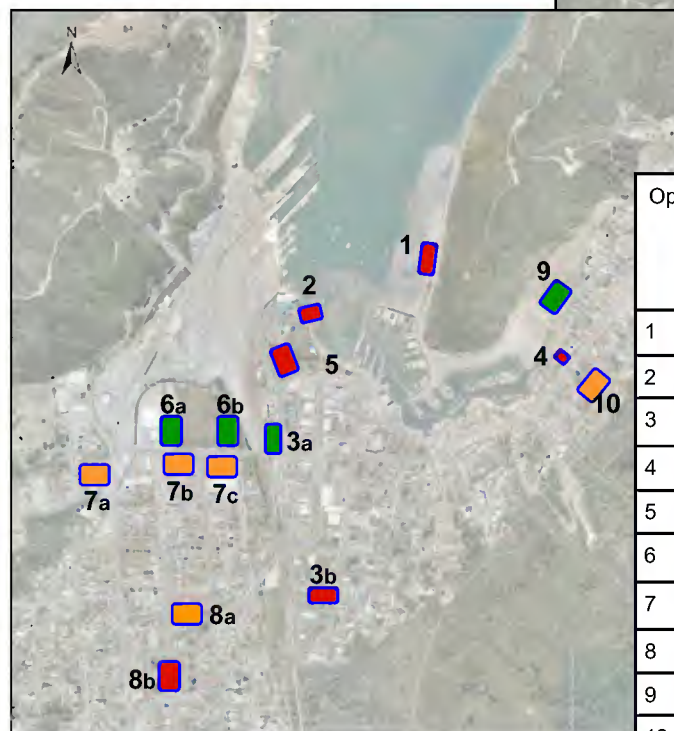
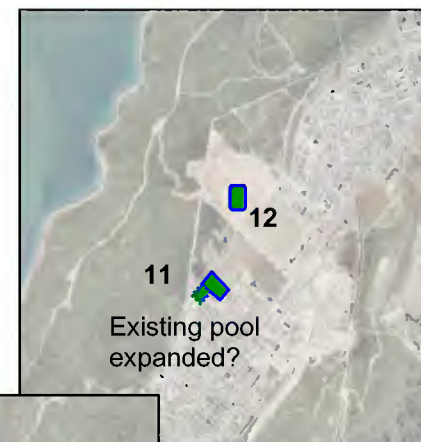
Option	Positive	Neutral	Negative
1			
2			
3		b	a
4			
5			
6			
7			
8	a		b
9			
10			
11			
12			



## APPENDIX 2. SWIMMING POOL LOCATION

### Landscape and Open space

Site Option	Positive	Neutral	Negative	Comments
1			x	Visual impact and takes space from Shelley Beach
2			x	Visual impact and takes open space
3	a		b	A: fine; B: impacts on valuable church open space
4			x	Takes up open space, and site is constrained
5			x	Takes up open space
6	x			Good new use for derelict recreational space
7		x		Industrial area
8		a	b	A: takes up potential open space; B: impacts on Nelson Square
9	x			Link with access to Victoria Domain?
10		x		Replaces campground
11	x			fine
12	x			fine



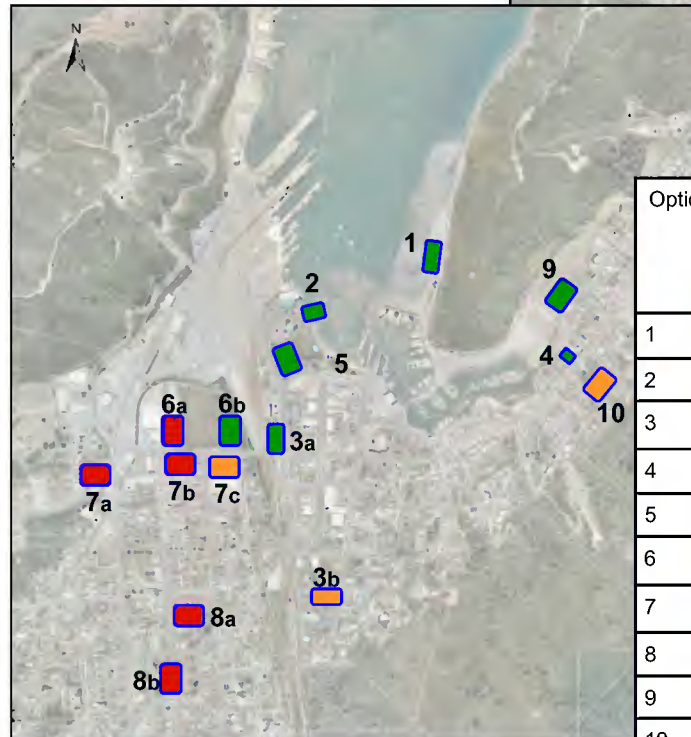
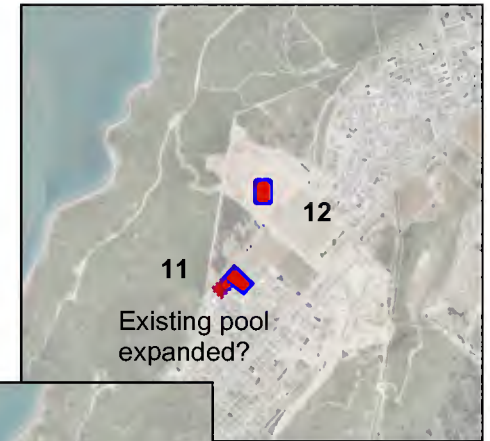
Option	Positive	Neutral	Negative
1			
2			
3	a		b
4			
5			
6			
7			
8		a	b
9			
10			
11			
12			



## APPENDIX 2. SWIMMING POOL LOCATION

### Town centre and Tourism

Site Option	Positive	Neutral	Negative	Comments
1	x			Iconic site
2	x			Iconic site, walking distance from town centre
3	a	b		A: walking distance from High Street, visible site; B: further from town centre
4	x			Slightly longer walking distance from town centre, but potentially attractive route
5	x			Visible site on movement routes and close to town centre
6	b		a	A: distance from town centre, route leads through industrial area; B: visible from Auckland Street, walking distance from town centre, not quite in industrial area yet.
7		c	ab	A and B: Too far out of town centre; C: walking distance to town centre
8			x	Too far out of town and away from visitor movement
9	x			Slightly longer walking distance, but potentially attractive route
10		x		Hard to find and replaces holiday park, distance not too bad
11			x	Too far out of town centre and away from visitor movement
12			x	Too far out of town centre and away from visitor movement



Option	Positive	Neutral	Negative
1			
2			
3	a	b	
4			
5			
6	b		a
7		c	ab
8			
9			
10			
11			
12			

## APPENDIX 3

### Future Employment Land needs and Visitor Attraction Strategy

By Derek Kemp, *Prosperous Places*, Brisbane

#### Picton's Future Industrial Land Needs

##### Existing situation analysis

Findings from key informant interviews, field inspections and the IBD-workshop are:

1. The existing Dublin St Industrial Area largely consists of relatively low value; low value adding, mainly low employment activities.
2. There is 3.0ha of under utilised and vacant industrial land in this area (excluding the land used for hire car depots).
3. This includes land presently occupied by 23 detached dwellings (located towards the southern, Broadway area, nearest the school).
4. There are good quality industrial premises available for rent, vacant industrial land and existing residences with industrial zoning for sale.
5. This land is flood prone in its entirety (including the land occupied by residences), with the potential of flooding over 1.3m (during a probable 1 in 100 years recurrence interval flood).
6. There are an additional eight sites in the Dublin St Industrial Area occupied by car and campervan hire depots (occupying an additional 0.8 ha of the existing industrial zoned land).
7. In addition there is approximately 1.0ha of land west of Kent St occupied by construction and construction equipment yards.
8. There is a sail maker and marine engineering businesses that could potentially relocate to port lands, if there were sufficient incentives.

##### *Discussion*

There is only one industrial zone in northern Marlborough, which, as might be expected covers a wide range of activities. These Urban Industrial Zones are located at Picton and Havelock. (Land which has historically been zoned Industrial at Havelock and some at Picton is closely integrated with port operations. Therefore some land has been included in a Port Zone which recognises the nature of port activities.)

The provision of specifically zoned industrial land in Picton means that the adverse effects of industrial activities can be geographically contained. Plan rules are necessary 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.

The existing Dublin St Industrial Area is of relatively poor quality, occupied by car hire depots, construction yards, bulk materials and storage activities, and other mainly low value, relatively low value adding, low employment activities. There appears to be no demand from higher value land uses to occupy this land. It would appear that many existing land uses could be easily displaced by more valuable, more intensive or higher employment land uses. However, many existing land uses may be reluctant to leave unless there is alternative, low cost industrial land elsewhere to which these businesses could move. There is no such land currently available in the vicinity of Picton (given the Port wishes to restrict the use of its lands to Port related activities). It is also important to note that these existing industrial land uses are not lost to Picton as they provide local employment, trades and training; they supply local services to residents and businesses, and support the local marine and construction industries. There would also be some social disruption and the loss of affordable housing if the existing residences in this industrial area were displaced. A current deterrent preventing industries locating in the Dublin Street Urban Industrial Zone is the likelihood of flooding, which will only be exacerbated by the various outcomes from climate change. Advice from Council officers at the workshop indicate there is little prospect to reduce this flood risk and there could be higher priorities for expensive flood protection and flood mitigation works. Raising the floor pads for future industrial land uses above flood level would be unrealistically expensive in this area and would increase flooding in other areas if this retention area is filled. Given all these considerations, a better prospect may be to provide an alternative industrial area for Picton. Such a strategy could include the prospect of relocating the existing industries and residences from Dublin St Industrial Area. Possibly, in the longer term, returning this flood plane area to natural uses, that would provide an attractive setting for the Town Centre and nearby residential areas.



**Visual Reference—Under-Utilised Sites Dublin St Industrial Zoned Land**

### **Picton's industrial land needs to 2031 and beyond**

The economic and employment analysis indicates that the Marlborough economy had more than expected employment in some sectors (most notably in the beverages industry due to the wine industry). In other sectors (of which Manufacturing, Wholesaling, Business Services, and Post School Education are the major ones), Marlborough has fewer jobs than expected, given its resident population, (due to the immaturity of the local economy; limited local demand given the population needed to support some services, and the provision of goods and services from Christchurch and North Island suppliers given the proximity of the Picton inter-Island ferry).

Key informant interviews during the IBD workshop revealed 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.

The Potential future demand for industrial land in Picton to 2031 was therefore projected on the following basis:

- Continue to grow the existing economy at the existing employment ratios to 2031 for activities where Marlborough has more than expected employment;
- Increase employment in Marlborough by 2031 to South Island based population driven employment ratios for industries where Marlborough presently has less than expected employment based on the existing resident population; and
- Then distributing this future demand for industrial land between Blenheim, Picton and other parts of Marlborough (based on the likely location of demand for land for each type of activity assessed by the Council's officers – i.e. land for transport, storage, warehousing, construction trades, marine based light industries etc).

This analysis identified potential demand for 6.5 ha of additional, non-Port industrial land in Picton over the 23 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, printing and 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; and
- 0.2ha for Vehicle Services – excluding expansion in car hire yards and servicing which is considered unlikely (although existing car hire depots could be rationalised, consolidated and relocated - see the following discussion). No additional land is

needed for car sales given the modest local population growth and Picton's proximity to Blenheim.

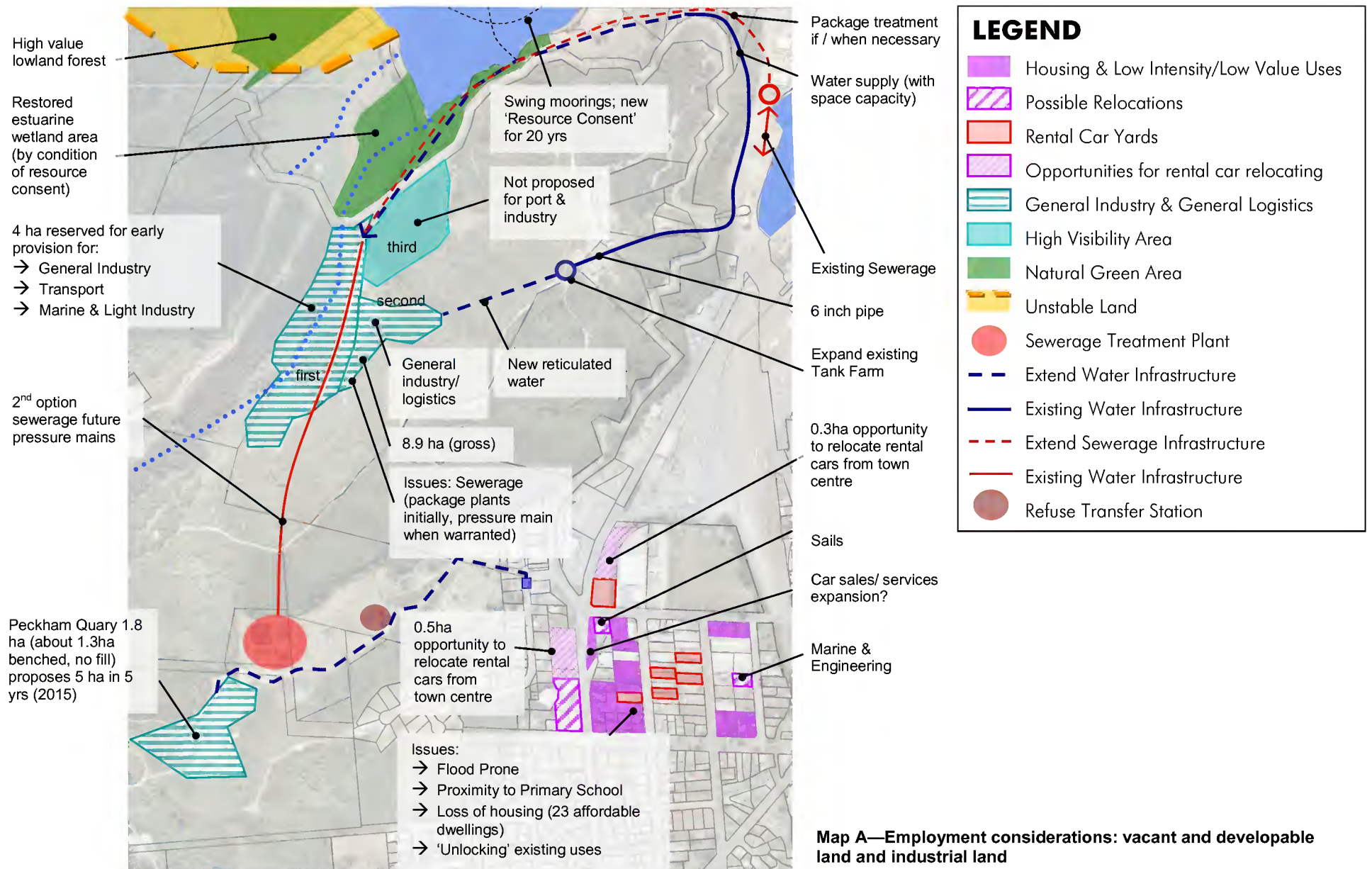
There is also the prospect to provide for about 3.0ha for existing light industrial, construction and storage operations to move away from the Dublin St Industrial Area. Supplying new industrial land to meet this relocation need would be especially important if this area is to be returned to a more natural state (with or without, residential land uses being built on filled areas above the predicted future flood level). Therefore, the 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.

### **Opportunities to provide the required industrial land**

The following options exist for Council to plan for the provision of the required industrial land (Maps A and B on the following pages):

1. Infill and intensification of the existing zoned Dublin St industrial land – 3.0ha available (potentially 5.0ha if the car hire depots and marine related activities relocated), but not recommended because of flooding, loss of residential dwellings and reverse sensitivity issues.
2. Extension of the Waikawa Marina, marine light industry land – 0.6ha available for expansion that the Port Authority wishes restricted to marina related light industry.
3. Expansion and benching of the Pinkham Quarry Land – presently about 1.3ha of the existing 1.8ha quarried suitable, which the owner plans to expand to 5.0ha of light industrial land within 5 years. This land is particularly suitable as it is close to the existing area; well buffered physically, visually and acoustically; easily accessed from the existing truck route to the Council transfer station and easily serviced from the existing nearby reticulated services with excess capacity.
4. Land to the south of Queen Charlotte Drive at Shakespeare Bay – 7.0ha of relatively flat, developable land (from the 8.0ha gross area available). This land is able to be serviced from expansion of the potable water tank farm, or extension of the existing port water main and sewerage which has capacity. Would be best accessed from a new road on the port lands hugging the cliff (rather than encouraging more truck traffic on Queen Charlotte Drive).
5. Land to the east of Queen Charlotte Drive at Shakespeare Bay – 6.0ha able to be provided from existing relatively flat land (excluding any future Port reclamation of land in Shakespeare Bay itself). This land can be serviced in the same way as the land previously discussed to the west.
6. Mt. Pleasant in the vicinity of junction with Lindens Road – 50ha of relatively flat, suitable land able to be provided that is not flood prone. This area is well buffered from other uses and able to be visually buffered from the Picton/Blenheim Road. Development of this area could tap into the trunk water main that passes through the





**Map A—Employment considerations: vacant and developable land and industrial land**



area and the area could be sewered by package treatment plants. Careful design of the road access would be necessary to provide sufficient stacking for heavy vehicles where the road makes the rail crossing. The opportunity exists to provide a spur line into the area if future demand warranted rail served activities.

**Discussion**

The existing Dublin St industrial area and the proposed extension to the Waikawa Marina, light industry land could accommodate Picton’s projected future light industrial and vehicle services land needs to 2031. However, this is not the preferred option because of the loss of residences; the flood prone nature of the Dublin St industrial area, and the importance of the existing businesses and storage premises for local residents and businesses. For these reasons, it would be desirable to plan for the eventual relocation of the Dublin St industrial area land uses to other locations in Picton. (Possibly returning the existing industrial zoned area to the natural environment, or planning for a mix of natural pondage and natural flood retention areas providing an attractive natural setting for some new residential development on filled land above the potential flood line). It is important to provide alternative locations for future industrial land uses and for the eventual relocation of existing Dublin St Industrial Area land uses given Picton’s importance as a port, and for recreational boating, and the need to provide industrial land to meet future longer term local business and residential population needs.

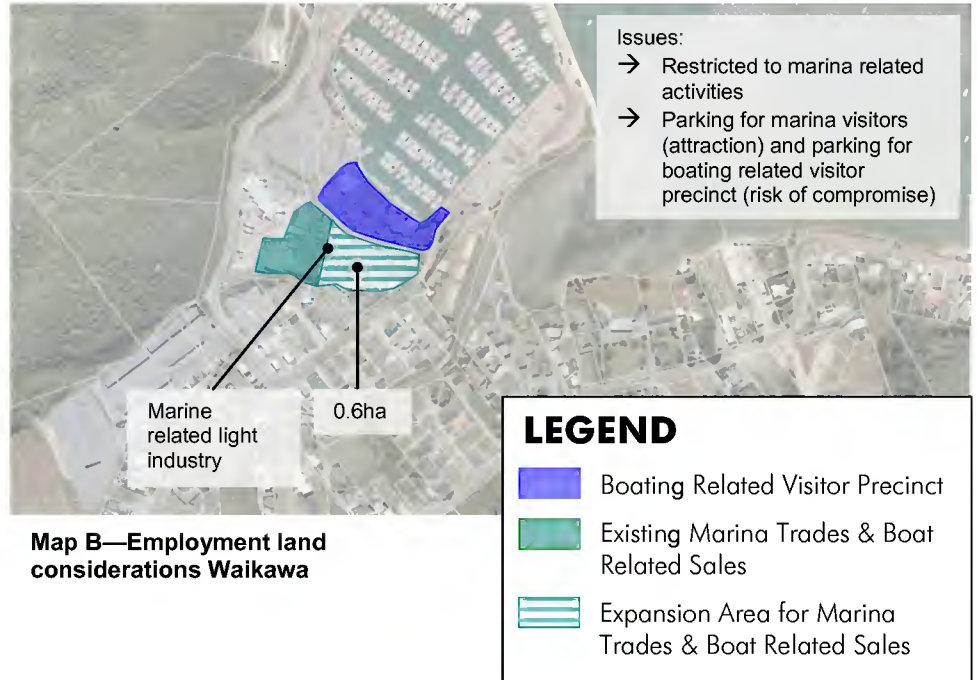
**Recommended industrial land provision**

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.

Therefore, it is recommended that 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 (map B).
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 west 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 Lindens Road, for possible large scale industrial, transport or distribution uses (including future uses that are not appropriately located at the Port and others that could require dedicated rail access). Amongst other matters, the suitability of this land will be influenced by trunk rail and state highway management requirements.
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. Indicating this intention now would help prevent further capital intensive investment. However, it is likely to cause concerns from existing residents, land owners who will



**Map B—Employment land considerations Waikawa**

feel their properties have reduced value and those who recently invested in new premises such the new storage buildings.

**Picton’s future business space needs**

**Existing situation analysis**

Key findings from field inspections and the IBD-workshop are:

1. 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.
2. Immediately available premises include the new, first floor modern, designer office/ residential premises in Wellington St, close to London Quay; residences in High St south of the library, and 18 well-presented office/ residential suites in Auckland St, south of Dublin St.

3. There is a significant vacant site at the corner of High Street and Dublin Street, and under utilised premises such as the Second Hand shop in the former large garage on the corner of Wellington St and Waikawa Rd.
4. Therefore, there is no obvious existing unmet demand for small office or small business premises in the Picton Town Centre.

#### Future demand for future small business space

Four different scenarios were used to project the potential demand for additional office space in Picton to 2031:

1. Picton attracting its share of Marlborough's employment in different types of office based businesses to 2031. (Based on the projected location of each type of employment assessed by Council's officers – the future location and distribution of new accountants, employment, computer and office services; doctors, dentists; architects', engineers', surveyors', and contractors' offices the offices of transport services; office-based community services etc in the Marlborough District).
2. Demand generated by Picton and Waikawa's increased residential population to 2031. (Based on the higher of Marlborough's existing, and South Island population driven, employment ratios for the increased population)
3. The above demand, plus the demand generated by Picton capturing 50% of the increased demand from the projected increase in the Sounds population to 2031.
4. The above demand, plus the demand generated by Picton capturing an additional 5% of in-bound Inter-Island Ferry recreational visitors and an additional 15% of out-bound Inter-Island Ferry recreational visitors. (See the section on Visitor Attraction for further explanation).

This analysis resulted in a projected:

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

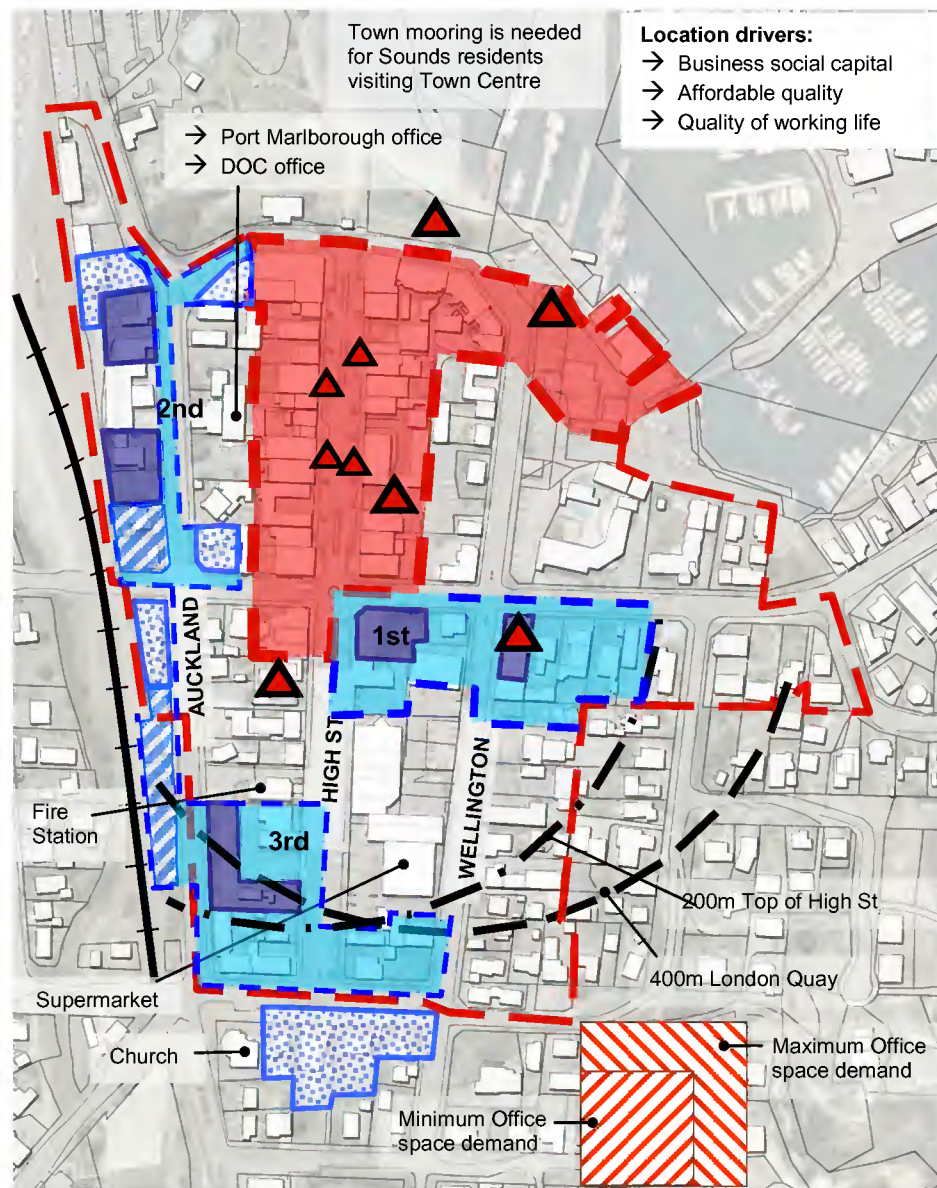
#### Discussion

This is a modest amount of office space that Picton could easily supply within its existing commercially zoned Town Centre land. (Map C indicates the small amount of land needed to accommodate such space, in low-rise buildings with surface car parking). Most of this space, 68% needs to be provided in good quality, affordable, small business premises. Providing sufficient good quality, affordable small office space is particularly important to enable the growth, and encourage the grow-out to commercial premises of home based businesses. This is particularly important so that home based businesses do not become a problem and adversely affect local residential amenity. It is also important to provide good quality small office space so that Picton small businesses are

#### Visual References—Under-Utilised Commercial Sites and Properties for Sale Picton Town Centre.







Map C—Town Centre amenities for Small Businesses and Visitor events

**Location drivers:**

- Business social capital
- Affordable quality
- Quality of working life

**LEGEND**

- Existing / suitable vacant, underutilised
- Possible redevelopment (long term)
- Inclusion of small office space in any new development
- 1st** Priority for promoting concentrations
- Retail core
- Outdoor/ Indoor (all weather), visitor/ community event venues

seen as significant enough for clients and customers to take seriously, and for larger businesses and more distant potential clients to want to do business with them. Approximately 20% of this office space will need to be medium quality, moderately priced space. 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. Overall, there will only be sufficient demand for an additional 100m<sup>2</sup> (conservative minimum) to 250m<sup>2</sup> (realistic maximum demand) of retail frontage office space. There should be little difficulty providing for such space in High Street and its arcades. Other sources 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. Map C 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 (proposed to be extended to provide meeting rooms and space for visiting service providers);
  - The retail heart of the Picton town Centre (shown on Map C); and
  - The London Quay visitor and hospitality precinct (see Map C).

Clustering of future office space was recommended in Blenheim because of the opportunity to stimulate urban renewal; to improve the urban fabric and quality of the business environment and to activate and energise particular parts of the Blenheim Town Centre. The reasons for consolidating and clustering small office development are somewhat different for Picton.

In Picton 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 to socialise (during breaks, and before and after work).

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

- New business founders (especially those engaged in new economy business who can live and work where ever they wish – who would be attracted by living, recreating, walking, fishing, boating and biking in Picton and the Marlborough Sounds, with easy access to Wellington);
- Employees with professional, technical, technology and trade skills (especially those engaged in knowledge based, creative and new economy business who can live and work where ever they wish – who would be attracted by living, recreating, walking, fishing, boating in Picton and the Sounds, with easily access to Wellington);
- Growing small and home based businesses (that would find it difficult to justify moving to commercial premises without such emotive reasons, business advantages and the business case these advantages provide for moving out of home and locating in the Picton Town Centre);
- The offices of transport, construction and larger businesses (that otherwise would seek to locate in Picton's new industrial areas);
- Medical and professional offices (that otherwise could disperse to residential areas, or seek to locate in Picton's new industrial areas); and
- Businesses that serve dispersed or wider markets (that serve more than local demand, especially creative, knowledge based and other new economy businesses that could choice to conduct their business from many other towns or places or elsewhere in New Zealand).

There are three different localities within convenient walking distance of the Main Street retail heart, the existing community focus area around the library in Main Street south of Dublin St, and the London Quays visitor precinct (Map C):

1. Dublin Street (between High St and Wellington St) – where there are already vacant and under-utilised sites.
2. Auckland Street (between Dublin Street and the railway) – where the Apex Car Yard could be encouraged to relocate, perhaps to the recently vacated Lagoon Road, Caltex Garage site, and any redevelopment of the Backpackers and other sites could include good quality, designer office space.
3. Northern High Street (through to Auckland Street) – where there is flat land in the existing community services precinct, with some sites offering good views with an eastern aspect, overlooking west Picton.

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 Council should actively promote the clustering of future small business premises and favour the development of small office premises in the Picton Town Centre (Map C). Consideration could also be given to allowing the conversion of existing residences fronting Broadway (between Auckland and Wellington Streets) to professional offices and medical services (Map C). This would provide an increased range of options for retaining such offices in the Town Centre (although this would not meet the other desirable location considerations previously discussed).

#### **Recommended provision for small office space**

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

1. 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 (Derek Kemp, Prosperous Places could undertake such a review and provide suitable planning provisions based on his work elsewhere).
2. Strongly promoting small business and small office clusters in the preferred Dublin Street (between High St and Wellington St) – including the adaptive re-use of existing buildings and in the redevelopment of the existing vacant land and any under-utilised sites. (Urbanismplus could prepare indicative designs for developments, to explain development types, stimulate demand and unlock these sites).
3. Promote the inclusion of good quality, designer office space in any development or redevelopment proposed for Auckland Street (between Auckland Street and the railway) – encourage the relocation and redevelopment of Apex Car Yard (perhaps to the recently vacated Lagoon Road, Caltex Garage site) and favour inclusion of such office space in any redevelopment of the Backpackers and other sites. (Urbanismplus could prepare indicative designs for developments, to demonstrate possible redevelopments Council would favour and to stimulate interest in unlocking these sites).
4. Consider allowing the conversion of existing residences fronting Broadway (between Auckland St and Wellington St) to professional offices and medical services – providing such conversions retain the existing residential scale and character of the properties. (Derek Kemp, Prosperous Places could provide such planning provisions based on his work on similar provisions elsewhere).

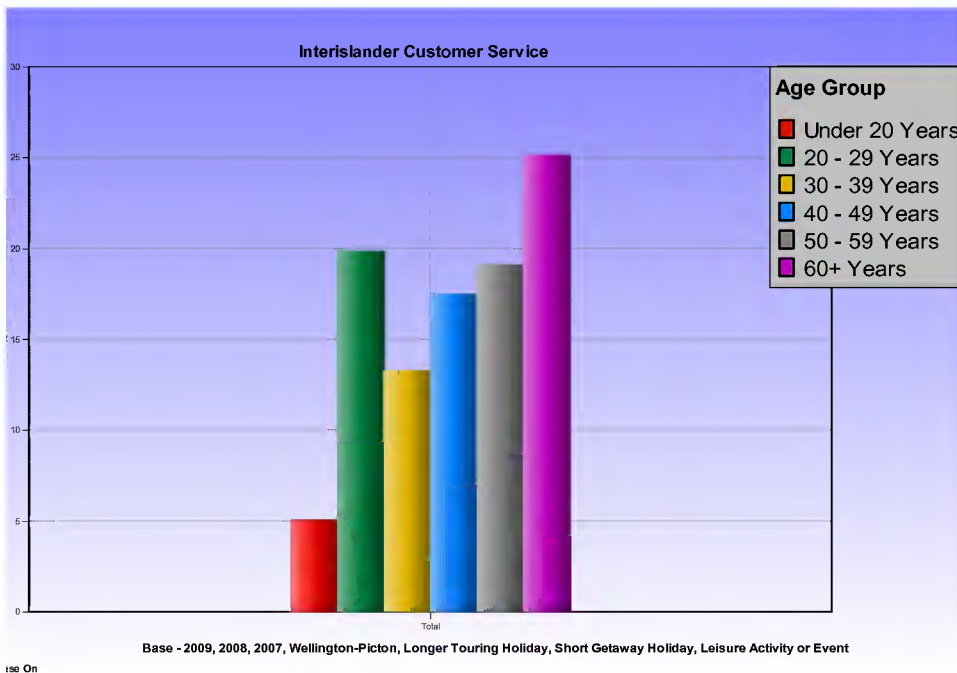


## How Picton can benefit from ferry users

### Existing Situation Analysis

Findings from key informant interviews and the IBD workshops are:

1. Picton is missing out many opportunities that could be created from Inter-Island Ferry passengers and visitors to the Queen Charlotte Track.
2. There are over 1million Inter-Island Ferry leisure passengers (500,000 travelling either way).
3. Less than 10% are stopping and spending time in Picton.
4. Most Inter-Island Ferry leisure passengers (25%) are older Free Independent Travellers (FITs) aged over 60 years old (Figure 1).
5. The next largest group of Inter-Island Ferry leisure passengers (20%) are young independent travellers aged 20 to 29 years old (Figure 1).
6. There are also many families with children, using the Inter-Island Ferry.
7. Most Inter-Island Ferry leisure passengers of all ages (70% to 80%) are on long



touring holidays (Figure 2).

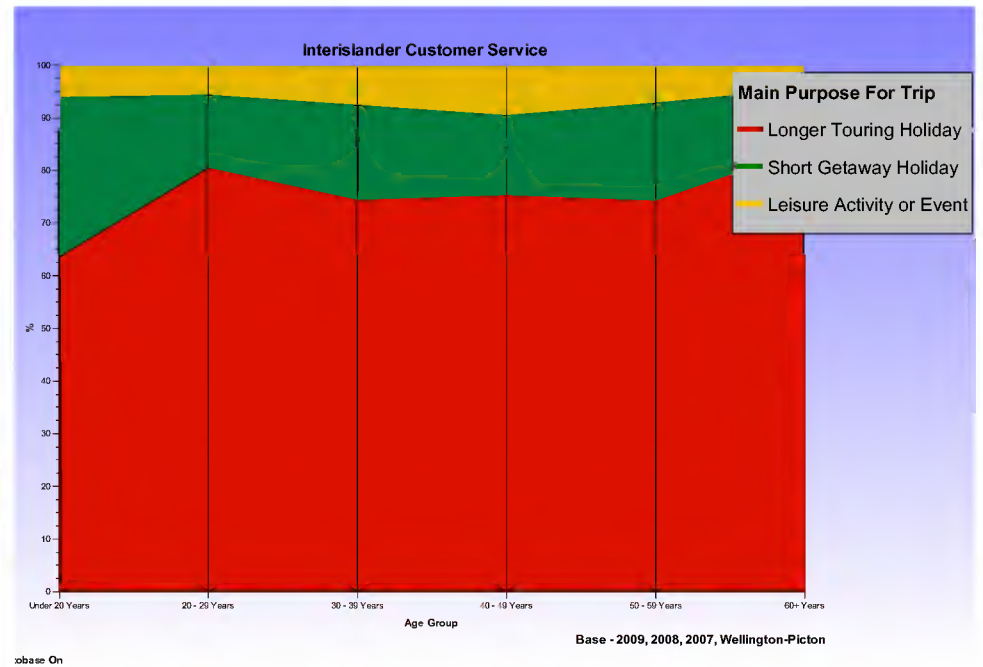


Figure 1 - Inter-Islander Leisure Travel (Wellington to Picton, 2007 – 2009).

Figure 2 - Purpose of Inter-Islander Leisure Travel (Wellington to Picton, 2007-2009)

### Discussion

Picton is missing out many economic, business and employment opportunities by not fully tapping into the Inter-Island Ferry leisure passengers and visitors to the Queen Charlotte Track. The best prospect may be to attract out-bound Inter-Island Ferry passengers who need to arrive in Picton the night before, or arrive early before the ferry leaves. Future employment growth in Picton could conservatively be increased by 45% up to 2031 by capturing 5% more of the in-bound Inter-Island Ferry leisure passenger market and 15% of the out-bound (Wellington bound) Inter-Island Ferry leisure passengers. It is important to provide a number of activities that would attract and engage the target markets of over 60 year old, young 20 to 29 year olds and families with children to capture this market.

### Longer Visitor Experience Activities

Each activity should be capable of attracting these target groups for at least 1.5 hours each in order to occupy these FITs long enough for them to want to stay overnight.

These attractions would also be important to capture the coach tour market that Picton is currently missing out on. Box A indicates the types of activities that Picton already provides; others that exist elsewhere, or could be considered to attract these markets. However, it is important that local Picton businesses and the local community are fully engaged in identifying suitable activities (especially as they may need to engage in such activities to make them interesting and viable).

**Box A - Thought Starter Examples of Initiatives That Could Engage People In These Target Markets For at Least 1.5 Hours Each Activity**  
(Charges can be made for participating in some of these activities)

**Day Attractions** - Set up a temporary outdoor library - lounge chairs on High Street footpath with magazines, music post with headphones. Play equipment, seating with BBQs tailored to suit disabled. Look out on the new water tanks. Bike Hire. Master classes in cooking using Sounds/Marlborough produce. Pottery, design/paint a plate, pot, plaster cast e.g. Lord of the Rings figures - posted to you when fired. Mini interpretative cruises to salmon /mussel farms. Model planes/bottle rocket making and flying. Martial arts training in public. Themed float making - wire & paper floats paraded by kids through High Street to Foreshore, ceremonially burnt that night. Make up your own computer design sent to a sewing machine that embroiders onto shirts/t-shirts/napkins that you then purchase, make your own beauty products with Sound extracts. Tap into Wellington's wedding and reception market – including wedding photo settings.

**Nature Adventures** at Twilight - Night mountain biking. Night fishing. Guided spot lighting, nature walks. Evening kayaking. Guided evening walks on the Island Sanctuaries. Guided evening walks on part of the Queen Charlotte Track.

**Evening Attractions** - Master Classes in personal/business Web site design, computer game making. Designer chocolate making, cottage cheese making, cooking demonstration with products from the Sounds you can sample. Master Classes in photography, garden design. Make your own paper hot air balloons released at once at night - night light powered. Dog agility trials, dog retrieval relays, sheepdog slalom. Martial arts training in public. Illuminated themed float making - wire & paper lanterns, wire & floats paraded by kids to Foreshore where ceremonially released or burnt that night. Evening family film shows each night in the new pool. Revolving Restaurant - Taste of the Sounds take a different course and drinks in different cafes, bars and restaurants in Picton (ticket gives visitors a discount for a particular course).

**Short Visitor Experience Activities**

A series of short High Street activities are necessary to attracting coach and free independent leisure passengers to arrive early and spend time in the Picton Town Centre before each day time and evening ferry leaves. These activities and participatory events would need to be staged 2 hours before these ferries leave and each would need to last about 20 minutes (leaving plenty of time to eat and shop before leaving for the



**Visual References - Examples of Informal Longer Time Recreational Activities**



ferry). Box B indicates the types of activities that Picton could provide to attract these target visitor markets. However, it is important that local Picton businesses and the local community are fully engaged in identifying suitable activities (especially as they may need to support these initiatives, supply instructors and engage in such activities to make them interesting and viable for free, brief sessions).

**Box B - Examples of Short High Street Initiatives That Could Engage People Before Inter-Island Ferries Leave** (Demonstrated by a local, then visitors can join in to try it for free)

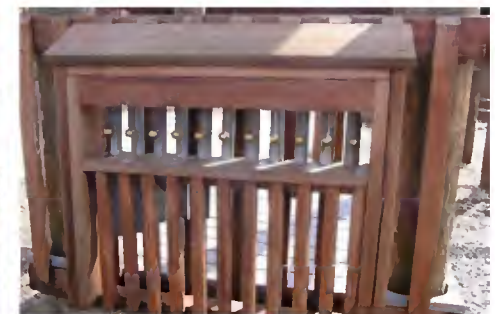
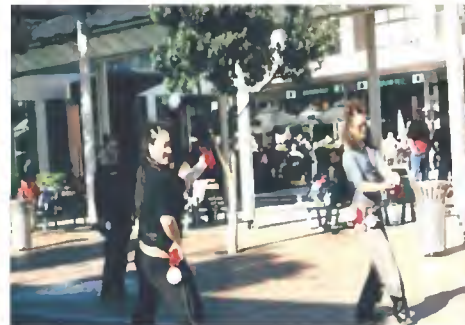
**Fitness in public places** - Free fitness programs body pump, pilates, yoga, aerobics, tai chi on the High Street pads. Play equipment for elderly, fitness gym play equipment. Play equipment disabled and sensory impaired. Health foods from Marlborough Sounds cooked and sampled in High Street.

**Music in public places** - Introduction to Pacific Island drumming - (Porirua Poly specializes in making and playing such drums); play me piano – wheeled into High Street, Silent Disco (where CDs are broadcast by wireless into hired headphones), Try make own musical instrument (e.g. from plastic watering cans, poly pipe, rubber stretched over tin cans). Water pistol frogs - music made by hitting frogs with water streams from water pistols. Native timber xylophones, poly pipes hit with thongs to make music. Music Listening Posts in the street outside the video shop and the library - where young people can dial up CDs for earphones, hired headphones.

**Games in public places** - Non-competitive medieval fair games. Street acrobats, circus tricks. Kite making and flying. Blanket throws. Gut bumping competitions. Fire stick twirling at night, twissel sticks. Giant chess, giant drafts. Horse shoe throwing. Open invitation beach volleyball, open invitation touch rugby, open invitation soccer, three over cricket (every one bats/bowl 3 overs).

**Art in public places** - Children make paper lanterns, kites, origami, beads and bracelets making then purchase your design outside the beads shop, paper plane making and flying competition, select a computer design sent to a sewing machine that embroiders onto shirts/t-shirts/napkins you then purchase, try throwing a pot, plaster cast mold and painting (e.g. Dinosaur, Lord of the Rings, Star Wars figures). Living Statues.

A combination of these activities would need to be offered free for anyone to participate for 20 minutes, about 2 hours before each day time and evening ferry sailing. By restricting these sessions to 20 minutes, there is time to demonstrate, then invite people to participate, but the time is not long enough that local residents would take part rather than engaging in any longer 1 hour sessions offered commercially. Having a number of concurrent activities in the Picton High Street and London Quays taking place at the



**Visual References - Examples of Possible High Street Pavement Activities**



same time will create a great deal of vitality, energy and interest, attractive to visitors, residents and local young people alike. Twenty minutes is also short enough not to adversely affect nearby businesses. These opportunities could be started at low cost, on a small scale, and would be best introduced during school holidays. (Initially they may only be appropriate for the peak holiday period, extending to the three summer months). Time would be needed for advertising and word of mouth to spread the reputation of Picton for providing such reasons for visiting and staying in Picton, rather than merely passing through. A series of outdoor and indoor (evening, night and all weather) venues will be needed to provide these opportunities. The existing High Street footpath paving provides ideal street theatre pads for offering such short street based activities - some outside existing shops and businesses with similar themes (see the following visual references). Banners on the existing High Street light poles could advertise which activity takes place there 2 hours before the ferry leaves (e.g. "Try Yourself Drumming - here 2 hours before the ferry leaves"). Suitable indoor venues are needed for indoor evening, night time, winter and inclement weather activities. These need to be close to the tourist area and retail heart of Picton (see Map C). The best opportunity for an indoor venue may be in the upper level of the new triangular building on London Quay. Other less desirable, more distant and less prominent locations would be the old garage/second hand shop on the corner of Wellington St/ Waikawa Rd, the Dublin St/ High St video shop; or space in the expanded Council Library.

#### Recommended strategy to tap visitor expenditure

1. Investigate attractions that will engage people in the target markets for at least 1.5 hours with local business, visitors and residents. (Especially activities that would take place in summer evenings, so that visitors stay on overnight, or come to Picton the afternoon before catching next day and early morning ferries).
2. Investigate possible High Street activities that will attract visitors to participate for 20minutes, about 2 hours before day time and evening ferries leave Picton. (Ask local business, visitors, residents and community groups to identify activities they would support in which local residents, older visitors and young people would participate).
3. Investigate opportunities to work with the Inter-Island Ferry companies and in-bound tourism agencies to explain and promote these initiatives (explaining the opportunity to participate if they chose to visit the Picton Town Centre, coming early before the ferries and staying overnight).
4. Identify the need and opportunities for ferry companies to open early for ticketing and assured booking so that ferry passengers can then visit the Town Centre without losing their place in the ferry queue. (Consider providing an early bird ferry queue for vehicles with angle parking alongside the railway line from Dublin Street, so that early bird passengers can keep their place when visiting the Town Centre).
5. Discuss with coach and tour operators the types of short time attractions that would attract them to come early and the types of longer time evening attractions so that they would stay over night in Picton. (Include discussion of any need for priority ferry coach queuing and any deficiencies in existing attractions, facilities and accommodation).



**Visual References - Suitable Existing High Street Busker Pads For Multiple Concurrent Activities** Possibly run by nearby businesses, with modest Council support. (Bunting on street lights to show activity and the time it is on.)

## APPENDIX 4

### Relevant background information

The following reports, publications and documents served as background information for this part of the Marlborough Growth and Development Project.

#### General Planning and growth

- Annual Plan 2007-2008
- LTCCP 2006-2016
- Marlborough Regional Policy Statement Review: Discussion Paper 1 - Quality of Life in Marlborough, 2007
- Marlborough Regional Policy Statement Review: Discussion Paper 2 - Marlborough Townships & Small Settlements, 2007
- Marlborough Regional Policy Statement Review: Discussion Paper 4 - The future of Marlborough Sounds, 2007
- Marlborough Regional Policy Statement Review: Discussion Paper 9 - Energy Management, 2007
- Marlborough Regional Policy Statement Review: Discussion Paper 10 - Transport & Access, 2007
- Outcomes for Places, Stakeholder views on future development in the Marlborough Sounds, Report prepared for Department of Conservation and Marlborough District Council by Dianne Buchan and Kirsty Austin - Corydon Consultants Ltd
- Where To From Here?, A scoping report for the Marlborough District Council, prepared by Davie, Lovell-Smith Ltd, June 2001
- Development future reports prepared by Common Ground.
- Executive Summary Report: Picton, Waikawa Bay, Havelock, Shakespeare Bay, prepared by Common Ground - June 2006.
- Picton Town Centre Urban design project, Urban Design Associates, 1995.

#### Social/ Community

- Papakainga Issues Scoping Project, Stage 1 Report: Issues and Options, Landmark Lile Ltd, 2006.
- Marlborough District Council, Picton Pool Survey, Marlborough District Council, 2007.
- Feasibility study for the Picton Aquatic Centre, LHT Ltd, 2006.
- Life in Picton Survey, Health by Design, not stated.

#### Landscape and Ecology

- Marlborough's Freshwater Bathing Water Quality, F S Tiernan, Environmental Science and Monitoring & Marlborough District Council, 2006-2007
- Annual Air Quality Monitoring, Environet Ltd, 2007

- Open Space Strategy: Reserves Management Strategy, Marlborough District Council, 2008
- State of the Environment report 2003-2004
- Picton Rivers' Flood Review, Marlborough District Council, 2004

#### Land use and Economy

- Marina Development: Havelock, prepared by Athfield Architects Limited and Port Marlborough New Zealand Ltd , 2009.
- Marina Development: Waikawa Bay, prepared by Athfield Architects Limited and Port Marlborough New Zealand Ltd , 2009.
- Marlborough Townships and Small Settlements Growth Study, 2008, by: Environmental Management Services for Marlborough District Council
- Discussion Document: Proposed plan variations for Business and Industrial Zones, September 2005
- Economic and Demographic Analysis of the Marlborough District - 1997
- Progress Marlborough Economic Development Strategy - July 2008
- New Zealand regional economic performance 2003/2004, Sean Bevin, Economic Analyst Economic Solutions Ltd, Napier
- Commercialisation of MRDT Statistical Reports, prepared by Murray Jago and Tony Smale for the Marlborough Regional Development Trust
- Progress Marlborough "Boldly into our future", Strategic Development Plan 2005 – 2007, Marlborough Regional Development Trust

#### Transport

- Improving Walkability In Picton, Rodney Tolley, 2010
- Marlborough Walking & Cycling Strategy, 2005
- Port Noise Assessment: Picton and Shakespeare Bay, 2002, Prepared for Marlborough District Council by Marshall Day Acoustics Ltd
- Port Noise Assessment: Port of Havelock, Oyster and Elaine Bays, 2002, Prepared for Marlborough District Council by Marshall Day Acoustics Ltd
- Waikawa Dry Stack Development, prepared by Common Ground - June 2006.
- Picton Parking Study, Traffic Design Group, 2006

## APPENDIX 5

### Project participants

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

#### Members of the Marlborough Community

##### Community representatives

- Business/ commercial interests. This included representatives from Port Marlborough, Kiwi Rail, ferries, local property developers, local business owners, manufacturers, Destination Marlborough, tourist activity providers, Picton Business Group, local retailers, and others.
- Representatives from community organisations in Picton and environs, such as: DoC, Police and fire brigade, several schools and day-care providers, Picton Swimming Pool Group, Health and elderly care providers, senior citizens' club, churches, Ratepayers & Residents Associations, Historical society, Picton Forum, Future at Picton, Guardians of the Sounds, and others.

#### Marlborough District Council

Mayor and Councillors

#### Marlborough District Council staff

- Francis Pauwels - Manager strategic policy
- Ian Shapcott - Policy analyst
- Neil Henry - Economic and Community Policy Manager
- Mark Nelson - Services and Infrastructure
- Brin Williman - Storm water and flooding
- Stuart Donaldson - Services and Infrastructure
- Lyne Johnson - Community infrastructure
- Nicky Eade - Landscape and Biodiversity
- Nick Crous - Reserves and amenities
- Steve Murrin - Marlborough Roads
- Robin Dunn - Open Space and Recreation
- Ashley Ticehurst - Storm water and flooding
- Roger Fitzgerald - Storm water and flooding
- Jon Cunliffe - Services and infrastructure
- Ashley Peter - Strategic Policy Student

#### Consultants

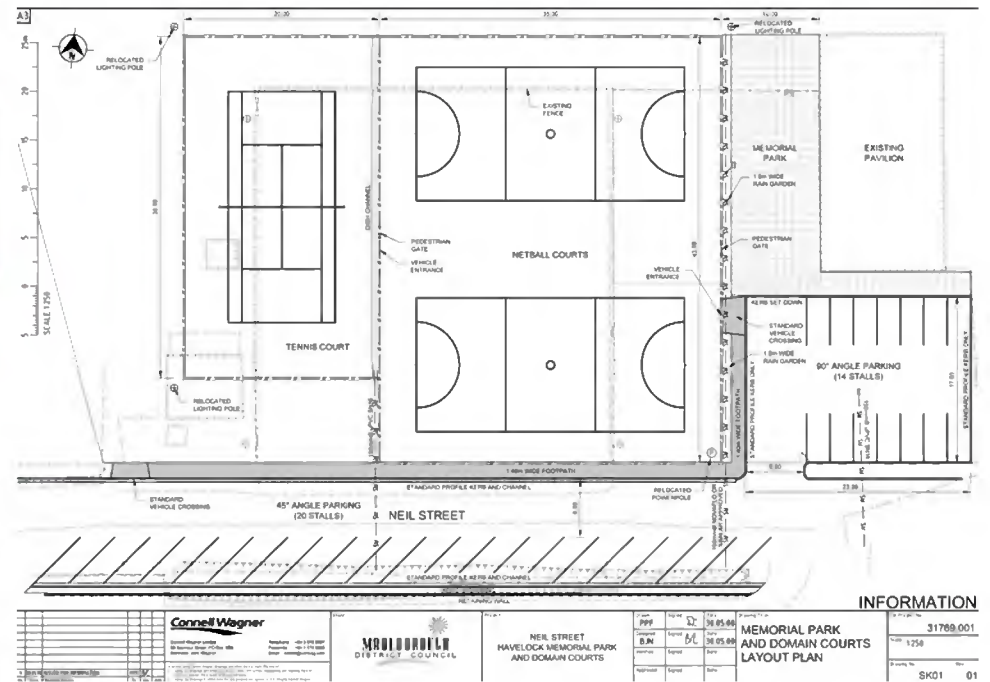
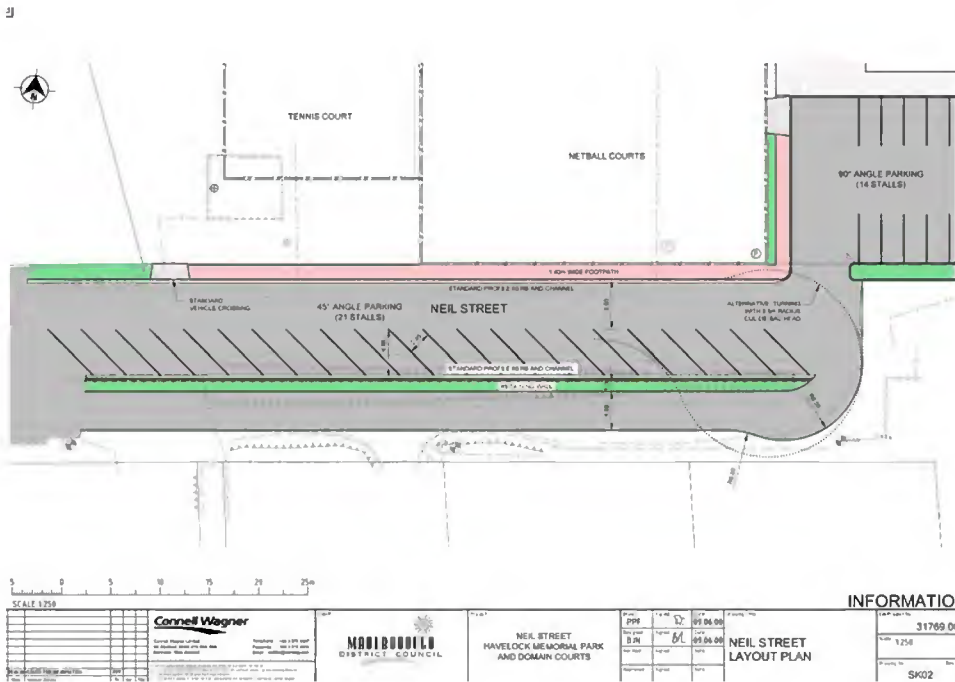
- Kobus Mentz - Facilitator, lead urban designer, Urbanismplus Ltd.
- Wayne Bredemeijer - Urban designer/ and project manager, Urbanismplus Ltd.
- Jessica Liaw - Urban designer, Urbanismplus Ltd.
- Kate Buller - Urban designer, Urbanismplus Ltd.
- Craig Pocock - Landscape architect, Pocock Design Environment Ltd.
- Derek Kemp - Employment specialist, Prosperous Places Ltd. (Brisbane)
- Mike Cullen - Retail and town centre specialist, Patrick Partners (Sydney)
- Jim Higgs - Transport engineer, TTM Consulting Pty Ltd.(Melbourne)
- Chris Chen - Landscape architect, Pocock Design Environment Ltd.
- Kaara Wight - Landscape architect



# APPENDIX 6

## Neil Street Havelock -Connell Wagner Plans

The Council has previously commissioned Connell Wagner to undertake engineering design for the upgrade of Neil Street in Havelock and the associated entrance area to Memorial Park/ Domain. Some of the plans are shown on this page. Only Stage 1, Domain carpark and entrance courtyard, has happened to date. It is recommended that further plan progressions will be aligned with the objectives of this strategy.



## APPENDIX 7

### Outram Street connection to Port

Port Marlborough has undertaken very preliminary investigations into the feasibility of a direct connection between Main Road and the Port via Outram Street.

The main uncertainty is whether it is possible to construct this route in a straight line.



## APPENDIX 8

### Newspaper Article on the issue of Freedom Camping

#### Camping free comes at a cost

By [Jim Eagles](#)

Just down the Seabird Coast from where I have a bach is a long stretch of beach alongside which runs a well-worn vehicle track. At the height of summer I have counted 70 motorcaravans, caravans, vans, trucks, buses, cars and tents parked there.

It's easy to see why the site is so popular. Stopping there is free, there are superb views across the Hauraki Gulf, the birdlife is spectacular, fishing is good, at high tide it's a nice place to swim and you get the impression there is a nice spirit of camaraderie.

But as the numbers have grown over the years I have become increasingly concerned about what the environmental impact might be. When there were only a dozen or so of these freedom campers it seemed charming. When there are more than 50 it starts to raise questions.

What is the effect of so much activity on the birdlife? Most of the motorcaravans probably have toilets and holding tanks but what about the rest? Do they all take away every piece of rubbish? Are there health risks in having so many people crowded into such a small area? Does it make sense that residents, bach owners and camping ground operators have to meet all sorts of requirements while 150 or so people can live on this tiny strip of land coastal for days at a time with no restrictions at all?

And, unfortunately, this isn't a problem that's going to go away any time soon. There are more freedom campers - both locals and overseas visitors - every year. And there are several good books around which advise on the best free places to camp ... including the one near me.

I wouldn't want to see freedom camping banned, as it is in nearby Thames-Coromandel District, but I do think something needs to be done. And there's a growing chorus of councils around the country saying the same thing.

The Freedom Camping Forum, which represents 20 different groups including campervan companies and the Motor Caravan Association, recently put out a statement declaring that "the negative impact some freedom campers are having on the environment and community wellbeing is unacceptable".

The forum thinks the best solution is an education campaign and, in particular, for campervan operators to ensure their customers understand how they are expected to behave. It has already set up an advisory website ([www.camping.org.nz](http://www.camping.org.nz)) which urges freedom campers to check before setting up camp and to follow the local rules.

That's good advice but, sadly, experience suggests it is unlikely to be followed by everyone. At the Seabird Coast site, for instance, there are signs stating quite clearly that it should only be used by fully self-contained vehicles, stays should be for no more than two nights, dogs are forbidden and all rubbish should be removed. Almost every time I drive past some of those rules are being ignored.

Personally, I think the answer lies with the many responsible freedom campers. Unfortunately, it's not enough for the good guys to follow the rules themselves. They also need to ensure others do the same (even blowing the whistle if necessary). And the freedom campers will be the only losers if their freedom is curbed.

**NZ Herald 13 April 2010**

*Note: There has been significant progress towards the formal management of freedom camping since this report was initially drafted. The Ministry for the Environment, MfE, has taken a leadership role in picking up on the results of collaborative work that has occurred throughout the country over the last year or two. The upshot is that freedom camping will become illegal as a consequence of an amendment to the Local Government Act 2002, whereby councils will be empowered to issue infringement notices / fines to freedom campers. This change in legislation is target to occur prior to the 2011 Rugby World Cup.*

*The only camping facilities that will be then available will be:*

- Commercial holiday parks / camping grounds
- Department of Conservation camping facilities
- Other "designated areas" – specific areas designated for camping by local authorities