

6.27 Growth pocket SE

Figure 6-31 shows an indicative layout for residential growth east of the McGregor land, between Alabama Rd and Tavera St.

GREEN AND BLUE NETWORK

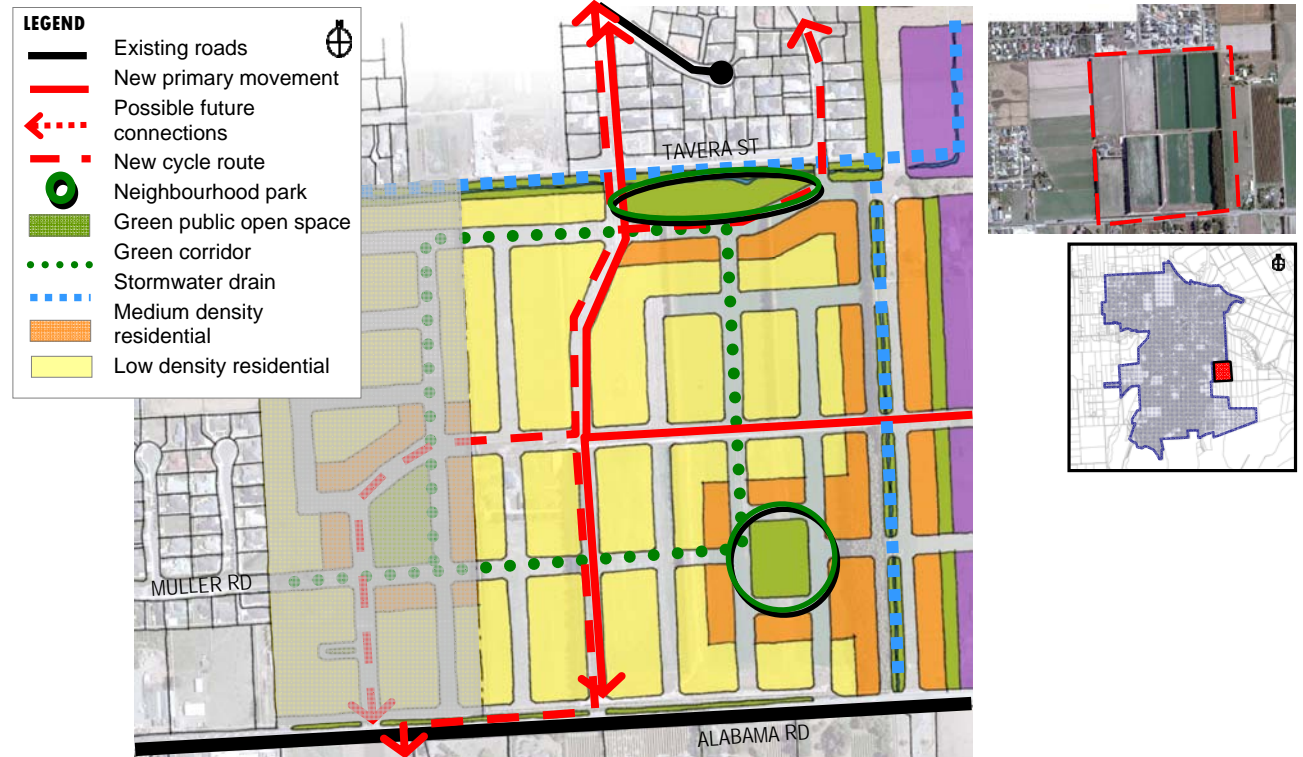
- **The stormwater situation and flooding risks (also as a result of predicted sea level rise) should be the first consideration before committing to any development in this area (refer to image Figure 6-32);**
- stormwater drains could be utilised as an attractive planted feature in the road reserve or in a public reserve with dwellings overlooking these; and
- distribution of neighbourhood parks with green corridors (street trees/ berm planting) connecting them.

INFRASTRUCTURE ISSUES

- upgrades to the stormwater systems would be required; and
- water main extension from Redwood Street and pressurised grinder pump sewerage system to connect to the Main Outfall Pump Station are required for development in this area.

MOVEMENT NETWORK

- a connected and calmed network for dispersal of traffic;
- limit the number of access points onto Alabama Road with sliplanes, minimising direct access off it;
- connections to De Castro Drive and/ or Tremorne Avenue to the north in addition to Alabama Rd to the south are crucial for connecting this growth pocket to the existing network; and
- development in this area offers the opportunity to 'close the recreational ring'. Several options for a North-South walk and cycle way through the area, to Tremorne Avenue and beyond.



ABOVE FIG. 6-36: Indicative layout for growth pocket SE (not to scale); indicative design on the McGregor land, independent from the design for growth pocket SE.

LAND USES

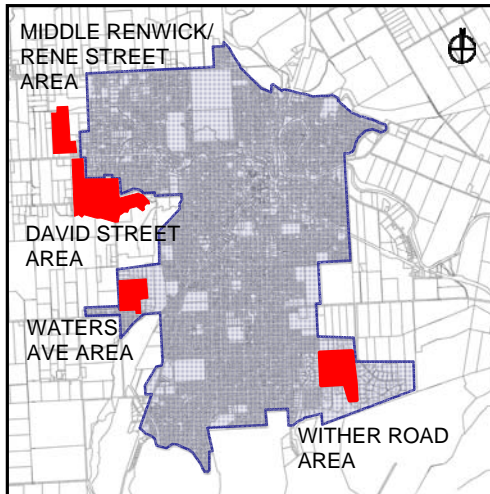
- aim for a gross residential density of 14 dwellings per hectare. With an area of 28 hectares the possible yield will be around 400 dwellings;
- medium density housing (terraced) could be located around public amenities such as parks and green/blue features; and
- maximise the number of North-South streets and blocks where practically feasible to create East-West lots with optimised solar orientation of private open spaces.



ABOVE FIG. 6-37: Flooding in the Alabama Rd area.

6.28 Remaining growth areas

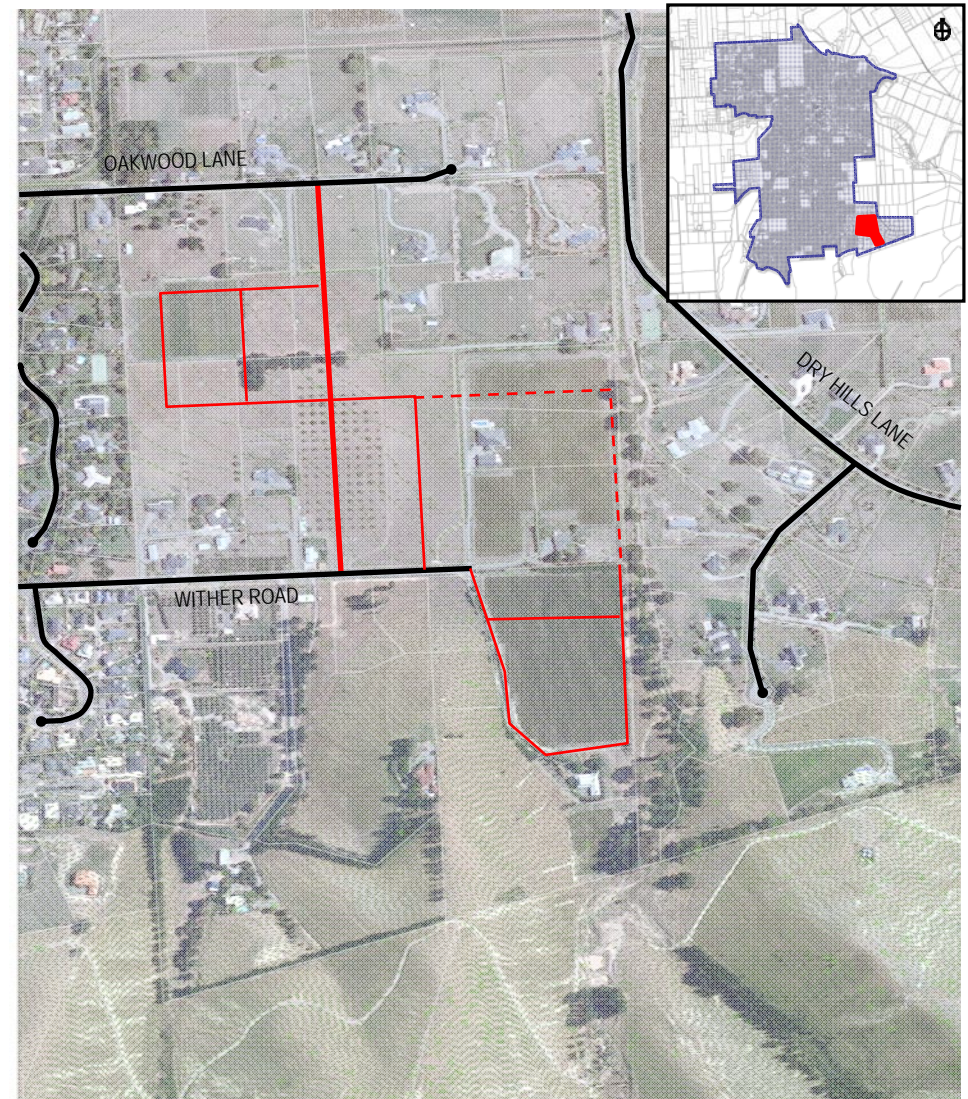
Four additional areas should be considered for investigations into enabling residential growth, either in the form of Urban Residential Two or larger lot residential activities. These areas are described as the Wither Road area, the David Street area, the Middle Renwick Road/ Rene Street area, and the Waters Avenue area respectively (refer Figure 6-38).



ABOVE FIG. 6-38: Additional areas for investigation into residential use. (not to scale)

Wither Road area

- This area is currently zoned as Rural Residential.
- A residential density (10-15 dwellings per hectare) is possible in parts.
- A North-South connection between Oakwood Lane and Wither Road is crucial for the general connectivity within this area, avoiding the de facto construction of cul-de-sacs off Oakwood Lane and Wither Road. An indicative main structure is shown in Figure 6-39.
- The opportunities for comprehensive well-designed developments are limited, due to fragmented ownership.
- Residential development in this area offers the opportunity to create access to Wither Hills reserve via Mapps Drain route. Locating a street on the edge of the Mapps Drain should be investigated to enable dwellings fronting onto this area.
- Development in all parts of this area should take place as part of an overall structure plan, showing connectivity in the movement, green and blue networks.



ABOVE FIG. 6-39: Proposed main structure and zoning for the Wither Road area. (not to scale)

David Street area

The area indicated in Figure 6-40 could be formally zoned for residential uses as this type of development has already taken place.

Potential yields

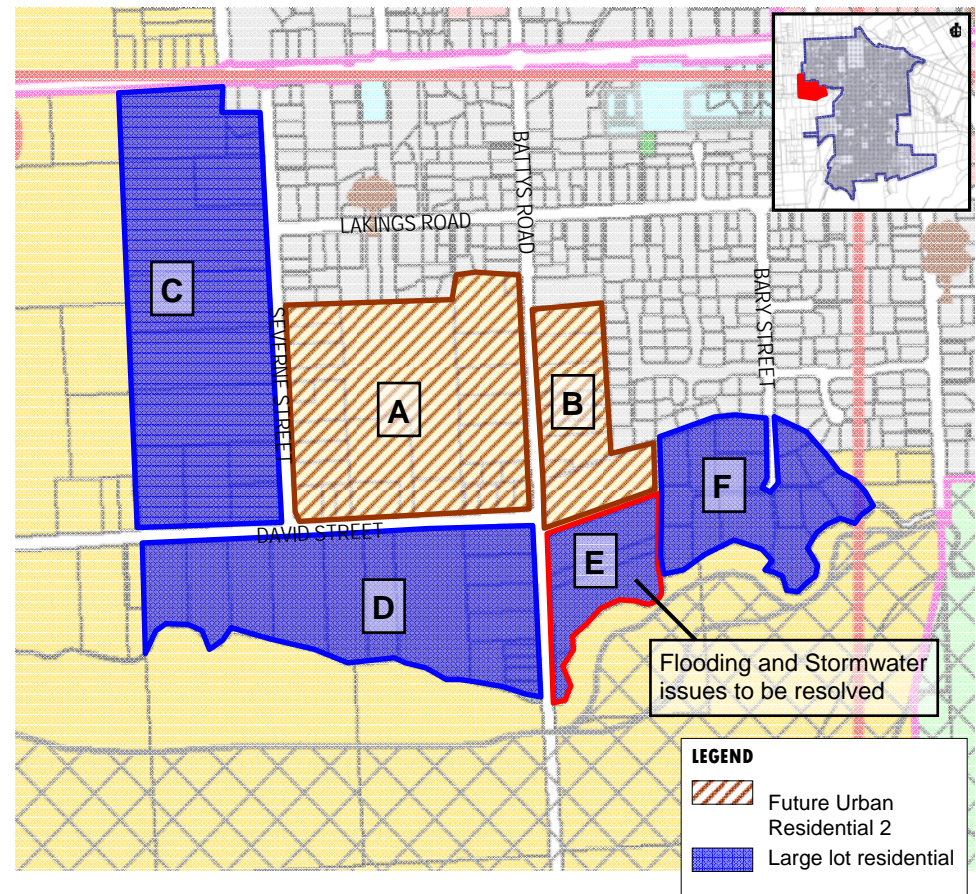
Based on crude calculations and assumptions for densities and household sizes, the area could accommodate approximately 500 people. However, the area is currently partly developed, it will be hard to achieve an efficient residential development pattern. It is therefore appropriate that 500 people is the absolute maximum that this area could deliver.

| Part | Area (ha) | Average density (dw./ ha) | Number of dwellings | Household size (pop./ dw) | Population |
|--------------|-------------|---------------------------|---------------------|---------------------------|------------|
| A | 10.6 | 10 | 106 | 2.4 | 254 |
| B | 3.5 | 10 | 35 | 2.4 | 84 |
| C | 12.3 | 2.5 | 30 | 2.4 | 72 |
| D | 9.9 | 2.5 | 24 | 2.4 | 57 |
| E | 2.4 | 2.5 | 6 | 2.4 | 14 |
| F | 4.7 | 2.5 | 11 | 2.4 | 26 |
| TOTAL | 43.4 | | 212 | | 507 |

Other considerations

- In line with the proposed Variation 38, parts A and B of this area appear to have the potential to be re-zoned as future urban. Parts A and B would form a logical extension of activities already occurring on neighbouring sites. In order to proceed with this, a detailed investigation into the stormwater drainage capacities of the area is required.
- Parts C, D, E and F should be investigated for their suitability as large lot residential to form a buffer between more intensive residential areas and the surrounding rural area. A minimum lot size of 4,000m² (2,000m² for lots with road frontage) would be appropriate.
- It should be intended that large lot residential in part C forms the long term western edge of Blenheim. The rural activities on the land neighbouring part C should be safeguarded by imposing setback rules for dwellings on the proposed large lot residential land.
- The functionality of Battys Road south of David Street should remain uncompromised. This should be an important consideration in the assessment of parts D and E for large lot residential.

- Flooding and stormwater issues in part E need to be addressed and resolved before further residential development can occur.
- Opportunities for a more intensive residential development in part F are limited as a result of fragmented ownership and a lack of possible linkages to the existing movement network.
- Development in all parts should take place as part of overall structure plans for the areas, showing connectivity in the movement, green and blue networks.



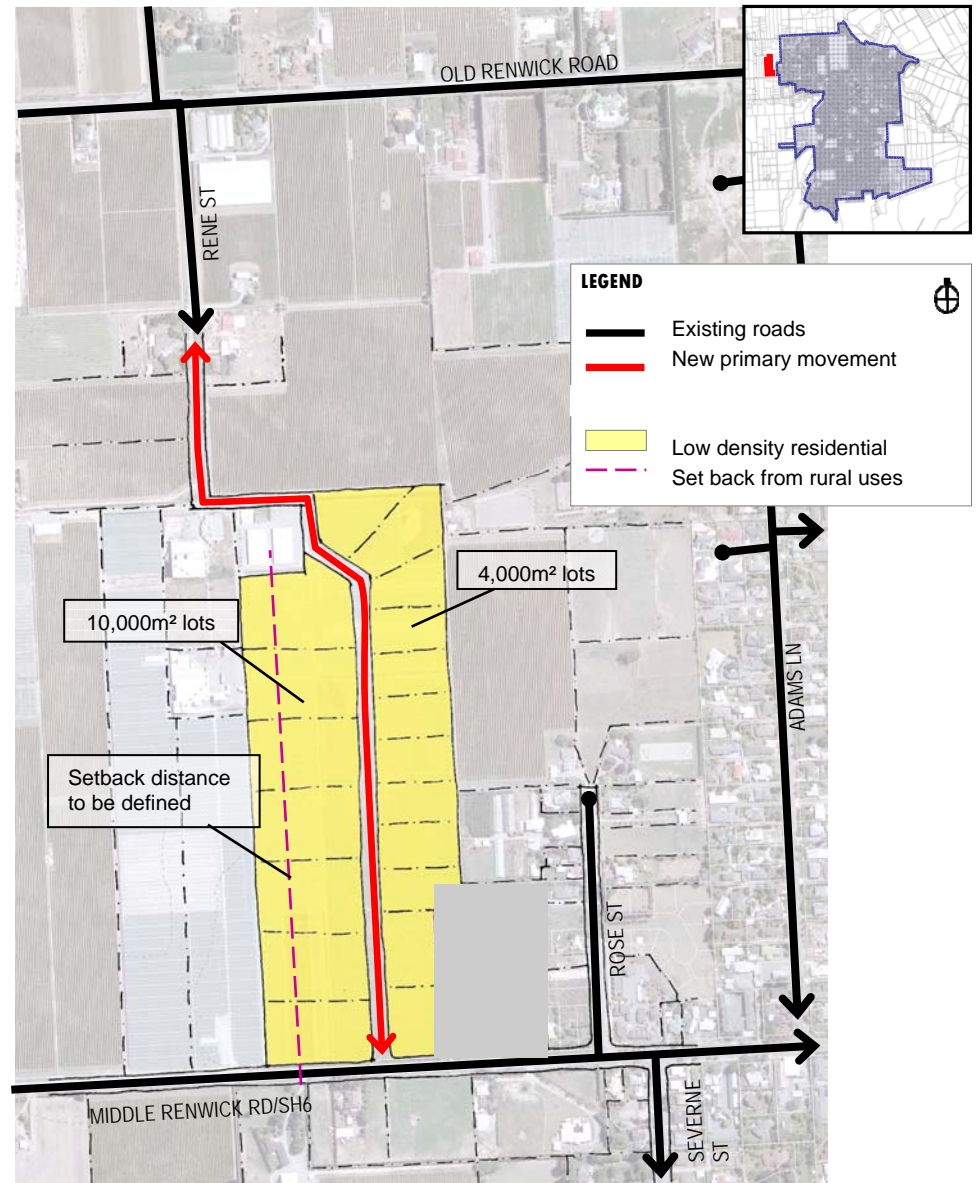
ABOVE FIG. 6-40: Proposed uses for the David Street area. (not to scale)

Middle Renwick Road/ Rene Street area

It is proposed to investigate the area indicated in Figure 6-41 for large lot residential uses (indicatively shown are 7 lots of 10,000m² and 12 lots of 4000m²) and some large format retail. This proposal would contrast the current vision of the land owners to develop the land as a retail park, which Marlborough District Council opposes.

More specifically, the potential layout could consist of the following elements:

- Connectivity to both Middle Renwick Road as well as Old Renwick Road. The latter by connecting to Rene Street.
- It should be intended that large lot residential in this area forms the long term western edge of Blenheim and a gradual transition from rural to urban uses upon entering the town from the west.
- The rural activities on the land to the west should be safeguarded by imposing setback rules for dwellings on the proposed large lot residential land. The setback distance is still to be defined.
- Large lot residential lots would provide an alternative to other proposals for large lot residential (currently called 'Rural-Residential') further away from Blenheim and therefore provide choice for this segment of the housing market.



ABOVE FIG. 6-41: Proposed uses for the Middle Renwick Rd/ Rene Street area. (not to scale)

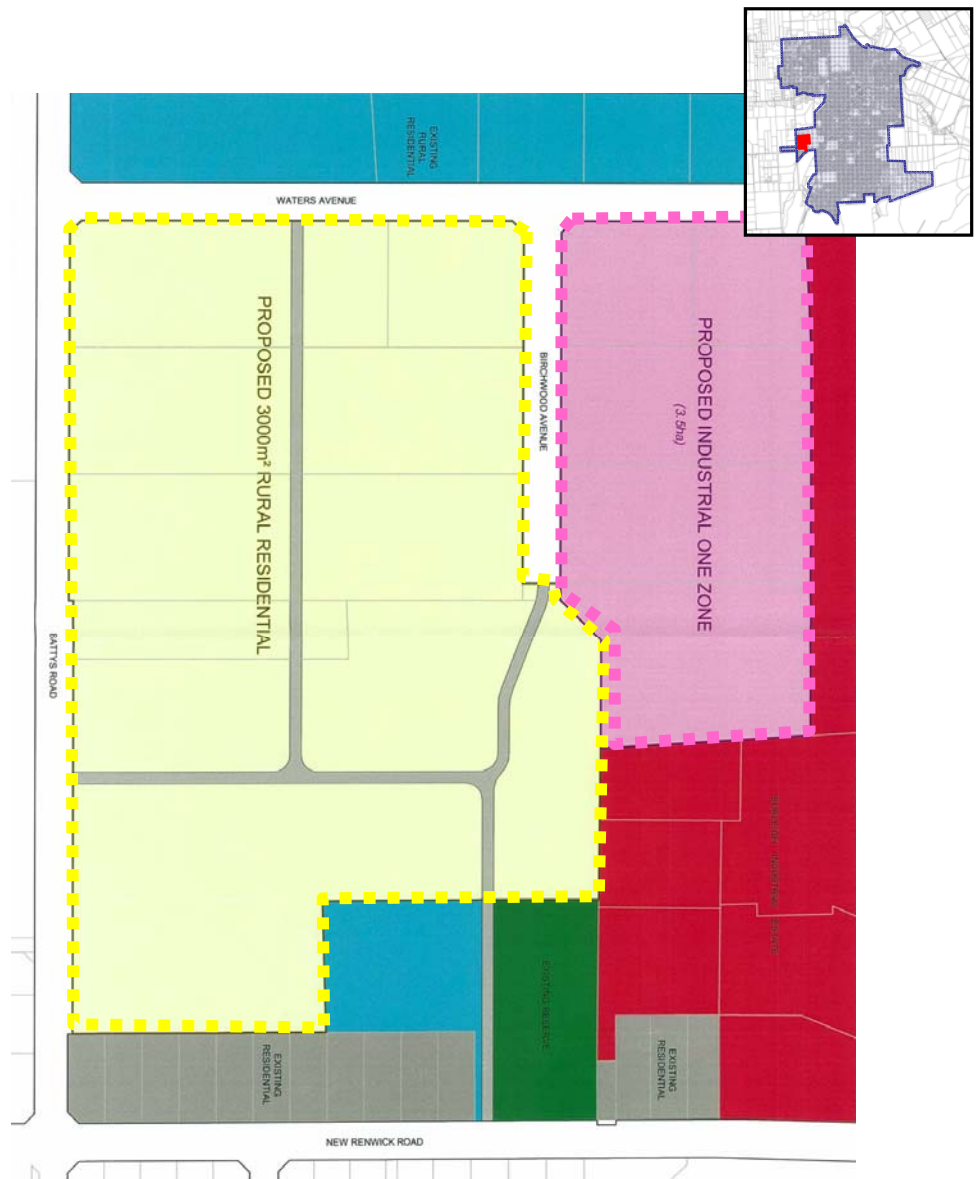
Waters Avenue area

The land indicated in Figure 6-42 is located between Battys Road and the timber mill. It is currently zoned 'Rural Residential', which allows a minimum lot size of 10,000m². The land owners have developed a layout which contains industrial lots (3.5 ha industrial land on an Industrial 1 zone) on the eastern side of Birchwood Avenue (bordering on the existing Burleigh Industrial Estate) and large residential lots (25 residential lots ranging between 3000m² and 5463m²) on the remainder.

This proposal is considered in line with the growth strategy for Blenheim.

Further points for consideration should include:

- The operational continuity of the timber mill should be safeguarded. The proposed industrial uses could form an appropriate buffer to the timber mill, particularly if concrete partitioning will be put up on the eastern boundary as earlier suggested by the land owners.
- The proposed lot sizes are smaller than the current rural-residential requirement, but grossly in line with the lot sizes for 'Rural Residential' as proposed in appendix 2 (page 156), which suggests a minimum of 4000m², and 2000m² for lots with street frontage.
- The present proposal contains a well-connected movement network and all lots, except for one have street frontage. Any application for this area should have proven flexibility to accommodate intensification to 600m² lots in the long term future in case the timber mill relocates and more intensive residential is appropriate. This means that all lot plans should show a building platform and a well-connected paper road structure.
- The road connecting through the reserve on New Renwick Road improves the visibility and usability of this reserve.
- The south-western corner of the site is included in this report as an option for Large Format Retail development (refer to page 112), which the proposed layout is flexible to accommodate.



ABOVE and LEFT FIG. 6-42: Proposed uses for the Waters Avenue area (not to scale) - Base drawings supplied by Aurecon