

context SECTION 2

CONTEXT

2.1 Renwick snapshot

The following description of key features and urban issues in Renwick is based on public consultation that took place on 3 August 2009 and partly sourced from 'Marlborough's Townships and small settlements growth study' by Environmental Management Services Ltd for Marlborough District Council (June 2008).

KEY FEATURES

Key characteristics of Renwick have been identified as:

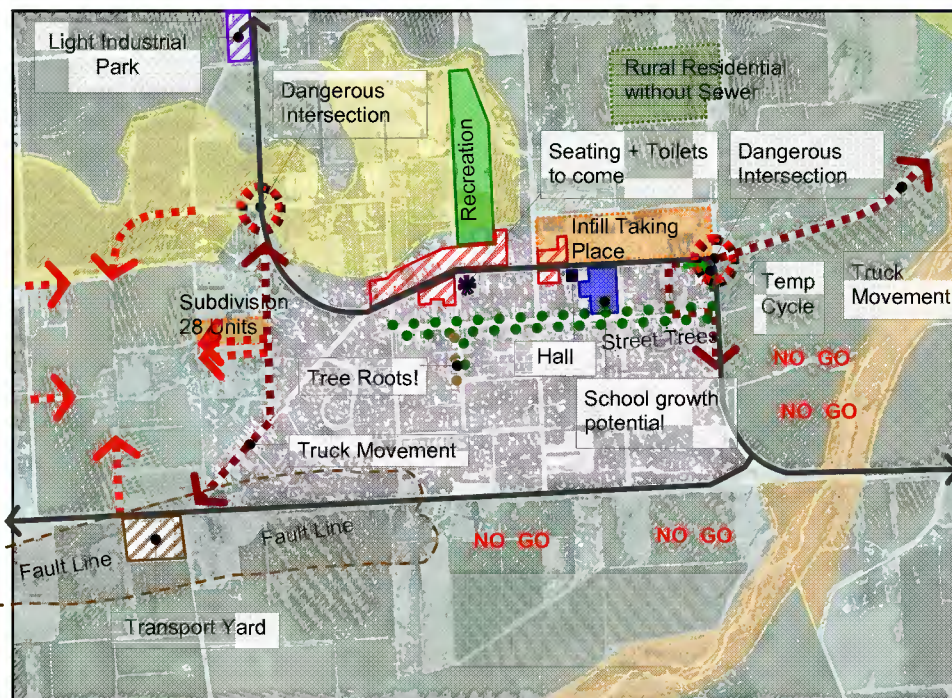
- Renwick is a busy service centre for surrounding vineyards within commuting distance to Blenheim and Woodbourne;
- there was a resident population of 1,875 at the 2006 Census;
- the surrounding landscape is characterized by rural viticulture and hill backdrops to north and south;
- throughout residential areas there is strong rural open space character and garden landscape;
- Terrace Creek, Earthquake Creek, Omaka River;
- there is no GP in Renwick, however there is a Plunket clinic at the Playcentre and a medical lab collection service from local Chemist;
- Renwick's primary school has a roll of 429 pupils and is growing, from all over the subregion. Renwick also has a Kindergarten and a Preschool;
- community facilities include a recreation reserve, centrally located with cricket, tennis, marching green, junior & senior football, skate park, bowling green, recently constructed clubrooms;
- there has been a recent sewer reticulation of entire township (extends to three areas currently zoned Rural);
- there are no strong entrance points with SH6 (High Street) through the middle of the town and SH63 at the southern edge; and
- there is no land zoned industrial.

FOCUS GROUP FINDINGS

Consultation identified the following issues for consideration in the project:

Community

- Renwick is a diverse town with a generally well-off and active community. It has been improving since the 1970's;
- active residents association, other associations and (sports) clubs have good community involvement;
- the ageing of Renwick's population is static. Many elderly leave for Blenheim, due to the absence of a GP and other medical facilities and the lack of good Public Transport facilities;
- Renwick has good emergency services;
- alcohol-related issues and vandalism are possibly due to limited activities being available for some parts of the community;



ABOVE FIG. 2-1: Renwick Focus Group Findings (not to scale).



ABOVE FIG. 2-2: Images showing the character of Renwick.

- there is a lot of Woodbourne personnel living in Renwick;
- the museum on High Street could have a stronger profile;
- the flag programme, by the Lions Club, is now stalled;
- the churches play an important role in the integration of Pacific Island migrant vineyard workers;
- Renwick serves a larger industrial catchment than Blenheim. There is potential for industrial uses around Dashwood corner; and
- the aesthetics of the town should be an important consideration.

Landscape and Open Space

- landscape plans for High Street were not progressed because of a sewer upgrade at the time and the under grounding of services. Plans are now being progressed;
- the existing street trees in Uxbridge and Picton Streets cause problems with tree roots;
- the trees in Havelock Street are doing well; and
- there is an environmental awareness programme at the school (edible garden, tree planting).

Infrastructure and services

- there are some issues with water supply and water supply quality; and
- sewage capacity is adequate for the next 10-20 years, based on maximum subdivision of all zoned land.

Traffic

- limited street parking becomes an issue when there is something on at the school or in the hall;
- street parking in High Street is seen as valuable by business owners;
- truck traffic forms a hazard for school children walking and cycling;
- the two intersections with SH6, Boyce Street intersection and Pak Lims corner (refer to Figure 2-1) are particularly dangerous;
- cycling on the roads is a traffic hazard, hence riders resort to the footpaths, which is also potentially dangerous;
- traffic through High St / SH 6 creates severance between the northern and southern parts of town;
- several footpaths and crossings within the township are not user friendly for the infirm or those using mobility aids;
- Picton, Anglesea and Boyce Streets are recognised as having inadequate capacity for the frequency and size of trucks using them;
- an increase in truck movements to the Concrete Plant and Gravel Crusher was recently approved. Documentation dated 21 December 1981 that use of Picton and Havelock Streets from these plants was to cease within two years; and
- with the recent merger of transport companies on the corner of West Coast Road and Hawkesbury Road, trucking movements through Anglesea and Boyce Streets will increase.

High Street

- infill along High Street limits the opportunity to develop strong retail/tourist businesses in keeping with Renwick as “the Heart of the Winegrowing Region”;
- tree planting in and along High Street is suggested for shade and traffic calming;
- there is support for the re-introduction of flags, the introduction of some street edge planting and strategically placed seats and or rest spaces; and
- the commercial centre of town is strung out along SH6 with no clear “centre” and no land zoned for expansion or consolidation.

Growth

- growth to the North is possible, but subject to flooding;
- growth to the west is blocked by recent subdivisions, with few opportunities for good connectivity;
- Renwick’s location on regional cross roads is the reason for its existence and growth;
- Renwick sits on flat land, suitable for walking. This should be utilised for residential uses for the elderly;
- it is suggested that Tyrone Park should grow to the back, with landscaping controls at the front;
- Renwick’s natural boundaries seem to be SH 63 to the South, Omaka River to the East and the Terrace (due to flood plain) to the North. The high ground bounded by Anglesea Street, West Coast Road, Hammond Road and the Terrace has the potential to be planned for as a growth area for the Township expansion; and
- there is a need for a light industrial type park to support surrounding farming/ forestry/ aqua and viticulture operations. A small park exists to the East, but has limited space to expand.

IN CONCLUSION: ISSUES TO BE ADDRESSED

Headline considerations for Renwick are:

- general attractiveness, ambiance, aesthetics;
- generating a real town heart with urban character in the main street;
- pedestrians, cycles around the school;
- protection of stream ecology;
- storm water and flooding issues;
- sewerage limits;
- water supply limitations;
- Boyce Street intersection and Pak Lims corner;
- severance by the State Highway;
- growth direction;
- the fault line as a growth constraint;
- extent of rural-residential; and
- provision of industrial / commercial land.

2.2 Wairau Valley Township snapshot

The following description of key features and urban issues in Wairau Valley Township is based on public consultation that took place on 4 August 2009 and partly sourced from 'Marlborough's Townships and small settlements growth study' by Environmental Management Services Ltd for Marlborough District Council (June 2008).

KEY FEATURES

Key characteristics of Wairau Valley have been identified as:

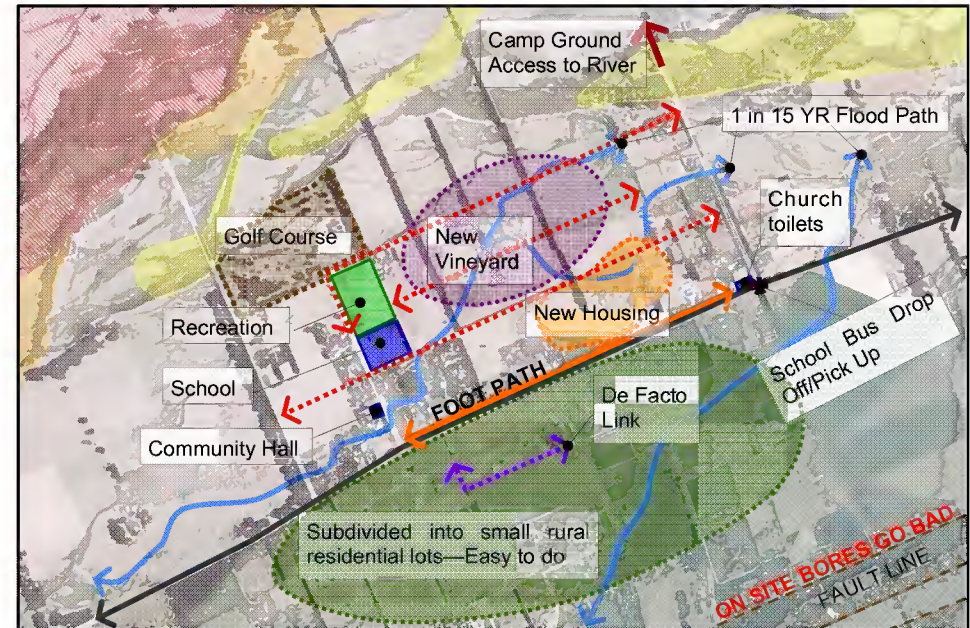
- it is a small township emerging from an open rural landscape south of the Wairau River;
- located within commuting distance from Renwick (20 minutes) and Blenheim (30 minutes), offering rural lifestyle experience;
- there is a linear settlement along a stretch of SH 63 with short cul-de-sac roads extending from the highway;
- there is a pattern of sporadic residential development and large-lot rural residential subdivision surrounding the township;
- at the 2006 Census there was resident population of 190 ;
- there are no local Health Services;
- local community facilities: include community hall, church, fire station and cemetery.
- Wairau Valley Primary School caters to years 1-8;
- recreational facilities include: sports pavilion and reserve with tennis court [in poor repair], netball, 9-hole golf course;
- Walkers Creek meanders through the golf course and along the rear of some properties;
- the water supply is sourced from groundwater well adjacent to the Wairau River. The water permit allows abstraction of up to 492 m³/day;
- waste disposal: wastewater is collected by individual on-site septic tanks, Stormwater is disposed of to swales, open drains and Walkers Creek to the Wairau River, solid waste is collected at a transfer station for transfer to Blenheim;
- approximately 2.7 hectares of land are zoned Township Residential and 27 hectares zoned Rural Residential, approximately 7.5 hectares of which is vacant; and
- there are some vacant premises and approximately 3,600 m² of land is vacant and available for development (mostly at the rear of the main road frontage properties).

FOCUS GROUP FINDINGS

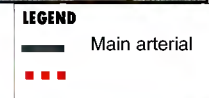
Consultation identified the following issues for consideration in the project:

Community

- an increasing number of vineyard workers or owners are settling in Wairau Valley Township, many of which are working higher up in the valley;
- opportunistic crime is becoming more prevalent as the settlement grows;



ABOVE FIG. 2-3: Wairau Valley Township Focus Group Findings (not to scale).



ABOVE FIG. 2-4: Images of Wairau Valley and Wairau Valley workshop.

- the school roll is static. There are currently approximately 12 college teenagers living in the area;
- there has been an increase in young families moving to Wairau Valley Township;
- the housing stock is comprised of either small affordable properties or large lifestyle blocks; the middle segment seems to be missing; and
- there is no official public toilet, but facilities run by local church as a community service are frequented by truck drivers. There are concerns associated with the parking of these trucks.

Landscape and open space

- there is a need for a public playground as the school's playground is no longer accessible as is locked due to recent incidents of vandalism; and
- at the end of Church Lane there is a place for campervans to park. Better signage is needed.

Services

- there are water quality issues in individual groundwater bores due to the age of the bores;
- there is pressure from the community to source water from the Wairau River;
- water supply is dependent on electricity. A pump operated by a generator is suggested to cater for times of power failure;
- in response to water shortages water meters were installed. Subsequently water usage has decreased. There are still two remaining issues, the infrastructure and the water quality; and
- existing water supply is coming under pressure as subdivision and development occurs in the surrounding rural area. Unable to provide peak water demand during drought periods.

Traffic

- a growing traffic flow on SH 63 has increased the need for speed monitoring.
- definition of the township is needed as this will help to reduce the speed of through-traffic;
- a secondary road network is needed north of the State Highway. A parallel road would create a ring system, which could also help with water supply pressure issues;
- currently the side streets and the SH are 70 km/h. Suggestions have been made to make the side streets 50km/h;
- due to the lack of footpath provisions along SH, some local schoolchildren and Blenheim high school students are being picked up by their school buses from near the church; and
- for the safety of schoolchildren there is a need for a footpath on the side of the State Highway with two crossing points.

Growth

- there is a new vineyard planned just behind the lots north of SH 63;
- growth could be concentrated to the south of the SH where it is already happening in the form of large lots. A (private) road connection parallel to the SH almost exists;
- NZTA has indicated opposition to growth on the southern side of the State Highway due to crossing issues;
- growth could alternatively be encouraged to the north of the SH, because of existing community facilities, such as the school, the hall, the recreational reserve, and the pub and potentially other businesses;
- growth and development needs to cease until a coherent plan is completed and water quality issues solved;
- there is need for a small amount of land for commercial/ industrial uses and an increasing need for a local dairy;
- encroaching vineyards will influence development and potentially threaten existing residential amenities; and
- there are weak links between the rural residential development and the core township.

IN CONCLUSION: ISSUES TO BE ADDRESSED

Headline considerations for Wairau Valley are:

- social isolation;
- urban-rural edge/ interface;
- no definition of the township on the State Highway;
- there is no rest area in the Township or between the Township and Blenheim;
- flooding;
- water supply;
- severance by the State Highway and safety for non-vehicular traffic; and
- growth relative to infrastructure servicing.

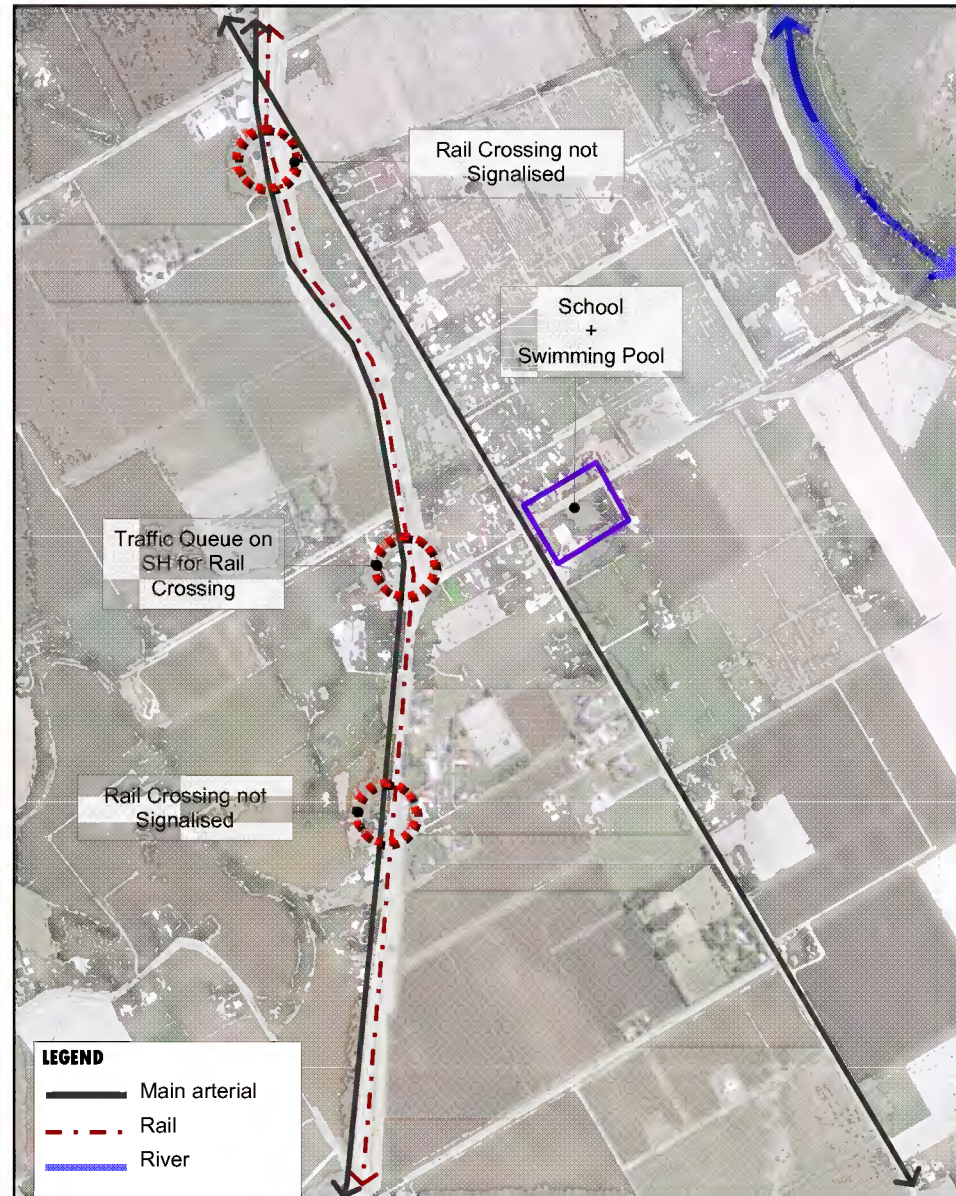
2.3 Grovetown snapshot

The following description of key features and urban issues in Grovetown is based on public consultation that took place on 5 August 2009 and partly sourced from 'Marlborough's Townships and small settlements growth study' by Environmental Management Services Ltd for Marlborough District Council (June 2008).

KEY FEATURES

Key characteristics of Grovetown have been identified as:

- it is a small town adjacent to the SH1 northern approach to Blenheim;
- there is a compact residential area around Vickerman Street, surrounded by many small rural allotments;
- the resident population at 2005 was estimated to be 203 people;
- Grovetown Primary School caters for years 1-8 and is located at the edge of the residential area;
- the hall is situated on a Council reserve in Fell Street;
- there are no recreational facilities. However, Grovetown is close to facilities in Blenheim and Spring Creek;
- low lying land (formerly a wetland) is now intersected by a series of open drains that flow to Grovetown oxbow lagoon, which is currently being restored with community support;
- there is a cluster of commercial activity on SH 1. Most of the township is hidden from view east of SH 1 and the railway line;



ABOVE FIG. 2-5: Grovetown Focus Group Findings (not to scale).



ABOVE FIG. 2-6: Images showing the character of Grovetown

- there is 16 hectares of land zoned Town Residential, of which approximately 4.8 hectares is vacant;
 - stormwater outfalls to open drains;
 - solid waste is collected by private contractors and transferred to Blenheim;
 - local water supply is from individual on-site bores, largely from the confined section of the Wairau aquifer. Treatment under new standards will likely be required; and
 - current wastewater reticulation has the capacity to accommodate significant numbers by sub main extension.
- growth vs. valuable productive soils; and
 - residential growth in relation to flooding hazard.

FOCUS GROUP FINDINGS

Consultation identified the following issues for consideration in the project:

- there is a strong local sense of community;
- there is limited connectivity with the lagoon for recreation activities;
- affordability of rates is a big issue as the 120 Grovetown residents are paying off a newly installed grinder pump sewerage system through their rates;
- the town's main attraction is its affordable housing and its rural location which creates a separate feel, yet it is close to Blenheim;
- there is no street lighting;
- there are local stormwater issues and areas in the settlement which are prone to flooding;
- compliance with drinking water standards and upgrading wastewater disposal by installing a reticulated system;
- there are three rail crossings in town. Two of which are signalised and the other unsignalised (see Figure 2-3);
- access is difficult at Vickerman St, Fell St and Ross Lane due to close proximity to SH1 and SIMT rail line. Maintaining safe and convenient access to both parts of the township from the junction and pedestrian access across the SH 1 junction are challenges;
- the importance of bicycle safety along SH 1 between Grovetown and Blenheim as numbers of recreational and commuting cyclists increase;
- there is potential for reverse sensitivity issues associated with rural area as viticulture expands towards the township; and
- further growth should be sensitive to and developed in line with existing character (large sections and lots of open space).

IN CONCLUSION: ISSUES TO BE ADDRESSED

Headline considerations for Grovetown are:

- identity issue: new major suburb of Blenheim?
- severance by the State Highway;
- dangerous connections to the State Highway;
- connections with recreational facilities;

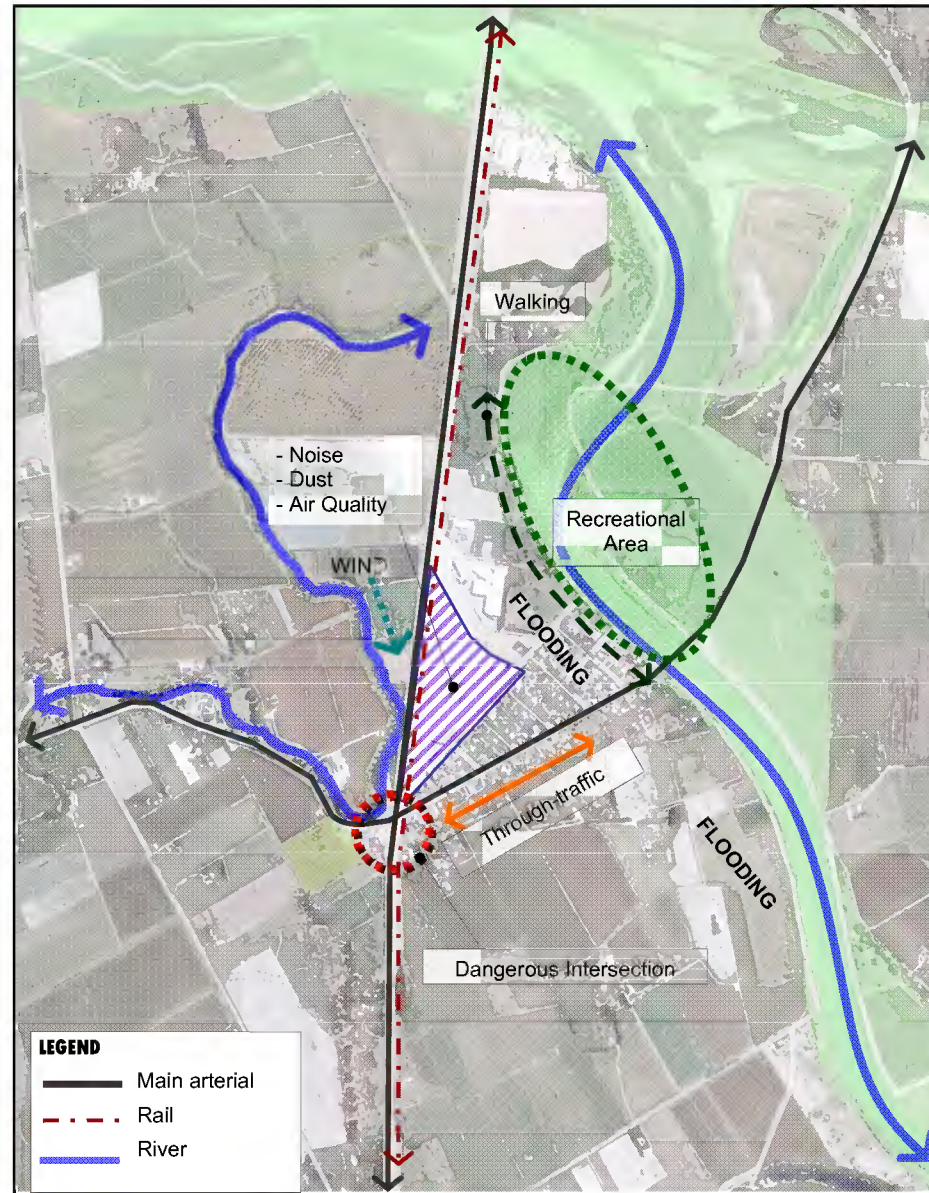
2.4 Spring Creek snapshot

The following description of key features and urban issues in Spring Creek is based on public consultation that took place on 5 August 2009 and partly sourced from 'Marlborough's Townships and small settlements growth study' by Environmental Management Services Ltd for Marlborough District Council (June 2008).

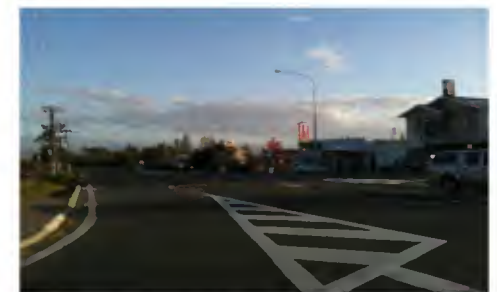
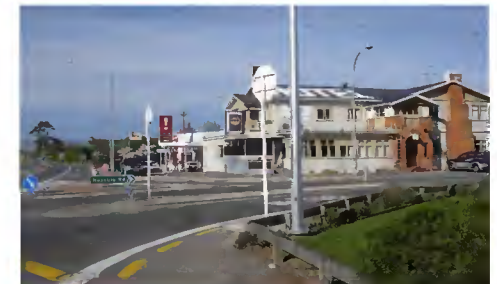
KEY FEATURES

Key characteristics of Spring Creek have been identified as:

- Spring Creek is a small community within commuting distance of Blenheim and Picton;
- at the 2006 Census Spring Creek had resident population of 480;
- Spring Creek Primary School caters for years 1-8, and is located within the residential area east of SH1;
- the recreational facilities at Awarua Park (western side of SH1) include tennis, cricket, netball, rugby, Community Centre and changing rooms;
- the waterway from which the town takes its name is the largest spring-fed stream on the Wairau Plain and is an important water resource;
- the Council has recently approved a concept for the restoration of a 12-hectare wetland area alongside Spring Creek.
- SH 1 separates the shop, hotel, petrol service station from the residential area;
- SH 1 junction with Rapaura Road and access into Spring Creek are posing safety concerns;



ABOVE FIG. 2-7: Spring Creek Focus Group Outcomes (not to scale).



ABOVE FIG. 2-8: Images showing the character of Spring Creek.

- the area is dominated by rail shunting yards, industrial, transport and associated storage activities;
- Spring Creek is the District's rail to road transport freight centre. The large area of associated storage and transport-related industries are located immediately adjacent to the railway line on land designated for railway purposes. There is limited scope for consolidation within that;
- water supply is from individual on-site bores;
- wastewater is reticulated to the Council's treatment system consisting of an oxidation pond with discharge to the Wairau River (shortly to be reticulated); stormwater is reticulated through a comprehensive system consisting principally of kerb & channel, sumps and pipes draining to the Wairau River or Wallace Drain. Solid waste is collected by private arrangement with commercial contractors with disposal at the Blenheim landfill;
- there is no additional land zoned for industrial purposes;
- the land zoned for commercial use on the western side of SH 1 is fully occupied; and
- the commercial property on the eastern corner of the junction has been converted to backpacker accommodation.

FOCUS GROUP FINDINGS

Consultation identified the following issues for consideration in the project:

- Spring Creek has a tight knit community;
- Spring Creek is considered a dormitory town with residents commuting to Blenheim;
- there is a Primary School with steady numbers;
- other community facilities include a church and a play centre;
- there is no natural "edge" to the eastern extent of the township;
- the attractiveness of Spring Creek is influenced by the affordability of rates for infrastructure upgrades;
- connections between the residential area, Spring Creek and Wairau River waterways require an upgrade;
- the town has good quality water supply;
- the SH1 intersection of Rapaura Road (to Nelson via Renwick) with Ferry Road is seen as dangerous;
- through-traffic on Ferry Road causes problems in the residential areas;
- maintaining safe and convenient access to both parts of the township from the junction and pedestrian access across the SH 1 and SIMT junction have to be addressed;
- there are concerns that bigger trucks allowed on the roads will create dangerous situations;
- the interface between the industrial (KiwiRail) area and the residential area poses problems of dust, noise, air quality (prevailing wind from NW);

- noise and night lighting at the freight yards conflict with quiet ambience and pedestrian comfort;
- bicycle safety along SH 1 between Spring Creek and Blenheim is a concern as numbers of recreational and commuting cyclists increase;
- there is resistance in the community against growth of existing commercial areas; and
- there are reverse sensitivity issues associated with rural areas such as viticulture being expanded towards the township.

IN CONCLUSION: ISSUES TO BE ADDRESSED

Headline considerations for Spring Creek are:

- residential growth in relation to flooding hazard;
- interface between residential uses and the transport yard;
- dangerous intersections with SH1; and
- severance effect from SH1.

2.5 Tuamarina snapshot

The following description of key features and urban issues in Tuamarina is based on public consultation that took place on 5 August 2009 and partly sourced from 'Marlborough's Townships and small settlements growth study' by Environmental Management Services Ltd for Marlborough District Council (June 2008).

KEY FEATURES

Key characteristics of Tuamarina have been identified as:

- it is a small settlement at the junction of SH1 and Hunter Road (to Rarangi) and Blind Creek Road;
- the residential population at the 2006 Census was 190 for greater Tuamarina;
- there are historic associations with the "Wairau Incident";
- the Memorial Hall is located on Council reserve on SH1;
- Tuamarina Primary School caters to years 1-8;
- the cemetery is available to a wider area including Spring Creek and Rarangi;
- there are no recreational facilities, however the settlement is close to Blenheim, Picton and Spring Creek;
- Tuamarina backs onto the Tuamarina River downstream of the Para wetland (the largest freshwater wetland in the District);
- Tuamarina River is heavily infested with pest aquatic vegetation and is often completely clogged up to the surface.
- parts of the area are prone to flooding from water backing up the Tuamarina River from the Wairau River;
- local water supply is sourced from groundwater. The groundwater source is from the relatively high-yielding gravels of the Wairau Aquifer;
- wastewater is collected in septic tanks and stormwater is disposed of in open drains;
- the former Koromiko Cheese factory at the junction is a prominent feature of the centre of the township; and
- the dairy factory and Fonterra offices are the only business activity in the area.

IN CONCLUSION: ISSUES TO BE ADDRESSED

Headline considerations for Tuamarina are:

- residential growth in relation to flooding hazard;
- severance from SH1 and railway line;
- traffic speed on SH1 in relation to the poor definition of the settlement;
- no visual or access connection with the Tuamarina River as it is hidden behind stopbanks; and
- safety and convenience of the access to residential area through the junction.



RIGHT FIG. 2-9: Tuamarina (not to scale).



ABOVE FIG. 2-10: Images of Tuamarina and Tuamarina workshop.

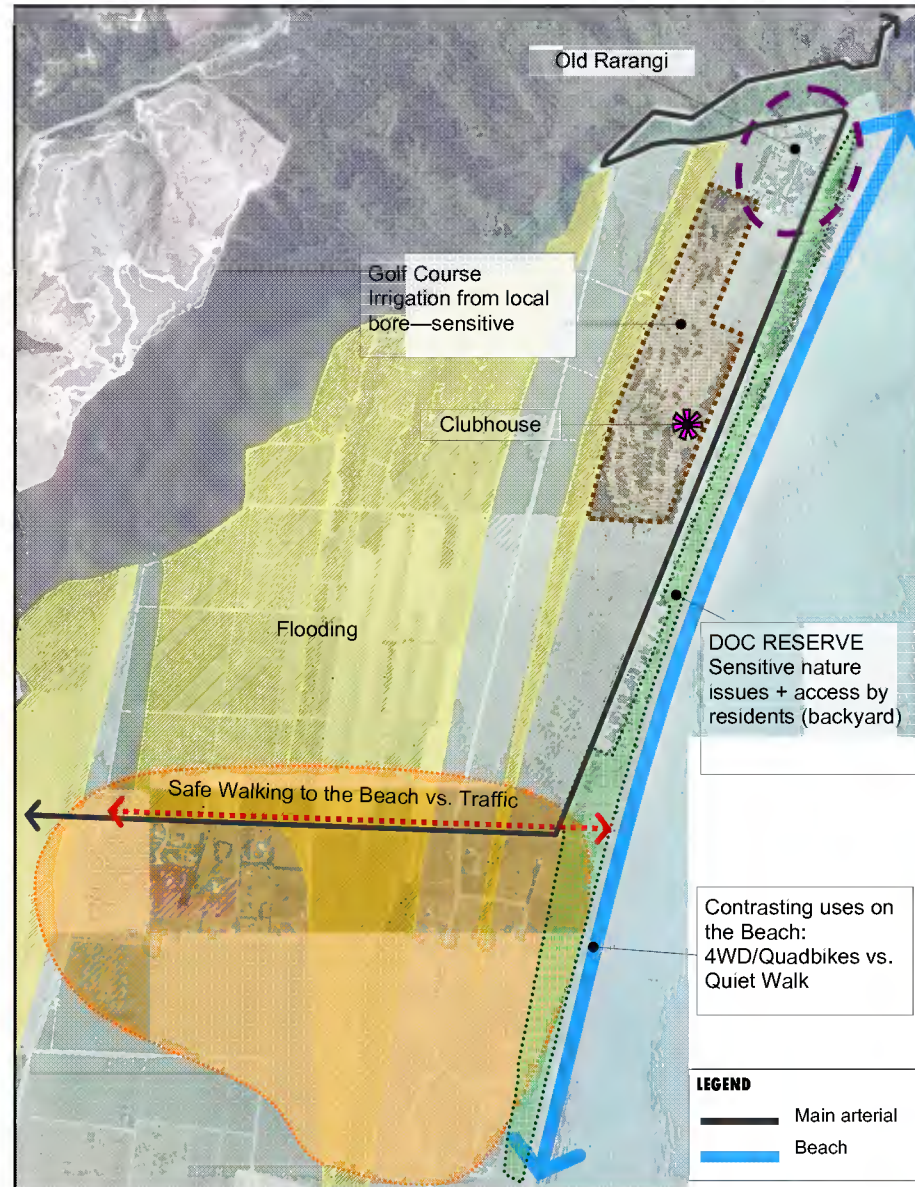
2.6 Rarangi snapshot

The following description of key features and urban issues in Rarangi is based on public consultation that took place on 5 August 2009 and partly sourced from 'Marlborough's Townships and small settlements growth study' by Environmental Management Services Ltd for Marlborough District Council (June 2008).

KEY FEATURES

Key characteristics of Rarangi have been identified as:

- Rarangi is the only coastal settlement on Marlborough's East Coast;
- there is a strong sense of isolation and open space;
- at the 2006 Census the resident population was 392;
- Old Rarangi is located to the north of the golf course, is relatively compact and has a linear form residential development along the coastal strip with an average section size of 1,000 m²;
- Cloudy Bay coastal esplanade reserve (recreation and conservation purposes) has beach access at northern end;
- it features dry gravel ridges and associated wetland hollows vegetation patterns. This landform combination is unique in New Zealand;
- the Rarangi wetland area is the largest of the remaining freshwater wetland vestiges that once covered the Wairau Plain and is an area recommended for protection;
- the soils in the area have high permeability which provides good soakage, however this is unlikely to



ABOVE FIG. 2-11: Rarangi Focus Group findings. (not to scale).



ABOVE FIG. 2-12: Images showing the character of Rarangi.

- treat effluent to any great degree and risks of contaminating groundwater. Stormwater drainage relies on open drains with high permeability soils;
- there is a newer area of extensive rural residential development south of Blue Gums Corner with large sections which are gradually being sold and built on;
 - local amenities include golf course, community tennis court on Golf Club land, community centre, Foreshore Reserve and camping ground;
 - Whites Bay is Marlborough's only sandy surf beach and surf club;
 - there is no shop or convenience store apart from the bar at the Golf Course;
 - wastewater disposal is by individual on-site discharge to ground via septic tanks or similar. Solid waste is collected by private arrangement with commercial operators, disposal is at the Blenheim district landfill; and
 - water supply to the northern area is partly from a community scheme and partly by individual on-site shallow aquifer bores. Residential properties are not supplied from the community scheme and therefore rely on individual on-site groundwater bores and roof water. The rural residential properties south of Blue Gums Corner source their water from individual on-site bores in the unconfined Rarangi shallow aquifer. There are issues with high arsenic levels in groundwater.

FOCUS GROUP FINDINGS

Consultation identified the following issues for consideration in the project:

- Rarangi consists of three parts: the old area where many of the original batches are; the middle part bordering onto the beach; and the new rural-residential subdivision including Edgewater development;
- the owners of the local houses are mostly also the permanent residents;
- the bar at the golf club serves a community role;
- other facilities include a community centre, reserve and DOC campsite;
- the main attraction of Rarangi is the wild and remote beach;
- there are competing needs and interests in Rarangi, e.g. quad biking versus a quiet walk on the beach;
- the people living on the beachfront have grown exotic plants near the beach. There is a recent programme to get native flora and fauna back;
- the proximity and intensity of residential and rural residential development to the remnant wetland and dune system has the potential to adversely affect the wetland and dune system by competing for groundwater, creating a source of discharge contamination, facilitating the spread of invasive weeds and by building and earthworks eroding the dune formations;
- intensified residential settlement increases the risk of human-induced damage to the foreshore conservation reserve (e.g. vehicle movements, invasive weeds);
- there are both water quality and water supply issues. The impacts of new vineyards being developed should be considered;

- residents are concerned about the increasing amount of trucks on the roads and growing traffic numbers. There are some particular concerns about walking on Rarangi Road (no footpath) to the beach versus vehicular traffic;
- the ground conditions and concentration of houses creates risk of groundwater contamination from the collective septic tank disposal systems. Addressing a secure and sustainable water supply is key to community public health and future growth options;
- there are limited walkways within and between northern & southern areas; and
- it is suggested that growth be restricted to retain the current character of the area. Rarangi attracts people to live there for its tranquillity.

IN CONCLUSION: ISSUES TO BE ADDRESSED

Headline considerations for Rarangi are:

- lack of social infrastructure;
- growth in relation to tsunami risk and predicted sea level rise;
- fragile ecology in DOC estate;
- water supply vs. septic tanks;
- shallow aquifer + sensitivity to drought;
- lack of commercial activities; and
- conflicts between vehicle traffic and pedestrians.

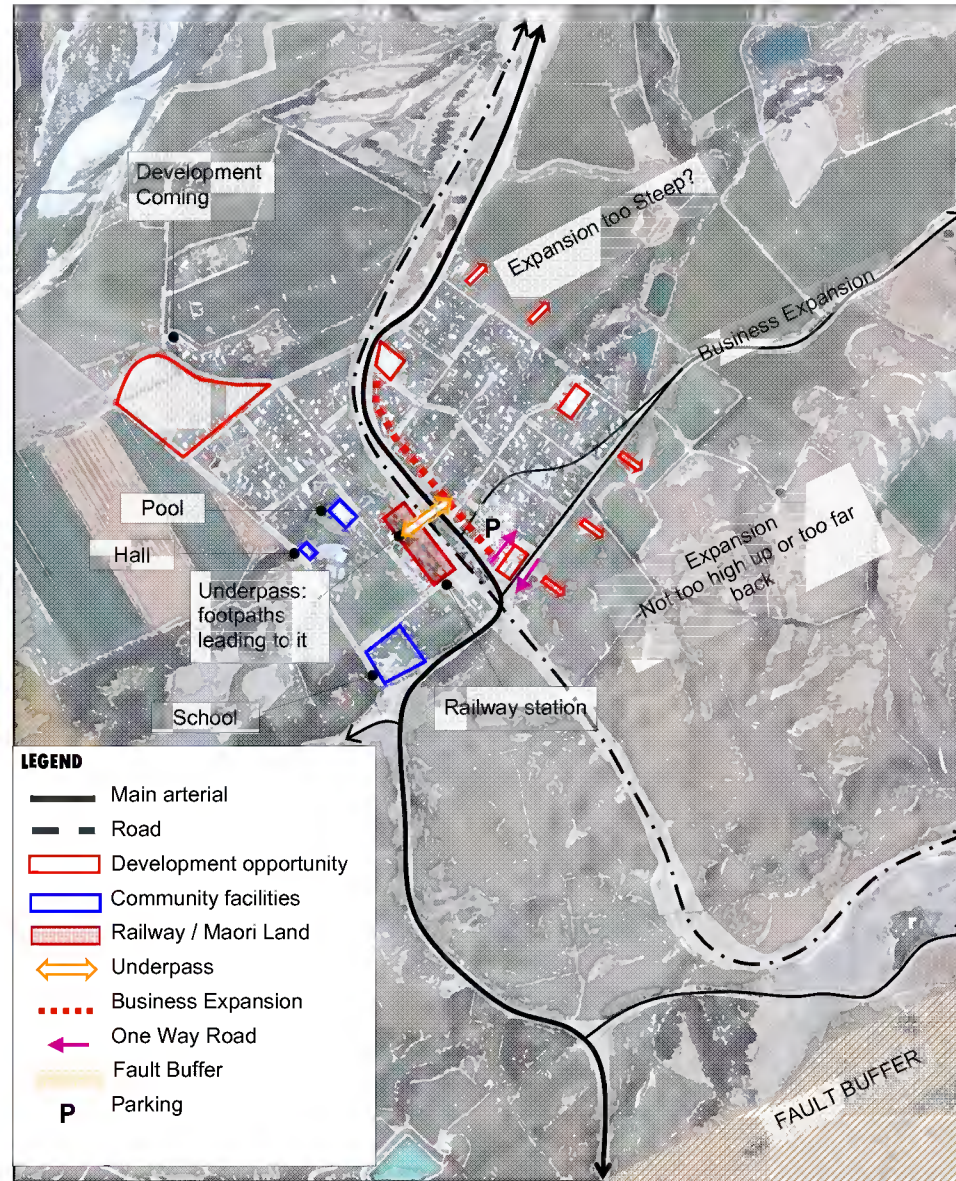
2.7 Seddon snapshot

The following description of key features and urban issues in Seddon is based on public consultation that took place on 10 August 2009 and partly sourced from 'Marlborough's Townships and small settlements growth study' by Environmental Management Services Ltd for Marlborough District Council (June 2008).

KEY FEATURES

Key characteristics of Seddon have been identified as:

- Seddon is a service town for the surrounding rural Awatere area, providing a limited range of services which focus on the agricultural hinterland and visitors;
- it is nestled into undulating landscape with mixed use rural backdrops;
- it is a compact settlement around SH 1 and railway line;
- the resident population at the 2006 Census was 513. This is less than 1996 but 8% more than in 2001. Significant fluctuations resulting from transient horticultural workers;
- there is no local GP, but a GP visits clinics 3 days a week. There are fortnightly Plunket clinics and Blenheim-based District and Public health nurses;
- Awatere Community Activities Centre is an information and activity hub for Seddon and the surrounding rural area (part funded by MDC);
- the public swimming pool is operated in conjunction with the camping ground. Both of which are owned by MDC, and operated on contract by the Awatere Settlers Association;



ABOVE FIG. 2-13: Seddon Focus Group findings. (not to scale).



ABOVE FIG. 2-14: Images showing the character of Seddon.

- local recreation facilities including tennis, netball, rugby, changing sheds and clubrooms are based on the Domain and at the hall;
- Starborough Creek is an ephemeral stream through the middle of the town, draining to the Awatere River to the north. Due to its location within an urban area, it has some water quality issues arising from stormwater discharges;
- the whole Awatere Valley is a highly modified rural environment;
- the 4,300 m² of zoned industrial land is occupied by Gill Construction (cartage contractors). All but about 2,000 m² of the approximately 1.9 hectares of Rural Township land zoned for mixed use is occupied;
- access to water and growth in the viticulture industry would drive demand for additional commercial/ industrial land in the town;
- there has been a change in pattern of residential use and accommodation for seasonal workers in the viticulture industry. As many workers prefer to live in Blenheim and travel to Awatere vineyards daily (often in vans provided by vineyards);
- wastewater reticulation is almost entirely gravity-fed to an oxidation pond and partitioned maturation pond with direct discharge to Starborough Creek, a treatment upgrade has been undertaken to improve effluent quality coinciding with consent renewal;
- the stormwater system relies on open drains and watercourses draining to Starborough Creek and the Awatere River;
- water supply: Seddon is serviced by the Awatere rural water supply system which encompasses much of the Awatere Valley. The reticulated water supply is sourced from surface water (Blackbirch Stream – a tributary of the Awatere River);
- the need for water reticulation renewals adds to water cost pressures;
- water quality is poor and requires boiling or expensive treatment; and
- the supermarket has recently been renovated and expanded.

FOCUS GROUP FINDINGS

Consultation identified the following issues for consideration in the project:

- in the duration of one year the population of 460 permanent residents rises to nearly 1000, including seasonal workers. This puts pressure on community infrastructure and accommodation services;
- there is currently very little police presence as the Community Constable serves a large rural area;
- community facilities are spread throughout the town and there is no distinct centre;
- the residential areas are divided by SH 1 and the railway. Pedestrian connectivity between them is poor;
- Seddon has some dangerous main road exits. There are proposals for one-way access only into particular streets off SH1 as some are on very dangerous bends / approaches;
- traffic calming measures could help ensure traffic stays within the speed limit on SH1 through the town;

- there is a need for affordable public transport between Seddon and Blenheim particularly for youth; and
- there are some extreme wind runs and speeds, particularly on exposed hill faces, which could be used for further growth.

IN CONCLUSION: ISSUES TO BE ADDRESSED

Headline considerations for Seddon are:

- social/ community infrastructure;
- seasonal workers accommodation and social issues;
- storm water drainage;
- water supply and quality;
- severance by the State Highway;
- accommodation of industrial and commercial growth.

2.8 Ward snapshot

The following description of key features and urban issues in Ward is based on public consultation that took place on 10 August 2009 and partly sourced from 'Marlborough's Townships and small settlements growth study' by Environmental Management Services Ltd for Marlborough District Council (June 2008).

KEY FEATURES

Key characteristics of Ward have been identified as:

- it is a small township with a dispersed distribution of buildings in an open rural landscape;
- there are some small clusters of residential and commercial activity along SH 1. It is otherwise very spread out with areas of farm land within the town area;
- the railway line bounds southern and eastern edge;
- at the 2006 Census Ward had a resident population of 80;
- most community facilities, including the hall and the school are located east of SH1;
- local recreational facilities are based at Ward Domain these include: cricket, tennis, pavilion, clubrooms;
- located in the dry Flaxbourne catchment, which is a highly modified rural environment;
- there is approximately 11 hectares is zoned Township Residential, of which approximately half (4.6 ha) is vacant and available for building;
- the few retail and commercial facilities located along SH 1 focus on traveling motorists and visitors;
- there are no health services available. The nearest services are in Seddon;
- Ward Primary School caters for years 1-8;
- wastewater disposal is by on-site septic tanks; and
- Ward's water supply is sourced from a reticulated community supply system administered by the Ward Water Scheme and sourced from a groundwater bore near the Flaxbourne River.

FOCUS GROUP FINDINGS

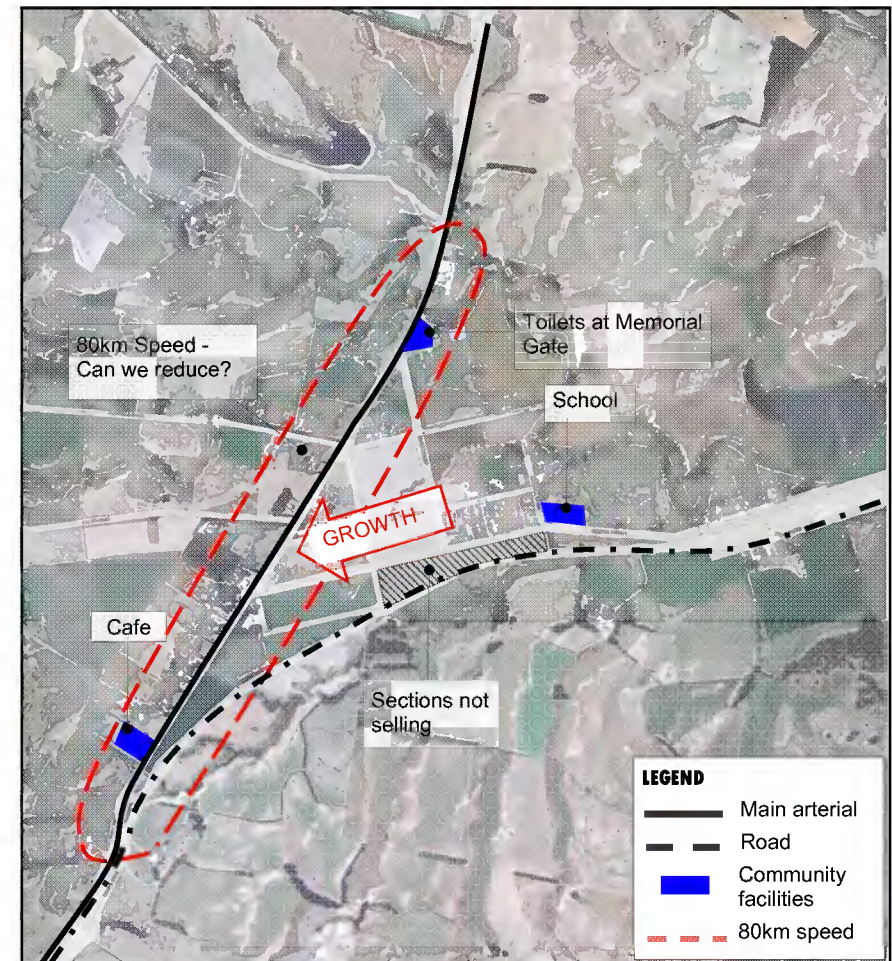
Consultation identified the following issues for consideration in the project:

- there is currently very little police presence as the Community Constable serves a large rural area;
- the only public toilets in are in the Domain; and
- SH 1 forms a barrier between the residential area of Ward and the commercial activities on SH1. Traffic calming could increase safety in Ward.

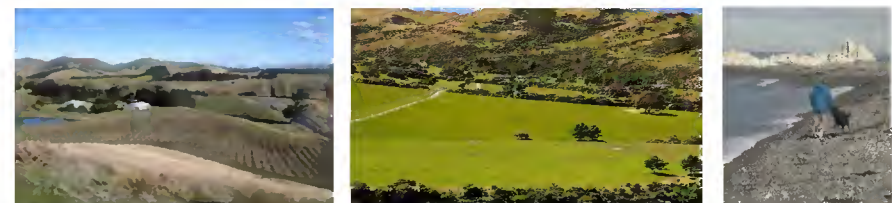
IN CONCLUSION: ISSUES TO BE ADDRESSED

Headline considerations for Ward are:

- long term potential growth (viticulture-based, but limited by irrigation potential);
- traffic calming and Signaling Ward's presence on SH1;
- absence of footpaths; and
- where is the focus of the town?



ABOVE FIG. 2-15: Ward Focus group findings. (not to scale).



ABOVE FIG. 2-16: Images of the character of Ward.

2.9 Blenheim snapshot

The following description of key features and urban growth issues in Blenheim is based on stakeholder consultation that took place on 4 and 5 August 2009 and partly sourced from 'Marlborough's Townships and small settlements growth study' by Environmental Management Services Ltd for Marlborough District Council (June 2008).

KEY FEATURES

- Blenheim is the acknowledged main centre for the Wairau Plains and Marlborough District (for business, administration, local government, government agencies, health and other services);
- Blenheim has the largest concentration of industrial and business activity and has strong strategic connections (SH1, SH6 and main trunk railway line, airport);
- at the 2006 Census Blenheim had a resident population of 23,110;
- it is located on a flat river plain drained by a complex system of streams and rivers with spectacular Wither Hills and Richmond Ranges as a backdrop;
- it has a generally benign climate with hot dry summers;
- local community facilities include the district library and public halls;
- it is the regional centre with regard to health services and hosts the Wairau Base Hospital, district health service, MedLabs, local medical centres, plunket and PHO;
- schools include: 9 primary schools, 1 intermediate, 2 secondary, pre-school options and kohanga reo;
- tertiary education includes: NMIT, Community College and Business Management training options;
- recreation facilities provide for a varied range of activities;
- it is a highly modified environment with few elements of naturalness (primarily associated with the rivers);
- the area is surrounded by and located on versatile soils. Surrounding rural land has high development pressure and is characterized by a high intensity of small-lot rural-residential subdivision at the urban periphery;
- this area is characterised by low to medium density residential and generally low-rise housing, green private gardens and generous open space;
- there is a range of housing sizes, styles and quality at generally high prices and a tight rental market;
- there is high demand for housing by transient and seasonal workers;
- there are separate water supplies for the Blenheim urban area and for Riverlands (including the Cloudy Bay industrial estate) both sourced from groundwater in the Wairau plain aquifer. The Blenheim source is from two well fields at Middle Renwick Road and Grove Road plus three individual wells. The Riverlands supply is from two well fields; and
- the spring-fed streams of northwest Blenheim (Murphy's, Fulton's and Waterlea Creek) have good water quality and clarity.

FOCUS GROUP FINDINGS

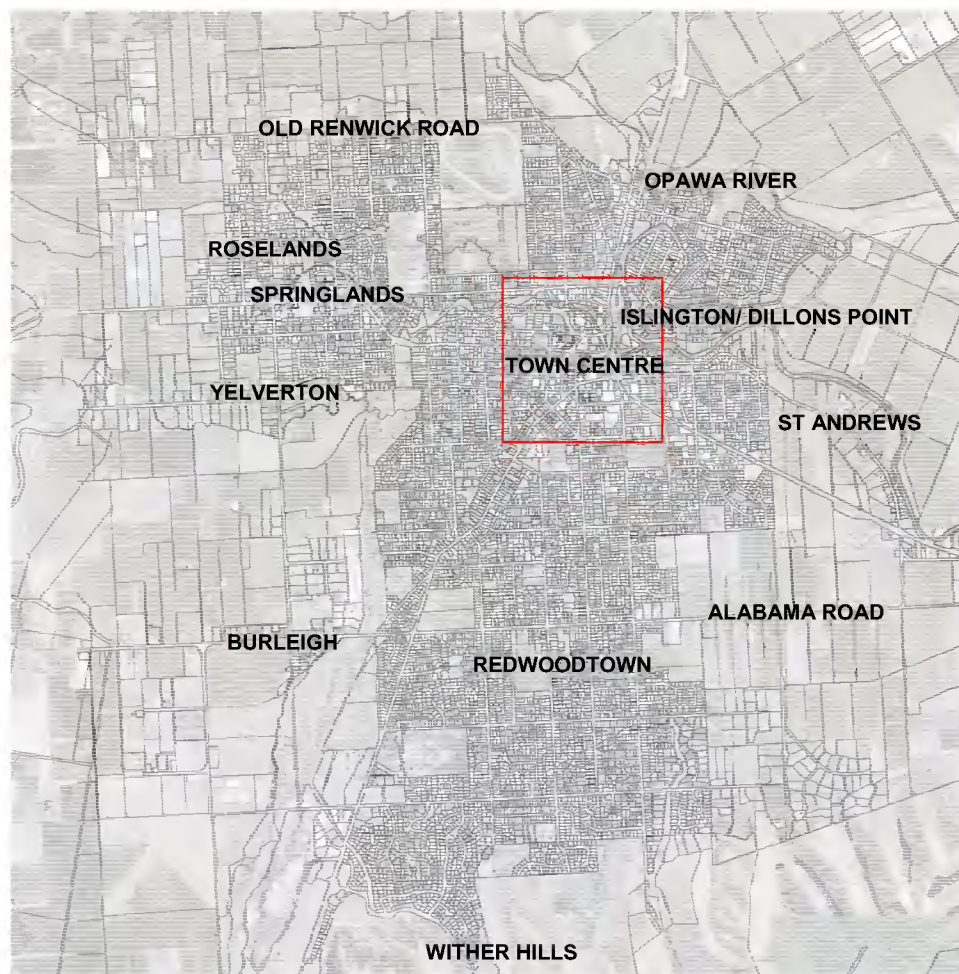
General growth issues

- growth should be planned around existing facilities, e.g. schools and medical facilities;
- an emerging trend is that smaller wineries are taken over by larger ones. Owners of the smaller vineyards, often near retirement age, will sell their properties but want to keep living rural. The need for rural residential should therefore be considered;
- reverse sensitivity issues affect the productivity of viticulture and agriculture;
- education is important. NMIT is a crucial facility to keep young adults in Blenheim;
- making better places is crucial, including housing;
- a large barrier for developing high/ medium density is formed by car parking requirements;
- flooding problems have often shifted as a result of draining works for vineyards;
- a smaller lot size for rural residential should be considered;
- there is a need to cater for residential uses for the elderly: low maintenance, security, safety, companionship and small units;
- the District Plan does not produce the desired outcomes for housing;
- there is a need for policy guidance as to the desired outcomes and Council investments need to align with planning policies;
- future connections and routes need to be secured by ingraining them in all statutory documents and other Council policies;
- the need for consistency between planning policy and the assessment of applications was expressed;
- more emphasis should be placed on intensification;
- adaptable housing for changing lifestyles and an ageing population should be encouraged;
- there is a need to address the potential shortage of land for light industrial;
- the Riverlands area should be better utilised as a location for light industrial uses directly off State Highway 1; and
- it should be acknowledged that different industries need different types of locations, e.g. winery service in the smaller townships, trades people on the periphery of Blenheim, and B-trains near the State Highways etc.

Residential growth considerations per sub-area

Wither Hills

- stability issues;
- prone to floods and landslides;
- protected natural asset; and
- visual impact of development.



ABOVE FIG. 2-17: Blenheim landmarks in relation to the focus group findings on the expansion potential of Blenheim.

Alabama Road area

- + possibly good connections into the existing urban area;
- + well-connected with Redwoodtown shops;
- + offers potential for completion of the recreational ring;
- flooding issues; and
- Redwood Street is difficult to cross.

St. Andrews area

- + has good potential in the area between SH and railway; and
- + the area is within walking distance to town, but this is limited as one develops further out to the east.

Islington and Dillons Point Road area

- + opportunities for living near the river;
- no local community facilities;
- riverlands school is on the other side of the State Highway/ railway line;
- poor connectivity to the rest of Blenheim;
- not a good reputation; and
- little open space.

North of the Opawa River/ between Blenheim and Grovetown

- no infrastructure; and
- difficult to connect to the rest of Blenheim.

North of Old Renwick Road

- + close to schools in Farnham and Mayfield;
- + suitable land to develop;
- + possibly some potential for a new node at the intersection of Thompsons Ford Road and Old Renwick Road;
- fragmented land ownership; and
- Old Renwick Road is a barrier (70 km/h and used as bypass for trucks).

West of Roselands and Springlands

- + good reputation;
- + potential for airport related growth;
- + local schools nearby;
- + Springlands shops nearby; and
- reverse sensitivities from vineyards;
- airport noise, especially with a possible airport expansion with bigger and noisier planes;
- versatile soils; and
- middle Renwick Road/ SH6 forms a barrier and is difficult to connect with.

Yelverton/ Burleigh

- + recreational potential around the river;
- + Good sized land holdings in this area
- + good connectivity to the rest of Blenheim via Maxwell, Battys, and Alabama Roads;
- + easy connections to Redwoodtown shopping centre;
- Battys Road is busy and could form a barrier;
- large wedge of flood-prone land south of David Street and north of the sawmill; and

- reverse sensitivity issues near the sawmill, vineyards, and Omaka airport.

Industrial land considerations

- there is still capacity in Riverlands;
- heavy industry should be located in Riverlands;
- the area by the airport should be considered for light industrial uses;
- anecdotal evidence suggests that there is insufficient or unsuitable land for light industrial uses available; and
- there should be made more provision for light industrial and service industry within close proximity to Blenheim as opposed to out in Riverlands.

Retail and office considerations

- there is demand for locations for large format retail, that is not fitting in the CBD (due to traffic capacity, access, size, residential interface, hazardous goods); and
- there is potential to locate offices on the periphery of the town centre.

IN CONCLUSION: ISSUES TO BE ADDRESSED REGARDING BLENHEIM'S GROWTH

- residential growth direction(s) in relation to the location of social/community infrastructure;
- residential growth direction(s) in relation to flooding hazards;
- costs of infrastructure upgrades per growth option;
- any expansion beyond existing zoned boundary encroaching onto highly versatile soils;
- housing affordability;
- ecological restoration and enhancement of natural values in streamside reserves;
- open space distribution in new residential developments;
- provision for safe cycling routes especially for children travelling between residential areas and schools;
- integration between cycling and walking with the system of streamside reserves;
- maintaining the integrity of the strategic transportation corridors (SH1, SH6, rail);
- managing airport noise near Omaka aerodrome;
- infill, compact urban form and higher intensity development;
- the interface between urban and rural;
- rural residential living;
- development of any new commercial and industrial areas and appropriate performance standards for these areas;
- locations and performance standards for Large Format Retail; and
- the establishment of an Urban Design panel.

2.10 Marlborough snapshot

The need to plan for growth and development in Blenheim and the local communities is better understood against the background of some headline trends pertaining to economy, employment, population, and tourism in Marlborough. The following is based on reporting for the Blenheim town centre project and partly sourced from 'Marlborough's Townships and small settlements growth study' by Environmental Management Services Ltd for Marlborough District Council (June 2008).

State of the economy

Marlborough has transitioned from a horticulture and agriculture-based economy to high value viticulture. This has led to employment growth but at the same time to a less diversified and therefore more vulnerable economy.

Employment growth is projected for Marlborough's core resource-based industries and many of these are characterised by low average earnings. This ties in with the fact that hourly earnings in Marlborough are lower than the national average.

Traditional production systems, transportation and ways of using resources may soon become inadequate as overseas markets demand more rigorous standards in response to climate change - and Marlborough's economy is still largely based on land and water resources. The key issue is commoditisation and lack of market control.

Water and Marlborough

In drought-prone Marlborough the sustainability of water supplies is a key determinant of future growth. Responsible handling of spring fields fed from the Wairau River, which are crucial for water supply, is of the greatest importance.

On the other hand, many parts of the district are flood-prone, or may influence flooding in other areas, which severely constrains potential land-uses.

There are very few natural areas remaining in the District outside of parts of the public estate in the Sounds and the mountains. In the immediate environment of Blenheim and the settlements, less than 1% of the original indigenous vegetation remains. The only significant potential sources of natural values are the remaining waterways. The once vast wetlands that covered the area have been drained and canalised into straight manmade waterways. Even though they are referred to as drains, they are the last surviving remnants of a habitat that is utilised by native species on a daily basis. Effects of urban development on freshwater ecology can be mitigated by controlling substrate, depth, flow and riparian vegetation. This process could potentially induce the return of species.

Retail

Existing retail supply is estimated at 84,700 square metres in the Marlborough District by Market Economics Ltd. Currently around 43,200 people reside in Marlborough District, approximately 23,000 of which live within Blenheim (Census 2006). It is suggested that the area is generally well served by the current provision of retail floorspace based on a

rough industry rule of thumb of 2 square metres of retail per person. However, this is not to say that more retailers should not be welcomed, only that the District does not appear to have an under provision of retail floor space.

Ageing population

Differing population projections for Marlborough to 2031 suggest a low decline to modest population growth (from the current 43,200 people to between 41,800 and 53,800). Therefore, population growth alone is unlikely to drive economic growth. The resident population is aging and the highest population growth comes from the over 60s, and those approaching retirement who are already over 50 years old. The contribution of these groups to the local economy, economic growth and retail expenditure will likely decline as they age.

Tourism

The above emphasises the need to reinforce Marlborough's attractiveness in the competitive tourism market, which is dependent on adequate accommodation, services and sustainable infrastructure. Blenheim and the smaller settlements each have a role to play in this.

One third of visitors to Blenheim are day visitors (450,000 of the 1.3m visits per year). This is more day visitors than tourists Blenheim is estimated to attract from the Inter Island ferries. Only about 50% of the 1 million ferry passengers per year travel past Blenheim, and less than a third of these are believed to stop and engage with Blenheim. Most Inter Island ferry visitors are older free independent travellers over 60 years old. The other major component of Inter Island ferry passengers are young independent travellers aged 20 to 29 years old. Only a third of Blenheim visitors stay over-night, with the average overnight stay of business and recreational visitors being only 1.6 nights.

Attracting a younger population

Trends show a loss of those in the 19-39 age group over time. This extends beyond Marlborough's young adults leaving for higher education, overseas, or big city attractions. The loss includes those in the family formation stages of their life.

Figures suggest a large turnover of residents, with 50% of residents arriving within the last 10 years (but population growth in that period being less than 16%).

Like many other districts, Marlborough is facing the challenge of attracting residents to settle permanently in the district. Blenheim and the local communities could play a major role for Marlborough District in attracting and retaining young people, through the creation of diverse recreational facilities, as well as employment, education and training opportunities. The development of attractive and affordable residential environments is crucial for the success of attracting a younger population. There is a real shortage of affordable housing for low-moderate income households which is expected to intensify unless measures are adopted to supply affordable new housing.

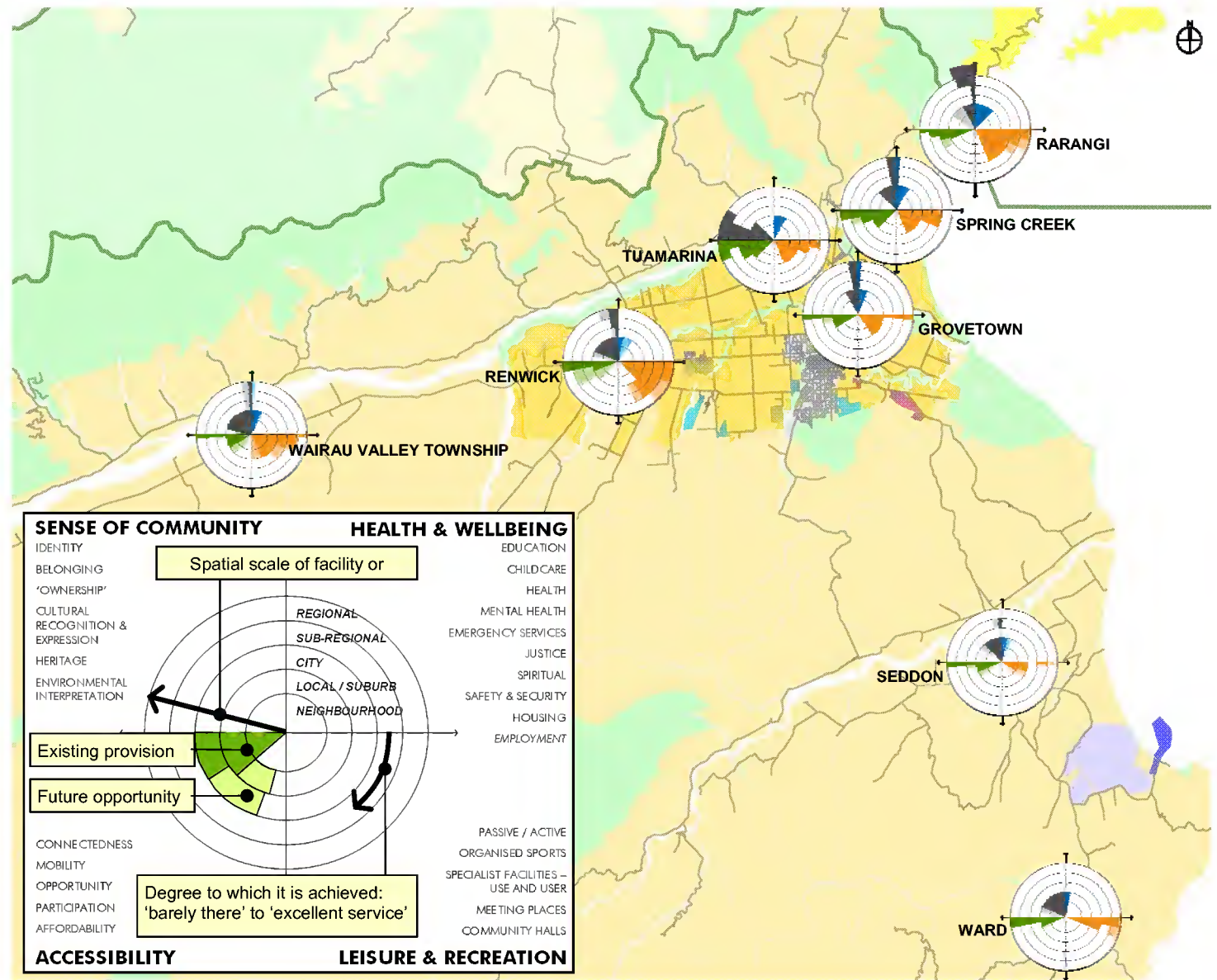
Each of the settlements has elements of distinctive character which can be further developed to reinforce community identity and create points of difference.

SOCIAL PICTURE OF THE SUB DISTRICT

An overall look at the social network of the Wairau-Awatere area helps to form a more complete picture of the elements it is comprised of.

A successful social network facilitates community building, provides good accessibility to facilities and opportunities to participate. The provision of social infrastructure such as educational, healthcare and community facilities, and also the qualitative, less tangible aspects of community such as 'fostering a sense of place' and 'identity' in the settlements of the Wairau-Awatere (excluding Blenheim) were analysed against a range of criteria. This process was carried out for all the local communities as well as the different 'community catchments' of Blenheim including its central area. Refer to Figure 2-10 for the summary of this approach. The composite result is shown in Figures 2-10 (the local communities) and 2-11 (Blenheim) over the next pages. This is most of all a subjective interpretation of often intangible features. They serve however, as a starting point for understanding how the settlements are perceived to serve their community needs. It should be noted that the main contributors to this exercise were experienced District Council officers.

A more detailed focus on each of the settlements will follow in section 5, but points to note from this picture include:
 → overall a relatively poor performance in *Health and Wellbeing*. This may mean that the settlements are reliant on Blenheim for this;



ABOVE FIG. 2-18: plot of existing and future social wellbeing of the Wairau-Awatere towns (not to scale).

- strong provision of *Leisure and Recreation* in Renwick, Wairau Valley Township and Rarangi, whilst relatively poor in Seddon;
- the *Sense of Community* in the majority of the local communities is strong, with the exception of Grovetown. Rarangi scores high for its unique vegetation and landform; and
- *accessibility*, which covers indicators such as connectedness, mobility, opportunity, participation, and affordability is low in the majority of the settlements, with Tuamarina as an exception. Renwick is seen as having growth potential in this area.

town centre should contribute to community infrastructure in these improving. Growth in the vicinity of or well-connected to well-performing areas such as Witherlea, Burleigh, Springlands and Mayfield could leverage from existing amenities.

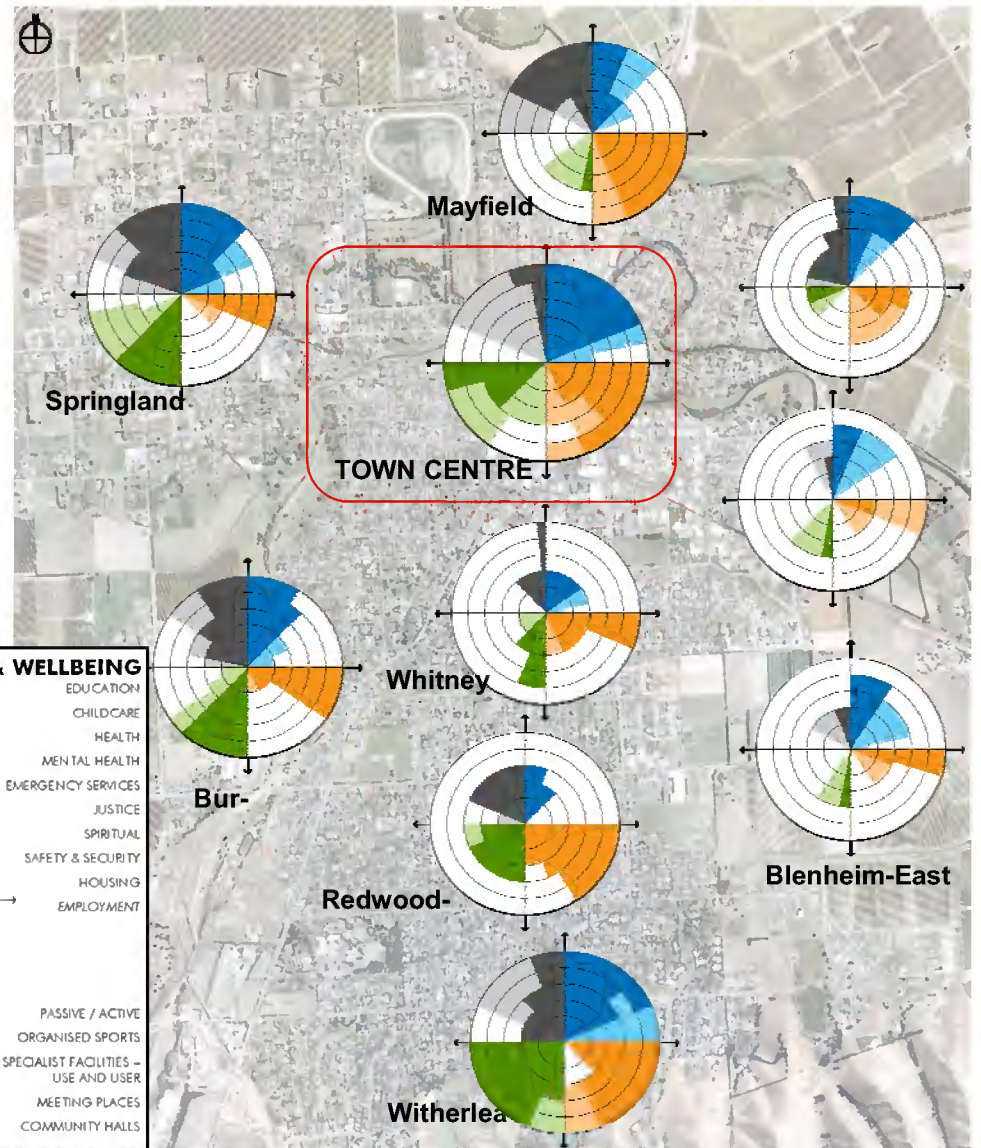
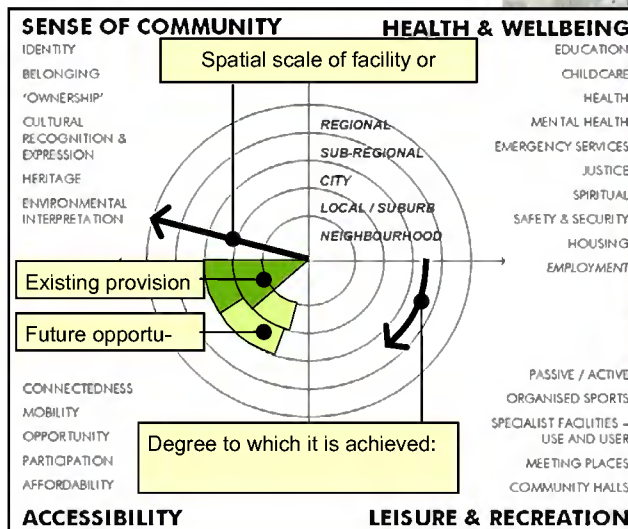
SOCIAL PICTURE OF BLENHEIM

A similar exercise was carried out for Blenheim as part of a previous Town Centre project. Ten 'community catchments' were distinguished within Blenheim.

The circle for the Town Centre depicts a strong representation of physical community infrastructure on the right hand side of the circle. This is explained by the presence of facilities located in Blenheim that cater not only for the town, but also for the wider district. However, it is clearly shown that the town centre lacks the more intangible qualities, such as sense of community and accessibility.

Consequences for growth and development

The areas east of the town centre appear to be lacking in this context. Therefore, with regards to the growth and development of Blenheim this may mean that any growth to the east of Blenheim



ABOVE FIG. 2-19: plot of existing and future social wellbeing of major community catchments in Blenheim (not to scale).

2.11 Population today

The baseline figures for Marlborough's population are sourced from the latest Census in 2006. The table below shows clearly that the majority (more than 85%) of the population of this selection of settlements in the Wairau-Awatere area is concentrated in Blenheim, Marlborough's main centre. Renwick, located approximately 10 km west of Blenheim, is the second largest population centre of the area, at a distance followed by Seddon, the main centre of the Awatere area, and Spring Creek.

Settlement	Census 2006
Blenheim	23110
Renwick	1875
Wairau Valley Township	162
Grovetown	282
Spring Creek	476
Greater Tuamarina	190
Rarangi	392
Seddon	497
Ward	78
TOTAL	26984

A conclusion that could be drawn is the importance of good connectivity between these settlements and Blenheim for facilities and services such as community facilities, employment and retail.

2.12 Future growth pressures and population projection

Growth pressures

- Marlborough's population is ageing, with a potentially greater proportion of people aged 65+ than the New Zealand average. This attesting to Marlborough's attraction as a retirement destination;
- transportation services, of getting between and about the townships as well as recreational provisions need to adapt to this population trend;
- Marlborough is projected to lose greater numbers of people in the 0-39 age group, initiatives to attract them from elsewhere will be competing with other centres; and
- new housing needs to match the needs of smaller and older households and the many on fixed and low-moderate incomes.

Population projection

Three potential models have been identified by Marlborough District Council:

1. Marlborough District Council in-house asset management population projections.
 2. Statistics New Zealand area unit population projections.
 3. New Zealand Transport Agency study household projections.
- where comparable, MDC growth figures predict higher growth than Statistics New Zealand projections;
 - MDC figures are likely to most accurately reflect the urban residential areas as they have analysed and corrected the Census Area Units and Mesh Blocks. Reasonably reliable figures are available for each of the areas included in the township growth study using the MDC study, but not the others; and
 - MDC figures project future changes based upon historical growth trends, Statistics New Zealand figures estimate future births, deaths and migration patterns.
- It was concluded that that the MDC figures (refer to the table below) form the most suitable basis for this Urban Growth and Development Project, as they cover all locations required, and have corrected the figures to reflect the urban residential areas.

Settlement	Projection 2031	Increase '06- '31	% '06- '31
Blenheim	29410	6300	27%
Renwick	2334	459	24%
Wairau Valley Township	252	90	56%
Grovetown	347	65	23%
Spring Creek	653	177	37%
Greater Tuamarina	No figures available		
Rarangi	507	115	29%
Seddon	A population decrease is projected (2006 Census: 497)		
Ward	89	11	14%
TOTAL	33834	7040	26%

The main issue in relation to these growth figures is that should only be used to give an impression of the scale and relativity of the population growth. The timing of when a given population increase will be achieved is less important as progress can be reviewed regularly;

Other points to note include:

- growth within individual settlements varies widely, which warrants different approaches in different settlements; and
- the demands in Wairau Valley Township and Spring Creek are expected to be above average, whilst the projected growth in Ward is low in absolute as well as relative numbers.