introduction SECTION 1

INTRODUCTION

1.1 About the project

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

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

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

Consultant team

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

In addition to Urbanismplus, this team consisted of:

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

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

Project Aims

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

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

Project objectives

- → to achieve integrated urban design outcomes, where initiatives preferably fulfil more than just one objective;
- → to align funding priorities and infrastructure upgrades with planning policy; and
- → to take planning steps that will positively impact on the development of the settlements over a 25 year period between the last census in 2006, and 2031.

Deliverables

- → concrete proposals to guide decision making;
- → proposals for actions and interventions that are practical and affordable; and
- → guidance for plan changes, including direction for the period beyond the project horizon, in the form of 'Deferred Rural Township', 'Future Sounds Residential', or 'Future Urban Residential' zones.

1.2 Project scope

The settlements included in this project are shown in Figure 1-2. The main focus of the North Marlborough Project is on Picton and Havelock, as the main service towns for the wider Sounds area, and with quite complex urban issues to be resolved.
Issues to be addressed include: the amenities of the town centres; community infrastructure; pedestrian connections; ecology; landscape and open space; storm water and flooding; infrastructure capacity; transport infrastructure; parking and boat access; urban character and the quality of buildings; planning policy; industrial and commercial land capacity; and the potential long term growth opportunities of the towns.

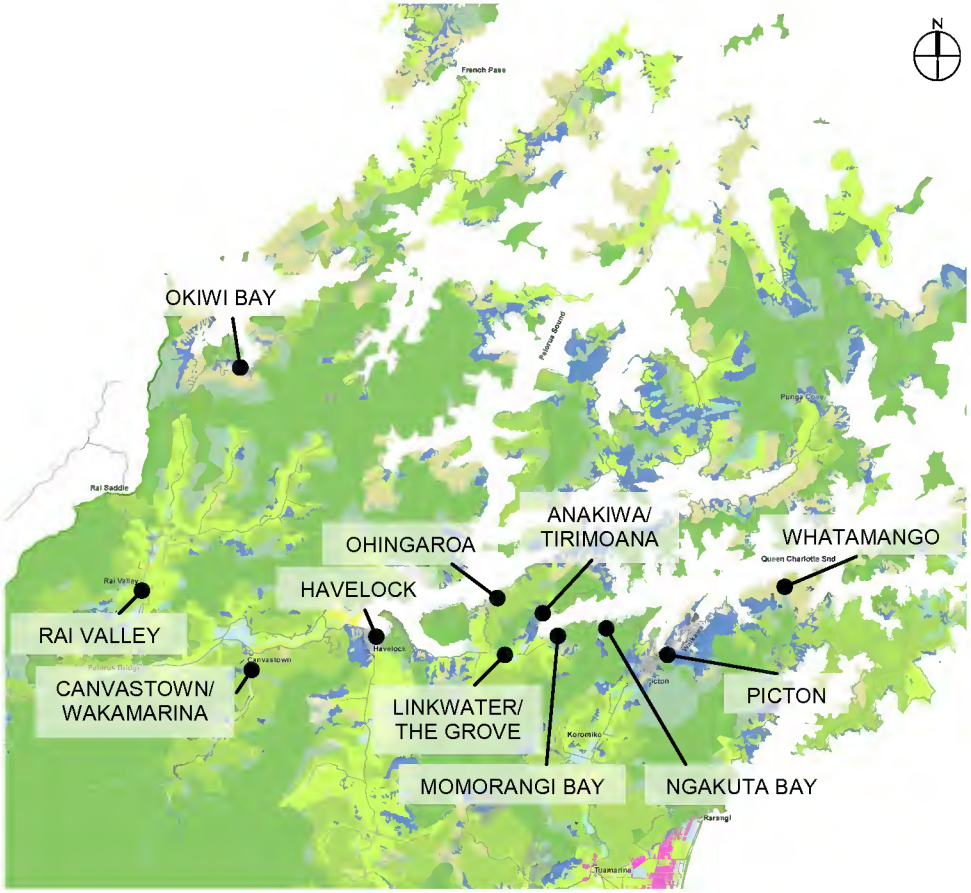
The settlements of the inner Sounds, which rely directly on Picton and Havelock, have also been looked at.

Settlements which relate strongly to Picton and are included in the project are:
→ Ngakuta Bay
→ Momorangi Bay
→ Whatamango Bay (included in the project as a result of consultation input received)

Settlements which relate strongly to Havelock and are included in the project are:
→ Rai Valley
→ Okiwi Bay
→ Canvastown/Wakamarina Valley
→ Anakiwa/Tirimoana
→ Linkwater/The Grove
→ Ohingaroa Bay (included in the project as a result of consultation input received)

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

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



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

1.3 Project process - an indicative timeline

		Dec 09 START	Jan 10	Feb 10	Mar 10	Apr 10	May 10	Jun 10	Jul 10	Aug 10	Sept 10	Oct 10	Nov 10	Dec 10	Jan 11
C	**Consultation phase 1 (8 & 9 February, 8 March 2010)** Stakeholder consultation sessions x 2 groups Public meetings			C1	C1								KEY MILESTONES → *Constructive community engagement* → *Firm understanding of stakeholder needs gained*		
R	**Pre-workshop reporting** Internal compilation of consultation feedback, distribution prior to workshop			R									→ *Summary of stakeholder and public comments providing focused feedback into the design process* → *Finalise workshop process, logistics and participants*		
W	**Inquiry-By-Design (February - March 2010)** → Picton, 9-12 February → Havelock and other settlements, 8-12 March			W	W								→ *Briefings by Council staff on key issues, information* → *Place based design inquiry with Council staff and consultants*		
R	**Reporting** Internal reporting on workshop outcomes				R								→ *Preparation of report back presentation* → *Some detailed analysis by Marlborough District Council*		
C	**Consultation phase 2 (7-8 April 2010)** Report back sessions with Council Report back sessions with public					C2							→ *Present workshop outcomes to Council and public* → *Feedback comments received*		
R	**Draft report** Internal Council review							R	R	R			→ *Preparation of a technical report*		
R	**Final report** Finalising of report after reception of feedback										R	R			
C	**Consultation phase 3** Report published on Council website for informal consultation. Public notification for formal consultation subject to local government election procedures												C3 →		
	Implementation Implementation decisions will occur after completion of formal consultation procedures														

INVOLVEMENT BY URBANISM+

INDICATIVE TIMINGS ONLY - SUBJECT TO COUNCIL PRIORITY SETTING

1.4 Project consultation

The project relied on interested members of the public and other stakeholders to be involved in the process. Focus group sessions and formal public meetings provided a key opportunity for this to occur. Key community representatives were also involved in two technical 'Inquiry-By-Design' (IBD) workshops over multiple days. In addition to these formal sessions, several written and/or verbal comments or discussion points from interested parties have contributed to a broad community input into the project.

Who has been involved?

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

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

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

1. Business/ commercial interests. This included representatives from Port Marlborough, Kiwi Rail, ferries, local property developers, local business owners, manufacturers, Destination Marlborough, tourist activity providers, Picton Business Group, local retailers etc. - 8 February 2010.
2. Representatives from community organisations in Picton and environs, such as: DoC, Police and fire brigade, several schools and day-care providers, Picton Swimming Pool Group, Health and elderly care providers, senior citizens' club, churches, Ratepayers & Residents Associations, Historical society, Picton Forum, Future at Picton, Guardians of the Sounds - 8 February 2010.

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

1.5 Inquiry-By-Design workshops

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

- → 9-12 February 2010: Picton and Waikawa Bay at the Waitohi Rugby Club; and
- → 8-12 March 2010: Havelock and the remaining Sounds settlements at the Havelock Community Hall;

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

- → Community planning;
- → Open space and recreation;
- → Ecology; infrastructure;
- → Civil engineering;
- → Transport; and
- → Town planning and policy.

The IBD approach enabled an extensive understanding of the wide range of issues and complexities facing Picton and the other Sounds settlements to be canvassed over a relatively short timeframe. The workshops pulled together technical specialists within many disciplines to identify and resolve the issues facing many different interests.

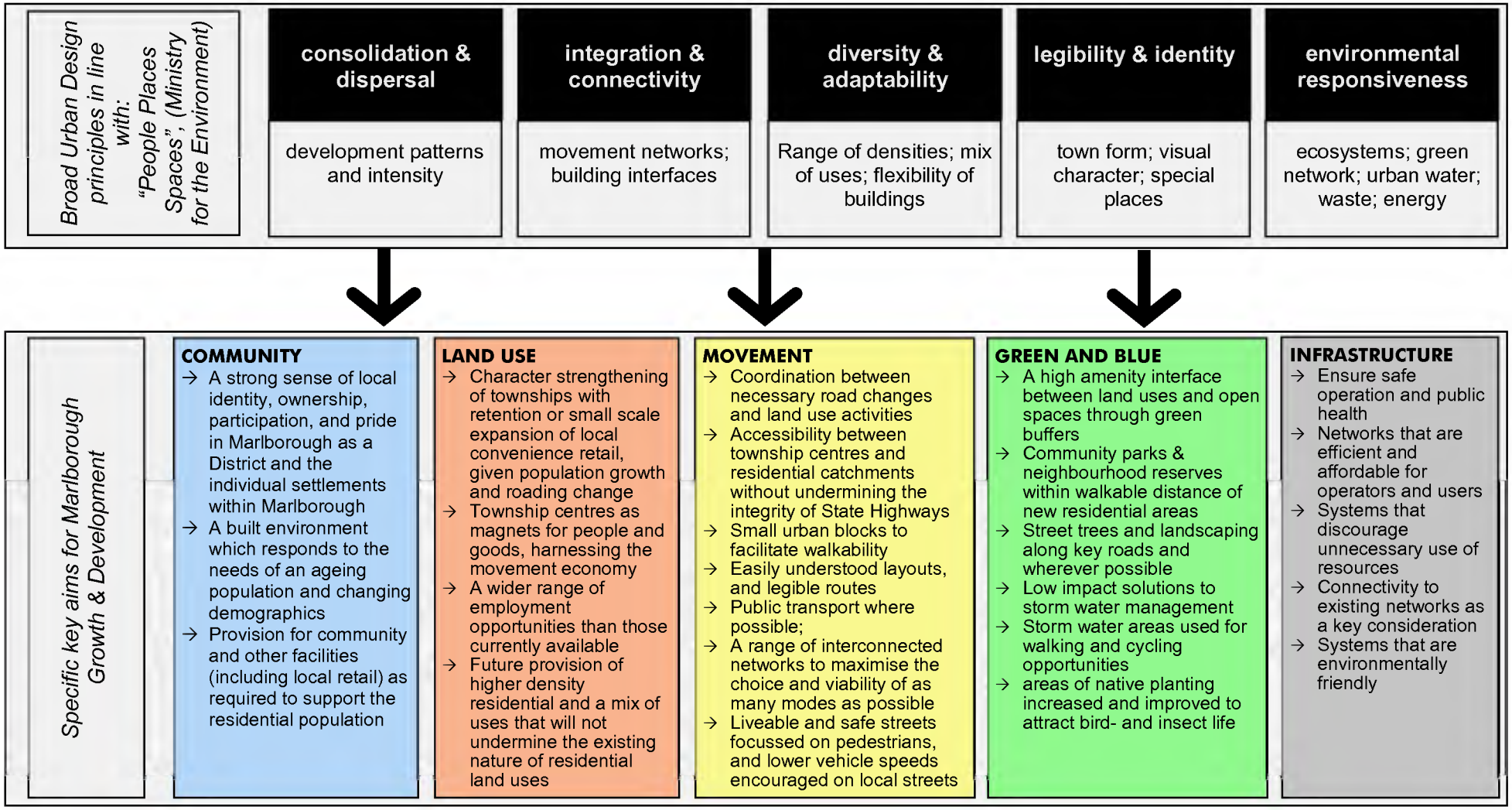
The participatory nature of IBD also enabled an inclusive and consultative planning and design process that people could take ownership of.

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

1.6 Sustainable Urban Design Principles

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

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



1.7 An integrated approach

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

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

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

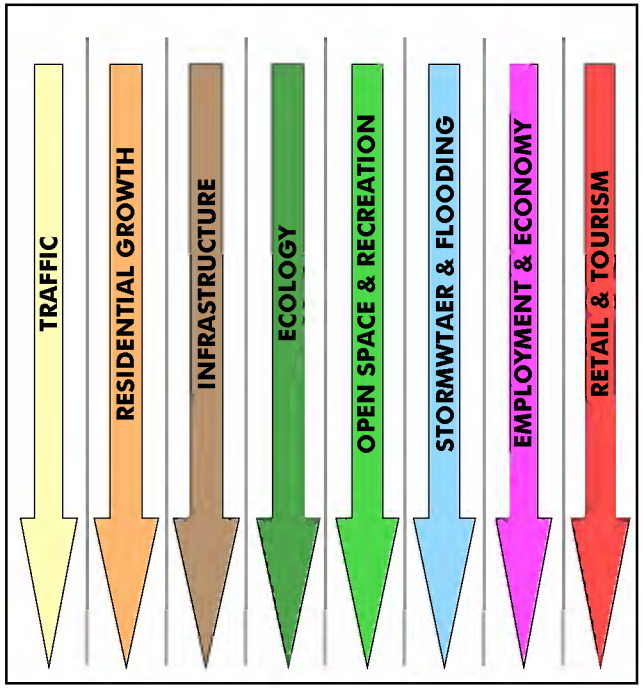
Ecological
Features that are celebrated and integrated into urban environments rather than closed-off or destroyed can enhance the recognition and identity of those towns, as well as adding value to the built form through better visual and aesthetic amenity.

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

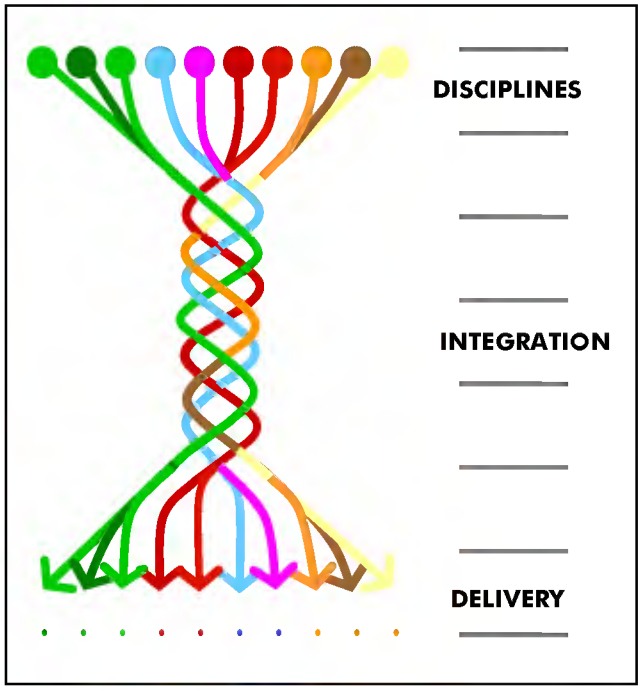
Cultural
The growth strategy must be relevant to all cultural and ethnic groups, providing them with ownership and identity in the built form. If the strategy focuses solely on the mechanical task of providing 'X' houses for 'Y' population it will exacerbate existing and create new cultural limitations.

Integration of disciplines
The project has involved the technical specialities that each partially manage spatial planning and the built environment.
Figure 1-2 illustrates the traditional 'silo-based' approach, in which each discipline tries to resolve its own issues and achieve its objectives in isolation from other disciplines. This is in contrast with the integrated approach (refer to Figure 1-3), in which each relevant discipline seeks to achieve their objectives in dialogue with other disciplines, leading to richer outcomes and synergies.

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



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



ABOVE FIG. 1-3: Integrated approach

1.8 Report structure

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

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

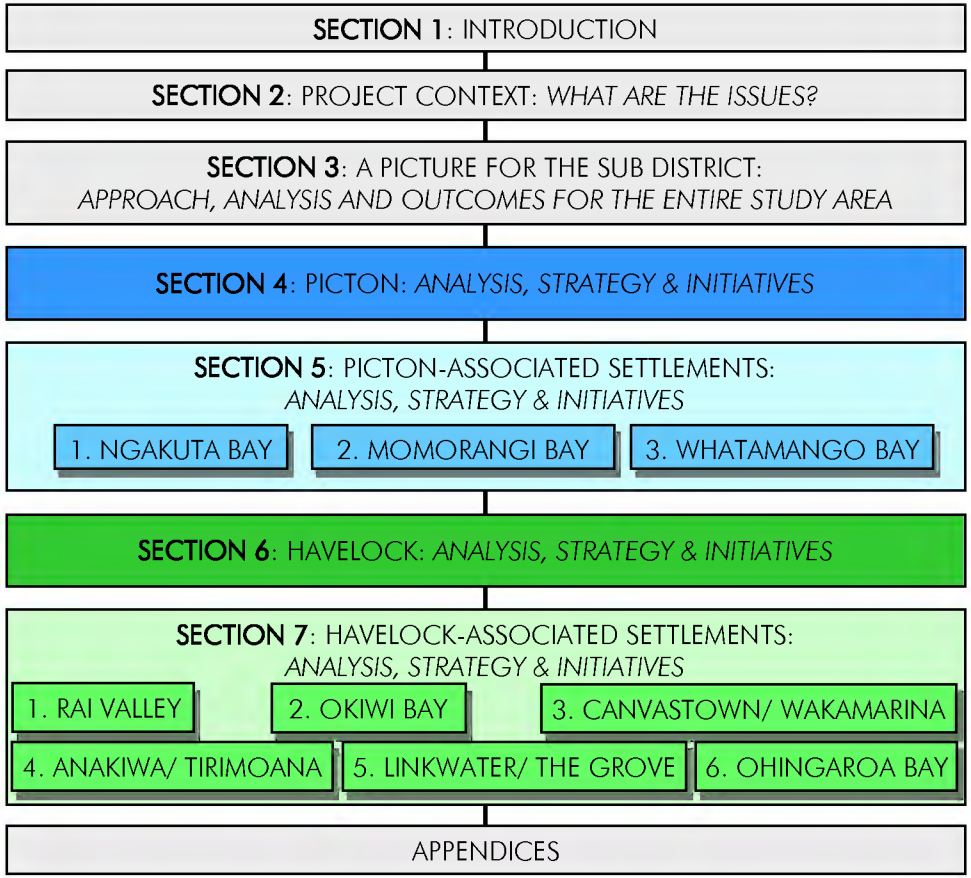
Section 3 focuses on the (inner) Marlborough Sounds sub-district and describes the findings relevant to the entire study area. Issues include the distribution of residential growth in the sub-district, region-wide ecological connections, high-scale recreational infrastructure, and visitor issues that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

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

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

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

Detailed background material is provided in the appendices.



ABOVE FIG. 1-4: Structure of the report