

SOUTHERN MARLBOROUGH URBAN GROWTH & DEVELOPMENT

WAIRAU-AWATERE SETTLEMENTS

A STRATEGY FOR THE FUTURE

MARLBOROUGH DISTRICT COUNCIL

MAY 2010

STATEMENT OF PROPOSAL

Public consultation document



SOUTHERN MARLBOROUGH GROWTH & DEVELOPMENT

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MARLBOROUGH DISTRICT COUNCIL

STATEMENT OF PROPOSAL

Submissions must be made to the Council by Friday 18 June 2010, 5pm. If you indicate that you wish to speak to your submission, you will be contacted prior to the Hearing to arrange a time to speak. The Hearings dates are proposed to be 2,5 and 6 July 2010.

A full Statement of Proposal can be obtained by contacting MDC on 03 520 7400, fax 03 520 7496, email to mdc@marlborough.govt.nz, via the Council's website www.marlborough.govt.nz or by mail at Growing Marlborough, MDC, PO Box 443, Blenheim 7240.

If you wish to make a submission, please complete the submission form available from the above contact points, or in writing including your name, postal address, email address (if you have one) and daytime phone number so that we may acknowledge your submission. Please also indicate in your submission if you wish to speak. Please send your submissions to: Growing Marlborough, MDC, PO Box 443, Blenheim 7240, by fax to 03 520 7496, email growing@marlborough.govt.nz or complete the online submission form at www.marlborough.govt.nz

Public information statement: Responses to Council consultations are public information. Your comments may be included in reports that are available to the public and the media.

EXECUTIVE SUMMARY

Demographics and population growth

The population of Marlborough is predicted to grow by from approximately 44,000 to approximately 54,000 by 2031 (high prediction). The demographics (age group bands and socio-economics) show a trend of the 50-69 year old band increasing as a proportion and the 20-39 year old band decreasing as a proportion. While some of this population growth can be provided for through infill, the majority will require new urban residential land.

Direction and certainty

A key message that the Marlborough District Council has received from all interest groups including developers, professionals, housing companies, planners and the community was to provide clear direction as to where growth should occur and equally where it should be discouraged. The major reason for this was to provide a much higher level of certainty for investments of time, capital and resources.

Efficient resource use

Marlborough challenges, as with most of NZ provincial regions, include a relatively small ratepayer base (25,000), high infrastructure costs and a spread-out network of small townships. As such the imperative is to ensure as efficient infrastructure / resource investment as possible by encouraging concentration of development, utilization of available capacity and intensification of existing urban areas. That is, the choice between Greenfield expansion or infill / brownfield.

Choice of location and price positioning

One of the prime intentions through the project has been to provide the community with a level of choice in terms of locality, section price positioning and housing type. In addition the preference is for growth in areas that are or can be well serviced by community infrastructure (connectivity, cycle/walk paths, shops, services, transport etc).

Urban Design principles for the development concepts

During the concept design phases consideration has been given to a number of key urban design outcomes. Examples include positioning and aspects of open spaces, provision for a mix of residential densities, roading layout to maximise connectivity and solar orientation.

Planning context

The strategy is designed to provide a comprehensive and integrated planning context for the MDC Infrastructure, Policy and Finance teams. In addition it is intended to carry weight for Council planners and the Environment Court.

Perhaps most importantly the Strategy, individual growth pocket costings and combinations for the first time enable Council to develop expenditure planning matrices that will feed straight into the LTCCP / LTP and Annual Plan processes.

Timeframe and sequencing

The timeframe for this Strategy is 25 years, so not everything needs to be 'built tomorrow' or detail planned for. Given the suggested sequencing, key decision points do not occur until approximately 2015 and 2020 that is 5 and 10 years hence. The growth estimates provide a quantum / order of magnitude that need to be planned for. The timing should be viewed as being quite flexible and should be updated at approximately 5-7 year intervals that take into account actual growth, demand, economic and population forecasts.

Funding

Indicative rough order costings have been worked up to provide an indication of costs on a per household lot basis for each of the growth combinations. It must be emphasized that these are a preliminary tool simply to provide an 'order of magnitude' and relativity for the various growth pockets. It will require significant design and policy work as well as testing options to determine where and how significant infrastructure costs will be funded. Apart from scheduled upgrades (in the LTCCP) no budget provision has been made yet for new growth areas.

Regional policy and planning tools

The Marlborough Regional Policy Statement (MRPS) and Marlborough Resource Management Plans (MRMP) are currently under review and the three urban design stages (Blenheim Town Centre, Southern Marlborough and Northern Marlborough) will help underpin and determine policy and plan rules. Specific areas to be rezoned will find their way into the MRMP where appropriate. In general terms the project will combine up the three stages into one integrated strategy for the whole entire region. In MRPS terms the emphasis will be on enabling growth where it is practical, deliverable, serviceable, provide efficient resource use and of course be affordable.

In conjunction, in areas where there are relatively 'poor' conditions such as water supply, water quality, geo-technical issues (e.g. land stability), sensitive ecosystems or flooding etc, growth is strongly discouraged. Further efficiencies are sought through looking at lot sizes and urban density. Much consideration has also been given to current rules, options and locations for any new Large Format Retail (LFR) and also Rural Residential (RR) in the district.

Key Strategy summary

The following key outcomes are identified for the individual Wairau-Awatere settlements:

Renwick:

Roading improvements, limited residential growth to the west and provision for some further commercial.

Wairau Valley Township:

Roading improvements including footpaths, growth heavily constrained to specific areas.

Grovetown:

Roading improvements, growth provision to the south.

Spring Creek:

Roading improvements, no provision for further growth.

Tuamarina:

Roading improvements, no provision for growth.

Rarangi:

No provision for growth, ecologically fragile area.

Seddon:

Roading improvements, Domain design, some further residential and commercial areas.

Ward:

Minimal SH1 roading interventions

Blenheim:

Series of growth pockets around the existing township, LFR / RR provisions, and revision of density rules to encourage better efficiency. Some attention on CBD fringe areas such as Grove Road, Main St, Part Terrace and Auckland St precincts to encourage upgrading and mixed use development.

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STATEMENT OF PROPOSAL

The Marlborough District Council is intending to adopt the Southern Marlborough Urban Growth and Development Strategy as a document to guide future policy direction. The strategy is designed to provide a comprehensive and integrated planning context for the Council to consider when making decisions about the future policies and plans under the Resource Management Act, asset management plans as well as the Long Term Council Community Plan and other relevant documents.

The Council engaged consultants Urbanismplus to help develop this document, along with sister strategies for Blenheim Town Centre and Northern Marlborough. Significant consultation has taken place in devising these plans, which is described in Section 1 of this report. Comments made through submissions in this public consultation will inform the Council's deliberations in adopting the final document. There will be further opportunities for public comment on many of the proposals as they are integrated into future Long Term Council Community Plans, Annual Plans and the Marlborough Regional Policy Statement and Resource Management Plans.

This Statement of Proposal has been prepared in accordance with section 87 of the Local Government Act 2002.

This section of the Act states that the Statement of Proposal must include:

- a statement of the reasons for the proposal; and
- an analysis of the reasonably practicable options, including the proposal; and
- any other information the local authority identifies as relevant

Reasons for the proposal

The Marlborough region has undergone significant changes in the past 20 years, in terms of population growth and make-up, environmentally and economically. These changes have led to significant development pressure that the Council has been required to respond to. Projections show that further growth is likely to take place in the next 20 years, and the Council is seeking to anticipate these growth trends and plan accordingly, so that growth is accommodated in a sustainable way.

The Council commissioned three strategies to identify the nature of the growth, and to recommend what action should be taken to sustainably develop and respond to the demands that this growth will bring. The Southern Marlborough Urban Growth Strategy is one of these documents, and is of particular importance as it covers the

part of the region that is most likely to face development pressures – i.e. Blenheim and vicinity, and the Wairau and Awatere Plains.

The key aims of this strategy are:

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

A further key objective is to enable ongoing and significant public input into this process, so that this strategy is developed in line with current and future community aspirations.

Reasonably practicable options

The Council is required to make decisions about future plans on regular occasions through its various statutory responsibilities –

- Marlborough Regional Policy Statement
- Resource Management Plans to manage the use, development or protection of the natural and physical resources.
- Long Term Council Community Plans and Annual Plans describe the activities that the Council are involved in and how they are funded.
- Asset Management Plans for operational guidance for maintenance and renewal of public assets.

All of these plans look to the future, are developed over time, and involve different levels and timings of consultation.

This strategy seeks to inform these documents by simultaneously integrating their information requirements with community input. This approach has been successfully applied elsewhere in New Zealand for this purpose, and is an efficient method of improving future plans and ensuring their alignment with others and with public aspirations. In selecting this approach, the Council is proposing that it will place value on the proposals that the strategy has recommended as a supporting document.

The Council will also have regard to other strategies and information in devising its statutory plans.



introduction SECTION 1

INTRODUCTION

1.1 About the project

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

- the inefficiencies of poorly planned lifestyle choices are amplified by the scale of population size to the point where they are resulting in a significant loss of economic productivity and environmental quality;
- residential and industrial development is encroaching onto valuable and versatile soils;
- residential and industrial development is negatively impacting springs and groundwater levels, possibly undermining Marlborough's water supply;
- residential development is negatively impacting on industrial and agricultural activities, including reverse sensitivity issues;
- the scale of population and size of urban areas means that the design of infrastructure improvements / upgrades are increasingly expensive; and
- some saturated intersections and increasing parking problems.

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

About this report

This report is an amended version of *Marlborough Urban Growth & Development, Wairau-Awatere settlements* report by consultants Urbanismplus dated February 2010. This amended report was adopted for public consultation by Marlborough District Council in April 2010.

Urbanismplus Ltd were the main consultants for this project. Its role was been to direct participants, facilitate workshops and document findings.

In addition, the following key consultants were involved in developing the work contained in this document:

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

This document includes material provided by the Marlborough District Council and Marlborough Roads and their specialists.

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

1.2 Project aims and deliverables

Marlborough District Council seeks to develop policies, which are informed by the outcomes of this project, to be able to direct growth and development of Blenheim and the other Marlborough townships.

This part of the project has specifically focused on the Wairau-Awatere area. It is intended that a similar exercise be undertaken for Picton, Havelock and the other townships in Northern Marlborough, including the Marlborough Sounds area.

Aims

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

Deliverables

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

INTRODUCTION

1.3 Report structure

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

Analysis and proposals are introduced for each settlement, including overviews of practical implementation actions.

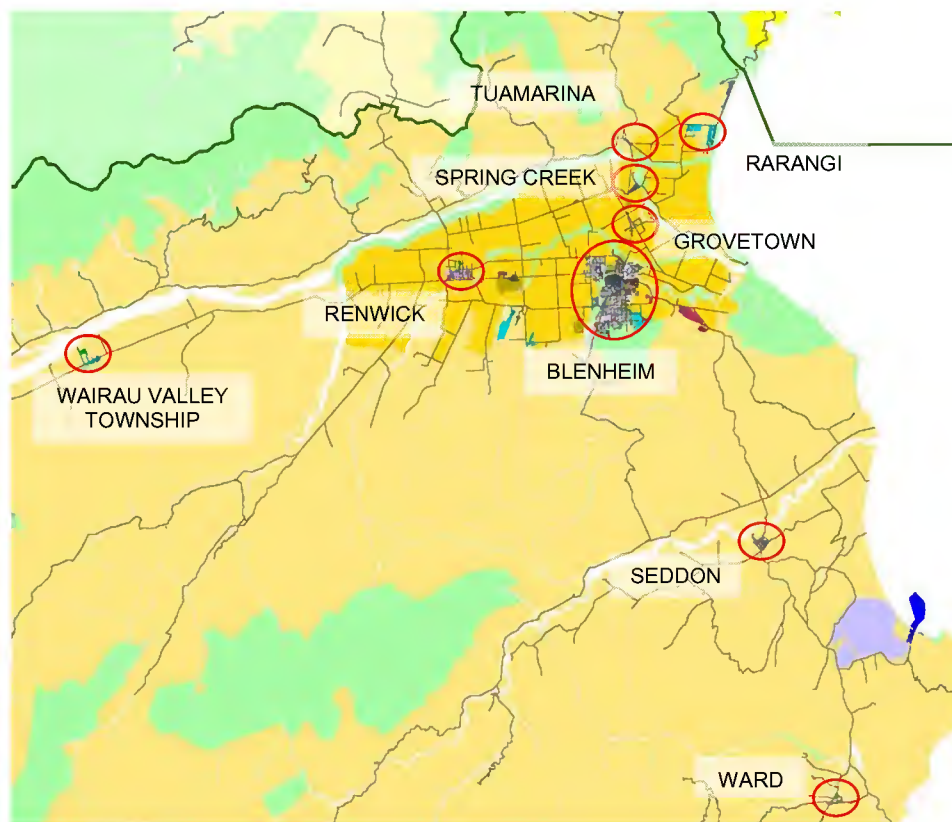
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PART 2: PROJECT CONTEXT: <i>WHAT ARE THE ISSUES?</i>			
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PART 6: BLENHEIM: <i>ANALYSIS, INITIATIVES & ACTIONS</i>			
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ABOVE FIG. 1-1: Structure of the report

1.4 Project scope

The settlements included in this project are shown in Figure 1-2. The issues considered within these settlements include: community infrastructure; ecology; landscape and open space; stormwater and flooding; infrastructure capacity; transport infrastructure; traffic behaviour; residential growth; urban character; planning policy; and industrial and commercial land capacity.

In this project, it is also acknowledged that several issues occur on a subregional or regional scale level. The composite growth picture for the Wairau-Awatere area will inform the District's overall growth strategy after completion of a similar project for Northern Marlborough.



ABOVE FIG. 1-2: The scope of the project: urban issues in selected settlements in the Wairau-Awatere area (not to scale).

1.6 Project consultation

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

Who has been involved?

Four public meetings were organised for community consultation.

1. General public in Renwick - 3 August 2009.
2. General public Wairau Valley Township - 4 August 2009.
3. General public of Rarangi, Spring Creek, Grovetown, and Tuamarina - 5 August 2009.
4. General public Seddon and Ward - 10 August 2009.

Four Focus Group meetings have been held additionally to consult with selected stakeholders on the growth of Blenheim:

1. Interested local Blenheim developers - 4 August 2009.
2. Professionals involved in planning and urban development of Blenheim: planning consultants, surveyors, lawyers, architects, transport engineers - 4 August 2009.
3. Representatives from community organisations in Blenheim, such as: Sustainable Housing, Primary Health, Health Overview, Grey Power, Age Concern, Maori Health, Access & Mobility, Safer Communities - 5 August 2009.
4. Marlborough District mayor, councillors, and executive officers - 5 August 2009.

Formal public consultation

Formal public consultation will take place in May and June 2010, with public hearings planned for July 2010.

1.7 Inquiry-By-Design workshops

The core of the Marlborough Growth and Development project has focussed around interactive, multi-disciplinary 'Inquiry by Design' (IBD) technical and community based workshops. These workshops took place over 3 periods:

- 1-4 September: Blenheim at Lansdowne Park;
- 14 September: Wairau Valley Township at the local Community Hall;
- 15-16 September: Grovetown, Spring Creek, Rarangi, Tuamarina at the Tuamarina Waikakaho Hall;
- 28-29 September: Renwick at the local Community Hall; and
- 30 September - 1 October: Seddon and Ward at the Seddon Community Hall.

These involved a specialist project team in conjunction with Council Officers, and several representatives of the community. Council participants included experts in: community planning; open space and recreation; ecology; infrastructure; civil engineering; transport; and town planning and policy.

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

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





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:

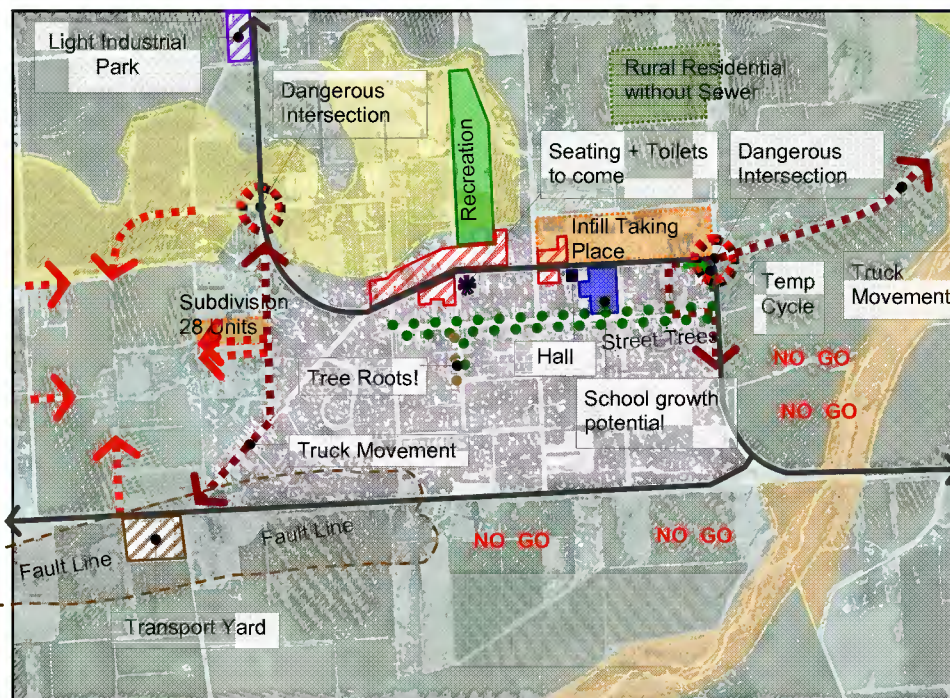
- Renwick is a busy service centre for surrounding vineyards within commuting distance to Blenheim and Woodbourne;
- there was a resident population of 1,875 at the 2006 Census;
- the surrounding landscape is characterized by rural viticulture and hill backdrops to north and south;
- throughout residential 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:

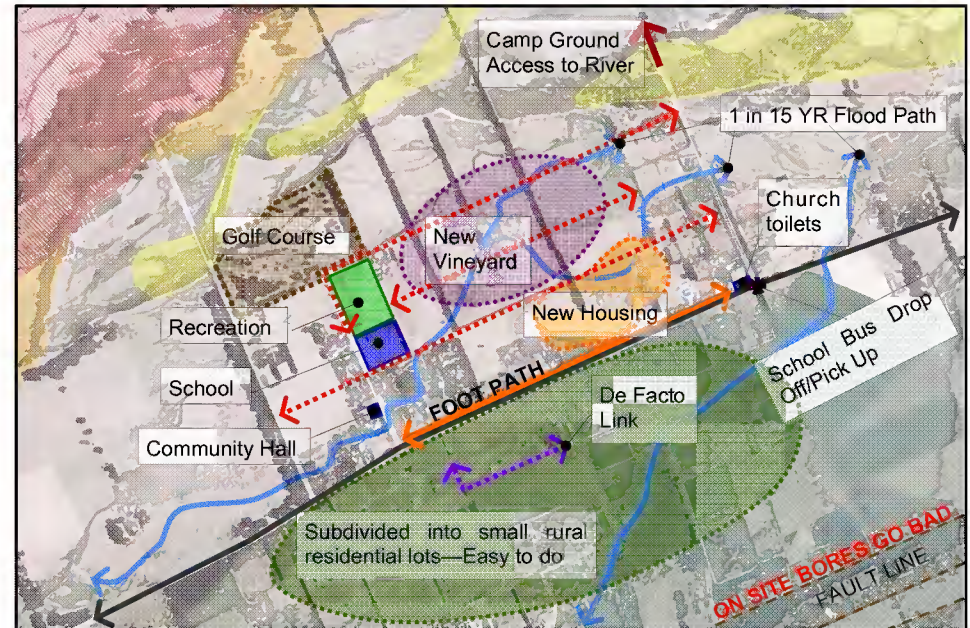
- it is a small township emerging from an open rural landscape south of the Wairau River;
- located within commuting distance from Renwick (20 minutes) and Blenheim (30 minutes), offering rural lifestyle experience;
- there is a linear settlement along a stretch of SH 63 with short cul-de-sac roads extending 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

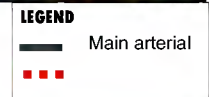
Consultation identified the following issues for consideration in the project:

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.

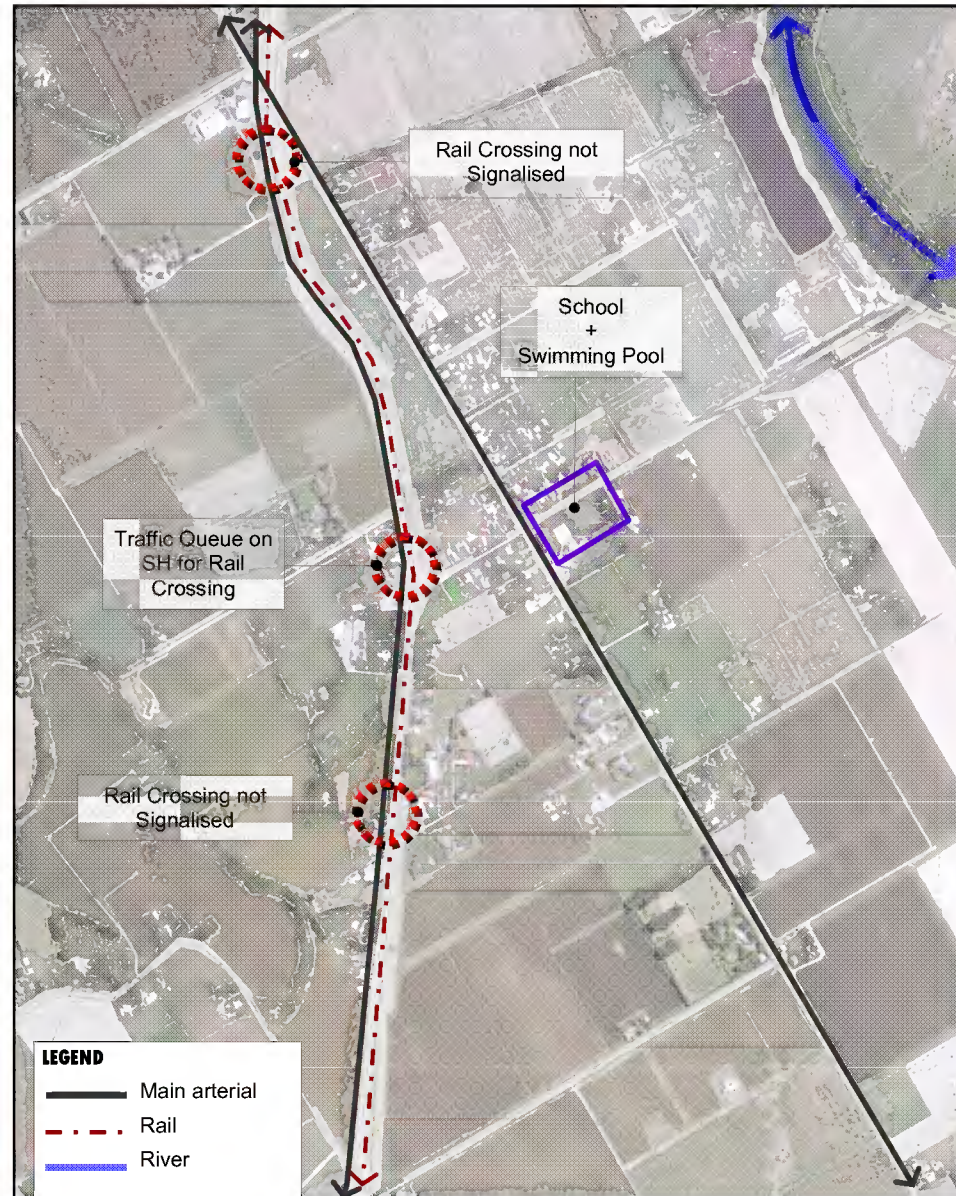
2.3 Grovetown snapshot

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).

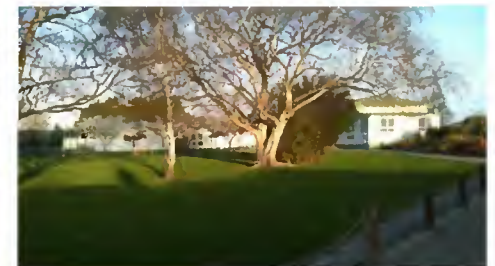
KEY FEATURES

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;

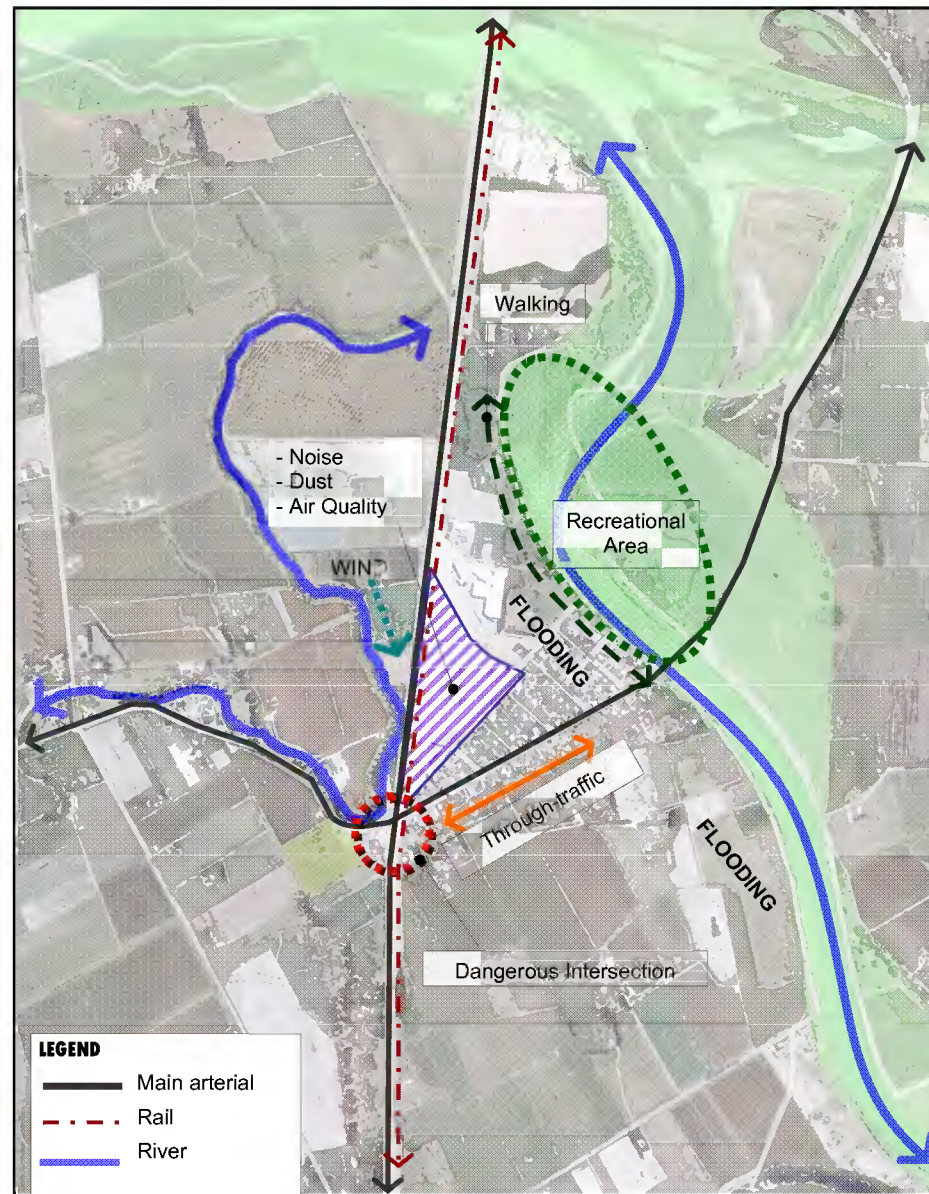
2.4 Spring Creek snapshot

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).

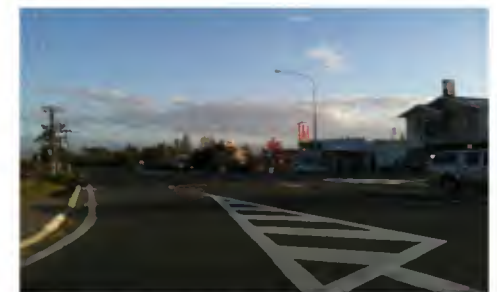
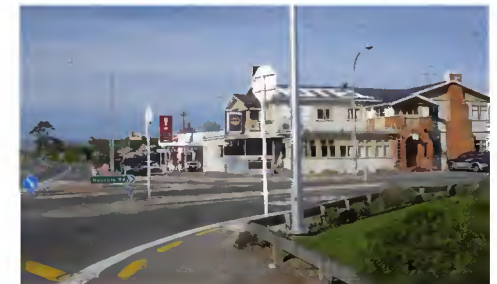
KEY FEATURES

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.

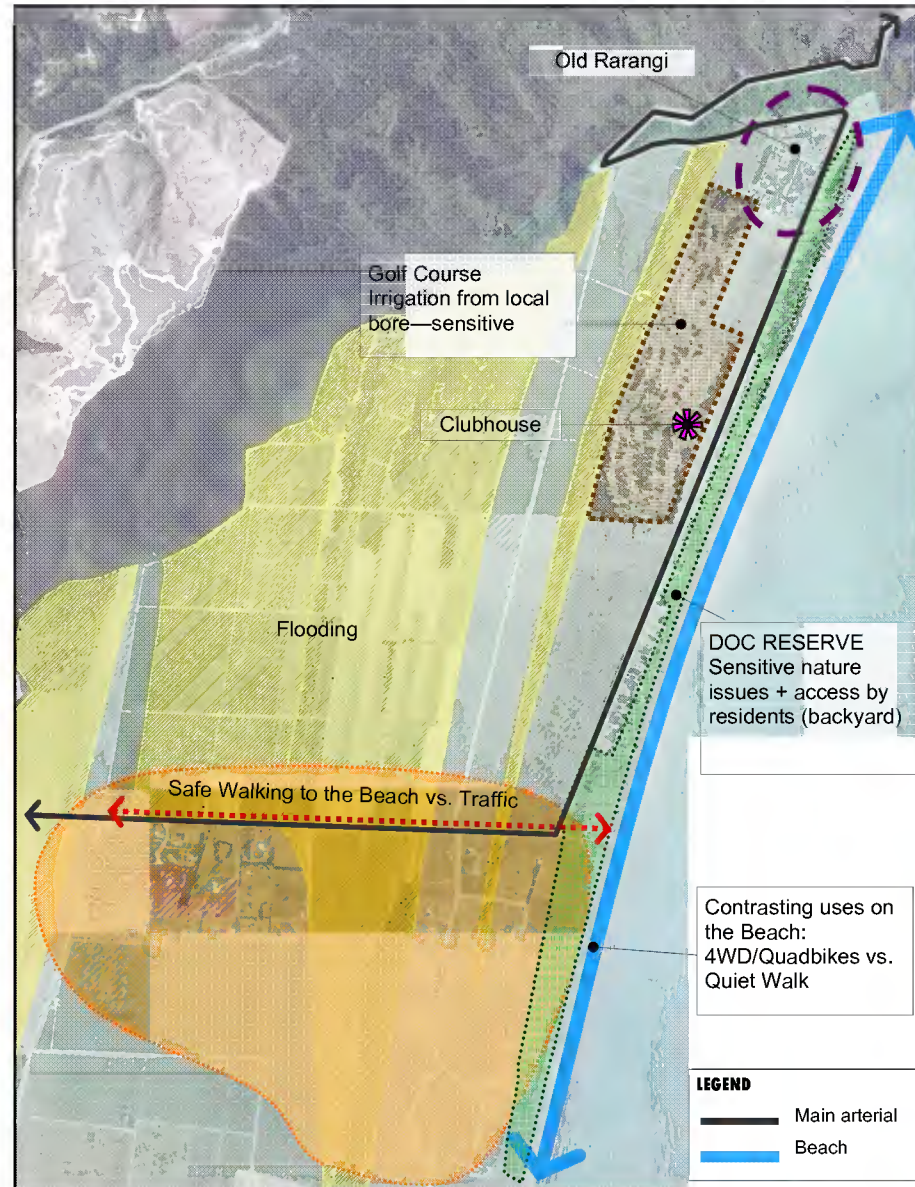
2.6 Rarangi snapshot

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.

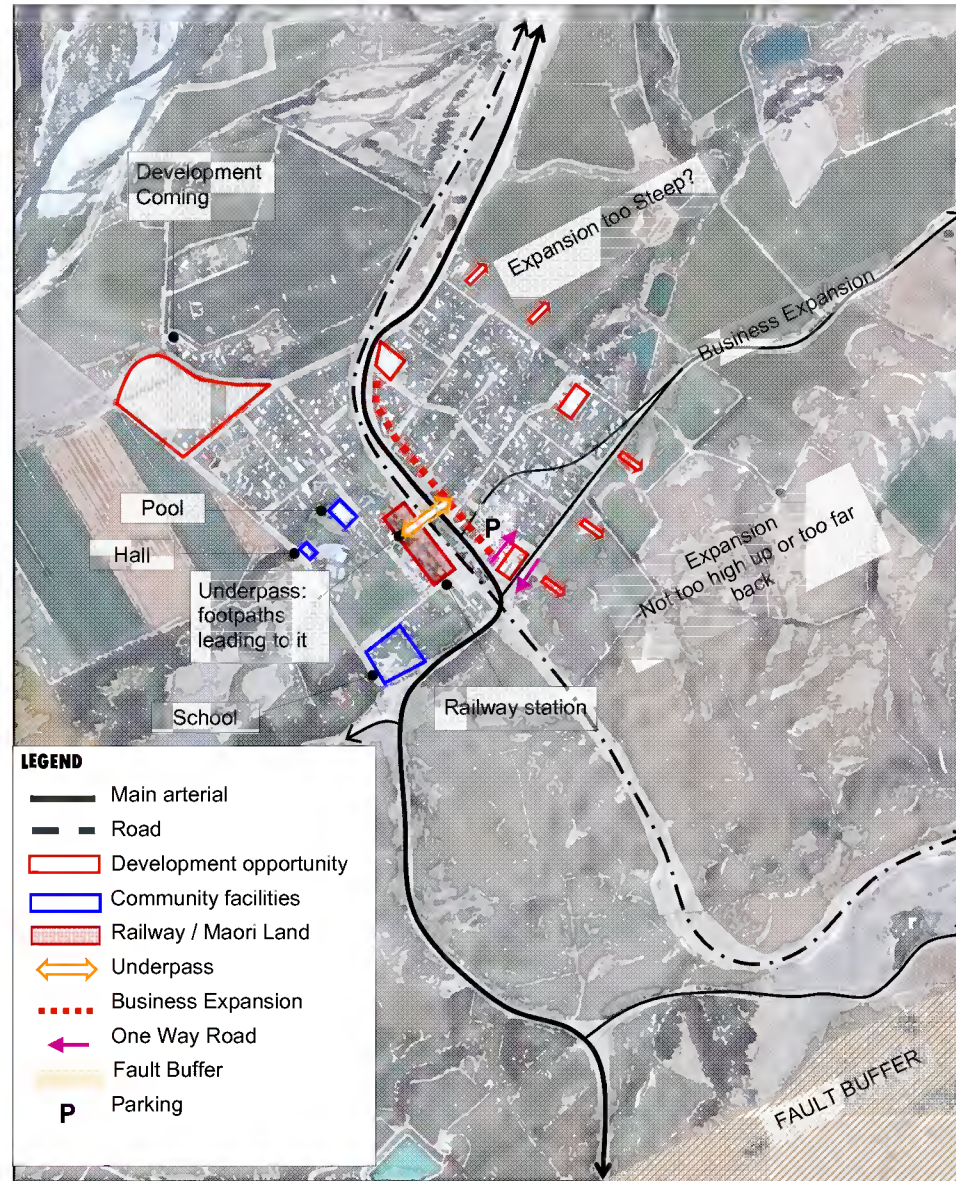
2.7 Seddon snapshot

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

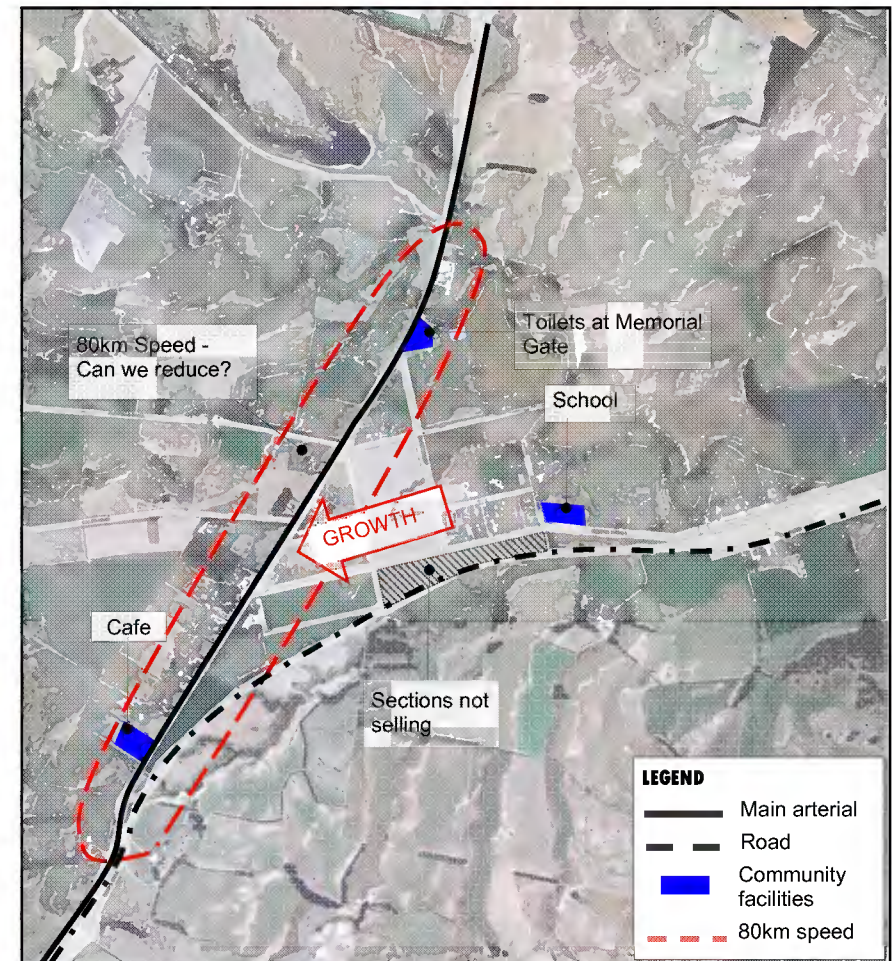
Consultation identified the following issues for consideration in the project:

- 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.

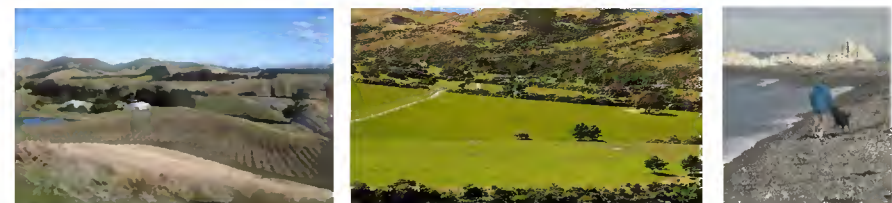
IN CONCLUSION: ISSUES TO BE ADDRESSED

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

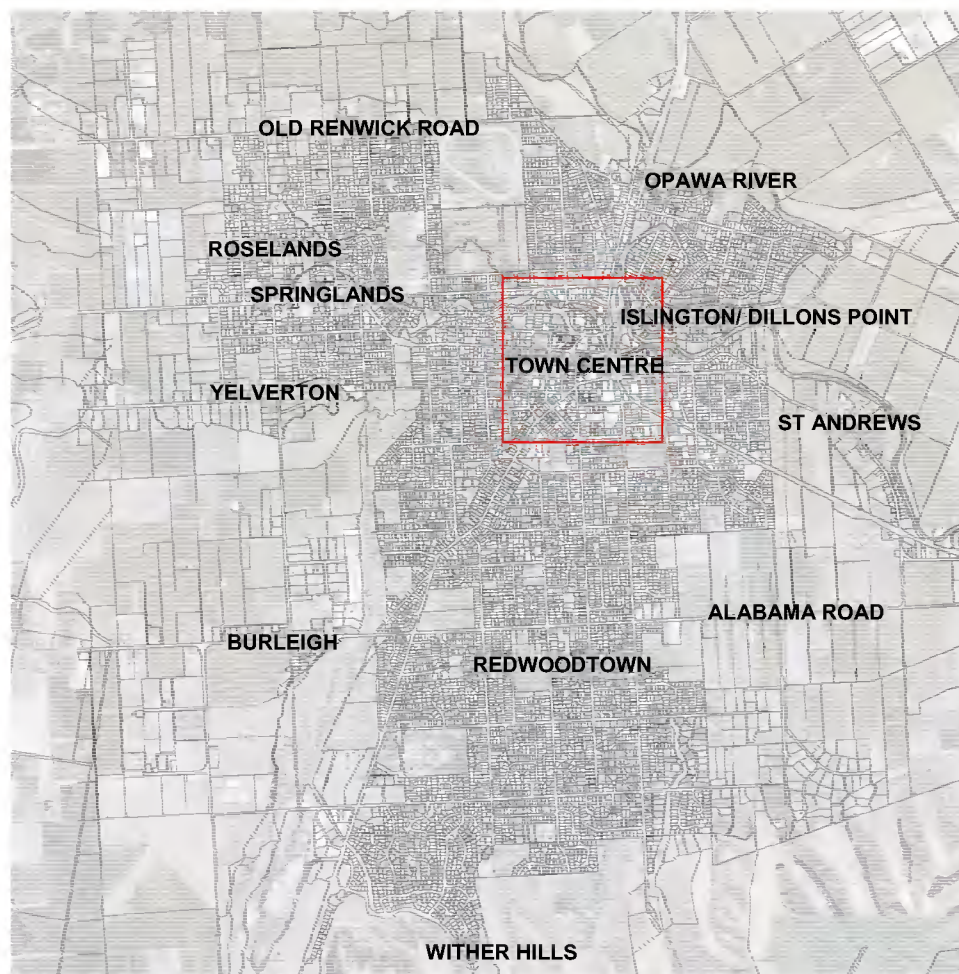
General growth issues

- 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.

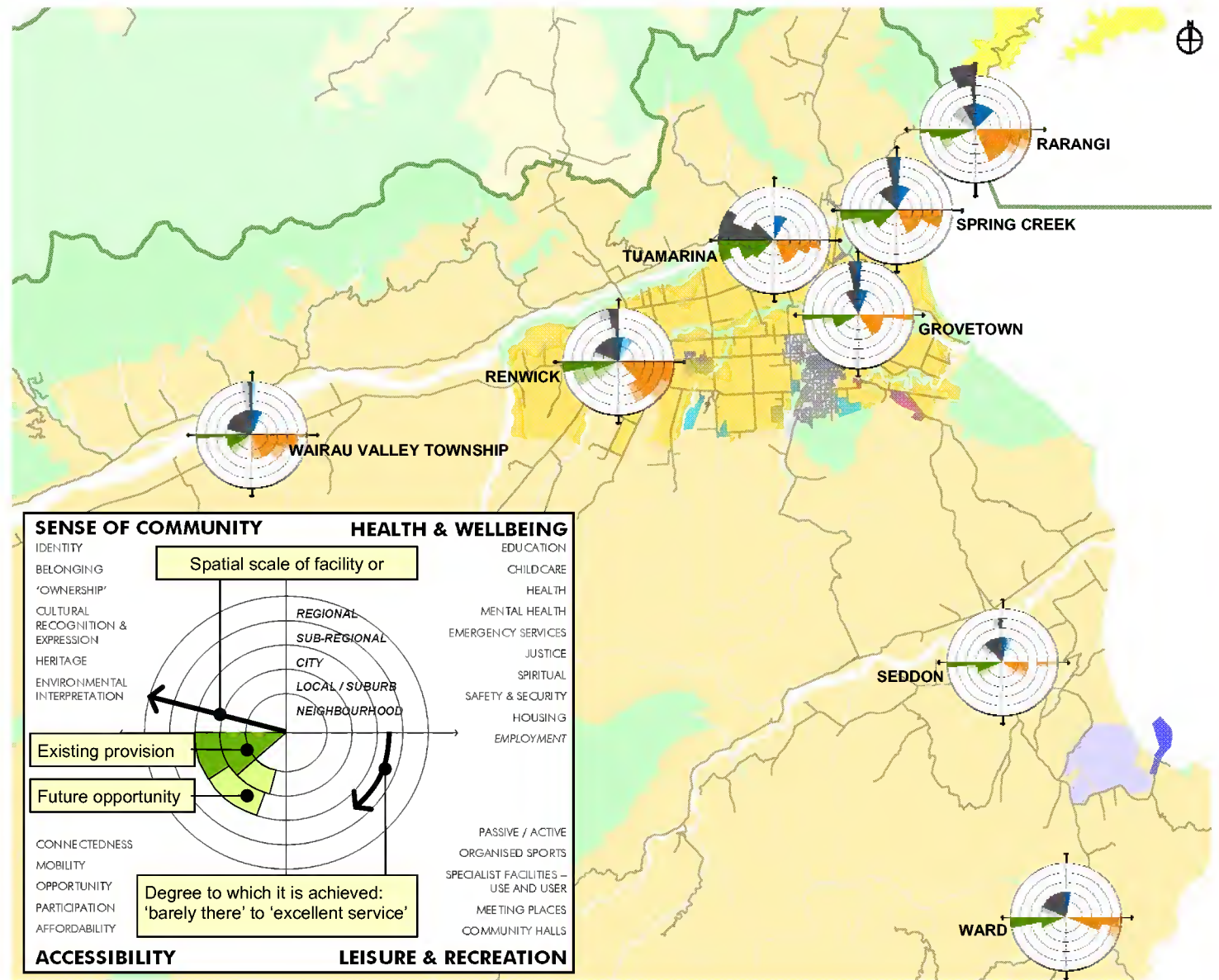
Each of the settlements has elements of distinctive character which can be further developed to reinforce community identity and create points of difference.

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.

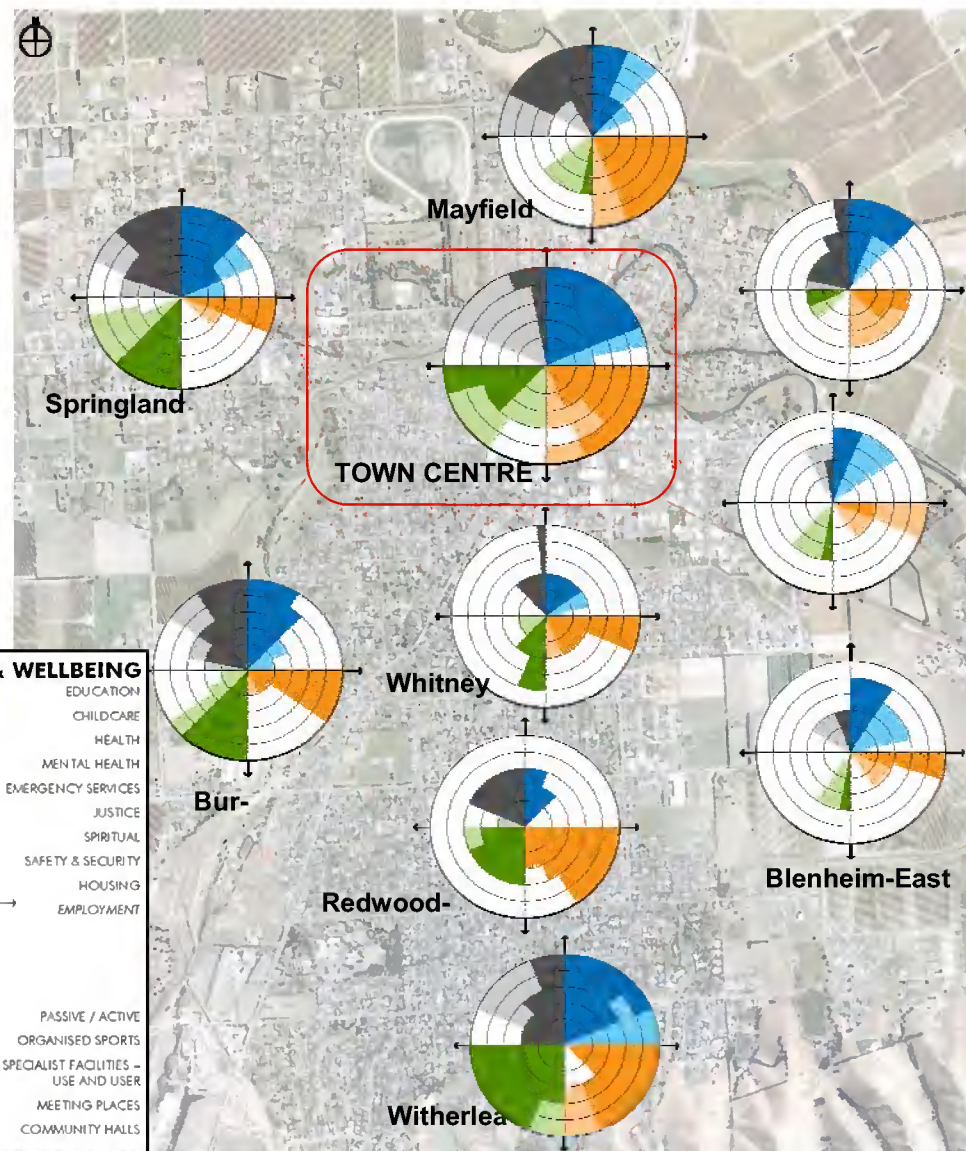
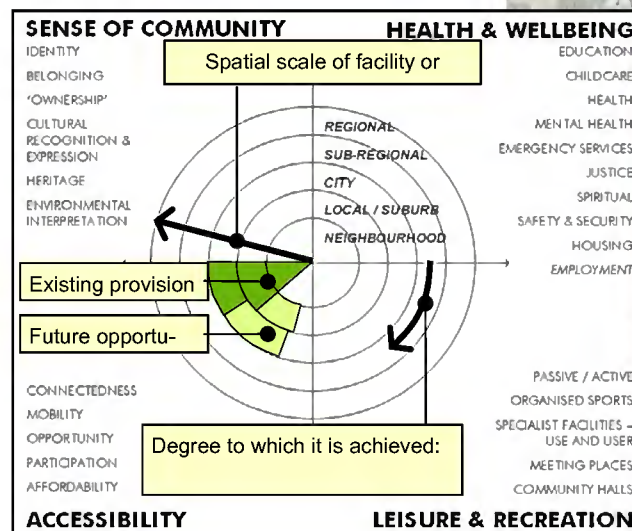
SOCIAL PICTURE OF BLENHEIM

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.



a framework to unlock the potential

SECTION 3

A FRAMEWORK TO UNLOCK THE POTENTIAL

The urban design framework sets out the key assumptions, priorities, and goals used to help guide the strategy. Its purpose is to provide a rationale and focus for what urban development should achieve.

The framework is based on the following considerations:

Urban Design Principles

- The design fundamentals that shall guide development of the built environment; and
- The essential qualities that are necessary to create the optimal physical settings to facilitate social and economic exchange.

An Integrated Approach

Ensuring that design is undertaken in a holistic manner to avoid the risks associated with ‘tunnel vision’ or artificial separation of intrinsically interrelated elements. This applies to both:

- The core qualities of the environment (the ‘quadruple bottom line’); and
- The intellectual disciplines and specialisations that society uses to apply knowledge (i.e. traffic engineering and landscape design).

3.1 Urban design principles

A ‘Principled’ approach has been used to drive the process, based on key urban design concepts that can best embed and deliver sustainability into a built outcome. This has allowed a robust, defensible ‘bottom line’ to be established against which the potential of the Wairau-Awatere study area has been explored.

It also acts as a ‘safety net’ in that it ensures the framework addresses a broad range of issues, and is not biased or hijacked by one or two main interests, for example stormwater management, ecological protection, household density maximisation, or traffic efficiency.

The sustainable urban design principles that shall underpin the Development Frameworks, in line with the Ministry for the Environment’s “People Places Spaces”,

Principle

Elements

Purpose

consolidation & dispersal

DEVELOPMENT PATTERNS AND INTENSITY

To promote higher intensity development around new nodes and lower density around the periphery. This allows local communities, businesses and public transport to be strengthened, and resource efficiencies to be achieved, whilst reducing environmental impacts on peripheral areas. For Marlborough this means looking for opportunities to increase the density in existing settlements (Blenheim in particular) wherever appropriate, such as in areas that enjoy many close amenities. It also means clustering growth in and around existing settlements wherever possible.

integration & connectivity

MOVEMENT NETWORKS; BUILDING INTERFACES

To promote development that is integrated and connected with its surrounding environment and other existing or future communities. This facilitates ease of access, economy of movement, and improved social interaction. For Marlborough this has a particular relevance to the way in which the different small settlements are compatible and complementary in their offer of facilities and amenities.

diversity & adaptability

RANGE OF DENSITIES; MIX OF USES; FLEXIBILITY OF BUILDINGS

To promote choice through the provision of a diverse mix of compatible activities and uses. These built environments can better adapt over time. This facilitates the ability to respond efficiently to social needs, provides a range of market demands, and allows for changes in lifestyle. For Marlborough this has relevance to the type and nature of intensification that is delivered. An emphasis on ‘mixed use’ can limit the range of business activities that can occur in a town centre, having flow-on impacts for the local employment and social heterogeneity of that environment. Likewise, uniformity in the types of households delivered through intensification can undermine the range of social groups that can viably use them.

legibility & identity

TOWN FORM; VISUAL CHARACTER; SPECIAL PLACES

To promote environments that are easily understood by their users, display a strong local identity, and create appropriate visual character. This facilitates an enhanced usage, enjoyment, and pride in local place. For Marlborough this means that living in the rural townships must remain experientially distinct from living within Blenheim. Each town centre must also be embedded with its own character. For example, the use of generic or formulaic ‘main street’ treatments repeated in each town centre would be a negative outcome. On the other hand some uniformity, for example ‘signature Marlborough signage’, could help with the overall brand of Marlborough.

environmental responsiveness

ECO SYSTEMS; GREEN NETWORK; URBAN WATER; WASTE; ENERGY

To promote urban environments that are responsive to natural features, eco systems, water quality issues, reduced energy usage and waste production, and balance the spatial needs to achieve this with that required for urbanisation. This facilitates improved ecological outcomes. For Marlborough this means having particular regard to the unique ecological and biodiversity context of the landform and ecosystem. Opportunities to retain or restore valuable ecosystems should be understood and capitalised upon. Increasing the population within urban areas will present on-going challenges that need to be managed at the same pace as growth.

3.2 An integrated approach

An integrated approach has been applied to this Marlborough Growth and Development project to ensure win-win benefits are achieved from more than one 'sphere'. Typical examples include:

Economic

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

Ecological

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

Social

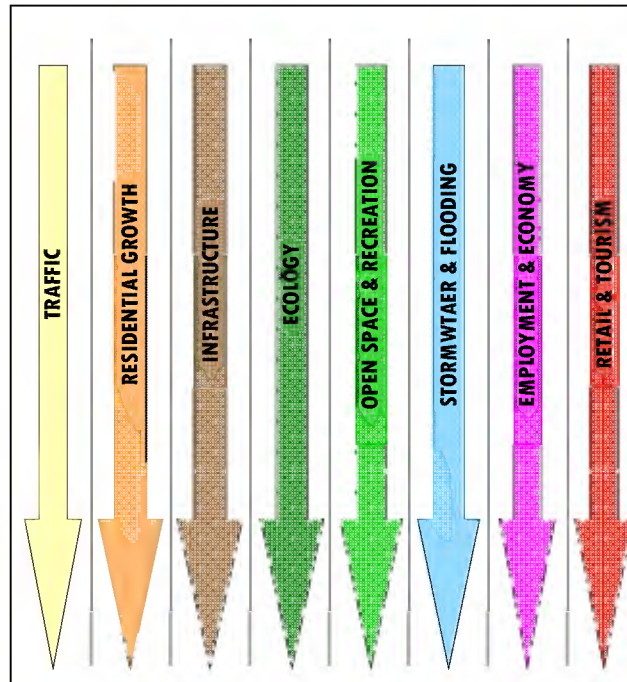
Coordinated residential land uses provide the greatest potential for social services to be accessible and relevant to their users. Employment opportunities are also a critical component of engendering social pride and well-being.

Cultural

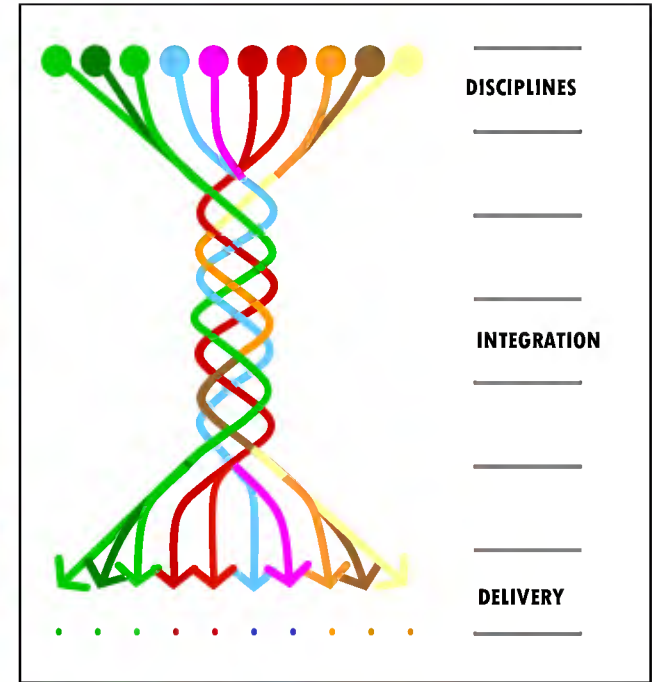
The growth strategy must be relevant to all cultural and ethnic groups, providing them with ownership and identity in the built form. If the strategy focuses solely on the mechanical task of providing 'X' houses for 'Y' population it will exacerbate existing and create new cultural suppressions.

Integration of disciplines

The project integrates the technical specialities that each partially manages spatial planning and the built environment (refer to Figures 3-1 and 3-2). This is to ensure the strategy is robust, grounded, and deliverable.



ABOVE FIG. 3-1: Traditional 'silo-based' approach, in which each discipline tries to resolve its own issues and achieve its objectives in isolation from other disciplines.



ABOVE FIG. 3-2: Integrated approach in which each relevant discipline seeks to achieve their objectives in dialogue with other disciplines, leading to richer outcomes and synergies.

3.3 Urban Design principles per network

Five technical 'themes' have been identified for this project. These are community, land uses, movement, green and blue, and infrastructure. Infrastructure is guided by affordability, efficiency, legacy and connectivity to existing networks. For the remaining themes, the following guiding principles apply:

COMMUNITY

GENERAL

Community network refers to the provision of social infrastructure such as educational, healthcare and community facilities, and also the qualitative aspects of fostering a sense of place and identity. A successful social network provides residents with a sense of community, good accessibility to facilities and networks and the opportunity to participate. This leads to improvements in the level of health and well being in addition to providing leisure and recreational opportunities.

KEY AIMS FOR MARLBOROUGH GROWTH & DEVELOPMENT:

- Maintain a strong sense of local identity, ownership, participation, and pride in Marlborough as a District and the individual settlements within Marlborough;
- Designing a built environment which responds to the needs of an ageing population and changing demographics; and
- Providing for community and other facilities (including local retail) as required to support the residential population.

LAND USES

GENERAL

Towns or township centres need to be vibrant economic and social hubs with residential, employment and community uses and public transport, shops, community facilities and jobs within walking distance. Residential areas should be varied, attractive, liveable, and walkable. Employment areas should be mixed, amenable and as attractive as possible.

KEY AIMS FOR MARLBOROUGH GROWTH & DEVELOPMENT

In terms of land uses:

- Strengthen the character of the townships with retention of small scale expansion of local convenience retailing in the village centre in the face of population growth and movement network change;
- Using the township centres as magnets for people and goods, harnessing the movement economy;
- Aim for the provision of a wider range of employment opportunities than those currently available; and
- Consider future provision of higher density residential and a mix of uses that will not undermine the existing conventional residential / rural nature of residential land uses in Blenheim and the townships.

MOVEMENT

GENERAL

This refers to the system of roads, cycleways, pathways and linkages throughout a location. It has a relationship with green networks in respect of pedestrian and cycling linkages.

KEY AIMS FOR MARLBOROUGH GROWTH & DEVELOPMENT

The key to the continued and coherent development of Marlborough will be:

- A coordinated approach to provide for necessary road changes in conjunction with land use activities;
- Enhancement of connectivity to enable continued pedestrian and vehicular accessibility between township centres and residential catchments without undermining the ability of the State Highways to efficiently handle through-traffic;
- The establishment of public transport provision where possible;
- Urban blocks should be kept relatively small to facilitate and encourage walkability. Suitable provision should be made to allow attractive and safe-feeling footpaths;
- To ensure layouts are easily understood by users, routes should be relatively direct and legible. Vistas and key junctions should be marked by landmark elements;
- A range of interconnected networks should be provided to maximise the choice, viability and attractiveness of as many transport modes as possible in addition to private motor vehicles;
- Streets with a large amount of pedestrians, such as those in the centres of townships should be liveable, active and encourage lower vehicle speeds on local roads; and
- Mitigate the visual impact of off street parking and retain on-street parking wherever practical.

GREEN + BLUE

GENERAL

The **green network** refers to the system of parks, pedestrian walkways, recreational spaces, and facilities that interact with the movement network and land use mix. A key to a successful green network is in providing a range of experiences that correspond to logical movement patterns and which provide choice and amenity to users.

The **blue network** relates to water management, typically integrating stormwater, and the consideration of water quality and quantity issues. A successful blue network provides visual amenity value in addition to ecological servicing and additional safety to buildings through reduced flood risk. It is also integrated into green (open space) networks and is a source of local identity and amenity.

KEY AIMS FOR MARLBOROUGH GROWTH & DEVELOPMENT

- Providing a high amenity interface between land uses and open spaces through green buffers;
- Provide for community parks & neighbourhood reserves within walkable distance of new residential areas;
- Use street trees and landscaping along key roads and wherever possible in Blenheim and the townships;
- Using stormwater management areas / open drainage retention areas for walking and cycling opportunities;
- Pursuing opportunities for low impact solutions to stormwater management (treatment and discharge); and
- Increasing, improving or restoring areas of native planting to attract bird- and insect life.



sub district growth approach SECTION 4

SUB DISTRICT GROWTH APPROACH

4.1 Possible approaches to growth in the District

The starting point for this is formed by Council's population projections for the respective settlements within the District for the 25-year period between the last Census (2006) and 2031. Given that the District will experience only modest growth, it is intended that it will occur where it will have the greatest benefit and the least costs.

Four possible approaches to managing future growth within the District were identified through the project process on the basis of a detailed understanding of the issues, opportunities, and constraints affecting each settlement:

1. *Minimal planning control* as to where and how to accommodate growth, possibly leading to greenfields development on the edges of settlements and areas of rural-residential throughout the district;
2. *Zone, but based on current market preferences*. This means supplying capacity for the projected population growth within the respective settlements. This will possibly lead to mainly greenfields and rural residential development;
3. *Zone on the basis of market preferences and sustainability prerogatives*. Ensure a balance between meeting the projected demand and working with constraints in the respective settlements. This will possibly lead to a combination of infill, intensification, greenfields and some rural residential development; and
4. *Picking winners*, i.e. allocating the projected growth in certain settlements or areas, selected for certain reasons.

These approaches all have their advantages and disadvantages. The main points are listed below:

Approach	Advantages	Disadvantages
1. Minimal planning control	→ Possibly quick results	<ul style="list-style-type: none"> → Expensive and difficult to service with roading and other infrastructure → Might lead to unsustainable outcomes → Less certainty for developers
2. Zone, but based on current market preferences	→ Follows 'natural' trends	→ Some places have natural or infrastructure constraints, which might require expensive measures to overcome

Approach	Advantages	Disadvantages
3. Zone on the basis of market preferences and sustainability prerogatives	→ Follows 'natural' trends as much as possible, but is more affordable than approach 2	→ Does not meet the projected demand entirely, possibly leading to slow uptake of available zoned land
4. Picking winners	→ Possibly the most affordable option and best leverage off public sector investments	→ Does not meet the projected demand, possibly leading to slow or no uptake of available zoned land

4.2 Selected approach

Approach 3 has been identified as the most sustainable option for the District.

The constraints for accommodating the projected demand in each settlement have been analysed and infrastructure investments of different options have been compared.

At the same time, areas to accommodate growth have been sought in locations where existing services (community, open space and recreation, infrastructure etc.) could be utilised or built upon.

The approach can be summarised as:

- Enhancing existing settlements rather than establishing new ones;
- Developing strongly defined communities with unique identities, which minimise their impact on the environment, landscape, and productive and valuable soils;
- Focussing new growth where it can best leverage from existing community infrastructure;
- Providing for urban expansion where it will make logical sense and be affordable from an infrastructure perspective;
- Encouraging urban intensification where it is feasible and is supported by conveniently located amenities; and
- Looking to support lifestyles which are less-energy intensive, and in particular, where people have more choice in how they meet their daily needs other than by car.

Refer to Appendix 2 for more information on this

4.3 Composite growth picture for the Wairau-Awatere Sub District

A graphic representation summarising the result of this approach to accommodating growth in the Wairau-Awatere sub district is shown in Figure 4-1. This image provides an overview of the growth preferences as described in sections 5 and 6 of this document.

Explanation

Each township, or possible growth pocket on the periphery of Blenheim is represented by an icon consisting of four cells:

- **Top left:** Infrastructure constraints on a regional scale;
- **Top right:** Social, Environmental or Employment considerations on a regional scale;
- **Bottom left:** Infrastructure constraints on a local scale; and
- **Bottom right:** Social, Environmental or Employment considerations on a local scale.

The desirability or feasibility of the accommodation of growth in that location from the particular points of view as described before, ie. infrastructure or social, environmental, and employment considerations on the two scale levels is represented by colours:

- **Green** = desired, modest or no constraints;
- **Orange** = pro's and con's, some constraints; and
- **Red** = not desired, too constrained.

Approach

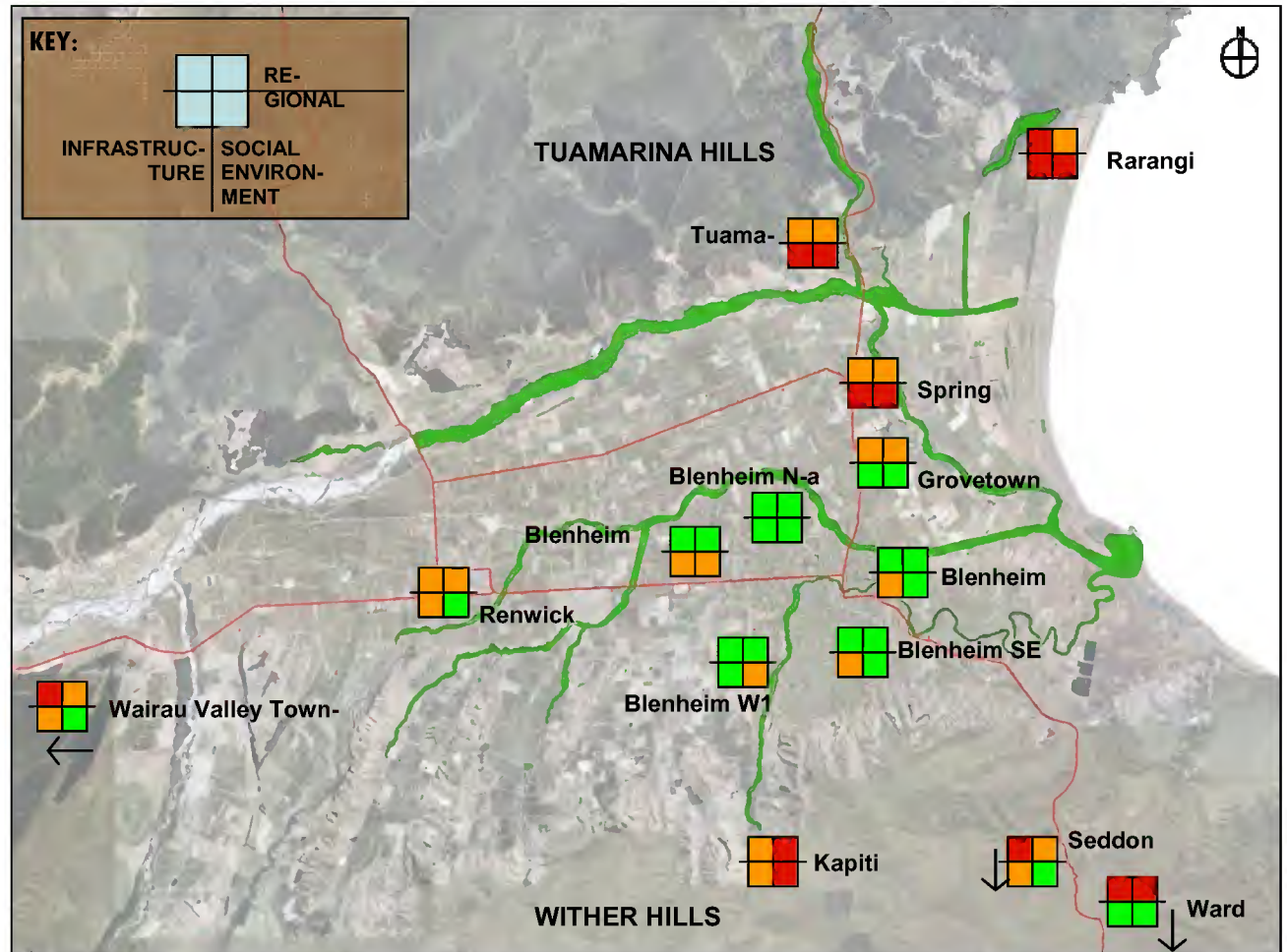
Infrastructure constraints

An informed judgement of the infrastructural constraints either manifesting or impacting on a regional or at a local level has determined the colour of the two respective left-hand cells. The main objective in this respect relates to affordability and sustainability. Generally speaking, growth occurring in locations where there is existing capacity has a preference over growth that requires expensive and/ or disruptive upgrades. Staging growth in ways that delay the requirement for short term public capital expenditure was a common strategy.

Dealing with flooding hazards forms also part of the considerations in this respect. Flooding hazards can often be mitigated, but in most cases at considerable cost. Building in a flood area when other suitable locations exist is generally not regarded as being sustainable.

Regional desirability

As a general rule, the desirability from a social, environmental or employment perspective on a regional scale is determined by an informed estimate of the dependency on and (driving) distance to Blenheim for community facilities or employment. This means that the growth pockets on the periphery of Blenheim colour green



ABOVE FIG. 4-1: Composite of the Wairau-Awatere sub district growth preferences (not to scale).

for this cell, that the settlements within commuting distance turn orange, and that settlements further out or places where there are no facilities whatsoever turn red. This is based on the objective of locating growth in a location where it most effectively and efficiently 'relates to' to existing settlements, facilities, and networks, and where it is most likely to be consistent with market forces. Opportunities to improve affordability have been pursued as a priority. This includes minimising travel and maximising the efficient use of existing facilities.

A degree of choice in the location and type of new residential development has been pursued, corresponding to appropriate locations within a broader structure. This means that developments of medium intensity should not occur anywhere, but in locations which can contribute to more sustainable lifestyles. These include around open space amenities, or access to services by a convenient walk or passenger transport.

Local desirability

The desirability from a social, environmental or employment perspective on a local scale is determined by an informed estimate of local factors such as availability of land for residential development, impact of residential growth on the local environment, the availability of local facilities and services, and local employment.

Growth and in particular infill often brings with it opportunity costs - sometimes including less privacy and less amenity. These must be avoided if development is to deliver attractive, quality outcomes especially for existing neighbours.

Section 5 consists of 8 sub-sections:

5A Renwick

5B Wairau Valley Township

5C Grovetown

5D Spring Creek

5E Tuamarina

5F Rarangi

5G Seddon

5H Ward

An Inquiry-by-Design workshop was dedicated to each of the townships. Each sub-section contains a summary of the results of these workshops, which 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.



Wairau-Awatere townships

SECTION 5

5A

Renwick

Workshop summary and recommendations:

- growth projections indicate a demand for 191 new dwellings for the period up to 2031. Preferred locations for township and rural residential growth are identified on the western part of Renwick due to its infrastructural advantage. A deferred township residential area has also been identified to provide direction for growth, should zoned capacity be reached
- primary routes have been identified to ensure east-west connection between Boyce Street and Hammond Road is not compromised by future development
- traffic design interventions have been proposed for the Boyce and Gee Street intersection, and Pak Lims Corner
- a comprehensive street upgrade plan has been developed for High and Havelock Streets. Design interventions recommended include kerb build-outs, pedestrian refuges, cycle paths, street trees and shared pedestrian/ cycle paths
- Open space upgrades have been proposed for War Memorial Park and pocket park in front of Renwick Hall
- Two possible locations on the periphery of Renwick have been identified for industrial activity

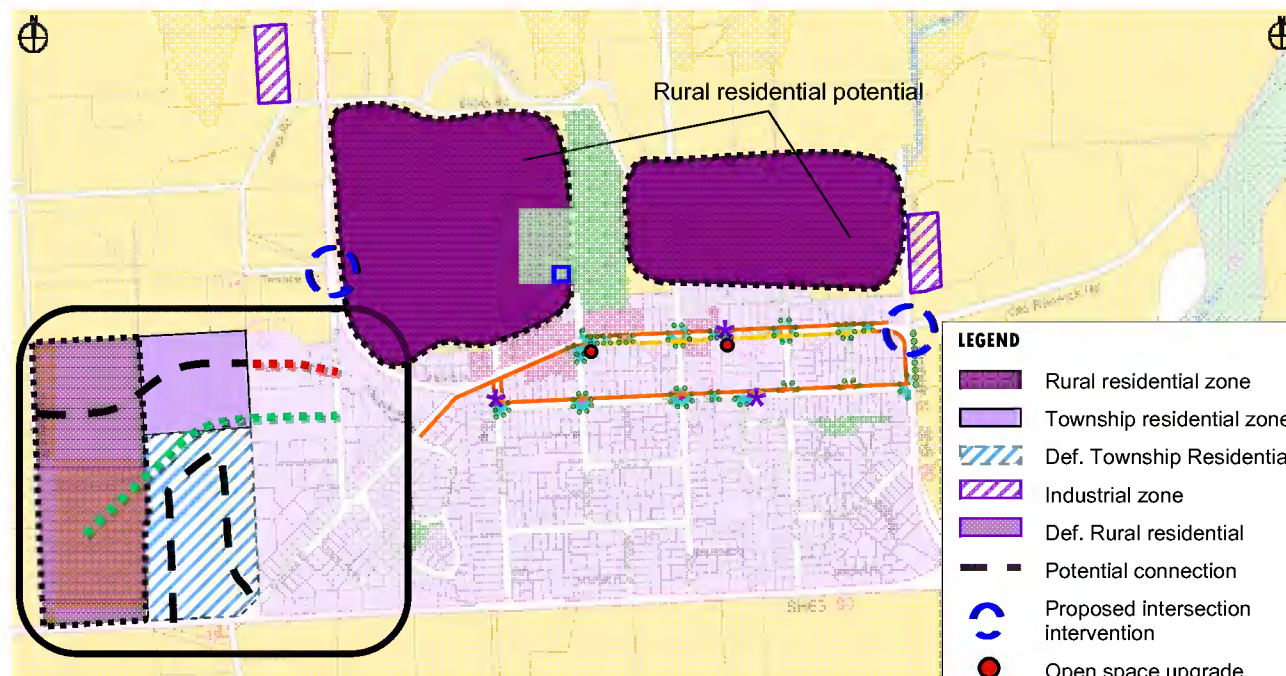


RENWICK

5A.1 Urban design concept

The urban design framework (Figure 5A-1) illustrates the key recommendations for Renwick:

- Growth projection indicate a demand for 191 new dwellings for the period up to 2031. Preferred locations for township residential and rural residential growth have been identified on the western part of Renwick due to its infrastructural advantage.
- A preferred location for deferred township residential has been identified to provide a direction in which growth can occur should the zoned capacity be reached.
- Possible routes to secure an east-west connection between Boyce Street and Hammond Road have been identified.
- Intersection upgrades have been recommended for Pak Lims Corner and Boyce/ Gee Street intersection.
- A comprehensive street upgrade plan has been developed for High Street and Havelock Street to improve the main street conditions for pedestrian and cyclist. Design interventions recommended include kerb build-outs, pedestrian refuges, cycle paths, street trees and shared pedestrian/cycle paths.
- Upgrades are proposed for the War Memorial area and the planted area in front of the Community Hall for functions of passive recreation.
- Two possible locations have been identified for future industrial activity on the periphery of Renwick. Further detail analysis is require on demand and area requirements.
- Potential for rural residential growth to the north of Renwick.



ABOVE FIG. 5A-1: Proposed Urban Design Framework (not to scale)



ABOVE FIG. 5A-2: Artist's impression

LEGEND	
	Rural residential zone
	Township residential zone
	Def. Township Residential
	Industrial zone
	Def. Rural residential
	Potential connection
	Proposed intersection intervention
	Open space upgrade
	Proposed road build-outs
	Proposed cycle path
	Proposed shared pedestrian/ cycle path
	Proposed cycle pedestrian link
	Proposed street trees
	Proposed pedestrian refuge
	Raised intersection with priority change to Uxbridge Street
	Raised intersection with priority change to Alma Street
	Creek with access
	Fire station

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5A.2 Proposed actions

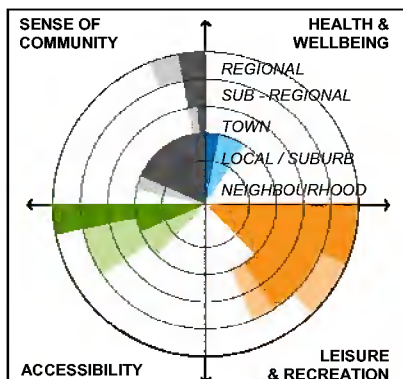
Ref	Action	Admin/ Physical	Priority: first/ second/ third	Comments/ assumptions
	OPEN SPACE (refer 5A.4)			
5A-A1	Upgrade War Memorial Park on the corner of Uxbridge and High Street	Physical	Second	
5A-A2	Construction of new pocket park in front of Renwick Hall on High Street	Physical	Second	
	MOVEMENT— High Street & Havelock Street Upgrade (refer Fig. 5A-6)			
5A-A3	Install planned kerb build-outs at the following locations; - High St intersections at Uxbridge St., Alma St., Brook St. and Picton St. - Havelock St. intersections at Blenheim St., Picton St., Brook St., Nicholson St., Alma St., Uxbridge St., and Inkerman St.	Physical	First	
5A-A4	Install pedestrian refuge at the following locations; - High St. in front of Renwick Hall - Havelock St. in front of Renwick School main entrance - corner of Inkerman and Havelock St.	Administrative	First	
5A-A5	Install at Uxbridge and Havelock St. intersection: raised intersection with priority change to Uxbridge St.	Physical	First	
5A-A6	Install at Alma and Havelock St. intersection: raised intersection with priority change to Alma St.	Physical	First	
5A-A7	Provide shared pedestrian/cycle path in accordance with ‘Streetscape Upgrade Plan’	Physical	Second	
5A-A8	Provide on-road cycle path on the southern side of High St. in accordance with ‘Streetscape Upgrade Plan’	Physical	Second	
5A-A9	Street tree planting in accordance with ‘Streetscape Upgrade Plan’	Physical	First	
	MOVEMENT— Traffic Design Interventions (refer Fig. 5A-10)			
5A-A10	Install solid median on Boyce St. (refer Fig. 5A-13)	Physical	First	
5A-A11	Upgrade Pak Lims corner in accordance with Opus traffic design plan (refer Fig. 5A-16)	Physical	First	
	FUTURE GROWTH (refer Fig. 5A-1)			
5A-A12	Provide for township residential in accordance ‘Urban Design Framework’	Administrative	Second	
5A-A13	Provide for deferred residential in accordance ‘Urban Design Framework’	Administrative	Second	
5A-A14	Provide for rural residential in accordance ‘Urban Design Framework’	Administrative	Second	
5A-A15	Investigate location for industrial activity and undertake further analysis into quantifying area required and demand	Administrative	Second	

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5A.3 Community Infrastructure

The social circle figure 5A-3 provides an overview of the performance of the existing social network and highlights areas for future improvement. Key points include:

- there is a strong provision of *Leisure and Recreation* with many available choices, including a sports and recreation centre (opened Spring 2009), community hall, skate park, tennis courts, bowling greens, cycleways and the largest sports ground in Marlborough;
- other amenities available locally include a shopping centre, two hotels, club, motels, butcher, dairy, chemist, hairdresser, fish & chip shop, and service station;
- there is a strong *Sense of Community*;
- adequate in terms of *Accessibility*, which includes connectedness, mobility, opportunity, participation, and affordability. Renwick performs relatively well in the context of regional connectedness to major destinations such as Blenheim, Blenheim airport, Nelson and the West coast; and
- relatively poor performance in *Health and Wellbeing*. Largely reliant on Blenheim as the employment base, health and educational services. It is highlighted that there is some scope for future improvement, particularly in the area of health services.



RIGHT FIG. 5A-3: plot of existing and future social well-being for Renwick

5A.4 Green and blue network

The development of two public open spaces as new focal points for Renwick is proposed.

Public open space in front of the community hall on High Street (Fig. 5A-4)

- The concept design includes a hard space as spill out from the veranda, areas of planting, trees, and seating. A second hard space is proposed for the area around the school path, in line with the proposed pedestrian crossing.
- The *pocket park* emphasises the importance of the community hall for the Renwick community.
- The space is intended to be utilised as break-out space during events in the Community Hall.
- The space could also be used as public open space for users of SH6/ High Street.
- The area could fulfil a daily role for parents waiting to pick up their children from school.



ABOVE FIG. 5A-4: Renwick Community Hall Landscape Concept

Public open space associated with the war memorial on the corner of Uxbridge and High Street (Fig. 5A-5)

- The design leave the orientation of the current plaque toward High Street intact. The current planter boxes could be relocated. A larger, hard gathering space is included, focussed upon a potential second plaque and possible flagpole. This space spills over to the other side of Uxbridge Street, which is narrowed down at the intersection to calm the traffic and make crossing easier. A planted area is included to the south with trees (suggestion: olive trees) and seating. The sidewalk on Uxbridge Street is redirected toward the memorial.
- The objective of this design is to remove the requirement for closing off SH6/ High Street during events.
- Acquisition of vacant land to the south of the current memorial place is required.
- This area could serve daily as a public place to stop for a picnic e.g. en route from Nelson to Blenheim vv.



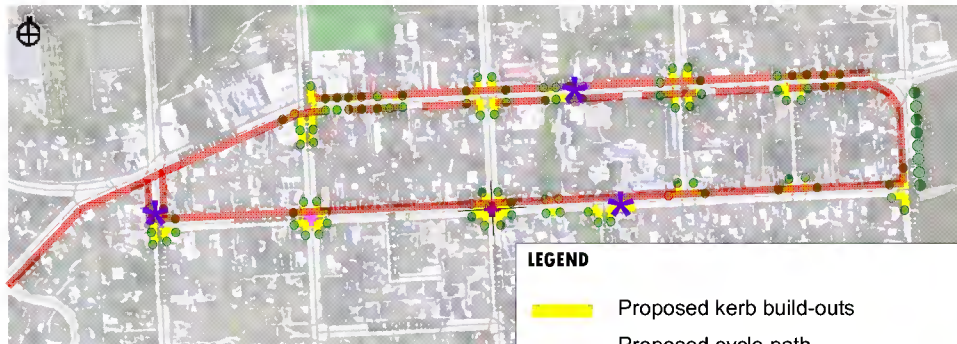
ABOVE FIG. 5A-5: Landscape concept for Memorial Park on the corner of Uxbridge and High Streets

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5A.5 Streetscape upgrade

A comprehensive street upgrade plan has been developed to help improve the main street conditions for pedestrians and cyclists on High and Havelock Streets. Recommended interventions include (Figure 5A-6):

- Kerb build-outs to tighten the road down. This raises the awareness of entering a township main street. Detailed plan and section in figure 5A-8,9,10 show options for how all modes of movement can share the road space more equitably.
- Pedestrian refuges with planted islands provide safer options for crossing the State Highway and Havelock Street.
- Clusters of street trees on both sides of the street to create a main or residential street environment.
- A safe cycling network, consisting of both shared pedestrian/ cycling sections as well as marked cycle lane sections.
- Platforms in two intersections: Havelock-Uxbridge and Havelock-Alma. The priority will be changed to Uxbridge and Alma respectively, to calm the traffic and interrupt the dominant east-west flow. This combination of measures should be further investigated as the objective of traffic calming could possibly also be achieved with traffic platforms.



ABOVE FIG. 5A-6: Proposed streetscape design interventions (not to scale)



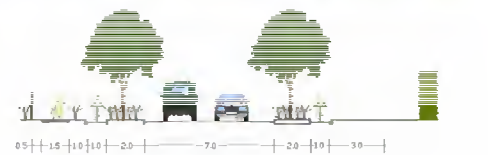
ABOVE FIG. 5A-7: High and Havelock Streets, existing cross section



ABOVE FIG. 5A-8: Option 1 Proposed kerb build-out High and Havelock Streets. On-street cyclists inside the build-outs



ABOVE FIG. 5A-9: Option 2 Proposed kerb build-out High and Havelock Streets. Off-street cyclists outside the build-outs



ABOVE FIG. 5A-10: Option 3 Proposed kerb build-out High and Havelock Streets. On-street cyclists outside the build-outs

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5A.6 Flooding hazard

Different parts of Renwick are exposed to flood hazard from 6 different river systems.

The northern area below the terrace has flood hazard from the Gibsons Creek system which in itself gets flood waters from the Waihopai and Wairau Rivers, and Gibsons Creek own natural tributaries from the delta area and beyond. The Gibsons Creek channels are old outwash channels of the Wairau and Waihopai Rivers on their flood plain.

Stopbanking of the Waihopai and Wairau rivers dates from the early 1900s. A major stopbanking upgrade was carried out in the mid 1990s to bring the standard to a 1 in 100 year return period; and has been verified by computer modelling as up to that standard.

In the late 1990s a secondary stopbank was constructed approx 700 metres to the east of the main Wairau stopbank. This secondary stopbank diverts a main Gibsons Creek tributary flood flow direct to the Wairau River (normal flows are catered for by a culvert through the stopbank). This flood diversion worked exceptionally well in last July flood event with 20m³/sec being diverted in this way. This was about a 50 year return period flood for the natural Gibsons Creek tributaries.

The Gibsons Creek channels through northern Renwick - again upgraded in the late 1990s - coped with the remaining flood flows (of perhaps 15m³/sec) adequately. This secondary stopbank will also pick up flood breaches from the Waihopai and Wairau Rivers up to a capacity of about 200m³/sec and redirect them back to the Wairau River. This is the size of the July 1983 flood breakouts in the area, which was prior to the main stopbank upgrade of the 1990s.

The main part of Renwick on the terrace also has to deal with flood flows from Terrace Creek, Earthquake/ School Creek and the Omaka River.

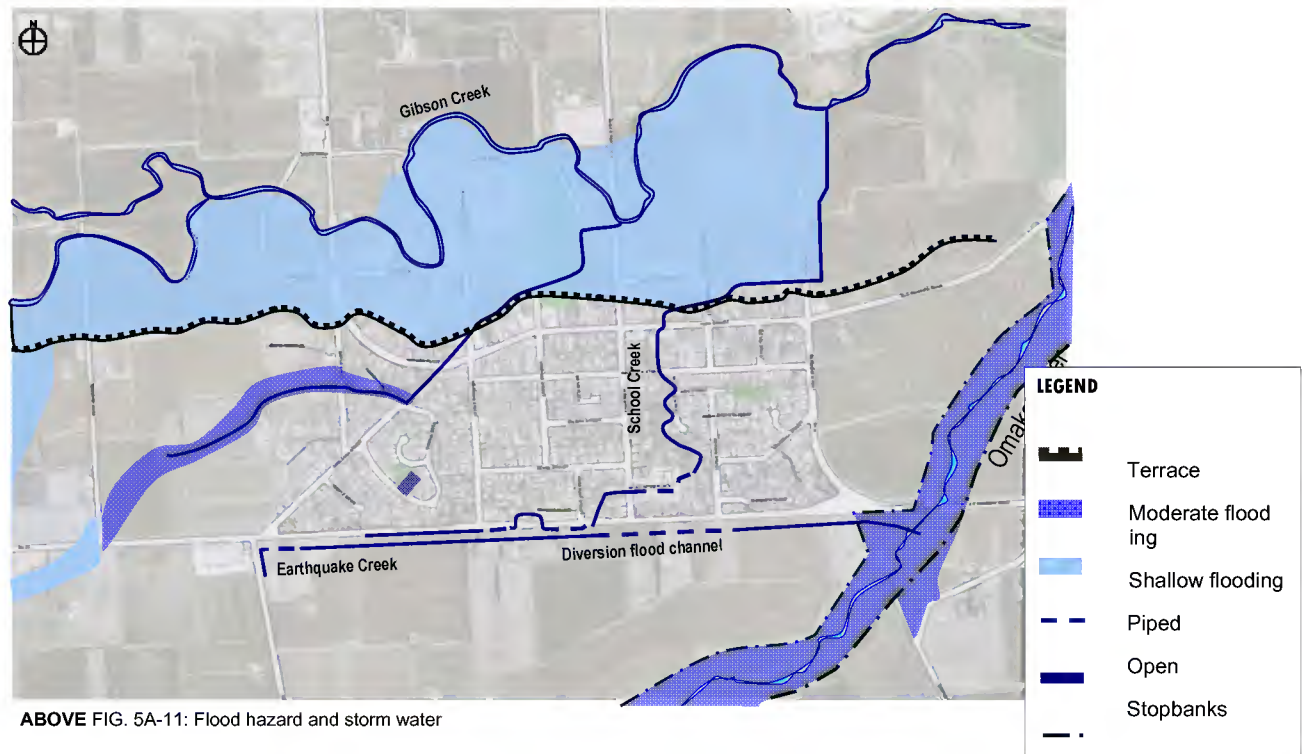
→ Terrace creek has a diversion pipe of 1m³/sec size at the western end of town that takes its flood flows over the terrace and thence to Gibsons Creek. Constructed in the early 1970s this system

has seldom had a flood since the 1963 flood that lead to its construction.

- Earthquake Creek has a diversion pipe of 2m³/sec size that takes its flood flows to the Omaka River. This was constructed in the early 1990s. Previous to that the flood flows went down School Creek through Renwick.
- The Omaka river is stopbanked from the SH 6 bridge up to natural terraces near Hawkesbury Road bridge. This stopbanking was constructed in the early 1990s to a 1 in 100 year return period standard. This followed the large 1989 flood that broke out and finished up trying to go down School Creek.

5A.7 Stormwater disposal

School Creek and Terrace Creek waterway capacities are required to cope with the existing urban development plus any infill housing. There is no spare capacity for more stormwater disposal. Any further development on Renwick periphery will need specific stormwater provision.

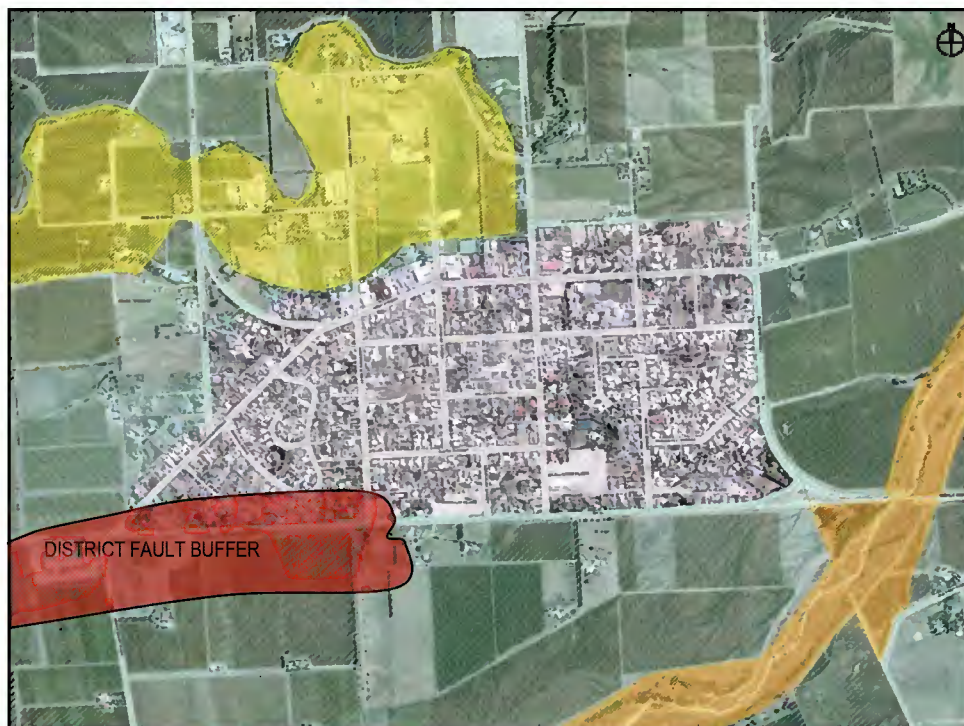


ABOVE FIG. 5A-11: Flood hazard and storm water

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5A.8 District Fault buffer

In addition to flooding hazard, another constraint is formed by the District Fault buffer. This limits any residential or industrial expansion to the southwest of the town, as depicted in figure 5A-12.



ABOVE FIG. 5A-12: Location of the District Fault Buffer (not to scale)

5A.9 Infrastructure issues

Sewer

- New system.
- Conventional gravity sewerage.
- Connected to Blenheim sewerage.
- Capacity for 3041 population.
- No capacity for 'wet' industries.
- Could be expanded for more residential area beyond existing urban area with addition of storage for significant wet weather events.

Water

Existing system

- Treatment and storage on west side of town.
- Treatment is only chlorination which is not effective against protozoa (Giardia and Cryptosporidium).
- Continuous pumping to meet demand.
- No residential metering. This would cost approximately \$350,000 and could reduce consumption by 25%.

Upgrade planned in the light of the following issues:

Quality

- Groundwater is shallow.
- Quality adversely affected by turbulent flow in Gibsons Creek.
- Does not meet Drinking Water Standards (DWSNZ) for highest priority risk to health – microbiological.
- Requires filtration and disinfection.
- High cost: \$8M.
- Nitrates have been an issue but less of a problem now with recharge of Gibsons Creek.

Quantity

- Summer restrictions were becoming common prior to Southern Valleys Irrigation Scheme (SVIS).
- SVIS includes a 1 m³/s recharge to Gibsons Creek from Wairau River.
- Gibsons Creek recharges existing Renwick wells and has alleviated problems with supply in summer.
- SVIS is subject to consent – low Wairau flow will result in Gibsons Creek recharge being shut down and this will affect existing Renwick wells in about two days.
- New wells available to the north subject to final testing and consents.
- New wells need a pipeline and pumps at approx \$2M plus treatment as above, a total of \$10M.

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5A.10 Movement network

Interventions in three locations within the movement network are proposed:

SH6 and Gee-Boyce Streets Intersection (Fig. 5A-13)

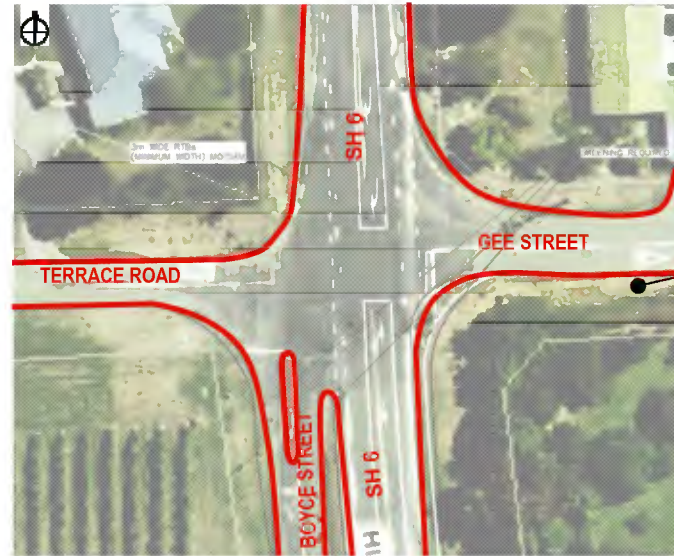
- A central island forces northbound vehicles to turn into Terrace Road before entering the State Highway. Narrower lanes at the beginning of Boyce Street forces southbound vehicles turning into Boyce Street to slow down. Right hand turning bays on SH 6 provide a safe stopping point.
- The intention of this reconstruction is to increase the safety of this problematic connection between Boyce and the State Highway, by making it harder to cross several lanes of oncoming traffic at speed to turn.

Pak Lims corner/ Old Renwick road and SH6 Intersection (Fig. 5A-16)

- This design by Opus Consultants creates a T-intersection in the SH6 bend, throttling down the connection between Old Renwick Road and SH6.
- The design intends to remove the requirement that was intended to be temporary, but has been in place for many years, for northbound heavy vehicles to use Havelock and Picton Streets to turn into Old Renwick or Pak Lims Road.
- This design has found to be a not practicable option, due to inadequate sight distances achievable. A right-turn bay will be essential and requires property purchase.

Anglesea-High-Inkerman-Havelock (Fig. 5A-15)

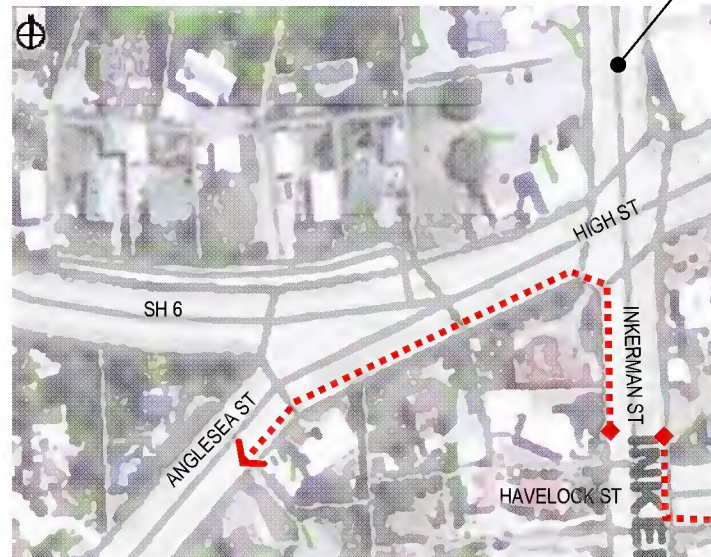
- The current footpath on Anglesea-High is proposed to be upgraded for pedestrians and cyclists and continued into Inkerman Street. A crossing point at the Havelock Street intersection links this route with Havelock street.
- The intention of this intervention is to provide a safe route for children walking or cycling to school. It ties in with the proposal to designate the area to the west of Renwick as its growth area. Due to poor connectivity to the west of Inkerman Street, this link will become increasingly important.



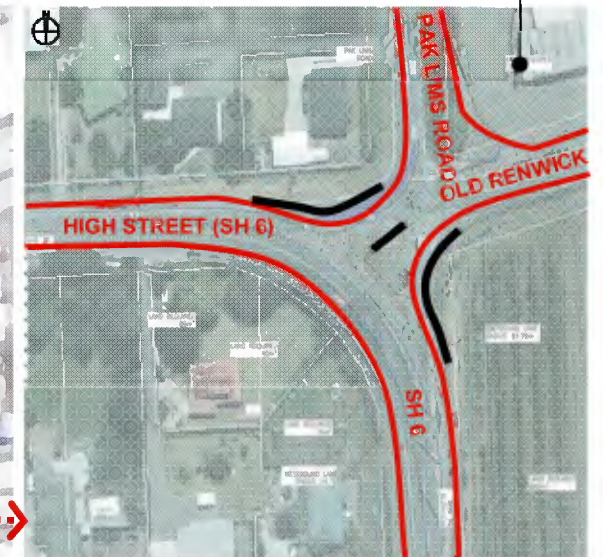
ABOVE FIG. 5A-13: Proposed Boyce Street intersection redesign



ABOVE FIG. 5A-14: Proposed movement interventions



ABOVE FIG. 5A-15: Proposed shared footpath/ cycleway Anglesea Street-Havelock Street



ABOVE FIG. 5A-16: Proposed Pak Lims Corner redesign, based on work done by OPUS International Consultants

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5A.11 Residential growth

Residential growth analysis carried out in the IBD workshop concluded:

- growth in the west direction rated highly in terms of infrastructure, ecology and community facilities;
- from infrastructure perspective growth is favoured through infill and in the west direction;
- development south of SH63 is least favourable and rated low in terms of infrastructure, connectivity and community facilities; and
- Renwick north has sufficient stormwater capacity to accommodate rural residential growth.

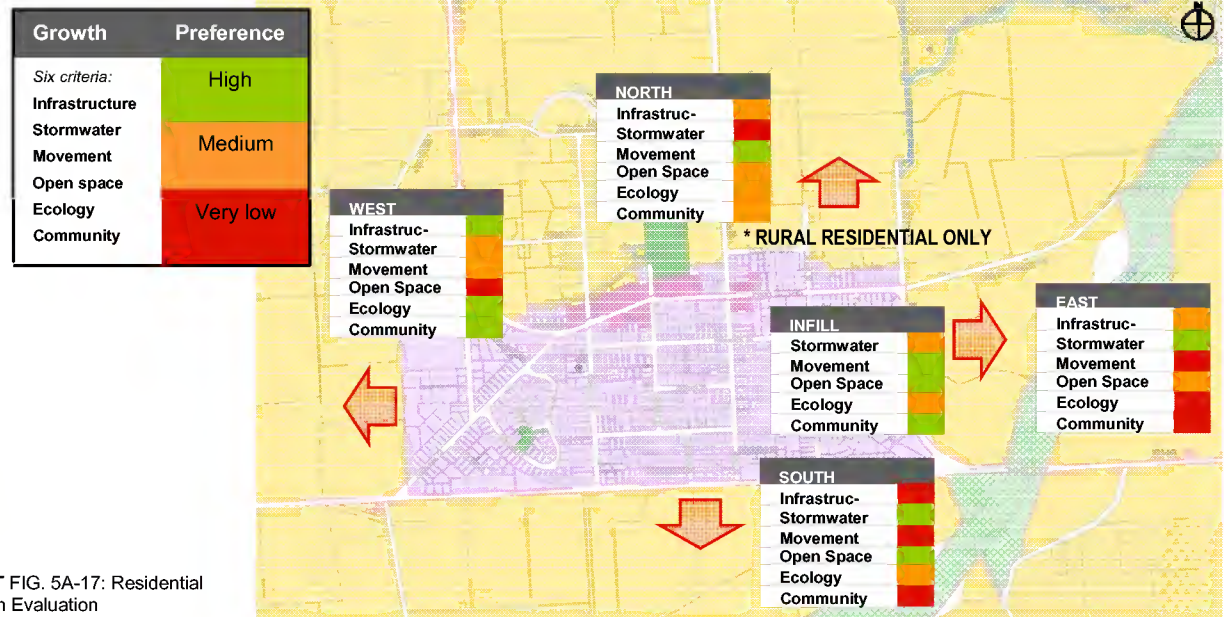
Growth allocation

Location	Lot size	# of lots	Comment
West of River Terrace	10/ha	70	Zone as Township residential. Connect through River Terrace or new link
East of Hammond Road	4000m2	18	Zone as Rural Residential. Connect Hammond St with area to the east
TOTAL		88	

Deferred:

Location	Lot size	# of lots	Comment
Te Whare Ra	10/ha	130	Zone as Deferred Township Residential. Connect to Anglesea St and to the north

The balance (103) will have to be provided through **infill on already zoned land** and potentially as **rural residential to the north**.



RIGHT FIG. 5A-17: Residential Growth Evaluation



ABOVE FIG. 5A-18: Structure Plan for western growth area (not to scale)

ABOVE FIG. 5A-19: Proposed residential growth

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5A.12 Detailed growth evaluation

Stormwater and flooding issues pertaining to possible growth areas

- **South:** In this area it should be reasonably straightforward to dispose of stormwater to the Omaka river. Plenty of slope, which means there is need for pumping. However, a long new dedicated pipe will be quite expensive.
- **East:** In this area it should be reasonably straightforward to dispose of stormwater to the Omaka river. Plenty of slope, which means there is no need for pumping. However, a long new dedicated pipe will be quite expensive.
- **North:** Low lying land of very little slope. Not completely certain if all flood hazard from Gibsons Creek and Terrace Creek has been eliminated. Current practice is to require new houses to have a floor level of 450mm above ground level. Not desirable for urban development. Stormwater disposal would require large pumping stations and expensive pipe work.
- **West:** Large swale has to be avoided, but other land is fine. There is no discharge to Terrace Creek available. However, much of the soils are very permeable and have been shown to be feasible even for modern residential development. More studies of the soils are permeability required. Otherwise a long pipeline north to Gibsons Creek is required at expense.

GROUP: FLOODING & STORMWATER

	Positive	Negative	Rank (1-5)
N Rural – Residential Only	-Low frequency event (1/100yr)	-Minimum floor levels. -Some high velocity flows in old channels.	5
E	-Very low risk. -Potential on-site soakage.	-S.W. network required for local roading.	=1st
S	-Very low risk. -Less potential for on-site soakage.	-S.W. network required for local roading and properties.	=1st
W	-Soakage.	-Diversion of Terrace Creek and downstream upgrade at Boyce St / Anglesea St.	3
Infill	-Good capacity in school Creek. -Good soakage in NE 1/4	-School Creek in private property with maintenance access issues requires extension of S.W. network. \$	4

GROWTH EVALUATION PER DISCIPLINE

GROUP: OPEN SPACE

	Positive	Negative
N Rural – Residential Only	- Access to Gibson Creek actively acquired - Renwick Domain within this zone - Wairau River 4/6km month.	- Development is looking down access to creeks in north rural - Only direct access, view town, to get into Renwick recreation area - No pedestrian access to water ways
E	- Access to Omaka River, over time could lead to Blenheim - Base Woodbourne	- Omaka River area tied up in lease & private ownership
S	- Access to Omaka River via Hawkesbury / Lions Reserve - Most Renwick Township reserves are south of SH 1 and north of SH83	- Private ownership blocking public access to river/walk bike
W	- W/N Road (SH83) leading out to Hills and Delta into farm/vineyard land	- No public open space to the west of Anglesea Street - Limited availability to acquire open space in this area
Infill	- Sufficiently serviced within township	- Access further restricted to water ways

GROUP: COMMUNITY

	Positive	Negative
N Rural – Residential Only	-Good and easy access to High street and recreational facilities. -Tie in with existing rural- residential community. -Good views to N + NW.	-Vineyard spraying / noise (to a lesser extent) -Safety perception Visible flooding -Not conducive to rural-residential or sense of community. -Car-dominated. -Airport noise. -Airbase noise?
E	-Easiest car commute to Blenheim.	-Vineyard spray / noise. -Need to cross SH63 + long distance. -Airport noise. -Airbase noise?
S	-Easy car commute to Blenheim.	-Vineyard spray / noise. -Need to cross SH63 + long distance through. -Safety issue perception with fault line. -Airport noise (Eastern half). -Airbase noise?
W	-Some existing connections to facilities. -Some new connections possible. -Less barriers than other options. -Visual amenity to North + North West. -Increased scope for housing choice.	-Vineyard spray / noise. -Depends on good linkages. -Truck movement on Anglesea + Boyce severance. -Possible industrial expansion may impact upon amenity .
Infill	-Short + easy distance to facilities. Existing links and not barriers. -Ties in with existing community. -Walking and cycling friendly. -Least community cost \$. -No agricultural land lost. -No negative impact on viticulture.	-Might negatively impact on amenity and character. -Some airport noise? -Limited housing choice. -Potential constrained sites and cost.

GROUP: ECOLOGY

	Positive	Negative
N Rural – Residential Only	- Small amounts of riparian plantings in and around Gibson Creek - Some vineyards extending remnant plantings along creek areas - Forest buffer area	- Impacted by vineyard development small areas removed as well as individual specimens
E	- Some vineyard remnant plantings remain - Planting on surroundings of some vineyards - Planting of historic areas	- Impacted by vineyard development removal of small remnant areas and individual species - Loss of areas along Gibson Creek from private development
S	- Tracks of plantings around Dog Point and Hawkesbury - River (Omaka) margins for water ecology	- Isolation of planting on private property – no access to public - River dries in summer, limited public access to sections of the river
W		- Development and farming for decades denuded land of trees and ecology - Overgrazing on river tracks
Infill	- Small amount of tree specimens (6/7 properties) - Older streets with mature planting	- Trees cut down on property

GROUP: MOVEMENT

	Positive	Negative
N Rural – Residential Only	-Reasonable access back to town	-Road upgrades required.
E		-Would compromise the highway. Separated from town by SH6.
S		-On the wrong side of SH63 (separated). -Heavy wet ground not so good for building roads.
W	-No drainage problems	-Difficult to get connections back into town. -Another intersection onto the highway.
Infill	-Easy	-Must provide offshoot parking-lots big enough

Growth evaluation continued overleaf...

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GROWTH EVALUATION PER DISCIPLINE –CONT'D

GROUP: INFRASTRUCTURE

	Positive		Negative	
	Water	Sewerage	Water	Sewerage
N Rural – Residential Only	-Private supplies only	-Grinder pumps, no storage required	-Fire fighting capacity may be demanded \$55,000	-Grinder pump installation and maintenance
E	-Mains upgrade shared cost to rehabilitate existing mains	-Short reticulation to main pump station – Probably gravity only	-Long mains upgrade through town \$260,000	-Storage required approximately \$200,000 (necessary only when infill and growth meet design capacity)
S	-Same as in the East		-Medium length upgrade \$140,000	-Sewer upgrade and possible pump station and storage -Reticulation \$209,000 -Storage \$ 200,000 -Pump station \$80,000
W	-Close to existing treatment	-Probably gravity only		-Storage and upgrade reticulation (\$200,000 & \$300,000)
Infill	-Upgrade may be included in renewals programme	-Capacity available	-Localised upgrades	-None

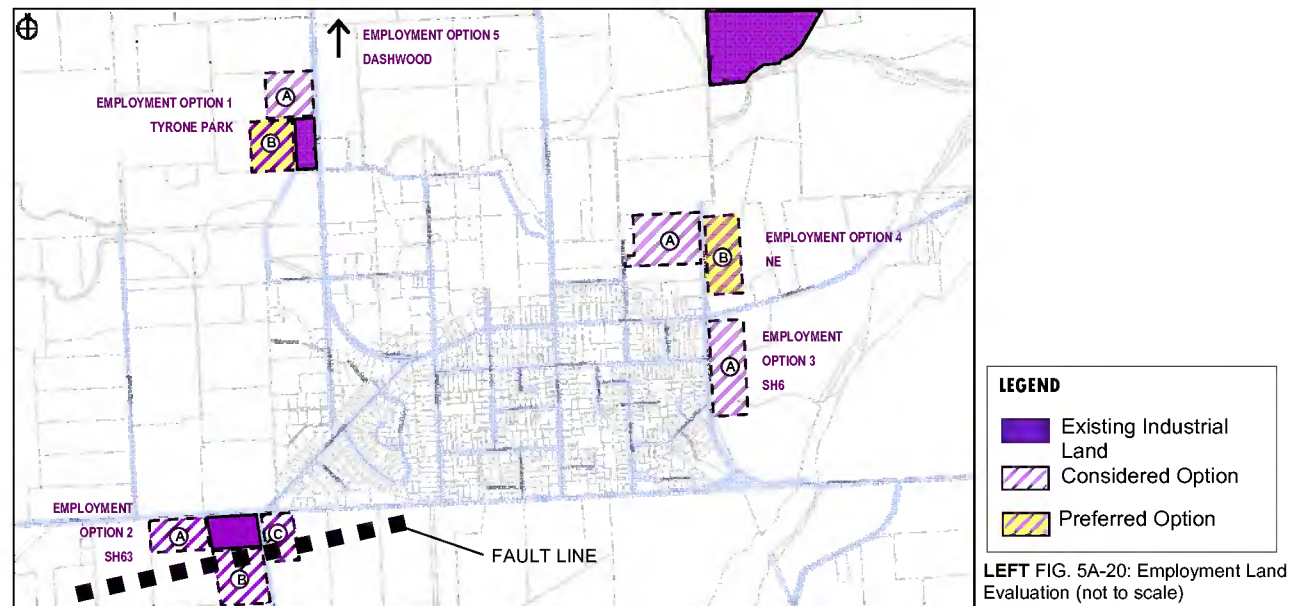
GROUP: FLOODING - STORMWATER

	Positive		Negative	
	N Rural – Residential Only	-Low frequency event (1/100yr)		-Minimum floor levels. -Some high velocity flows in old channels.
E	-Very low risk. -Potential on-site soakage.		-S.W. network required for local roading.	
S	-Very low risk. -Less potential for on-site soakage.		-S.W. network required for local roading and properties.	
W	-Soakage.		-Diversion of Terrace Creek and downstream upgrade at Boyce St / Anglesea St.	
Infill	-Good capacity in school Creek. -Good soakage in NE 1/4		-School Creek in private property with maintenance access issues requires extension of S.W. network. \$	

5A.13 Employment land

An investigation into the demand for the amount and qualities of employment land up to 2031 is required. As to the location of possible light industrial/ commercial development, several sites were assessed (Fig. 5A-20). Options 1B and 4B seem to deliver the most benefits.

	Positive	Negative	Comments
Option 1	- ties in with existing activity - located on SH 6 to Nelson	- traffic to Blenheim goes through town	
Option 2			Flawed due to the location of the fault line and its buffer
Option 3	- located on SH 6 to Blenheim	- very visible location for a generally less attractive land-use - residential interface	
Option 4	- ties in with existing activity - located on SH 6 to Blenheim	- especially option 4A might cause reverse sensitivity issues	
Option 5	- ties in with existing activity - located on SH 6 to Nelson - least reverse sensitivity issues	- future of the land insecure - effects on the ecology of the springs?	



5B

Wairau Valley Township

Workshop summary and recommendations:

- Growth projection indicate a demand for 38 new dwellings for the period up to 2031. Preferred locations for residential growth are identified on the northern side of State Highway 63 to ensure development does not occur in an ad hoc manner.
- Primary routes are identified to ensure east-west connectivity is not compromised by future development.
- Settlement severance due to State Highway 63, is a major concern to the community. A combination of design interventions are recommend to help improve safety and accessibility for the pedestrian, this including planted kerb build-outs, pedestrian refuge and gravel footpaths.
- ‘Awareness nodes’ in the form of planted kerb build-outs are proposed at the two entrances into Wairau Valley Township to help define its presence on State Highway 63.
- The population has grown rapidly from the 2006 Census to be almost at the 2031 target in 2010. Extra housing capacity is provided for in a deferred township area.

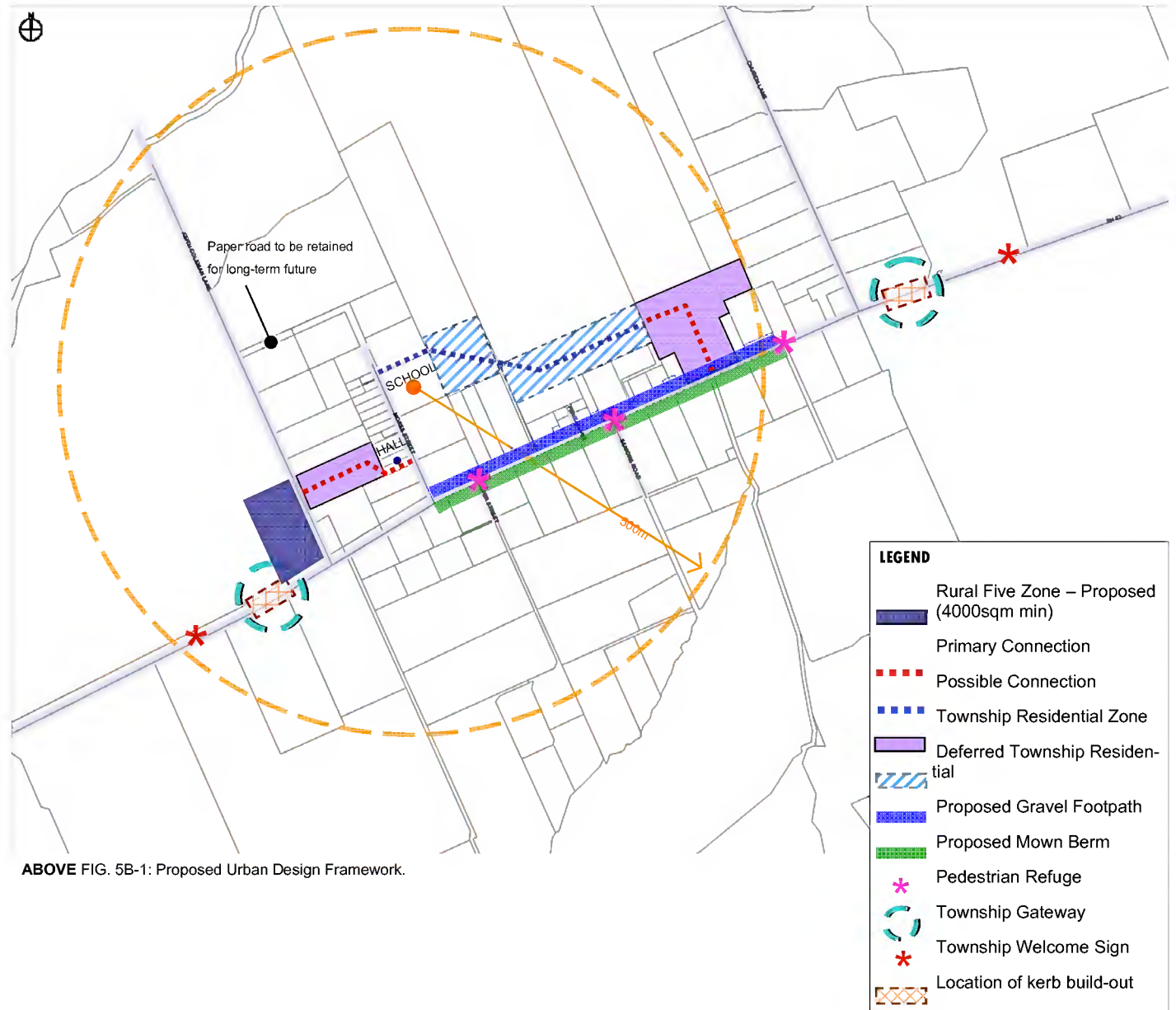


WAIRAU VALLEY TOWNSHIP

5B.1 Urban design concept

The urban design framework illustrates the key recommendations for Wairau Valley Township:

- a State Highway 63 upgrade is recommended through a combination of traffic calming measures such as planted kerb build-outs, pedestrian refuge, street trees and designated footpaths. The intention is to change the high speed nature of the road and establish it as a main street environment where priority is given to pedestrian and cycle movements;
- 'Welcome' signs coupled with planted kerb build-outs are recommended to help define the township's presence on State Highway 63. The intention is to make drivers aware that they are entering a township main street;
- Primary routes on the northern side of State Highway 63 are identified to ensure that an east-west connection is secured for future residential development; and
- Preferred residential locations are identified on the northern side of State Highway 63 this envisaged to provide for the projected demand of 38 new dwellings for the period up to 2031. This is to ensure that future growth can be developed in appropriate locations that are well connected with existing development and have good access to open space and community facilities.



ABOVE FIG. 5B-1: Proposed Urban Design Framework.

WAIRAU VALLEY TOWNSHIP

5B.2 Proposed actions

Ref	Action	Admin/ Physical	Priority: first/ second/ third	Comments/ assumptions
	MOVEMENT — SH63 Upgrade (refer Fig. 5B-8)			
5B-A1	Install pedestrian refuge at the following locations: - Intersection of Coopers Street and SH63 - Intersection of Seniors Road and SH63 - Mid block between the church (cnr Church Ln & SH63) and the cemetery	Physical	First	
5B-A2	Construct new gravel footpath on the northern side of SH63 — 2 m wide: Stage 1: Seniors Road to Fishtail Vue Stage 2: Coopers Street to Morse Street Stage 3: Seniors Road to Church Lane	Physical	First	
5B-A3	Formalise a strip mown berm on the southern side of SH63 — 2m to 3m wide: Stage 1: Seniors Road to Fishtail Vue Stage 2: Coopers Street to Morse Street Stage 3: Seniors Road to Church Lane	Physical	First	
5B-A4	Construct planted kerb build-outs at the two entrances on SH63	Physical	First	
5B-A5	Planting of new street trees on SH63 — multiple	Physical	Second	
5B-A6	Commission the design of two ‘Welcome to Wairau Valley Township’ signs	Physical	First	
	MOVEMENT — Future Connections (refer Fig. 5B-1)			
5B-A7	Provide primary connections in accordance with the Urban Design Framework	Administrative	First	
	FUTURE GROWTH (refer Fig. 5B-1)			
5B-A8	Provide for township residential zone in accordance with the Urban Design Framework	Administrative	First	
5B-A9	Provide for rural 5 zone in accordance with the Urban Design Framework	Administrative	First	
5B-A10	Provide for deferred township residential in accordance with the Urban Design Framework	Administrative	Second	

WAIRAU VALLEY TOWNSHIP

5B.3 Community infrastructure

Wairau Valley School

The Wairau Valley School has a roll of 65 pupils, which has grown from 54 in 2007. It is a Decile 5 with 3 teachers.

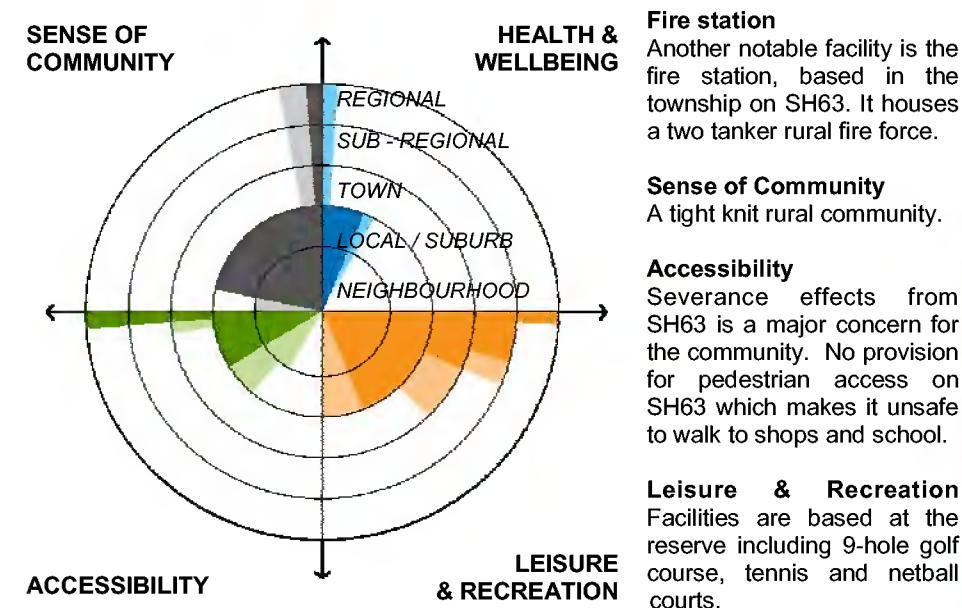
Wairau Valley Hall

This facility, a relatively large complex made up of two halls, is located on the western side of Morse Street near the intersection with SH6. The local playgroup operates out of the hall, as does the local indoor bowls. It is underutilised by the community as other groups are using the tavern and golf club buildings, free of charge.

Wairau Valley Parish Church

The Wairau Valley Parish Church is located on the corner of Church Lane and SH6. The church contains public toilets that service SH6. These toilets are too small for tourist activity as there is only one pan. Consideration needs to be given to moving the toilets to the hall, however this can not be considered until the bridge on Morse street has the capacity to carry buses.

The Old Catholic Cemetery, a long thin strip of land 200m to the west of the Church, is a historic site that needs protection.



ABOVE FIG. 5B-2: plot of existing and future social well-being for Wairau Valley Township

Fire station

Another notable facility is the fire station, based in the township on SH63. It houses a two tanker rural fire force.

Sense of Community

A tight knit rural community.

Accessibility

Severance effects from SH63 is a major concern for the community. No provision for pedestrian access on SH63 which makes it unsafe to walk to shops and school.

Leisure & Recreation

Facilities are based at the reserve including 9-hole golf course, tennis and netball courts.

5B.4 Green and blue network

Public open space network

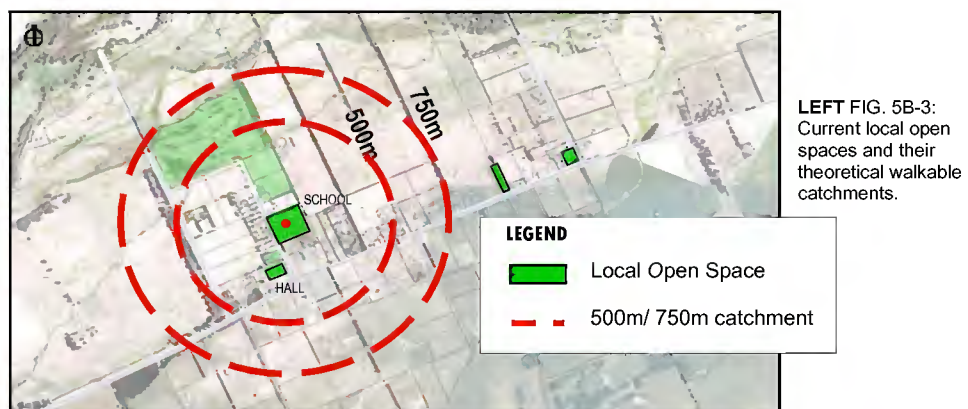
All of the settlements open space network has developed to the north of the Wairau Valley township. The Wairau Valley Domain is a large Recreation Reserve at the end of Morse Street, managed by Wairau Valley Sports Body, with the underlying land owned by DOC. This is presently the home of the Wairau Valley Golf Club. In the past the south end has been used for cricket and tennis, where the foundation of practice nets and tennis courts remain.

The reserve, through the golf course, provides access to the Wairau River to the north, Keith Coleman Lane to the west and bounds the school grounds to the south. The area is well used in the evenings for walking. At present there are no plans for development of sporting activities. When placing a 750m walking distance circle from the boundary of the reserve and school, new developments to the south of SH6 fall within this catchment. Issues of concern are the safety of crossing SH6 to access the reserve, the school and the lack of a footpaths along SH6 and Morse Street.

Council, in partnership with the school, is resurfacing the tennis courts with an all weather surface for community use. The school has a swimming pool and the only public play structure in the township. The school grounds and equipment are available to use as will be the new all weather surface, after hours at own risk.

Wairau River

A large track of land on the bank of the Wairau River provides numerous activities for the community these including swimming, shooting, trail bike riding etc. Direct access to the river is provided via Church Lane and Keith Coleman Lane, neither provide safe horse or walking access as there are no formed tracks to the river. Furthermore, Church Lane leads to the local transfer station and the road is over-grown.



LEFT FIG. 5B-3: Current local open spaces and their theoretical walkable catchments.

WAIRAU VALLEY TOWNSHIP

5B.5 Infrastructure issues

Bore supply

The current capacity under the existing resource consent is 480 m³ per day to 1 July 2018. It is estimated that the well has a capacity for approximately 50% more volume, subject to resource consent variation or renewal. Currently there are 43 connections, the maximum capacity for the system is estimated to supply approximately 60.

Water quality on the southern side of SH63

The water quality of the wells on the southern side of SH63 is currently poor. Concerns have been raised about the capacity of the aquifer during dry periods and the ability to provide sufficient water to the existing houses (approximately 40). If there is no zoning change and further subdivision or development is 'discouraged', existing property owners will continue to ask Council to extend the Wairau Valley Township water supply to provide water for their area. This is possible and may be desirable to help fund water treatment upgrading. If an extension was granted, those benefiting will have to pay for the capital cost of extension and fund pro rata treatment upgrades. However, it will be necessary to limit any extension to those existing dwellings only.

Treatment

The deadline to meet Drinking Water Standards NZ is 2016. Current budget for treatment & reticulation upgrade is \$850k.

There are 2 options for treatment:

- treatment at the bore site north of the golf course, which will require an upgrade of the existing pipe from the bore to Morse St (1000 metres). This would include a generator to provide water when the power is off. The cost of this option would amount to \$698k and includes a pipe line and a bore pump upgrade; and
- installation of storage at Morse St with a treatment plant in the same location. An upgrade of the pipeline from the bore to Morse St is not required. The total cost of this option would amount to \$735k and includes a reservoir and booster (booster costs \$395k). This option still requires a generator, but it can be smaller as it will only have to drive the booster pump.

Reticulation upgrading

An upgrade of the pipeline from Morse Street along SH63 to Senior Rd is required. It will provide firefighting supply and allow expansion for new areas south of SH63 (\$243k, split 50/50 between existing area and expanded).

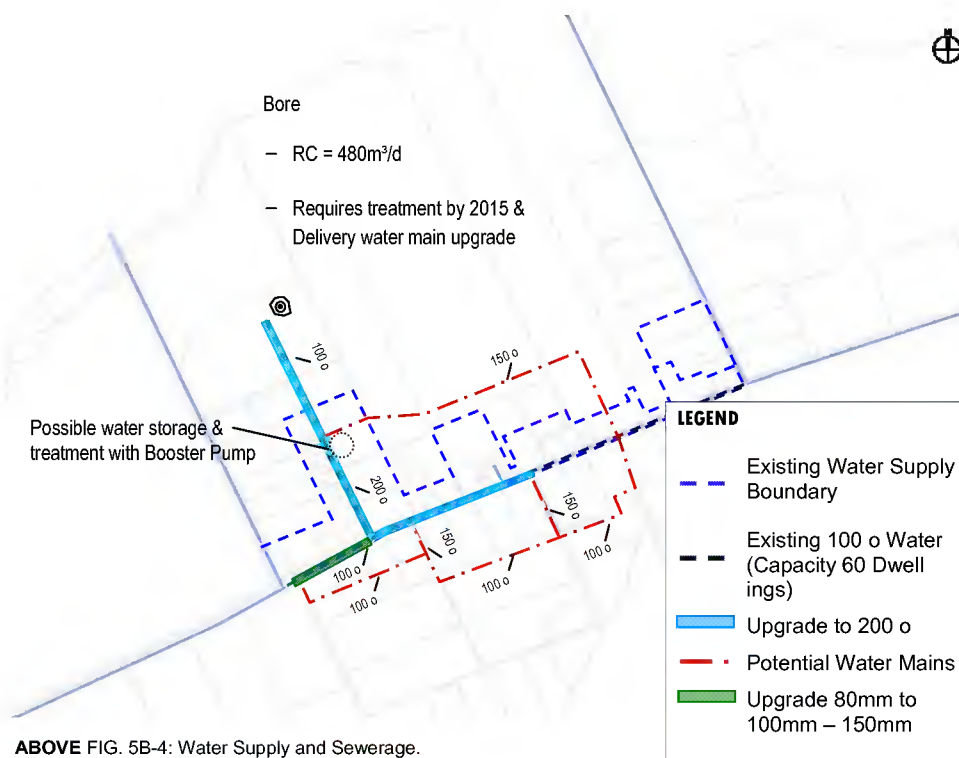
Backbone reticulation for expansion to the northern and southern side of SH63:

- North \$240k
- South \$346k

NOTE: Costs are likely to be high with this initial estimate – we need to compare these costs to recent Awatere upgrade pipe costs and Boulevard on Taylor infrastructure costs. Notes above assume supply has to continue to be metered to manage demand.

Sewerage

The optimum lot size for viable on-site waste water treatment has to be calculated. It is estimated that lot sizes have to be controlled to say 1000 m². Smaller lots may require sewerage treatment to mitigate potential environmental impacts.



WAIRAU VALLEY TOWNSHIP

5B.6 Stormwater and flooding

Marlborough District Council has very limited information on the flood hazard to Wairau Valley Township, and furthermore some of the information may be on old and relatively inaccessible files that have not been researched in preparing this preliminary note.

The Wairau Valley Township is situated on an old floodplain of the Wairau River. However, approximately 1 km north of SH63, a terrace has formed, several metres high, which ceases the flood hazard to the township from the Wairau. The Wairau tributaries rise in the hills to the south and flow in a northeast direction across the floodplain. The Walkers stream presents a flood hazard to the north of SH63, the Hillersden stream to the south. Neither stream has any recorder on it, so flood flows cannot be assessed with any certainty. Estimates of flood sizes are:

- Walkers stream 100 year flood 40 m³/sec, 5 year flood 20 m³/sec; and
- Hillersden stream 100 year flood 90 m³/sec, 5 year flood 45 m³/sec.

The top third of Walkers stream was diverted directly to the Wairau in the 1960s. Prior to that the flood flows were 50% greater at Q100 of 60 m³/sec, and Q5 of 30 m³/sec. The diversion is via “Andersons floodway” approximately 5 km west of the Wairau Valley township and was carried out by the Marlborough Catchment Board (now the Council who are responsible for ongoing maintenance). The Walkers and Hillersden streams are not capable of carrying the flood flows, as a result flows spill out as sheet flooding into swales on the floodplain. Flooding is thought to occur approximately every 5 years, however the last 10 years have been a very quiet flooding period.

The floodplain swales flow through the existing Wairau Valley Township and also through the potential township expansion areas to the north and south of SH 63. Residential expansion should not be allowed until stream control works are carried out.

Currently, no investigations have been carried out on stream control options.

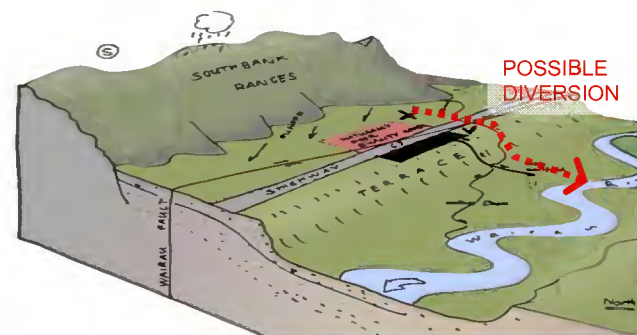
The Walkers stream and its swales affect areas to the north of SH 63, the Hillersden stream areas to the south. The Walkers stream and its swale overflows seem easier to control than Hillersden stream and its swales.

Two options for dealing with Walker stream and its swales are:

- Direct diversion to the Wairau River; and
- Enlarging, defining and controlling the swale channels into one channel through the township.

In both cases the river corridor should be obtained by Council, as a river control reserve. The attainment of the river corridor land, and stream control works could be as part of a condition of rezoning. This meaning that the costs are borne by the developer and the existing flood prone township.

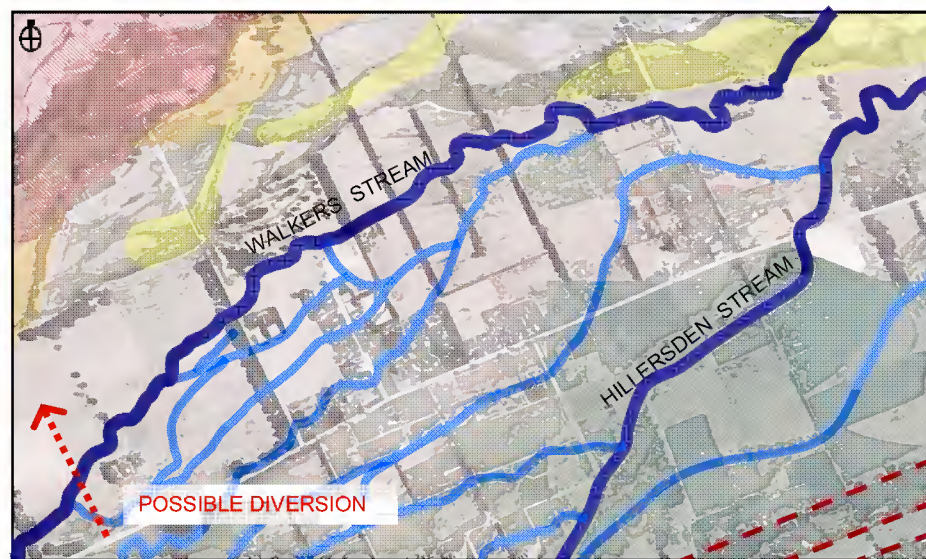
The proposed Trustpower hydro-electric scheme may affect the flood flows – size or frequency – of both Walkers and Hillersden streams. It could improve or deteriorate the flood hazard, which has not been researched. The proposed scheme has yet to get resource consent confirmation from the Environment Court (hearing expected shortly); and access approval from the landowners (which may prove difficult in one case). It could be timely to review Wairau Valley township expansion when it is known for certain that the scheme is going ahead.



ABOVE FIG. 5B-5: Hydrology around the Wairau Valley Township.

LEGEND	
	Ephemeral
	Channel
	Fault line
	Flood category - Dangerous
	Flood category - Moderate
	Flood category - Shallow

BELOW FIG. 5B-6: Stream locations and Flood Hazard.

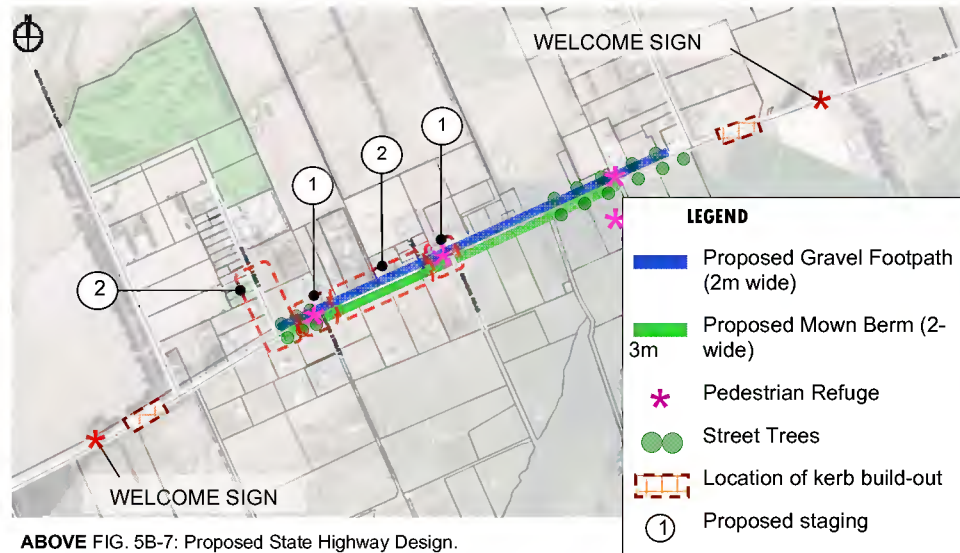


WAIRAU VALLEY TOWNSHIP

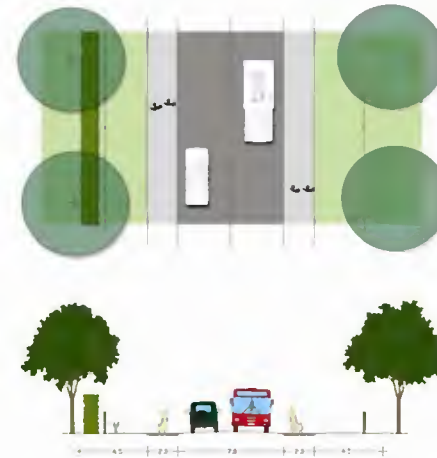
5B.7 Movement network

A series of design interventions are recommended as part of the State Highway 63 upgrade that aim to define the township's presence on the highway and to create a lower speed environment that is safer for people to walk and cycle. This is achieved through a combination of traffic calming measures including:

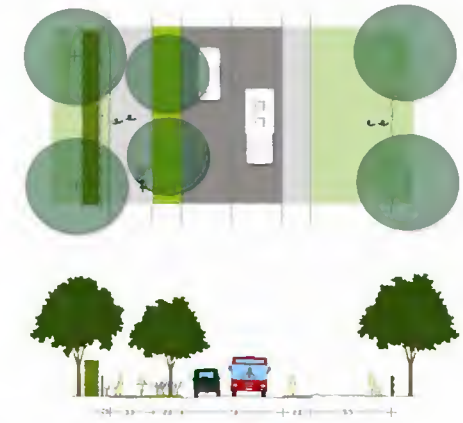
- display of 'Welcome' signs at the two entrances on SH63 to alert drivers that they are approaching a township;
- 'awareness nodes' in the form of planted kerb build-outs that tightens the road down to 2 travel lanes. Making drivers aware that they are entering a township main street. These thresholds will need to meet safety audit standards. Plan and section in figures 5B-11 show how all modes of movement can share the road space more equitably;
- pedestrian refuge with planted median offers a safer option for crossing the state highway;
- gravel footpath (2 metre wide) on the northern side of SH63 that is designated for pedestrian to improve accessibility to shops and school located on the main street;
- mown berm (2-3 metre wide) on the southern side of SH63 that can be used by pedestrians; and
- street trees on both sides of the road to create a main street environment.



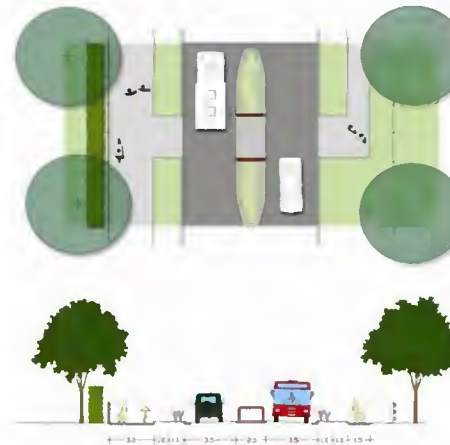
ABOVE FIG. 5B-7: Proposed State Highway Design.



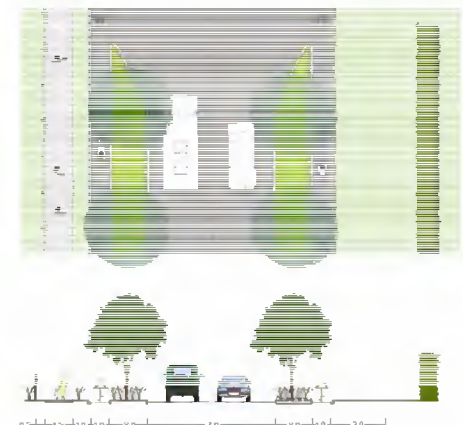
ABOVE FIG. 5B-8: Existing road condition—SH63.



ABOVE FIG. 5B-9: Proposed cross section for SH63 with footpath on the northern side.



ABOVE FIG. 5B-10: Proposed pedestrian refuge for State Highway 63.



ABOVE FIG. 5B-11: Proposed kerb build-out on SH 63 as 'awareness nodes'.

WAIRAU VALLEY TOWNSHIP

5B.8 Land uses and growth

The growth projections show a demand for **38 new dwellings** for the period up to 2031 (90 pop. at 2.4 per dwelling).

Lots proposed:

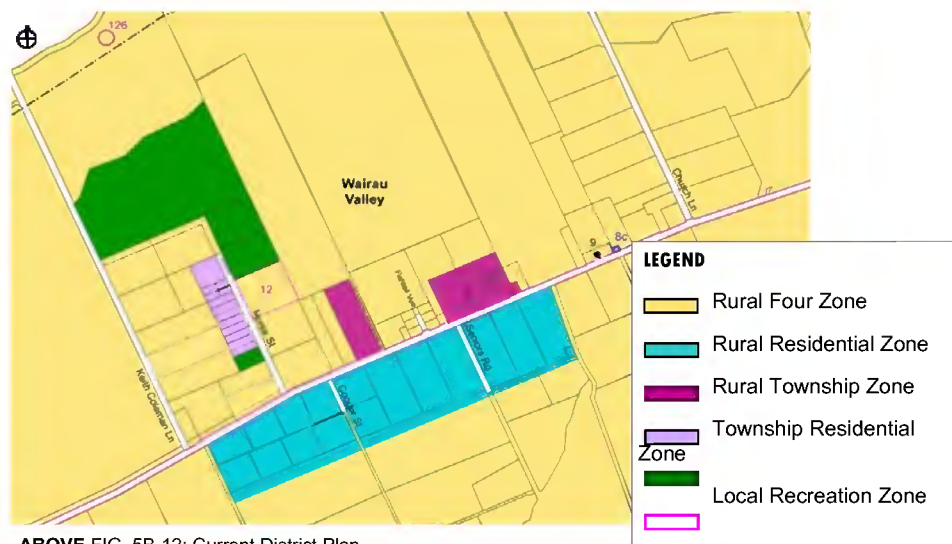
Location	Lot size	# of lots	Comment
Between Morse St and Keith Coleman Ln	1000m ²	16	Zone as Township Residential. Connect K. Coleman Ln to Morse St via a lane on the hall property.
Already proposed application.	1000m ²	20	Zone as Township Residential. Secure connectivity.
Off Keith Coleman Ln	4000m ²	4	Zone as Rural residential. Connect K. Coleman Ln to Morse St via a lane on the hall property.
TOTAL		40	

Location	Lot size	# of lots	Comment
East of school, at the back of Fishtail Vue	1000m ²	24?	Zone as: Deferred Township Residential. Connect to Morse St.

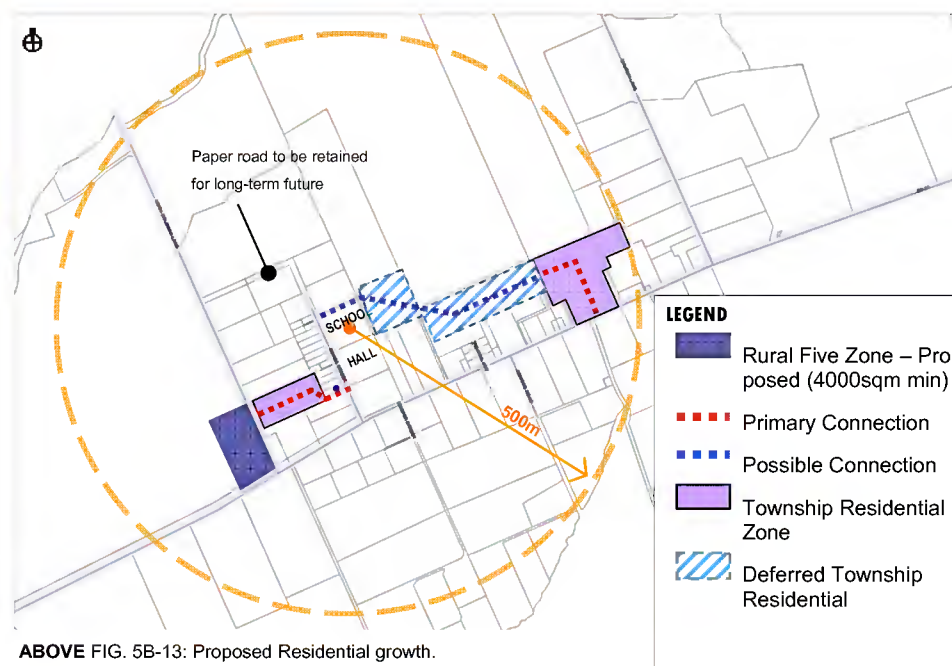
Proposed as Deferred Township Residential:

Secure connectivity

- Connectivity between Keith Coleman Lane and Morse Street is crucial. In addition to a direct link as part of the proposed Township Residential Zone, it is advised to retain the paper road (Figure 5B-13).
- A new connection between Morse Street and SH63 should be integrated as part of development in the proposed new Township Residential and Deferred Township Residential Zones.
- These routes form the secondary network as alternative for SH63.



ABOVE FIG. 5B-12: Current District Plan.



ABOVE FIG. 5B-13: Proposed Residential growth.

5C

Grovetown



Workshop summary and recommendations:

- Population projection indicate a demand for 27 new dwellings for the period up to 2031. There is capacity within the existing township residential zone to accommodate this growth.
- Existing infrastructure has the capacity to support infill residential development. However, expansion beyond the end of sub mains will require additional infrastructure to serve the new area.
- Closure of Fell Street and Ross Lane for vehicles is recommended as the preferred option to solve the dangerous railway crossing. The primary vehicle route into Grovetown will be via Aberharts Road and Vickerman Street.
- Development to the east is constrained by flooding hazard. No future growth in eastern direction is proposed.
- Potential open space for passive recreation is identified near the private botanical garden.
- Preferred locations for deferred residential are identified to indicate directions for future growth.

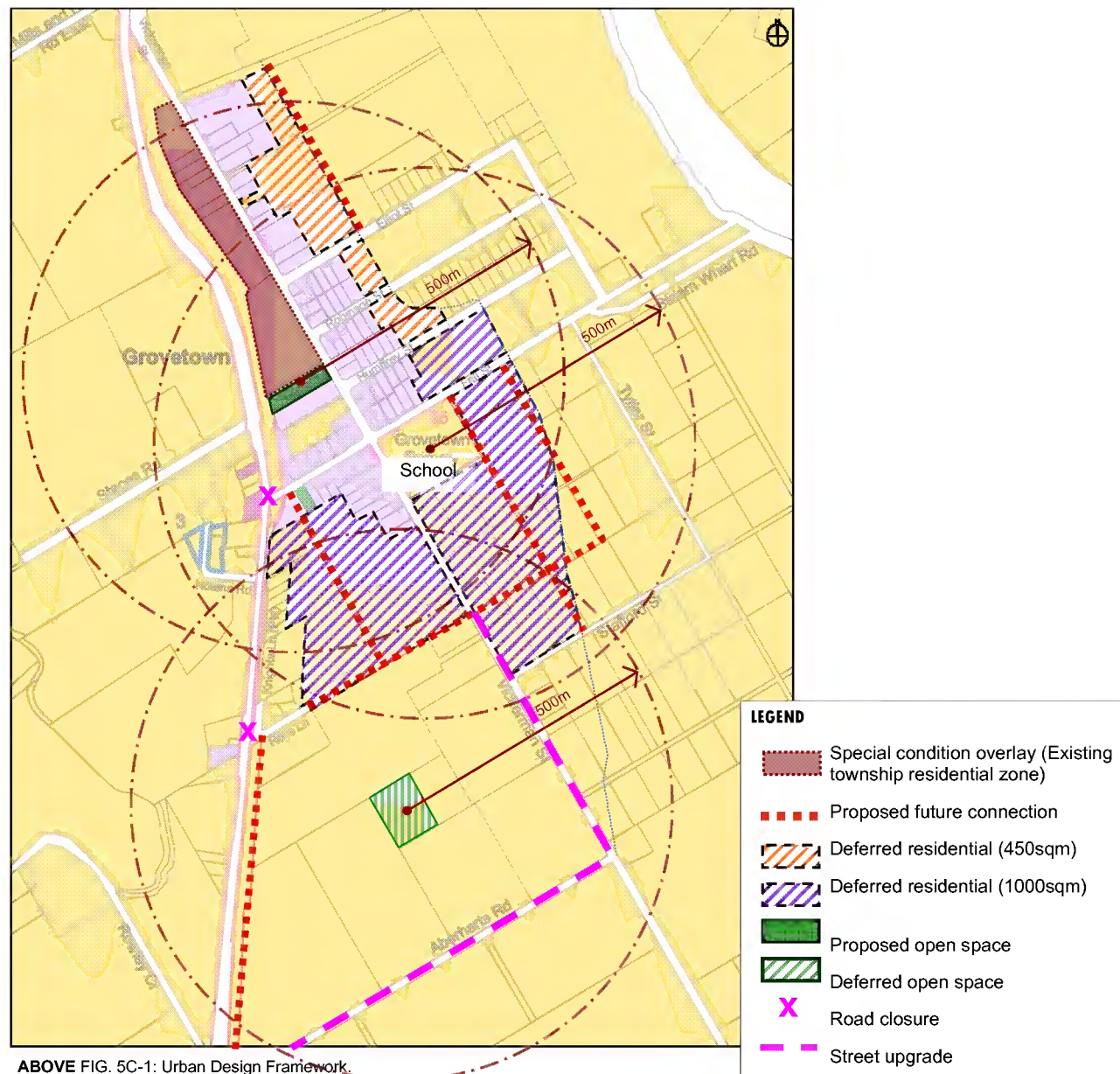


GROVETOWN

5C.1 Urban design concept

The urban design framework illustrates the key recommendations for Grovetown:

- the settlements location adjacent to SH1 and SIMT rail line means access is difficult and dangerous at Fell Street and Ross Lane. It is recommended that both roads be closed and Aberharts Road be upgraded as the primary vehicle connection into Grovetown;
- possible future vehicular routes are identified to ensure that key connections can be secured through urban blocks before it is developed;
- a growth projection indicates a demand for **27** new dwellings for the period up to 2031. Feasibility analysis concluded that existing Township Residential Zone has the capacity to accommodate this growth;
- preferred locations for deferred residential are identified to provide a direction in which growth can occur. Two category are provided for; residential development of minimum lot size of 450sqm and 1000sqm; and
- a potential future open space has been identified for the use of passive recreation, which will benefit both existing residents and future residential growth north of Humffrey Street.



ABOVE FIG. 5C-1: Urban Design Framework.

GROVETOWN

5C.2 Proposed actions

Ref	Action	Admin/ Physical	Priority: first/ second/ third	Comments/ assumptions
	OPEN SPACE (refer Fig. 5C-4)			
5C-A1	Secure funding for the acquisition of open space located north-west of Humffrey and Vickerman Street intersection.	Administrative	First	
	MOVEMENT			
5C-A2	Formalise closure of the connection between Fell Street and SH1; and Ross Lane and SH1 for vehicles (refer Fig. 5C-7).	Physical	First	
5C-A3	Investigation into Aberharts Road's current capacity and the scale of upgrades required for it to support additional traffic volume as a result of Fell St. and Ross Ln. disconnecting from SH1.	Administrative	First	
5C-A4	Development of Knights Lane-South to serve properties on Ross Lane and Knights Lane-North as a result of Fell St. and Ross Ln. disconnecting from SH1.	Physical	First	
5C-A5	Consideration of traffic calming measures on Vickerman Street around Grovetown Primary School.	Administrative	First	
5C-A6	Provide for future connections in accordance with the Urban Design Framework (refer Fig. 5C-1).	Administrative	Second	
	FUTURE GROWTH (refer Fig. 5B-1)			
5C-A7	Provide for deferred Township Residential Zone at the following locations: → East of Vickerman St, North of Fell St (lot size: 450sqm) → East of Vickerman St, South of Fell St (lot size: 1000sqm) → West of Vickerman, South of Fell St (lot size: 1000sqm)	Administrative	First	



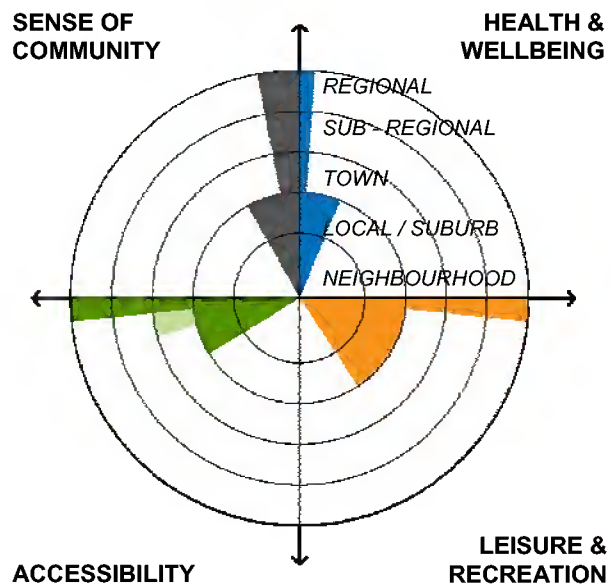
RIGHT FIG. 5C-2: Artist's impression

GROVETOWN

5C.3 Community network

The social circle figure 5E-3 provides an overview of the performance of the existing social network and highlights areas for future improvement. Key points include:

- the settlement performs relative well in terms of *Leisure and Recreation*, with easy access to facilities in Blenheim. Local facilities available include a Marae, community hall, school hall and rowing club;
- adequate provision of *Accessibility* in terms of connectedness, mobility, opportunity, participation, and affordability. Future improvements include cycle access along SH1 between Grovetown and Blenheim, pedestrian access across SH1 junctions at Fell Street, Vickerman Street and Ross Lane;



ABOVE FIG. 5E-3: plot of existing and future social well-being for Grovetown.

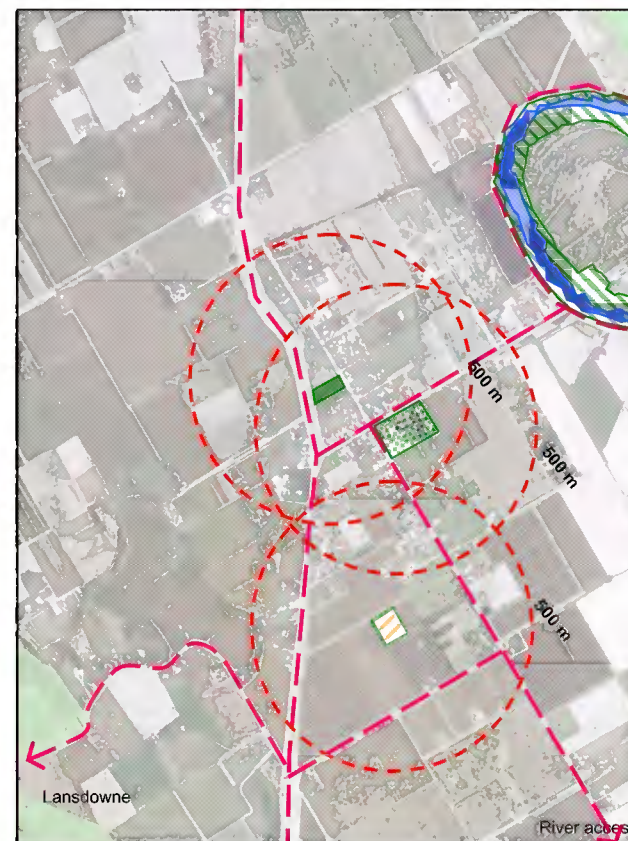
- Grovetown has a strong *Sense of Community* and is gradually developing into a rural suburb of Blenheim. Proximity to Blenheim and housing affordability in comparison to Blenheim are the main attractions to this area; and
- satisfactory performance in terms of *Health and Wellbeing*. Reliant on Blenheim for health and educational services and as the employment base.

5C.4 Green and blue network

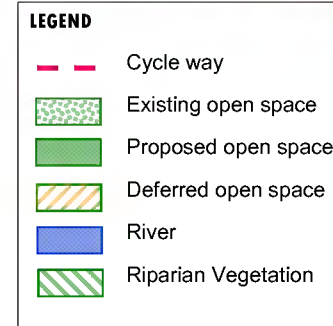
Grovetown is lacking in local reserve areas, however not in open space. Council has provided financial assistance to the school for the construction of a local playground, community hall and a library. A minimum of two neighbourhood reserves would reduce reliance on the school to provide passive play.

Other issues:

- a cycleway down the rail corridor leading to and from Blenheim is being developed to keep cyclists off the SH1;
- Steam Wharf Road takes the community to the Wairau River for water activities and to the Grovetown Lagoons restoration project; and
- there is a possibility of a path leading upstream from the Wairau rowing club, connecting to Spring Creek Township. This path could further link in to the Kahikatea restoration area.



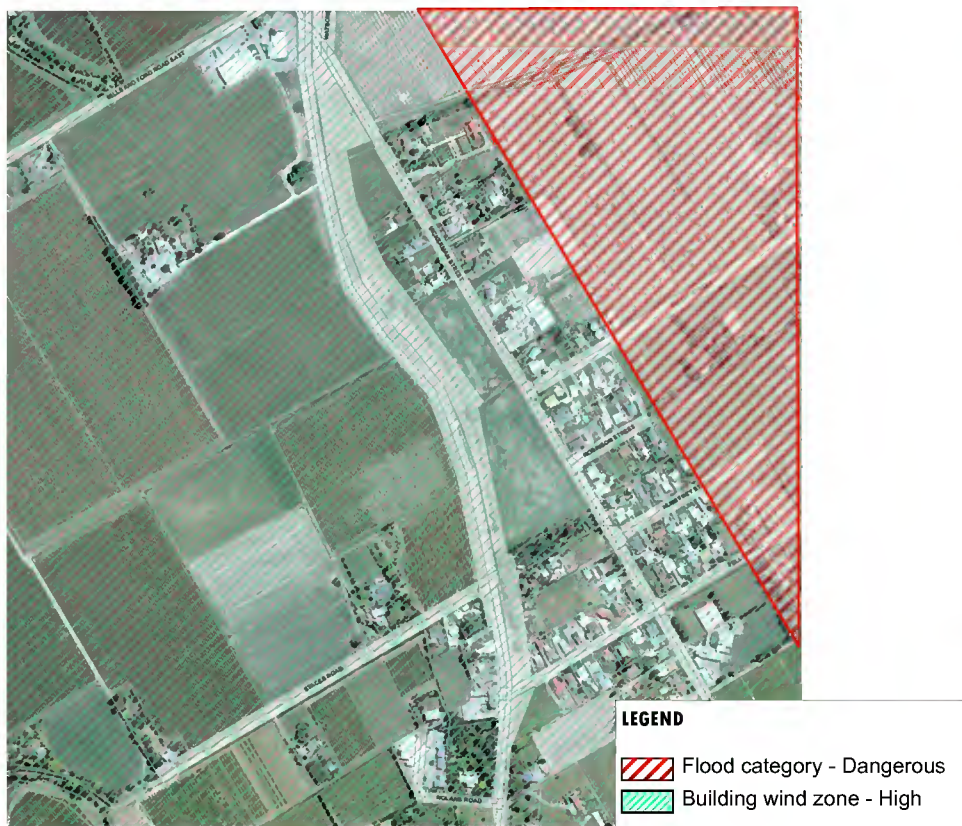
ABOVE FIG. 5C-4: Current Open Space & Recreation.



GROVETOWN

5C.5 Flooding hazard and stormwater issues

- residential expansion to the east is constrained by particularly deep and fast flood water in an extraordinary flood that overtops stopbanks;
- stormwater is disposed of to open swales;
- the alluvial soil has a low permeability, which in conjunction with a high groundwater table, generally results in inadequate soakage for septic tanks; and
- difficulty with soakage has led some residents to connect septic tanks directly to the roadside stormwater drains.



ABOVE FIG. 5C-5: Flood hazard rules out any additional residential development on the eastern side of the town.

5C.6 Infrastructure issues

Sewer

- treated by grinder pump systems;
- there is capacity for residential growth through 'infill'; and
- extension beyond the end of the sub mains will require additional sub mains to serve the new area.

Water

- MDC owns land on which a new well can be constructed to serve Grovetown and Spring Creek.



LEFT FIG. 5C-6: Sewer & Proposed Well.

GROVETOWN

5C.7 Movement network

SH1-Fell Street intersection-railway crossing

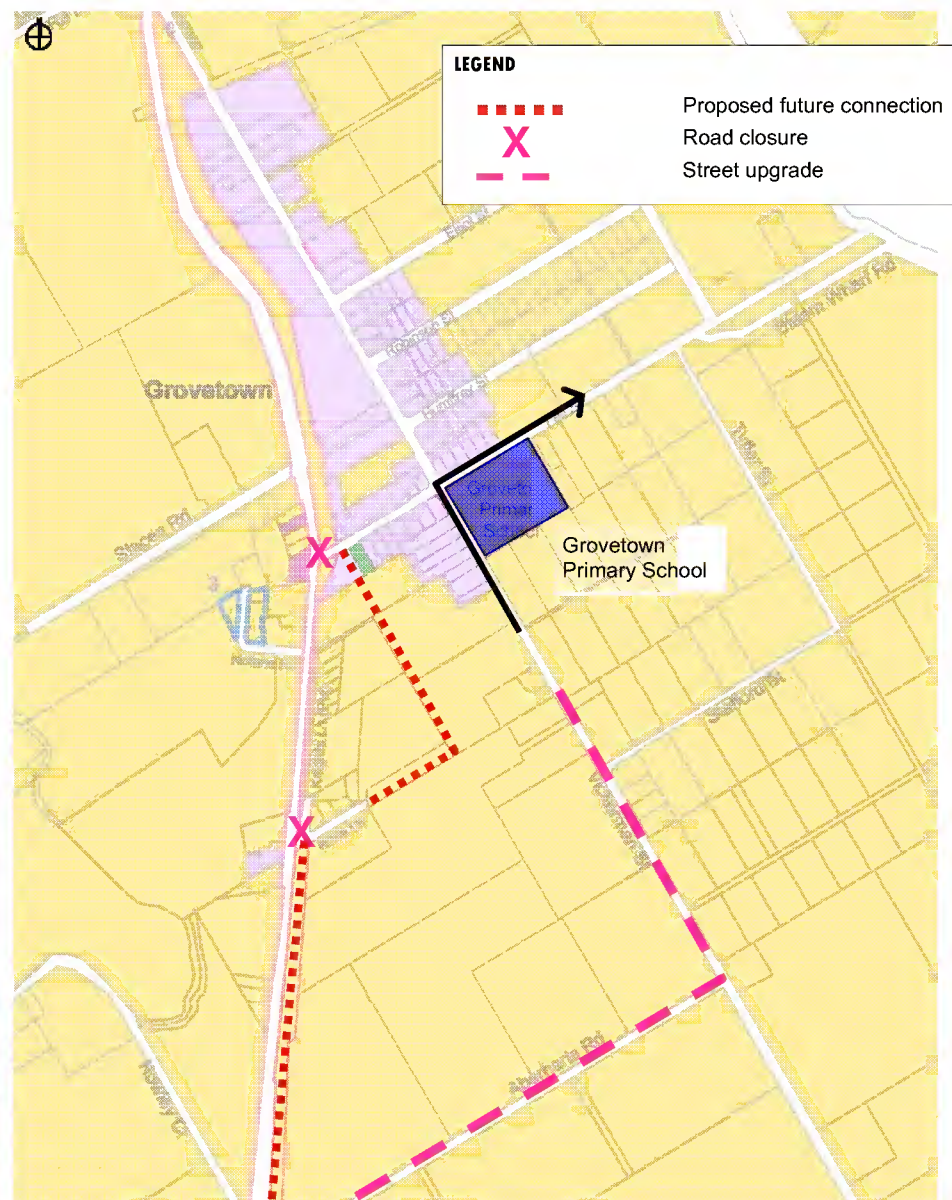
- the preferred option to improve traffic safety around Grovetown is by disconnecting Fell Street and SH 1;
- the alternative vehicle entrances into Grovetown will be via Aberharts Road and Vickerman Street. The effects of this intervention and in particular the additional traffic past the front of the school need to be investigated;
- traffic calming in front of the school might be considered;
- the upgrade of Aberharts Road is required to ensure it is capable of dealing with the additional traffic; and
- a pedestrian crossing facility will have to be provided to retain and improve the connection between the eastern, residential side of the town and the western side where retail and recreational facilities are located.

SH1-Knights Lane intersection-railway crossing

- the preferred option to improve traffic safety around the railway crossing and Ross Lane intersection with SH 1 is the closure of Ross Lane for vehicles;
- vehicle access to Knights Lane and Ross Lane will need to be via the Aberharts Road crossing of the railway line. There is a need for a new road to be constructed in the railway corridor and partly on private land on the eastern side of the railway line (land purchase is required); and
- in the long the connectivity of the movement network could be improved by the extension of Ross Lane and a link with Fell street. A corridor should be secured for this purpose.



ABOVE FIG. 5C-7: Fell Street railway crossing



ABOVE FIG. 5C-8: Proposed movement network interventions.

GROVETOWN

5C.8 Growth allocation

The growth projections show a demand for 27 new dwellings for the period up to 2031 (65 pop. at 2.4 per dwelling). This could be entirely accommodated by the area already zoned as Township Residential:

Location	Lot size	# of lots	Comment
West of Vickerman, north of Fell St	1000m ²	46	Zoned as Township Residential. Require buffer to the railway line.

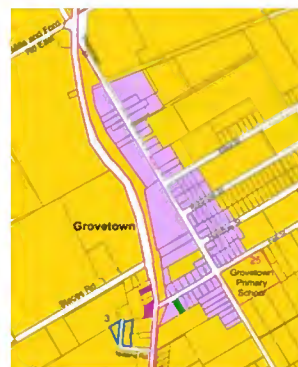
Location	Lot size	# of lots	Comment
East of Vickerman, north of Fell St	450m ²	50	Zone as Deferred Township Residential. Allow down to 450m ² (half a quarter acre).
East of Vickerman, south of Fell St	1000m ²	100	Zone as Deferred Township Residential. Could be doubled into 200x450m ² .
West of Vickerman, south of Fell St	1000m ²	43	Zone as Deferred Township Residential. Could be doubled into 86x450m ² .

It is proposed to indicate a growth direction by indicating the following deferred township residential zones:

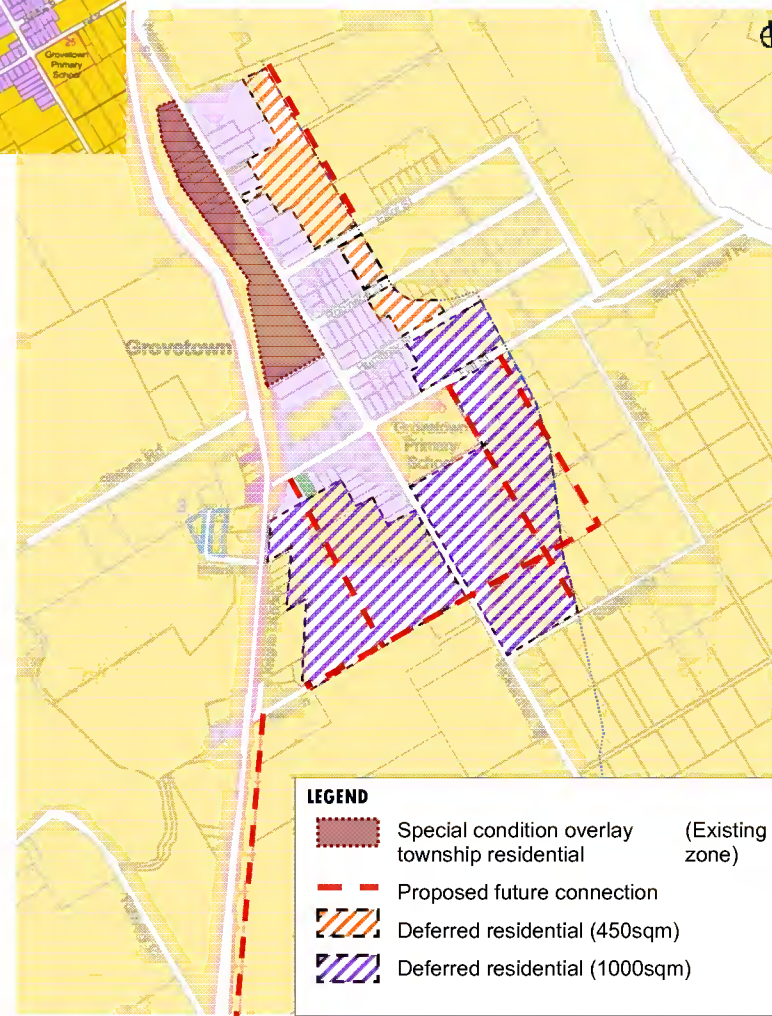
Intensification possibilities

In addition to greenfield growth, the following could be noted with regard to intensification of the existing residential areas:

- township Residential Zone: one dwelling per title permitted on lots without sewerage;
- before sewer: Controlled Activity Subdivision size: 650m²;
- proposed: minimum net site area for a site on reticulated sewerage is 450m² (half a quarter acre);
- this means that one could build more than one dwelling on their property, provided they had a net site area of 450m² per dwelling; and



LEFT FIG. 5C-9: Current District Plan.



RIGHT FIG. 5C-10: Proposed growth allocation.

5D Spring Creek



Workshop summary and recommendations:

- Development is constrained by flooding hazard and no future growth is proposed.
- Feasibility analysis into accommodating future growth on the western side of State Highway 1 concluded not viable for a number of reasons.
- Five options were explored to improve the east-west connection across State Highway 1. Low impact traffic calming methods are recommended as the most cost effective option, using a combination of planted kerb build-outs and planted and solid medians.
- There is a need for better access to recreational open space on the eastern side of State Highway 1. Two possible sites are identified to provide a wider catchment which will ensure better accessibility for the pedestrian.
- The development of river land for cycling, walking and horse trekking is a high priority.

SPRING CREEK

5D.1 Proposed actions

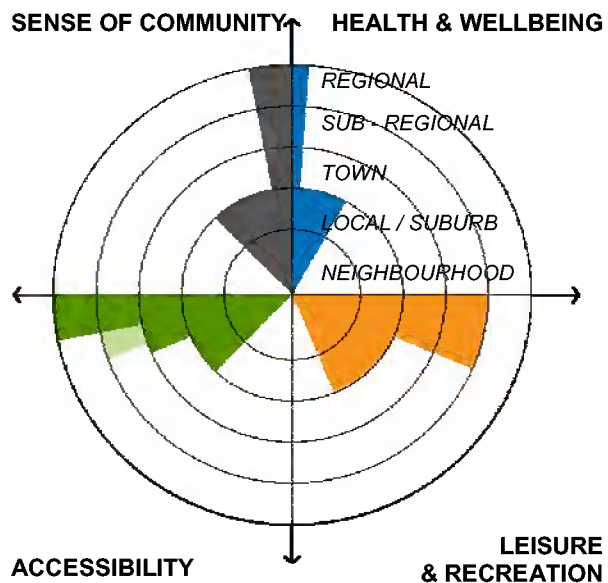
Ref	Action	Admin/ Physical	Priority: first/ second/ third	Comments/ assumptions
	OPEN SPACE			
5D-A1	Commission a comprehensive plan to develop river land for cycling, walking and horse trekking.	Physical	First	
5D-A2	Agree on the site to acquire for recreational open space on the eastern side of SH1.	Administrative	Second	
	MOVEMENT			
5D-A3	State Highway 1 improvement; including 2 new speed signs, 2 sets of planted kerb build-outs, 2 planted raised medians and 2 solid medians. (refer Fig. 5D-13)	Physical	First	
5D-A4	Construct new footpath on the western side of the SH1 from the planted kerb build-outs to the intersection of Rapaura Road and SH1. (refer Fig. 5D-13)	Physical	First	
5D-A5	Commission the design of two 'Welcome to Spring Creek' signs	Physical	First	

SPRING CREEK

5D.2 Community infrastructure

The social circle figure 5D-1 provides an overview of the performance of the existing social network and highlights areas for future improvement. Key points include:

- there is a strong provision of *Leisure and Recreation* with many available choices, including a community centre, open fields for rugby, netball, cricket and tennis. However, these facilities are located on the western side of State Highway 1 which makes it difficult for the community on eastern side of the highway to access facilities.
- there is a strong well-established *Sense of Community*.



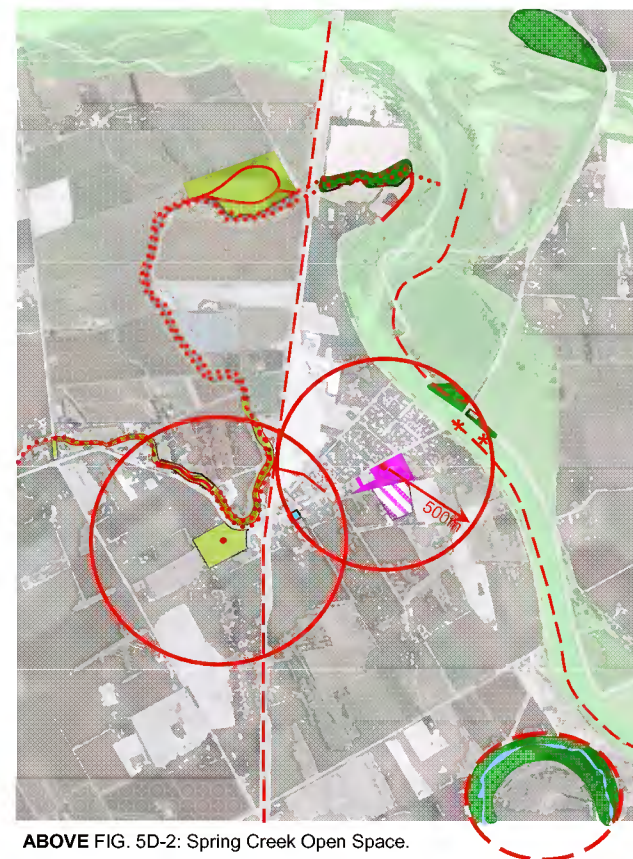
ABOVE FIG. 5D-1: plot of existing and future social well-being for Spring Creek.

- performance in *Health and Wellbeing* is relatively good. It has a local employment base centred around the rail yard, and industrial, transport and storage activities associated with that; and
- there is an adequate provision of *Accessibility* in terms of connectedness, mobility, opportunity, participation, and affordability. Spring Creeks performs relatively well in the context of regional connectedness to major destinations such as Blenheim, Picton and Nelson.

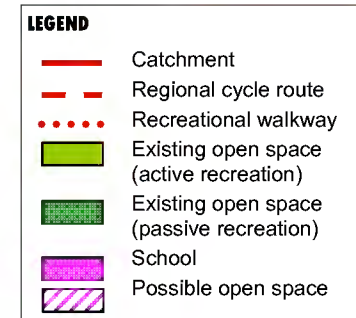
5D.3 Green and blue network

Open space and recreation

- all active recreation areas on the western side of State Highway 1;
- the school grounds form a recreation area for the community. Acquiring land for the construction of recreation activities in the vicinity of the school could alleviate this issue;
- one option is to acquire land to the south of the school for combined community and education purposes, the second option is to acquire land out along Peninsula Road beside the industrial site;
- the community already uses the Wairau River. The formal development of river land for cycling, walking, and horse trekking is high priority;
- a link through to Grovetown Lagoon along the Wairau River is desirable; and
- there is an opportunity to create a connection along Peninsula Road toward the Spring Creek River, under the State Highway to Kahikatea Reserve and the banks of the Wairau, connecting to Renwick.



ABOVE FIG. 5D-2: Spring Creek Open Space.

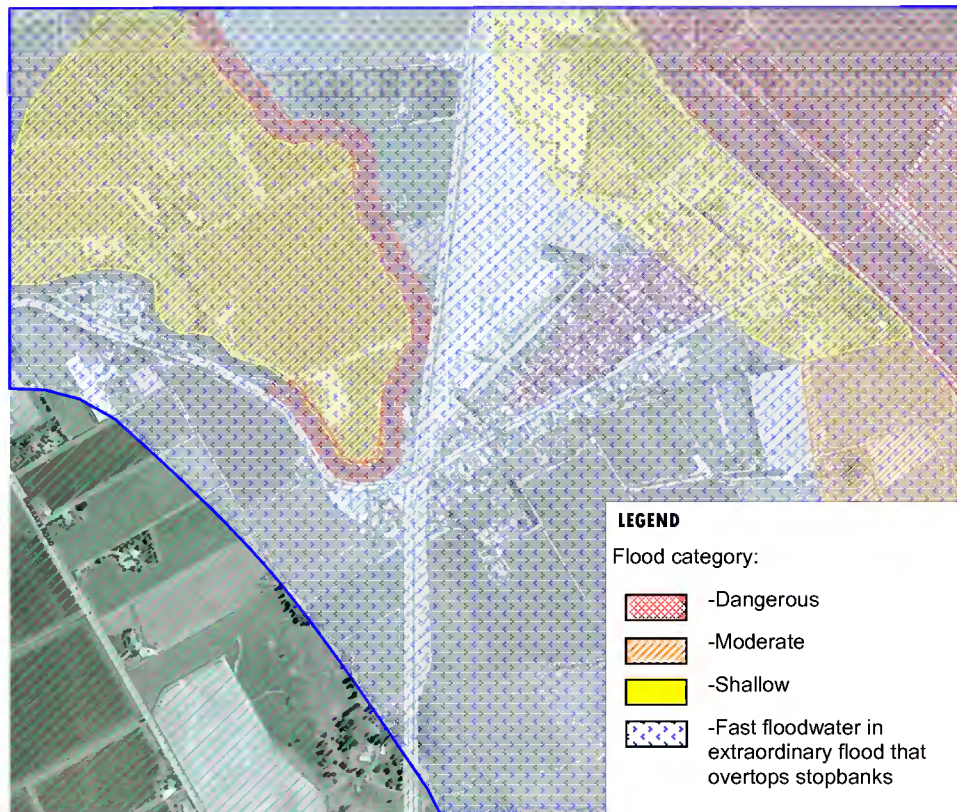


SPRING CREEK

5D.4 Flood hazard

Several areas within this area have flooding potential ranging from 'shallow' to 'moderate' to 'dangerous'. In addition to this, the wider Spring Creek area is located in a zone where particularly deep and fast floodwater, in an extraordinary flood that overtops the stopbanks, can quickly inundate the town and its surrounding environment.

Any further residential development in Spring Creek is inhibited as a result of this hazard.

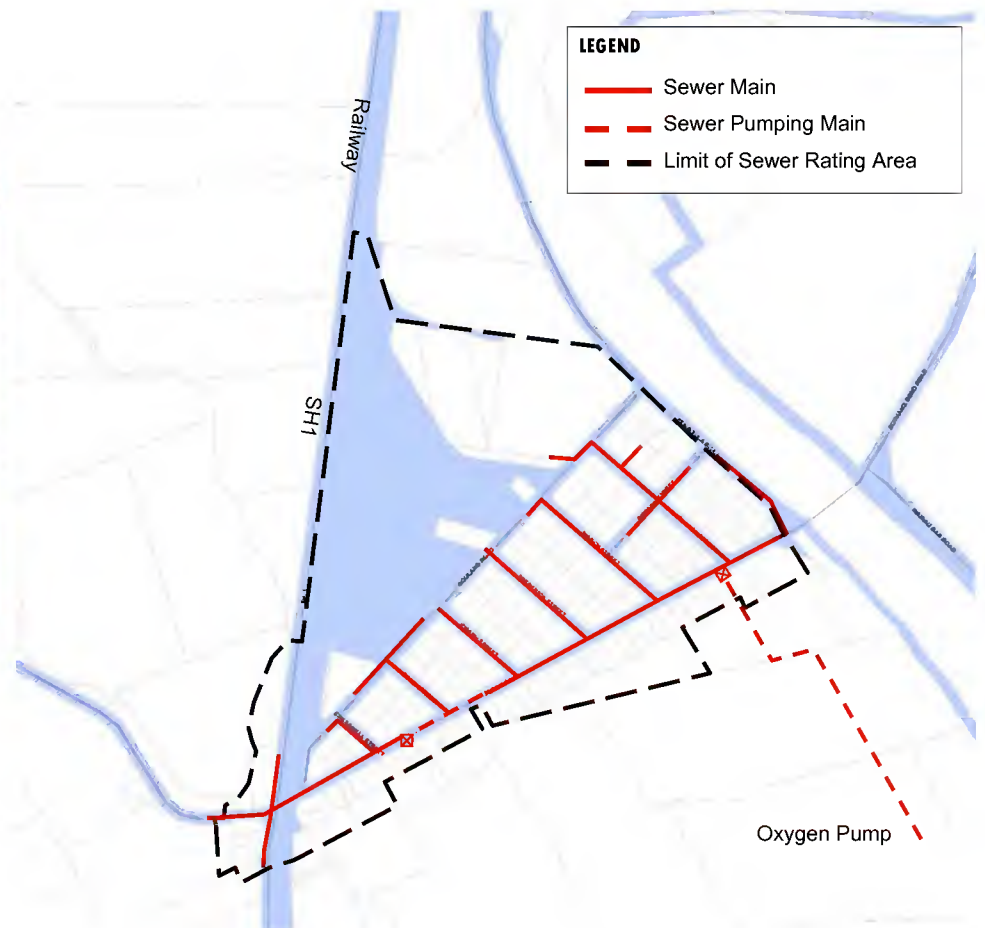


ABOVE FIG. 5D-3: Flooding hazard inhibits any further residential growth in Spring Creek.

5D.5 Infrastructure issues

The infrastructure situation poses no immediate constraints on the development and growth potential of Spring Creek:

- water supply is from individual wells; and
- the town is connected to a sewer network.



ABOVE FIG. 5D-4: Sewer network.

SPRING CREEK

5D.6 Movement network

Options considered to improve the connection between the two sides of State Highway 1 are depicted in figures 5D-5, 6, 7, 8, and 9.

Option 1: Grade separation

- easy pedestrian connection with facilities;
- no loss of connectivity with Rapaura Road; and
- large capital cost –unlikely to be funded.

Option 2: Gane Street extension

- the lack of stacking distance causes problems on State Highway 1;
- the extended Gene Street cuts through the transport yard; and
- this option does not solve the crossing situation for pedestrians.

Option 3: High speed bypass

- easy pedestrian connection with facilities;
- no loss of connectivity with Rapaura Road; and
- large capital cost –unlikely to be funded.

Option 4: Roundabout




- this option hardly improves the situation for the pedestrian;
- is the distance between the roundabout and the railway crossing sufficient? and
- is slowing the traffic on State Highway 1 acceptable?

Option 5: Low impact design traffic calming

- the pedestrian situation is improved by islands;
- The stacking length in relation to these islands needs further consideration;
- traffic calming achieved by several means; and
- low cost makes its funding more likely.

RIGHT FIG. 5D-9: Ferry Road-SH1 intersection. Option 5: Low impact design focussed on traffic calming. The stacking length in combination with the solid medians needs further consideration.

LEGEND

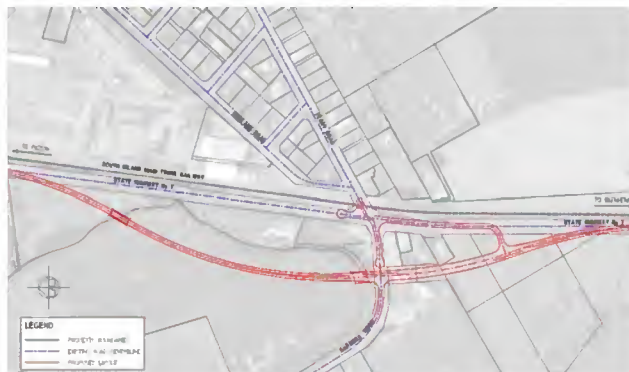
-  Solid median
-  Planted raised median
-  Railway



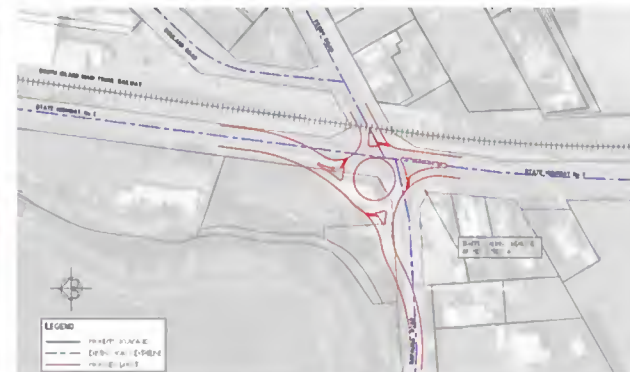
ABOVE FIG. 5D-5: Ferry Road-SH1 intersection improvement. Option 1: Grade separation.



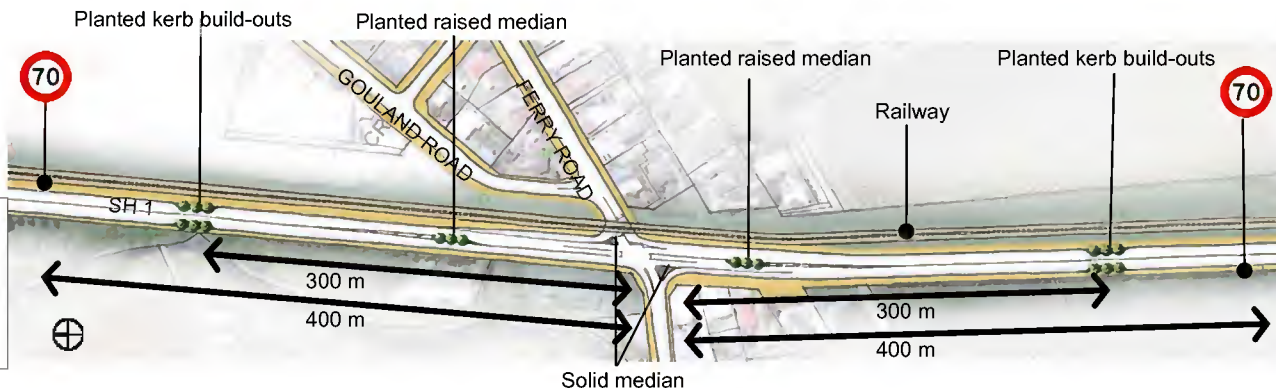
ABOVE FIG. 5D-6: Ferry Road-SH1 intersection improvement. Option 2: Gane St extension.



ABOVE FIG. 5D-7: Ferry Road-SH1 intersection improvement. Option 3: High speed bypass.



ABOVE FIG. 5D-8: Ferry Road-SH1 intersection improvement. Option 4: Roundabout.

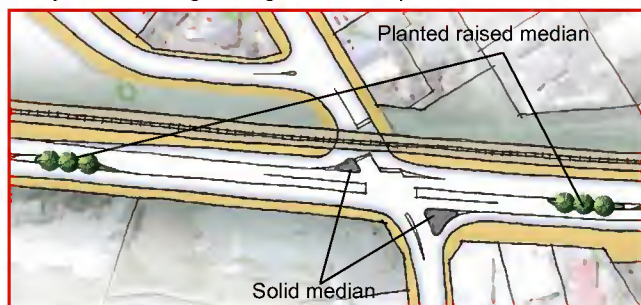


SPRING CREEK

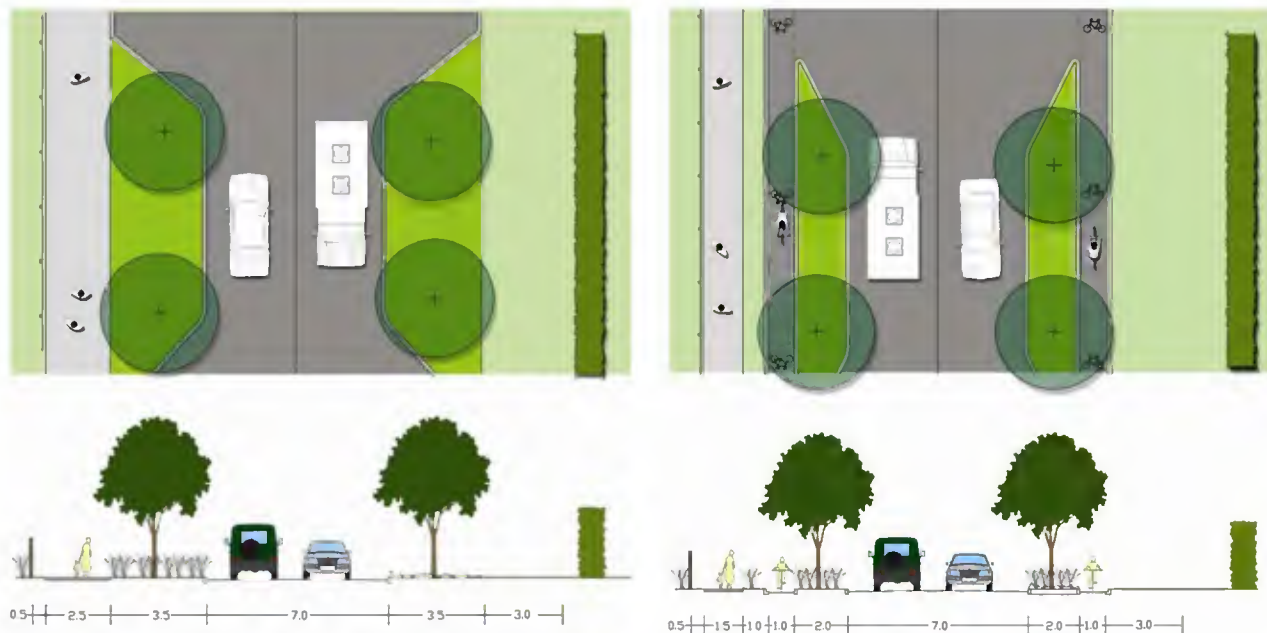
The recommended option, low impact design focused on traffic calming, can be achieved by creating an 'awareness node' on State Highway 1, using a combination of traffic calming measures including speed signs, planted kerb build-outs, planted raised median and solid median. These elements help establish a series of visual signals to gradually reduce vehicle speed. Key elements illustrated in figure 5D-13 include:

- 70km/h speed limit sign at 400m from the Ferry Road and State Highway 1 intersection into Spring Creek;
 - planted kerb build-outs on both sides, narrowing the road to 2 travel lanes, signaling drivers that they are traveling through a township. There are two ways in which this can be achieved whilst accommodating pedestrian and cycle movements:
 - option 1 (figure 5D-10): a 2.5 metre path inside the kerb build-outs to be shared by pedestrian and cyclist; and
 - option 2 (figure 5D-11): a 1.5 metre footpath for pedestrian and a 1 metre on-street cycle lane outside the kerb build-outs;
- These threshold designs require safety audits.
- using a combination of planted and solid medians to tighten the intersection so vehicle speed can be further reduced as they turn into local roads.

Similar treatment can also be applied in Wairau Valley Township, Seddon and Ward to make drivers aware that they are traveling through a township.

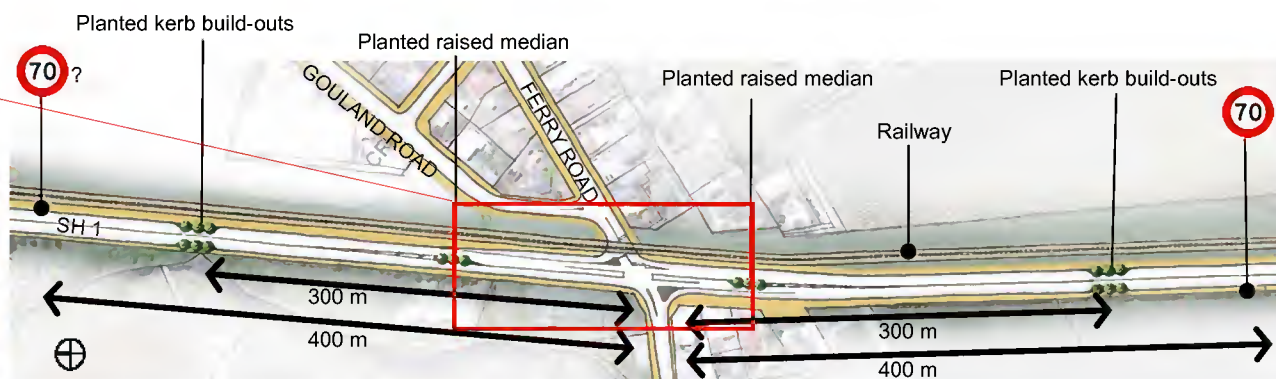


ABOVE FIG. 5D-12: Ferry Road-SH1 intersection improvement. Intersection detail option 5: Low impact traffic calming.



ABOVE FIG. 5D-10: Detail of the planted kerb build-outs — Option 1.

ABOVE FIG. 5D-11: Detail of the planted kerb build-outs — Option 2.



ABOVE FIG. 5D-13: Ferry Road-SH1 intersection. Option 5: Low impact traffic calming. The stacking length in combination with the solid medians needs further consideration.

SPRING CREEK

5D.7 Land uses and growth

Growth projections show a demand for **74** new dwellings for the period up to 2031 (65 pop. at 2.4 per dwelling). However, it is proposed that no further growth takes place in and around Spring Creek due to flooding hazard constraints.



ABOVE FIG. 5D-12: Current District Plan.

5D.8 Spring Creek-West

A further study into the feasibility of expanding Spring Creek to the west of SH1 is required (Figure 5D-13). A preliminary analysis identified the following advantages and disadvantages:

Advantages:

- located on a new cycle route to Blenheim;
- further water supply is possible;
- there is opportunity for a sewer system for the area to be connected to the new trunk main for Spring Creek / Grovetown;
- shops, hotel, and sports facilities are located on the western side of the State Highway;
- there are opportunities to extend the reserve and increase commercial land around the existing hub;
- the area has a high quality rural outlook;
- the area is not affected by the presence of industrial activities such as the marshalling yard or the piggery; and
- the area provides good distant views to the hills.

Disadvantages:

- possible flooding hazard;
- traffic noise from State Highway 62 to Nelson;
- the area is poorly connected to the existing community in Spring Creek-East with State Highway 1 acting as a barrier;
- the school is located on the eastern side of State Highway 1; and
- recreational areas associated with the river are located on the eastern side of State Highway 1.



ABOVE FIG. 5D-13: The area to the west of Spring Creek requires to be investigated for its potential to accommodate residential growth.