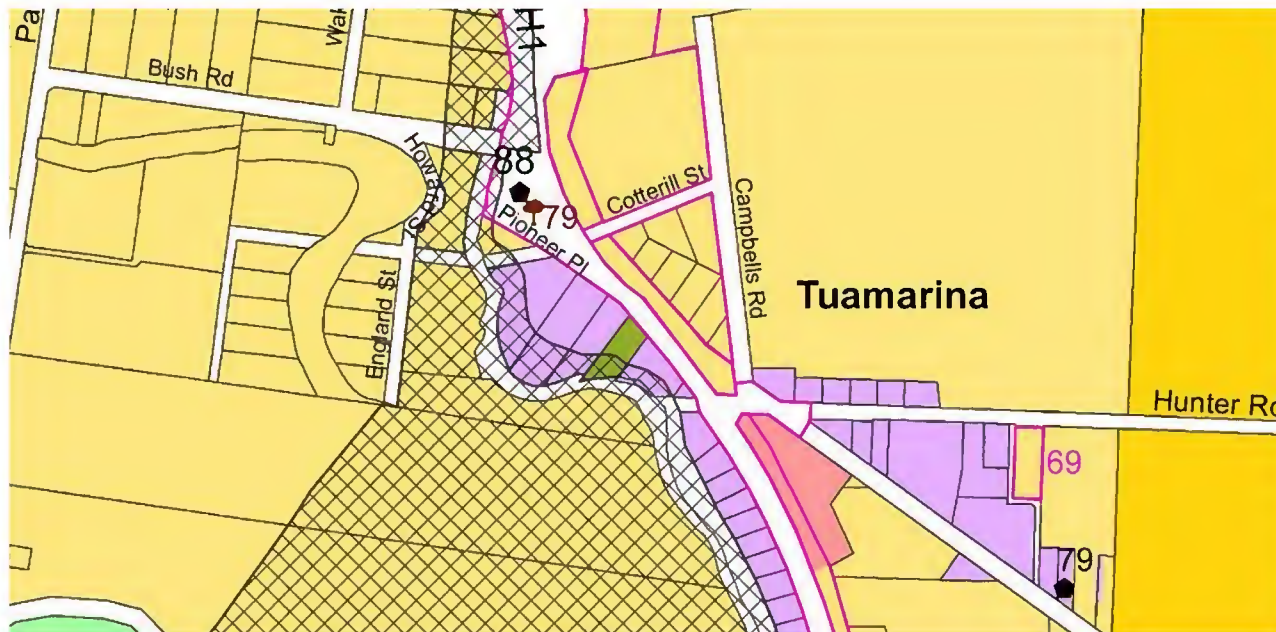


5E Tuamarina

Workshop summary and recommendations:

- Development is constrained by flooding hazard, no future growth is proposed.
- Upgrades to Campbells Road is currently underway to improve pedestrian safety and movement around the school.
- Two possible locations on the eastern side of State Highway 1, are identified for the relocation of Community Hall.



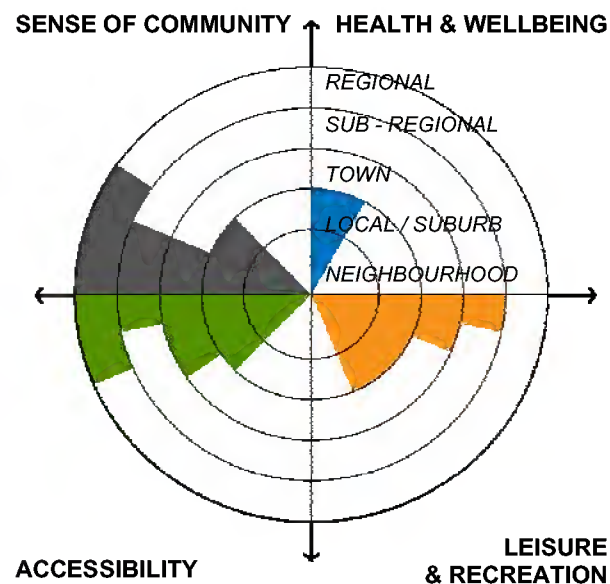
TUAMARINA

5E.1 Community network

The social circle below figure 5E-1 provides an overview of the performance of the existing social network and highlights areas requiring improvement.

Key observations include:

- Tuamarina has a relatively poor performance in *Health and Wellbeing*, as is reliant on Blenheim as an employment base and for medical and educational facilities;
- this historic rural community has a strong *Sense of Community*. Some families have resided in Tuamarina for six generations;



ABOVE FIG. 5E-1: plot of existing and future social well-being for Tuamarina.

- there is reasonably adequate *Accessibility* in terms of connectedness, mobility, opportunity, participation, and affordability. Access to facilities provided in Blenheim is considered to be adequate; and
- the overall performance is satisfactory and no future provision is envisaged.

Community Hall relocation

A key issue for Tuamarina is the possible relocation of the Tuamarina-Waikakaho Community Hall from the eastern side of State Highway 1 to Cameron's Road. Two sites have been identified, one on school land and one on private property refer figure 5E-2. The school is a keen user of the hall, but the highway is a barrier for further use. Worst case scenario if the school closes and the Ministry of Education sells the land is that community access could be lost.

5E.2 Green and blue network

Open space and recreation issues

- linkage along the Tuamarina stream to the Wairau River via a walkway along the river banks will provide water access for the residents;
- community restoration planting on the river bank at Blind Creek Road will develop into a significant area over time; and
- there is a large section of land off Bush Road that can be developed for community space.



ABOVE FIG. 5E-2: Community Hall relocation.

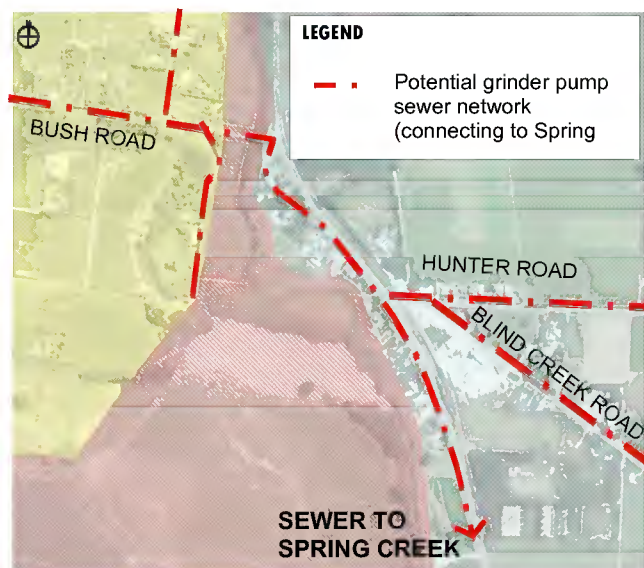
TUAMARINA

5E.3 Infrastructure issues

There is no reticulated fire fighting water supply in Tuamarina. Future development should consider the provision of water for fire fighting supply. This may be in the form of small reservoirs from which the fire service fills and the network slowly replenishes. Providing a series of hydrants on the network and the implementation of larger water mains and greater pumping capacity to meet the fire fighting code of practice will be of a higher cost.

Sewer upgrade

The sewerage network installed at Grovetown has sufficient capacity to convey sewage from Tuamarina. The catalyst for the installation of a sewer network in Tuamarina is likely to be in response to adverse environmental effects associated with the current on-site disposal systems. Council has identified a budget for this in the LTCCP in 2014/15, however community consultation will be necessary before this can proceed.



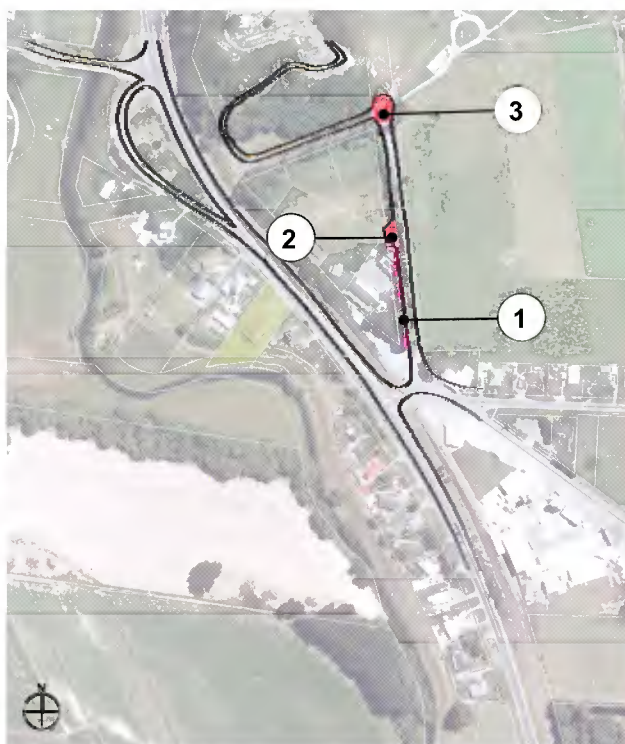
ABOVE FIG. 5E-3: Potential sewer upgrade.

5E.4 Movement network

There are several planned upgrades for Campbells Road to improve school bus access and pedestrian safety around the school (refer figure 5E-4).

Proposed interventions include:

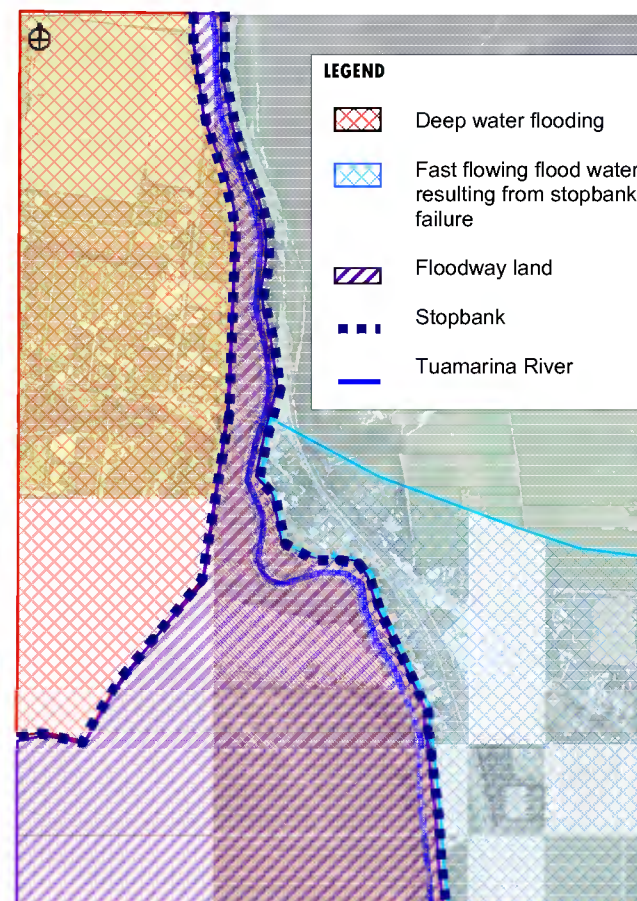
- a new footpath on the western side of Campbells Road leading up to school main entrance;
- a designated parking bay for school bus drop-off and pick-up; and
- the widening Cotterill Street and Campbells Road to allow sufficient space for school bus manoeuvring.



ABOVE FIG. 5E-4: Currently planned upgrades for Campbells Road.

5E.5 Residential growth

- there are no growth figures available for Tuamarina; and
- no further growth is proposed due to flooding hazard constraints in and around the settlement (refer to figure 5E-5).



ABOVE FIG. 5E-5: Flood Hazard.

5F

Rarangi



Workshop summary and recommendations:

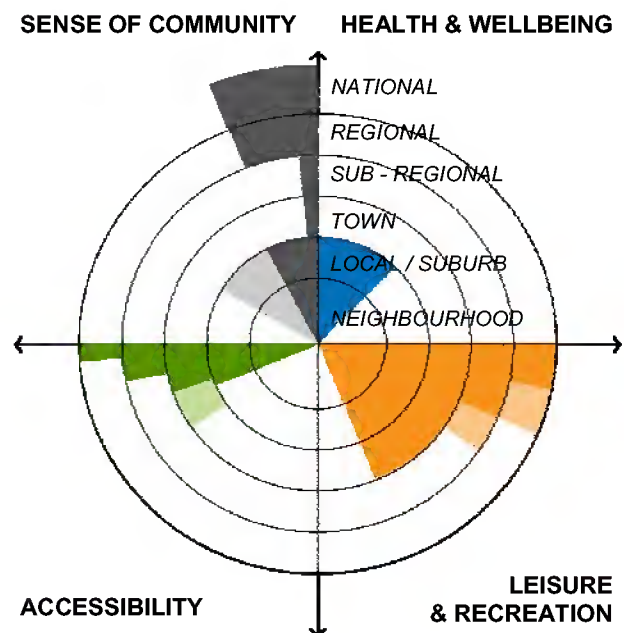
- Development is constrained by fragile local ecology, lack of certainty in securing quality drinking water and tsunami hazards. Therefore, no future growth is proposed.
- The sewer is only capable of supporting infill within the current rating area and does not have capacity for commercial or industrial activity.
- Possible walkways have been identified to improve resident access to the beach for the Neal Road community.

RARANGI

5E.1 Community network

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

- Rarangi possess freshwater wetlands and landforms that are recognised as being of national significance;
- there is a strong provision of *Leisure and Recreation* with many choices available locally, including community tennis court and golf course, community centre, foreshore reserve and surf beach;
- the settlement is isolated and disconnected from Blenheim and other townships. There is no local shop or convenient store in the area. There is strong need to improve accessibility medical facilities;



ABOVE FIG. 5F-1: plot of existing and future social well-being for Rarangi.

- there is a strong *Sense of Community* and collectiveness; and
- rating in terms of *Health and Wellbeing* is reasonable, however is still reliant on Blenheim as an employment base and health services provider.

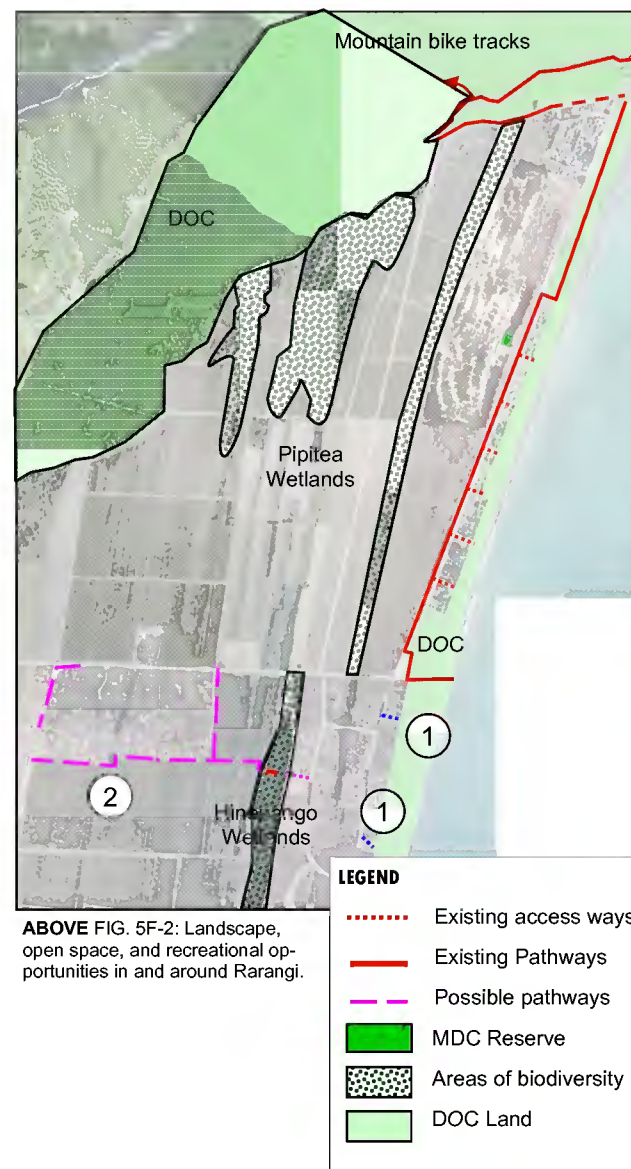
5E.2 Green and blue network

Open Space and Recreation

- some residents are keen for quad bike and four wheel drive access to the beach via Woolley's subdivision via MDC walkways (refer to nr. 1 in Figure 5F-2);
- there are large tracks of road reserve available to council to construct recreation areas and activities when justified by community needs; and
- the creation of a walkway to the beach for the Neal Road community could be tracked out behind the sections to the south, through the Hinepango wetlands and via a boardwalk (refer to nr. 2 in Figure 5F-2).

Ecological Issues

- the fragile ecosystem is threatened by intensive recreational activities and coastal residential development;
- the proximity and intensity of residential and rural residential development has the potential to adversely affect the wetland and dune system by competing for groundwater, creating a source of discharge;
- concerns of contamination and increased risk of human-induced damage to the foreshore conservation reserve as a result of building earthworks and intensified residential settlement; and
- concerns relating to development, servicing adequacy and degradation of sensitive coastal habitat values.



ABOVE FIG. 5F-2: Landscape, open space, and recreational opportunities in and around Rarangi.

RARANGI

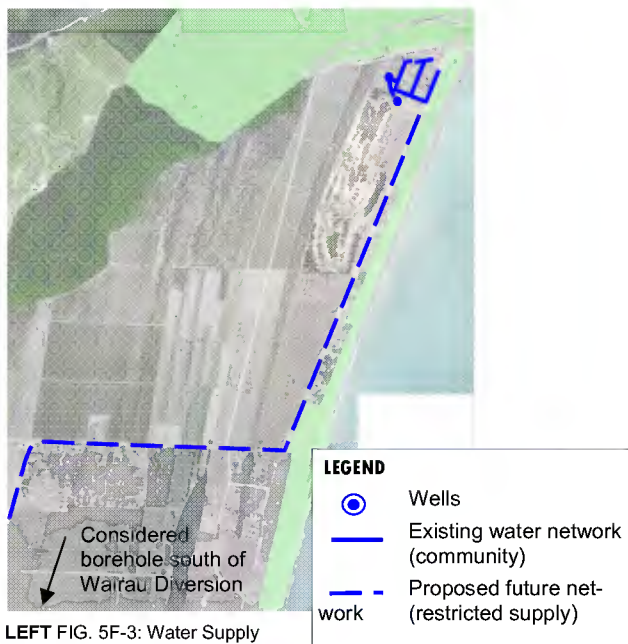
5E.3 Infrastructure issues

Water Supply

Water is supplied via individual wells. Naturally occurring arsenic is common in groundwater, in some cases at concentrations greater than human drinking water standards. MDC is investigating alternative sources of water for community water supply based on a well south of the Wairau Diversion, which would provide water that did not need treatment for arsenic.

Sewer

Sewerage is treated in individual on-site wastewater treatments. There is capacity for infill within the current rating area only. The sewer does not have capacity for commercial or industrial activity.



LEFT FIG. 5F-3: Water Supply

5E.4 Tsunami hazard

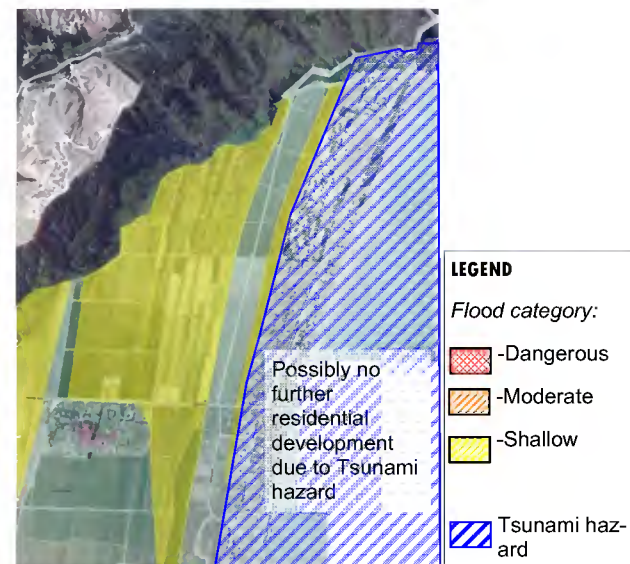
Tsunamis can be generated from a number of natural events – earthquake displacement, submarine landslide, coastal landslide, volcanic eruption and bolide collision. Coastal effects can be variable depending on the nature and location of the source, bathymetry, coastal aspect and profile.

The effect of a tsunami on the Cloudy Bay coastline are not well understood. The Marlborough coast is relatively vulnerable to this hazard. There are a series of coastal terraces along the northern part of Cloudy Bay foreshore as the result of accretion of long-shore drift material. These terraces reaching up to 4-5 metres above mean sea level. It is extremely difficult to predict the impact that a tsunami would have on the Marlborough coastline. Mathematical modelling can assist predictions, however relies on accurate data sets of both the bathymetry and the coastline topography. Whilst the models and techniques are developing rapidly, the data are as yet incomplete.

A GNS report of 2005 Review of Tsunami Hazard and Risk in New Zealand (Berryman) suggests that within a 500 year return period a local source tsunami could be in the range of 4-6 metres and a distant event could cause a wave of 2-4 metres. There is a rough wave attenuation rule of one metre vertical height for every 200m of horizontal distance travelled by the wave, this may vary considerably with local conditions.



RIGHT FIG. 5F-4: Current District



ABOVE FIG. 5F-5: Tsunami and flood hazard

5E.5 Land uses and growth

The growth projections show a demand for **48** new dwellings for the period up to 2031 (115 pop. at 2.4 per dwelling).

It is estimated there are currently, approximately **30** sections available on already zoned land.

It is proposed that there be no further growth proposed due to:

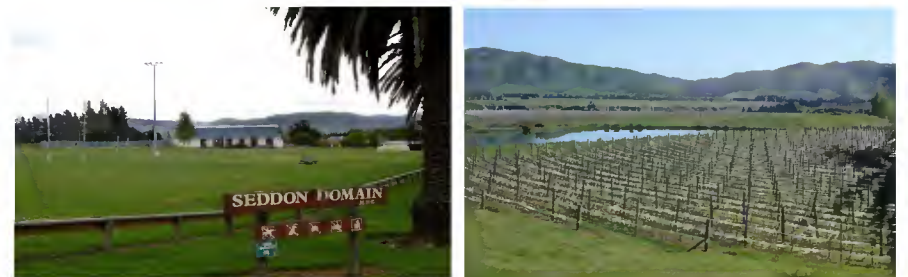
- the fragile local ecology;
- insufficient security of water supply that meets the drinking water requirements; and
- uncertainty with regard to tsunami hazard.

5G

Seddon

Workshop summary and recommendations:

- The residential areas within Seddon are separated by State Highway 1. There is a need to re-establish the function of Mill Street as a main street and to create an environment that is attractive for businesses and safe for people to walk. A combination of design interventions are recommended, including new footpaths, pedestrian refuge and street trees.
- Look into design interventions to enable Seddon's public assets to reach their full potential, this includes Seddon's Hall and the Seddon Domain.
- The closure of Wakefield Street exit onto State Highway 1 is recommended to resolve the dangerous intersection.
- Analysis concluded that within the existing Township Residential Zone there is sufficient capacity for residential growth. Land to the south of Wakefield Street is identified as the preferred location for further residential development should this capacity be reached.
- Mill Street is the preferred location for retail and commercial uses.
- Two locations on the periphery of Seddon township have been identified as having potential for light industrial activity.

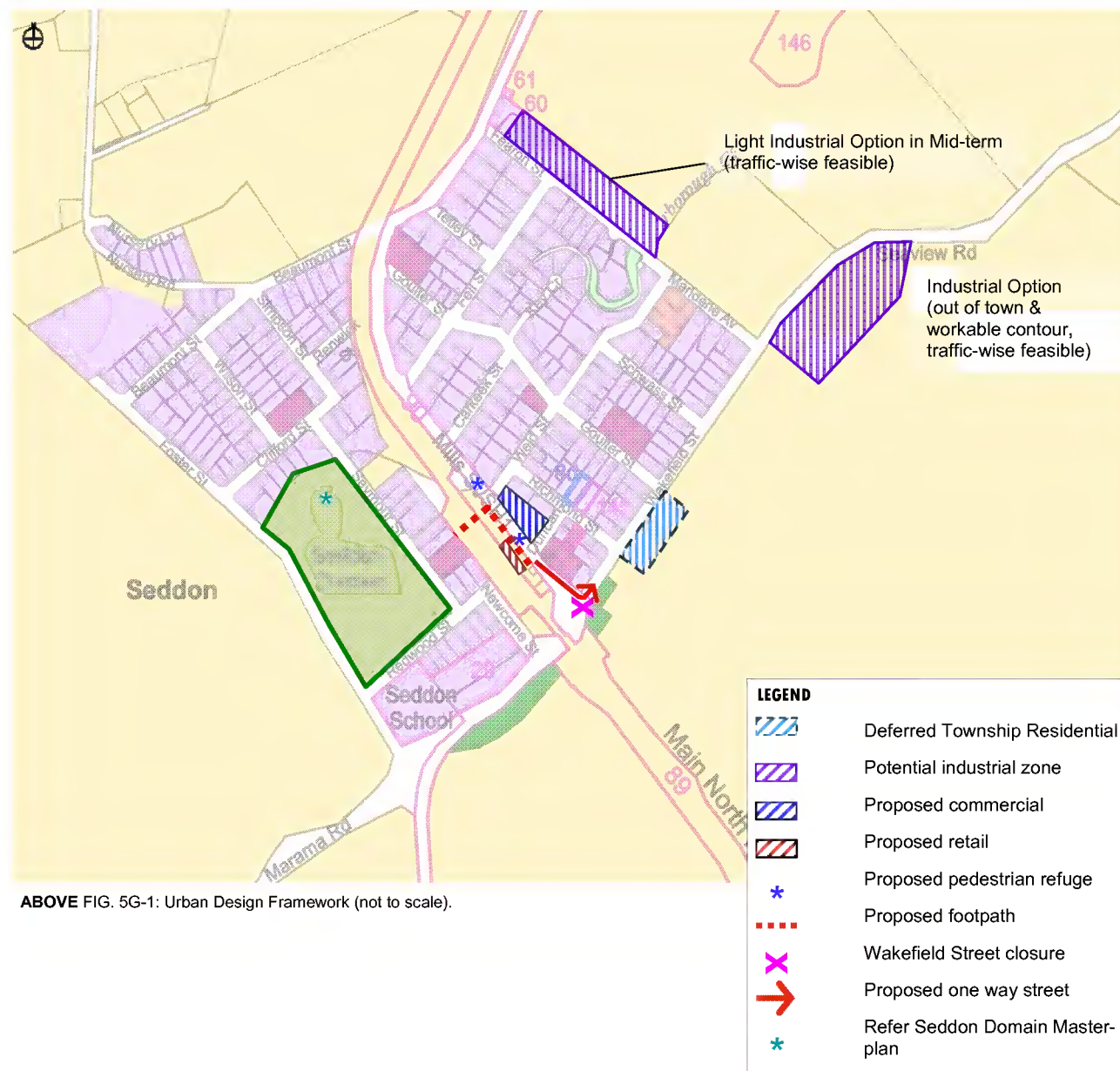


SEDDON

5G.1 Urban design concept

The urban design concept illustrates the key recommendations for Seddon:

- the closure of Wakefield Street exit onto State Highway 1 is recommended to improve the traffic conditions of this dangerous intersection. Access from Mill Street onto Wakefield Street is recommended to be limited to one-way only;
- Seddon's residential areas are separated by State Highway 1, this makes crossing on the road difficult and unsafe.
- There is a need to re-establish the function of Mill Street as a main street and to create an environment that is attractive for businesses and safe for pedestrians. The design interventions proposed include pedestrian refuges, street trees and a new footpath along the southern side of Mill Street which will provide better access to the Seddon Domain;
- the conclusions drawn from a feasibility study are that there is capacity within the existing Township Residential Zone for growth through infill. Land to the south of Wakefield Street has been identified as the preferred location for residential development should infill capacity be reached;
- draft concepts were developed during the IBD workshop to guide future development of the Seddon Domain and Community Hall extension. Details of the plans are explained in more detail on page 85.;
- the preferred location for retail and commercial uses is along Mill Street, this will support existing retail and commercial uses; and
- two possible locations on the periphery of Seddon township have been identified as having potential for light industrial activity.



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

SEDDON

5G.2 Proposed actions

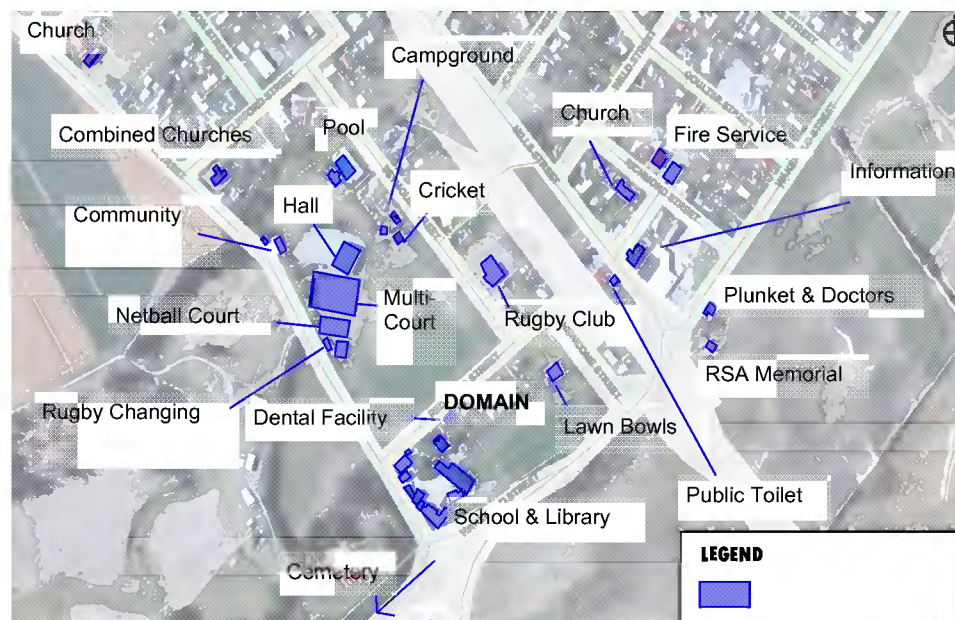
Ref	Action	Admin/ Physical	Priority: first/ second/ third	Comments/ assumptions
	COMMUNITY			
5G-A1	Secure funding for the extension of the community hall. (refer Fig. 5G-3)	Physical	First	
5G-A2	Upgrade existing information centre to accommodate public toilets within the existing building footprint and additional parking at the rear. Existing public toilet on the south side of Mill Street is to be demolished. (refer Fig. 5G-7)	Physical	First	
	OPEN SPACE			
5G-A3	Upgrade Seddon Domain in conjunction with community hall extension. Taking into account draft concept plan. (refer Fig. 5G-5)	Administrative	First	
5G-A4	Street tree upgrade at the following locations; Priority 1: Fell St. (north), Redwood St., Foster St. (south), Wakefield St. (south), Weld St. (north). Priority 2: Goulter St., Fell St. (south), Simpson St., Wilson St., Clifford St., Beaumont St. Priority 3: Schwass St., Richmond St., Weld St. (south), Carkeek St., Tetley St.	Physical	Third	
	MOVEMENT			
5G-A5	Provide footpath on the south side of Mill Street to improve accessibility to the Domain.	Administrative	First	
5G-A6	Install two pedestrian refuges on Mill Street, at locations illustrated in the Urban Design Concept. (refer Fig. 5G-1)	Administrative	First	
5G-A7	Formalise the closure of Wakefield Street exit onto SH1 and restrict entry from Mill Street to one way traffic only. (refer Fig. 5G-7)	Physical	First	
5G-A8	Provide street parking on Mill Street and Duncan Street.	Physical	First	
5G-A9	Investigate streetscape upgrade with tree planting, footpaths, and street parking in conjunction with retail shops on the southern side of Mill Street. (refer Fig. 5G-7)	Physical	Second	
	FUTURE GROWTH (refer Fig. 5G-1)			
5G-A10	Provide for township residential on the southern part of Wakefield Street.	Administrative	Second	
5G-A11	Provide for retail activity on the land between Mill Street and railway.	Administrative	Second	
5G-A12	Investigate potential location for light industrial activity and undertake further analysis on the two sites identified: north of Fearon Street and northeast of Wakefield Street and Marldene Avenue intersection.	Administrative	Second	
5G-A13	Provide for business/commercial activity on land to the north of Mill Street between Duncan and Weld Street.	Administrative	Second	

SEDDON

5G.3 Community Infrastructure

The table below gives an overview of the range of recreational, educational, community and health facilities available in Seddon. The map to the right (Figure 5G-2) illustrates the concentration of facilities on Seddon Domain and the location of the majority of facilities to the south-west of Mills Street.

Community facility	Comment
Community facilities	Swimming pool, kids playground, war memorial reserve (MDC), playing field, sea view lookout + walking track.
Pre-school	Seddon Play centre with 25 children. Prospective day care facilities (possibly 111 children under 5).
Secondary school	bus to boys & girls (Ward – Seddon – Blenheim).
Primary & Intermediate school	Stable on 120 Pupils / 5 Classrooms.
Medical facilities	GP 2 days a week / Dental nurse. For other facilities one has to go to Blenheim.
Plunket	Active in the same facility as GP. Owns building on DOC land.
Spiritual	Three Churches / two combined.
Library	Part of school, but everyone goes to Blenheim.
Sports Clubs	active rugby club, inactive tennis club, strong bowling club, active golf club, basketball, netball, yoga.
Associations & Hobby Clubs	Lions, Masonic Lodge, Rural Women, gardening club.
Community & Information Centre	Tourism promotion.
Rural & Urban Fire Brigade	Strong, also social function.
Community hub	Plans for Redevelopment. Might attract DHB/PH Services.
Community constable	Poor service due to large rural catchment.
Public / Private transport	Not existing, only on request, taxi, school buses (Picton – Christchurch – Intercity Buses).
Toilets	strong attraction to stop in Seddon.

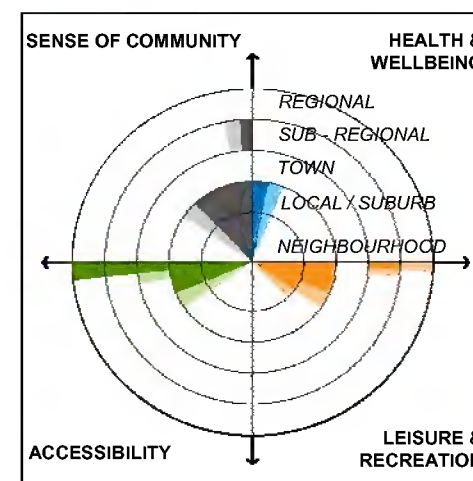


ABOVE FIG. 5G-2: Community Facilities (not to scale).

Social Well-being

The social circle (Figure 5G-3) provides an overview of the performance of the existing social network and provisions for future improvement. Key points include:

- there is a strong *Sense of Community* identified in Seddon. The settlement is known as the “Capital of Awarere”;
- *Health and Wellbeing* services within the area are relatively poor, due to limited available health services. There is potential to accommodate future health facilities as part of the community hall extension; and
- the majority of Seddon’s *Leisure and Recreation* facilities are based in the Domain. Currently there are community initiatives aimed at future developing community facilities.



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

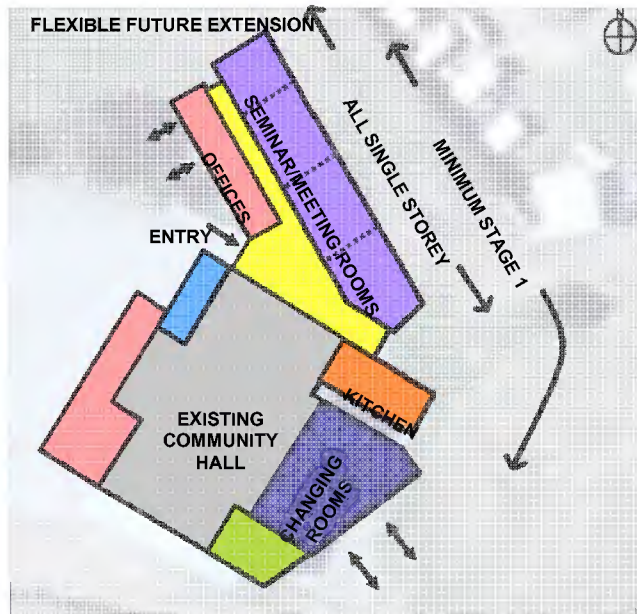
SEDDON

5G.4 Community Hall extension

In the IBD-workshop a review of the draft plans for the extension to Community Hall was undertaken. Component included as part of the proposed extension are:

- seminar/meeting rooms;
- community room;
- offices, kitchen and storage; and
- changing rooms and toilets.

The suggested revised plan is designed so that each component can be constructed independently, this to enable staging as funding becomes available. The design of seminar/ meeting room wing allows flexibility for future extension by using portal frame structure.



ABOVE FIG. 5G-4: Community Hall Expansion (not to scale).

5G.5 Seddon Domain

A concept plan for Seddon Domain has been developed in consultation with the council staff and community representatives. The intention is to develop the Domain as a "community hub" providing a wider range of activities and facilities.

The new facilities proposed in the concept plan include:

- designated camper van parking area;
- paved plaza area with shade trees and seating;
- adventure playground;

- junior playground;
- skate park and linear skate path;
- soccer cage; and
- basketball cage.



ABOVE FIG. 5G-5: Conceptual plan for Seddon Domain (not to scale).

SEDDON

5G.6 Green and blue network

Areas of public open space

The Domain is the largest leisure and recreational area in Seddon. It is accessible to all residents as is within 500 metres of most dwellings. The community facilities provided on site include; a swimming pool, cricket pitch, netball court, rugby field and a hall that accommodates many community sports/educational programs. A conceptual plan is proposed for the Domain to provide additional facilities (refer 5G.5).

Footpath upgrades

Street lighting and footpath upgrades are proposed at the following locations:

- street lighting is proposed around the underpass to improve visibility and to deter vandalism;
- footpath upgrade priority 1: Newcome Street (northern side), Mill Street north (northern side), Goulter Street (northern side), Seymour Street south (southern side);
- footpath upgrade priority 2: Wakefield Street (northern side), Seymour Street north (southern side); and
- footpath upgrade priority 3: northern side of Weld Street between Goulter Street and Richmond Street

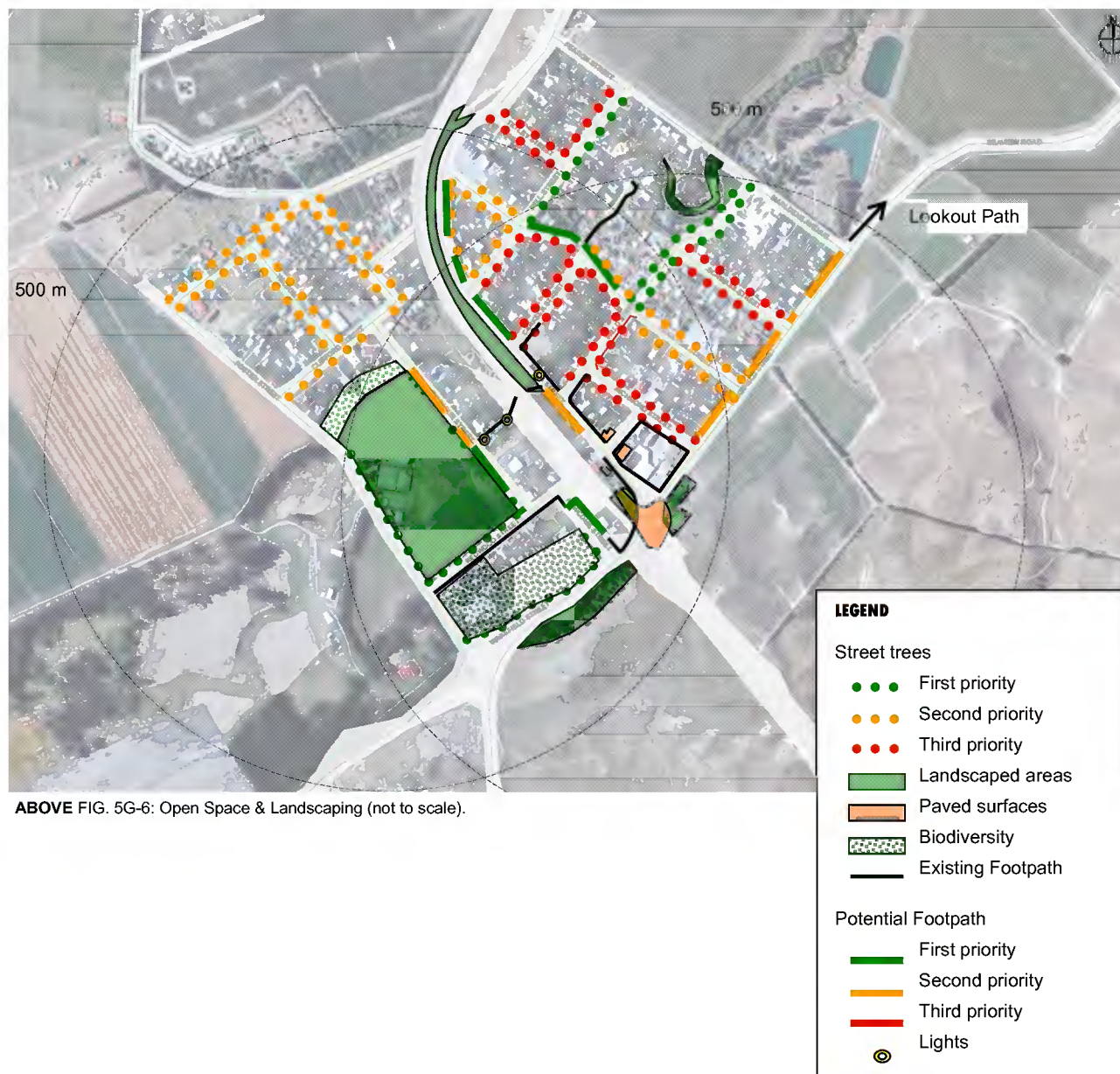
Street tree planting

The proposed street upgrades and tree planting areas are illustrated in figure 5G-6. The following sets out the order of priority;

Priority 1: Fell Street (north), Redwood Street, Foster Street (south), Wakefield Street (south), Weld Street (north).

Priority 2: Goulter Street, Fell Street (south), Simpson Street, Wilson Street, Clifford Street, Beaumont Street.

Priority 3: Schwass Street, Richmond Street, Weld Street (south), Carkeek Street, Tetley Street.



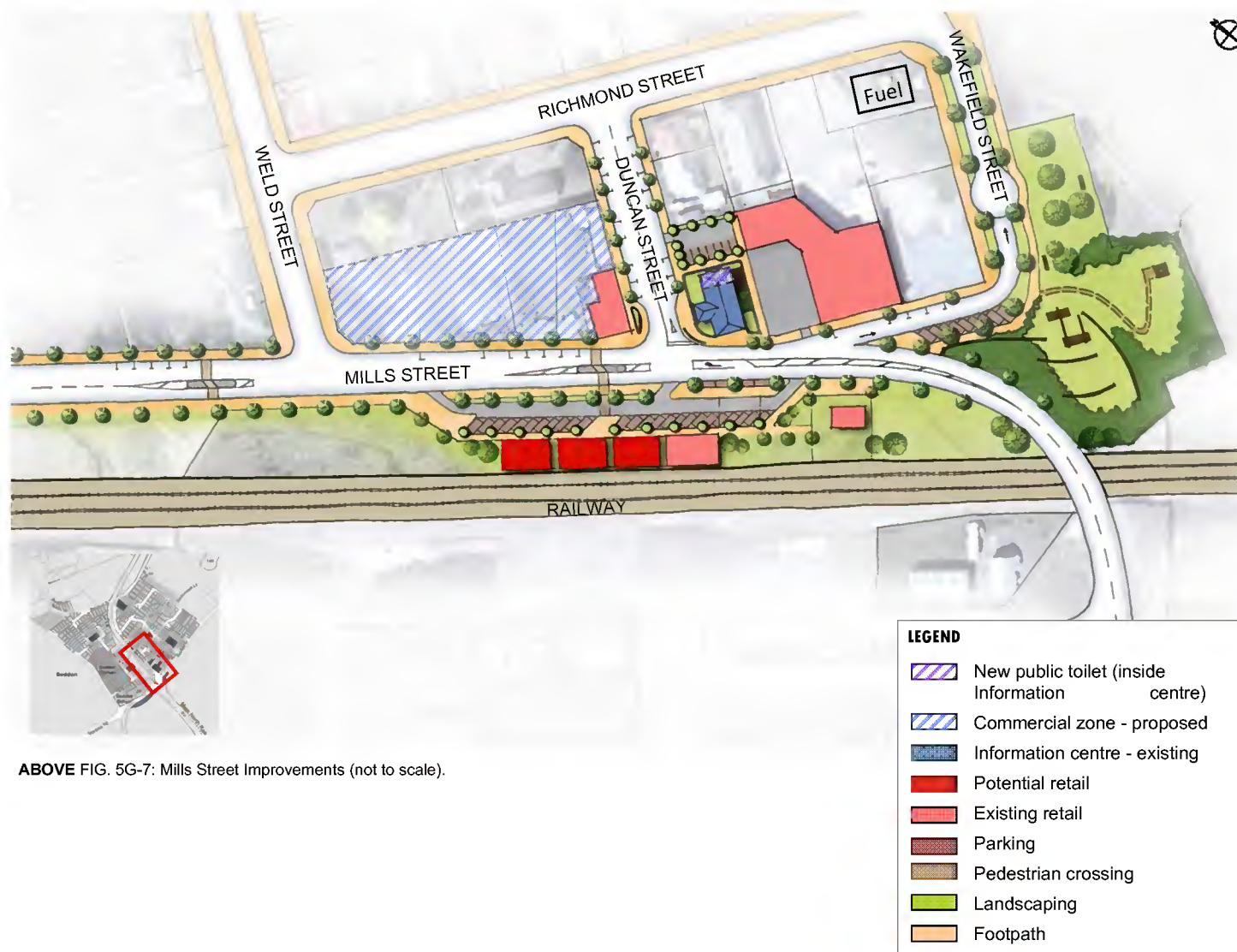
ABOVE FIG. 5G-6: Open Space & Landscaping (not to scale).

SEDDON

5G.7 Mills Street upgrade

The interventions proposed as part of the Mill Street upgrade include:

- the installation of two pedestrian refuges with solid medians to help improve pedestrian safety, and provide more opportunity to cross the road;
- the closure of Wakefield Street exit onto State Highway 1 and the landscaping of the area is intended to be an extension of Memorial reserve;
- vehicle access to Wakefield Street will be restricted to one way traffic, this means there will be no right turn for northbound traffic;
- the proposed upgrade of the Information building will include the provision of public toilets and visitor parking at rear. The existing public toilet will need to be demolished.
- the Mill St upgrade will provide for commercial activity within the urban block between Duncan and Weld Street;
- whilst further providing for future retail opportunity on land between Mill Street and the railway, this in addition to street parking for visitors; and
- street parking is provided on Mill Street and Duncan Street where possible.



ABOVE FIG. 5G-7: Mills Street Improvements (not to scale).

SEDDON

5G.8 Infrastructure issues

Sewer

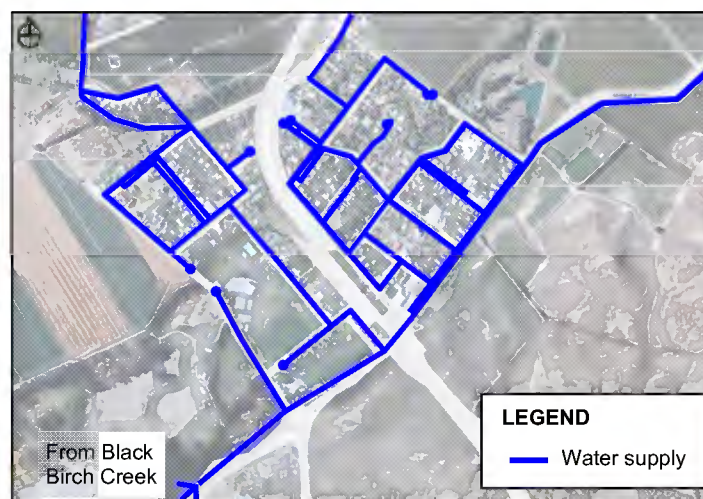
- the capacity of the network has been designed for the existing “urban” area of Seddon. Localised network upgrades may be necessary if the density of development departed from the existing. This will also apply to major expansion beyond the existing boundary;
- the area on the lower terrace does not have a reticulated sewer, that is, it is not connected to the Seddon network. Properties in Nursery Lane are connected to a common septic tank, which is discharging into the Awatere River channel area.. Provision has been made for their connection via a pump station through the Crafar Crouch subdivision; and
- the resource consent for the treatment plant has recently been renewed. The next renewal will have to consider land discharge, rather than discharge to the Starborough Creek as is currently.

Water

- water is delivered to Seddon and rural Awatere properties via an extensive network which sources water from Black Birch Stream;
- the resource consent allows the extraction of 8,000 m³/d.;
- the maximum rate of extraction to date is 4500 m³/d.;
- water is drawn through an intake gallery in the bed of the stream. The current water supply does not comply with the Drinking Water Standards for NZ and is untreated with e.coli, Giardia and Cryptosporidium found in samples taken from the supply;
- a boil water notice has been in place since 1999, instructing people to boil water;
- treatment of water at the source for the full Awatere scheme is estimated to cost up to \$6.2 million.
- treatment of water supplied to only Seddon is estimated to cost up to \$3.7 million. This option would require rural properties to treat the water supplied to households with individual treatment devices.
- both the treatment options have funding and affordability challenges. The Council has lodged an application for subsidy for the treatment of Seddon water; and
- There are currently approximately 525 consumers (2006), includes rural and urban.

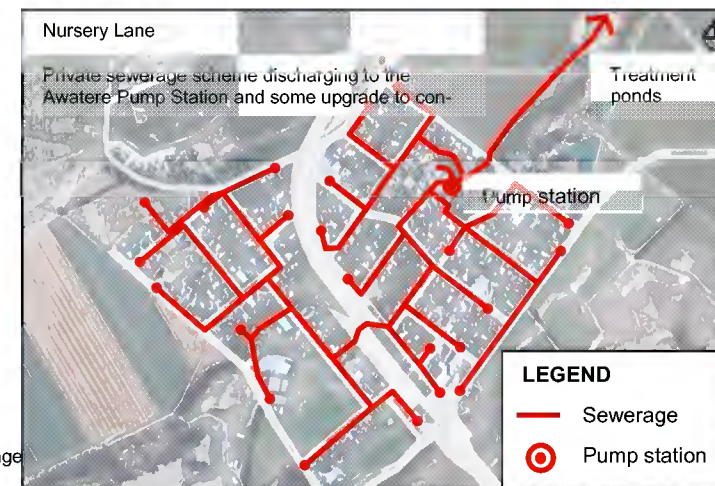
Stormwater

- The Starborough Creek passes through Seddon, it has a deep, incised channel with no capacity problems. However, the steep banks of the creek are prone to erosion. Any development along the Creek will have to recognise the erosion potential. Therefore, it might be necessary to ensure there are building restrictions within a defined distance from the banks of the channel, and/or allowance be made for erosion control; and



- Beyond the Creek stormwater networks are limited and will have to be developed as growth occurs.

LEFT FIG. 5G-8: Water Supply (not to scale).



RIGHT FIG. 5G-9: Sewerage (not to scale).

SEDDON

5G.9 Residential capacity and growth

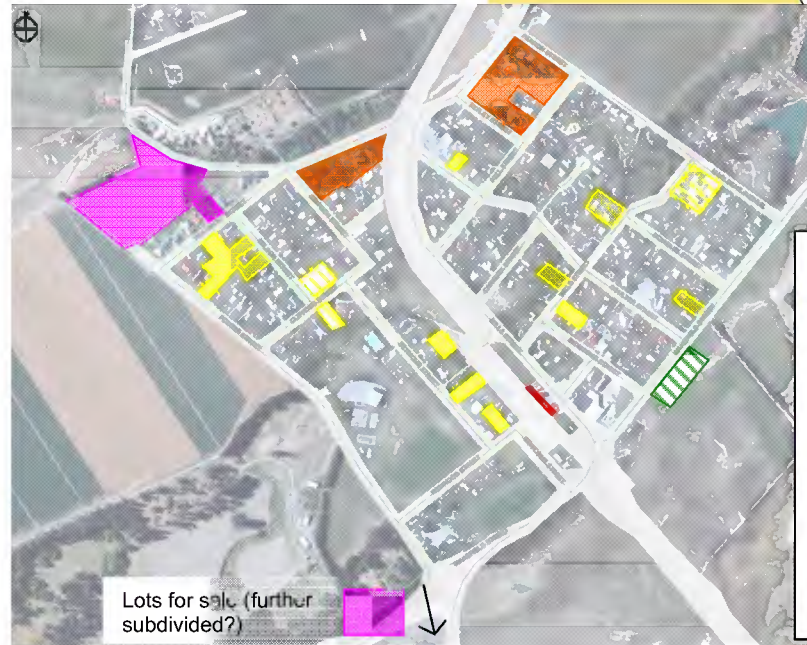
The growth projections show no demand for new dwellings for the period up to 2031 (a decrease of 166 people). However, anecdotal evidence suggests a modest growth over this period. There appears to be sufficient capacity for development within the existing zones (refer to Figure 5G-11):

Location	Lot size	# of lots	Comment
Infill on vacant lots	650m ²	18	Assume average of 600m ² and 700m ² .
Infill on already zoned occupied lots	650m ²	29	Assume average of 600m ² and 700m ² Subdivision required.
For sale	Var.	25	
Brownfield opportunities	650m ²	13	Requires removal of commercial activities and rezoning to township residential.
TOTAL		72	

Seddon does not have many obvious opportunities for expansion beyond the already zoned areas. The flat area east of Wakefield Street (refer to Figure 5G-11) should be rezoned as deferred township residential to indicate a future growth direction.

Location	Lot size	# of lots	Comment
Expansion off Wakefield St	600m ²	6	Zoning of flatter area east of Wakefield St as deferred township residential

RIGHT FIG. 5G-10: Current District Plan



LEGEND

- Infill on vacant lots
- Infill on occupied lots (subdivide) already zoned
- For sale
- Brownfield opportunities
 - Weld Street
 - Marldene Avenue
 - Clifford/Wilson
- Expansion Wakefield Street

ABOVE FIG. 5G-11: Residential Capacity (not to scale)

SEDDON

5G.10 Industrial and commercial land

Retail and Commercial Activity

Existing retail uses are concentrated on Mill Street; this including a dairy, craft shop, restaurant and recently renovated supermarket. There are opportunities to provide further retail on land between Mill Street and the railway, this would bring more pedestrian oriented activity onto the main street.

Existing Light Industrial Sites

Of the sites zoned for light industrial activity (shown in Figure 5G-12), there are only two sites that are still in operation; a truck hire business on SH1 and a mechanic workshop located on the corner of Goulter and Weld Street. There are plans for a new service station on the corner of Richmond and Wakefield Street. The remaining light industrial sites include a non-operational old bus depot and vehicle and junk yards that have been left in run down condition. Questions needs to be asked as to whether light industrial activity is still the most appropriate use of this land or if there is opportunity for brown field development.

Possible Locations for Light Industrial

Several sites were assessed as possible locations for future light industrial activity, they are highlighted in Figure 5G-12. The preference is to locate light industrial land on the outskirts of Seddon township, in areas of flat land.

Features of Site 1:

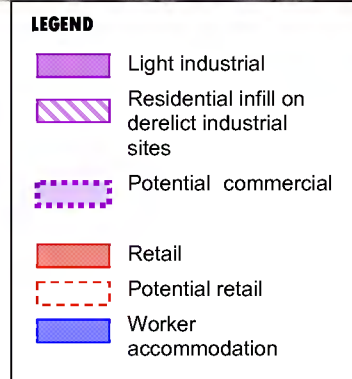
- flat;
- Marldene Avenue is wide enough for truck manoeuvring;
- good access from SH1;
- movement back onto SH1 via Tetley Street;
- good sightlines entering onto SH1; and
- may require buffer to reduce the effects of reverse sensitivity being opposite residential zone.



ABOVE FIG. 5G-12: Industrial & Retail, existing situation and potential expansion (not to scale).

Features of Sites 2 and 3:

- flat;
- out of town;
- less reverse sensitivity issues;
- existing landscape can act as buffer;
- good access to service station;
- wide road for easy truck access and manoeuvring; and
- good sightlines.



SEDDON

5G.11 Seasonal workers issues

In recent years there has been some change in the pattern of residential use, namely due to the need to provide accommodation for seasonal workers in the viticulture industry. The annual influx of seasonal workers has led to a price increase in the housing market and an increase in short-term tenancy. The lack of affordable housing in the area has the potential to deter permanent workers or contractors and their families from moving into the area. Other issues associated with seasonable workers include:

- lack of local facilities and services such as doctors, immigration, legal and pastoral care;
- control and management of alcohol;
- not accustomed to Western facilities and standards particularly for public properties;
- mixed quality of management by contractors;
- lack of Central Government support; and
- absentee land owners.

A key lesson learnt is that it is advisable to attract workers to the area coming in groups of people who know each other and have families back home.

Seasonal workers accommodation

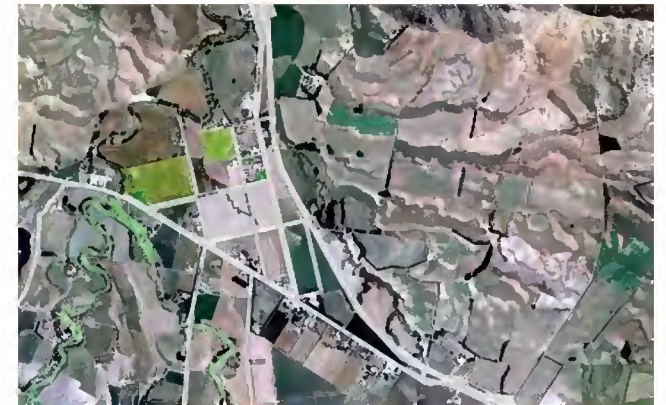
In the IBD-workshop broad scenarios were contemplated for how to provide sufficient accommodation for seasonal workers. The favoured scenario was to cater for these workers in local township settings. However, it is acknowledged that solutions will need to be found for the negative impacts of this, as listed in table Figure 5G-13.

Scenarios	Positive	Negative
<i>Live in Blenheim and bus them to the vineyards</i>	<ul style="list-style-type: none"> → Services are there → More to do → More housing → Possibilities to spread them → Associate with own nationalities 	<ul style="list-style-type: none"> → No integration with locals → Loss of visibility / control → Travel → What about off-season? → Local residents
<i>Pastoral Care & Accommodation on vineyard</i>	<ul style="list-style-type: none"> → Personal Relationship / interest → Don't need to travel → More likely to be purpose built 	<ul style="list-style-type: none"> → Infrastructure Can't cope → Far from services / facilities → Harder to integrate with communities → Not viable to set up (depends on scale)
<i>Local Township settings (Seddon, Renwick, Wairau Valley, Spring Creek, Grovetown)</i>	<ul style="list-style-type: none"> → Take part in community life? → Closer to work place → Reasonable opportunity for control → Might trigger new facilities 	<ul style="list-style-type: none"> → Less services → Less (purpose – built) accommodation → Sudden big impact on locals → Upsets rental market → What about the off-season (accommodation)
<i>Marlborough – wide Camp / Summer Camp in off-season</i>	<ul style="list-style-type: none"> → Combining facilities / services → Monitoring of what is going on → Purpose built facilities → Less impact on existing urban (although might upset) 	<ul style="list-style-type: none"> → Unreliability of market for big investment → Travel → Big site required → Away from existing urban facilities / services / community → Uncertainty of off-season → Infrastructure required
<i>Local rural settings / campervans on a paddock</i>	<ul style="list-style-type: none"> → Less travel → Reduce pressure on existing urban areas → Only temporary impact 	<ul style="list-style-type: none"> → Lack of appropriate basic facilities and waste → Inappropriate land use → Away from amenities → No pastoral care / control → No integration in community
<i>Employing Kiwi's only</i>	<ul style="list-style-type: none"> → Less cultural issues → Can't be illegal immigrant 	<ul style="list-style-type: none"> → Will perhaps attract low quality labourers → Gang issues / crime → Less opportunities to control them → Inadequate pay

ABOVE TABLE. 5G-13: Broad scenarios on how to deal with the accommodation for seasonal workers

5H

Ward



Workshop summary and recommendations:

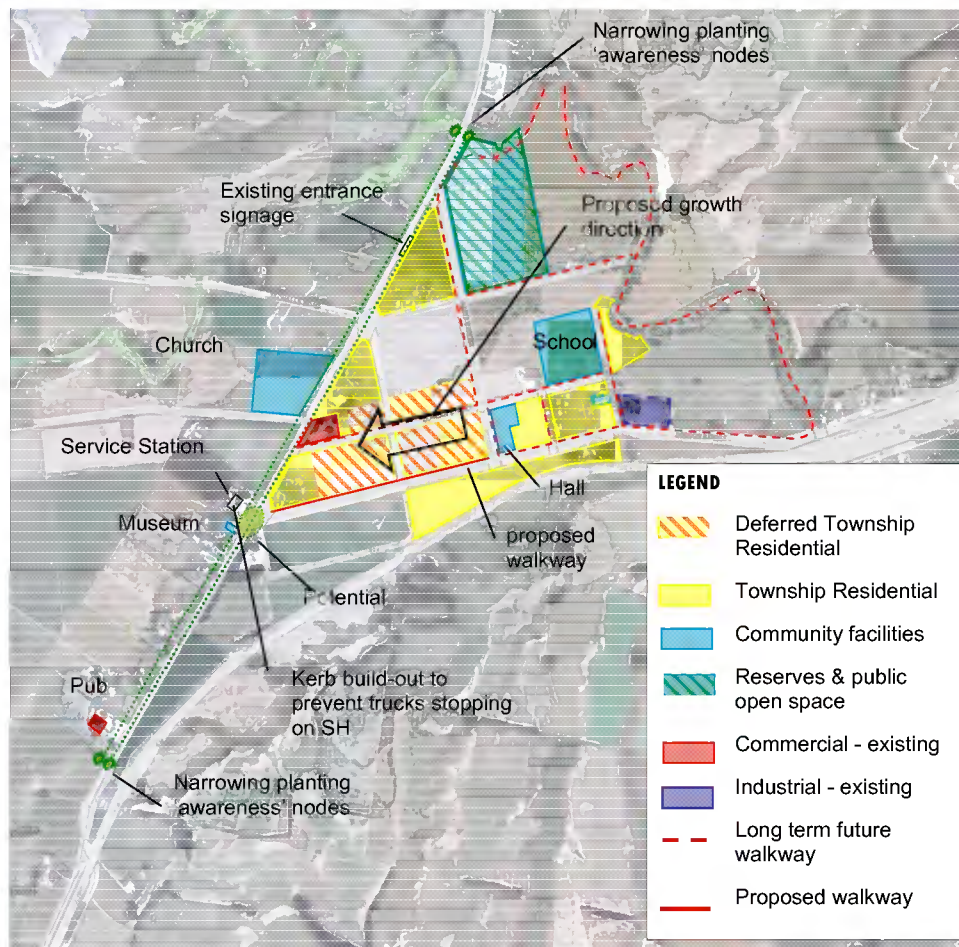
- There is sufficient capacity within the existing Township Residential Zone between Seddon Street and Main North Railway to accommodate the projected growth.
- Planted kerb build-outs are proposed at the two settlement entrances to better define Ward's presence on State Highway 1 and encourage vehicles to reduce their speed when travelling through the township.
- Kerb build-outs and planting are proposed at the junction of State Highway 1 and Seddon Street to deter trucks from stopping on State Highway 1 and compromise the safety of vehicle exiting from service station.
- A walkway along the northern side of Seddon Street is proposed to improve pedestrian access from main shops to the Community Hall.
- Land between Duncan and Seddon Streets is identified to be the preferred location for future growth should major events occur with major growth implications, such as port moving to Clifford Bay or surge in viticulture in the area.

WARD

5H.1 Urban Design concept

The urban design concept shown in figure 5H-1 illustrates the key initiatives proposed for Ward. Timeframe, priority and associated costing for the respective actions are detailed in the 'Proposed Actions' table, the purpose of which is to provide a rationale and focus for what development should be achieved.

Growth



ABOVE FIG. 5H-1: Proposed urban design framework.

5H.2 Proposed Actions

Ref	Action	Admin/ Physical	Priority: first/ second/ third
MOVEMENT			
5H-A1	Construction of kerb build-outs at the junction of SH1 and Seddon Street and associated planting	physical	Second
5H-A2	Construction of kerb build-out at the two entrances into Ward and associated planting	physical	First
5H-A3	Construction of walkway along the northern side of Seddon Street from main shops to community hall	physical	Second
5H-A4	Commission the design of two 'Welcome to Ward' signs	Physical	First

WARD

5H.3 Community network

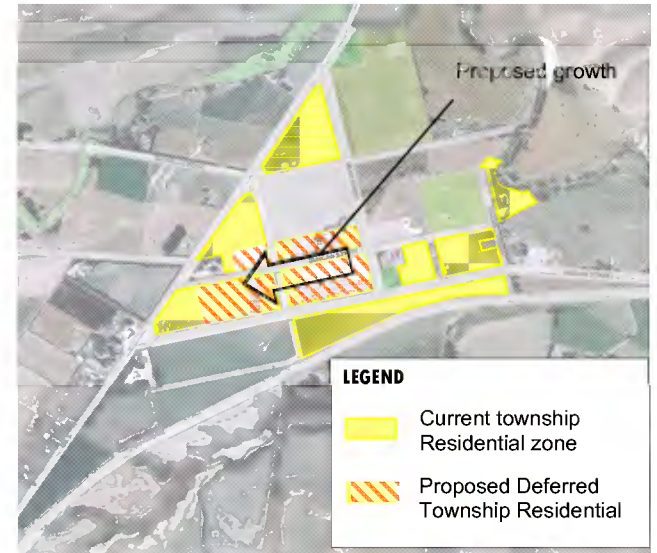
The social circle below figure 5H-2 provides an overview of the performance of the existing social network and provisions for future improvement. Key points include;

- Ward has a strong *Sense of Community* with a well established Flaxbourne Settlers Association.
- there is relatively poor performance in *Health and Wellbeing* with no health services available locally, the nearest service is in Seddon. There is one primary school for years 1-8.
- *Leisure and Recreation* facilities are based at the Ward Domain including cricket and tennis fields, pavilion and clubrooms. Ward also hosts an annual 'A&P Show' at the Domain, which attracts visitors around the wider Marlborough region.

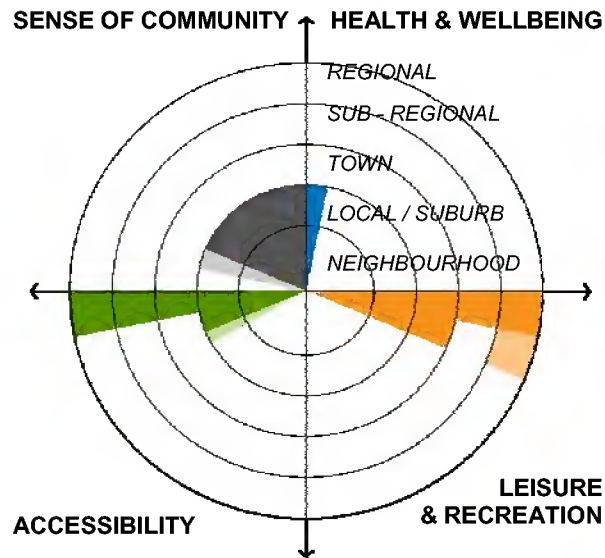
5H.4 Land uses and growth

The growth projections show a demand for 5 new dwellings for the period up to 2031 (11 people at 2.4 per dwelling).

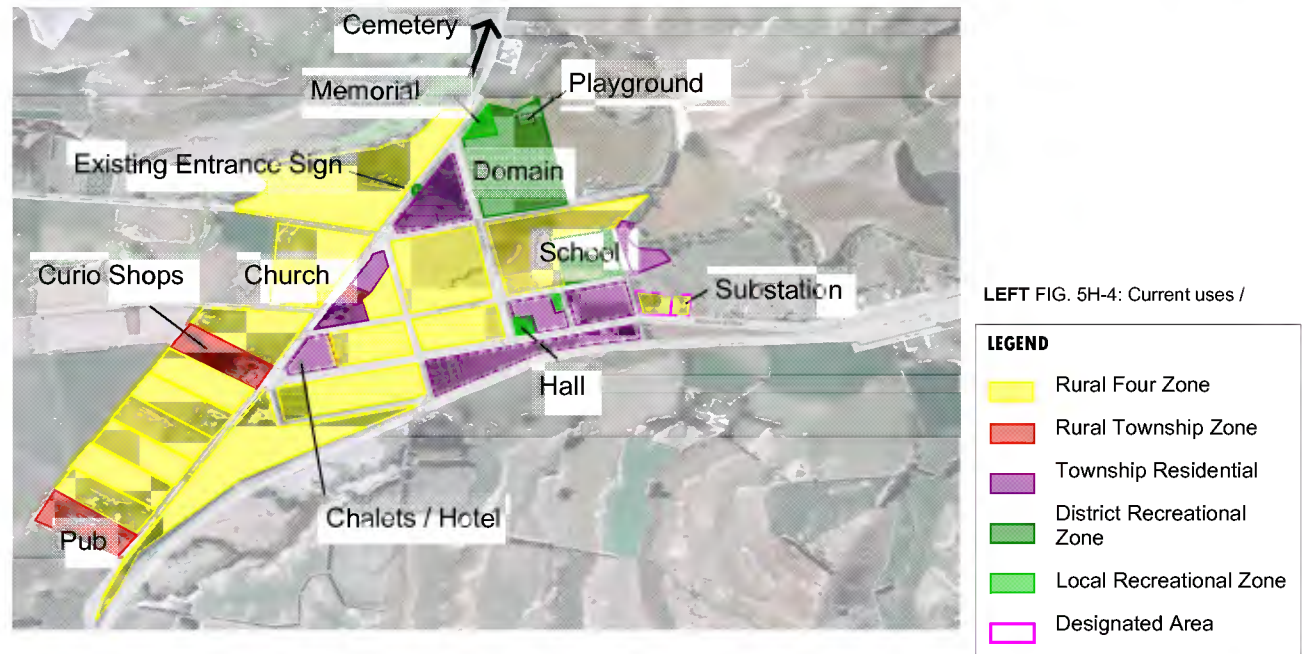
Currently there are sufficient sections available on zoned land between Seddon Street and the railway line. However, a possible growth scenario may include a sudden increase in the demand for housing in Ward, such as in the event that the Picton port is moved to Clifford Bay or a strong surge in viticulture in the area. For this reason a growth direction is indicated by zoning the land between Seddon and Duncan Streets and one section deep on the northern side of Duncan Street as deferred township residential (refer to Figure 5H-3).



ABOVE FIG. 5H-3: Residential growth.



ABOVE FIG. 5H-2: plot of existing and future social well-being for Ward.



LEFT FIG. 5H-4: Current uses /

WARD

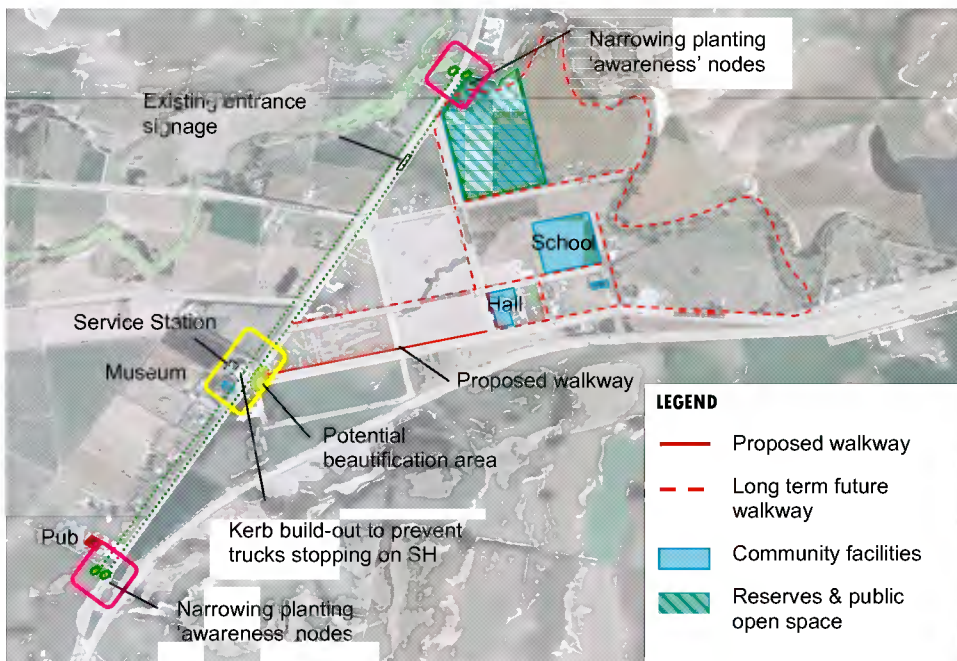
5H.5 Movement network

Footpaths

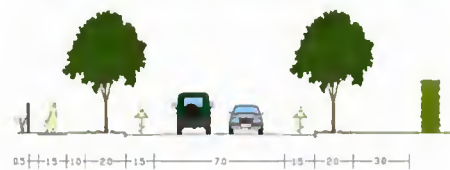
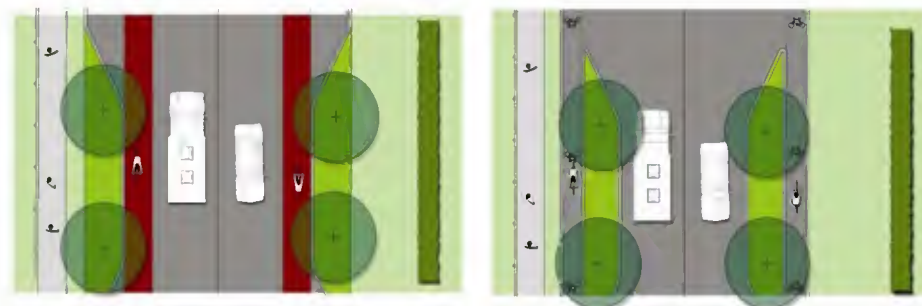
- in order to connect the residential area around the school and the hall to the tea rooms and service station on SH1 it is proposed that a low-impact, affordable footpath along the northern side of Seddon Street be constructed; and
- possible future residential growth and the associated increase in car movements will justify the staged construction of a network of walkways, which includes a recreational loop between the Domain and the area around the school; as well as formal footpaths in the residential areas.

Streetscape elements on SH1

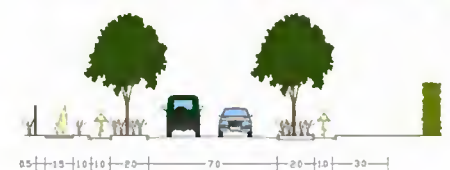
- two 'awareness nodes' are proposed to signalise the presence of Ward on SH1: kerb build-outs with planting to slow traffic down (refer to options in Figure 5H-6 and 7). These elements are repeated in several Marlborough settlements and could carry a specific Marlborough signature; and
- it is proposed to construct a kerb build-out in front of the service station to prevent trucks from stopping on the State Highway and reducing visibility for traffic turning out of service station (refer to Figure 5H-8).



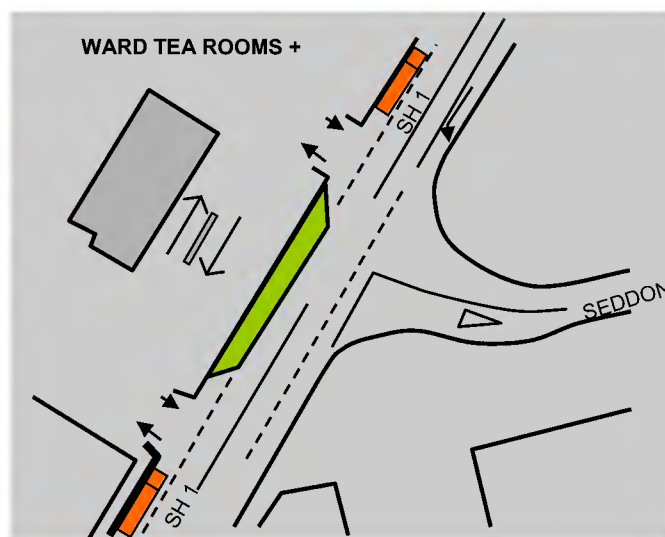
LEFT FIG. 5H-5: Movement network.



ABOVEFIG. 5H-6: Awareness node design, option 1



ABOVEFIG. 5H-7: Awareness node design, option 2



LEFT FIG. 5H-8: Principle of a kerb build-out in front of the service station to prevent trucks from stopping on the State Highway and negatively impacting on visibility.

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

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



Blenheim SECTION 6

BLenheim

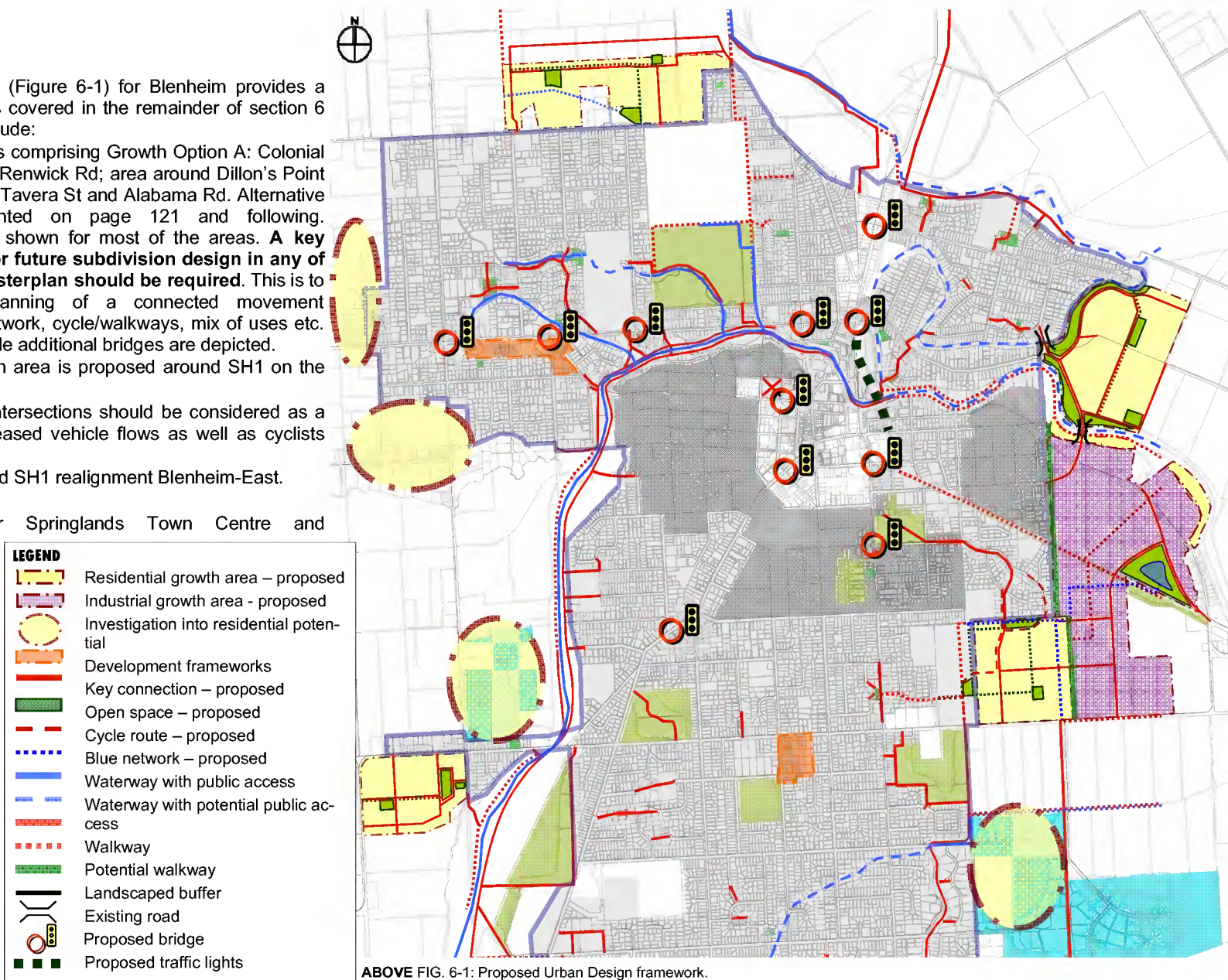
6.1 Urban Design concept

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

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

Other issues covered in section 6 include:

- Rural Residential.
- Large Format retail.



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

BLENHEIM

6.2 Proposed actions

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

6.3 Community network

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

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

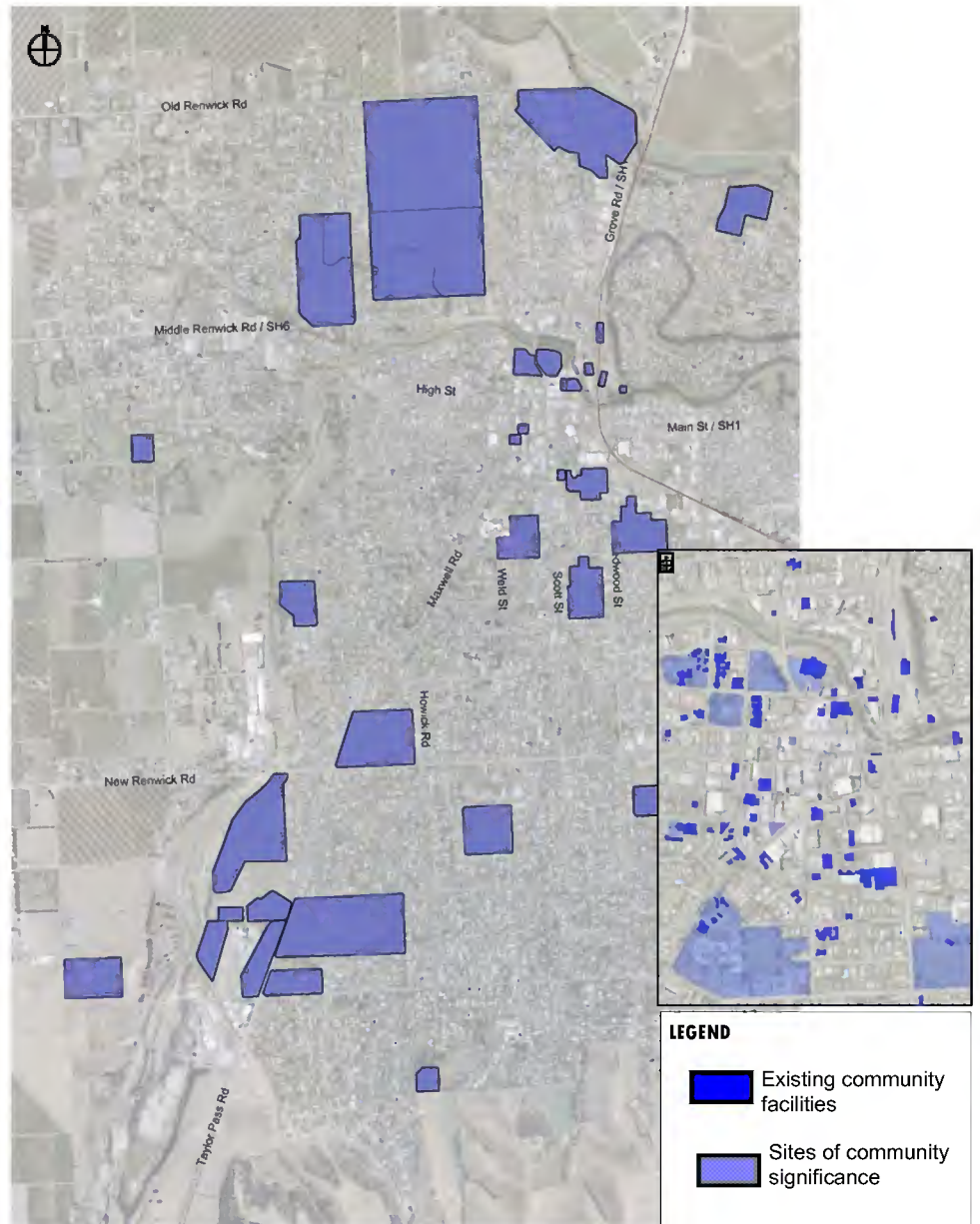
Only modest population growth is projected for the Marlborough District in general and Blenheim in particular. This projected growth is unlikely to generate demand for a large number of new community facilities.

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

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

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

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

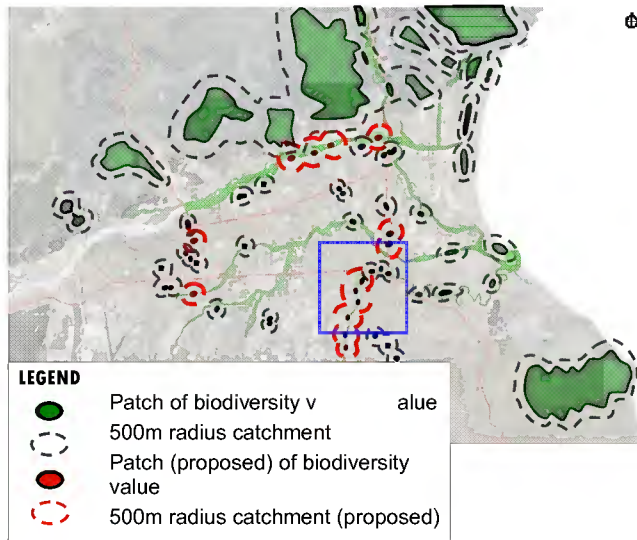


6.4 Ecology

Sub Regional biodiversity

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

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



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

Leverage from residential growth

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

East and Southeast

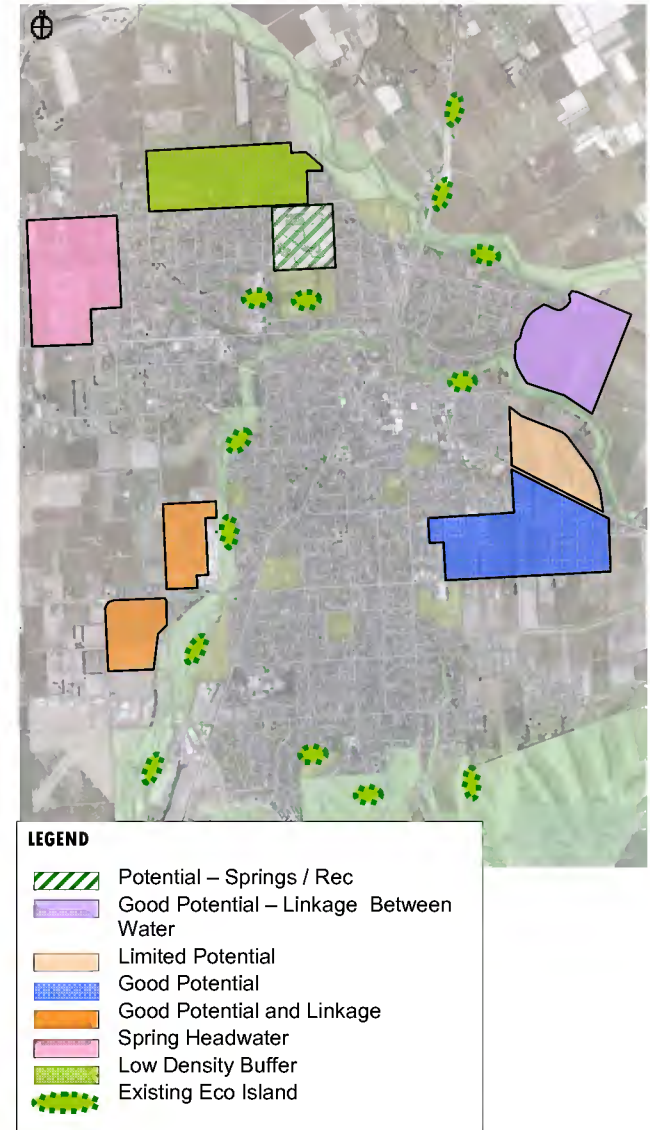
- Opportunities for ecological enhancement with the close proximity to waterways and the existing drainage network.
- Riparian planting will offer Tui to Town opportunities as well as freshwater values.
- By introducing variable habitats and riparian plantings along the waterways the current available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

West

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

North

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



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

Waterways

Figure 6-5 depicts Blenheim's waterways.

The waterways that drain through Blenheim are biologically degraded and have variable water quality, however present the best opportunities for restoration of natural ecosystems and natural values. Council has begun to restore some areas: The Taylor River's water quality can be quite poor due to land use influences in the upstream catchment and multiple stormwater discharges. It attracts commercial and recreational use and Riverside Park development has increased public recreational activity.

The Opawa River and the Opawa Loop at the northern and northeastern edges of town are heavily infested with nuisance aquatic vegetation. There is very little public access to the Opawa Loop. There are potential, yet undeveloped streamside values at the residential interface. The large numbers of Housing NZ rental properties might historically have been an impediment to this.

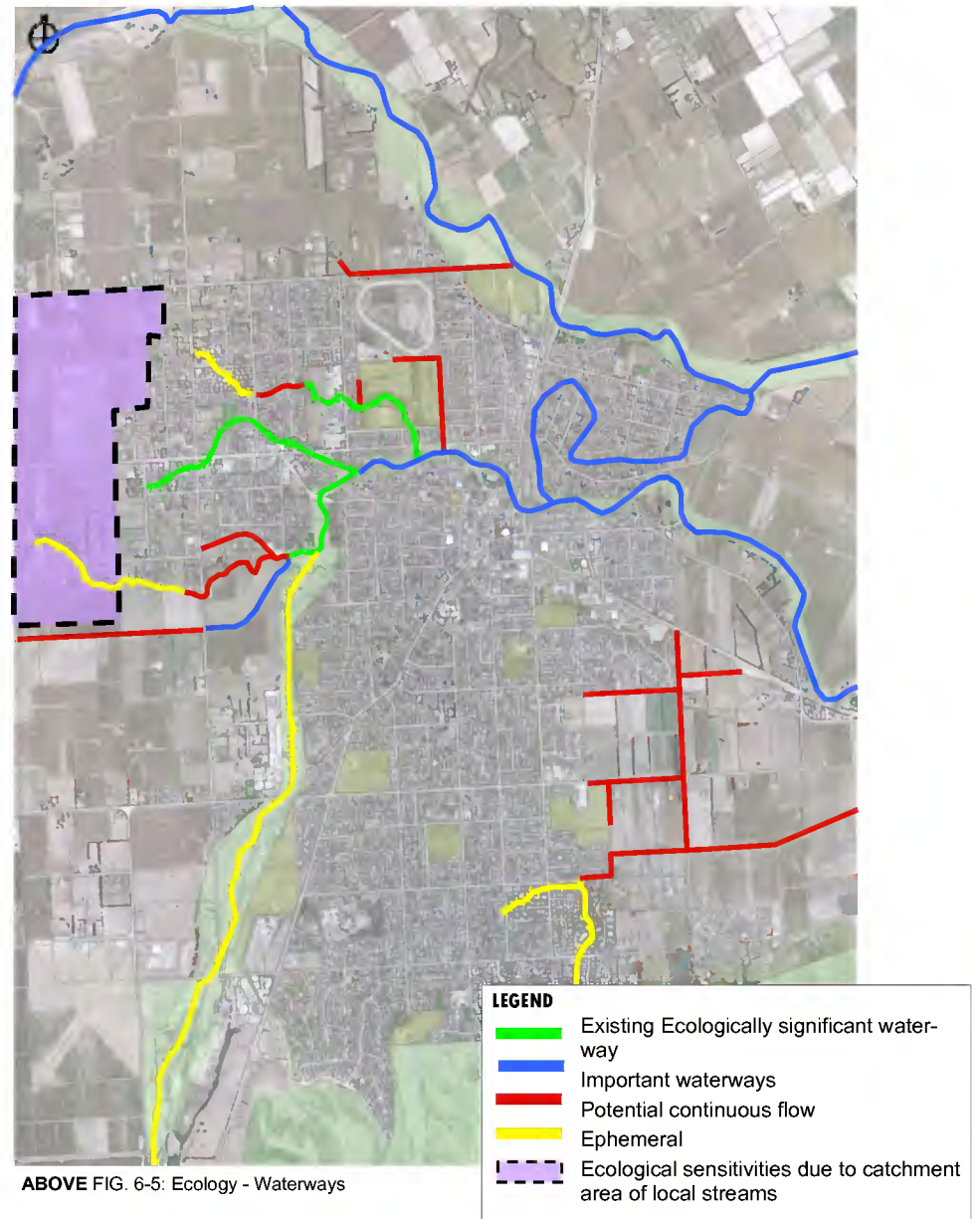
The spring-fed streams of northwest Blenheim (Murphy's, Fulton's and Waterlea Creek) have good water quality and clarity. The development of streamside landscaping and amenities within adjoining residential properties has enhanced the attractiveness of these properties. Unfortunately other residents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

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

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

Urban development and freshwater ecology

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



ABOVE FIG. 6-5: Ecology - Waterways

6.5 Water supply

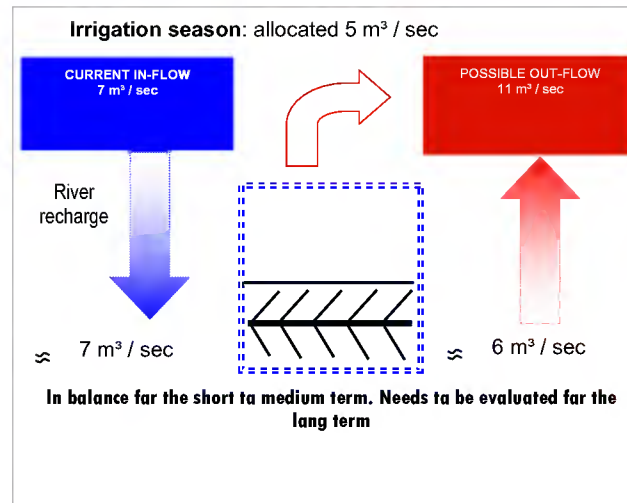
Water Allocation

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

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

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

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



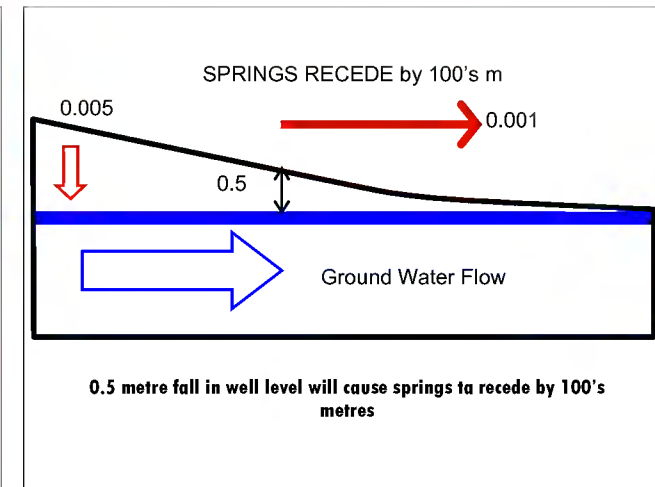
ABOVE FIG. 6-6: Water balance

Water balance (Figure 6-6)

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

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

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



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

being public expectations of minimum ecological flows

Water supply

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

6.6 Storm water and flooding

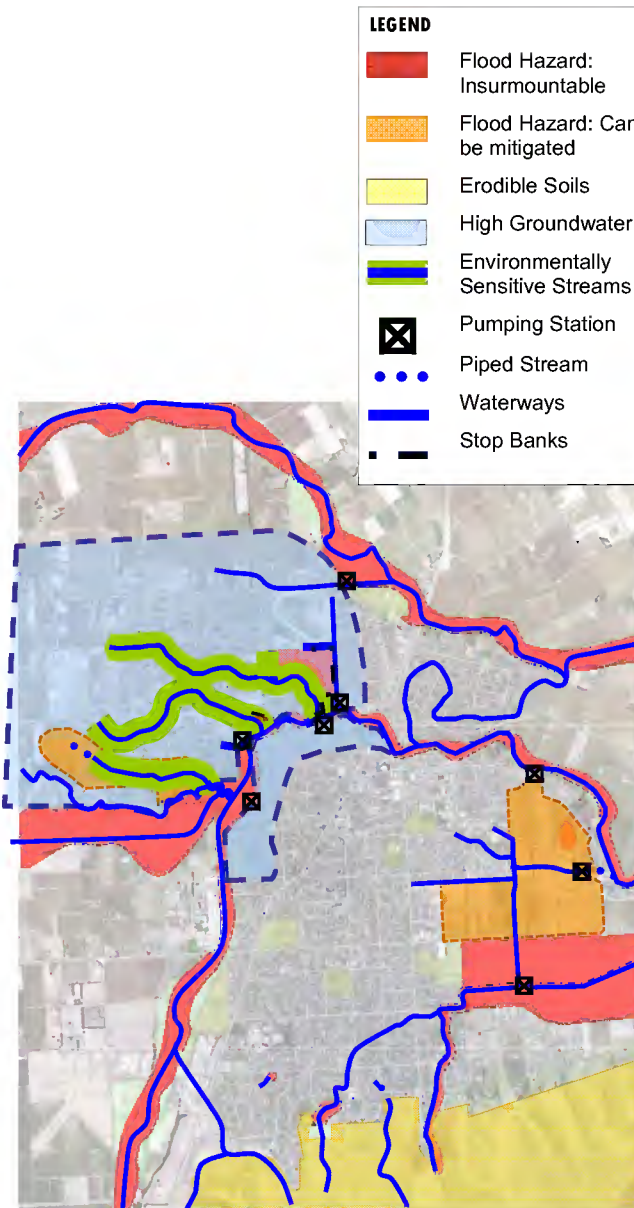
Stormwater

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

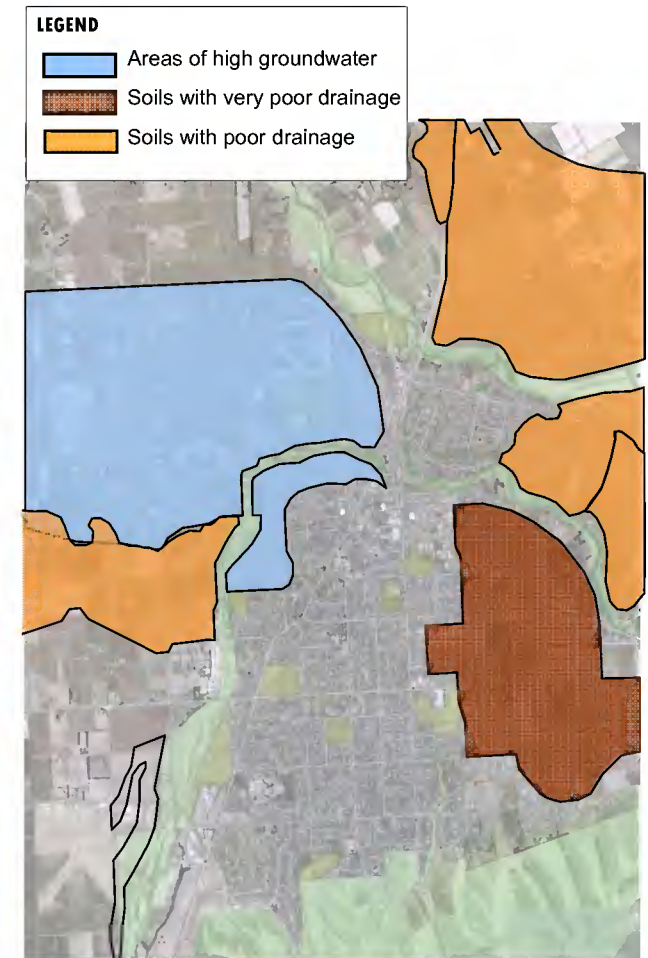
Flooding

Notable flood-prone areas are:

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



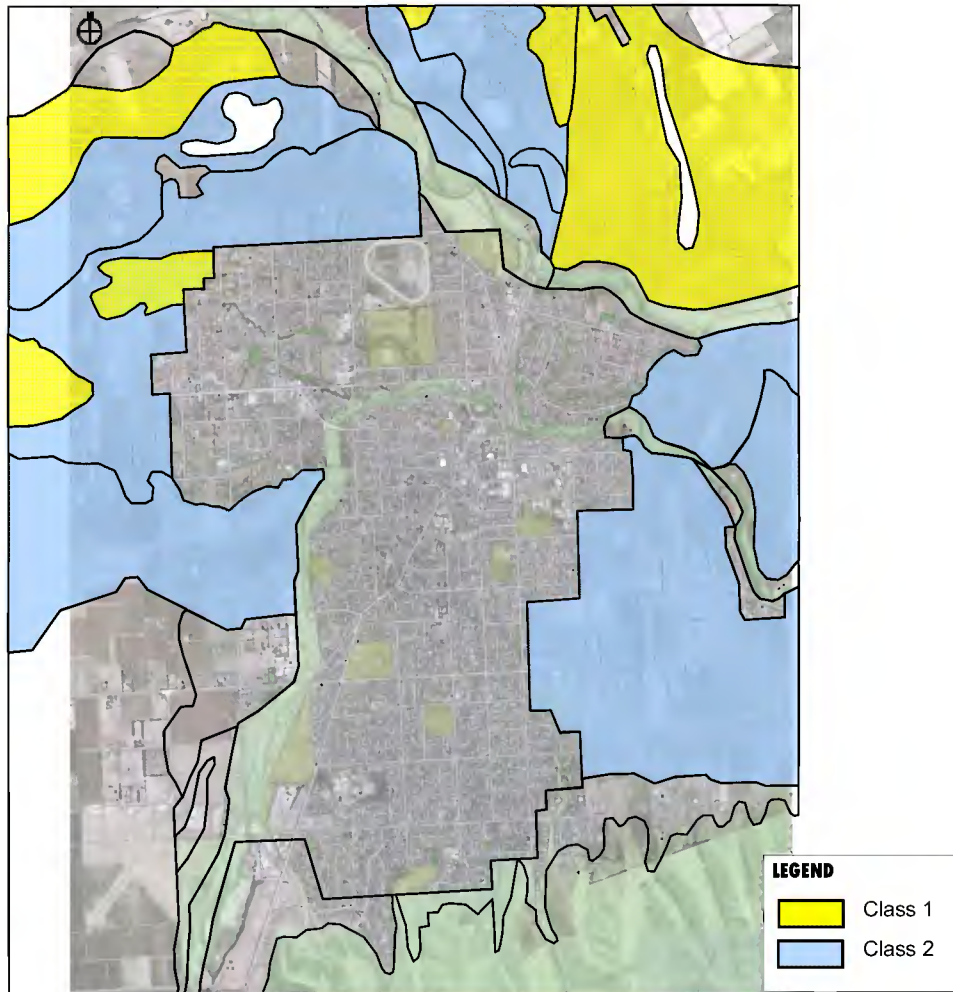
ABOVE FIG. 6-8: Waterways, flooding, high ground water, and erodible soils



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

6.7 Versatile soils

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



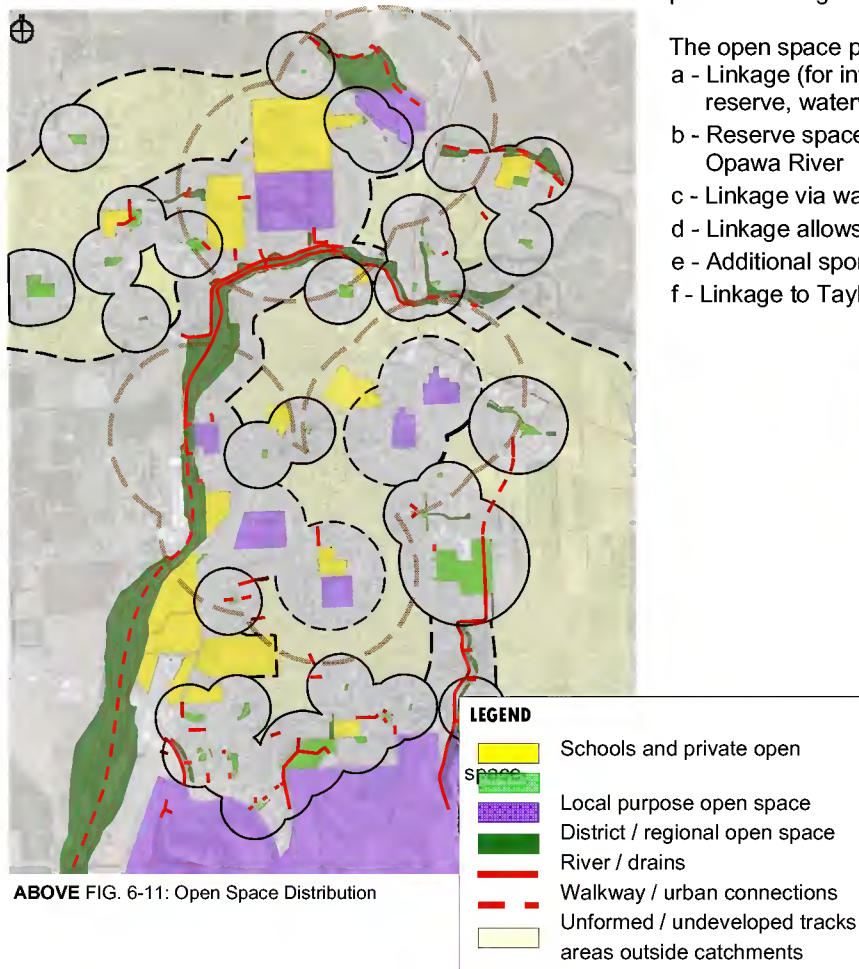
RIGHT FIG. 6-10: Land use Classification

6.8 Wastewater

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

6.9 Public Open Space

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

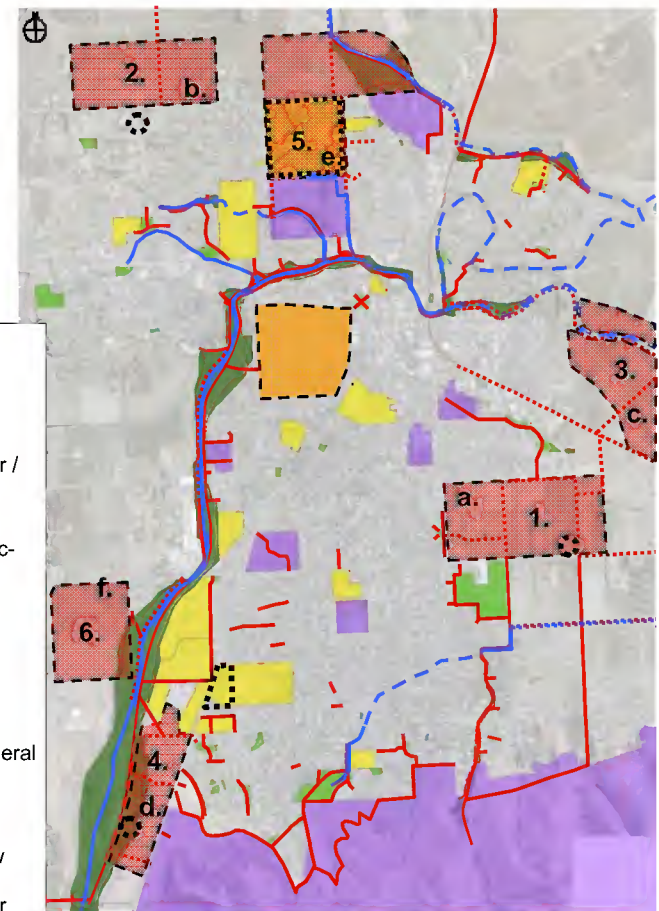
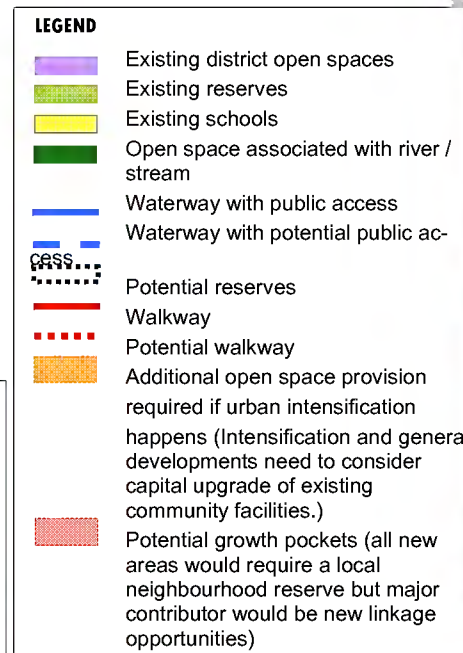


Leverage from growth

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

The open space potential per area is as follows:

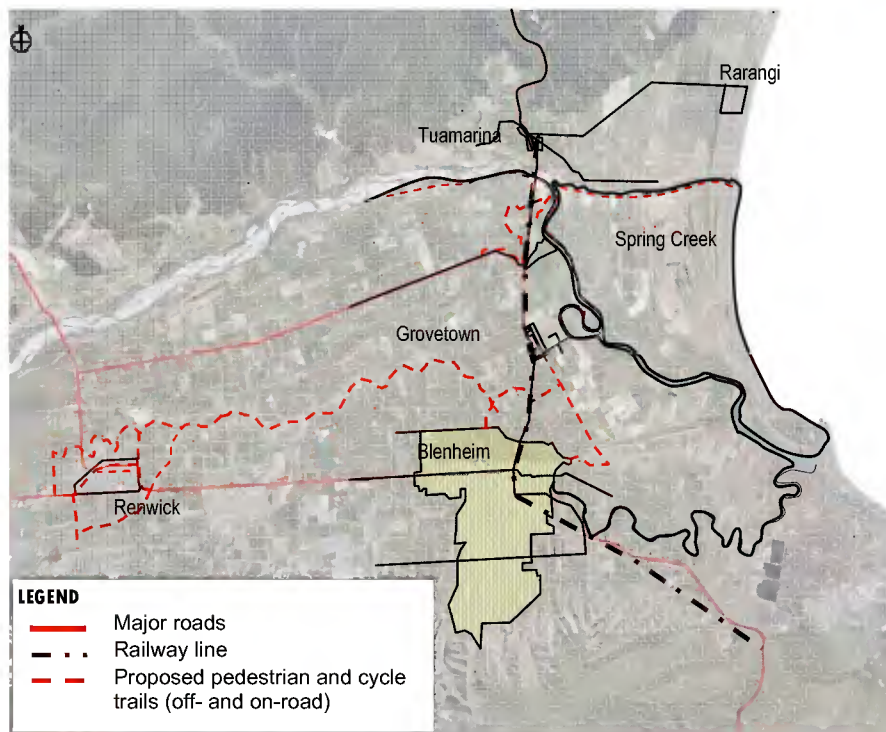
- a - Linkage (for internal and external passages) and reserve, waterways
- b - Reserve space – connections – potential access to Opawa River
- c - Linkage via water, access to town off road
- d - Linkage allows residential area east of Taylor River
- e - Additional sports fields
- f - Linkage to Taylor River



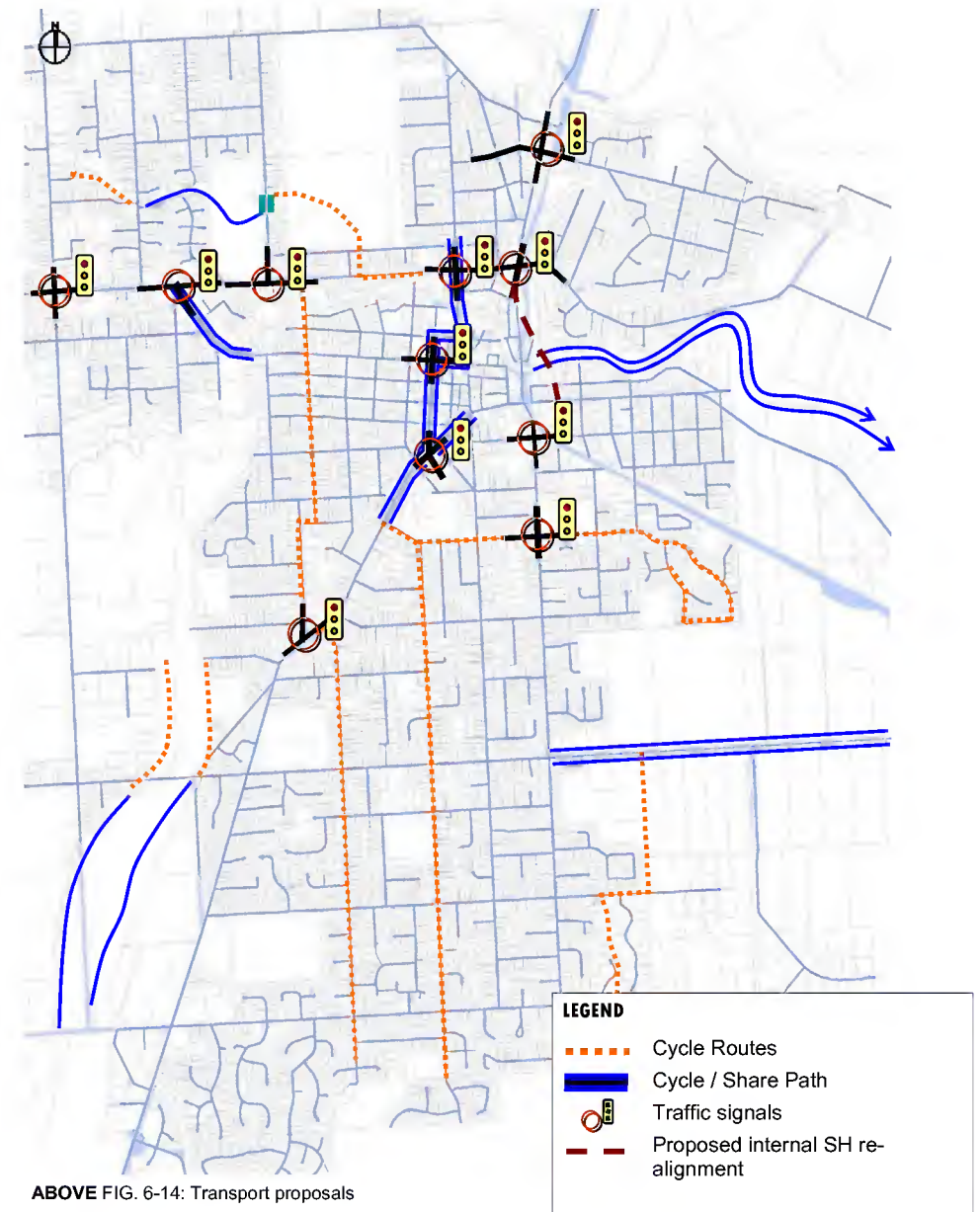
6.10 Movement network

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

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



ABOVE FIG. 6-13: Subregional recreational movement proposals



ABOVE FIG. 6-14: Transport proposals

6.11 Employment land

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

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

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

Considerations:

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

It is particularly important to protect Blenheim's scarce employment lands, to meet Blenheim's long term needs, especially land that can:

- provide special location attributes important to particular businesses; and
- satisfactorily accommodate and buffer difficult to locate activities from sensitive land uses and environmentally sensitive areas.

Future proofing

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

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

Two additional considerations identify how much land of different types should realistically provide to future proof Blenheim against its future needs:

- address 20% of the existing shortfall in employment in industrial land uses - where Marlborough presently has less than its expected population based employment ratios; and
- provide for the relocation of existing inappropriately located (i.e. non-industrial) activities.

This analysis identified the need to protect **120 hectares** of future employment lands in Blenheim, consisting of the following mix:

- 63 ha for small scale Clean Production and Services (including land needed for these types of activities displaced from the Town Centre);
- 7 ha for Vehicle Sales and Services;
- 24 ha for larger-scale Transport and Logistics; and
- 30 ha for Other Difficult to Locate Activities with low visual amenity and potential off-site impacts.

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



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



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



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

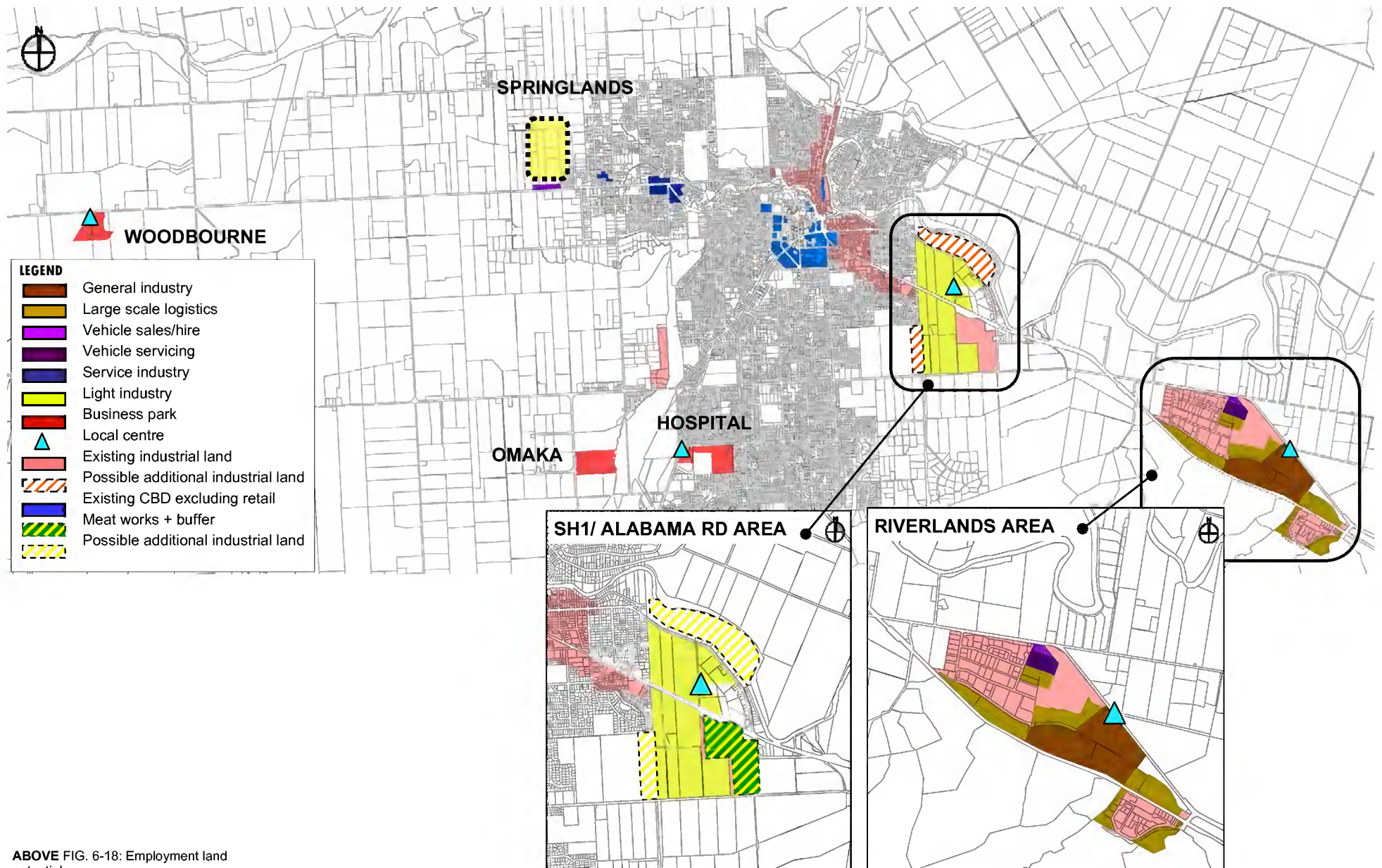
There are at least three different ways in which the necessary additional employment land could be provided to future proof Blenheim:

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

Recommended Enterprise Area Strategies

(refer to Figure 6-18 overleaf)

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



ABOVE FIG. 6-18: Employment land potential

6.12 Activity centres

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

Springlands

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

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

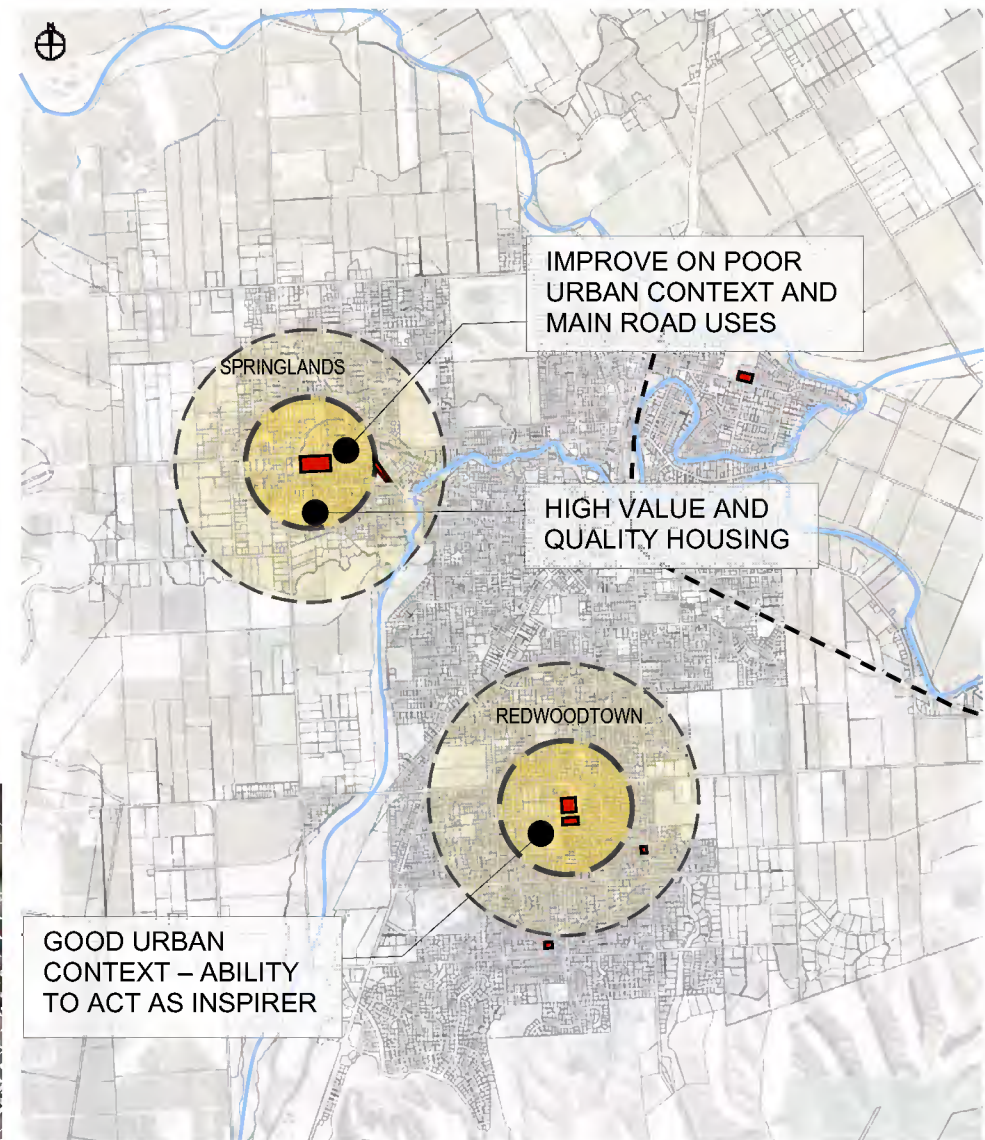
The surrounding catchment consists of relatively high value housing and several retirement villages. A number of motels is located on SH6 in the vicinity of the centre.

Proposal

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



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



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

Redwoodtown

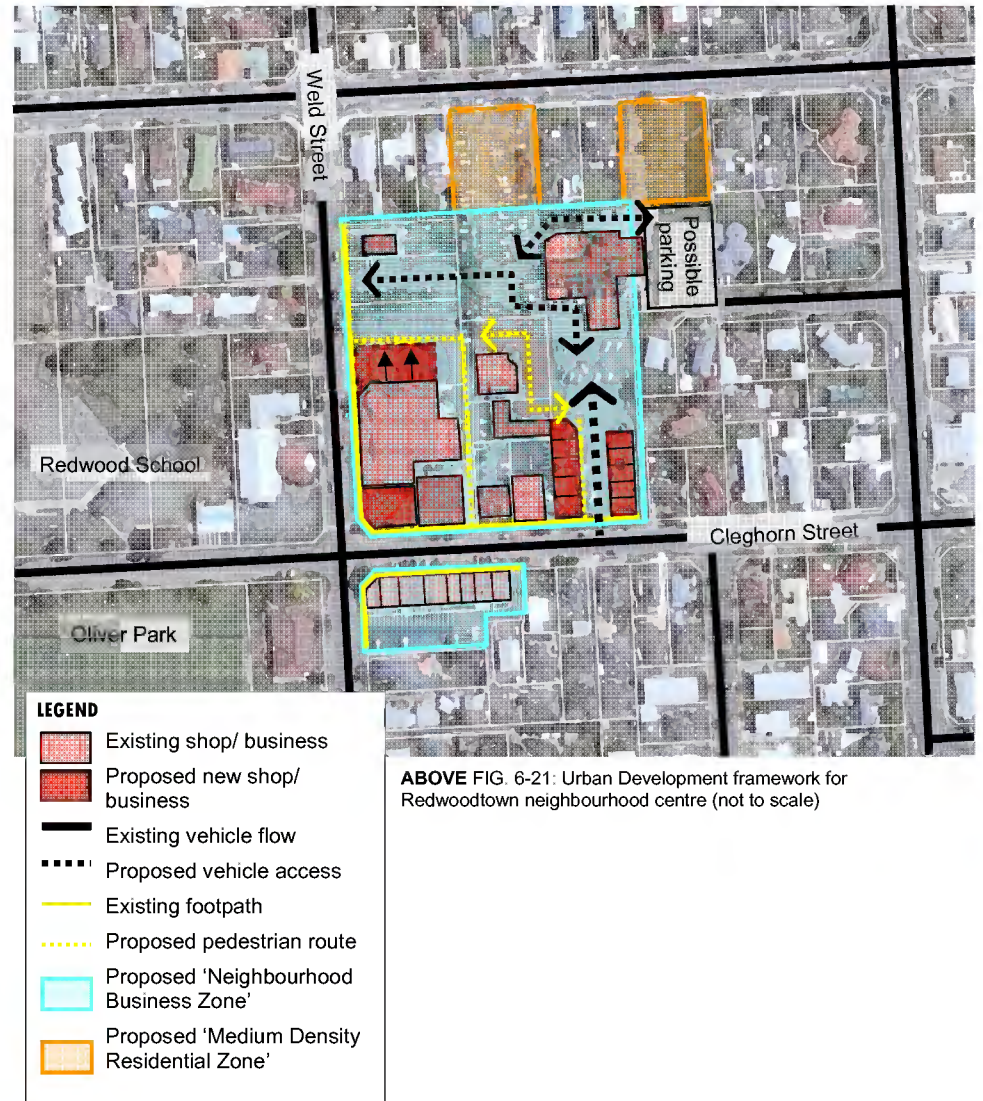
The Redwoodtown neighbourhood centre is located around the intersection of Cleghorn and Weld Streets. It comprises fine-grain retail, a small supermarket, some medical facilities a garden centre, and the Redwood Tavern. Car parking is catered for on several sites as well as on Cleghorn Street. Oliver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

Proposal

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

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

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



6.13 Large Format Retail

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

Definition

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

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

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

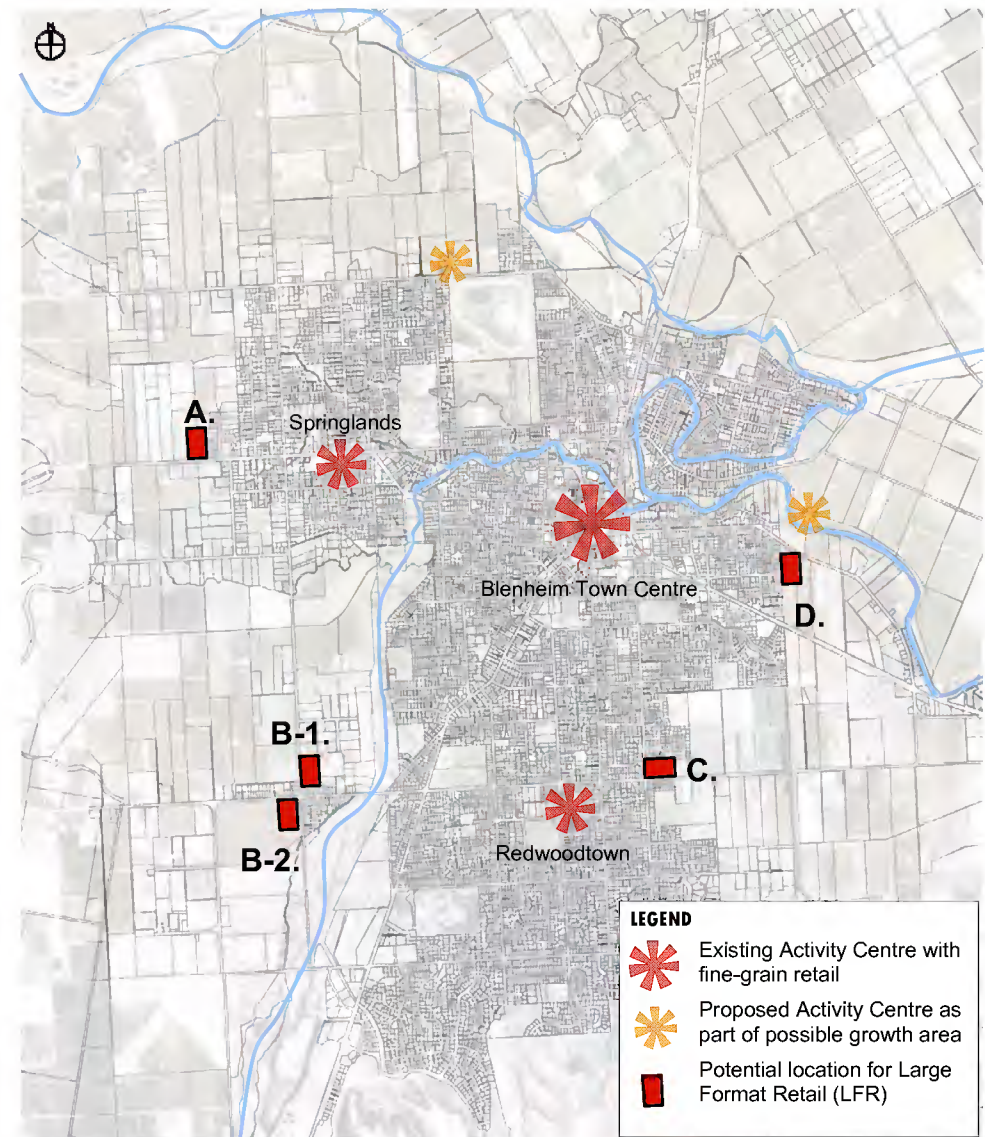
An additional category for *Trade-based retail and hardware* could be added if necessary as such retail has little import for centres. In the bulky goods category are found the furniture, white goods, electronic stores, selling not consumables, but capital items with a long life, purchased infrequently.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

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

Locational considerations

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

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



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

	Positive	Negative
A	<ul style="list-style-type: none"> → limited amenity impacts → located on an arterial → higher ground → good relationship with Renwick → available land 	<ul style="list-style-type: none"> → versatile soils → parking run-off impacting on springs → direct access off SH6? → long distance to the rest of town → impacts on cycling opportunities on SH6 → impacts on Springlands Supermarket?
B-1	<ul style="list-style-type: none"> → short distance to the rest of town → located on an arterial → higher ground → available land → Renwick/ Marlborough Ridge 	<ul style="list-style-type: none"> → neighbouring houses → impacts on capacity of intersection Battys Rd-SH 6
B-2	<ul style="list-style-type: none"> → Buffering possible (Greenfield) → short distance to the rest of town → located on an arterial → higher ground → available land? → Renwick/ Marlborough Ridge 	<ul style="list-style-type: none"> → compatibility with plans for residential in the area → loss of residential sections → impacts on capacity of intersection Battys Rd-SH 6
C	<ul style="list-style-type: none"> → short distance to the rest of town → located on an arterial → compatible with proposed light industrial → access via South Street → available land 	<ul style="list-style-type: none"> → storm water issues → reverse sensitivity existing residential → flooding → SH1 integrity in relation to railway crossing
D	<ul style="list-style-type: none"> → short distance to the rest of town → synergy with existing LFR → located on an arterial → available land 	<ul style="list-style-type: none"> → storm water issues → cumulative effects → flooding → residential nearby (though used to existing LFR) → de facto power centre? → impacts on Redwoodtown Supermarket?

Other options

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

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

For the selection of possible sites outside the CBZ the following criteria apply:

- Sites should be located on or in close proximity of arterial roads
- The local context should be reasonable for such uses and preferably deliver synergies with existing activities
- The soil condition should be conducive to LFR
- The risk of natural hazards on the activity should be reduced
- The required infrastructure should be locally available

For larger uses the following sites should be subject to further investigation (refer to Figure 6-22 on the previous page):

- A. on the northern side of Middle Renwick Road, approximately 100m west of the intersection with Rose Street;
- B-1. or B-2. in the vicinity of the Battys Road-New Renwick Road intersection;
- C. on the north-eastern side of the Alabama Road-Redwood Street intersection; and
- D. on the eastern edge of the town, south of SH1.

Some of the positive and negative aspects of each of the options are outlined in the table on this page.

Power Centres

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

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

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

Resource Management Plan rules

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

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

Comprehensive Plan Requirement

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

The LFR Master Plan should show surrounding land uses so as to identify how any potential sensitivity / reverse sensitivity issues (noise, movement, visual, air quality) are to be mitigated

The LFR Master Plan should show how the site will be designed and managed to ensure incremental future expansions and development are not being provided for

No more than 1-2 LFR per site

No more than 1-2 Rural / Trade Supplies per site

Use

→ LFR should be defined in the Resource Management Plan to set it apart from industrial activities. It should be stressed that department stores and outlets supplying daily-use consumables (such as shoe or fashion retailing) are not LFR

→ Trade-based retail and Hardware stores are compatible with LFR and could be located within close proximity

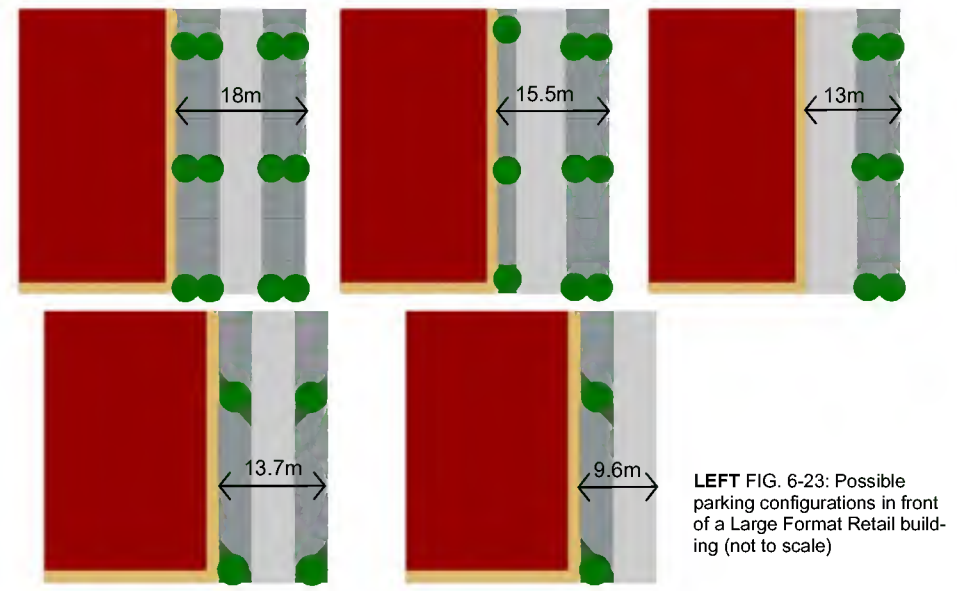
Rural supplies are compatible with LFR given that the sites are most likely to be on or very near the rural fringes to townships

→ Further consideration to how to most appropriately buffer the effects of LFR may be appropriate

Size

→ Retail activities smaller than 3000m² GFA should be located within the CBZ or within the existing activity centres of Redwoodtown and Springlands

→ The definition of a maximum size for the CBZ should be considered



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

Fine-grain retail component

→ Large format retail sites should not include any fine-grain retail component (any retail unit smaller than 500m² GFA in order to maintain the vitality of the CBZ and the two neighbourhood centres of Springlands and Redwoodtown respectively).

Parking

→ See existing rules on parking for retail activities. In addition, excessive car parking provision should be managed (for instance by capping provision at 80% of peak demand with a reliance on well connected local streets for overflow, or especially for staff parking).

The purpose for controlling the car parking area is so that (excessive) land cannot be land-banked for future development, and to avoid the effects of excessively scaled areas of car parking.

→ For LFR within the CBZ: relax the parking standards in the light of proposed car parking buildings

Building setback

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

Landscaping and permeable surface

- Continuous strip between the street and the land use, and in between parking lots
Landscaping buffer zones (10 – 15m) between LFR site and surrounding zone edges (e.g. along rural boundary, along residential boundary, along industrial boundary)
- Landscaping areas should be permeable
- Input from storm-water engineers is required to assist with the definition of the required amount of permeable surface
- The capture and treatment of storm-water to achieve defined water qualities should be considered with the input from a hydrologist
- Due to their location in storm water sensitive areas, specific rules for site options B-1 and B-2 with regards to groundwater should be defined

Loading

- Loading should take place at the back of the building unless there is a residential interface, in which case it should be located on the side of the building

Access from SH/ Arterials

- Whether direct vehicle access is allowed should be defined
- The minimum distance between intersections and vehicle access points should be defined

Architectural quality

High quality architecture should be encouraged by:

- Making the activity a Restricted Discretionary Activity

GROWTH OPTIONS FOR BLENHEIM

6.14 Projected residential growth needs for Blenheim

Council's current projection is a total population of 29,410 in 2031. This means an increase of **6300** from 2006. This equates to **2,625** new households at a 2.4 occupancy rate. The area needed for this number of households ranges between:

- **263** hectares at 10 units per hectare; and
- **175** hectares at 15 units per hectare.

This amount of residential growth can be accommodated in a number of ways:

1. **Subdivide existing lots** (infill behind existing houses). There is potential to do this in an affordable way and cater for changing households, e.g. by way of granny flats and sleep-outs. However, in response to undesirable poor quality outcomes, better controls are required. This will impact on the realistic potential.
2. **Redevelop existing sites** (infill + replace old house). A maximum of 2 units max per 'parent' site is still the most likely to be deliverable. Cost issues reduce feasibility unless the existing house is in a very poor condition. Redeveloped units will likely to be sold for a high price, which impacts negatively on the objective to provide for affordable housing.
3. **'Brownfield' development / integrated residential development**. A minimum site size of 1,600m² can deliver 3 units per 800 m² original site. Densities up to 20 – 25 units / ha can be delivered.
4. **Greenfield development**.

Residential intensification is the most efficient and effective approach. However, this applies only if it is carried out well. Realistically there are limits to how much can be delivered. This means that new growth areas are then necessary. These should be located where they can be leveraged to deliver the most benefit to the existing community. Furthermore, they should be developed to the highest appropriate density from the outset rather than left to ad-hoc infill.

6.15 Greenfield vs. other uses considerations

When looking to accommodate greenfield growth in the right locations it is important to consider the implications for other uses:

Employment and industrial implications

- supporting the most efficient employment outcomes and safeguarding them; and
- providing for new local retail where appropriate.

Rural zone implications

- scarce and critical soil resource should be safeguarded;

- providing housing choice important, but when some private choices impose a more than is fair cost on the community it should be questioned; and
- reverse sensitivities with residential activities close to agricultural production.

6.16 Intensification and infill potential within Blenheim

Previous estimates (Source: Residential land availability in Blenheim and Renwick, December 2007, Environmental Management Services for MDC) range from 1,378 to 1,407 household capacity in all existing zones.

Current zoned areas (estimate):

Location	Number of lots
MDC land Taylor Pass Rd	350 lots
Murphy's Road Block	58 lots
Blenheim-East (application)	48 lots
Blenheim-East land (based on sketch design)	176 lots (14.3/ha)
TOTAL:	632 lots

Residential intensification within the existing town (subdivision of existing lots; redevelopment of existing sites; and 'brownfield' development/ integrated residential development) will slow if new rules to achieve higher quality outcomes are imposed. With 25 new dwellings net / year, an additional total of 500 lots could be assumed by 2031. **This brings the total intensification estimate to 1,132 dwellings.**

This leaves **1,493 households** to be accommodated in new zones, which equates to

Households	14 units/ ha	12 units/ ha	10 units/ ha
1493	106.6 ha	124.4 ha	149.3 ha

between **107** and **149** hectares:

6.17 Greenfield growth options

To help focus the preferences of different themes and to prioritise strategic thinking, a series of conceptual growth options were developed. These were based on 'growth pockets', areas identified on the basis of where logical urban growth could occur in a

manner that complemented existing patterns of development.

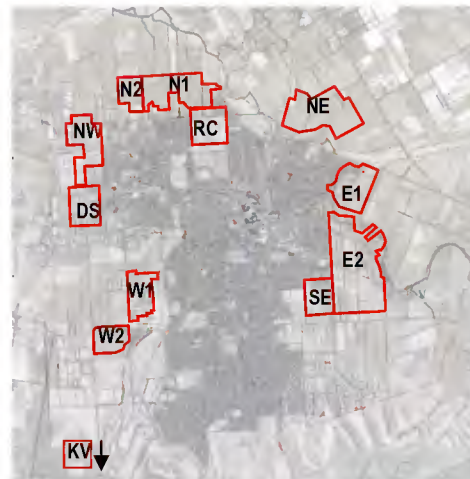
These areas are shown in Figure 6-20. Note that an additional area, (KV for Kapiti Views by Maxwell Hills), was included for consideration on the basis that an application for a large rural-residential development can be expected in the near future. This process assisted Council to form an opinion on this future proposal in an integrated manner and as part of the total growth picture for Blenheim.

6.18 Pocket suitability analysis

Each of the theme interests undertook an early assessment of the growth pockets, using a simple 'traffic light' ranking system of suitable (green) through to unsuitable (red) for growth from their position, conditional where appropriate on other pre-requisite factors that would need to also be available were growth to occur (Figure 6-26).

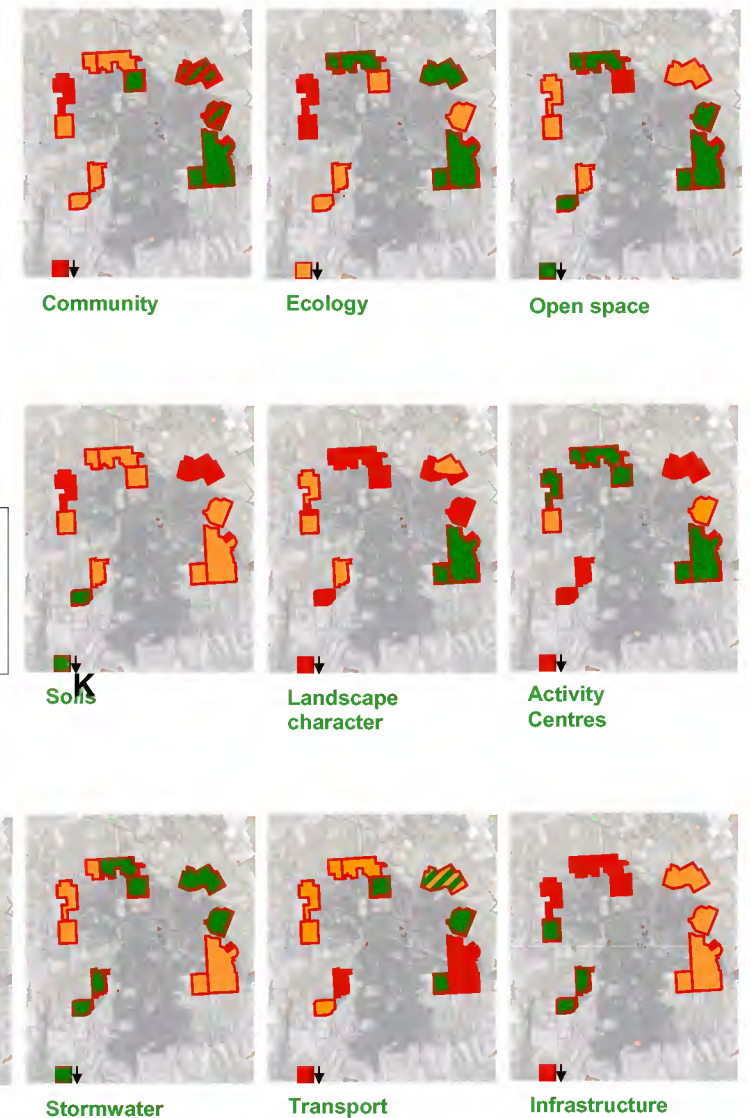
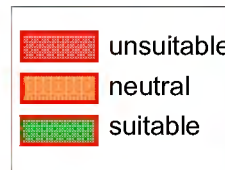
This led to a number of contrasts between groups that once highlighted, were able to be worked through.

The Assets and Services Group undertook pre-workshop 'desktop' examinations of the infrastructure needs associated with the growth pockets as a 'going in' position. This allowed more informed decisions to be made in instances where anticipated growth can be allocated between a number of pockets. Pockets that require less costs to enable development could be given favour provided other issues of efficient urban form and sustainability were also managed. The outcome of this analysis is shown in Figure 6-27 overleaf.

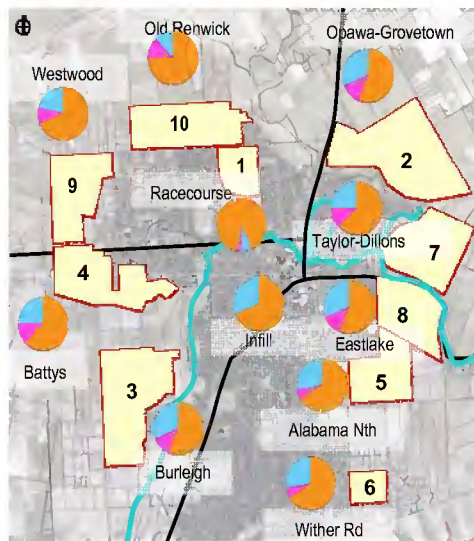


Growth pocket	Size (ha)
N 1	55.1
N 2	15.8
NW	39.3
W 1	27.8
W 2	21.7
E 1	38.6
E 2	92.5
SE	28.9
KV	
NE	64
RC	31
DS	29

ABOVE FIG. 6-25: Growth pockets and their sizes considered at the Inquiry by Design workshop, September 2009.



ABOVE FIG. 6-26: Growth pocket suitability assessments by different theme groups (not to scale), undertaken at the Inquiry by Design workshop, September 2009.



		W	S	S/W	COST
1	Racecourse	B	C	A	\$27,200
2	Opawa-Grovetown	C	A	B	\$27,800
3	Burleigh	A	A	A	\$29,500
4	Battys	B	A	C	\$30,400
5	Alabama Nth	C	C	C	\$31,200
6	Wither Rd	B	B	B	\$31,400
7	Taylor-Dillons	C	B	C	\$32,200
8	Eastlake	C	B	C	\$33,200
9	Westwood	B	C	C	\$40,400
10	Old Renwick Rd	B	C	C	\$45,000
	Infill	A	A	C	\$12,500

LEFT FIG. 6-27: Growth pockets considered and the cost implications calculated by the Assets and Services Group before the IBD-workshop, September

These figures are rough estimates and should not be considered to represent actual costs, or final agreed funding mechanisms.

6.19 Preferred growth pockets

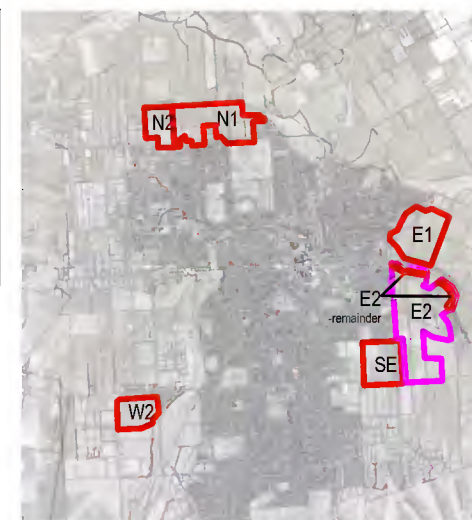
The above mentioned analysis identified preference for the following growth pockets:

Growth Area	Brief description	Size (ha)
N1	Rural area north of Race course and Old Renwick Road	55.1
N2	Rural area north of Old Renwick Road, west of N1	15.8
W2	Burleigh area: Colonial Vineyard south of New Renwick Road and between Richardson Avenue and Aerodrome Road	21.7
E1	Rural area on Dillons Point Road, bound by Taylor and Opawa Rivers and Rowberrys Road	38.6
E2 -remainder	St Andrews area: areas immediately south of the Taylor River*	7.5
SE	Area between Tavera Street and Alabama Road	28.9

*The majority of the E2 area was identified as a preferred location for employment land development. For this analysis, refer to the employment land section 6-11.

Growth Area	Size (ha)
N1	55.1
N2	15.8
W2	21.7
E1	38.6
E2 -remainder	7.5
SE	28.9

RIGHT FIG. 6-28: preferred growth pockets



Growth pockets **N1**, **N2**, **W2** and the **E2-remainder** scored best in the evaluation and/ or are the least constrained in their development potential for residential. They also represent a geographic spread, which has benefits from a housing choice point of view.

Growth pocket **SE** consists of low-lying flood-prone land. Development might be possible only at considerable (ongoing) costs for filling and storm water drainage. This also applies to the southern half of E2 for employment land development.

Development of growth pocket **E1** is only considered favourable if the adjacent areas could leverage off possible new facilities, such as commercial, retail, recreational and possibly educational. Dillons Point Road and two new road linkages are deemed crucial. Both of these involve bridges, across the Taylor and Opawa Rivers respectively. An early investigation into the feasibility and cost is required before any growth can occur in this area.

6.20 Preferred growth options

The total capacity of all of the previously mentioned growth pockets exceeds the required greenfield growth as projected up to 2031.

There is an opportunity for several growth pocket combinations, all of which consist of the pockets that are the most preferred, least constrained and most affordable from Council's point of view, which are N1, N2, W2, and E2-remainder. This 'core' group of pockets forms the constant with a number of more constrained pockets as the variables. Residential growth in the area north of Old Renwick Road - N1 and N2 - can only take place on up to approximately 35 hectares without an upgrade of existing sewerage infrastructure being necessary. Any growth beyond that requires a costly and intrusive upgrade. Instead of considering part of N1 as a first stage and the balance, including N2 as a later stage, the areas are combined and, based on a conceptual layout design, divided in a southern area of 35 hectares and a northern area with the balance. A possible development in that sequence ensures internal east-west connectivity, without posing unbalanced access pressures on Old Renwick Road. The southern area is referred to as **N-a** and the northern part is referred to as **N-b** in this report. As a result of these considerations, only pocket N-a forms part of the 'core' group and pocket N-b is one of the variable pockets.

The tables to the right hand of this page show two options for the sequence in which the different growth options should be considered:

Sequence 1:

1. It is assumed that W2 is relatively easy to develop and therefore the first area to accommodate growth. With current growth rates it takes approximately 3.5 years to be fully developed.
2. N-a is more difficult to develop. There appears to be the willingness among landowners, but the fragmented ownership will potentially delay the start somewhat. With current growth rates it takes approximately 6 years to be fully developed.
3. Even if growth in E1 is politically favoured and decided for in the short term, then it still takes time before the required investment in bridges and other infrastructure, as well as possible land acquisition are carried out. With current growth rates it takes approximately 6.5 years to be fully developed.
4. These three areas potentially accommodate 16 years of residential growth. For the fourth area to be ready for development, a decision needs to be made around 2020 as to which area is the fourth preferred and feasible growth area. Either:
 - Growth pocket SE, a preferred growth area, but low-lying and with limitations from a stormwater and flooding perspective. By the time this decision needs to be made further assessment would have provided more insight into the required ongoing commitments by Council and other parties also in the light of predicted sea level rise.

Decision Sequence 1			
Order	Growth area	Approximate population capacity	Years to develop (given 200 new greenfield residents per year)
1	W2	720	3.5
2	N-a	1200	6
3	E1	1300	6.5
Decision around 2020			
4	Either: → SE; → N-b; → Alternative area*		

Decision Sequence 2			
Order	Growth area	Population capacity	Years to develop (given 200 new greenfield residents per year)
1	W2	720	3.5
2	N-a	1200	6
Decision around 2014			
3	Either: → SE; or → E1		
4	Either: → E1; → SE; or → N-b → Alternative area*		

*Suggested alternatives are either to expand E1 further to the east or develop the area north of W2, west of Battys Road

- If SE is not feasible, the next preference would constitute N-b. Growth beyond N-a requires a costly and interfering sewer upgrade.
- If both of these options fail, alternative areas need to be considered.
- Possible alternatives include expanding the E1 growth pocket further to the east. This would increase the support for possible non-residential uses, such as educational, commercial, recreational and retail. This will benefit the existing Riversdale and Dillons Point Road community. More detailed investigation into the feasibility of this area is required.
- The second alternative would be an area north of growth pocket W2, west of Battys Rd (referred to as 'Battys-West'). This area was outside the growth pocket evaluation that formed part of this project, as it was seen as too peripheral. However, by the time this area could be developed, W2 will be fully developed. In the meantime, the owners of the land immediately east of Battys-West are proposing the development of large lot residential and industrial uses on their land, among other reasons in order to form a buffer to the sawmill. A site on the north-eastern corner of the Battys Road-New Renwick Road intersection is also indicated as an option for a possible Large Format Retail Development in this report (refer to . All the above factors cause the Battys-West area by the time it is up for development to be contiguous to the rest of the town. The area appears to be outside the flooding hazard area, but a more detailed investigation into the feasibility of this area is required.

Sequence 2:

The difference with Sequence 1 is to postpone the decision to develop E1 for several years. With current growth rates, it would take about 9.5 years to fill the preferred areas of W2 and N-a. A decision whether SE or E1 is preferred and feasible as the third area is then due for around 2014. For the fourth area a decision needs to be made between either E1, SE, N-b or alternatives as described above.

Repeated from previous page:

Decision Sequence 1			
Order	Growth area	Approximate population capacity	Years to develop (given 200 new greenfield residents per year)
1	W2	720	3.5
2	N-a	1200	6
3	E1	1300	6.5
Decision around 2020			
4	Either: → SE; → N-b; → Alternative area*		

Decision Sequence 2			
Order	Growth area	Population capacity	Years to develop (given 200 new greenfield residents per year)
1	W2	720	3.5
2	N-a	1200	6
Decision around 2014			
3	Either: → SE; or → E1		
4	Either: → E1; → SE; or → N-b → Alternative area*		

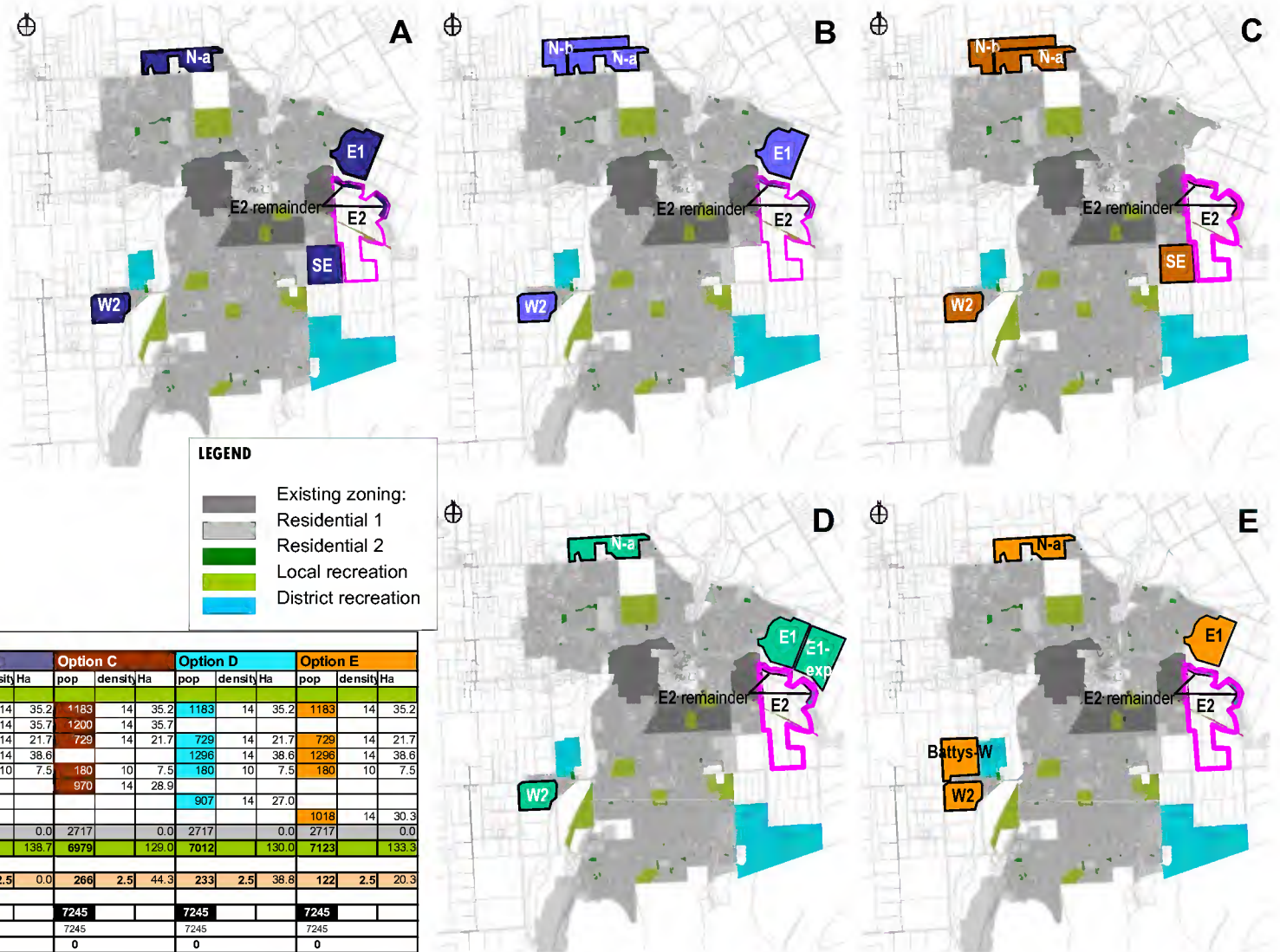
*Suggested alternatives are either to expand E1 further to the east or develop the area north of W2, west of Battys Road

6.21 Growth capacity per option

The decision sequences result in five possible growth pocket combinations A, B, C, D, E as depicted in figure 6-29.

The table below shows that each of the options has almost sufficient capacity to accommodate greenfield growth as projected up to 2031 including an efficiency margin of 15%. The balance of each option will have to be supplied by a small amount of large lot residential development (currently called Rural-Residential) and possibly in the remaining areas described on pages 134-137.

The assumed density, based on design tests, amounts to approximately 14 dwellings per hectare for most of the growth pockets. The average household size is assumed at 2.4 people per household.



Options	Demand	Allocation											
	projected to 2031	Option A		Option B		Option C		Option D		Option E		Option E	
	pop	pop	density/Ha	pop	density/Ha	pop	density/Ha	pop	density/Ha	pop	density/Ha	pop	density/Ha
Blenheim	6300												
N-a: Old Renwick Rd		1183	14	35.2	1183	14	35.2	1183	14	35.2	1183	14	35.2
N-b: Old Renwick Rd					1200	14	35.7	1200	14	35.7			
W2: Colonial Vineyard		729	14	21.7	729	14	21.7	729	14	21.7	729	14	21.7
E1: Dillons Point Rd		1296	14	38.6	1296	14	38.6	1296	14	38.6	1296	14	38.6
E2:remainder: St Andrews		180	10	7.5	180	10	7.5	180	10	7.5	180	10	7.5
SE: Alabama Rd		970	14	28.9				970	14	28.9			
E1-expansion to the east								907	14	27.0			
Battys-West											1018	14	30.3
Intensification		2717		0.0	2717		0.0	2717		0.0	2717		0.0
Sub total	6300	7075		131.8	7305		138.7	6979		129.0	7012		130.0
Rural Res	0	170	2.5	28.3	0	2.5	0.0	266	2.5	44.3	233	2.5	38.8
TOTAL nett	6300	7245			7305			7245			7245		
add 15% inefficiency	7245	7245			7245			7245			7245		
Difference		0			60			0			0		

ABOVE FIG. 6-29: Growth options A, B, C, D and E, based on all possible combinations of growth pockets when working through the two Decisions Sequences.

6.22 Infrastructure requirements for the growth options

Figure 6-30 indicates the required infrastructure extensions or upgrades per growth option. These infrastructure interventions consist of a combination of water supply extensions, sewer upgrades and sewer extensions.

All options

- N-a: a new sewer from Middle Renwick Road and diversion of existing flows into the western relief sewer, new water main from trunk main on the Taylor River bank and (possibly) new stormwater works.
- W2: connecting into existing infrastructure. Stormwater piped into the Taylor River.
- E2: sewer upgrade to accommodate industrial development.

Additional for option A

- E1: New bridges over the Taylor and Opawa Rivers, upgrade water main from Bomford St, upgrade main trunk sewer back to Main Outfall Pump Station.

Additional for option B

- This option requires the upgrade of the Northern Trunk sewer to allow N-b to develop.
- Additional stormwater improvements.

Additional for option C

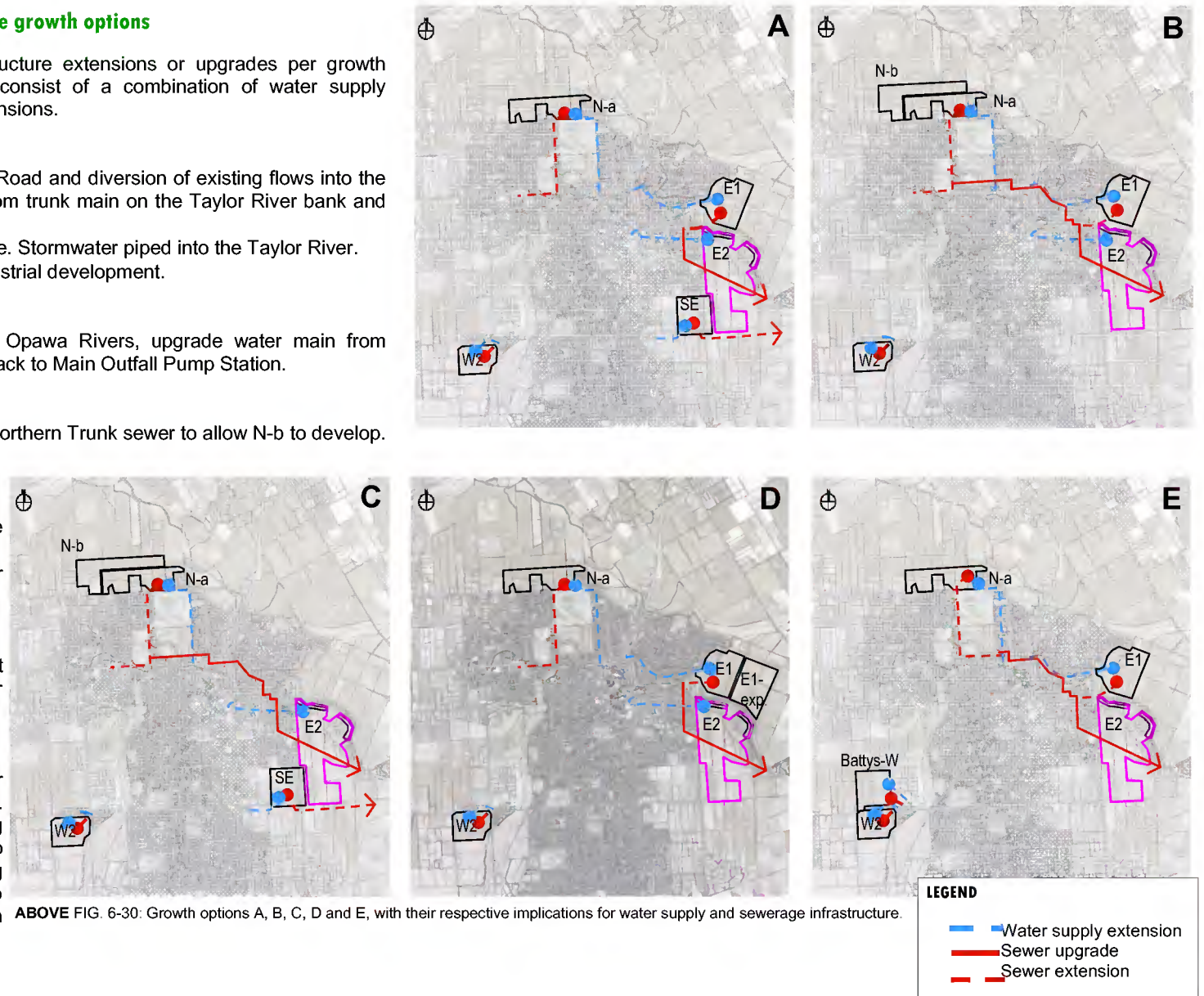
- This option requires the upgrade of the Northern Trunk sewer to N-b.
- Stormwater improvements and major drainage works required for SE.

Additional for option D

- This option requires the major investment at the beginning but no additional major capital works.

Additional for option E

- This option requires additional sewer capacity to permit Battys Rd to develop. This can be accommodated by extending the northern trunk sewer upgrade to Nelson St pumpstation and diverting existing flows from Springlands area into it and releasing capacity in the western relief sewer.



ABOVE FIG. 6-30: Growth options A, B, C, D and E, with their respective implications for water supply and sewerage infrastructure.

6.23 Infrastructure costs for each of the growth options

The table below indicates the required investments per growth option for infrastructure extensions or upgrades.

		Option A	Option B	Option C	Option D	Option E
Decision sequence 1 (N-a, W2, E1, followed by alternative areas)	Initial investment	\$20,510,000	\$20,510,000	N/A	\$21,407,000	\$20,510,000
	Additional investment	\$2,428,000	\$8,700,000	N/A	0	\$8,648,000
	Years deferred	19	19	N/A	25	19
	NPV (Net Present Value)	-\$12,457,156	-\$13,802,803	N/A	-\$12,833,233	-\$13,791,646
	Relative Position	1	4		2	3
Decision sequence 2 (N-a and W2 only, followed by alternative areas)	Initial investment	\$2,168,000	\$2,168,000	\$2,168,000	\$2,168,000	\$2,168,000
	Additional investment	\$20,770,000	\$27,042,000	\$21,628,000	\$19,239,000	\$26,990,000
	Years deferred	11	11	11	11	11
	NPV (Net Present Value)	-\$2,502,130	-\$5,192,084	-\$2,870,112	-\$1,845,511	-\$5,169,782
	Relative Position	2	5	3	1	4
Total investment		\$22,938,000	\$29,210,000	\$23,796,000	\$21,407,000	\$29,158,000

Assumptions and limitations

- Costs have been derived from different engineering sources using different calculation techniques. Every effort has been made to normalise the estimates between the options but they must be treated with great care as a relative comparison between options only.
- Development occurs uniformly in all areas and over time
- For Decision Sequence 1 the investment for infrastructure for growth areas N-a, W2 and E2 occurs at the beginning of year 1.
- NPV assumes a rate of return on investment of 8%.
- Development Levy of \$11,474 (water, sewerage and SW) has been used in the NPV calculation
- Development Contributions are based on these quoted in the Annual report as follows:
 - Water: \$4125
 - Stormwater: \$620
 - Sewerage: \$6729

- Total: \$11,474
Note: roading not included.
- Figures do not include depreciation of existing assets that will benefit from upgrading (may be important for the upgrade of the northern trunk main).
- Investment for the second phase occurs at the beginning of the year that the initial investment becomes exhausted. No construction lead in time has been included.
- Infrastructure provision for the industrial growth area E2 has not been costed, as it is common to all options.

6.23 Growth pockets N-a and N-b

Figure 6-26 shows an indicative layout for residential growth north of Old Renwick Road. Existing boundaries have been taken into account for staging into independent developments as much as possible.

GREEN AND BLUE NETWORK

- strong links should be developed with the Opawa riverside for recreational purposes;
- the overland flow path has the potential to be developed as recreational open space, offering an attractive residential environment; and
- distribution of neighbourhood parks with green corridors (street trees/ berm planting) connecting them.

INFRASTRUCTURE ISSUES

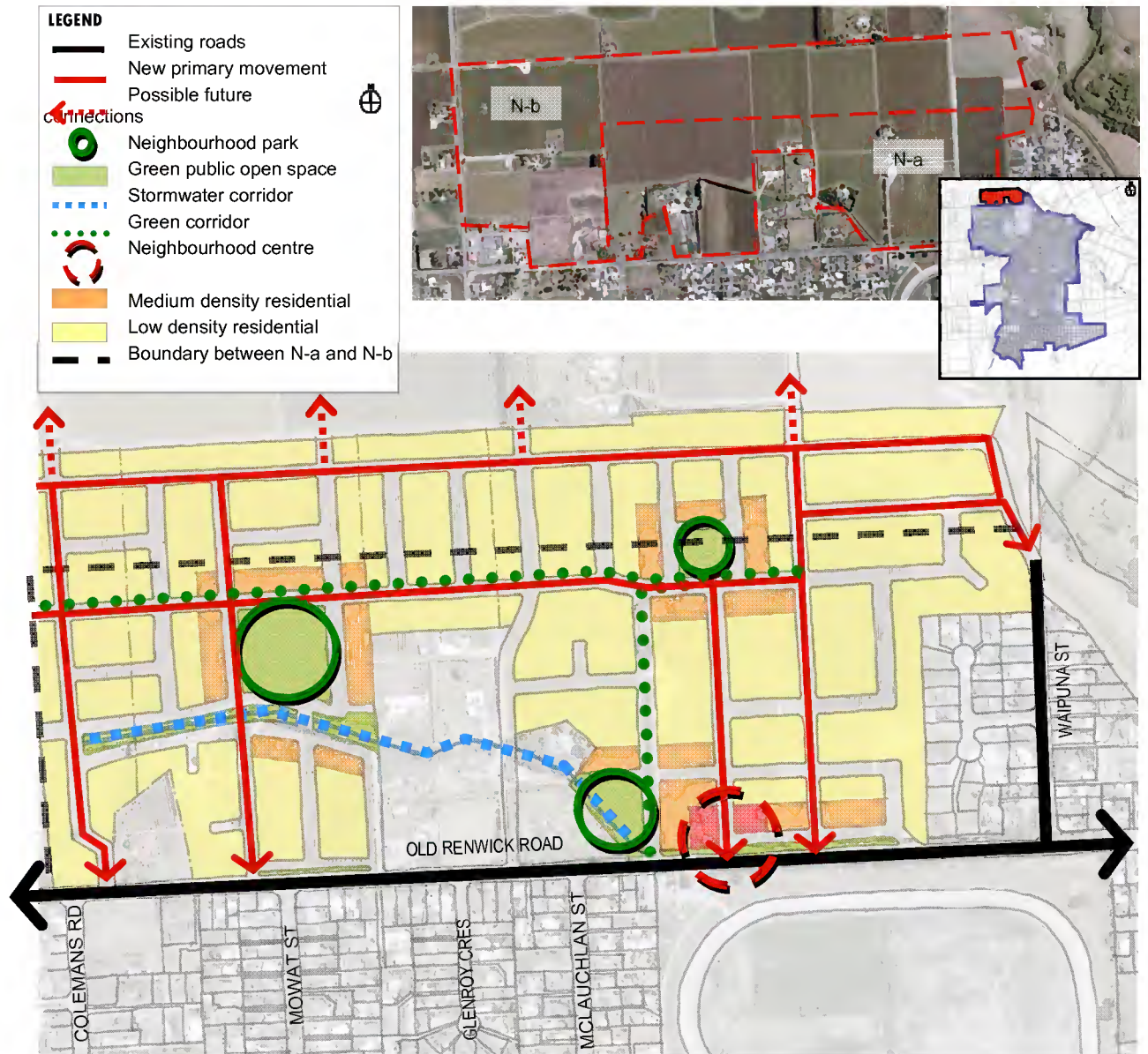
- up to 35 hectares (pocket N-a) could be developed without an upgrade of the sewer system.

MOVEMENT NETWORK

- a connected and calmed network for dispersal of traffic;
- ensure east-west connectivity within this area at an early stage, in order to avoid the creation of two dead-end systems off Old Renwick Road;
- limit the number of access points onto Old Renwick Road with sliplanes, minimising direct access off ORRd;
- safe crossing points for pedestrians on Old Renwick Road should be a consideration in later design stages; and
- allow for possible development north of this area.

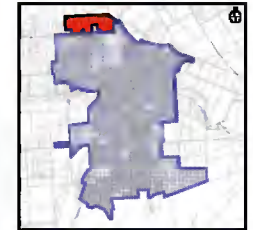
LAND USES

- aim for a gross residential density of 14 dwellings per hectare. With areas of 35.5 (N-a) and 35.7 (N-b) hectares the possible yields will be around 500 dwellings per area;
- medium density housing (terraced) could be located around public amenities such as parks and shops;
- there is scope for a neighbourhood centre (as depicted) on Old Renwick Rd, making use of passing trade; and
- maximise the number of North-South streets and blocks where practically feasible to create East-West lots with optimised solar orientation of private open spaces.



ABOVE FIG. 6-31: Indicative layout for growth pocket N-a and N-b (not to scale).

ARTIST IMPRESSION OF POSSIBLE DEVELOPMENT NORTH OF OLD RENWICK ROAD (POCKETS N-a)

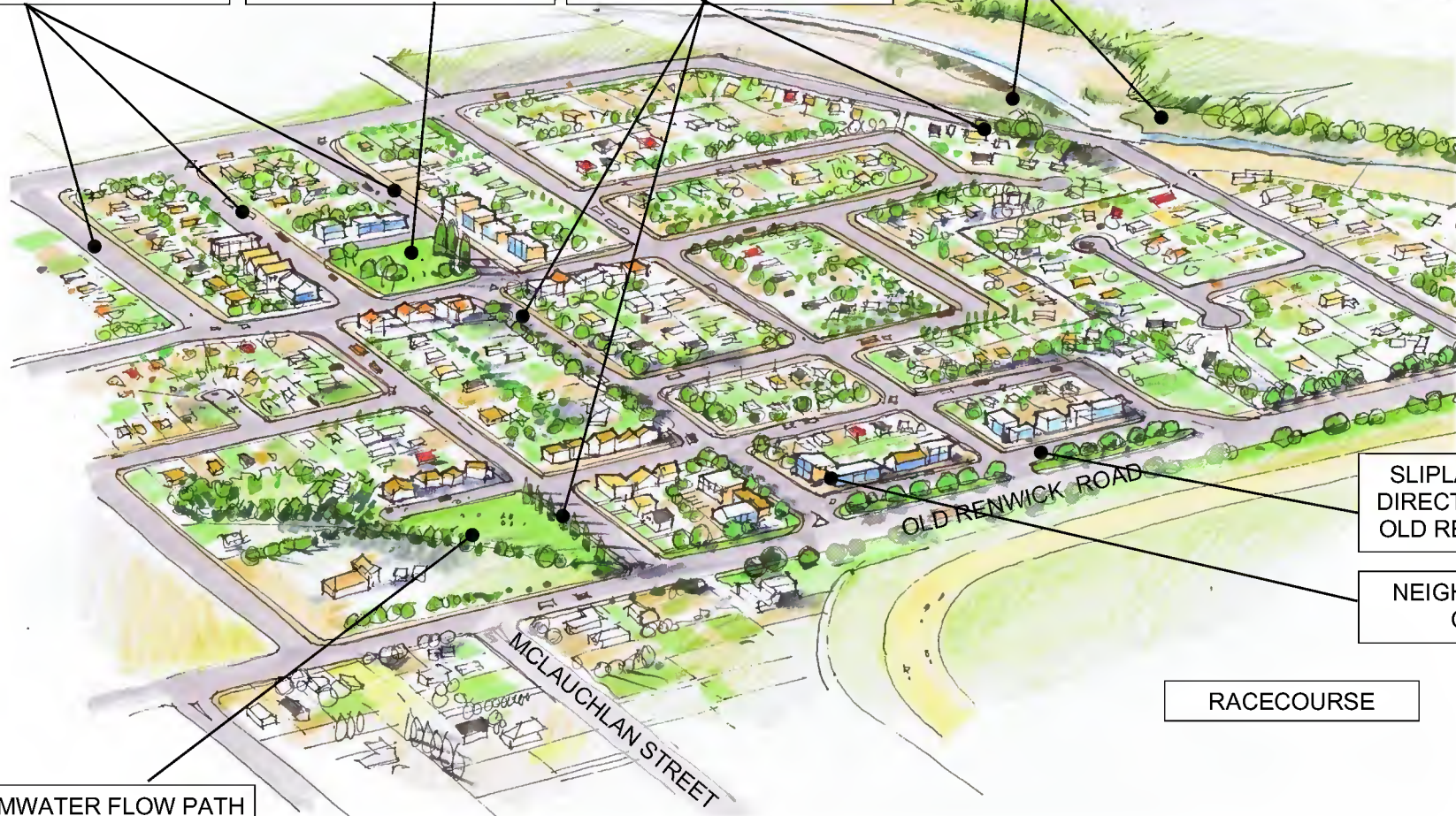


NORTH-SOUTH STREETS FOR EAST-WEST LOTS WITH OPTIMISED SOLAR ORIENTATION

NEIGHBOURHOOD RESERVE WITH MEDIUM DENSITY DWELLINGS OVERLOOKING

GREEN CORRIDORS CONNECTING RESERVES AND OTHER SIGNIFICANT AREAS OF VEGETATION

PUBLIC OPEN SPACES AROUND OPAWA RIVER



SLIPLANE TO LIMIT DIRECT ACCESS OFF OLD RENWICK ROAD

NEIGHBOURHOOD CENTRE

RACECOURSE

STORMWATER FLOW PATH AS PUBLIC OPEN SPACE FEATURE

6.24 Growth pocket W2

Figure 6-27 shows an indicative layout for residential growth on the Colonial Vineyard in Burleigh.

GREEN AND BLUE NETWORK

- create and enhance pedestrian connections with the Taylor river area for recreational purposes; and
- distribution of neighbourhood parks with green corridors (street trees/ berm planting) connecting them. Streets on the edges of the reserves will enable passive surveillance from passing traffic and adjacent private dwellings.

INFRASTRUCTURE ISSUES

- development in this area can be connected to existing networks, without upgrades of infrastructure.

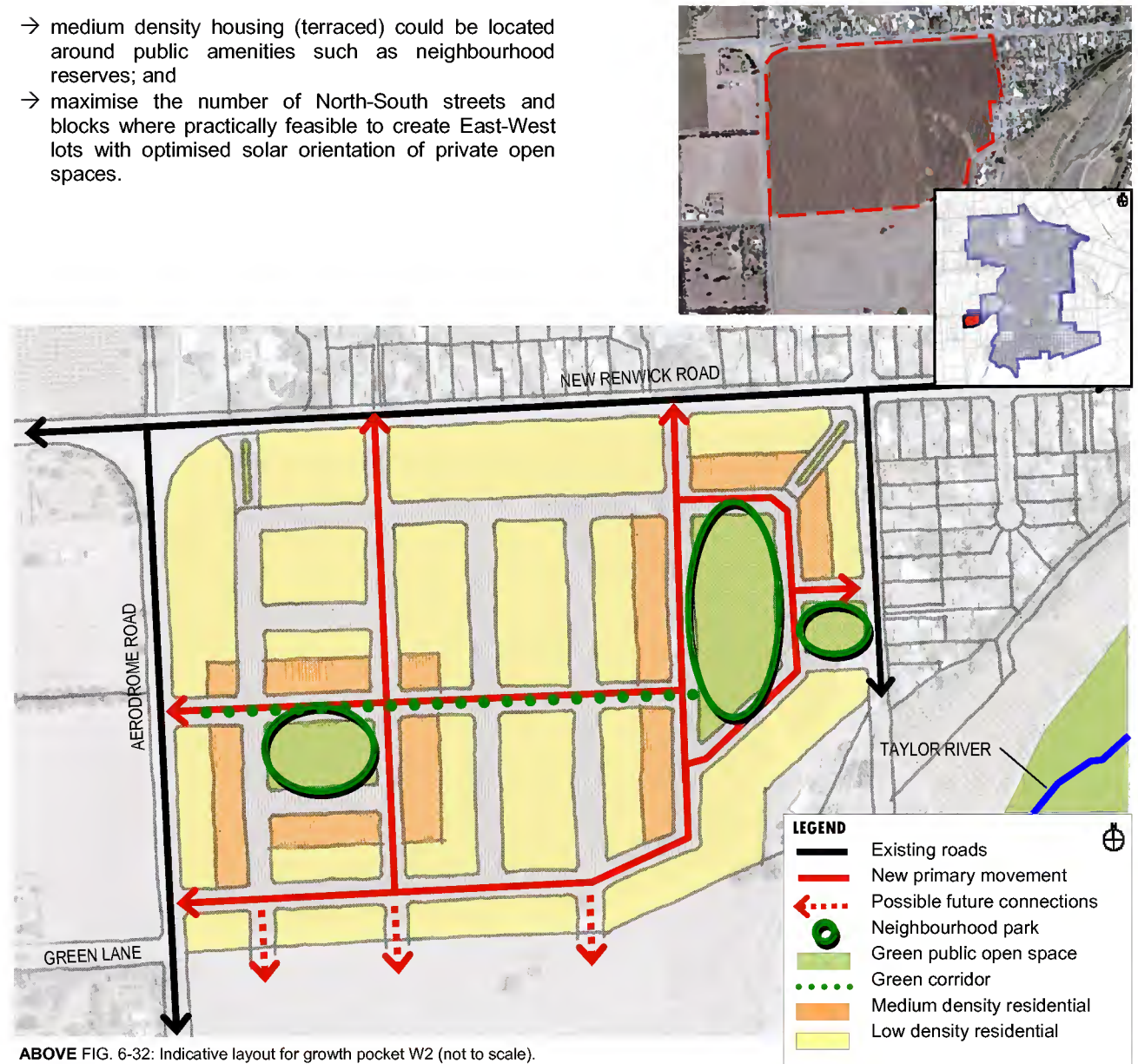
MOVEMENT NETWORK

- a connected and calmed network for dispersal of the traffic;
- limit the number of side streets off New Renwick and Aerodrome Roads. Provide more pedestrian connections, including a number of safe opportunities to cross New Renwick Road;
- direct residential access off existing roads should be aimed for. Alternatively, sliplanes to provide access to dwellings facing New Renwick Road should be considered; and
- allow for a possible development south of this area that is connected to this growth area by designating future corridors.

LAND USES

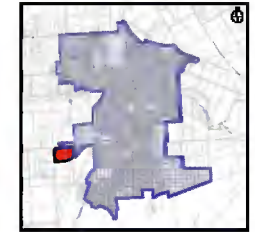
- development of commercial and retail activities in the area west of the sawmill and north of the intersection of New Renwick and Battys Roads should be considered. Connections should be established within this growth area;
- aim for a gross residential density of 14 dwellings per hectare. With an area of 21 hectares the possible yield will be around 300 dwellings;

- medium density housing (terraced) could be located around public amenities such as neighbourhood reserves; and
- maximise the number of North-South streets and blocks where practically feasible to create East-West lots with optimised solar orientation of private open spaces.



ABOVE FIG. 6-32: Indicative layout for growth pocket W2 (not to scale).

ARTIST IMPRESSION OF POSSIBLE DEVELOPMENT ON THE COLONIAL VINEYARD SOUTH OF NEW RENWICK ROAD AND BETWEEN RICHARDSON AVENUE AND AERODROME ROAD



6.25 Growth pocket E1

Figure 6-28 shows an indicative layout for residential growth on Dillons Point Road, East of Riversdale. Existing boundaries have been taken into account for staging into independent developments as much as possible.

COMMUNITY NETWORK

→ a future school site has been identified in the southeastern corner of the area, near the banks of the Taylor River and on main roads to Riversdale, Islington and Townsend.

GREEN AND BLUE NETWORK

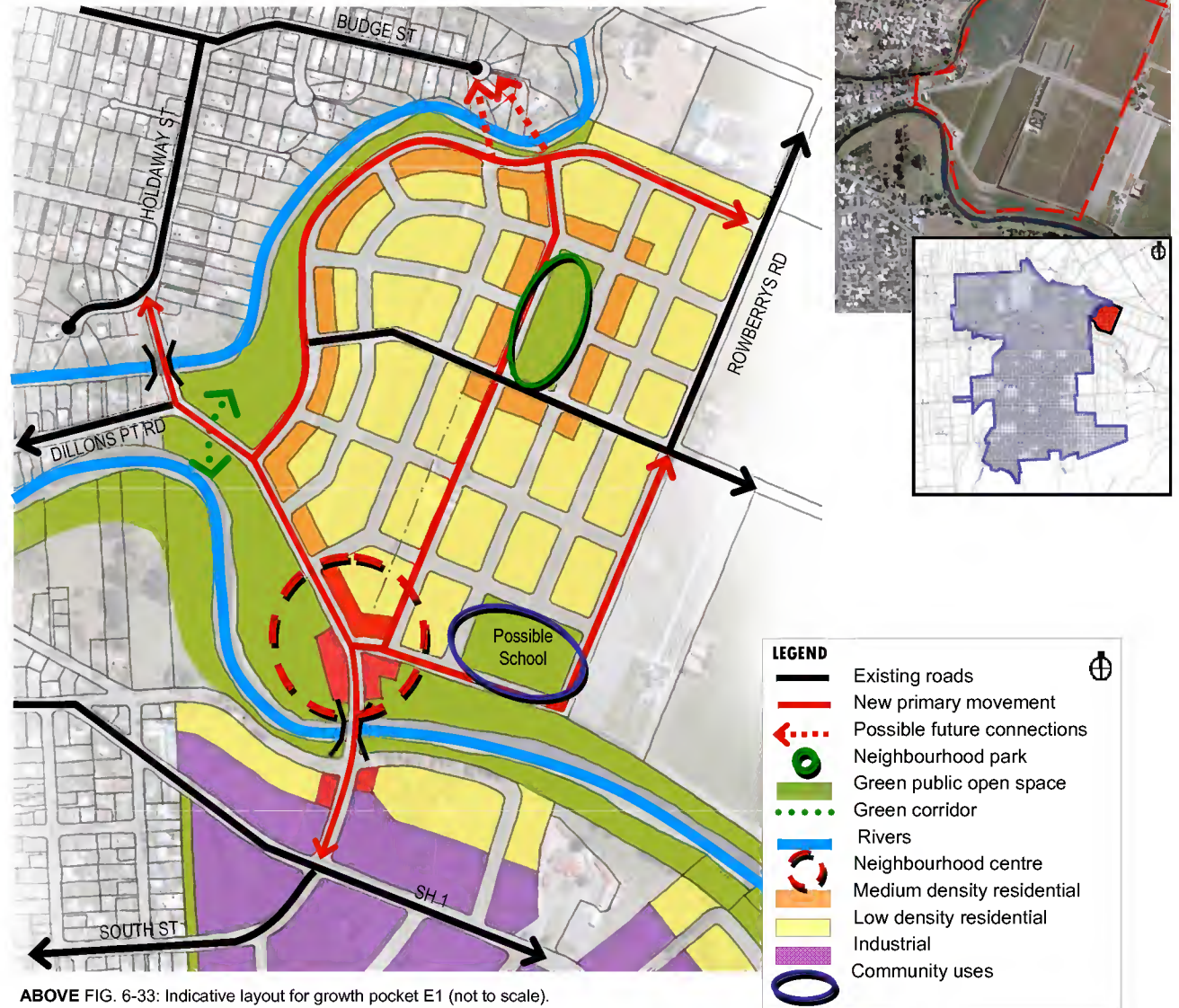
→ an overland ecological connection between the banks of the rivers could be established, enriching the opportunities for bird and insect life; and
 → the riverbanks should be utilised as public open spaces. A conceptual design is shown in Figure 6-34 overleaf.

INFRASTRUCTURE ISSUES

→ upgraded water mains from the Bomford Road source and upgraded sewer to the Main Outfall Pump Station are required for development in this area.

MOVEMENT NETWORK

→ the construction of two new bridges is required to provide connectivity with adjacent neighbourhoods. A connection with Budge Street should be considered;
 → a connection with State Highway 1 and South Street on the southern side of the Taylor and a connection with Holdaway Street in Riversdale. Acquisition of one or more properties is required for the latter;
 → both of these bridges across the rivers should allow for sufficient clearance for recreational water traffic;
 → the design utilises the existing road network as much as possible; and
 → a connected and calmed network for dispersal of the traffic.



ABOVE FIG. 6-33: Indicative layout for growth pocket E1 (not to scale).

LAND USES

- there is scope for a small village centre node (GFA: 1000-2000 m²) on the main connecting streets and in an attractive riverside setting. It could also serve as a resource for the proposed industrial area between the state highway and the river. This creates a great setting for a high performing village centre with a stronger and flatter activity cycle;
- aim for a gross residential density of 14 dwellings per hectare. With an area of 39 hectares the possible yield will be around 540 dwellings;
- medium density housing (terraced) could be located around public amenities such as parks and neighbourhood reserves; and
- maximise the number of North-South streets and blocks where practically feasible to create East-West lots with optimised solar orientation of private open spaces.

COMMUNITY NETWORK

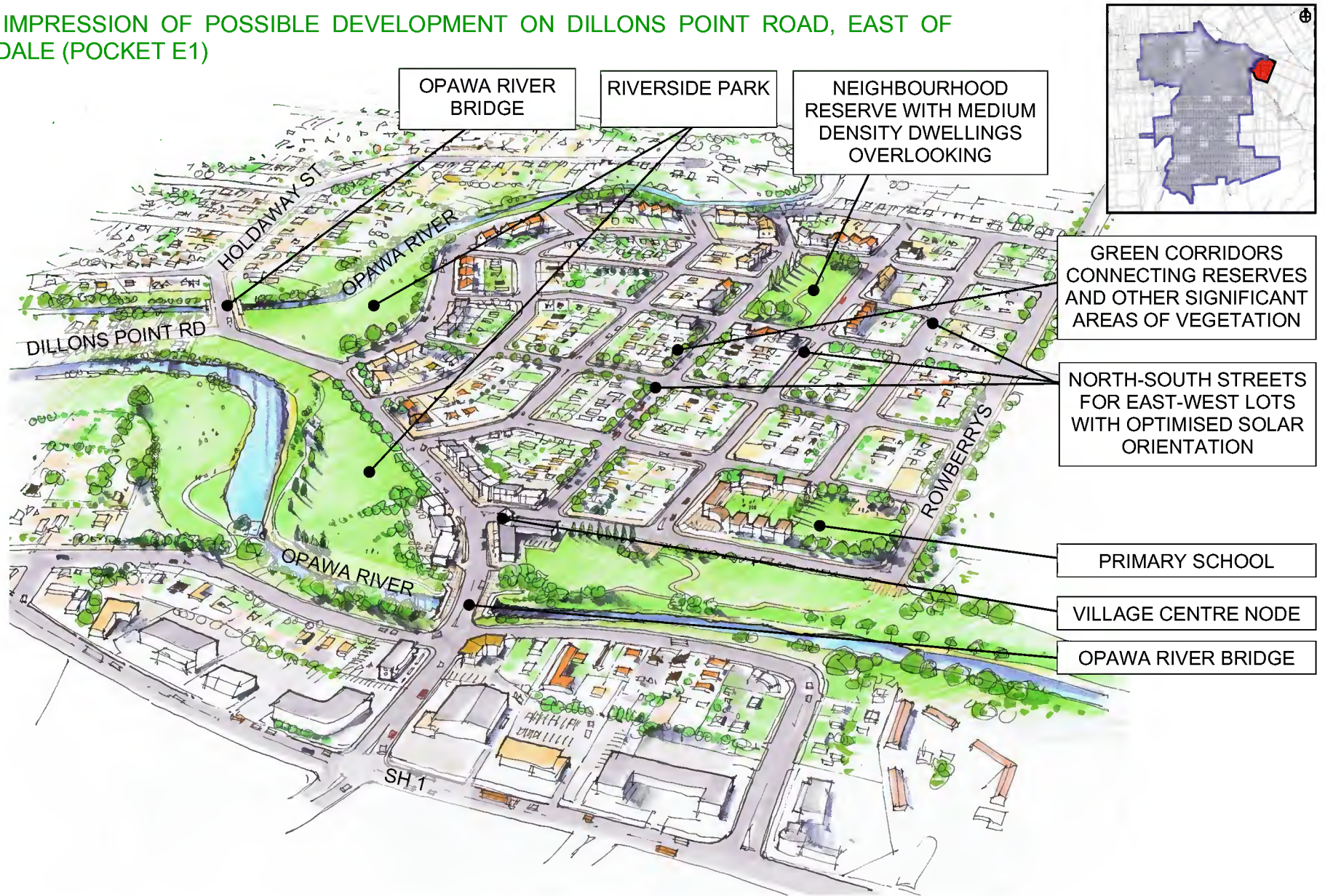
Growth in this area:

- provides for the potential to improve the future economic and social capacity of the Riversdale community;
- is most likely to provide a higher predominance of family housing (compared with other growth areas). It is therefore more appropriate to consider this area as a potential place for a school;
- the potential for a primary school to be constructed in this area, removes the need for the existing community to cross the State Highway to go to school. This also reduces the costs of school travel;
- reduces the need for Riversdale residents to access the State Highway in order to leave the community to access goods and services;
- reduces the sense of isolation apparent in an evaluation of the Riversdale community;
- provides a community focus in the form of a village centre around the river. Improving levels of self containment as a consequence of the critical mass of the combined community with Riversdale; and
- should provide for less expensive elderly accommodation in an area that has a shortage of such accommodation.



ABOVE FIG. 6-34: Conceptual design for a riverside park on the banks of the Taylor and Opawa Rivers (not to scale).

ARTIST IMPRESSION OF POSSIBLE DEVELOPMENT ON DILLONS POINT ROAD, EAST OF RIVERSDALE (POCKET E1)



OPAWA RIVER BRIDGE

RIVERSIDE PARK

NEIGHBOURHOOD RESERVE WITH MEDIUM DENSITY DWELLINGS OVERLOOKING

GREEN CORRIDORS CONNECTING RESERVES AND OTHER SIGNIFICANT AREAS OF VEGETATION

NORTH-SOUTH STREETS FOR EAST-WEST LOTS WITH OPTIMISED SOLAR ORIENTATION

PRIMARY SCHOOL

VILLAGE CENTRE NODE

OPAWA RIVER BRIDGE

6.26 Growth pocket E2

Figure 6-35 shows an indicative layout for industrial growth between Alabama Rd and the State Highway and some residential near the Opaawa River in St. Andrews.

GREEN AND BLUE NETWORK

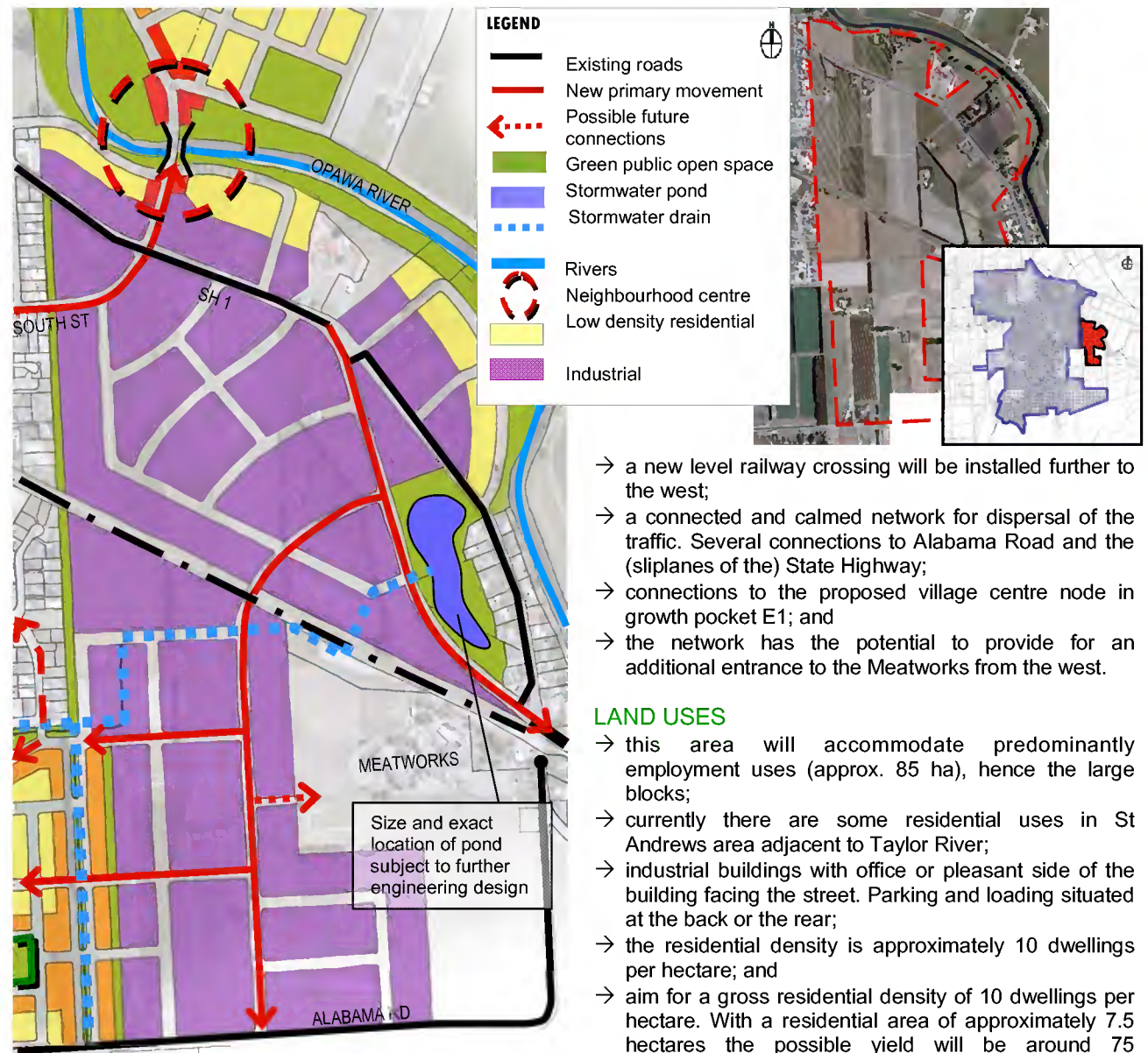
- The stormwater situation and flooding risks (also as a result of predicted sea level rise) should be the first consideration before committing to any development in this area;
- a stormwater pond (exact size and location subject to further engineering design) in a green setting could be an attractive feature upon entering Blenheim on SH 1 from the south-east. This green setting / reserve could also be used by workers in the area during lunch breaks;
- stormwater drains leading to this pond could be utilised as attractive planted features in the road reserves;
- a landscape strip should form a buffer between industrial uses and existing and new residential areas to the west of this area; and
- the riverbanks on the northern side of this growth area form an attractive setting for some residential uses and should be utilised as public open spaces.

INFRASTRUCTURE ISSUES

- no major upgrades of infrastructure are required for development in this area.

MOVEMENT NETWORK

- it is envisaged that the State Highway will be diverted immediately east of the motel in St Andrews to improve the dangerous situation at Butter Factory Corner. It will also free up that particular part of the current State Highway to function as a lower order road proving access to land uses on either side of it;
- any new land uses fronting onto the SH 1 will be accessed by means of sliplanes;
- in combination with the above, terminate Alabama Road south of the railway to solve the dangerous situation at Butter Factory Corner;



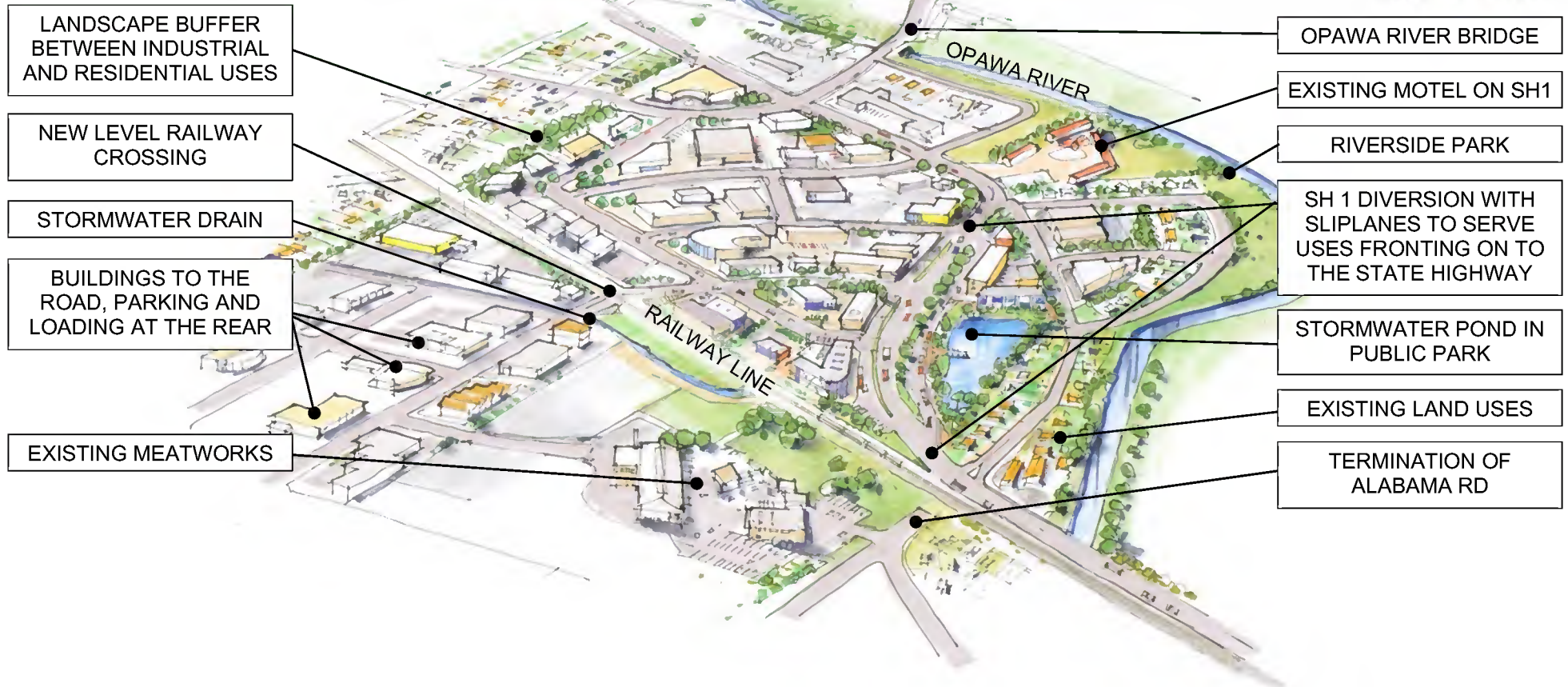
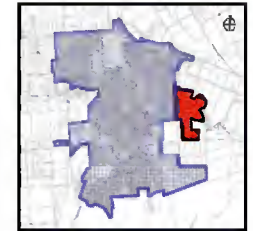
ABOVE FIG. 6-35: Indicative layout for growth pocket E2 (not to scale).

- a new level railway crossing will be installed further to the west;
- a connected and calmed network for dispersal of the traffic. Several connections to Alabama Road and the (sliplanes of the) State Highway;
- connections to the proposed village centre node in growth pocket E1; and
- the network has the potential to provide for an additional entrance to the Meatworks from the west.

LAND USES

- this area will accommodate predominantly employment uses (approx. 85 ha), hence the large blocks;
- currently there are some residential uses in St Andrews area adjacent to Taylor River;
- industrial buildings with office or pleasant side of the building facing the street. Parking and loading situated at the back or the rear;
- the residential density is approximately 10 dwellings per hectare; and
- aim for a gross residential density of 10 dwellings per hectare. With a residential area of approximately 7.5 hectares the possible yield will be around 75 dwellings.

ARTIST IMPRESSION OF POSSIBLE INDUSTRIAL DEVELOPMENT AROUND THE RAILWAY LINE AND SH 1 IN ST ANDREWS (PART OF POCKET E2)



LANDSCAPE BUFFER BETWEEN INDUSTRIAL AND RESIDENTIAL USES

NEW LEVEL RAILWAY CROSSING

STORMWATER DRAIN

BUILDINGS TO THE ROAD, PARKING AND LOADING AT THE REAR

EXISTING MEATWORKS

OPAWA RIVER BRIDGE

EXISTING MOTEL ON SH1

RIVERSIDE PARK

SH 1 DIVERSION WITH SLIPLANES TO SERVE USES FRONTING ON TO THE STATE HIGHWAY

STORMWATER POND IN PUBLIC PARK

EXISTING LAND USES

TERMINATION OF ALABAMA RD

6.27 Growth pocket SE

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

GREEN AND BLUE NETWORK

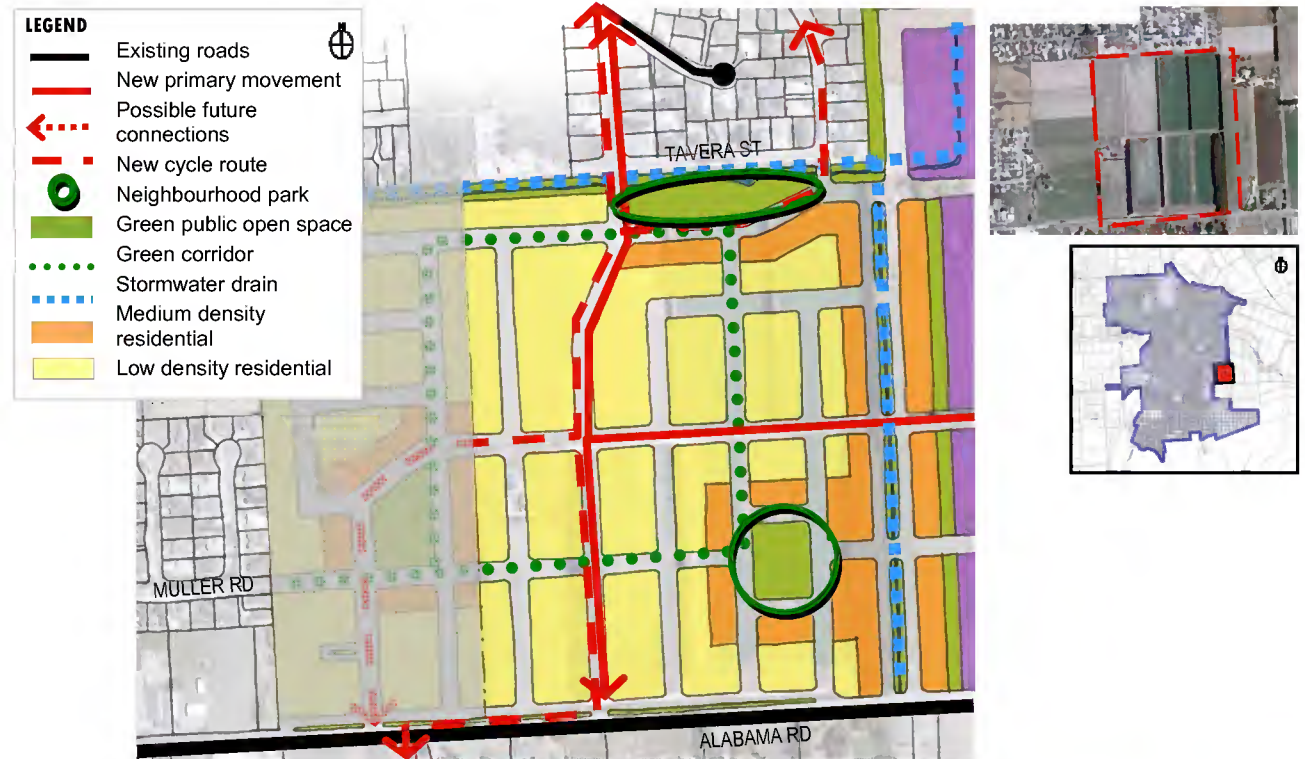
- The stormwater situation and flooding risks (also as a result of predicted sea level rise) should be the first consideration before committing to any development in this area (refer to image Figure 6-32);
- stormwater drains could be utilised as an attractive planted feature in the road reserve or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

INFRASTRUCTURE ISSUES

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

MOVEMENT NETWORK

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



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

LAND USES

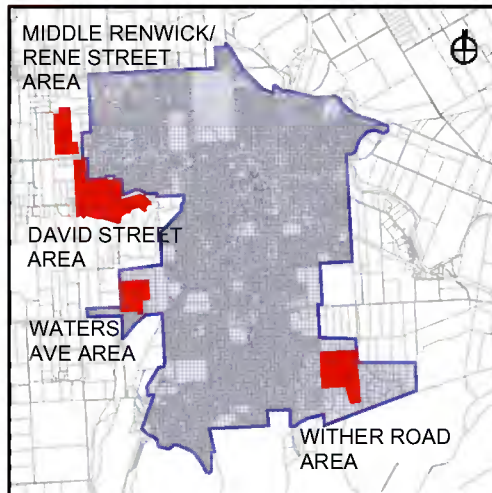
- aim for a gross residential density of 14 dwellings per hectare. With an area of 28 hectares the possible yield will be around 400 dwellings;
- medium density housing (terraced) could be located around public amenities such as parks and green/blue features; and
- maximise the number of North-South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



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

6.28 Remaining growth areas

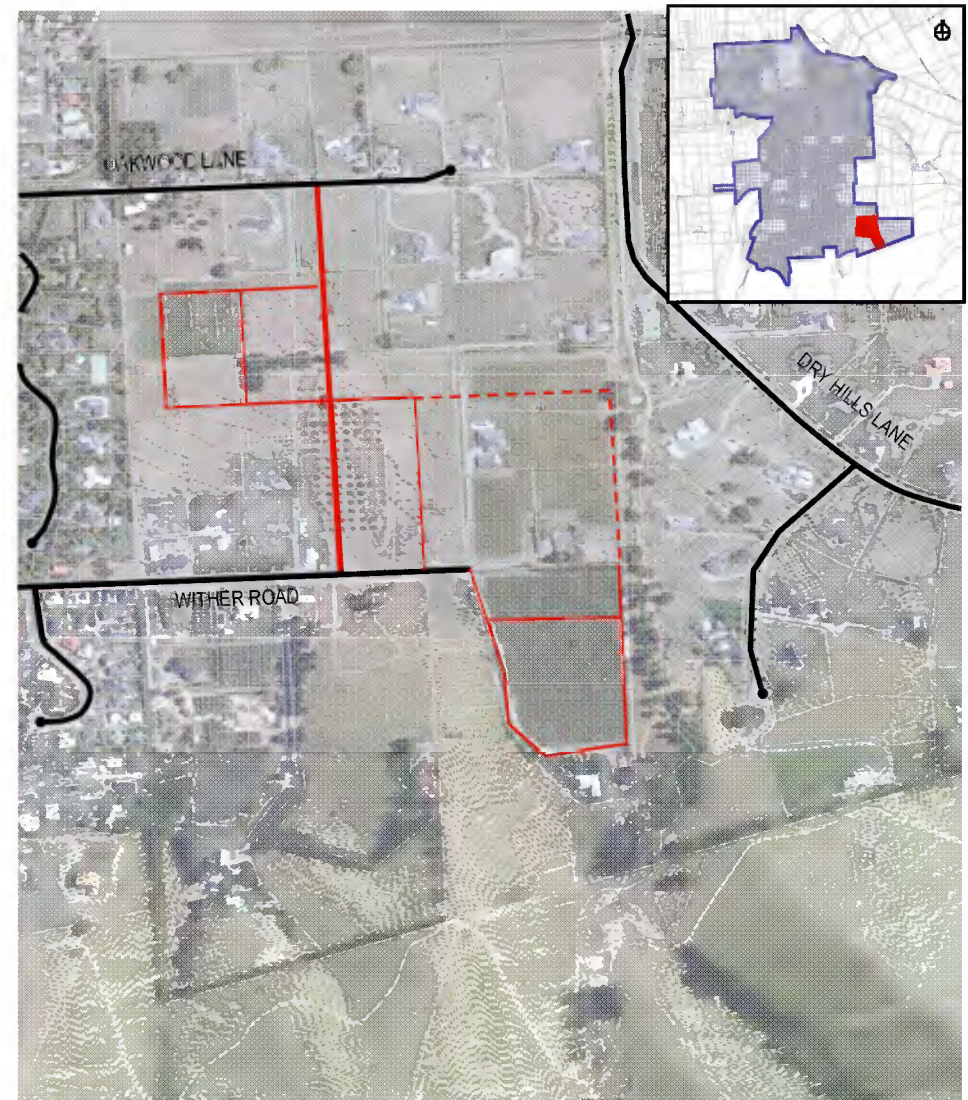
Four additional areas should be considered for investigations into enabling residential growth, either in the form of Urban Residential Two or larger lot residential activities. These areas are described as the Wither Road area, the David Street area, the Middle Renwick Road/ Rene Street area, and the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



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

Wither Road area

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



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

David Street area

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

Potential yields

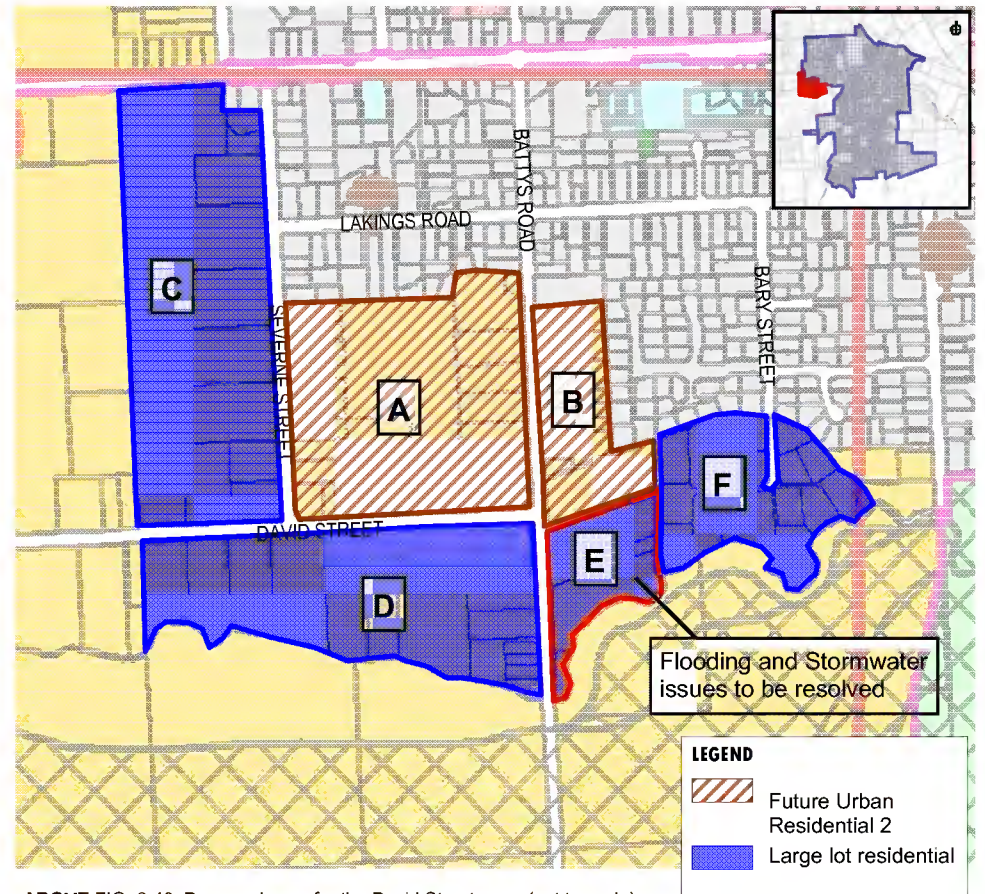
Based on crude calculations and assumptions for densities and household sizes, the area could accommodate approximately 500 people. However, the area is currently partly developed, it will be hard to achieve an efficient residential development pattern. It is therefore appropriate that 500 people is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

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

Other considerations

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

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



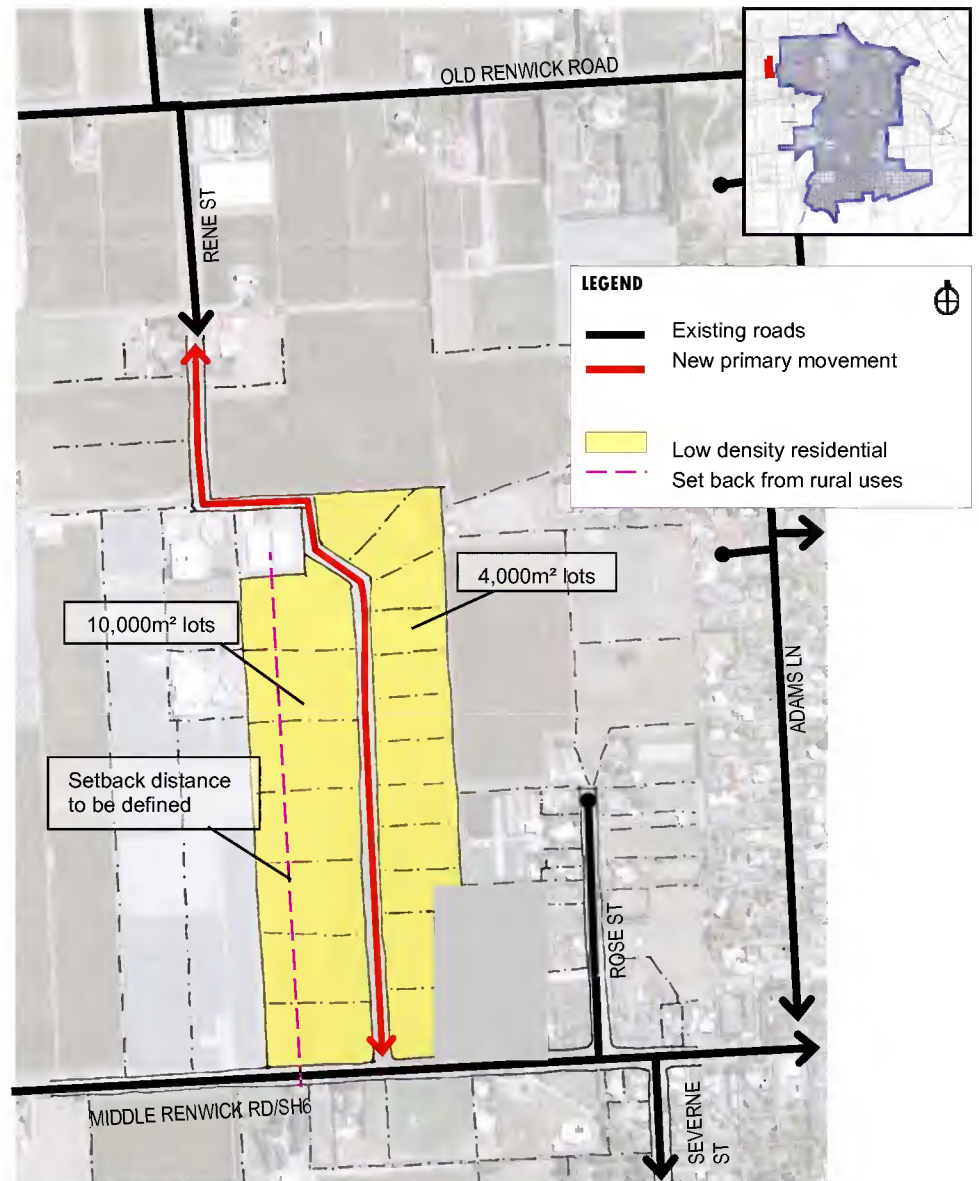
ABOVE FIG. 6-40: Proposed uses for the David Street area. (not to scale)

Middle Renwick Road/ Rene Street area

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

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

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



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

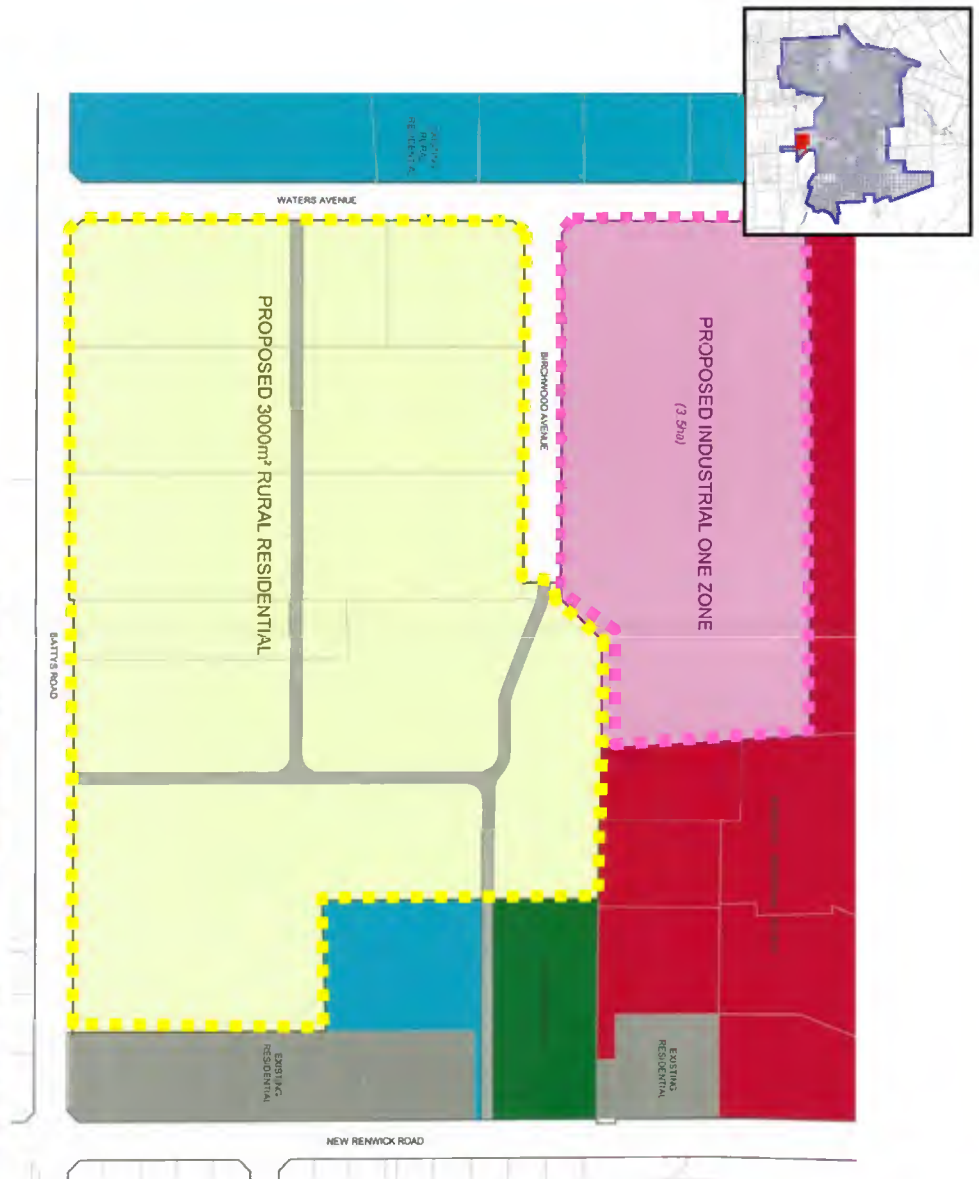
Waters Avenue area

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

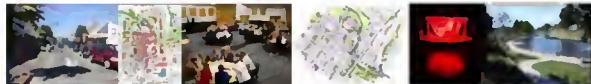
This proposal is considered in line with the growth strategy for Blenheim.

Further points for consideration should include:

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



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



appendices

APPENDIX 1

Detailed growth pocket evaluation per discipline

SUBGROUP: Community

Growth Pocket	Positive	Neutral	Negative	Score 1-9 (1 = best)	Comments
N1					Primary: Need them to support Mayfield, tend to go to Springlands, Riverlands, Fairhall. Secondary: growth closest to Girls, Bohally
N2					Primary: Need them to support Mayfield, tend to go to Springlands, Riverlands, Fairhall. Secondary: growth closest to Girls, Bohally
NW					Does well already, far from TC facilities
W1					Support for Redwoodtown village, other good rec options. Noise, smell, dust, air quality from the sawmill
W2					Support for Redwoodtown village, other good rec options. Noise issues!
E1					Weak areas, might trigger new facilities, need transport connectivity, needs investments, possibly new primary school?
E2					Weak areas, might trigger new facilities, need transport connectivity, needs investments, possibly new primary school?
SE1					Increased utilisation of recreational facilities (Polo Grounds and Whitehead Park)
SE2					
KV					Too far away, no facilities

SUBGROUP: Ecology

Growth Pocket	Positive	Neutral	Negative	Score 1-9 (1 = best)	Comments
N1				3	Would need large areas of ecological plantings to create "Tui to Town gateway"
N2				4	Would need large areas of ecological plantings to create "Tui to Town gateway"
NW				9	Concerns over groundwater recharge and loss of summer flows in the springs. Catchment headwater for spring water. Strong habitat, regional significant waterways.
W1				6	Could use opportunity of development to enhance river with Riparian Plantings.
W2				7	Could use opportunity of development to enhance river with Riparian Plantings.
E1				5	Extensive River edge of two Rivers. Delivers opportunity for riparian management. Ecological island stepping stone (Tui to Town).
E2				2	E2 would be the joining link to SE1 and the River. Deliveries riparian management of the Opawa River and naturalisation of existing man made cannels.
SE1				1	High potential. Naturalisation of man made storm water cannels for ecological gain. Ecological island for restoration and bio diversity to enhance ecology valves of the area which is currently low and potential to enhance is low. Does not have a river edge for ecological benefit.
SE2				8	High potential. Naturalisation of man made storm water cannels for ecological gain. Ecological island for restoration and bio diversity to enhance ecology valves of the area which is currently low and potential to enhance is low. Does not have a river edge for ecological benefit.
KV					

SUBGROUP: Landscape

Growth Pocket	Positive	Neutral	Negative	Score 1-9 (1 = best)	Comments
N1					
N2					
NW					
W1					
W2					
E1					
E2					
SE1					
SE2					
KV					Important gateway to the Molesworth
NE					Buffer/ gateway/ river edge + pedestrian access
RC					Gateway with mature trees + protection of gardens edge condition.
DS					Buffer/ gateway value

SUBGROUP: Soils

Growth Pocket	Positive	Neutral	Negative	Score 1-9 (1 = best)	Comments
N1					
N2					
NW					
W1					
W2					
E1					
E2					
SE1					
SE2					
KV					

SUBGROUP: Recreation

Growth Pocket	Positive	Neutral	Negative	Score 1-9 (1 = best)	Comments
N1				6	Reserve space connections. Conduit for connection to Sports fields. Access to the Opawa.
N2				8	Reserve space connections. Conduit for connection to Sports fields.
NW				9	Reverse sensitivity to existing land use. No additional value.
W1				7	Access to River. Access to town off road. If flight Anderson goes would be higher ranked Bridge access would be required to access over Taylor.
W2				5	Close to existing infrastructure. Access to the River. Servicing some of existing community. Access to town off road.
E1				4	Linkage to other areas. River access and linkage to lower Opawa. Delivering recreational value to existing and new community.
E2				1	Strengthens Rail Corridor bike network connection. River opportunities. Delivering recreational value to existing and new community.
SE1				2	Linkage for circulation. Open space recreational value for existing and new community. Linkage with waterways.
SE2				3	Linkage for circulation. Open space recreational value for existing and new community. Linkage with waterways.
KV					

SUBGROUP: Employment

Growth Pocket	Positive	Neutral	Negative	Score 1-9 (1 = best)	Comments
N1					
N2					
NW					
W1					
W2					
E1					
E2					
SE1					
SE2					
KV					
NE					
RC					
DS					

SUBGROUP: Activity Centre

Growth Pocket	Positive	Neutral	Negative	Score 1-9 (1 = best)	Comments
N1					Supportive of Springlands.
N2					Supportive of Springlands.
NW					Supportive of Springlands.
W1					Isolated from community resources.
W2					Isolated from community resources.
E1					Needs better connections x creek etc—otherwise isolated.
E2					Supportive of Redwood.
SE1					Supportive of Redwood.
SE2					
KV					Isolated.
NE					
RC					
DS					

SUBGROUP: Infrastructure

Growth Pocket	Positive	Neutral	Negative	Score 1-9 (1 = best)	Comments
N1					Furthest from sewage treatment plant. Major sewer upgrade required.
N2					Furthest from sewage treatment plant. Major sewer upgrade required.
NW					Furthest from sewage treatment plant. Major sewer upgrade required.
W1					Water and sewer capacity available.
W2					Water and sewer capacity available.
E1					Some problems getting service pipelines across the rivers. Costs are moderate assuming bridge access is constructed as part of the development. Major sewerage upgrade required, water main upgrade.
E2					Moderate lengths of water and sewer pipeline upgrades required, difficult laying conditions in high groundwater table. Grinder pump sewerage maybe required.
SE1					Moderate lengths of water and sewer pipeline upgrades required, difficult laying conditions in high groundwater table. Grinder pump sewerage maybe required.
SE2					
KV					

SUBGROUP: Stormwater

Growth Pocket	Positive	Neutral	Negative	Score 1-9 (1 = best)	Comments
N1				4	Discharge to Caseys's Creek, some upgrading required to Casey's Creek waterway and existing pumping station. Expected to be straight forward.
N2				5	As for N1 but access to Casey's Creek uncertain. Complicated Resource Consent and riparian ownership issues requiring detailed investigation and consultation.
NW				7	Discharge to spring fed streams, (Murphys and Fultons creeks). Complicated Resource Consent and riparian ownership issues requiring detailed investigation and consultation.
W1				3	Straightforward from engineering perspective. Discharge to Taylor River. Slightly higher cost due to longer pipelines.
W2				1	Straightforward from engineering perspective. Discharge to Taylor River. Slightly higher cost due to longer pipelines. Soakage to ground may be feasible.
E1				2	Straightforward from engineering perspective. Discharge to Opawa Loop preferred and would not require pumping station. If discharge is to Lower Opawa then pumping station is required. Slightly higher cost due to longer pipelines with the Lower Opawa option.
E2				8	Low lying land, drained by Town Branch Drain network. Significant complications; drains to be enlarged (20 metres wide including access), land to be purchased (land must be in Council ownership), pumping required to Lower Opawa River. Minimum floor level 2.5 mamsl and minimum ground level 2.0 mamsl. Stringent drainage maintenance required.

SUBGROUP: Stormwater

Growth Pocket	Positive	Neutral	Negative	Score 1-9 (1 = best)	Comments
SE1				6	Low lying land, drained by Town Branch Drain network. Significant complications; drains to be enlarged (20 metres wide including access) , land to be purchased (land must be in Council ownership) , pumping required to Lower Opawa River. Minimum floor level 2.5 mamsl and minimum ground level 2.0 mamsl. Stringent drainage maintenance required. This is ranked slightly ahead (6) of NW (7) because in SE 1 Council has done the necessary investigation and is "ready to go" and will not be hampered by such things as resource consent considerations etc.
SE2				9	South of Alabama Road is too low for development. South of SE2; Higher sloping fan, direct discharge to Riverlands Co-op floodway via Mapp's Stream. is Ok from a Stormwater perspective.
KV					Discharge outlet to Taylor River adjacent.

SUBGROUP: Transport

Growth Pocket	Positive	Neutral	Negative	Score 1-9 (1 = best)	Comments
N1					2500m to cbd, Bus extension good, Hutcheson Street to 10,000 vpd OK, opportunity to make devt pay for necessary fixes, repairable design.
N2					2500m to cbd, Bus extension good, Hutcheson Street to 10,000 vpd OK, opportunity to make devt pay for necessary fixes, repairable design.
NW					3000m cbd, easy bus extension, eliminates Westwood, note solar aspects to design.
W1					2000m cbd, no bus nearby, opportunity to make devt pay for necessary fixes, repairable design. Poor mix of traffic from residential and industrial uses.
W2					3000m cbd, no bus nearby, opportunity to make devt pay for necessary fixes, repairable design.
E1					1500m cbd, good bus service opportunity through DPR and Riversdale, bridge at \$8M (\$13k per dwelling). Culvert over River Loop can take the cul de sac out of Riversdale, loads up rail eggabout by bout 4,000 vpd, bridge high enough to take paddle steamers, design repairable.
E2					2000m cbd (n), 2400m cbd (s), 4 ha loss if rail bridge, poor highway and railway related amenity, residential use is the wrong answer near SH1 and railway line. Opportunity to make devt fund SH1 realignment and fix Alabama corner, improve access with proper rail bridge. Good for bus extension, will stuff eggabout (Internal Bypass?). Southern bit adds traffic (3k vpd) to existing streets (can you hear the scream?).
SE1					1500m cbd, loads up Alabama Street, but acceptable with development fundable works.
SE2					2000m cbd, loads up Alabama Street, but acceptable with development fundable works.
KV					30,000 vkt per day worse than others –suggest 40 ha minimum lot size, cost to provide emergency services, garbage collection, social services etc will be huge.

APPENDIX 2

1.1 Marlborough Resource Management Context

1.1.1 RESOURCE MANAGEMENT PLAN STRATEGY

Local Government in New Zealand

Local government in New Zealand is organised through the Local Government Act 2002. It provides the general framework for local authorities. These are defined as either regional authorities or territorial authorities (at s21 (1)). There are a number of unitary authorities (see Schedule 2 LGA). The Marlborough District Council is a unitary authority. It has the functions of both a regional authority and a territorial authority.

The Council is obliged, amongst other matters, to prepare a Regional Policy Statement (RPS) pursuant to sections 59-62 of the Resource Management Act 1991 (RMA), and a District Plan pursuant to sections 72-77 of the RMA. Both of these documents are to be prepared in accordance with Schedule 1 of that Act. The Marlborough Growth & Development Strategy has identified a number of implications for both of these documents.

Broad requirement for RMA Plans

These Plans can be prepared as separate documents, such as is currently the case in Marlborough. However, pursuant to section 80(2) RMA they can be prepared as a single document:

“(2) A local authority may prepare, implement, and administer a document that meets the requirements of 2 or more of the following:

- (a) a regional policy statement;*
- (b) a regional plan, including a regional coastal plan;*
- (c) a district plan.”*

Section 80(8) is also relevant:

“(8) A combined document prepared under this section must clearly identify—

- (a) the provisions of the document that are the regional policy statement, the regional plan, the regional coastal plan, or the district plan, as the case may be; and*

- (b) the objectives, policies, and methods set out or described in the document that have the effect of being provisions of the regional policy statement; and*
- (c) which local authority is responsible for observing, and enforcing the observance of, each provision of the document.*

It is recommended that the Council consider amalgamating the plans into a ‘one plan’ style of document to help streamline statutory Resource Management Plans in Marlborough. This would allow the Council to go through one notification and one hearings process. Notwithstanding this, it is recommended that the Council consider focusing the Regional Policy Statement towards setting out the resource management issues, vision, and rationale for the District. The District Plan could focus on the more detailed development-level objectives, policies, and methods.

Supplemental to this, it is recommended that the Council's statutory plans should look to emphasise only those matters actually required by the Resource Management Act. This means that in effect the District Plan should rely on, rather than repeat or re-phrase the rationales and explanations given in the Regional Policy Statement. Although there can be a temptation to ‘explain’ the big picture behind every plan and policy to communities, there seems to be an increasing push for documents to be succinct, streamlined and usable.

1.1.2 PURPOSE OF THE RESOURCE MANAGEMENT ACT 1991

The purpose of the RMA is described within Part II of the Act, sections 5-8. The main purpose of the Act is set out within section 5, but should be read in conjunction with the other sections in Part II. This part should be seen as the overarching agenda of all RMA plans prepared in Marlborough. Section 5 states:

“(1) The purpose of this Act is to promote the sustainable management of natural and physical resources.

- (2) In this Act, sustainable management means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while—*
 - (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
 - (b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
 - (c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.”*

1.1.3 REGIONAL POLICY STATEMENTS

Role of Regional Policy Statement

Section 59 of the RMA sets out the purpose of a Regional Policy Statement:

“The purpose of a regional policy statement is to achieve the purpose of the Act by providing an overview of the resource management issues of the region and policies and methods to achieve integrated management of the natural and physical resources of the whole region.”

Section 62 then sets out the matters to be included within a Regional Policy Statement:

- “(1) A regional policy statement must state—*
 - (a) the significant resource management issues for the region; and*
 - (b) the resource management issues of significance to—*
 - (i) iwi authorities in the region; and*
 - (ii) the board of a foreshore and seabed reserve, to the extent that those issues relate to that reserve; and*
 - (c) the objectives sought to be achieved by the statement; and*

- (d) the policies for those issues and objectives and an explanation of those policies; and
 - (e) the methods (excluding rules) used, or to be used, to implement the policies; and
 - (f) the principal reasons for adopting the objectives, policies, and methods of implementation set out in the statement; and
 - (g) the environmental results anticipated from implementation of those policies and methods; and
 - (h) the processes to be used to deal with issues that cross local authority boundaries, and issues between territorial authorities or between regions; and
 - (i) the local authority responsible in the whole or any part of the region for specifying the objectives, policies, and methods for the control of the use of land—
 - (i) to avoid or mitigate natural hazards or any group of hazards; and
 - (ii) to prevent or mitigate the adverse effects of the storage, use, disposal, or transportation of hazardous substances; and
 - (iii) to maintain indigenous biological diversity; and
 - (j) the procedures used to monitor the efficiency and effectiveness of the policies or methods contained in the statement; and
 - (k) any other information required for the purpose of the regional council's functions, powers, and duties under this Act.
- (2) If no responsibilities are specified in the regional policy statement for functions described in subsection (1)(i)(i) or (ii), the regional council retains primary responsibility for the function in subsection (1)(i)(i) and the territorial authorities of the region retain primary responsibility for the function in subsection (1)(i)(ii).
- (3) A regional policy statement must not be inconsistent with any water conservation order and

must give effect to a national policy statement or New Zealand coastal policy statement.”

Regional Policy Statement Cannot include Rules but can include any other Method

An RPS cannot include Rules. However, there are a significant number of other methods available which should be explored. Of particular note is the decision of the Court of Appeal in *Auckland Regional Council v North Shore City Council* [1995] 3 NZLR 18. In this decision the Court accepted the ARC's argument that a Metropolitan Urban Limit was not a Rule, despite that the method had an effect on land development which was similar to what a Rule may have had i.e. a prohibition on development in certain areas.

1.1.4 DISTRICT PLANS

Role of District Plan

Section 72 of the RMA 1991 sets out the purpose of a District Plan:

“The purpose of the preparation, implementation, and administration of district plans is to assist territorial authorities to carry out their functions in order to achieve the purpose of this Act.”

Section 75 then sets out the matters to be included within a District Plan:

- “(1) A district plan must state—
- (a) the objectives for the district; and
 - (b) the policies to implement the objectives; and
 - (c) the rules (if any) to implement the policies.

- (2) A district plan may state—
- (a) the significant resource management issues for the district; and
 - (b) the methods, other than rules, for implementing the policies for the district; and
 - (c) the principal reasons for adopting the policies and methods; and
 - (d) the environmental results expected from the policies and methods; and

- (e) the procedures for monitoring the efficiency and effectiveness of the policies and methods; and
 - (f) the processes for dealing with issues that cross territorial authority boundaries; and
 - (g) the information to be included with an application for a resource consent; and
 - (h) any other information required for the purpose of the territorial authority's functions, powers, and duties under this Act.
- (3) A district plan must give effect to—
- (a) any national policy statement; and
 - (b) any New Zealand coastal policy statement; and
 - (c) any regional policy statement.
- (4) A district plan must not be inconsistent with—
- (a) a water conservation order; or
 - (b) a regional plan for any matter specified in section 30 (1).
- (5) A district plan may incorporate material by reference under Part 3 of Schedule 1.”

It is recommended that the Council largely ignore the optional inclusions provided for in s75(2), and focus on s75(1). This is on the assumption that the RPS can manage the function of explaining issues, rationales, and a broad strategy. However it is suggested that s75(2)(g) and s75(2)(h) do have a particular relevance.

District Plan can include Rules

Section 76 is also important. It critically authorises the inclusion of **rules** within a district plan:

- “(1) A territorial authority may, for the purpose of—
- (a) carrying out its functions under this Act; and
 - (b) achieving the objectives and policies of the plan,—
- include rules in a district plan.
- (2) Every such rule shall have the force and effect of a regulation in force under this Act but, to the extent

that any such rule is inconsistent with any such regulation, the regulation shall prevail.

(2A) Rules may be made under this section, for the protection of other property (as defined in section 7 of the Building Act 2004) from the effects of surface water, which require persons undertaking building work to achieve performance criteria additional to, or more restrictive than, those specified in the building code as defined in section 7 of the Building Act 2004.

(3) In making a rule, the territorial authority shall have regard to the actual or potential effect on the environment of activities including, in particular, any adverse effect.

(3A) [Repealed]

(3B) [Repealed]

(4) A rule may—

- (a) apply throughout a district or a part of a district;
- (b) make different provision for—
 - (i) different parts of the district; or
 - (ii) different classes of effects arising from an activity;
- (c) apply all the time or for stated periods or seasons;
- (d) be specific or general in its application;
- (e) require a resource consent to be obtained for an activity causing, or likely to cause, adverse effects not covered by the plan.

(4A) However, a rule must not prohibit or restrict the felling, trimming, damaging, or removal of any tree or group of trees in an urban environment unless the tree or group of trees is—

- (a) specifically identified in the plan; or
- (b) located within an area in the district that—
 - (i) is a reserve (within the meaning of section (ii) of the Reserves Act 1977); or

(ii) is subject to a conservation management plan or conservation management strategy prepared in accordance with the Conservation Act 1987 or the Reserves Act 1977.

(4B) In subsection (4A), **urban environment** means an allotment no greater than 4000 m²—

- (a) that is connected to a reticulated water supply system and a reticulated sewerage system; and
- (b) on which is a building used for industrial or commercial purposes, or a dwellinghouse.

(5) A rule may exempt from its coverage an area or class of contaminated land if the rule—

- (a) provides how the significant adverse effects on the environment that the hazardous substance has are to be remedied or mitigated; or
- (b) provides how the significant adverse effects on the environment that the hazardous substance is reasonably likely to have are to be avoided; or
- (c) treats the land as not contaminated for purposes stated in the rule.”

1.1.5 DISTRICT RULES

Section 77A authorises local authorities to include rules in their Plans which allocate an activity status to given activities:

“(1) A local authority may—

- (a) categorise activities as belonging to one of the classes of activity described in subsection (2); and
- (b) make rules in its plan or proposed plan for each class of activity that apply—
 - (i) to each activity within the class; and
 - (ii) for the purposes of that plan or proposed plan; and
- (c) specify conditions in a plan or proposed plan, but only if the conditions relate to the matters described in section 108 or 220.

(2) An activity may be—

- (a) a permitted activity; or
- (b) a controlled activity; or
- (c) a restricted discretionary activity; or
- (d) a discretionary activity; or
- (e) a non-complying activity; or
- (f) a prohibited activity.

(3) Subsection (1)(b) is subject to section 77B.”

It is recommended that the Council consider the use of conditions on Permitted Activities. These usually manifest as requirements which must be met for an activity to be considered as a Permitted Activity (such as compliance with various development controls). This can be a particularly effective way of ensuring that the significant amount of development that escapes Council scrutiny will still be designed and undertaken in a way which will promote sustainable outcomes.

Section 77B in turn outlines specific matters which apply to Controlled and Restricted Discretionary Activities:

“(1) Subsection (2) applies if a local authority makes a rule in its plan or proposed plan classifying an activity as a controlled activity.

(2) The local authority must specify in the rule the matters over which it has reserved control in relation to the activity.

(3) Subsection (4) applies if a local authority makes a rule in its plan or proposed plan classifying an activity as a restricted discretionary activity.

(4) The local authority must specify in the rule the matters over which it has restricted its discretion in relation to the activity.”

Section 87A identifies the types of activities relevant under the Resource Management Act 1991:

“(1) If an activity is described in this Act, regulations (including any national environmental standard),

a plan, or a proposed plan as a **permitted activity**, a resource consent is not required for the activity if it complies with the requirements, conditions, and permissions, if any, specified in the Act, regulations, plan, or proposed plan.

- (2) If an activity is described in this Act, regulations (including any national environmental standard), a plan, or a proposed plan as a **controlled activity**, a resource consent is required for the activity and—
- (a) the consent authority must grant a resource consent (except if section 106 applies); and
 - (b) the consent authority's power to impose conditions on the resource consent is restricted to the matters over which control is reserved (whether in its plan or proposed plan, a national environmental standard, or otherwise); and
 - (c) the activity must comply with the requirements, conditions, and permissions, if any, specified in the Act, regulations, plan, or proposed plan.
- (3) If an activity is described in this Act, regulations (including any national environmental standard), a plan, or a proposed plan as a **restricted discretionary activity**, a resource consent is required for the activity and—
- (a) the consent authority's power to decline a consent, or to grant a consent and to impose conditions on the consent, is restricted to the matters over which discretion is restricted (whether in its plan or proposed plan, a national environmental standard, or otherwise); and
 - (b) if granted, the activity must comply with the requirements, conditions, and permissions, if any, specified in the Act, regulations, plan, or proposed plan.
- (4) If an activity is described in this Act, regulations (including any national environmental standard), a

plan, or a proposed plan as a **discretionary activity**, a resource consent is required for the activity and—

- (a) the consent authority may decline the consent or grant the consent with or without conditions; and
 - (b) if granted, the activity must comply with the requirements, conditions, and permissions, if any, specified in the Act, regulations, plan, or proposed plan.
- (5) If an activity is described in this Act, regulations (including a national environmental standard), a plan, or a proposed plan as a **non-complying activity**, a resource consent is required for the activity and the consent authority may—
- (a) decline the consent; or
 - (b) grant the consent, with or without conditions, but only if the consent authority is satisfied that the requirements of section 104D are met and the activity must comply with the requirements, conditions, and permissions, if any, specified in the Act, regulations, plan, or proposed plan.
- (6) If an activity is described in this Act, regulations (including a national environmental standard), a plan, or a proposed plan as a **prohibited activity**,—
- (a) no application for a resource consent may be made for the activity; and
 - (b) the consent authority must not grant a consent for it."

The power to use such rules is critical, given that in section 9 of the Act the presumption of development rights over the use of land is given to individuals. Regional and District Plans can therefore only take rights away through Plans, and administer this through having rules that trigger a requirement for land use consent. Section 9 states:

"(1) No person may use land in a manner that contravenes a national environmental standard unless the use—

- (a) is expressly allowed by a resource consent; or
- (b) is allowed by section 10; or
- (c) is an activity allowed by section 10A; or
- (d) is an activity allowed by section 20A.

- (2) No person may use land in a manner that contravenes a regional rule unless the use—
- (a) is expressly allowed by a resource consent; or
 - (b) is an activity allowed by section 20A.
- (3) No person may use land in a manner that contravenes a district rule unless the use—
- (a) is expressly allowed by a resource consent; or
 - (b) is allowed by section 10; or
 - (c) is an activity allowed by section 10A.
- (4) No person may contravene section 176, 178, 193, or 194 unless the person obtains the prior written consent of the requiring authority or the heritage protection authority.
- (5) This section applies to overflying by aircraft only to the extent to which noise emission controls for airports have been prescribed by a national environmental standard or set by a territorial authority.
- (6) This section does not apply to use of the coastal marine area."

A related section is section 11. This section focuses on subdivision, which in the RMA is not considered to be a use of land for the purposes of s9. In contrast to s9, s11 reverses the presumption of rights, this time in favour of territorial authorities. Subdivision can only occur if rules within a District Plan allow it. In this sense, the Council must use rules over subdivision to grant rights to individuals. Section 11 states:

"(1) No person may subdivide land, within the meaning of section 218, unless the subdivision is—

- (a) both, first, expressly allowed by a national environmental standard, a rule in a district plan as well as a rule in a proposed district plan for the same district (if there is one), or a resource consent and, second, shown on one of the following:
 - (i) a survey plan, as defined in paragraph (a) (i) of the definition of **survey plan** in section 2(1), deposited under Part 10 by the Registrar-General of Land; or
 - (ii) a survey plan, as defined in paragraph (a) (ii) of the definition of **survey plan** in section 2(1), approved as described in section 228 by the Chief Surveyor; or
 - (iii) a survey plan, as defined in paragraph (b) of the definition of **survey plan** in section 2 (1), deposited under Part 10 by the Registrar-General of Land; or
- (b) effected by the acquisition, taking, transfer, or disposal of part of an allotment under the Public Works Act 1981 (except that, in the case of the disposition of land under the Public Works Act 1981, each existing separate parcel of land shall, unless otherwise provided by that Act, be disposed of without further division of that parcel of land); or
- (c) effected by the establishment, change, or cancellation of a reserve under section 338 of the Te Ture Whenua Maori Act 1993; or
- (ca) effected by a transfer under section 23 of the State-Owned Enterprises Act 1986 or a resumption under section 27D of that Act; or
- (cb) effected by any vesting in or transfer or gift of any land to the Crown or any local authority or administering body (as defined in section 2 of the Reserves Act 1977) for the purposes (other than administrative purposes) of the Conservation Act 1987 or any other Act specified in Schedule 1 to that Act; or
- (cc) effected by transfer or gift of any land to the New Zealand Historic Places Trust or the Queen Elizabeth the Second National Trust for the purposes of the Historic Places Act 1993

or the Queen Elizabeth the Second National Trust Act 1977; or

- (d) effected by any transfer, exchange, or other disposition of land made by an order under subpart 3 of Part 6 of the Property Law Act 2007 (which relates to the granting of access to landlocked land).

- (2) Subsection (1) does not apply in respect of Maori land within the meaning of the Te Ture Whenua Maori Act 1993 unless that Act otherwise provides.”

Sections 9 and 11 also need to be used subject to section 85 RMA. That section describes the principle of reasonable use. Rules within plans must enable the reasonable use of land. Section 85 states:

“(1) An interest in land shall be deemed not to be taken or injuriously affected by reason of any provision in a plan unless otherwise provided for in this Act.

- (2) Notwithstanding subsection (1), any person having an interest in land to which any provision or proposed provision of a plan or proposed plan applies, and who considers that the provision or proposed provision would render that interest in land incapable of reasonable use, may challenge that provision or proposed provision on those grounds—

- (a) in a submission made under Part 1 of the First Schedule in respect of a proposed plan or change to a plan; or
- (b) in an application to change a plan made under clause 21 of Schedule 1.

- (3) Where, having regard to Part 3 (including the effect of section 9(3)) and the effect of subsection (1), the Environment Court determines that a provision or proposed provision of a plan or a proposed plan renders any land incapable of reasonable use, and places an unfair and unreasonable burden on any person having an

interest in the land, the Court, on application by any such person to change a plan made under clause 21 of Schedule 1, may—

- (a) in the case of a plan or proposed plan (other than a regional coastal plan), direct the local authority to modify, delete, or replace the provision; and
- (b) in the case of a regional coastal plan, report its findings to the applicant, the regional council concerned, and the Minister of Conservation, which report may include a direction to the regional council to modify, delete, or replace the provision.

- (4) Any direction given or report made under subsection (3) shall have effect under this Act as if it were made or given under clause 15 of Schedule 1.

- (5) In subsections (2) and (3), a **provision of a plan or proposed plan** does not include a designation or a heritage order or a requirement for a designation or heritage order.

- (6) In subsections (2) and (3), the term **reasonable use**, in relation to any land, includes the use or potential use of the land for any activity whose actual or potential effects on any aspect of the environment or on any person other than the applicant would not be significant.

- (7) Nothing in subsection (3) limits the powers of the Environment Court under clause 15 of Schedule 1 on an appeal under clause 14.”

The term ‘reasonable use’ does not stop the use of rules within Plans from soundly apportioning development rights across a District based on a sound policy rationale. See the decision of the Environment Court in *St Lukes Group Limited v North Shore City Council* [2001] 9 NZRMA 412 where the Council’s ‘centres-based’ strategy was affirmed. However, rules should be based on an understanding of the range of activities which could occur

on land without resulting in significant actual or potential effects.

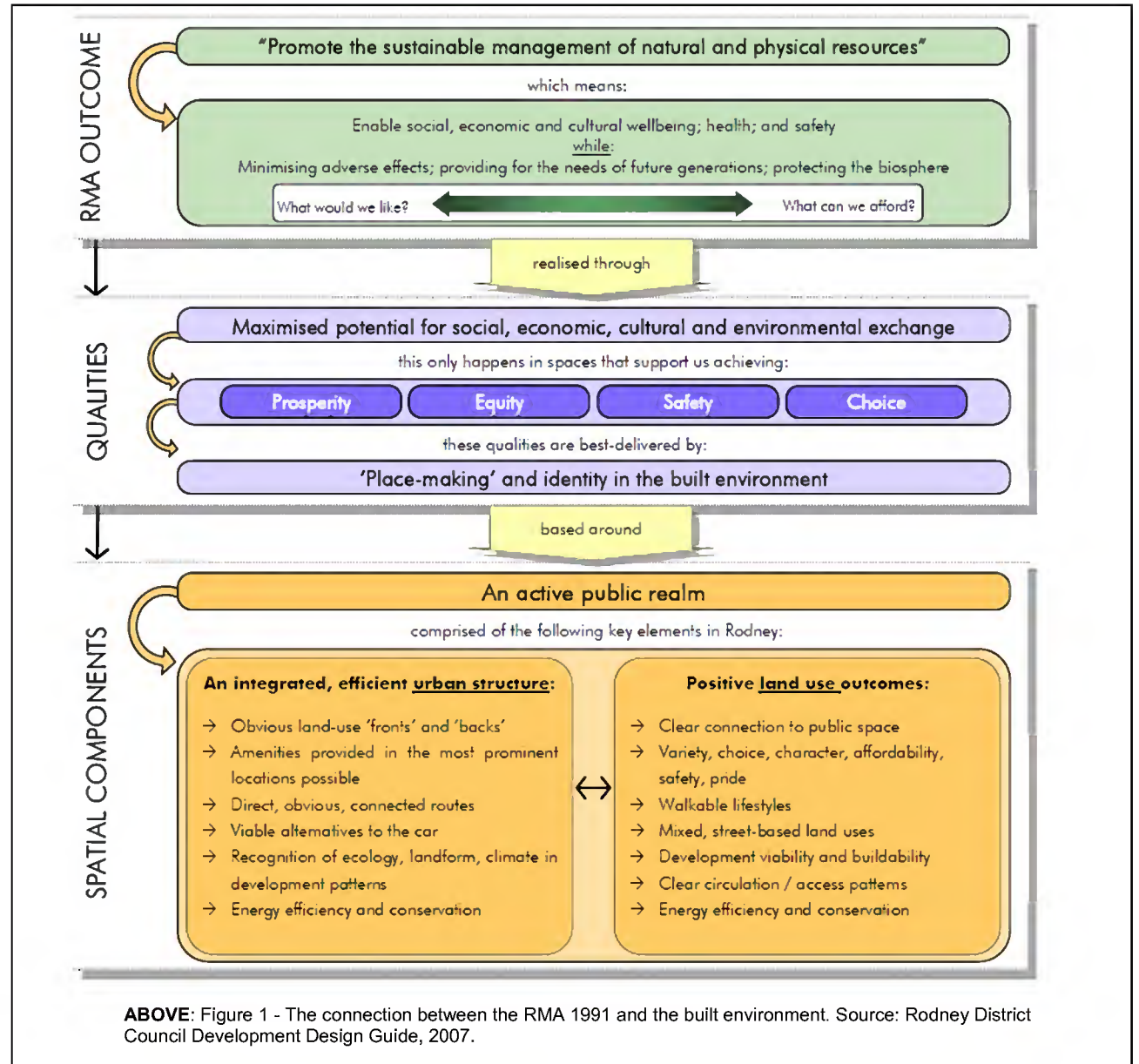
Urbanismplus Ltd prepared The Development Design Guide 2007, for Rodney District Council. This guideline was acknowledged by the recent Royal Commission on Auckland Governance, 2009, as a useful example of how social wellbeing objectives can be integrated into spatial and resource management planning. In that guideline the relationship between the Resource Management Act and physical or spatial networks was connected (**Figure 1**).

It is proposed that such an outcomes-focused perspective could form something of a starting point for how the Marlborough Council could build a new strategic approach into its Resource Management Plans.

Another implication is that the Council could have a clearly logical rationale underpinning why the removal (use of land) or provision (subdivision) of rights is in each case a reasonable resource management action. In this respect, the provisions of section 32 become relevant. This section governs, in the preparation of Resource Management Plans, the consideration of alternative instruments. This is conventionally focused on a technical process due to the historical wording of the Act, which was interpreted to justify economic cost benefit analyses.

Current practice has broadened the analysis, in conjunction with statutory clarification of the section, to support a more general consideration of how to overall most appropriately achieve the purpose of the Act. The Council should consider the section 32 requirement as a key opportunity to set out and justify its rationale why, for the purposes of sections 85, 9, and 11, its preferred provisions are also reasonable. Section 32 states:

“(1) In achieving the purpose of this Act, before a proposed plan, proposed policy statement, change, or variation is publicly notified, a national policy statement or New Zealand coastal policy statement is notified under section 48, or a



regulation is made, an evaluation must be carried out by—

- (a) the Minister, for a national policy statement or a national environmental standard; or
 - (b) the Minister of Conservation, for the New Zealand coastal policy statement; or
 - (c) the local authority, for a policy statement or a plan (except for plan changes that have been requested and the request accepted under clause 25(2)(b) of Schedule 1); or
 - (d) the person who made the request, for plan changes that have been requested and the request accepted under clause 25(2)(b) of the Schedule 1.
- (2) A further evaluation must also be made by—
- (a) a local authority before making a decision under clause 10 or clause 29(4) of the Schedule 1; and
 - (b) the relevant Minister before issuing a national policy statement or New Zealand coastal policy statement.
- (3) An evaluation must examine—
- (a) the extent to which each objective is the most appropriate way to achieve the purpose of this Act; and
 - (b) whether, having regard to their efficiency and effectiveness, the policies, rules, or other methods are the most appropriate for achieving the objectives.
- (3A) This subsection applies to a rule that imposes a greater prohibition or restriction on an activity to which a national environmental standard applies than any prohibition or restriction in the standard. The evaluation of such a rule must examine whether the prohibition or restriction it imposes is justified in the circumstances of the region or district.

- (4) For the purposes of the examinations referred to in subsections (3) and (3A), an evaluation must take into account—
 - (a) the benefits and costs of policies, rules, or other methods; and
 - (b) the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods.
- (5) The person required to carry out an evaluation under subsection (1) must prepare a report summarising the evaluation and giving reasons for that evaluation.
- (6) The report must be available for public inspection at the same time as the document to which the report relates is publicly notified or the regulation is made.”

1.2 Marlborough Resource Management Response

1.2.1 A GENERAL RULES STRATEGY FOR MARLBOROUGH

Use s11 RMA to Carefully Manage Urban Structure through Subdivision

The Council should consider the implications of these sections in the preparation of its Plans. It would seem that the RMA intends for Councils to be guarded and restrictive in allowing subdivision, which in many respects enframes the urban structure, patterns, and networks within which subsequent activity will occur. The use of land within subdivisions is then intended to be more permissive once the bigger picture has been carefully set. This is of course oversimplified, and there are many practical examples where careful scrutiny of land use proposals is warranted. More intensive housing developments also often reverse the development sequence by requiring a land use consent first and a subdivision in parallel or later.

However, most District Plans in the country are notable in that they generally apply sections 9 and 11 in reverse. Subdivision is almost always an activity which requires resource consent, but it is often provided for as either a Controlled or Restricted Discretionary Activity. In many districts Plan criteria and convention equates this to an almost formulaic engineering-based consideration of technical matters. Subsequent land uses are then often provided for needing Restricted Discretionary or full Discretionary consent. There are many examples where despite this theoretical power, a poor land use outcome, if actually the best available outcome on a badly designed site, cannot realistically be refused consent. This leads to many negative outcomes being approved largely due to the wrong types of scrutiny being applied at the wrong parts of the process.

For Marlborough, a general strategy is proposed whereby subdivision (other than minor boundary alignments and such forth) should become an outright Discretionary activity based on a full range of urban structure, planning, and design criteria, with traditional engineering and servicing issues appropriately treated as secondary concerns to be addressed. This could include, as appropriate, provision to consider the likelihood of future land uses being able to develop in a way that is consistent with the strategy recommended to achieve more sustainable outcomes. This would contribute to the establishment of more coherent built environments within the district. Indicatively, the issues which could be included in such criteria include:

→ Urban Structure

- street connectivity and accessibility for pedestrians and cyclists on streets or well-fronted routes;
- whether the activities needed to meet people's daily needs can be accessed other than by car;
- whether the development will lead to more or less than average vehicle kilometres travelled;
- whether the road layout has been designed to minimise inefficient movement by all modes;

- whether cul-de-sacs and other disconnections, and rear lots are justified by an environmental constraint such as topography or existing development (i.e. infill);
 - whether subdivisions are laid out to 'add' to a settlement rather than be exclusive of it;
 - whether the long-term maintenance burden of all infrastructure in the subdivision is equitable to the existing community;
 - whether the layout proposed provides for clear privacy between people and sites;
 - whether subdivisions will reflect natural and heritage characteristics, landscape views and values, and energy efficiency;
 - whether reserves and other amenities are located at prominent, highly visible locations which are well fronted by other activities;
 - whether lot sizes and densities have been based around the landform and urban amenities rather than a generic size indiscriminately laid over the land; and
 - whether the configuration of lots, blocks, and activities have been designed to minimise nuisances between users and activities.
- Site Design
- Whether lots have been designed such that structures and activities can result which:
 - deliver clear privacy for users;
 - deliver good opportunities for solar access;
 - active frontages to public spaces and streets;
 - high standards of amenity for all users of the environment; and
 - minimise both spatial ambiguity in ownership, and opportunities for crime to occur.
 - Whether lots are of a practical, useable dimension, which takes into account compatible co-location of activities on adjoining sites.

In many plans it is difficult to reach an overall view on what multiple criteria actually mean in practice. It is recommended that within the District Plan itself, diagrams be provided which help make key criteria unambiguous. If there were still problems in practice, the Council could then explore a specific guideline or similar which explained how multiple criteria could be reconciled on problematic sites.

1.2.2 IMPLICATIONS OF THE MARLBOROUGH GROWTH & DEVELOPMENT STRATEGY FOR THE REGIONAL POLICY STATEMENT

As stated earlier, it is recommended that the Council consider preparing one combined resource management plan for the Regional Policy Statement, (Regional Plan), and District Plan. In respect of the Regional Policy Statement, the following issues have been raised:

Framing the Issues

There is a critical need for the RPS to articulate the fundamental resource management issues related to the development of the District. These notably include:

- the need to leverage from growth;
- the need to maximise social and economic opportunities; and
- the need to conserve environmental amenities.

Unlike some other Districts, Marlborough is anticipated to see only modest growth in coming decades. Given the increasing mobility of capital and labour, and the heightened role of competition between other Districts and settlements, it is critical that this growth is planned to ensure the greatest benefits for the District are obtained, in both the short and long terms. Historical development patterns have sometimes been inefficient. Lessons can be learned from other settlements around the Country which have often grown in ways that have worsened these inefficiencies over time rather than addressed them. A major driver of the Marlborough Growth & Development Strategy has been to come to terms with the costs, benefits, efficiencies, and inefficiencies likely to result from different types of development, in different locations,

in different sequences. This included consideration of impacts on the public and private sectors, specifically relating to affordable housing.

Growth Must Bring Tangible Benefits

The single most critical resource management issue facing the District relates to how it will remain affordable, attractive, efficient, and prosperous. Growth must be managed to ensure that the community is better off as a result of that growth. International research has identified that communities which just assume that any kind of growth will deliver benefits have seen, over time, significant additional costs borne by the community that were not directly acknowledged up front. These have often manifested as expensive inefficiencies such as congestion, and more expensive measures to continually alleviate them. Therefore, a strategy based on maximising growth and growth-related benefits while minimising growth-related costs should be pursued.

A major well-being issue for the District will be in ensuring the community can provide for its own well-being while maintaining an expanding number of activities within its settlements. An increasingly significant problem is affordability, and in particular intergenerational affordability. As settlements become bigger, their operating and other costs have tended to increase at a faster rate except when they are managed to ensure greater efficiencies are delivered. The community cannot continue to lose productive soils permanently to urban development, pay to maintain highly inefficient and unsustainable infrastructure networks, or rely on central government to continue subsidising bigger strategic and arterial road networks just so people can meet their basic daily needs.

In short, historical development patterns in most New Zealand settlements have relied on several lifestyle subsidies, often unacknowledged and often taken from the environment as resources or future generations as debt or deferred payment. As a necessary part of engaging with the ethic of responsibly promoting sustainable management, the Council could determine

that such practices must change. A new RPS could signal a change in the way the use and development of resources is approached, such that the full impacts of lifestyle decisions are brought into the open. Through this approach, the Council could expect the community to approach development issues in an honest, transparent and ultimately reasoned manner.

Environmental Amenities

Another of Marlborough's headline resource management issues will be the ongoing viability of agricultural industry and the ability of the soil resource to be readily accessible into the future. Protecting this land from inappropriate development, which would often also bring with it other urban inefficiencies, would seem to be an immediate priority for the Council to consider.

Key Recommendations

Improving social and economic wellbeing in the District will be challenging. Due to the particular growth dynamics facing the District, it will be important that growth is leveraged from to induce the maximum number of economic and social benefits. In conjunction with the importance of the District's scarce soil and environmental resources, this should lead the Council to adopt a compact settlement approach to meet its duties under the Resource Management Act 1991. This approach is often criticised as driving up land prices and inequities. Such arguments are almost always ideological rather than evidence-driven. The Council should not place faith in them without clear evidential corroboration based on district-specific facts.

The key benefits of such a strategy are considered to include that:

- agglomeration, convenience, and proximity between activities, in high quality settings, will ensure that multiplier benefits and opportunities for one activity to stimulate others will occur. This strategy will ensure that every possible activity that could enjoy viability can occur, even to the point of an additional local corner store or speciality, niche retailer;

- opportunities for people to meet their daily needs without the energy intensive and increasingly expensive reliance on automobiles will be maximised. This will also have an equity benefit on the elderly and young who are less able to use vehicles in meeting their daily needs;
- New Zealand has an internationally high ecological footprint, based in a large part on energy use and transport patterns (37% of energy use in New Zealand is in surface transport - see Ministry of Economic Development, 2006, 'New Zealand's Energy Outlook to 2030', Wellington: MED, p 10 – 11). Changing the way people connect their daily need activities together will have one of the single biggest positive impacts on environmental sustainability within the District. There will also be affordability benefits from enabling people to minimise their car use;
- the greatest possible amount of productive soils and high amenity landscapes will be retained for present and future generations;
- the greatest opportunity for affordability for individuals and the community will eventuate; and
- while Development Contributions under the Local Government Act 2002 allow the Council to require the capital costs of growth-related infrastructure to be recovered from those causing that growth (developers and new residents), on-going maintenance costs - always greater in the long term than up front capital costs - still fall on the general community. Long term maintenance cost and debt burdens on infrastructure and services will be minimised for the community when connections per km of service are maximised, and the overall length of service kms are minimised.

The approach proposed is based on a significant body of substantiated local and international research into sustainable urban settlements. This has emphasised the need to ensure that towns are efficient, effective, equitable, and ecological in enabling wellbeing for people and communities.

1.2.3 GIVING EFFECT TO THIS STRATEGY IN THE RPS

To help give effect to such a resource management strategy, the following notable methods are proposed:

1.) RURAL ZONE

It is recommended that the Council consider recasting the rural zones around urban areas as Rural Industry (or similar) zones. These should emphasise that although sometimes idyllic-looking, these are ultimately industrial areas which are critical to the long-term wellbeing of the District. Any non-economic use of these areas should be discouraged and otherwise carefully managed to avoid reverse sensitivity effects. All development within these areas should demonstrate a primary economic agricultural activity on the land (excluding the economic development effect of general construction activity such as a new residential subdivision). No purely residential activities should be provided for. As a guide, a 2-4ha minimum lot size is something of a New Zealand benchmark, however in many cases the evidence would suggest that even a 4ha lot has proven difficult to make agriculturally productive i.e. the primary activity has been residential. Such outcomes will not promote sustainable management in the District.

2.) URBAN / RURAL INTERFACE

It is recommended that the Council dismiss the concept of 'rural residential' development; the two terms should be seen as diametrically opposed, as it is in effect 'industrial residential'. However, several areas have been semi-developed or otherwise earmarked for some form of 'lifestyle' residential development. It would not be reasonable to remove these arrangements where investments and planning has been undertaken. In these locations a focus should be on mitigating the extent of such development, looking to maximise the agricultural viability of land (such as through clustering habitable structures). It should otherwise look to manage reverse sensitivity effects by minimising development (unit quantities) and looking to pull structures away from their outer / rural boundaries. Into the very long term future, such areas may also come under a logical pressure for intensification. New rural residential development could

be required to demonstrate convenient intensification into the future can be accommodated.

Example Vehicle Kilometres Travelled

It is important to recognise the effects of out-of-town residential developments. Some of these could be understood by way of comparing Vehicle Kilometres Travelled (VKT) per type of development.

calculation:

- It is assumed that an average detached house generates 5 return journeys per weekday of which 4 to town (8 trips);
- Every 10 units located over 1 km from the external perimeter of town will therefore result in 80 VKT per day (additional when compared to a cluster of 10 units on the edge of town);
- There are 260 weekdays per year, when subtracting 20 days annual leave and 11 public holidays this leaves 229 weekdays;
- 10 units at 1km from the periphery therefore generate $229 \times 80 = 18,320$ VKT per year, which equates to 366,400 VKT over 20 years;
- With \$0.30/ km for vehicle operating costs (VOC) this equates to \$109,920 (\$10,992 per household over 20 years) excl. GST and inflation correction;
- 366,400 VKT also equates to 165 tonnes of CO₂ emitted per 10 units over 20 years;
- For example 50 units at 7km from the edge of town means multiplying these figures by $5 \times 7 = 35$. Which leads to:
 - 12,824,000 VKT;
 - \$3,847,200 VOC; and
 - 5775 tonnes of CO₂ emissions...more than those VKT, costs and emissions generated by the same 50 units if they were located on the edge of town.

It should be noted that this calculation is based on rough assumptions for household size, behavioural patterns, vehicle size, efficiency, and cleanliness etc. It is however based on current New Zealand standards. Key assumptions for this conservative calculation include

\$0.30/ km VOC obtained from the 2002 EEM (private vehicles in low speed 30-50 km/h use) and corrected for 2007. CO₂ emissions calculated pursuant to LTNZ's (now NZTA) Economic Evaluation Model of $VOC \times 0.0015$.

3.) URBAN DEVELOPMENT

Specific Objectives and Policies should be developed to address a general urban development strategy. Critical issues relate to achieving quality, liveability, and affordability in housing. This has implications for intensification and new green field development.

In respect of green field development:

- locations for new growth should be selected on a range of criteria, including how to most effectively and efficiently 'plug in' to existing settlements, facilities, networks, and constraints;
- 'road design' should be discarded in favour of 'street design', which emphasises appropriate travel speeds, amenity, and pedestrian rather than vehicle prominence;
- a range of densities and types should be required corresponding to appropriate locations within a broader structure (for example, higher densities should locate on passenger transport routes or near public amenities like reserves);
- development should be based on a 'build out' from day one to ensure quality living conditions can be comprehensively planned rather than via incremental infill over time which has tended to erode neighbourhood quality in most instances; and
- urban design principles should be integrated into development controls and consent considerations. Historically, this has been limited to superficial visual and aesthetic considerations. These should be expanded particularly around the interface of public and private-feeling space. Rear lots and rear spaces should be avoided in new development areas given the detrimental impact they have on privacy and amenity. Emphasis should be on establishing a clearly legible, easily navigable urban structure with clear spatial ownership boundaries maintained i.e. where

people clearly know what is public, and what is private.

There are a number of implications for intensification within the existing urban area as well:

- infill often brings with it opportunity costs - sometimes including less privacy and less amenity. These must be avoided if infill is to deliver attractive, quality outcomes especially for neighbours;
- a critical issue is how to achieve intensification while maintaining amenities for neighbours and site users. Specific controls on the conditions in which different levels of intensification are appropriate should be developed for the District Plan;
- intensification 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;
- there is a need to considerably change development controls relative to building design, size, and minor units / family flats;
- a key area of interest relates to the fundamental character of residential areas through the separation between structures. Ensuring intensification can occur without making residents feel that they are crammed in against each other will be necessary; and
- specific opportunities to improve affordability should be pursued as a priority.

4.) LANDSCAPE AND ENVIRONMENTAL VALUES

In the District a crucial amenity issue is the principle of settlements locating on the plains, enclosed by the dramatic presence of hills around them. This is a core value of the District and one element that helps make the settlements within it have a legitimate uniqueness and identity. Managing this, and the distinct identity of each community, will be important as the population grows.

This means that in protecting the long-term viability of soils, development should not be pushed into the iconic hills. The presence of roads, lights, and structures in these landscapes would have a significant effect on the

District's character irrespective of densities achieved. The landscape would simply cease to have any legitimate naturalness to it; it would become a transitory or fully modified one.

Related to this are the impacts of providing for widespread development in such isolated and sparse locations. Inevitably such outcomes would be car-based, requiring energy intensive and polluting behaviour to be usable. This behaviour has been acknowledged as environmentally unsustainable, and should not be encouraged especially if more sustainable alternatives, such as suitable intensification and planned growth around a more compact model, are viable. The community should take a dim view of developments which will expose it to larger than necessary long-term infrastructure maintenance costs.

Lastly, at the more detailed level, there would be merit in the Council considering whether to impose specific landscape response provisions within its District Plan. Such that in the planning of new development over time, urban structure responds to landscape and views through the orientation and provision of viewshafts, block design, and the like.

5.) NEW BUSINESS DEVELOPMENT

Over time new land for business development will be required, based on careful analysis of economic development trends. Opportunities for the District to improve its economy should be taken in ways that reinforce social and environmental goals for the District.

A key challenge for business land is that it must often have a good strategic location, be mostly flat, and be of a low value which allows large lots and sometimes modest-value activities to occur. The problem with this is that these very characteristics often make the land attractive to land uses other than were planned for, including residential development, large format retail, and other intensive commercial activities, which can have detrimental impacts on the ability of land areas to actually perform the function they were intended to.

Business activities are extremely location and context sensitive. The Council should take a particularly restrictive approach to activities other than those which are sought and are being provided for from locating in identified business development areas. It must also take care to ensure that it does not unintentionally undermine its own main activity hubs, notably the Blenheim centre.

1.2.4 IMPLICATIONS OF THE MARLBOROUGH GROWTH & DEVELOPMENT STRATEGY FOR THE DISTRICT PLAN

As stated earlier, it is recommended that the Council consider preparing one combined resource management plan for the Regional Policy Statement, (Regional Plan), and District Plan. In respect of the District Plan, the following issues have been raised:

SUSTAINABLE MANAGEMENT OF URBAN DEVELOPMENT

Outcome-based Policy Framework Needed

The District Plan should focus on articulating the spatial, physical, and resource use implications of the preferred settlement strategy for the District.

Objectives and policies should be as detailed and specific as possible, focussing on describing the outcomes and conditions sought. Generic repetition of phrases or words that are already set out within the RMA (and which must therefore be complied with anyway) are not constructive. Many District Plans can be rightly criticised for not actually establishing a clear or understandable vision for development through its policy framework. Many objectives and policies instead rely on ambiguous 'avoid remedy, or mitigate' arguments. This can create a significant backfire at the resource consent stage. For example, Non Complying Activities must pass through one of two gateways before approval can be considered. The legislature clearly considered that a consideration of effects was to be different from a consideration of objectives and policies. The problem with objectives and policies which do not actually perform their function, and

instead emphasise effects, means that there is in effect only one gateway for non complying activities - if effects are minor, then by default the policy framework is complied with. This approach also allows different interest groups to interpret whatever they want from a policy framework, creating patently unrealistic expectations which only creates further tensions in the process. Because of the lack of overall vision, it also reduces the consideration of effects to immediate neighbours and an over-reliance on both immediate visual / physical effects and nuisances. Rules can become seen as the only defining benchmark of what is being sought. In many respects this defeats the purpose of having an effects-based regime where people can demonstrate that an alternative to a Rule will better meet a desired outcome.

Such approaches can only be seen as a considerable lost opportunity for Districts to 'set the agenda' in Resource Management.

Particular attention should be given to articulating the amenity and character sought in different locations so that the resource consent process can have a clear target for discussion between participants. Ultimately, the policy framework should be seen as a description of what sustainable management actually means in different contexts / zones, so that development proposals can be more readily assessed against whether they are appropriate. Perhaps ironically, this will also better help identify whether they will have effects which are positive, benign, or adverse, and to what degree.

Specific Implications for Development Controls RURAL INDUSTRY

- gear objectives and policies towards industry and agricultural use characteristics rather than just a passive open space / visual consideration. Emphasise the importance of economic productivity and potential;
- make it much harder to establish any activities that are not primarily focused on agricultural production;
- write clear and directive policies to avoid reverse sensitivity issues by explicitly anticipating rural

industry, noise, and so on. Make it clear that residential is not an appropriate use, and that residential amenities can not usually be provided. It may also be appropriate to explicitly state that the Council will prioritise the needs of business and economic uses over residential amenity when tensions arise;

- In areas identified for rural-residential or as transitional areas, require development plans to show how future intensification could be logically facilitated. indicatively:
 - lots close to Blenheim should be no smaller than 4,000m² unless it has a road frontage, in which case lots to 2,000m² could be possible;
 - lots further away from Blenheim (i.e. more than 1km) should be in the order of 10,000m² minimum;
 - all lots larger than 2,000m² should include in development applications plans showing how future intensification to 600m² lots could logically occur including future or 'paper' roads;
 - all lot plans should include a building platform; and
 - no new rural residential or lifestyle development should be provided for around the smaller townships.

INFRASTRUCTURE AND COMMUNITY ASSET EQUITY

- introduce a new type of resource management consideration including the long term maintenance issues and costs relating to overall service networks. Establish it via objective / policies as a critical intergenerational wellbeing issue, and as a key assessment criteria for all subdivision and development applications outside of an identified or zoned area for new development or intensification;
- require developments that are not in preferred locations to provide clear analysis of impacts on long term networks and costs for the community, including how these will be avoided, remedied, or mitigated, as an information requirement;
- require all applications which will increase the community costs of infrastructure into the long term,

beyond that which will occur from development in preferred locations, to be fully notified;

- signal clearly through the policy framework that applications which transfer excessive long-term costs onto the community are unlikely to promote sustainable management or be approved; and
- require all developments which include new open spaces or reserves to identify the likely maintenance costs which will result, and demonstrate how the density, orientation, and configuration of lots and activities will promote the greatest possible use of these expensive amenities relative to those costs.

PLANNED GROWTH IN NEW AREAS

- identify growth areas and provide rules that enable mixed development and quality outcomes. The emphasis should be on buffering and appropriate co-location between activities rather than on land use homogeneity;
- provide concept / structure plans in the District Plan for future growth areas to set out the basic pattern and requirements;
- set out new expectations for roads and movement networks:
 - connected street networks required, cul de sacs no longer than 75m length, and no more than 15% of total roads;
 - no pedestrian-only linkages unless a street demonstrably cannot be provided;
 - emphasis on shared mode streets rather than on car-dominated roads:
 - 30-40km/h design speeds for local roads;
 - use of traffic calming and visual cues;
 - street trees and reduced width carriageways;
 - emphasis on pedestrian and cycle amenity;
 - require analysis on the % of daily needs which can be accessed by lots without the use of car as an information requirement. Indicatively:
 - access to employment: up to 1,000m walk;
 - access to primary school: up to 600m walk;

- access to other schools including tertiary: up to 1,000m walk;
- access to bus stop: up to 400m walk;
- access to local shops and other services: up to 800m walk;
- access to local open space: up to 400m walk preferably 200m walk;
- access to district or regionally significant open space: up to 800m walk.

- emphasis on delivering integrated streets that create active frontages with land uses and promote safety and activity for pedestrians:

- require garages to be set back from the street at least 1.0m behind the front face of the dwelling;
- emphasis should be on the front door and 'house' as seen from the street, not on the 'garage';
- front doors should be immediately obvious and prominent in the design;
- outdoor living spaces should be located preferably at the rear, or if necessary at the side. These spaces are not appropriate in front of a house;
- front fences should be controlled to 1.0m maximum height;
- dwellings should be able to build to within 3m of a street; and
- a primary living space (kitchen / dining / lounge / family rooms) should face the street with a clear glazed connection of at least 1m²;

- set out new approaches to density and land use mix;
 - provide minimum densities for residential development. A target of at least 15hh/ha net can usually be achieved (this is similar to the density that can exist in in-filled suburban areas);
 - provide an average lot size to be complied with subject to minimums;
 - look to associate density with housing type and lot size. Indicatively:

- fully 'suburban' detached houses struggle to meet user amenity expectations on less than around 350m² per lot;
- semi-detached / town houses or compact-detached houses struggle to meet user amenity expectations on less than around 250m² per lot;
- terraced houses which have vehicular access from streets struggle to meet user amenity expectations on less than 150m² per lot;
- terraced houses accessed from a back lane struggle to meet user amenity expectations on less than 100m² per lot;
- apartments should be used when density exceeds 1:100m²; and
- these sizes are based on the assumption that in new development areas the ability to comprehensively plan sites together allows for nuisances and conflicts between neighbouring sites to be managed in the design.
- policies emphasising variety and affordability should be prominent;
- a range of non-residential activities should be enabled in residential areas provided that they look and behave similar to a residential house, and are located where people can walk to them rather than just drive to them. They should also only occur in detached houses with an exclusive vehicle access. Such activities should be restricted between the operating hours of 8:00am - 6:00pm to maintain adjacent amenities. Activities which rely on more than one van-equivalent of loading per week should be avoided. As should those which would result in an intensity of no more than 1 person per 75m² of site area at any one time (i.e. a site of 350m² could have 4 people at any one time; a site of 1,000m² could have 13 people at any one time);

- identify basic rules over urban structure:
 - open spaces and facilities / amenities must be located in prominent locations with direct street access and land use frontage;
 - provide higher densities around PT routes / shops / open spaces etc., and lower densities in purely residential areas or area of topographical constraint;
 - residential blocks should be no greater than 120m x 60m to promote walkability and permeability;
 - rear lots should be avoided unless they cannot be avoided;
 - blocks should aim to deliver east-west oriented lots facing north-south facing streets. This delivers lots most able to deliver good street frontage and good solar access;
 - south-facing lots on an east-west street should be designed to be narrower and deeper as outdoor living space can locate immediately behind the unit;
 - north-facing lots on an east-west street should be designed to be wider and shorter as outdoor living space may need to locate to the side of the unit.

INTENSIFICATION IN EXISTING URBAN AREAS

There are considered to be three key issues relating to residential infill and intensification:

1. Connectivity to adjacent neighbourhood:
 - proximity to amenities.
2. Site integrity:
 - site size and shape;
 - outdoor living and service areas;
 - visual outlook and separation between activities / sites; and
 - overall intensity and character of the neighbourhood.
3. Building quality:
 - visual and acoustic privacy;

- natural surveillance and coordination of public / private space; and
- solar access and passive energy efficiency.

Intensification only makes sense where it can add to overall sustainability, rather than simply transfer one problem to somewhere else in the system (i.e. by replacing infrastructure inefficiencies with a loss of local amenity or privacy). Intensification should indicatively occur only when:

- the location will mean any loss of on-site amenity will be mitigated by other amenities, such as:
 - along the river; and
 - within a convenient walk or preferably within close proximity to three or at least two of public open space; education; passenger transport services; employment; religious; or local shops / service activities;
- the amenity of adjacent lots will be maintained - particularly through the avoidance of privacy and overlooking effects.

Intensification to date has resulted in the identification of several shortcomings. These primarily relate to a loss of character and amenity related to very large buildings resulting on very small lots. This creates a sense of overdevelopment, as well as undermining one of the key characteristics of a suburban environment - very private and safe feeling lots free from overlooking by neighbours, and defined by detached, unique buildings separated by ample open space.

Smaller lots can however help reduce the impacts of affordability problems, and still contribute effectively to local character. The key issue seems to be in matching development intensity to site size. There is also a critical issue to be resolved around minor units / granny flats for dependent relatives, and second households for rental income.

Over the medium to long term, intensification within settlements and especially Blenheim should be supported, however only in conjunction with significant

improvements in quality. It is likely that the imposition of additional restrictions and controls may in the short term reduce the amount of intensification which occurs. However, over time it is envisaged that with suitable promotion and market buy in on the back of high amenity outcomes (and changes for smaller households), this will notably increase.

Key issues to be resolved via rules and supported by objectives and policies include:

YIELD / INTENSITY

- on a single 'base' lot of around 800m², no more than two units should be provided for. This should be clearly known as 'infill' development;
- once a site size of 1,600m² / two 'base' lots has been amalgamated, development should be referred to as 'integrated residential development'. As a general rule:
 - two 'base' lots (i.e. around 1,600m²) may provide up to 6 units which meet urban amenity expectations, or a net of three units per base lot;
 - three 'base' lots (i.e. around 2,400m²) may provide up to 12 units which meet urban amenity expectations, or a net of four units per base lot;
 - the rationale for these yields is based on design tests, and that as site area increases, there is a greater ability to use design to minimise nuisance and amenity conflicts on and between sites.

URBAN AMENITY

Existing lot sizes in the Urban Residential 1 and 2 zones are not entirely supported. In the Urban residential 1 zone, in addition to the controls, a minimum site area (exclusive of access strip) of 250m² should be required if a detached unit is to be provided. If the unit is to be attached to an existing unit on the site, then a minimum site area (exclusive of access strip) of 200m² should be required. These zones should also be supplemented with key additional amenity controls:

- as a result of infill, on resultant front lots (whether an existing, re-located, or new structure):
 - outdoor living spaces should not be located in front of the unit;
 - except for unmodified existing structures, front doors should be clearly face the street, and the glazing of a primary living space (minimum 1m²) should face the street;
 - garaging should not be located in front of the dwelling unit; and
 - outdoor living space and main living areas should be conveniently connected, and receive good solar access (a minimum of three continuous hours of sunlight between the hours of 10:00am - 4:00pm as measured on June 21 is an indicative guide).
- as a result of infill, on resultant rear lots (almost always a new or re-located structure):
 - a minimum 3.0m setback on all boundaries at the ground level (except for party walls / common boundaries). This will help maintain a character of separation between buildings and avoid adverse character effects of buildings seeming to have been 'crammed in';
 - a minimum 5.0m setback on all boundaries at the first or second floor levels (except for party walls / common boundaries). This will help maintain amenity and visual privacy on adjacent sites and avoid adverse amenity effects of people in a suburban setting losing their sense of privacy on their own properties by feeling overlooked on all sides;
 - outdoor living space and main living areas should be conveniently connected, and receive good solar access (a minimum of three continuous hours of sunlight between the hours of 10:00am - 4:00pm as measured on June 21 is an indicative guide);
 - particular consent criteria should relate to large areas of glazing and balconies associated with primary living rooms on the first level, to minimise visual overlooking into adjacent outdoor living spaces on neighbouring properties;

- for all units on sites less than 500m²;
 - a service court with a minimum area of 15m² / minimum dimension of 2m should be required;
 - all units should have an area of visual outlook whereby the main area of glazing for the main living room is unimpeded by buildings for a minimum distance of 6.0m measures perpendicular to the window. The outlook, area can include streets and public spaces; and
 - where two windows on adjacent units face each other (either parallel or within 45° of parallel) and are within 15m of each other, then:
 - from 15m and beyond, the windows may be directly opposite each other;
 - from 10m to 15m, the windows must have no greater than 50% overlap measured from centre to centre;
 - from 5m to 10m, the windows must have no greater than 25% overlap measured from centre to centre; and
 - within 5m separation, the windows must have no overlap.

AFFORDABLE HOUSING / FAMILY FLATS

There are considered to be two levers for the Council to consider:

1. Facilitating general affordability in the District; and
2. Directly helping people get into a first home / obtain housing suitable for one or two-person households other than a full suburban home with section.

As with many other districts, family flats have proven problematic, especially when detached structures are developed and then non-complying subdivision applications follow, which are difficult to refuse and then allow for a range of unintended effects to eventuate. These relate to site intensity and use differences between one or two dependent relatives to a separate household, including traffic generation, parking, and manoeuvring.

However, care must be taken to ensure that affordability and housing choice is not unnecessarily stifled. The existence of an existing dwelling a site and the costs required to move or replace it may discourage intensification due to cost. The key issues are considered to relate to managing the integrity of suburbs and residential areas, from minor units then becoming undersized freehold sites, then being further developed. To manage this, the following approach is proposed:

- re-define family flats to only include households smaller than 50m² / 2 bedrooms, which are self-contained within the primary unit (this could include an attached addition to a unit);
- stimulate a new housing market for minor household units, which can be attached or detached from the original unit on a site and subdivided but which are subject to specific controls; and
- for the purposes of all intensification whether via infill or integrated residential development, a family flat or minor household unit should count as one full unit i.e. it is not appropriate for a site to be in-filled into 2 units, and then for each unit to then look to establish a family flat. These options must be seen as alternative intensification opportunities which can only occur on a 'base' site of around 800m², and certainly no less than around 600m².

For family flats:

- it should be a permitted activity for people to rent out family flats if the flat is less than 30m², contains only 1 bedroom, and one parking space can be provided on the site without blocking car parking associated with the primary unit or locating in the front of the primary unit;
- family flats should include a separate service court of at least 10m² area with a minimum dimension of 2m, and an outdoor living space of at least 20m² area with a minimum dimension of 4m; and
- one parking space should be required for family flats.

For minor household units:

- a minimum lot size of 150m² (exclusive of any access strip) should be required, able to accommodate a circle of 13m in diameter;
- ground floor and first floor boundary setbacks should be required as identified previously for infill (3m ground floor / 5m first floor excluding party walls / common boundaries);
- an outdoor living space of a minimum 30m² should be provided with a minimum dimension of 5m;
- A service court with a minimum area of 10m² and a minimum dimension of 2m should be required;
- the main living room should be provided at the ground level;
- specific requirements are critically required on floor area and building bulk and mass:
 - ground floor area greater than 70m² (including garage) should be outright prohibited;
 - total floor area greater than 100m² (including garage) should be outright prohibited;
 - units should be no more than two levels;
 - units should have no more than two bedrooms;
 - such lots should be required to have notices imposed on certificates of title acknowledging that the unit is a minor household unit and is subject to a maximum of 100m² floor area (including garaging);
- the rationale behind this is that it will provide for a 'second chance' for sites to intensify where an existing dwelling precludes a fuller infill situation from occurring. It may also give rise to a specific market of affordable households, which may help build market support for intensification within the urban area (it would indeed create a new housing market for small households, starter families, and the like).

NEW BUSINESS / INDUSTRIAL DEVELOPMENT

Specific controls for business development are recommended:

- large format retail should be an outright prohibited activity except for specific areas identified as appropriate. Full plan changes, which allow for a

holistic probation of all issues and policy implications should be preferred to the more administrative land use consent process;

- live/work units and any residential in business areas should be subject to particular scrutiny;
- assessment criteria for development within identified industrial areas should include intensity controls focusing on trip generation, customers per day, employee density to ensure these area remain large lot / low value;
- all business development should be subject to design controls over:
 - streetscape character and building entrances;
 - loading and servicing to the rear or side rather than the front;
 - landscaping;
 - parking to the side and rear rather than the front.
- in the main urban areas, greater flexibility should be made for neighbourhood retailing (less than 100m² GFA per unit). Location criteria should include corner sites and on the busiest roads, where overall viability will be highest;
- over-provide for retail and commercial development in the Blenheim CBD and neighbourhood centres.

CONSISTENT ADMINISTRATION

It is also recommended that the District Plan be structured so that the process itself becomes more resilient towards achieving positive outcomes. There are a number of local planning challenges in Marlborough (some are generic to every district), including:

- there will always be a limited pool of top-level practitioners in the District due to its size (such as lifestyle-driven experts etc.);
- many planners will only be around for a short while (18months - 3 years seems to be quite common);
- it is understood that some private-sector participants in Marlborough are not trained in urban planning or resource management; and
- there is a need for consistent, clear administration and quality control in development processes.

Ultimately and even with the best provisions in the country, poor outcomes may still occur due to breakdowns in the process. The Council should consider how to most effectively avoid these.

To this end, it is proposed that applications for consent could require particular information to be provided, in the form of application 'worksheets' for particular types of generic development. These could be promulgated as an 'other method' under s32 of the RMA. These worksheets could set out the issues which are typically of concern step by step, and require applicants to demonstrate how their proposal responds to the issues one by one. This would also have a parallel application in the assessment of applications i.e. the degree to which applicant responses to issues was successful in addressing the issue. It is envisaged that this approach will have a number of benefits:

- helping improve the standard of resource management amongst practitioners (especially those professionals giving resource management advice who do not have any formal urban planning education);
- helping educate and inform the community around the design process and what issues are important for different types of development;
- make assessments of applications more consistent and less vulnerable to misjudgements by inexperienced practitioners;
- make it easier for decision makers to understand how applications have come together and how they respond to identified issues; and
- making it more likely that applications will be designed around the site, environment, and effects rather than just relying on rules.

It is also suggested that to support this, notification of applications could be made on the basis of how well a proposal responded to design issues rather than on just what activity status was triggered, or how large the activity is.

This approach would essentially become a hybrid assessment criteria (made more specific and structured to have a step-by-step logic rather than just a mix of issues) and design guideline (showing diagrams, explaining what a successful outcome may look like).

Related to this, could be a requirement for applications to demonstrate why compliance with Rules is actually the best thing to do in the circumstance. Sometimes rule compliance is just an automatic consideration, and on some sites it doesn't actually lead to the best outcomes. The Plan should openly state that rules aren't always best depending on the uniqueness of each circumstance, and that planning for the best outcome should always be the goal. The key indicator of whether the rules are appropriate will be in whether illogical outcomes will result.

1.2.5 IMPLICATIONS OF THE MARLBOROUGH GROWTH & DEVELOPMENT STRATEGY FOR OTHER COUNCIL ACTIVITIES

It is lastly recommended that to support the compact settlement / urban efficiency / intensification strategy recommended, a number of policy reconciliations will be necessary across the Council. The most obvious relates to development contributions and residential development.

The Council Needs to Help Correct Existing Market Flaws

Urban development in New Zealand is largely led by the private sector. However, indications are that it would be incorrect to conclude that the market is solely responsible for resultant patterns. Over several decades, a pattern of clear public authority subsidies have been established which contribute to and indeed partially induce the observed market response of low density, largely car-based suburbs.

The most obvious of these relates to land transport, which is significantly subsidised by the public sector. While development contributions may help cover the portion of transport paid by the local authority, large central

government subsidies remain. As a result, lower density development becomes more attractive and affordable to the market than would be the case if participants were actually meeting the full costs of their decisions. The Environment Court, in *Johns Road Horticulture Ltd v Christchurch City Council* [2008] YourEnvironment 165 observed on this issue that (para 64):

"There is therefore a general conflict between the free use of Canterbury's roads and the consolidation objectives of the City Plan and Change 1 to the RPS. But that is simply not mentioned either in the City Plan or the RPS: the free use of roads by cars, especially commuters' cars, is like the emperor's clothes in the fairy tale. That free use causes all sorts of unpredicted - or at least unaccounted for - economic effects."

To achieve a strategy of compact, efficient settlement the Council will need to engage as best it can to help correct the many market distortions that help make low density and car-based suburban type development more attractive than other housing types which do not enjoy the same degree of subsidy. For example, medium and high density units located and planned so that they do not require as much travel by car will often incur higher prices (land value) than new land at the periphery which has had its true costs reduced by the free road component that users will rely on. A common problem across New Zealand is that it can cost the same to buy a new house and section as it does to buy a much smaller CBD apartment.

Most rational people would choose the detached house – it seems to give them much more value for their money. Many of the negatives of low density housing are paid for by the public in the form of new and continually widened roads and car-based policies. The problem is that these policies are being increasingly identified as the antithesis of the sustainable city. In a 1999 publication which reported significant research across hundreds of international cities and their performance, Newman and Kenworthy concluded that (p 58-59):

“The economic analysis suggests that something fundamental has gone wrong with our approach to cities when we plan them around automobiles. It is quite simply the biggest part of the sustainability agenda for cities to reverse these patterns and achieve an approach that reduces the environmental and social impacts of excessive automobile usage while simultaneously improving the city’s economy.”

The reality is that individual desires for mobility in a city where individualised locations are not subject to constraint will inevitably mean that traffic rises at exponential rates.

The mechanism for this is now obvious: if it is possible to travel faster, then people just travel farther in their average half-hour work journey. So the city spreads and traffic grows.”

The Role of Development Contributions

Sound growth management and planning regulation are key tools to help shape the development and form of the District. However, it is only partially effective if not supported by tools that engage with property markets and the decisions made by individuals. The Development Contributions regime is a critical opportunity for the Council to help effect a market correction and help make a shift to intensification more realistically achievable. The current DC policy in effect establishes an internal subsidy within new developments, whereby those living in more sustainable outcomes pay a greater share of community facility costs than they actually generate, enjoyed by those developments, whereby those living in less sustainable outcomes enjoy more community facility use than they are paying for. This characteristic is common to almost every ‘first generation’ type of DC policy developed across the country.

Local and international research has conclusively shown that high density units (i.e. CBD apartments); medium density units (such as terraced housing or infill within a convenient walk of many amenities); and detached units (typical car-based suburban units); generate very different community facility demands from one another:

- high density apartments generate between 2-4 vehicle trips per day; a typical detached house will generate around 9-10;
- high density apartments generate significantly less stormwater runoff than a typical detached house with driveway and other impervious surface;
- high density apartments generate significantly less water use demand than a typical detached house (especially in summer months) as irrigation is not required;
- high density apartments generate less demand for new reserves;
- demand for libraries and other facilities, and wastewater, is based on a per-person average, not a standardised household (there are no 2.5 person households in reality); and
- medium density units generate demand between high density units and detached units.

Across all types of community infrastructure high density houses almost invariably lead to a more efficient use of existing networks rather than actual demand for new services. Related to this is the key limitation of development contributions – they can only address capital costs. Maintenance costs, always over time the greatest expense, ultimately sit with the community. If the Council accepts inefficient, poorly planned and unsustainable networks on the superficial basis that a developer is paying for it, may mean that in 50 – 100 years, it is paying a much higher maintenance and replacement bill than it would have needed to had it more proactively encouraged development patterns which will lead to a lower cumulative long term maintenance burden.

S101(3) LGA provides for the Council to take into account such benefits when developing its DC policy. Schedule 13 (2) is even more critical, as it requires the Council to demonstrably use a unit of demand which will equitably reflect the actual demand being created for community facilities between the population of new developments. In summary, the Council’s current policy (and almost all others in the Country) may not currently comply with S13 (2) LGA given that any development of a high density unit

in Blenheim will be required to pay for between 2 – 10 times as much community facility demand as is actually being generated. This overpayment can only be accepted as a subsidy for less sustainable lower density developments in the District. Ultimately the HUE as is currently being applied is an overstandardised and inequitable unit of demand.

Many Councils rely on a remission scheme to try to manage the most inequitable outcomes. However the remissions tool should be accepted as a blunt and ineffective means to resolve the underlying problem. With a remission, a high density apartment will still typically pay something near to the full value of their actual community facility demand. The general community will pay the rest. The problem is that that should have rightly been allocated to less sustainable development outcomes within the policy to begin with.

A Way Forward

The Council’s current policy is commendable in that it identifies a number of different catchments for the settlements, accepting that demand for community facilities is not uniform across the District. It is recommended that the Council enhance this with a second filter within each catchment that takes into account the urban sustainability and community demand dynamics of at least the three key housing types. Realistic recognition of the significant inefficiencies of rural development could also be made, which in the current policy is by and large not made (other than in respect of the land transport activity). This could, depending on the desire of the Council to send accurate price signals, be further developed to take into account household size, as the other clear inequity in the Council’s policy is that a one person household will pay the same as an eight person household, despite only generating 1/8th of the community facility demand.

This would result in an outcome whereby within each catchment, the least sustainable development outcomes would pay the greatest proportion of community facility costs. Not only is this a fair attribution of actual demand, it

will help correct market flaws that have been historically making the least sustainable built outcomes the most superficially affordable. It will help make higher density housing more attractive to the market through a direct price factor.

By way of example, in Blenheim (including the maximum \$12,000.00 reserve contribution), a typical HUE will incur a development contribution of \$26,924.00 + GST. There is a strong case to argue that the most that should be paid by an appropriately located intensification unit in Blenheim would be in the order of \$11,078.90 + GST. This would be one other factor which would help establish market support for compact settlement and intensification over ongoing green field development.

The consequential impact of this approach should however not be seen as a one way street. Community facilities will have a fixed price. Reducing the amount paid by more efficient development outcomes in reflection of the true demand must be offset by a consequential increase to be paid by those units which are less efficient. However, such an increased charge should be seen as nothing more than the true costs and demand of those lifestyle choices, established on the basis of removing an inequitable and unreasonable subsidy being paid by more sustainable and efficient outcomes.

APPENDIX 3

Employment Land analysis

Existing Situation Analysis

Some of the key findings from field inspections and the IBD workshop were:

1. The proposed changes of use proposed in the Town Centre Strategy can be expected to displace about 2.6 ha of light industries, storage and service trades from the frame area of the Town Centre.

Releasing this land for better quality, higher order, higher employment and mixed-showrooms/office/residential uses will only be possible if suitable, affordable, well located sites are available elsewhere for these businesses to move into.

2. There are also a number of poor quality, low visual amenity land uses, which presently blight prime, gateway locations on the State Highways leading into Central Blenheim.

These include poor quality premises along Grove Road on SH1 on the route into Blenheim from Picton; along Nelson St on SH6 (including the Gill gravel pens and builders yard and the aluminium shed manufacturer display yards), and along Main Street on the SH1 (with poor quality car yards, repair yards, sheds, transport depots and vacant sites used for container storage). (Refer to Fig 1)

These present a very poor first impression and poor introduction to Blenheim for tourists, visitors, existing and future residents and potential business founders and investors.

These are strategic gateway highway locations for Blenheim that could become significant hotel, motel and other visitor accommodation and/or high quality showroom, craft industry and retail locations. It is estimated that about 2.0 ha of suitable land would need to be found for existing inappropriately located activities, if these existing gateway locations are to be progressively released for future development.

3. There are a number of industries and activities that are poorly located in respect to existing and future residential land uses and introduce heavy truck movements along residential streets that, in the fullness of time, should probably relocate away from their present location. (In the longer term this could even extend to the sawmill and yard fronting the River and New Randwick Road and the Simcox Construction yards and depot and other industrial uses located down Taylor Pass Road).



ABOVE FIG.1: Examples of poor quality premises along Grove Road on SH1, along Nelson Street on SH6 and along Main Street on SH1.

4. The importance of protecting the potable underground water source from possible contamination as it moves from west to east under the urban area to Council's drinking water pumping stations (see Map A).

This means that activities that could potentially contaminate Blenheim's water supply should not be located to the west of Hutcheson St. (This would include transport and utility yards and depots; construction and heavy equipment yards; engineering, farm equipment and repair works; chemical, oil and petroleum products storage and distribution).

5. There is now virtually no difference between the existing Industry 1 and Industry 2 Zone provisions. (Industry 2 allows for slightly higher buildings, 15m high, but retailing has to be ancillary to the main purpose. Whilst Industry 1 limits building heights to 10m, but retailing can be provided to meet the needs of employees in the area).

This means that the same activities and those with potential adverse visual and physical impacts can locate in any of Blenheim's existing and proposed future industrial areas. This can lead to increasing industrial and residential reverse sensitivity issues and the blighting of existing and future clean production areas by activities with low visual amenity and activities with significant potential off-site impacts.

Discussion:

The current situation in Blenheim is typical of many rural service centres, where the frame area around the Central Business District was the traditional location for rural services, light engineering; vehicle and farm equipment sales, repairs and services; construction and service trades, and small scale transport and storage activities.

These remain, and continue to adversely affect the amenity of adjacent residential areas, although they are now best relocated out of the Town Centre to allow residential renewal and to allow redevelopment of their sites for other higher value, higher amenity uses.

Tractor, agricultural equipment and car sales yards then took advantage of prominent locations on the main routes into the Town Centre.

Used car yards and poor quality vehicle services locate nearby detracting from the attractiveness of these gateway locations because of their character, poor quality buildings and lack of landscaping.

Truck, bus and coach depots, and more recently hire car yards and courier depots, located where they could on major routes, close to the Town Centre.

Larger processing plants and larger stock and station agents and large machinery and construction company depots located on sites in rural areas on the periphery of the urban area.

However, these once well buffered rural locations have more recently been breached by urban expansion and rural residential developments that now present significant reverse sensitivity issues.

The modern approach to respond to these existing and emerging issues is to:

- recognise that many modern high employment businesses are fully compatible with nearby residential uses. (Many will pay a premium for, and prefer, higher quality premises in attractive, high amenity, employee friendly locations, with landscaped settings);
- require better quality premises in landscaped settings, at highly visible gateway locations. (This approach has recently been recognised as appropriate under the RMA by the Planning Tribunal, for instance in the case of the Hibiscus Coast Highway at Silverdale, as the gateway to Orewa / Whangaparaoa in the Rodney District);
- cluster less visually attractive activities and activities with potential off-site impacts at large, well buffered locations where they can be visually and physically separated from existing and possible future sensitive uses. (Often also taking advantage of opportunities to nest such uses within surrounding areas of low-impact uses such as warehousing, transport and storage, and service trade premises);
- refrain from using the old terminology of light industry and heavy industry, or general industry, and move to defining different types of employment or enterprise lands, with appropriate performance criteria to control and protect these locations activities locating there. (This recognises that most uses are not industries; that the same uses can have different impacts depending on their technology and premises, and the old terminology wrongly invokes emotive images of undesirable, high impact and traditional smoke stack industries);
- ensuring there is sufficient zoned, developed and serviced employment lands available for sale and lease at appropriate locations, where businesses of different types would wish to locate;
- explaining the desired location policy to existing, now inappropriately located land uses so that they begin to consider the prospect of future relocation - especially at the time they may need to expand, or invest in expensive new premises, equipment

or modifications. (This approach has proven particularly effective when there is no need to take dramatic action to seek early relocation);

- promoting the future vision for the area and pro-actively marketing each area to particular target businesses. (It is important to create a future vision for each area the businesses and employees would wish to belong to because businesses today serve many markets, much investment is footloose, and many investors, new business founders and key staff can live and work where ever they wish); and
- investing in creating inclusive, creative, computer literate communities, where local activity focuses on multi-functional urban villages - where residents, business people, employees and their families frequently visit and spend quality time there with colleagues, families and friends. (This is important to promote casual meetings, develop social capital and develop and support local friendships. It is these friendships that individual business people and employees make in going about their day to life, beyond formal business relationships, that have proven most effective in tying new business founders and key staff and their families to particular cities and localities, when they can live and work where ever they wish).

The Potential Demand for Future Blenheim Employment Lands

It is clear from the earlier Economic and Employment Analysis that the existing Marlborough economy had more than expected employment in some sectors (most notably in the Beverages Industry due to the prominence of the wine industry).

In other sectors, Marlborough has fewer jobs than expected, given its resident population, (due to the immaturity of its rural services based economy and the provision of goods and services from Christchurch and the North Island suppliers given the proximity of the Picton inter-Island ferry).

The potential demand for future employment lands in Blenheim was therefore projected on the following basis:

- considering only activities where Marlborough is already generating employment.
- continue to grow the existing economy at the existing employment ratios to 2031 for activities where Marlborough has more than expected employment.
- increase employment in Marlborough to those expected for the increase in Marlborough's resident population (based on South Island population driven employment ratios); and
- this future demand for employment land was then partitioned between Blenheim, Picton and other parts of Marlborough (based on the assessment of the likely

location of demand for land for each type of activity by Council's officers – i.e. land for transport, warehousing, wine/beverage processing, construction trades etc).

This analysis identified potential demand for 69 ha of additional employment lands in Blenheim over the 23 years to 2031 (Table A).

This includes potential demand of:

- 32 ha for small scale Clean Production and Services – including wine/beverage, other food processing, small scale warehousing, storage, showrooms, service and construction trades (including land needed for these types of activities displaced from the Town Centre);
- 7 ha for Vehicle Sales and Services – comprising almost 4 ha for vehicle, recreational and farm equipment sales and over 3 ha for vehicle repairs and services (including component fitting, such as tyre, muffler, brakes, suspension, radios and air-conditioning and auto electrical services etc);
- 11 ha for larger-scale Transport and Logistics – requiring large sites, able to operate at any time (including at night, early mornings and weekends); and
- 20 ha for Other Difficult to Locate Activities – with low visual amenity and potential off-site impacts (including engineering, panel beating, materials storage, processing and handling, timber and construction yards, concrete products manufacturing and concrete batching plants).

Table A: Potential Demand For Employment Lands For Blenheim to 2031

Potential Demand	Ha (net land area) excluding roads, landscaping, utilities
CLEAN PRODUCTION LAND (Including Services & Trades)	14.2 ha
Town Centre Relocations	2.6
Other Relocations (SH1/SH6)	2.0
Small scale WAREHOUSE, TRANSPORT, STORAGE LAND (with minimum off-site impacts)	13.0 ha
Cumulative SUB TOTAL	31.8 ha
VEHICLE Sales	3.8
Services	3.1
Cumulative SUB TOTAL	38.7 ha
SPECIAL ENTERPRISE LAND (Including materials processing, construction and engineering)	19.7
Large scale WAREHOUSE, TRANSPORT & STORAGE LAND (Large sites, large buildings, possible 24 hour operations)	10.6
TOTAL	69.0 ha

Discussion:

There is clearly sufficient land potentially available employment lands in Blenheim to easily meet this level of projected Potential Demand (refer to Table B).

However, Council needs to be concerned to ensure that sufficient, suitable, appropriately located land is available for each of these sets of activities.

It is important to protect scarce land for future employment uses that can:

- provide special location attributes important to particular businesses; and
- satisfactorily accommodate and buffer difficult to locate activities from sensitive land uses and environmentally sensitive areas.

Table B: Potential Supply Employment Lands For Blenheim to 2031

Potential Supply	Ha (net land area) excluding roads, landscaping, utilities
(net = deducting 15% land for roads, common, landscape *20% for flood proofing, drainage, 4 ha for pondage)	
BLENHEIM EAST*	76.4 ha
North of the Rail Line	21.4
South of the Rail Line	25.7
High Ground North of SH1	14.8
Meat Works Buffer	14.5
RIVERLANDS	64.3 ha
Land Able to be Spatially Separated (for difficult to locate activities with off-site impacts)	25.5
Existing Vacant	6.2
Riverlands Extension	23.6
Cloudy Bay Extension	9.1
TOTAL (less meats work buffer)	140.7 ha (126.2 ha)

Table C indicates the best use of the existing and potentially available land to meet these needs under this Potential Demand Scenario.

Table C: Best use of Blenheim's Employment Lands Under the Potential Demand Scenario

Potential Demand Scenario Employment Lands Provision	Ha (net)
BLENHEIM EAST:	76.4 ha
Land North Rail Line / South of existing SH1	21.4 ha
Allocate for small scale warehousing, storage, food, light industry , trades and vehicle sales (including relocations from Central Blenheim)	21.4 ha
Land South of Rail Line (excluding meat works and its buffer)	25.7 ha
Allocate for small scale warehousing, storage, food, light industry , trades and clean production (including relocations from Central Blenheim)	12.7 ha
Remaining Land South of Rail Land	13.0 ha
Existing Meat Works Buffer Area	14.5 ha
RIVERLANDS:	64.3 ha
Land Able to be Spatially Buffered	25.5 ha
Allocate for Special Industries (with poor visual amenity or off-site impacts)	20 ha
Existing Vacant	6.2
Allocate for larger Vehicle Sales and Services	3.0 ha
Small scale warehousing, storage, food, light industry, trades and clean production	3.2 ha
Riverlands Extension	23.5 ha
Allocate for larger scale warehousing, light industries, transport and logistics	10.5 ha
Remaining Available Land Riverlands	13.0 ha
Remaining Available Land Cloudy Bay	9.1 ha

The Opportunity to Future Proof Blenheim's Employment Lands

It is particularly important to protect Blenheim's scarce employment lands, to meet Blenheim's long term needs, especially land that can:

- provide special location attributes important to particular businesses; and
- satisfactorily accommodate and buffer difficult to locate activities from sensitive land uses and environmentally sensitive areas.

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

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

The following approach was used to identify how much land of different types should realistically provide to future proof Blenheim against its future needs:

- continue to grow the existing economy at the existing employment ratios to 2031 - for activities where Marlborough has more than expected employment;
- increase employment in Marlborough to those expected for the increase in population - based on South Island population driven employment ratios;
- address 20% of the existing shortfall in employment in industrial land uses - where Marlborough presently has less than its expected population based employment ratios;
- provide for the relocation of existing inappropriately located activities; and
- partitioned this potential demand between Blenheim, Picton and other parts of Marlborough (based on Council officers' assessment of the likely location of future demand by different types of activity).

This analysis identified the need to protect 120ha of future employment lands in Blenheim (Table D).

This includes a requirement to protect at least:

- 63 ha for small scale Clean Production and Services – including wine/beverage, other food processing, small scale warehousing, storage, showrooms, service and construction trades (including land needed for these types of activities displaced from the Town Centre);

- 7 ha for Vehicle Sales and Services – comprising almost 4 ha for vehicle, recreational and farm equipment sales and over 3 ha for vehicle repairs and services (including component fitting, such as tyre, muffler, brakes, suspension, radios and air-conditioning and auto electrical services etc);
- 24 ha for larger-scale Transport and Logistics – requiring large sites, able to operate at any time (including at night, early mornings and weekends); and
- 30 ha for Other Difficult to Locate Activities – with low visual amenity and potential off-site impacts (including engineering, panel beating, materials storage, processing and handling, timber and construction yards, concrete products manufacturing, and concrete batching plants).

Table D: Employment Lands Required to Future Proof Blenheim

Future Proof Employment Land Provision	Ha (net)
CLEAN PRODUCTION LAND (Including Services & Trades)	22.5 ha
Town Centre Relocations	2.6
Other Relocations (SH1/SH6)	2.0
Small scale WAREHOUSE, TRANSPORT, STORAGE LAND (Minimum off-site impacts)	35.4 ha
Cumulative SUB TOTAL	62.5 ha
VEHICLE Sales	3.8
Services	3.1
Cumulative SUB TOTAL	69.5 ha
SPECIAL ENTERPRISE LAND	30.5 ha
Large scale WAREHOUSE, TRANSPORT & STORAGE LAND (Large sites, large buildings, possible 24 hour operations)	23.6 ha
TOTAL	118.9 ha

Discussion:

There is clearly sufficient employment lands available in Blenheim to meet all of these potential needs, with the exception of the lack of land for difficult to locate activities that need to be well-buffered, and spatially segregated from clean production, residential and other sensitive land uses.

There is a potential shortage of 5 ha of such land, even if all the available, suitable land at Riverlands is protected for such uses.

Therefore, it would be appropriate for Council to begin to identify and plan to protect the land at some other location in the Marlborough District as a suitable location for difficult to locate activities.

There are at least three different ways in which the necessary additional employment land could be provided to future proof Blenheim (Table E).

**Table E: Employment Lands Options To Future Proof Blenheim
Recommended Blenheim Enterprise Area Strategy**

OPTION 1 Blenheim East <i>Small scale Clean Production and Services</i> (Keeping the meat works & its buffer lands)	Available Area (net ha)	OPTION 2 Blenheim East <i>Small scale Clean Production and Services</i> (plus Riverside residential and Urban Village) (Keeping the meat works & its buffer lands)	Available Area (net ha)	OPTION 3 Blenheim East <i>Maximum Development</i> (Developing the meat works & its buffer lands)	Available Area (net ha)
BLenheim EAST	62 ha	BLenheim EAST	62 ha	BLenheim EAST	79
LIGHT INDUSTRIES, SERVICE TRADES, SMALL WAREHOUSE, SHOWROOMS, TRANSPORT & STORAGE	62.0	LIGHT INDUSTRIES, SERVICE TRADES, SMALL WAREHOUSE, SHOWROOMS, TRANSPORT & STORAGE	47.5	LIGHT INDUSTRIES, SERVICE TRADES, SMALL WAREHOUSE, SHOWROOMS, TRANSPORT & STORAGE	62.5
		VEHICLE SALES & SERVICES	5.0	VEHICLE SALES & SERVICES	5.0
				LARGE SCALE WAREHOUSE, TRANSPORT & STORAGE	11.5
RESIDUAL FOR RIVERFRONT RESIDENTIAL And URBAN VILLAGE	17.0 +	RESIDUAL FOR RIVERFRONT RESIDENTIAL And URBAN VILLAGE	9.5	RESIDUAL FOR RIVERFRONT RESIDENTIAL And URBAN VILLAGE	9.5
RIVERLANDS	55 ha	RIVERLANDS	55 ha	RIVERLANDS	55
DIFFICULT TO LOCATE ACTIVITIES	25.5	DIFFICULT TO LOCATE ACTIVITIES	25.5	DIFFICULT TO LOCATE ACTIVITIES	25.5
SMALL SCALE WAREHOUSE, TRANSPORT & STORAGE	1.0	SMALL SCALE WAREHOUSE, TRANSPORT & STORAGE	6.0	SMALL SCALE WAREHOUSE, TRANSPORT & STORAGE	nil
VEHICLE SALES & SERVICES	5.0	VEHICLE SALES & SERVICES	nil	VEHICLE SALES & SERVICES	nil
LARGE SCALE WAREHOUSE, TRANSPORT & STORAGE	23.6	LARGE SCALE WAREHOUSE, TRANSPORT & STORAGE	23.6	LARGE SCALE WAREHOUSE, TRANSPORT & STORAGE	12.1
Land For Longer Term Future Use	nil	Land For Longer Term Future Use	9.2	Land For Longer Term Future Use	26.7
CLOUDY BAY EXTENSION	9.0	CLOUDY BAY EXTENSION	9.0	CLOUDY BAY EXTENSION	9.0
Land For Long Term Future Use	9.0	SMALL SCALE WAREHOUSE, TRANSPORT & STORAGE	9.0	Land For Long Term Future Use	9.0

The following Enterprise Area Strategies are recommended:

1. Adopt the term Enterprise Areas or Employment Lands with sub categories of:
 - Clean Production, Small-Scale Warehousing and Service Trades;
 - Large-Scale Industries, Warehousing, Transport and Logistics; and
 - Special Enterprise Areas (for difficult to locate activities).
2. Seek early provision of at least 14 ha of Clean Production, Small-Scale Warehousing and Service Trades land at Blenheim East. (Best located as close as possible to the SH1 nearest to Central Blenheim).
3. Protect the 25 ha of land at Riverlands that can be effectively spatially separated from the existing Riverlands and Cloudy Bay industrial areas as a Special Enterprise Area for difficult to locate activities.
4. Seek to identify and protect, at least another 5 ha of well-buffered Special Enterprise Area land for future difficult to locate activities.
5. Increase the land area sought as Special Enterprise Area land for difficult to locate activities to 30 ha, if it is decided that 25 ha can not be provided for this purpose at Riverlands.
6. Consider whether this additional new Special Enterprise Area land could be provided at Picton, Renwick, or as part of the river gravel extraction areas (at the Picton Road Bridge north of Blenheim).
7. Develop performance based planning criteria to control the use and types activities appropriately accommodated on each type of Enterprise Area. (Including the possible use of maximum and minimum site areas, site cover and landscaping provisions, and quality controls on highway frontages).
8. Develop a clear Future Vision for Blenheim as a welcoming, inclusive, caring, innovative, creative and computer literate community.
9. Promote a clear identity for each Enterprise Area in collaboration with existing property owners and developers. Marketing each area to target existing and new businesses.
10. Consider Blenheim East – for development as a landscaped, trading estate. (Taking advantage of landscaped drainage channels and storm water storage ponds to create superior landscaped water front business settings with associated employee BBQ and recreation areas, walking and cycle paths) (see Figures 2 & 3).



ABOVE FIG.2: Examples of Landscaped Trading Estate type environments recommended for Blenheim East



ABOVE FIG.3: Examples of recreational and business settings created from Storm Water Mitigation Works recommended for Blenheim East

11. Consider promoting Blenheim East – for clean production, health and nutraceuticals, environmental monitoring and remote sensing industries and for businesses wanting to locate in energy saving buildings and environmental sensitive premises.
12. Consider differentiating Blenheim East and making it more attractive to these industries – by developing energy efficient and environmental sensitive buildings, and providing shared reticulated services (including water harvesting, grey water recycling, waste recovery, shared pre-treatment of effluent, and possibly co-generation with reticulated steam, hot water, chilled water, nitrogen and other gases).
13. Consider promoting Woodbourne – for avionics, electronics and telecommunications industries.
14. Consider developing a new urban village at Woodbourne (south of the highway, west of the airbase) – with a country club, retail, community and personal services based urban village focused on the golf course. (To also provide community and local retail and personal services for the air base and for residents in the adjacent residential Trust areas)
15. Consider developing the Hospital grounds and reserve as a possible superior setting for establishing a new urban village - with a focus on health and wellness. (With an emphasis on aviation and sports medicine, community health and fitness – with gyms, fitness circuits outreach community health services, and after school activities such as martial arts, ballet. With local opportunities provided to pursue life long interests, life long learning and private education – with community access computer and Internet courses, life long learning centre, homework centre and community arts).
16. Consider taking outreach services to the Marlborough Villages – providing multi-purpose buildings and outsourced services to create a broad based creative and computer literate community.
17. Consider the best location for highway based tractor and vehicle sales. (see Fig 4)
18. Consider the best location for limited highway based tractor sales in the urban area on SH6, on the Middle Renwick Road route to Renwick and Nelson.
19. Consider possible slip road landscaped, vehicle sales frontages along the realigned SH1 at Blenheim East.



ABOVE FIG.4: Examples of typical good quality landscaped Highway Frontage vehicle sales, recommended for Blenheim gateway Frontages on SH6 at Middle Renwick Road and SH1 at Blenheim East.

20. Consider landscaped, vehicle sales frontages on the vacant land at the entrance to the existing Riverlands Enterprise Area.

Figures 1-4 show the superior business settings that could be expected for Blenheim's future Enterprise Areas.

APPENDIX 4

Other Relevant information

General Planning and growth

- Annual Plan 2007-2008
- LTCCP 2006-2016
- Marlborough Regional Policy Statement Review: Discussion Paper 1 - Quality of Life in Marlborough, 2007
- Marlborough Regional Policy Statement Review: Discussion Paper 2 - Marlborough Townships & Small Settlements, 2007
- Marlborough Regional Policy Statement Review: Discussion Paper 9 - Energy Management, 2007
- Marlborough Regional Policy Statement Review: Discussion Paper 10 - Transport & Access, 2007
- Notes: Generic Blenheim Urban Issues, 2006
- Plan Variations: 42, 49 and 50; including scope of variation and s.32 analysis
- Colonial Vineyard Ltd Growth Study Consultation – Discussion Paper (Location of this vineyard: Richardson Avenue, New Renwick Road and Aerodrome Road)
- Blenheim East Future Land Use and Drainage, MDC, 2009
- Air Transport, Provision for future use, development and protection of air transport facilities in Marlborough District, Max Barber for MDC, December 2005

Transport

- Improving Walkability In Blenheim, Rodney Tolley, 2009
- Marlborough Walking & Cycling Strategy, 2005
- Blenheim and Wairau Plains Strategic Study: Final Report, New Zealand Transport Agency & Marlborough District Council, 2008
- Cycle Route Network Philosophy Discussion Document, ViaStrada Ltd, 2009
- Blenheim Parking Study, TDG, December 2005
- Seddon Traffic Study, prepared by OPUS, June 2008

Land use and Economy

- Residential Land Availability Blenheim & Renwick, December 2007
- Marlborough Townships and Small Settlements Growth Study, 2008, by: Environmental Management Services for Marlborough District Council
- Blenheim Retail Land Demand Assessment, Market Economics, 2006
- Discussion Document: Proposed plan variations for Business and Industrial Zones, September 2005
- Blenheim Business Land Study - April 2006
- Economic and Demographic Analysis of the Marlborough District - 1997

- Progress Marlborough Economic Development Strategy - July 2008
- Commercial, Industrial and Business Activities in the Wairau / Awatere Area - July 2005
- New Zealand regional economic performance 2003/2004, Sean Bevin, Economic Analyst Economic Solutions Ltd, Napier
- Commercialisation of MRDT Statistical Reports, prepared by Murray Jago and Tony Smale for the Marlborough Regional Development Trust
- Progress Marlborough “Boldly into our future”, Strategic Development Plan 2005 – 2007, Marlborough Regional Development Trust

Landscape and Ecology

- Marlborough’s Freshwater Bathing Water Quality, F S Tiernan, Environmental Science and Monitoring & Marlborough District Council, 2006-2007
- Source Apportionment of PM10 in Blenheim, Environet Ltd & GNS Science, 2007
- Annual Air Quality Monitoring, Environet Ltd, 2007
- Blenheim Air Emission Inventory, Environet Ltd, 2005
- Management options for reducing PM10 concentrations in Blenheim – Update, Environet Ltd, 2007
- Ecological Assessments of Spring-fed streams on the Wairau Plain, Cawthron Institute, 2002
- Seddon Landscaping Initiative - State Highway 1, Opus & Marlborough District Council, 2006
- Blenheim Landscaping Initiative – Main Street, Opus & Marlborough District Council, 2005
- Blenheim Landscaping Initiative – Sinclair Street, Opus & Marlborough District Council, 2005
- Blenheim Landscaping Initiative – Grove Road, Opus & Marlborough District Council, 2005
- Open Space Strategy: Reserves Management Strategy, Marlborough District Council, 2008
- Tui To Town, Eric Spur, 2008
- State of the Environment report 2003-2004

Social/ Community

- Seasonal Worker Accommodation in Marlborough 2009, A Report to the Environment Policy Committee August 2009, prepared by: WellbeingWorks Ltd, August 2009
- Issues Associated with Seasonal Worker Accommodation in Marlborough, prepared by: Wellbeing Works Ltd, October 2008
- Awatere Project – A snapshot of the issues facing a small rural Marlborough community, prepared by: WellbeingWorks Ltd, June 2008

APPENDIX 5

Workshop participants

Blenheim 1-4 September

- Kobus Mentz - Facilitator, lead urban designer, Urbanismplus Ltd.
- Wayne Bredemeijer - Urban designer, Urbanismplus Ltd.
- Ian Munro - Senior associate and urban planner, Urbanismplus Ltd.
- Jessica Liaw - Urban designer, Urbanismplus Ltd.
- Mike Cullen - Retail and town centre specialist, Patrick Partners (Sydney)
- Jim Higgs - Transport engineer, TTM Consulting Pty Ltd.(Melbourne)
- Derek Kemp - Employment specialist, Prosperous Places Ltd. (Brisbane)
- Craig Pocock - Landscape architect, Design Environment Ltd.
- Chris Chen - Landscape architect, Design Environment Ltd
- Francis Pauwels - Manager strategic policy, MDC
- Ian Shapcott - Policy analyst, MDC
- Mark Wheeler
- Jon Cunliffe
- Stephen Rooney
- Mark Nelson
- Brin Williman
- Robert Hutchinson
- Stuart Donaldson
- Peter Davidson
- Lyne Johnson
- Peter Constantine
- Emma Richardson
- Rosie Bartlett
- Nicky Eade
- Frank Porter - Traffic engineer, Marlborough Roads
- Steve Murrin - Traffic engineer, Marlborough Roads
- Kaara Wight - Landscape architect

Wairau Valley Township 14 September

- Kobus Mentz - Facilitator, lead urban designer, Urbanismplus Ltd.
- Wayne Bredemeijer - Urban designer, Urbanismplus Ltd.
- Jessica Liaw - Urban designer, Urbanismplus Ltd.
- Craig Pocock - Landscape architect, Design Environment Ltd.
- Francis Pauwels - Manager strategic policy, MDC
- Ian Shapcott - Policy analyst, MDC
- Mark Wheeler

- Jon Cunliffe
- Stephen Rooney
- Peter Davidson
- Mark Nelson
- Brin Williman
- Robert Hutchinson
- Stuart Donaldson
- Frank Porter - Traffic engineer, Marlborough Roads
- Rosie Bartlett
- Ian Sutherland
- Virginia
- Kaara Wight - Landscape architect, Design Environment Ltd

Grovetown, Spring Creek, Rarangi, Tuamarina 15-16 September

- Kobus Mentz - Facilitator, lead urban designer, Urbanismplus Ltd.
- Wayne Bredemeijer - Urban designer, Urbanismplus Ltd.
- Jessica Liaw - Urban designer, Urbanismplus Ltd.
- Craig Pocock - Landscape architect and sustainability specialist, Design Environment Ltd.
- Francis Pauwels - Manager strategic policy, MDC
- Ian Shapcott - Policy analyst, MDC
- Stephen Rooney
- Peter Davidson
- Mark Nelson
- Brin Williman
- Robert Hutchinson
- Stuart Donaldson
- Frank Porter
- Steve Murrin
- Emma Richardson
- Rosie Bartlett
- Val Wadsworth - Hydrologist, MDC
- Kaara Wight - Landscape architect

Workshop participants -continued

Renwick 28-29 September

- Kobus Mentz - Facilitator, lead urban designer, Urbanismplus Ltd.
- Wayne Bredemeijer - Urban designer, Urbanismplus Ltd.
- Jessica Liaw - Urban designer, Urbanismplus Ltd.
- Craig Pocock - Landscape architect, Design Environment Ltd.
- Francis Pauwels - Manager strategic policy, MDC
- Ian Shapcott - Policy analyst, MDC
- Steve Murrin - Traffic engineer, Marlborough Roads
- Stephen Rooney
- Mark Nelson
- Robert Hutchinson
- Stuart Donaldson
- Steve Murrin
- Nick Crous - Open space, MDC
- Kaara Wight - Landscape architect

Seddon, Ward 30 September-1 October

- Kobus Mentz - Facilitator, lead designer, Urbanismplus Ltd.
- Wayne Bredemeijer - Project manager, urban designer, Urbanismplus Ltd.
- Jessica Liaw - Urban designer, Urbanismplus Ltd.
- Craig Pocock - Landscape architect, Pocock Design: Environment Ltd.
- Francis Pauwels - Manager strategic policy, MDC
- Ian Shapcott - Policy analyst, MDC
- Frank Porter - Traffic engineer, Marlborough Roads
- Robert Hutchinson - Open space, MDC
- Nick Crous - Open space, MDC
- Stephen Rooney - Infrastructure, MDC
- Mark Nelson - Infrastructure, MDC
- Lyne Johnson - Community, MDC
- Val Wadsworth - Hydrologist
- Neil Henry - Policy, MDC
- Andrew Barker - Councillor
- Kaara Wight - Landscape architect
- Lil - Seddon resident
- Marie Flowerday - Seddon resident
- Rachel van Asch - Seddon resident