An Inquiry-by-Design workshop was dedicated to managing Blenheim's growth. Section 6 contains a summary of the results of this workshop. This is a combination of reporting by technical Council staff, analysis and advice by external consultants and the integration of both.

Furthermore, an important source of information has been *Marlborough Townships and Small Settlements Growth Study*, 2008, by: Environmental Management Services ltd for Marlborough District Council.



BLENHEIM

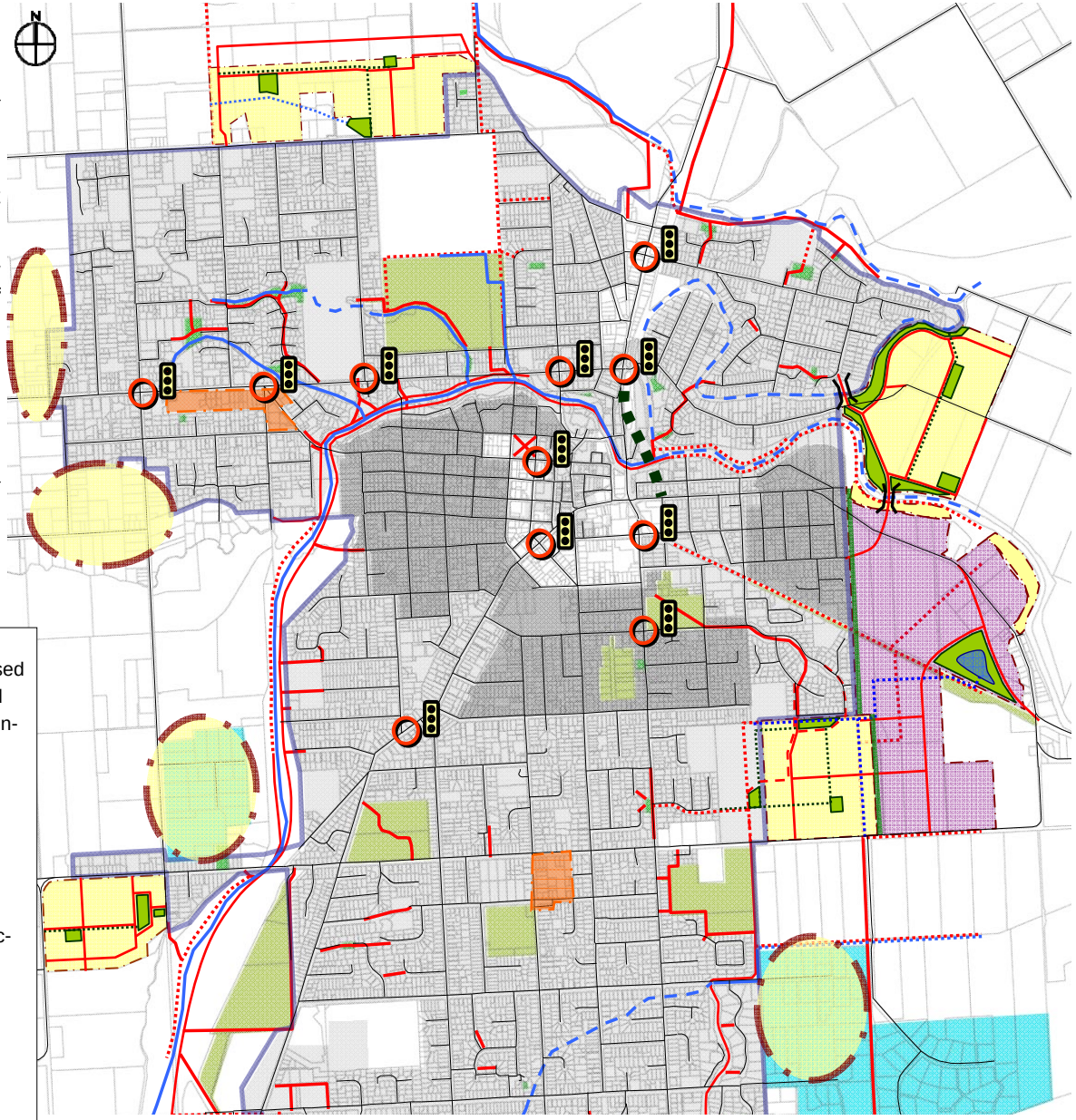
6.1 Urban Design concept

The Urban Design Framework (Figure 6-1) for Blenheim provides a composite picture of the issues covered in the remainder of section 6 of this report. Points to note include:

- → The residential growth areas comprising Growth Option A: Colonial Vineyard; area north of Old Renwick Rd; area around Dillon's Point Rd-East; and area between Tavera St and Alabama Rd. Alternative growth areas are presented on page 121 and following. Development concepts are shown for most of the areas. **A key recommendation is that for future subdivision design in any of these areas an overall masterplan should be required**. This is to ensure comprehensive planning of a connected movement network, an open space network, cycle/walkways, mix of uses etc. Key connections and possible additional bridges are depicted.
- → The key employment growth area is proposed around SH1 on the East of Blenheim.
- → Traffic signals for several intersections should be considered as a measure to cope with increased vehicle flows as well as cyclists and pedestrians.
- → Internal SH1 realignment and SH1 realignment Blenheim-East.
- → Cycling network.
- → Planning frameworks for Springlands Town Centre and Redwoodtown Centre.
- → Investigation areas: Wither Rd, David St, Middle Renwick-Rene St, and Waters Ave.

Other issues covered in section 6 include:

- → Rural Residential.
- → Large Format retail.



ABOVE FIG. 6-1: Proposed Urban Design framework.

BLENHEIM

6.2 Proposed actions

Ref. page	Action	Admin/ Physical	Priority: 1/2/3	Comments/ assumptions
	RESIDENTIAL GROWTH			
	Work through either decision Sequence 1 or 2 to define future growth areas	administrative	first	
	If Growth Area E1 is selected: Investigate possible land acquisition to secure additional connections with Holdaway St, South St and possibly Budge St.	administrative		
	Work with land owners / developers to develop open space, movement, and recreational networks for each of the selected growth areas.	admin / physical		
	NEIGHBOURHOOD CENTRES			
	Plan changes to accommodate development of the Springlands Neighbourhood Centre	administrative	first	
	Plan changes to accommodate development of the Redwoodtown Village	administrative	first	
	MOVEMENT			
	Implementation plan for traffic lights at the intersections as depicted on Figure 6-1	admin / physical	first	
	Investigate internal SH 1 re-alignment	administrative	third	
	Investigate SH 1 re-alignment Blenheim-East (as part of industrial development E2)	administrative		
	If Growth Area E1 is selected: transport infrastructure as part of growth area E1	administrative		
	Construct public walkway along Taylor River (East)	physical	first	
	Construct public walkway along Taylor River (West)	physical	second	
	Construct public walkway in the rail corridor (Blenheim-East)	physical	third	
	Construct public walkway on the eastern edge of Pollard Park and the Racecourse	physical	second	
	Associated with development in Growth Area SE: completion of the recreational cycle ring	physical		
	Enable public access to waterway of the Opawa River (as depicted in Figure 6-1)	physical	third	
	Enable public access to waterway of the Taylor River (as depicted in Figure 6-1)	physical	third	
	RESOURCE MANAGEMENT PLAN			
	Consider including a Comprehensive Planning Requirement for selected greenfield growth areas	administrative	first	
	Consider plan changes pertaining to LFR requirements	administrative	first	
	Consider plan changes pertaining to Rural Residential requirements	administrative	first	

6.3 Community network

Major community facilities and services in Blenheim are depicted in Figure 6-2.

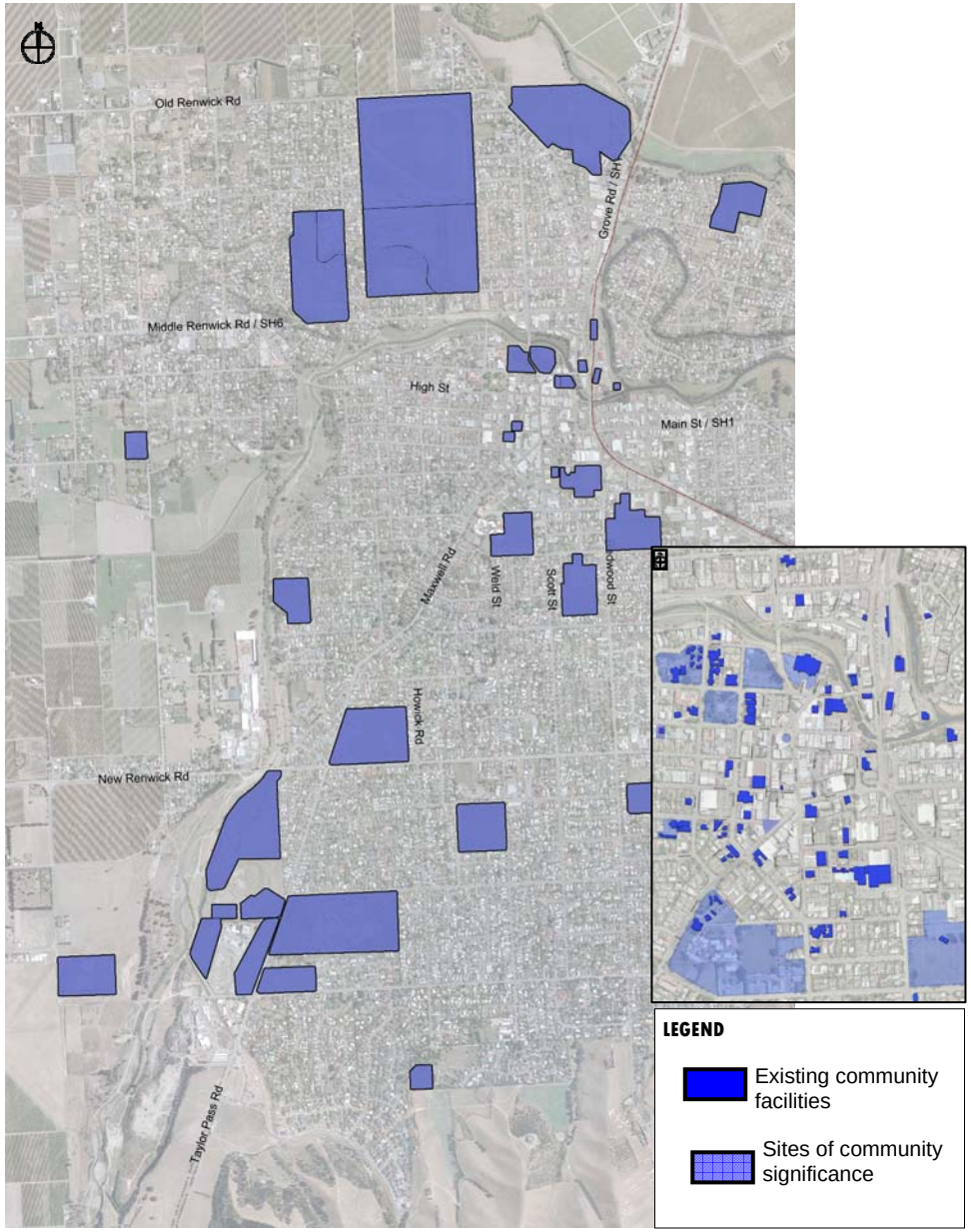
It should be noted that the NMIT is a strategic asset for Blenheim in the attracting and retention of the younger population.

Only modest population growth is projected for the Marlborough District in general and Blenheim in particular. This projected growth is unlikely to generate demand for a large number of new community facilities.

A number of relevant community facilities is listed below. The approximate population catchment, based on rules of thumb, of each of these is shown in the second column. The right hand column shows the potential demand for an additional facility based on a population growth of 6300 to the year 2031. It is obvious from this table that realistically there will be sufficient growth to sustain one additional Pre-school, one Primary School, two GP's, and two dentists.

Facility	Approximate catchment (population)	Potential additional demand based on population growth of 6300 (2006-2031)
Pre-school	5400	1.2
Childcare	12150	0.5
Primary School	6350	1.0
Secondary School	20250	0.3
Local Medical centre	10800	0.6
Medical specialists	14850	0.4
General Practitioner	3375	1.9
Dentist	3375	1.9

Possible new facilities should be located in areas that are currently underprovided or well connected to underprovided areas.



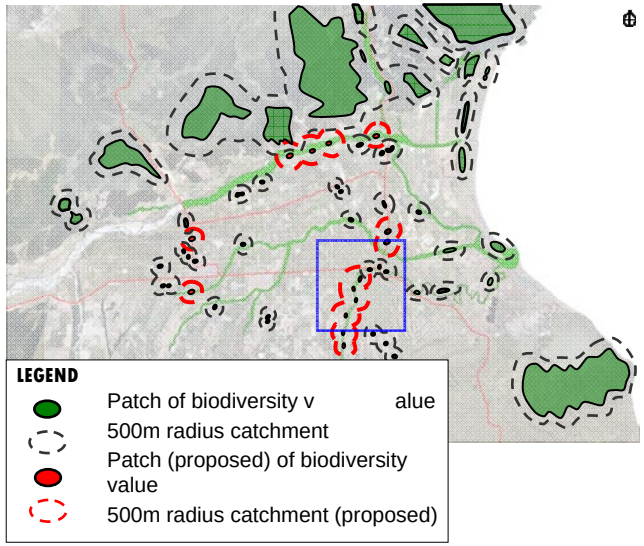
RIGHT FIG. 6-2: Distribution of Blenheim-wide existing key community facilities. Inset: Location of existing community facilities and sites in the town centre.

6.4 Ecology

Sub Regional biodiversity

Blenheim and its surrounds are an ecological desert with less than 1% of the indigenous vegetation remaining. Therefore, any additional plants and waterway habitat enhancements will be a bonus to the ecology. As part of the Blenheim town centre project it was proposed to incrementally develop areas of vegetation with biodiversity value in order to create stepping stones between existing biodiversity areas. A distance of 500m between each of them ensures that their catchments are overlapping and that they are effective as connections for the relevant species.

Within Blenheim, the Taylor River corridor was selected as most suitable for this purpose. Figure 6-3 depicts indicative locations for these proposed patches.



ABOVE FIG. 6-3: Existing and proposed Sub Regional Biodiversity. Blenheim is located within the blue box.

Leverage from residential growth

Development in all growth areas should allow for areas of large scale planting of suitable native species that provide a food source for native birds. The opportunity to add to the existing habitats through street planting should also be capitalised upon. Specific opportunities and considerations per possible growth direction are:

East and Southeast

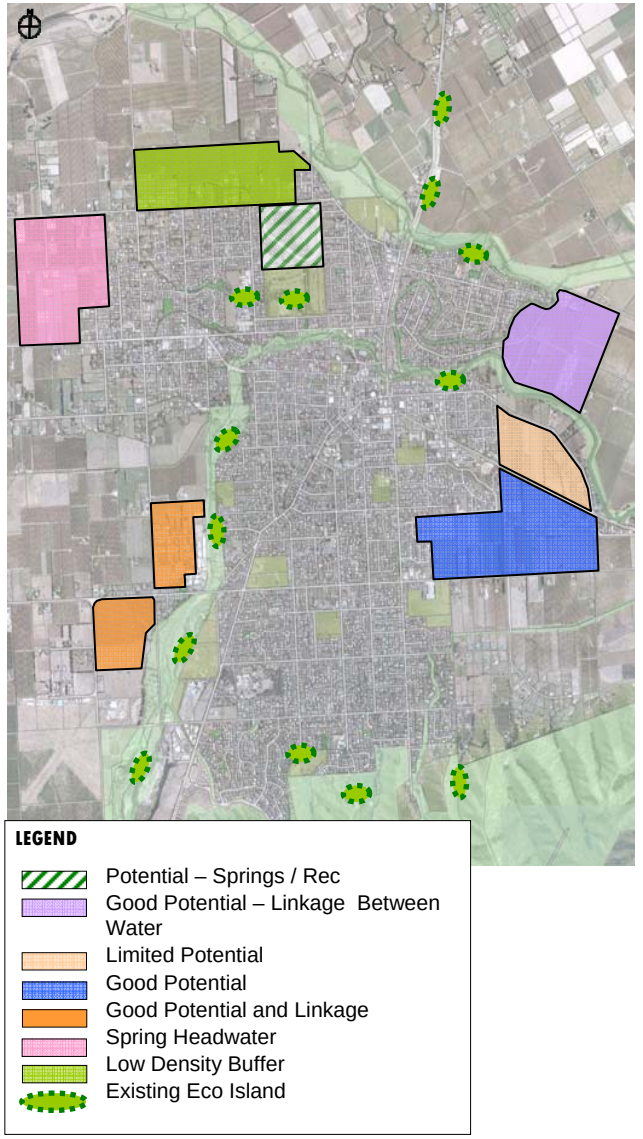
- → Opportunities for ecological enhancement with the close proximity to waterways and the existing drainage network.
- → Riparian planting will offer Tui to Town opportunities as well as freshwater values.
- → By introducing variable habitats and riparian plantings along the waterways the current available habitat will be enhanced.

West

- → Opportunities for ecological enhancement within the proximity of the Taylor River.
- → Riparian margins of the river may be suitable as they will benefit both terrestrial and aquatic habitat values.
- → Currently there are limited areas of Tui habitat in the southwest and the area is within reach of other stepping stones if the Taylor River riparian margins be developed with suitable native species.

North

- → An increase in planted areas in the north of Blenheim has the potential to act as a Tui gateway to the rest of Blenheim.
- → The proximity to the Opawa River allows good linkages for terrestrial species.



ABOVE FIG. 6-4: Potential to enhance ecology as part of residential development in possible growth areas.

Waterways
Figure 6-5 depicts Blenheim's waterways.

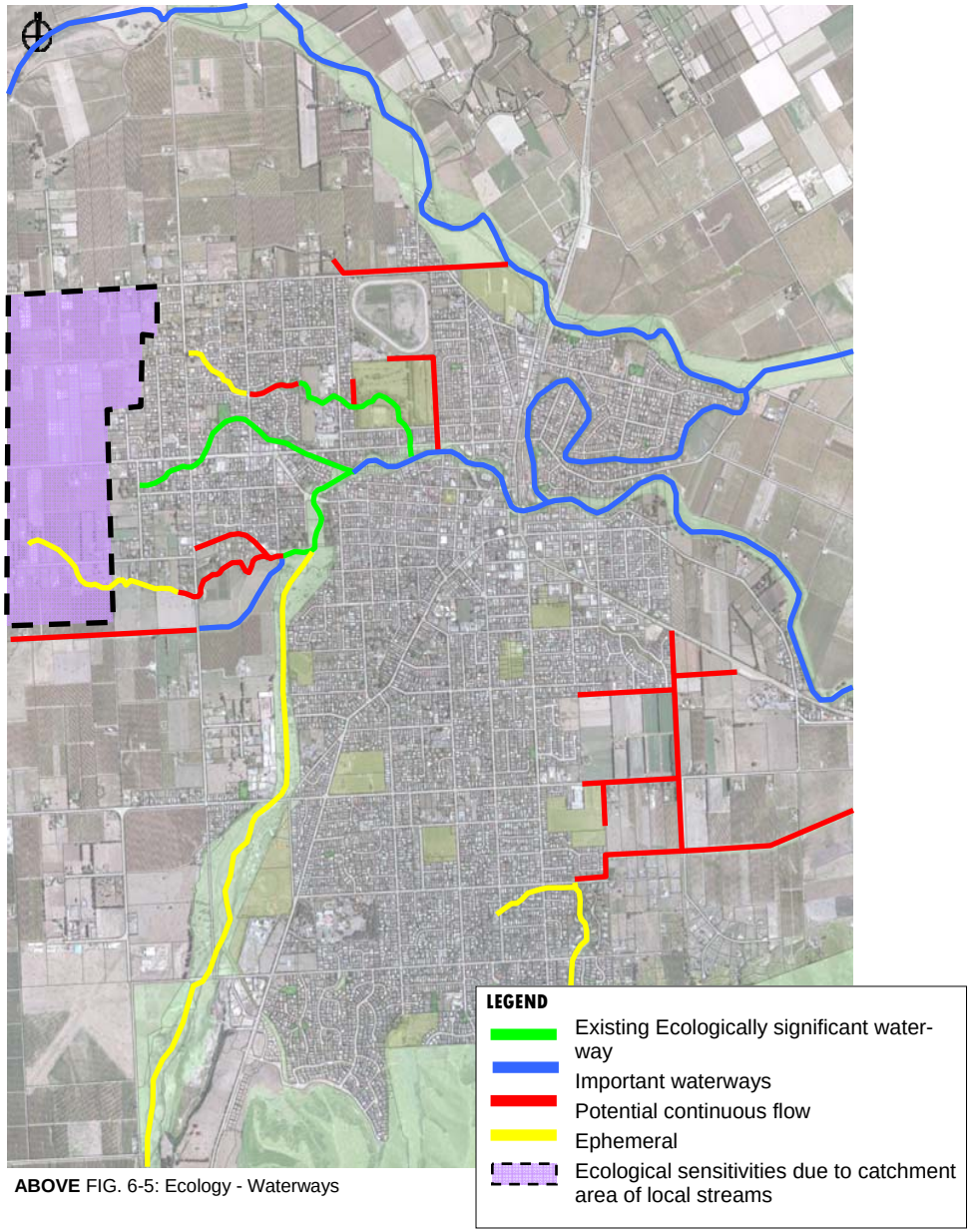
The waterways that drain through Blenheim are biologically degraded and have variable water quality, however present the best opportunities for restoration of natural ecosystems and natural values. Council has begun to restore some areas: The Taylor River's water quality can be quite poor due to land use influences in the upstream catchment and multiple stormwater discharges. It attracts commercial and recreational use and Riverside Park development has increased public recreational activity.
The Opawa River and the Opawa Loop at the northern and northeastern edges of town are heavily infested with nuisance aquatic vegetation. There is very little public access to the Opawa Loop. There are potential, yet undeveloped streamside values at the residential interface. The large numbers of Housing NZ rental properties might historically have been an impediment to this.

The spring-fed streams of northwest Blenheim (Murphy's, Fulton's and Waterlea Creek) have good water quality and clarity. The development of streamside landscaping and amenities within adjoining residential properties has enhanced the attractiveness of these properties. Unfortunately other residents use the streamside and streams as garden waste disposal system.

The Springlands area is indicated as ecologically sensitive due to its function as the catchment area of local springs that are important for Blenheim's water supply and ground water table.

Stormwater drains (depicted in red in Figure 6-5) have the potential to carry continuous flow and should be valued for their ecological proposes. When integrated in residential or employement areas they could serve a recreational and aesthetic role as well.

Urban development and freshwater ecology
The effects of urban development on freshwater ecology can be mitigated by controlling substrate, depth, flow and riparian vegetation so that one can manipulate the return of species. It is however expensive and requires considerable areas of land that will need to be set aside in any development plans.



ABOVE FIG. 6-5: Ecology - Waterways

6.5 Water supply

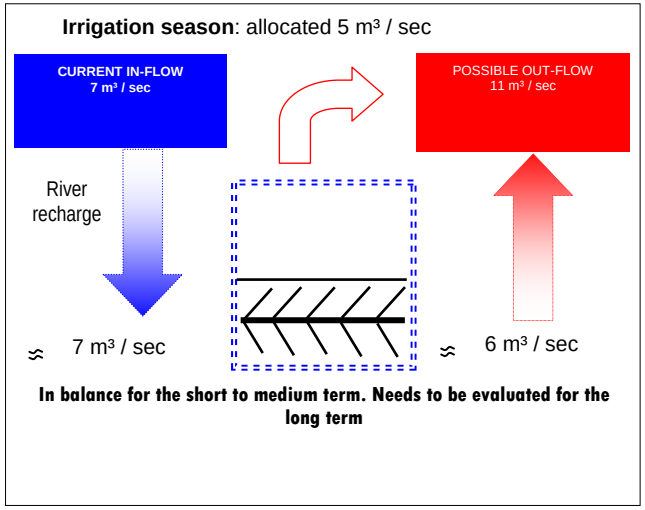
Water Allocation

Water Allocation from the Wairau Aquifer currently exceeds the plan allocation. Volume Two of the Wairau/ Resource Management Plan (District Plan) states a maximum rate of abstraction from the Wairau Aquifer at 346,000 cubic metres per day. The consented allocation from the Wairau Aquifer is currently 428,112 cubic metres per day.

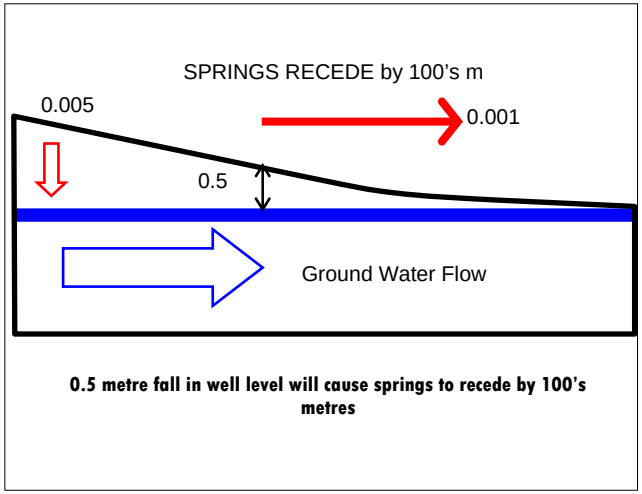
The reason that this over-allocation has occurred is that when granting water permits Council has allowed for a significant under utilisation by grape growers of their consented takes. The District Plan provides a guideline of 2.2 mm/day for the allocation of water for the irrigation of grapes. However, actual water usage seldom gets close to this application rate.

A change of crop type/ land use on the Wairau Plains could alter the water abstraction to a full utilisation of the consented volumes. This has the potential for serious effects on the water resources of the plains and is therefore potentially impacting on the amount available for Blenheim's water supply.

Marlborough District Council's resource consent for the Blenheim water supply has been graduated to allow for expansion. However, this expansion will increase the utilisation of this consent and will contribute to the demand on the Aquifer. In the future Council will have to either implement methods to encourage efficiency of water use in Blenheim, or limit development on either the Wairau Plains or the town in order to live within the physical constraints of the recharge capabilities of the Wairau Aquifer.



ABOVE FIG. 6-6: Water balance



ABOVE FIG. 6-7: The effects of groundwater abstraction on spring water flow

Water balance (Figure 6-6)

The Wairau Plain is underlain by a large reservoir of underground freshwater. This is continually recharged by losses from the Wairau River of the order of 7 cubic metres per second. While this represents a very large volume of water, around 90% naturally leaves the aquifer again within a short period through a series of freshwater springs and underground streams.

A modest drop in ground water amounts to a significant reduction in spring water flows at surface level (Figure 6-7)

There is a natural balance between inflow and outflow over winter or spring. However in summer, consented allocation reduces the volume of outflow through the springs by the order of 2 to 4 cubic metres per second. This abstraction results in a fall in aquifer and well levels of the order of 1 metre. This may not seem like a large proportion of the saturated aquifer thickness, but it potentially translates into hundreds of metres of spring recession given the flat land and water table surface. In other words there is a fine balance in summer between consented demand and natural supply, with the lynchpin being public expectations of minimum ecological flows

Water supply

- → The water supply meets current peak demand (approximately 10,700 connections). The water permit allows abstraction of 35,000 m³ per day and expires in December 2030. The supply is expected to be sufficient to meet future peak demand of 45,000 m³ per day when all zoned residential land is developed in approximately 2022 to 2027. A number of capacity upgrading projects are programmed to meet future demand including a new reservoir in the Wither Hills and new trunk main extensions and a new well field; and
- → The Riverlands supply meets current demand. The water permit for the Malthouse Road well permits abstraction of up to 3,900 m³ per day. The Hardings Road water permit allows abstraction of up to 5,650 m³ per day and expires in October 2011. The supplies are expected to be sufficient to meet the estimated future peak demand of 6,628 m³ per day which is expected to be required by 2015.

6.6 Storm water and flooding

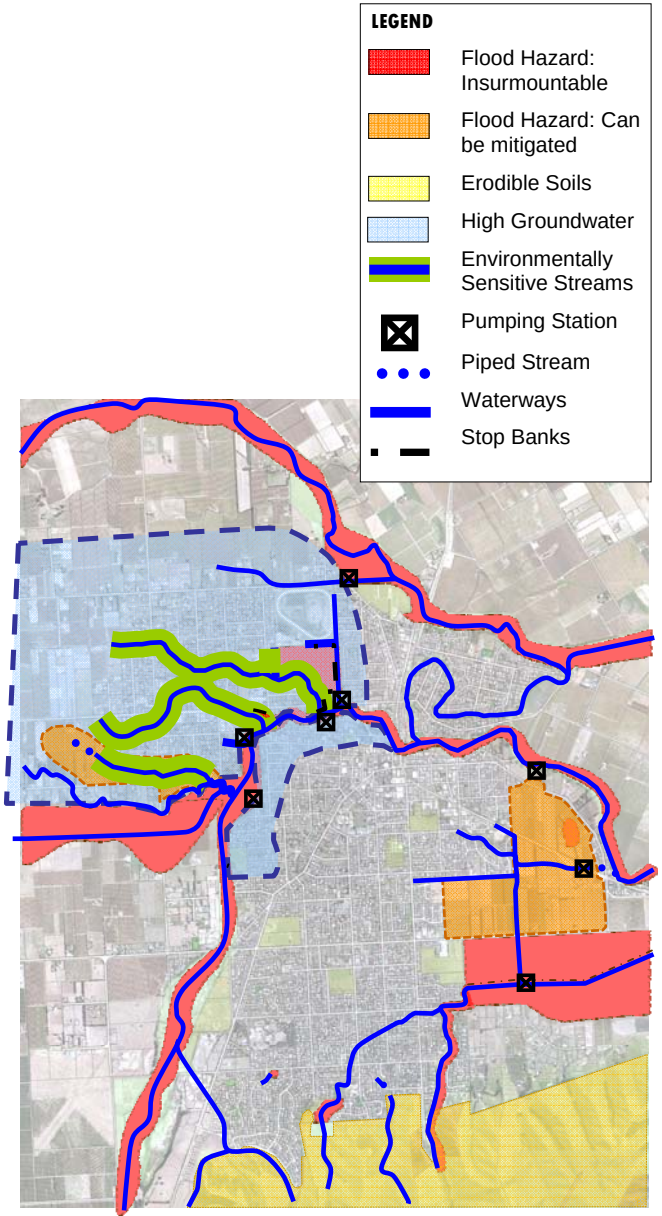
Stormwater

- → A 1:30-year return period storm in 1995 highlighted the inadequacy of parts of the stormwater system in Blenheim – flooding a number of businesses in the central business area. Investigations following that event confirmed that most of the reticulation was unable to cope with a 1:5-year storm and that many stormwater pipes needed upgrading to carry as much as twice the then capacity. Major upgrading work was then carried out to prevent further flooding of the central business area and in the Kinross Street catchment. A stormwater model was commissioned in 2000 for the entire Blenheim system which identified areas of significant flooding (these correlate well with historical flood locations). Future growth of the stormwater disposal system will come from infill and greenfield developments and overcoming capacity limitations in the existing system.
- → Stormwater management is required to be installed by developers. Council has collected financial contributions from developers for the north-west development and budgeted to install necessary stormwater reticulation for that area. A similar approach is expected to be appropriate for other greenfield areas.

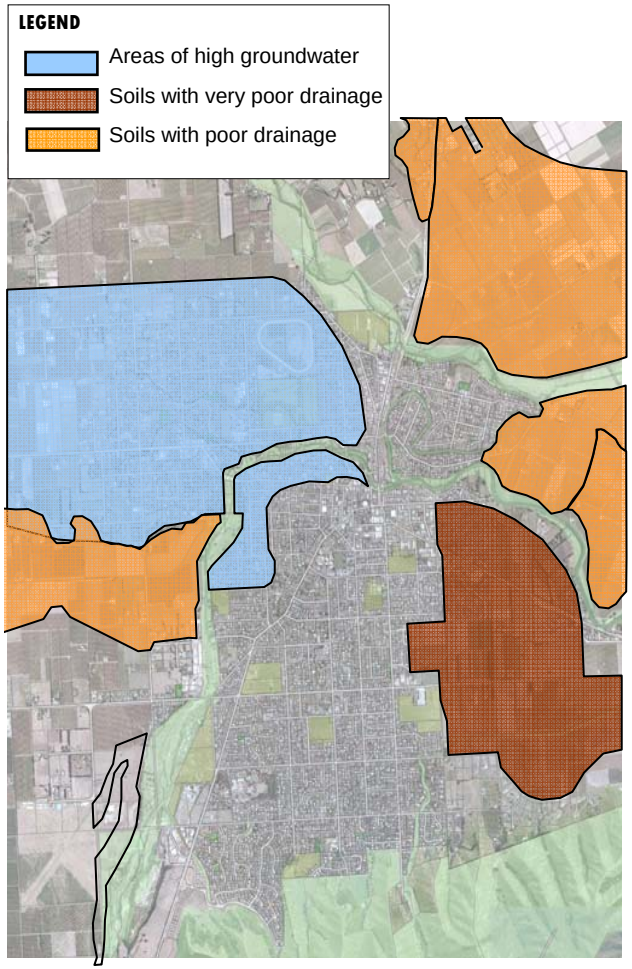
Flooding

Notable flood-prone areas are:

- → The north-west area: largely undeveloped but zoned residential and one of the greenfields areas anticipated for development in the near future where new pipes are being installed to divert stormwater to Fultons Creek; and the south-west greenfields areas: greenfields areas in which flood detention systems, swales and controlled discharge to drains are required.
- → Two greenfields areas between Alabama Road and the railway line which are low lying in which alternative drainage methods may be viable, e.g. swales, rain tanks, rain gardens, semi permeable pavers.
- → The Burleigh area where reticulation to serve future development is planned to discharge to the Taylor River.



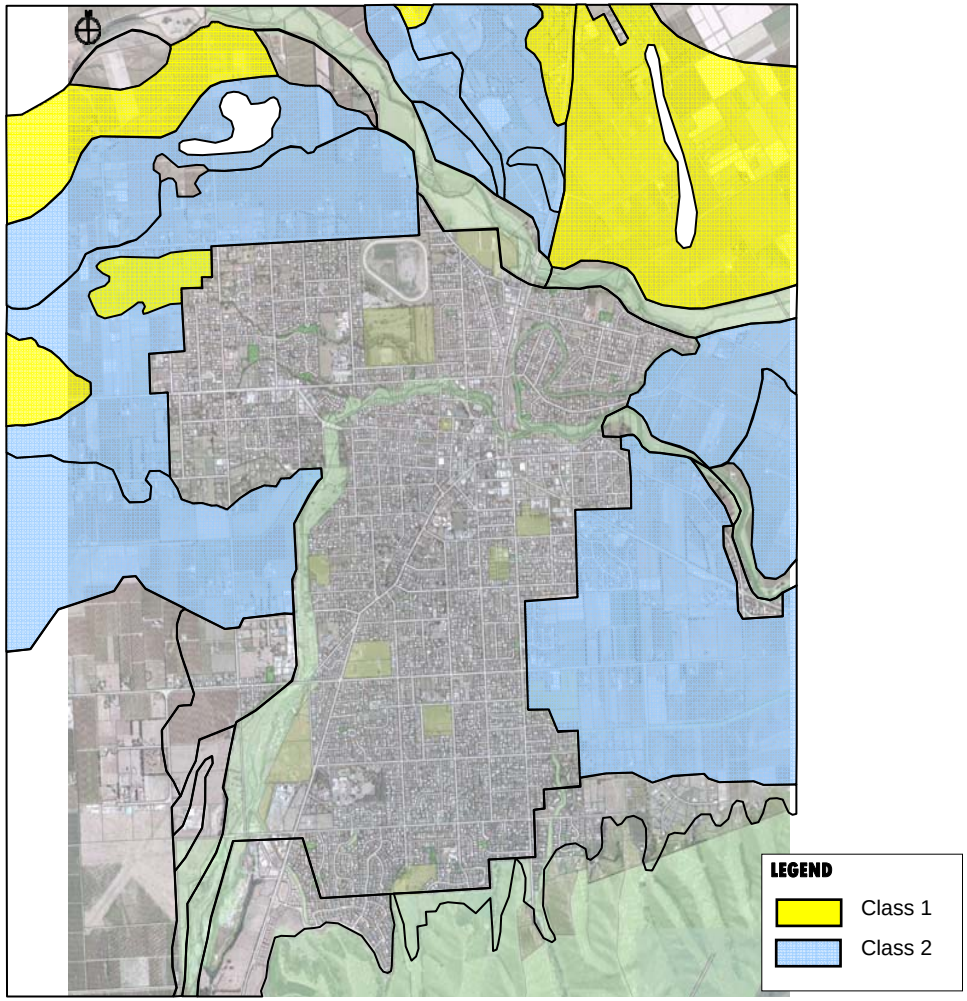
ABOVE FIG. 6-8: Waterways, flooding, high ground water, and erodible soils



ABOVE FIG. 6-9: High groundwater and soil saturation

6.7 Versatile soils

Blenheim is almost entirely surrounded by outstanding versatile soils with high potential for agricultural production. Any expansion of Blenheim will encroach on these soils. An exception to this is the Southwestern area around Burleigh.



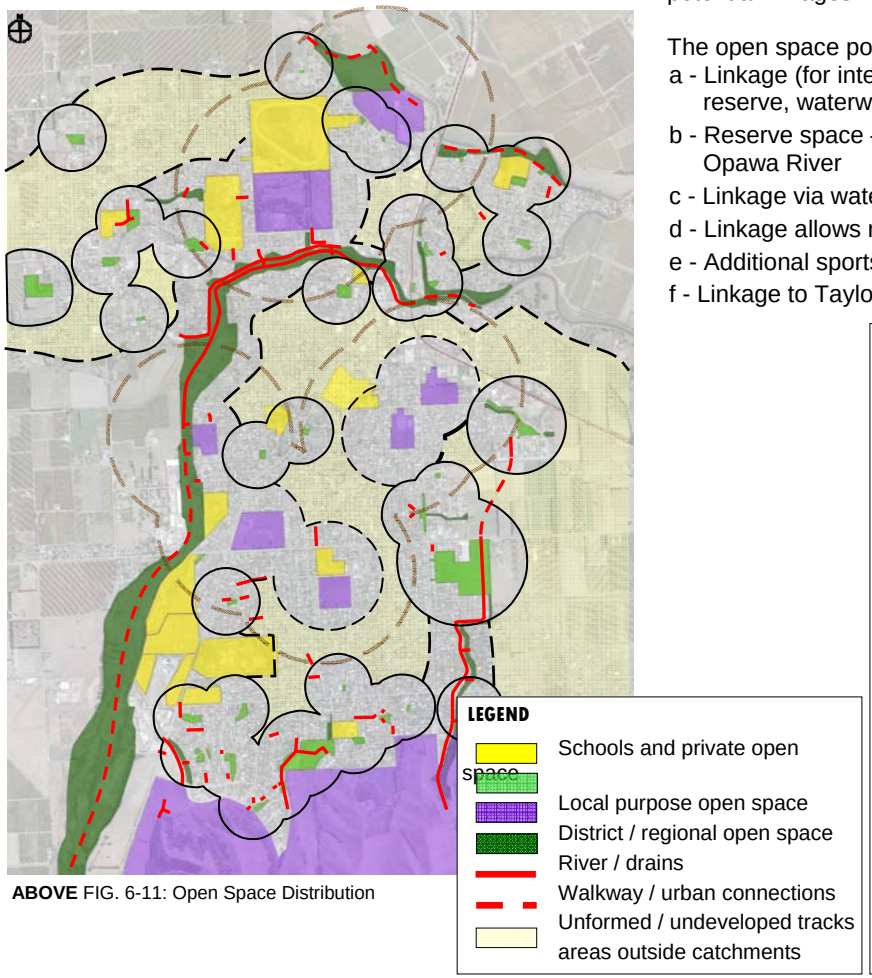
RIGHT FIG. 6-10: Land use Classification

6.8 Wastewater

- → Wastewater is reticulated to the treatment ponds east of Blenheim which now incorporate the former PPCS pond treatment system. The catchment for the treatment system currently includes Renwick, Woodbourne and the Riverlands industrial estate. The Grovetown and Spring Creek sewers will also be reticulated to Blenheim from 2010;
- → The main terminal pump station and rising main to the ponds were recently upgraded to cater for projected peak wet weather flow of 730 litres/ second. The treatment system's design capacity, for wet weather flows, is a residential population of 28,540. That includes growth from greenfields and infill development within zoned boundaries as well as the reticulation of townships that are not currently connected;
- → Wastewater from the residential area of St Andrews has historically been disposed of in on-site septic tanks. Discharge and direct drainage into stormwater drains has resulted in elevated levels of contamination in the lower Opawa River. A small group of residents in the worst affected area have been allowed to connect to the reticulated Blenheim sewerage system and a long-term solution is under investigation;
- → Wastewater in the Burleigh area is also currently disposed of to on-site septic tanks. These have been identified as collectively causing a potential health risk. It is planned to connect the residential-zoned properties to the reticulated Blenheim system in approximately 2017 which would add approximately 330 people to the system's catchment;
- → The design capacity would not permit extension of sewerage reticulation to areas outside the District Plan's zoned residential boundaries, depending on their reticulation to the current networks;
- → The treatment system itself has been designed with a degree of flexibility in the event that actual loads exceed the design capacity. If loads increase above the design capacity, enhanced capacity could be achieved by greater use of surface aerators. Increased flows of industrial waste are expected from the Riverlands industrial area associated with increased grape processing. The existing treatment system has had a substantial increase in installed aeration capacity to handle the projected increase; and
- → It is notable that the wastewater systems in Havelock and Picton cannot absorb large loads from "wet" industries. Therefore the only location for these with appropriate reticulation available is within the catchment of the Blenheim treatment system. Alternatively, such industries would have to develop independent wastewater systems.

6.9 Public Open Space

Work for the Blenheim Town Centre project included a Blenheim-wide analysis of the open space distribution. The light yellow areas in Figure 6-11 depict the areas currently outside a 5-10 minute walkable distance from a public open space. It is advisable that areas of open space be developed within these light yellow areas.



ABOVE FIG. 6-11: Open Space Distribution

Leverage from growth

Figure 6-12 summarises an analysis of the potential to develop new public open space. Potential areas of expansion or intensification are ranked (1 most potential, 6 least potential) based on Reserve potential as a result of development. The area immediately north of Alabama Road offers the most in terms of offering opportunities to current commuters for off road access to CBD via potential linkages.

The open space potential per area is as follows:

a - Linkage (for internal and external passages) and reserve, waterways

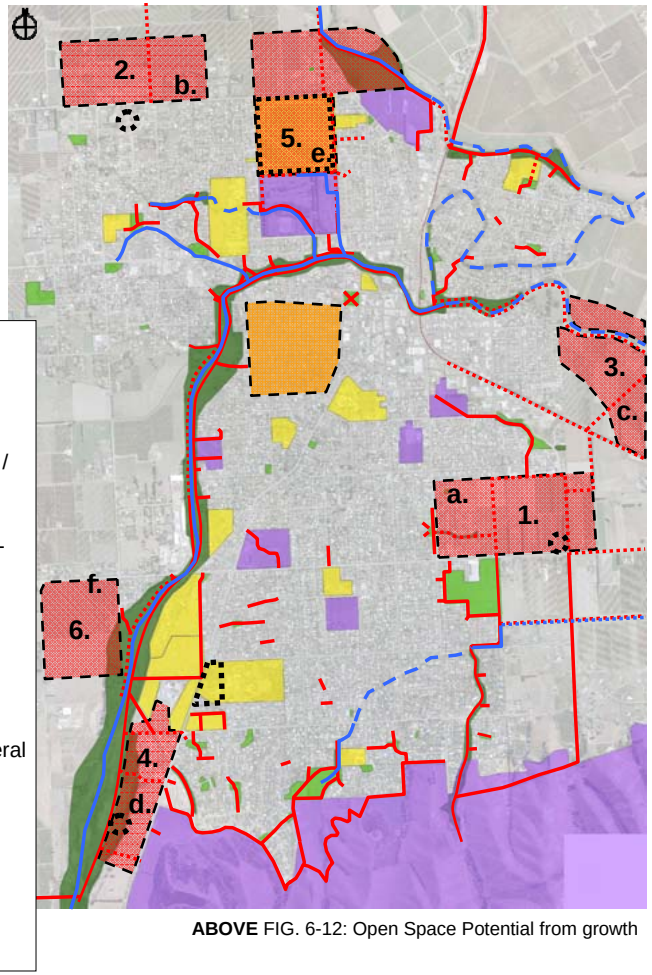
b - Reserve space – connections – potential access to Opawa River

c - Linkage via water, access to town off road

d - Linkage allows residential area east of Taylor River

e - Additional sports fields

f - Linkage to Taylor River

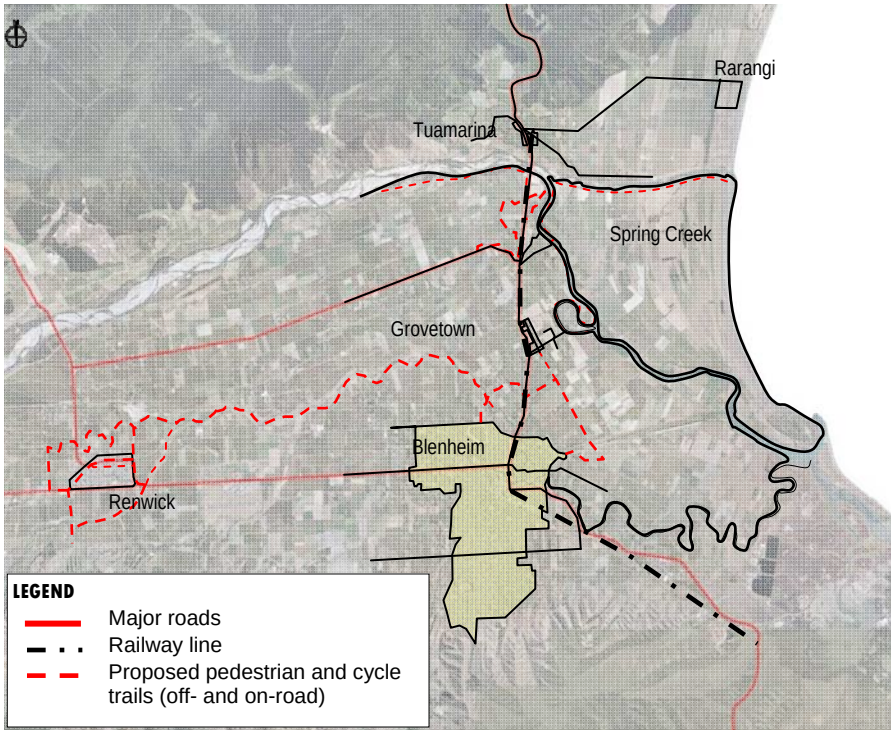


ABOVE FIG. 6-12: Open Space Potential from growth

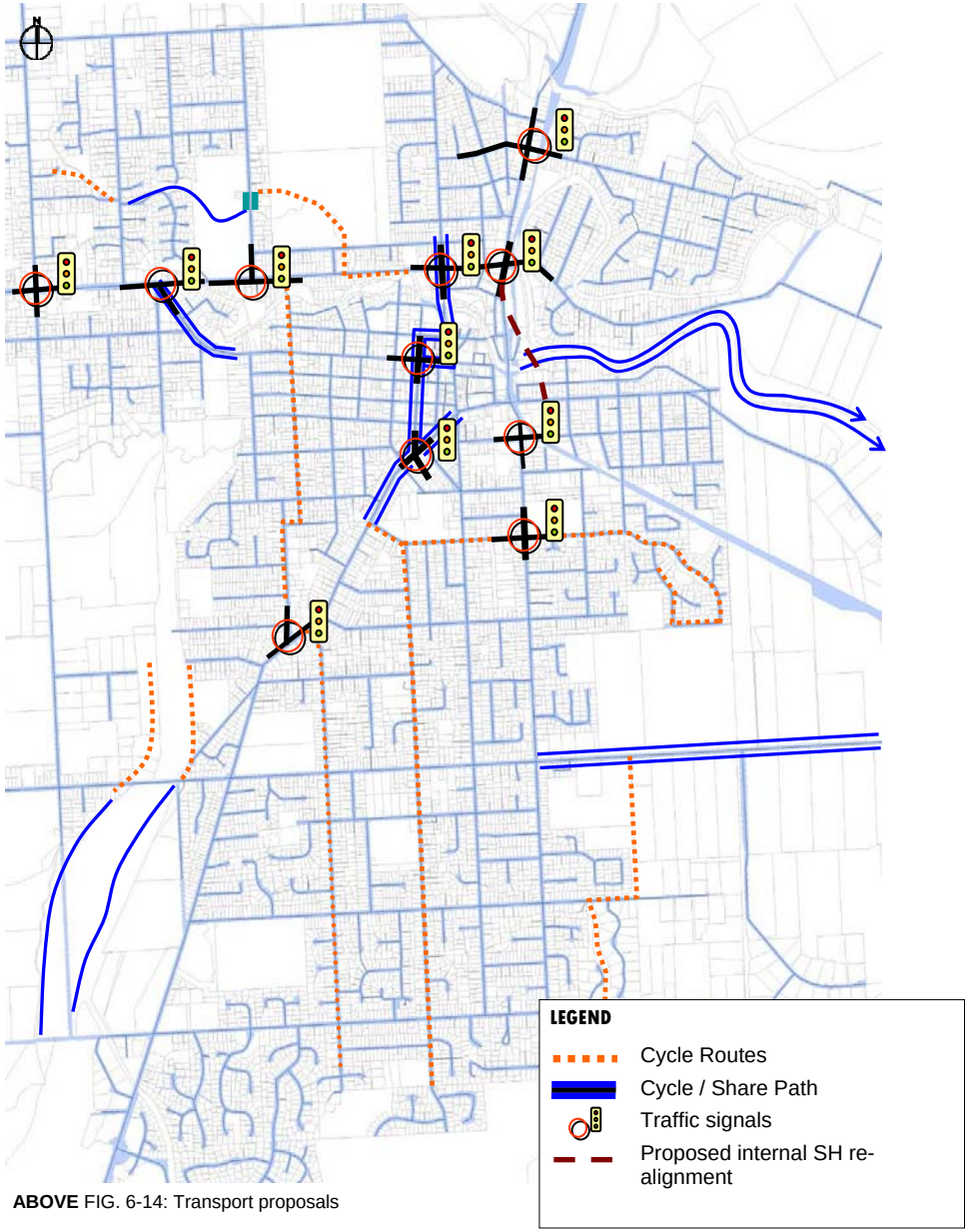
6.10 Movement network

Figures 6-13 and 6-14 depict the transport aspirations for Blenheim and surrounds. Points to note include:

- → The construction of a subregional recreational walking and cycling trail between Blenheim, Renwick and Tuamarina. This route consists of a combination of on-road and off-road tracks, as well as parts that are integrated within the railway corridor.
- → A network of on- and off-street cycle routes to cope with both commuter cyclists as well as recreational cycling. Parts of this include the Taylor River corridor.
- → Traffic signals for several intersections should be considered as a measure to cope with increased vehicle flows as well as cyclists and pedestrians.
- → The construction of the internal SH1 realignment as proposed in the Blenheim Town Centre project.



ABOVE FIG. 6-13: Subregional recreational movement proposals



ABOVE FIG. 6-14: Transport proposals

6.11 Employment land

This section summarises the Blenheim employment land analysis by Derek Kemp (Prosperous Places ltd) and work carried out in the IBD-workshop. The full report can be found in appendix 3.

The minimum employment land demand is calculated on **69 hectares**, as follows:

Potential demand	**Ha** (excluding landscaping, roads, and utilities)
Clean production land (Including Services & Trades)	14.2
Town Centre Relocations	2.6
Other Relocations (SH1/ SH6)	2.0
Small scale warehouse, transport, storage land	13.0
Vehicle Sales	3.8
Vehicle Services	3.1
Special Enterprise land	19.7
Large scale warehouse, transport & Storage land	10.6
TOTAL	**69.0 ha**

Considerations:
- → considering only activities where Marlborough is already generating employment;
- → continue to grow the existing economy at the existing employment ratios for activities where Marlborough has more than expected employment;
- → increase employment in Marlborough to those expected for the increase in Marlborough's resident population (based on South Island population driven employment ratios); and
- → partition demand between Blenheim, Picton and other parts of Marlborough.

It is particularly important to protect Blenheim's scarce employment lands, to meet Blenheim's long term needs, especially land that can:
- → provide special location attributes important to particular businesses; and
- → satisfactorily accommodate and buffer difficult to locate activities from sensitive land uses and environmentally sensitive areas.

Future proofing

It is important to protect such lands for long-term future use, to provide for the future relocation of activities likely to be subject to reverse sensitivity issues and to ensure Blenheim will not run out of suitable sites by 2031.

There is a window of opportunity for Council to future proof the provision of Blenheim's employment lands up to 2031 and beyond.

Two additional considerations identify how much land of different types should realistically provide to future proof Blenheim against its future needs:
- → address 20% of the existing shortfall in employment in industrial land uses - where Marlborough presently has less than its expected population based employment ratios; and
- → provide for the relocation of existing inappropriately located (i.e. non-industrial) activities.

This analysis identified the need to protect **120 hectares** of future employment lands in Blenheim, consisting of the following mix:
- → 63 ha for small scale Clean Production and Services (including land needed for these types of activities displaced from the Town Centre);
- → 7 ha for Vehicle Sales and Services;
- → 24 ha for larger-scale Transport and Logistics; and
- → 30 ha for Other Difficult to Locate Activities with low visual amenity and potential off-site impacts.

There is clearly sufficient employment land available in Blenheim to meet all of these potential needs, with the exception of the lack of land for difficult to locate activities that need to be well-buffered, and spatially segregated from clean production, residential and other sensitive land uses. There is a potential shortage of 5 ha of such land, even if all the available, suitable land at Riverlands is protected for such uses. Therefore, it would be appropriate for Council to begin to identify and plan to protect the land at some other location in the Marlborough District as a suitable location for difficult to locate activities.

ABOVE FIG. 6-15: Example of Landscaped Trading Estate type environments recommended for Blenheim East

ABOVE FIG. 6-16: Example of business setting created from Storm Water Mitigation Works recommended for Blenheim East

ABOVE FIG. 6-17: Example of good quality landscaped highway frontage vehicle sales, recommended for SH 1 / SH6

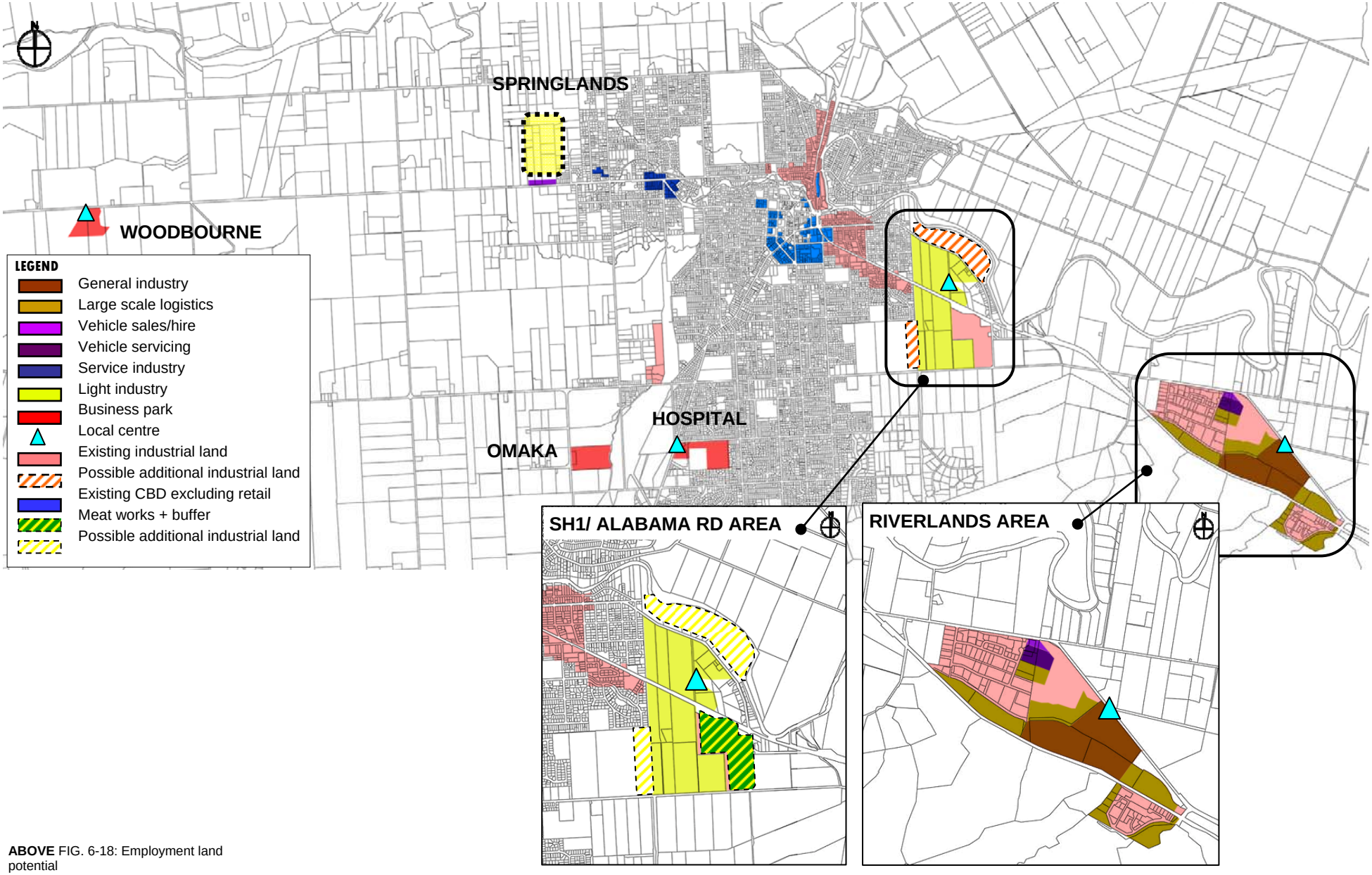
There are at least three different ways in which the necessary additional employment land could be provided to future proof Blenheim:

Future Proof OPTION 1 *Only Light Industry in Blenheim East; keep meat works buffer*	AREA (net HA)	Future Proof OPTION 2 *Light Industry, Vehicles, (plus shops & Bulky Goods?) in Blenheim East; keep meat works buffer*	AREA (net HA)	Future Proof OPTION 3 *Maximum development including meat works buffer land)*	AREA (net HA)
BLENHEIM EAST	62 ha	BLENHEIM EAST	62 ha	BLENHEIM EAST	79
LIGHT INDUSTRIAL / SMALL WAREHOUSE, TRANSPORT & STORAGE	62.0	LIGHT INDUSTRIAL / SMALL WAREHOUSE, TRANSPORT & STORAGE	47.5	LIGHT INDUSTRIAL / SMALL WAREHOUSE, TRANSPORT & STORAGE	62.5
		VEHICLE SALES & SERVICES	5.0	VEHICLE SALES & SERVICES	5.0
				LARGE SCALE WAREHOUSE, TRANSPORT & STORAGE	8.9
Land For Longer Term Future Use (MEAT WORKS and Its BUFFER)	14.5	RESIDUAL FOR 'BULKY GOODS' & SHOPS (Riverfront residential?)	9.5	RESIDUAL FOR 'BULKY GOODS' & SHOPS (Riverfront residential?)	nil
RIVERLANDS	64.3 ha	RIVERLANDS	64.3 ha	RIVERLANDS	64.3 ha
GENERAL INDUSTRY	25.5	GENERAL INDUSTRY	25.5	GENERAL INDUSTRY	25.5
SMALL SCALE WAREHOUSE, TRANSPORT & STORAGE	1.0	SMALL SCALE WAREHOUSE, TRANSPORT & STORAGE	6.0	SMALL SCALE WAREHOUSE, TRANSPORT & STORAGE	nil
VEHICLE SALES & SERVICES	5.0	VEHICLE SALES & SERVICES	nil	VEHICLE SALES & SERVICES	nil
LARGE SCALE WAREHOUSE, TRANSPORT & STORAGE	23.6	LARGE SCALE WAREHOUSE, TRANSPORT & STORAGE	23.6	LARGE SCALE WAREHOUSE, TRANSPORT & STORAGE	12.1
Land For Long Term Future Use	9.3	*Land For Long Term Future Use*	9.3	*Land For Long Term Future Use*	26.7
CLOUDY BAY EXTENSION	9.0 ha	CLOUDY BAY EXTENSION	9.0 ha	CLOUDY BAY EXTENSION	9.0 ha
Land For Long Term Future Use	*9.0*	SMALL SCALE WAREHOUSE TRANSPORT & STORAGE	9.0	*Land For Long term Future Use*	*9.0*

Recommended Enterprise Area Strategies

(refer to Figure 6-18 overleaf)

1. Adopt the term Enterprise Areas or Employment Lands with sub categories of:
   - → Clean Production, Small-Scale Warehousing and Service Trades;
   - → Large-Scale Industries, Warehousing, Transport and Logistics; and
   - → Special Enterprise Areas (for difficult to locate activities).
2. Seek early provision of at least 14 ha of Clean Production, Small-Scale Warehousing and Service Trades land at Blenheim East.
3. Protect the 30 ha of land that can be effectively spatially separated from the existing industrial areas as a Special Enterprise Area for difficult to locate activities. Provide preferably 25 hectares at Riverlands.
4. Consider whether this additional new Special Enterprise Area land could be provided at Picton, Renwick, or as part of the river gravel extraction areas (at the Wairau River Bridge north of Blenheim on SH1).
5. Develop performance based planning criteria to control the use and types activities appropriately accommodated on each type of Enterprise Area. (Including the possible use of maximum and minimum site areas, site cover and landscaping provisions, and quality controls on highway frontages).
6. Develop a clear Future Vision for Blenheim as a welcoming, inclusive, caring, innovative, creative and computer literate community.
7. Promote a clear identity for each Enterprise Area in collaboration with existing property owners and developers, marketing each area to target existing and new businesses.
8. Consider Blenheim East for development as a landscaped, trading estate, taking advantage of landscaped drainage channels and storm water storage ponds to create superior landscaped water front business settings.
9. Promote Blenheim East for clean production, health and nutraceuticals, environmental monitoring and remote sensing industries and for businesses wanting to locate in energy saving buildings and environmental sensitive premises.
10. Develop a new urban village at Woodbourne (south of the highway, west of the airbase) – with a country club, retail, community and personal services based urban village focused on the golf course. Consider promoting Woodbourne for avionics, electronics and telecommunications industries.
11. Develop the Hospital grounds and reserve as a possible superior setting for establishing a new urban village with a focus on health and wellness.
12. Consider the best locations for highway based tractor and vehicle sales.
13. Consider the best location for limited highway based tractor sales in the urban area on SH6, on the Middle Renwick Road route to Renwick and Nelson.



ABOVE FIG. 6-18: Employment land potential

6.12 Activity centres

The local neighbourhood centres of Springlands and Redwoodtown play a vital role for their surrounding respective populations. These centres supply in the local retail and employment needs, for a large population catchment located within walking distance.

Springlands

The Springlands neighbourhood centre is located on Middle Renwick Road (SH6) and consists of two parts separated by industrial/ commercial and residential land-uses on land zoned as 'Industrial 1'.

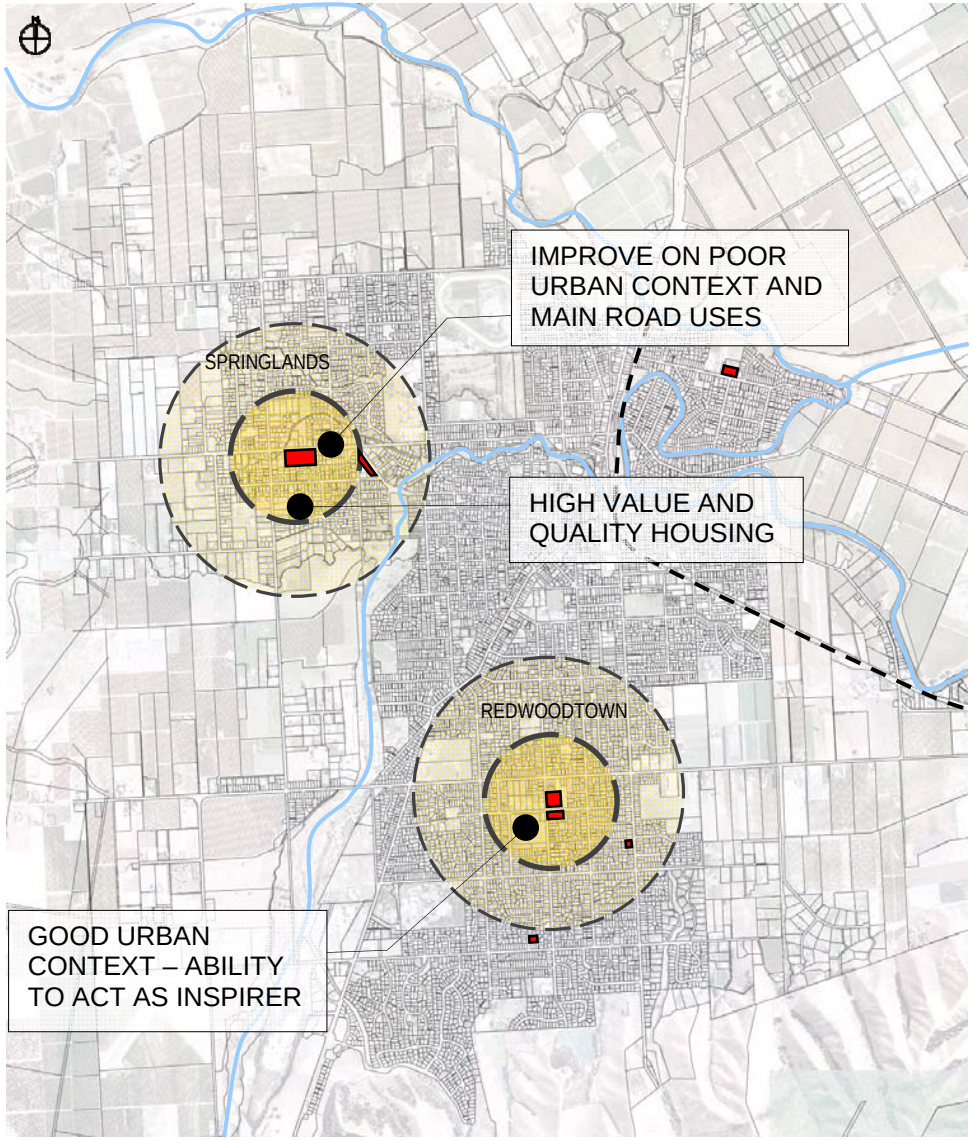
1. The part facing Middle Renwick Road contains a supermarket with some small ancillary retail, a medical centre and a garden centre. Sites in front and at the side of the supermarket/ garden centre cater for the parking needs. The land has a 'Neighbourhood Business Zone'.
2. The part on Boyce Street comprises several shops/ food outlets, a sports bar and liquor store, and larger commercial uses. There is street parking on Boyce Street and on-site parking around the sports bar. The land has an 'Industrial 1 Zone'.

The surrounding catchment consists of relatively high value housing and several retirement villages. A number of motels is located on SH6 in the vicinity of the centre.

Proposal

In order to attract more high quality land-uses that are compatible with the existing residential and town centre activities it is proposed to overlay a *Medium Density Residential* or *Mixed-use* zoning over the land currently zoned 'Industrial 1' and 'Neighbourhood Business' (refer to Figure 6-19). This is aimed to incentivise industrial uses to locate elsewhere, freeing up the land for office, medium density residential, retail, or a mixture of these uses. With a depth of around 90m on the southern side of SH6, the land may be used for office or retail development on the street side with clusters of residential at the back.

RIGHT FIG. 6-19: Proposed medium density residential or mixed-use overlays for the Springlands neighbourhood centre (not to scale)



ABOVE FIG. 6-20: Springlands and Redwoodtown neighbourhood centres (CBD addressed in Town Centre Project) (not to scale)

Redwoodtown

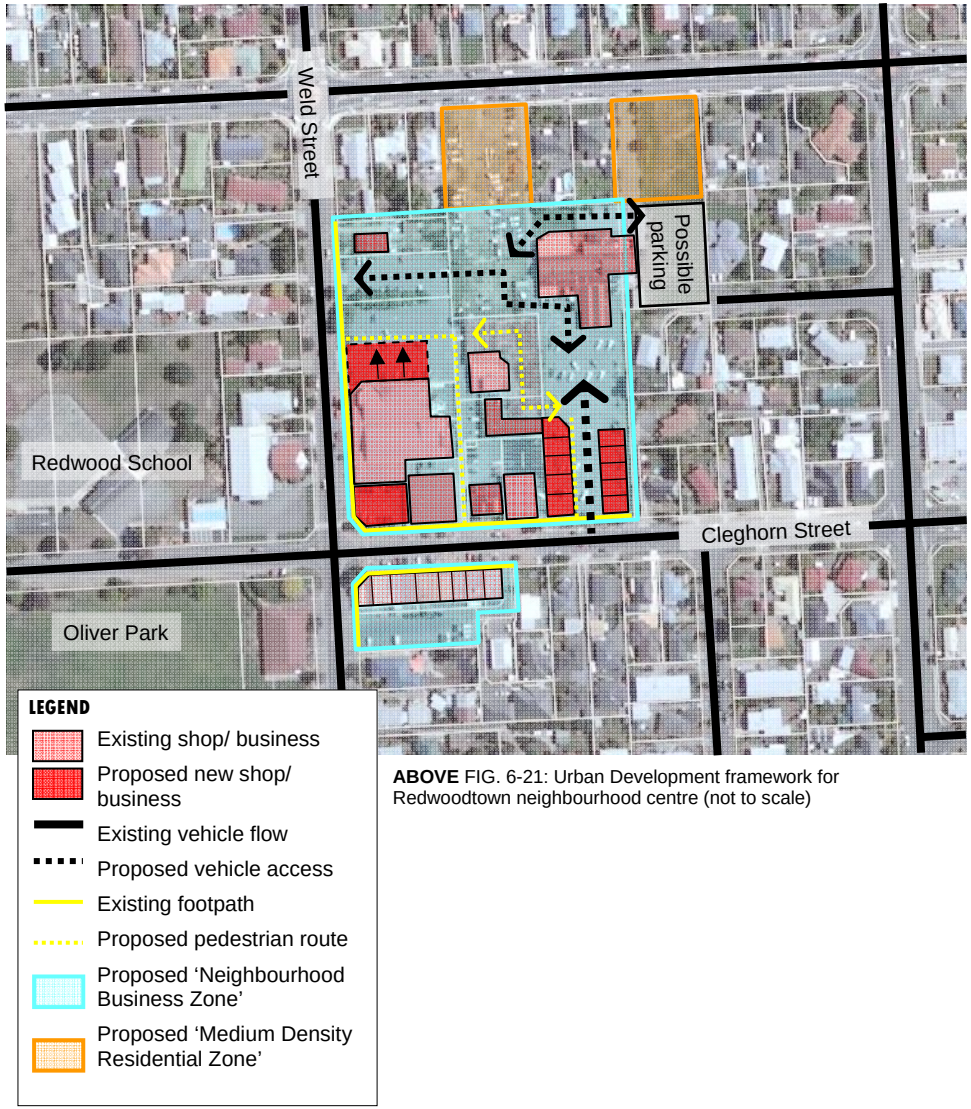
The Redwoodtown neighbourhood centre is located around the intersection of Cleghorn and Weld Streets. It comprises fine-grain retail, a small supermarket, some medical facilities a garden centre, and the Redwood Tavern. Car parking is catered for on several sites as well as on Cleghorn Street. Oliver Park is located to the southwest of the centre with Redwoodtown School to the north of it.

Proposal

It is proposed to aim for greater coherence between the elements of the neighbourhood centre through more building continuity and logical pedestrian and vehicle routings through the centre.

Figure 6-21 shows the proposed Urban Development Framework for the Redwoodtown centre, containing a synergetic set of modest interventions. The following elements could be noted:

- → The neighbourhood Business Zone is increased to attract more retail in the future. It includes the tavern and the land immediately west of it. A residential property neighbouring the supermarket carpark is also included to allow for redevelopment into a commercial use facing the street and the carpark in the future.
- → The land on the northeastern corner of Weld and Cleghorn Streets currently used for parking could be developed for retail purposes to achieve continuity in built street frontage. Strong retail presence on the northern side of Cleghorn Street will also assist with the viability of the cluster of shops on the southern side.
- → A cluster of small shops could be developed on the southern part of the Tavern land to connect with the garden centre building (and its café in particular). The loss of parking could be compensated by a potential carpark to the eastern side of the Tavern.
- → A pedestrian route past these proposed shops, through the garden centre (which should be encouraged to create an access point as indicated), and through to Weld Street will complete a circuit and open up the land at the back. A vehicle route to the Tavern's carpark and connected to the supermarket carpark will achieve similar for vehicles.
- → A pedestrian lane past the back of the supermarket will provide a shortcut between the carpark and the Cleghorn Street shops during the day. It could be closed off after hours.
- → The supermarket could be extended to the north if viable.
- → Two lots facing Alabama Road could be redeveloped for residential uses, possibly with direct pedestrian links into the shopping centre.



ABOVE FIG. 6-21: Urban Development framework for Redwoodtown neighbourhood centre (not to scale)

6.13 Large Format Retail

Marlborough District Council is seeking to develop policy on Large Format Retail (LFR) activities.

Definition

Large Format Retailing (LFR) is an expansion or an extension of what is used to be known as bulky goods retail. The LFR is in New Zealand often used to primarily refer to the size of the building in which the retail merchandise is provided. The LFR category has little relevance to the merchandise found within the store. In this sense the category could cover any retail that decided to convert their current "shop" format to a "large format" store.

In order to more adequately assess whether an activity belongs in the LFR category it would be helpful to have a series of sub-categories to inform the possible role of any such store and its potential optimum location with respect to other performance measures (environmental, social and economic). The following sub-categories are suggested:

1. Bulky goods
2. Large retail buildings (not bulky goods)

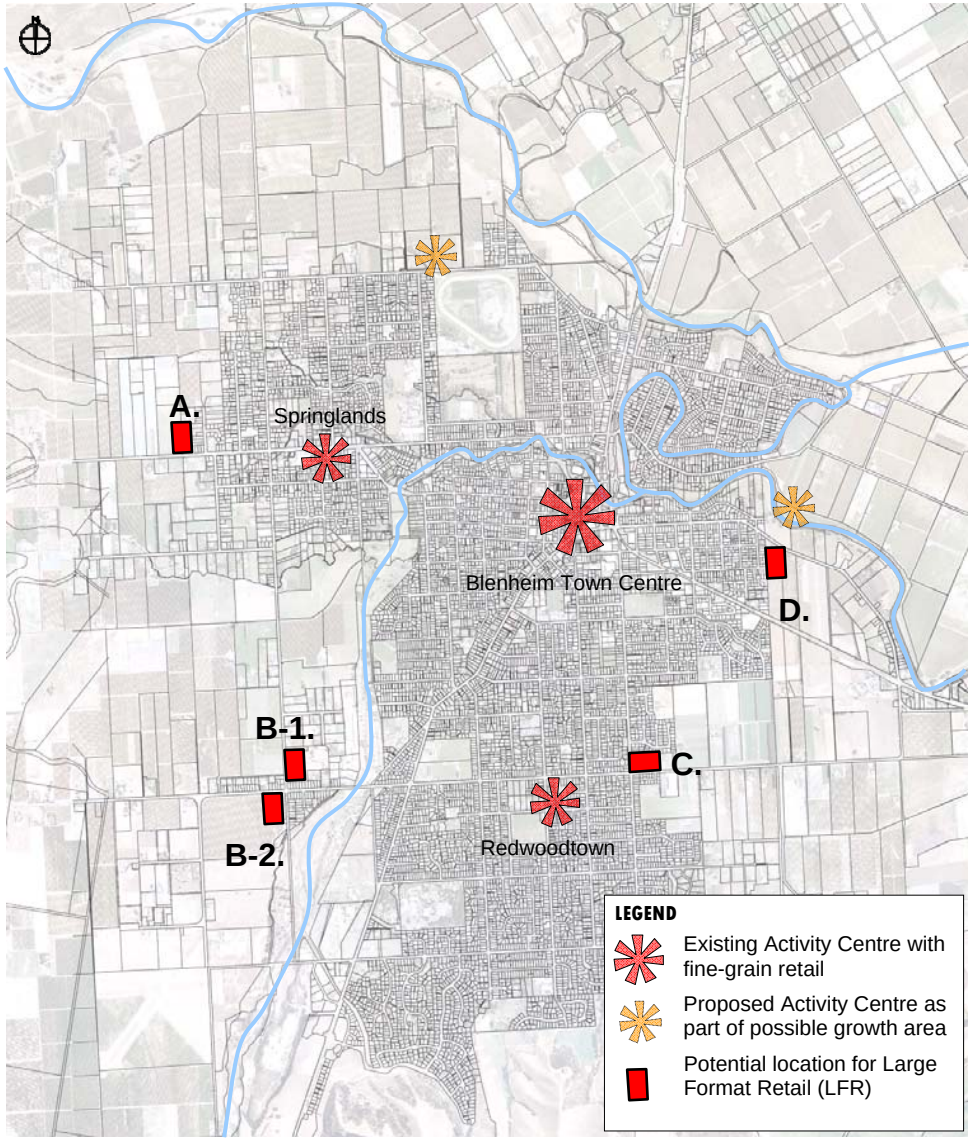
An additional category for *Trade-based retail and hardware* could be added if necessary as such retail has little import for centres. In the bulky goods category are found the furniture, white goods, electronic stores, selling not consumables, but capital items with a long life, purchased infrequently. Stores selling these goods were also large, requiring extensive building footprints, large servicing and car parking areas.

Large retail buildings that are not in the bulky goods category, but fall into general merchandise, supermarket or fashion category, are therefore different to "bulky goods" in terms of function as they generate high levels of repeat visitation and can generate a wider economic, social and environmental benefit as a consequence of location (in a mixed use activity centre) and co-location with other complementary or even competitive stores.

Locational considerations

The first consideration with regards to LFR should pertain to the regional implications: will the location of LFR reduce or increase travel and leakage (i.e. would people drive to Nelson instead?). In the light of this consideration it would be sustainable planning practice to cater for the needs of the local Blenheim and wider Marlborough population through the location of some LFR in Blenheim.

The second consideration should pertain to local implications: would any new LFR detract from or enhance the existing town centre and neighbourhood centres, i.e. strengthen or weaken the performance of these centres? For that reason the CBZ and possibly the two neighbourhood centres - Springlands and Redwoodtown - will have to



ABOVE FIG. 6-22: Potential Large Format Retail locations (schematic) in relation to existing and proposed activity centres with retail uses (not to scale)

	Positive	Negative
A	→ limited amenity impacts → located on an arterial → higher ground → good relationship with Renwick → available land	→ versatile soils → parking run-off impacting on springs → direct access off SH6? → long distance to the rest of town → impacts on cycling opportunities on SH6 → impacts on Springlands Supermarket?
B-1	→ short distance to the rest of town → located on an arterial → higher ground → available land → Renwick/ Marlborough Ridge	→ neighbouring houses → impacts on capacity of intersection Battys Rd-SH 6
B-2	→ Buffering possible (Greenfield) → short distance to the rest of town → located on an arterial → higher ground → available land? → Renwick/ Marlborough Ridge	→ compatibility with plans for residential in the area → loss of residential sections → impacts on capacity of intersection Battys Rd-SH 6
C	→ short distance to the rest of town → located on an arterial → compatible with proposed light industrial → access via South Street → available land	→ storm water issues → reverse sensitivity existing residential → flooding → SH1 integrity in relation to railway crossing
D	→ short distance to the rest of town → synergy with existing LFR → located on an arterial → available land	→ storm water issues → cumulative effects → flooding → residential nearby (though used to existing LFR) → de facto power centre? → impacts on Redwoodtown Supermarket?

Other options
Alternative brownfield sites within the urban area of Blenheim should be subject to the assessment of regional and local implications as described above.

be the primary location for these uses. However, the scale of these activities may make it impossible for LFR to locate in the CBZ and the two neighbourhood centres.
Pertaining to size, it is suggested to count with 50% coverage rule instead of the conventional 30%, with some parking off-site or in a structure. This would enable buildings with footprints of between 2000m² to 3000m² on some available sites within the CBZ, even without amalgamation.

For the selection of possible sites outside the CBZ the following criteria apply:
→ Sites should be located on or in close proximity of arterial roads
→ The local context should be reasonable for such uses and preferably deliver synergies with existing activities
→ The soil condition should be conducive to LFR
→ The risk of natural hazards on the activity should be reduced
→ The required infrastructure should be locally available

For larger uses the following sites should be subject to further investigation (refer to Figure 6-22 on the previous page):
→ A. on the northern side of Middle Renwick Road, approximately 100m west of the intersection with Rose Street;
→ B-1. or B-2. in the vicinity of the Battys Road-New Renwick Road intersection;
→ C. on the north-eastern side of the Alabama Road-Redwood Street intersection; and
→ D. on the eastern edge of the town, south of SH1.
Some of the positive and negative aspects of each of the options are outlined in the table on this page.

Power Centres
Power Centres (an American term and invention) represent the co-location of "large format retailers" that may not have any functional relationship with each other. It is based on the principle of drive-to only large stores sharing parking. In order to make the financials work these centres are often supplemented by fine-grain retail. These centres sit on inexpensive land in order to reduce the total occupancy costs of the tenants. They are therefore very attractive for retailers if a critical mass, that attracts a wider catchment, can be achieved. The community benefit promoted for these centres is mainly based on price of goods sold and increased competition. However the cost of a dispersed retail pattern is often the loss of town and neighbourhood centre vitality and a consequent loss of wider economic activity in these centres. Loss of retail vitality coverts to employment loss and dispersal as well as increased vehicle kilometres travelled.

Retail activities should prioritise the CBZ, as location within the CBZ represents the best economic outcome for the people of Blenheim. This in opposition to the Power Centre principles which suggest that cheap land, cheap fuel, single purpose trips and low to no use of public transport should be key factors in allowing retail activity to locate on non-urban land, with the benefit being less expensive goods or more choice. It is suggested

that the retail industry is quite capable of providing a competitive environment within a tighter regulatory framework.

Resource Management Plan rules
It is proposed to include requirements on the following issues pertaining to Large Format Retail within the Resource Management Plan:

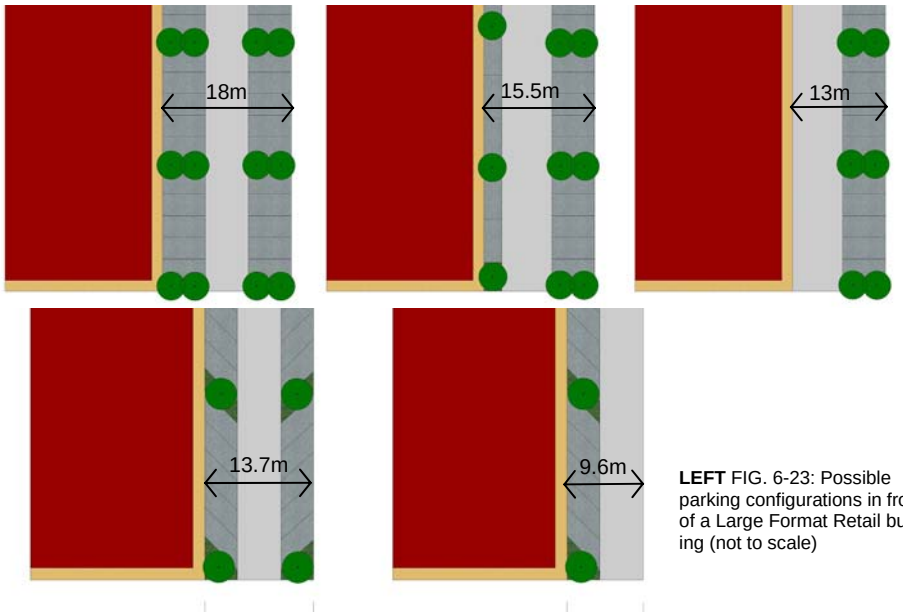
Consideration should be given to identifying a number of potential LFR sites. The intention is to provide for appropriate LFR and at the same time avoiding the potential for the creation of a single 'power centre' by having multiple sites that disperse demand and promote competition between LFR site providers.

Comprehensive Plan Requirement
→ It is proposed that any LFR proposal should include a comprehensive Master Plan, which includes the wider context of the site and addresses possible further development of the area.

The LFR Master Plan should show surrounding land uses so as to identify how any potential sensitivity / reverse sensitivity issues (noise, movement, visual, air quality) are to be mitigated
The LFR Master Plan should show how the site will be designed and managed to ensure incremental future expansions and development are not being provided for
No more than 1-2 LFR per site
No more than 1-2 Rural / Trade Supplies per site

Use
→ LFR should be defined in the Resource Management Plan to set it apart from industrial activities. It should be stressed that department stores and outlets supplying daily-use consumables (such as shoe or fashion retailing) are not LFR
→ Trade-based retail and Hardware stores are compatible with LFR and could be located within close proximity
Rural supplies are compatible with LFR given that the sites are most likely to be on or very near the rural fringes to townships
→ Further consideration to how to most appropriately buffer the effects of LFR may be appropriate

Size
→ Retail activities smaller than 3000m² GFA should be located within the CBZ or within the existing activity centres of Redwoodtown and Springlands
→ The definition of a maximum size for the CBZ should be considered



LEFT FIG. 6-23: Possible parking configurations in front of a Large Format Retail building (not to scale)

Fine-grain retail component
→ Large format retail sites should not include any fine-grain retail component (any retail unit smaller than 500m^2 GFA in order to maintain the vitality of the CBZ and the two neighbourhood centres of Springlands and Redwoodtown respectively.

Parking
→ See existing rules on parking for retail activities. In addition, excessive car parking provision should be managed (for instance by capping provision at 80% of peak demand with a reliance on well connected local streets for overflow, or especially for staff parking).
The purpose for controlling the car parking area is so that (excessive) land cannot be land-banked for future development, and to avoid the effects of excessively scaled areas of car parking.
→ For LFR within the CBZ: relax the parking standards in the light of proposed car parking buildings

Building setback
→ A maximum of 2 rows and minimum of 1 row of parked cars in front of the building (see Figure 6-23)