

Picton Regional Forum held at Picton Emergency Centre, Memorial Park, Picton, on Monday 2 May 2022, at 1.30 pm

Present

Clr Nadine Taylor (Chairperson).

Group Representatives

Clr Faulls, Clr David Oddie, Raewyn Buchanan (Karakā Point & Environs), Graham Gosling (Picton Business Group), Rose Prendeville (Port Marlborough), Dane Moir (Rata Foundation), Brian Henstock (Marlborough Sounds Community Vehicle Trust), Bryan Strong (Marlborough Sounds Community Vehicle Trust), Stuart Eyes (Bike Walk Picton), John Reuhman (Picton, Marlborough Sounds Tourism), Tim Newsham (Bay of Many Coves Residents Association), Tim Healey (Queen Charlotte Sounds Residents Association), Beryl Bowers (Picton Historical Society), Val Kenny (Picton Historical Society), Bosun Huntly (Ngāti Apa Ki Te Ra To), David McInnes.

Guest Speakers

Stuart Donaldson, (Marlborough District Council).

Absent

Yvonne Rigby (Picton Flower Ladies), Janette Howard (Greater Whatamango Bay Residents Association), Don Miller (Greater Whatamango Bay Residents Association), Graham Low (Waikawa Bay Ratepayers & Residents Association), Leith Manson (Tirimoana/Anakiwa Residents Association), Kersten Mueller (Guardians of the Sounds Association), Steve Merito (Rata Foundation), Ian Shapcott (Te Ātiawa Trust), Linda Thompson (Envirohub Marlborough), Bruce Richards (Picton Bike Walk).

Attending

Kirsty Baldwin (MDC Secretary)

1. Apologies

Margaret McHugh (Picton, Marlborough Sounds Tourism), Dean Heiford (Marlborough District Council), Dorien Vermaas, (Marlborough District Council), Monyeen Wedge (Queen Charlotte Sounds Residents Association), Rebecca Woledge (Karakā Point & Environs Residents Inc), Phil Black (Picton Police). Moved by Graham Gosling and seconded by Beryl Bowers. Motion passed.

2. Confirmation of previous meeting minutes

A motion was made to confirm the minutes of the meeting held on 8 November 2021 are correct. Moved by Nadine Taylor and seconded by Barbara Faulls as an accurate record. Motion passed.

3. Picton Sewerage Update (Stuart Donaldson, Marlborough District Council)

- Refer to Appendix A.
- In Waikawa Bay there is some work being done. Photos were distributed.

For some background information, the project was going to be done in four stages, but ended up being split up into different portions. The consenting side was done in 2012. Stage one, which was the new outfall into Picton Harbour, the discharge point being close to where the ferries turn. It is inspected each year and has been done in the last few weeks. There is quite a bit of growth, which is tidied up every now and then and checked. The first stage went through to Dublin Street and Waitohi Domain.

Stages two and three went from the Waitohi Domain and is up near Waikawa Road near Queen Charlotte College. Stage two and three were put together in one contract, which Fulton Hogan ran.

Stage four is through into Waikawa. Stage 4A was done first, which was Beach Road through to Waikawa Marina.

Stage 4B has just been finished. This included the Waikawa Wharf pump station.

On the last page of the aerial photo there is a yellow line, which shows the pumping line from the pump station at Waikawa Wharf near Finlay Grove. It used to be a very short pumping line around the Foreshore through the red gravity line, right on the sea edge. We did have consents to do that. Under Plan rules, when you get to a certain distance from the coastline you need to have resource consents, which we had.

We looked at how else we could do it, as being at the bottom of peoples' gardens access was going to be quite a challenge. The yellow line is now the longer pumping line, through which the wastewater is to be pumped. The short green line is a new piece of gravity line. We had to replace the red line and go up a size in pipe diameter. This was discussed in advance with the affected neighbors.

The other feature at Waikawa Wharf is the whole carpark has been excavated for a large concrete pipe. That is an emergency storage overflow tank which fills up if the pump station is out of service for any reason.

There were some historic places of interest; so we had to have an archaeologist process.

Look at the first sheet the sewer shows it goes to Cooks Ridge, the properties on the coastal side of the road each have a pump which pumps up to the gravity that comes back down to the road.

From there back to the treatment plant on the western side of town at Gravesend Place, which you can see on the second aerial photo. The outfall has been rebuilt.

The pump station near here used to max out at approximately 40 litres/second. The pump station now has a capacity of 90 litres/second so quite significant changes. There is quite a large increase in capacity to cope with infiltration of groundwater and inflow from (illegal) stormwater connections.

Each new pump station has either got storage, or diesel generator backups. There is also a very small catchment on this side of Picton Marina at Fishermans Reserve.

The pumping lines are all PE, the black plastic pipe. They don't corrode and are impervious to most things, without corroding. They are also welded together, so they work well in large earthquakes and are very resilient.

The gravity sewers, the drains are all a PVC system.

We have been relying on radios to send back information from pump stations. There are high-cost radio systems now available but we use a broadband connection. The pump stations are linked by cable inside a duct that was laid with the new pipeline. So we pick up most of the pump stations through Broadband, so you get much faster information and more information which is quite helpful.

We also laid new connections across to peoples' boundaries as the new main sewer was laid. The problem is that when it rains we tend to get quite a lot of water coming into the sewers through old joints and cracked pipes.

Questions/Answers

- What is the capacity of the treatment plant? How many people is it built for? Is it built for a town of four and a half thousand people? In peak season, at the busiest time of year, there are up to 30,000 people in Picton pre-Covid. Can Picton cope with those numbers?

There is quite a bit of spare capacity. When it was first built there was some allowance for wet industry as well (food industry). When the first pump started Nelson Rangers was here.

Yes, it has been handling summer loads. We have upgraded the UV disinfection system a few years ago. We are looking at an aeration upgrade at the moment. We are working out the most efficient system. They usually last for 15-20 years. They are over that age and we are looking at new systems now. They are the highest maintenance part of the plant. So we are looking at finding something more efficient and takes less work to maintain. Around Christmas time the load does go up quite a bit. The flow doesn't go up that much. We also measure the organic load. There is an allowance per person that is allowed for. It is interesting to see how loads are increasing so we can plan ahead.

- The design capacity was to minimize or prevent those overflows into the harbour. What can we expect to see there with the new work?

For consent compliance every month they do a 24-hour composite, to collect samples and send to laboratory for analysis. It is passing this test. So the plant is working well. We can expand the wastewater treatment plant if needed. There is quite a cost involved and it is a big step. We are trying to do aeration upgrades to avoid cost of other major upgrades.

When we get heavy wet weather we get very high flows. The terminal pump station at Dublin Street pump station has gone from 110 litres/second to 400 litres/second capacity. So it is over a three and a half fold increase.

- That design capacity increase should take into account rainfall flows and we shouldn't be seeing those overflows?

No.

- Is there a process to have design and adaption for Climate Change?

No. The pump stations themselves have been elevated, which was a government directive to take these things into account. We complied with the levels at the time.

Dublin Street pump station was built near the river at the height of the stop bank so it was high, in 2004.

- The capacity in Picton is for 5,000 regular inhabitants, and it went up to 15,000 during the peak season.

Testing was done at Christmas time out of interest and we did see an increase and the plant handled it. The plant is more efficient in warmer conditions.

It's a big future-proofing project and is expensive.

- The quality of the treatment that we're putting the waste through, there is talk in the community about whether we can re-use the grey water?

We have just identified a site near the treatment plant and are working on aspects on how that can be built and recycled water made available.

There are real opportunities there for washing down boats at launching boats.

- Is there a separate line in the new ferry terminal?

We don't have any New Zealand standards so are copying Australian standards.

It makes sense to take the load off the domestic water supply by using recycled water for non-potable purposes such as boat washing in the Port.

- Endeavour Park is another key area we are looking at.
- We used to have a Sewer Group that met, and this was right at the time of the planning for that the trunk sewer upgrade. We supported putting the outfall line as far out as possible, but once we had scientific information given, they came back with a report saying it was extremely high quality. So the reason for a more shorter outfall was for the ferries to turn it could stir that up and there was no need to do so, but it was preferable to do so. That's why there was a change and everyone accepted it.
- Another project is coming up – in Blenheim pipes are being re-lined. The next step of the project will bring it through to Picton. There will be notification of this in the future.
- Relining of old earthenware sewer pipes.

Preliminary work to clean and video some of the earthenware sewers is expected to start in Picton on 9 May followed by some sewer relining after that until the end of June. More extensive relining will be carried out later in the year, the extent and timing has yet to be determined. The relining contractor will notify affected residents and businesses in advance of the works.

The earthenware sewer in Surrey Street is unsuitable for relining and will have to be replaced later in the year.

Stuart left the meeting at 2.06 pm.

4. Update from Port Marlborough about the Waitohi Picton Ferry Precinct Redevelopment – (Rose Prendeville, Port Marlborough)

- Refer to Appendix B.
- The project for the terminal precinct redevelopment has now entered the detailed design phase which will be complete around year end. There are four main 'design gates.' The project website will be kept up to date as each stage of design is completed.
- Port Marlborough are working closely with Te Ātiawa, Council, Waka Kotahi and KiwiRail. Port Marlborough are committed to their strategies and values which have been embedded in the project from the outset. This includes safety during the build process. An important part of managing the project is working with other businesses in the Port such as StraitNZ/Bluebridge and logging exporters to keep their businesses operating smoothly during the build period.
- Activity will start later in the year in some preparatory works, including increasing the capacity of the Waitohi Awa culvert, and demolition of the Rail Maintenance shed in the rail yard adjacent to Lagoon Road.
- Unrelated to the Ferry Precinct project but also happening in the Port, the cement silos near the ferry terminal are being taken down, starting this week as they are no longer needed with Golden Bay Cement no longer operating through Picton, and some earthquake issues around the silos. The Port is recovering and re-using as much of the material from the silos as possible. Some remaining cement will be used in the current repaving happening in the Shakespeare Bay log yard, and the concrete will be stockpiled before being crushed and used in other projects around the Port. This keeps the carbon footprint of the silo removal as low as possible and also helps the footprint of future projects. The space freed up by the demolition will provide more space for cargo handling or other needs.

Bosun Huntley entered the meeting at 2.15 pm.

Questions/Answers

- There was talk about making Kent Street State Highway 1, is that going ahead and when?

(Nadine Taylor answered). This is something for Waka Kotahi to manage. We understand that it is going to go ahead as part of the road network reconfiguration required for the I-Rex project.
- Will this help with truck parking?

(Nadine) Council is working with Waka Kotahi to get the necessary delegations to be able to propose a bylaw to assist with managing truck parking around Nelson Square.
- The truck park in Picton is not being utilized? This is not fair to the townspeople and is endangering children.

Council are talking with Port Marlborough about why the Dublin Street truck park is not being better used.
- Why is the word environment not there?

It is covered off in the sustainability section.
- Will some construction work be done during nighttime hours?

There will be definite blackout times when no construction will be done. This is controlled by the resource consent conditions.
- What will happen about the Dublin Street Overbridge? What will be the way in to Picton when you are building the Dublin Street Bridge?

Works will commence on this next year, before the new ships arrive. They are aiming to have flow and a switch over. We are very aware of the risks and the need to have that flow available. A full build plan will need to be put in place just for that bridge.
- New Zealand sea levels are rising. Picton is a whole red zone. Has this been factored in?

Yes, they are aware of the local Geotech situation and have made plans for it.
- What is the real length of the new trains? The length seems to keep changing.

The intention of the original design of this project was train lengths of close to 900 metres. KiwiRail have gone through again and, all things considered, trains will be up to 450 metres in length in Picton, and these will then be taken through to Spring Creek and the longer trains will be built there before travelling south.
- (Beryl Bowers). The museum currently has a display on the Port and has been advertised in the *Marlborough Express*. If people are interested they can come down and look at the display.
- Bosun Huntly spoke, saying he had been asked to come along to this meeting as he's on the board of Ngati Apa Ki Te Ra To. Iwi are looking for opportunities to organize other iwi and put money into the terminal. It would be an ideal opportunity. The other idea would be to have a truck park at Koromiko.
- (Rose Prendeville). Funding arrangements for the terminal are all in place and so is too late in the game to change. Port Marlborough are interested in partnerships with all iwi and are very happy to speak with Bosun / Ngati Apa – welcome to come and have a cup of tea and talk.
- Port Marlborough will continue to do regular updates to the Forum on the ferry project.

5. Actions from the previous meeting

	Action	Person Responsible
1.	Send Minister Mahuta Three Waters policy letter to Monyeen. <i>Completed.</i>	Kirsty Baldwin
2.	Send the Dog Policy and Bylaw Council website link to Monyeen. <i>Completed.</i>	Kirsty Baldwin
3.	Follow up with Animal Control to get information regarding visiting Holiday Home owners and dog behavior to the Marlborough Sounds to distribute to community groups.	Kirsty Baldwin/Jane Robertson
4.	Invite Picton Dawn Chorus to speak about stray cats. <i>Completed.</i>	Kirsty Baldwin
5.	Follow up with Waka Kotahi to answer the question above about the Broadway closure and whether there is a public consultation process. <i>Completed.</i>	Kirsty Baldwin/Steve Murrin
6.	Re-send the IREX information to the group. <i>Completed.</i>	Kirsty Baldwin
7.	Liaise with Picton Happenings to distribute information to the public about Shelley Beach works. <i>Completed.</i>	Kirsty Baldwin/Nadine Taylor
8.	Distribute the final Visitor Solution Report once available. <i>Pending.</i>	Kirsty Baldwin/Dean Heiford

6. Other Matters

- Brian Henstock, on behalf of Marlborough Sounds Community Trust, acknowledged Council support. A big thank you was extended to Marlborough District Council for everything they do for the group.
- Tim Healey provided physical samples of sea cucumbers, or parchant worm weed pod, which are a problem in the Marlborough Sounds seabed. This contains a worm that could destroy the scallops in East Bay, Arapawa Island. Tim reported that a carpet of worm has coated the seabed and is killing everything under it. Tim has been in contact with NIWA, Jono Underwood from Council and he is also trying to contact Oliver Wade and will share with the group any information he has.

So far it is not at Ruakaka Bay but we may need to get in there and do some prevention work. Rose Prendeville will ask some of the Port divers to keep an eye out and provide some information.

- In answer to a request for a financial update for the Regional Forum finances Chris Lake (Marlborough District Council Financial Services Manager) provided the following update.

“The Picton Forum funds were paid back to the ratepayers in the 2020-21 rating year. This was done as a remission of \$14.06 (incl GST) for each separately used or inhabited part of a rating unit (SUIP) in the Picton Forum area. The attached map, Appendix C, shows where the funds went back to.” It was confirmed there were no funds retained by Council.

- Several members raised concern about an area of steep, broken rock left along the Bobs Bay Track over work that had been done using a mechanical digger. They suggested it made the track unsafe for walkers.

Subsequent to the meeting Cllr Taylor advised:

- Council will arrange for a Council Reserves staff member who has walked the track since the digger work was completed to comment.
- This is being regularly monitored by Robin Dunn, including physical walks along the track.
- Robin Dunn walked the track before Easter and has vouched for its safety. There was loose metal on the track as part of the development but nothing that would have posed a hazard - and no falling rocks at that point either.
- The track was opened over the recent long weekends but it is still in progress with estimated time to finish by the end of May-Mid June (weather permitting).

- Mr Reuhman requested a check and trim of Foreshore foliage around security lights be undertaken. He is happy to point out specific problem growth to Reserves staff if that would assist.

Jane Tito has advised that this will be done as part of regular maintenance work and she will email the contractor to ensure that that work is included.

- Why is the Picton Library and Service Centre unable to accept EFTPOS transactions over a weekend.

EFTPOS is available during the week but cannot be done on the weekends as it relies on the finance system at Council's head office.

- The I-Site was closed on Easter Sunday. This is a busy day, turning away potential rental car purchases and bike hire, etc. Why was it closed over a busy weekend?

The reason it was closed was due to Covid staffing shortages.

- What approvals might be needed from Council to approve the installation of building security bollards at Ecoworld? Is this something that requires Council permission, (eg., due to it being a Foreshore site), or do the permissions sit with the landlord, Port Marlborough?

Possible installation would be on Port Marlborough land not Council - bollards are usually placed directly outside of a building if there is a need to protect the building in the manner described. Bollards on the Council land may not protect the building if that is the case.

- When will we see the Feasibility Report on the Hot Pools?

The Visitor Solutions Report is expected to be presented to the Planning Finance and Community meeting on 16 June and to full Council on 30 June.

- Tim Newsham gave an update on the ungulates problem. A substantial helicopter operation will take place in the middle of May when fewer people are around. Iwi has come onboard to support it.

The Waikawa and Ratepayers Association are doing a clearing project and have been in contact with Tim in connection to this project.

Certain bays are solely deer and certain bays are solely goats. Most landowners have given permission to fly over their land and deal with it.

- DoC land is involved and they are very supportive of the project.

Some people in the community have relied on goats and deer for food for a long time and hence are currently offering some resistance to the project.

Tim Healey will have discussions with DoC and the community over some controls.

- The Rata Foundation has undergone a strategic shift in direction, focusing more on communities in need, disadvantaged communities, stemming from low socio-economic areas. The focus on environment will not change. There is information on their website defining communities of need and it is about removing those barriers and overcoming those issues.
- Donations for Community Vehicle Trust are rapidly drying up. Rail and Sail, who donated significant funds, are not operating currently due to COVID, so funding is difficult to obtain.
- Concern was raised about parking for cars, trailers and boats around the Yacht Club. Has a meeting been held with Port Marlborough? Could a parking building be justified now, specifically using buildings which are abandoned?

Peak parking over Christmas/New Year is difficult as Picton is a tourist town. Record boat sales were recorded for New Zealand this summer as people couldn't go overseas during COVID. Conversations between Council and Port Marlborough staff have been held on how to better manage the peak vehicle and boat trailer parking.

The Easter boating period was well managed. No complaints about poor parking were received by Councillors.

A parking building for Picton is not currently in Council's Long-Term Plan. However, if a parking assessment shows one is necessary it can be considered for inclusion.

Port Marlborough anticipated that Easter would be busy due to the two long weekends being close together, as well as the school holidays, so were able to plan ahead well for boat parking. Additional capacity may be available at Waikawa next year.

- It was announced at the Environment Committee that a new harbour master has been appointed. Luke Grogan remains at the Harbour department for a while but is moving to Port Marlborough.
- The Freedom Camping Bylaw hearing has adjourned and a new submission period will be advertised.
- The Annual Plan is currently out for consultation and closes on 10 May.
- There will be a Council Election at the end of the year, opening from July to August with election in October.
- Kenepuru Road storm recovery work is ongoing for approximately 18 months.
- The Picton Community Garden project is developing and a public meeting was to be held in Picton on 2 May.

7. Actions from the meeting

	Action	Person Responsible
1.	Obtain a brief notification re sewer re-lining of pipes project from Blenheim to Picton from Stuart Donaldson. <i>Completed within Minute Notes.</i>	Stuart Donaldson
2.	Get information about the Dublin Street Overbridge build timeframe and in-depth information around traffic management. <i>Pending. Traffic Management Plan has not yet been lodged by KiwiRail.</i>	Steve Murrin, Waka Kotahi
3.	Share information from Oliver Wade about the sea cucumber problem on the Marlborough Sounds seabed floor. <i>Pending.</i>	Oliver Wade/ Rose Prendeville
4.	Information request to get Council or Port Marlborough approval to secure security bollards at Ecoworld. <i>Completed.</i>	Dean Heiford/Rose Prendeville
5.	Deliver a media release interim decision on Freedom Camping Bylaw. <i>Pending.</i>	Kirsty Baldwin
6.	Review the Foreshore security lighting and trim foliage. <i>Foliage will be trimmed as part of the regularly contracted maintenance.</i>	Nadine Taylor/Jane Tito
7.	Reserves Department to implement a safety hazard check along Bob's Bay Track. <i>Completed.</i>	Jane Tito

8. Future Speakers

- Picton Sewerage Update – Stephen Rooney.
- Picton Police Update.
- Picton Banking Hub Update (Jodie Griffiths).
- Picton Dawn Chorus Update.
- Marlborough Sounds Ungulate Update (Tim Newsham).
- Long Term Marlborough Economic Wellbeing Strategy Plan Update (Dorien Vermaas).
- Dublin Street Overbridge Traffic Management Plan Update (Laura Skilton/Steve Murrin) (Later in 2022).

9. Proposed Meeting Dates for 2022

Picton Regional Forum

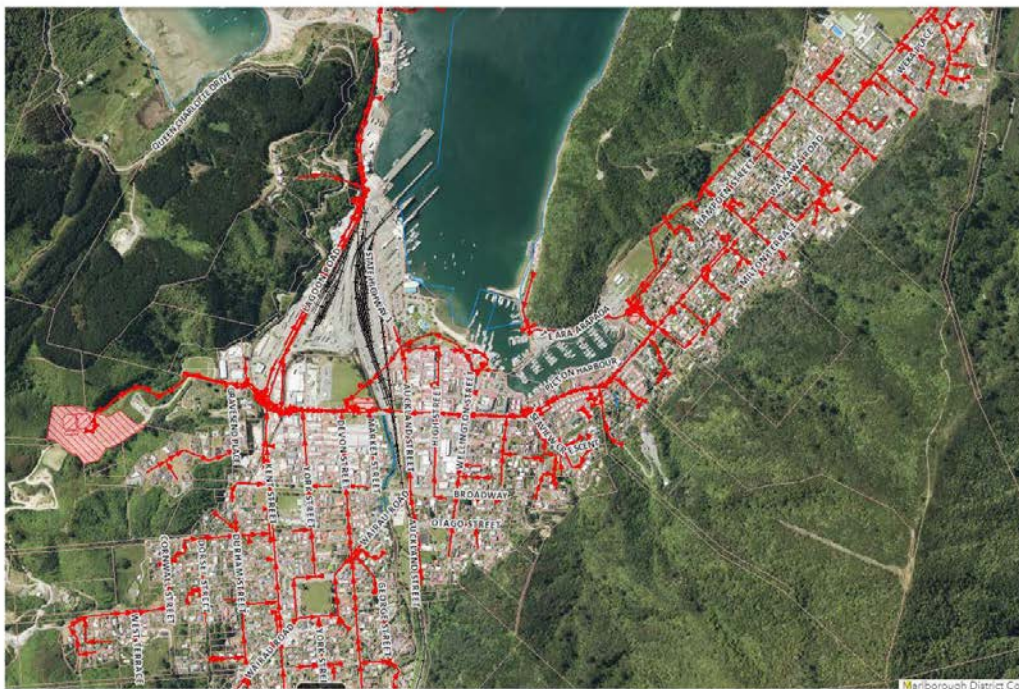
4 July 2022

5 September 2022

7 November 2022

The meeting closed at 3.45 pm.

Appendix A – Picton Sewer Aerial Photos May 2022





Appendix B – Picton Ferry Terminal Upgrade Project - iReX



Port Marlborough

Our Strategy

Balance the needs of people, planet, prosperity through partnerships.

People

- Safety through construction and future operations
- Continuity of operations in live port environment

Planet

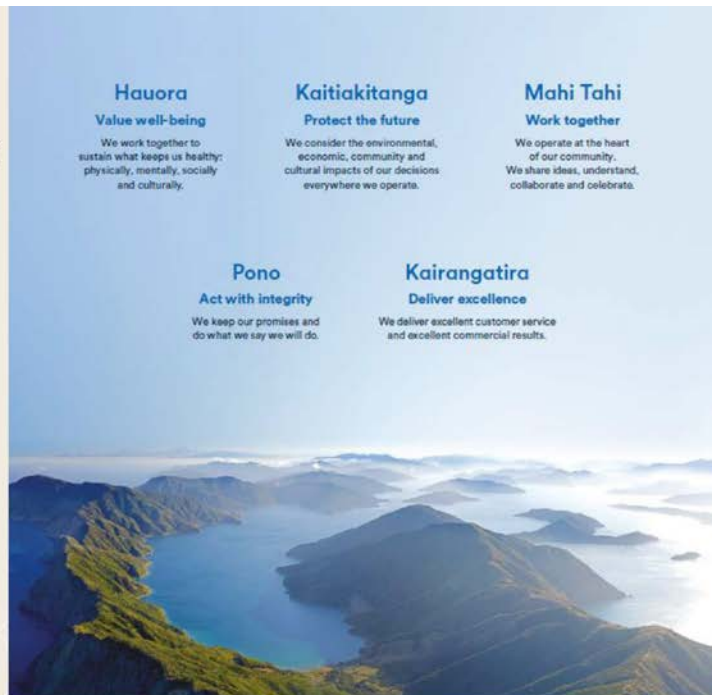
- Design for whole of life assets
- Genuine sustainable outcomes

Prosperity

- Secure an economic driver to Marlborough
- Deliver a long-term return to Marlborough

Partnerships

- KiwiRail, MDC, NZTA, Iwi and Community



iReX - It's a significant investment

Ship purchase

\$551m



Total including terminals

\$1.45b



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iReX - Important for New Zealand

- Strategic national asset, owned and operated by New Zealand
- State Highway 1 and Main Trunk Railway Essential for freight flows and connecting our people together.

The Interislander operates

3,800
Services a year

Transporting

\$14b
worth of freight

Above

850,000
passengers

and **250,000**
cars

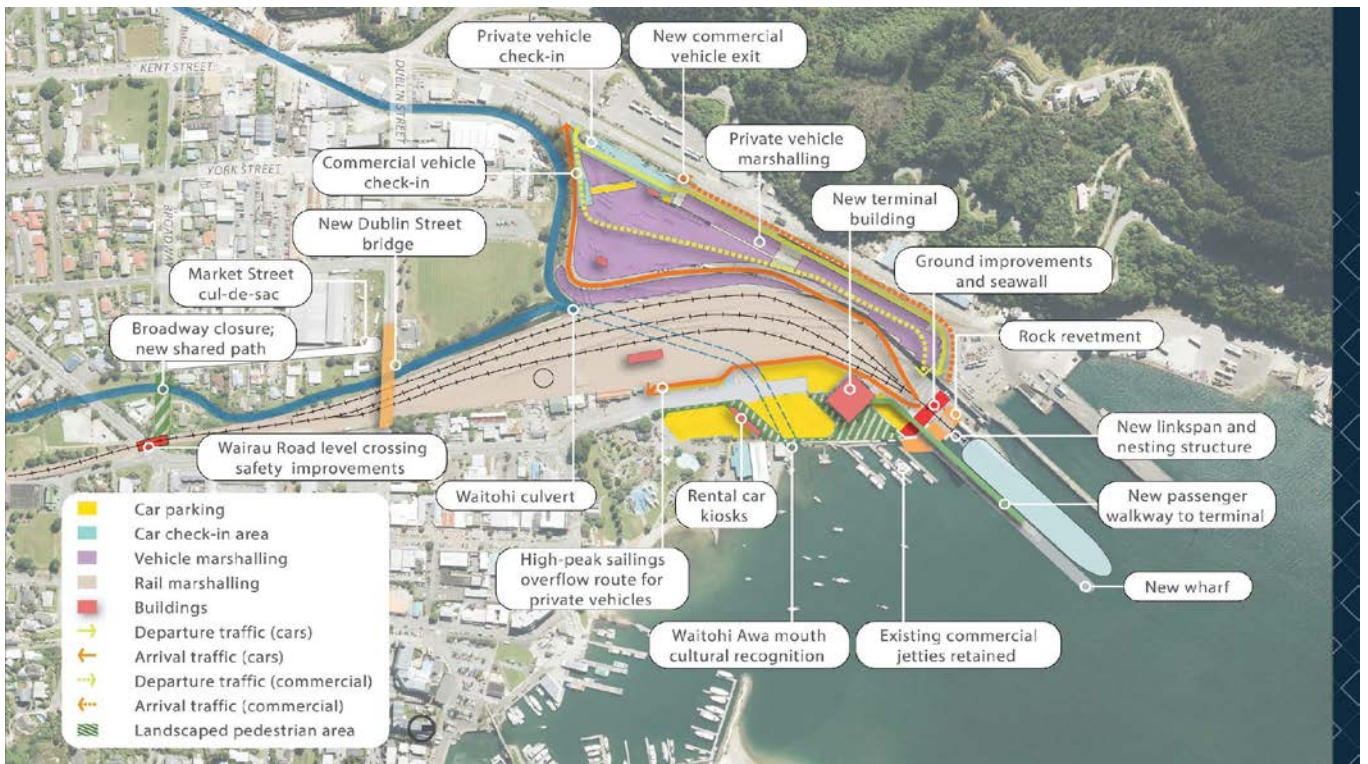
IIREX MARKET BRIEFING

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First ship arrives in 2025 and second in 2026



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Highlights – terminal building concept

- Contemporary
- Reflective of cultural narrative
- Elevated passenger walkway



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Highlights – seamless walkway from terminal to town

- Guides and connects people to shops and cafes
- Links to the waterfront and commercial jetties
- Meanders past Edwin Fox and Museum



| 8

Highlights – Dublin Street overbridge

- Connects town and the terminal area
- Walkway and bike path
- Features urban design and greenery in keeping with cultural story and landscape



What's Important to us



- Safety



- Maintaining operations in Live Ports



- Iwi engagement



- Sustainability (ISC)



- Capability



- Collaboration



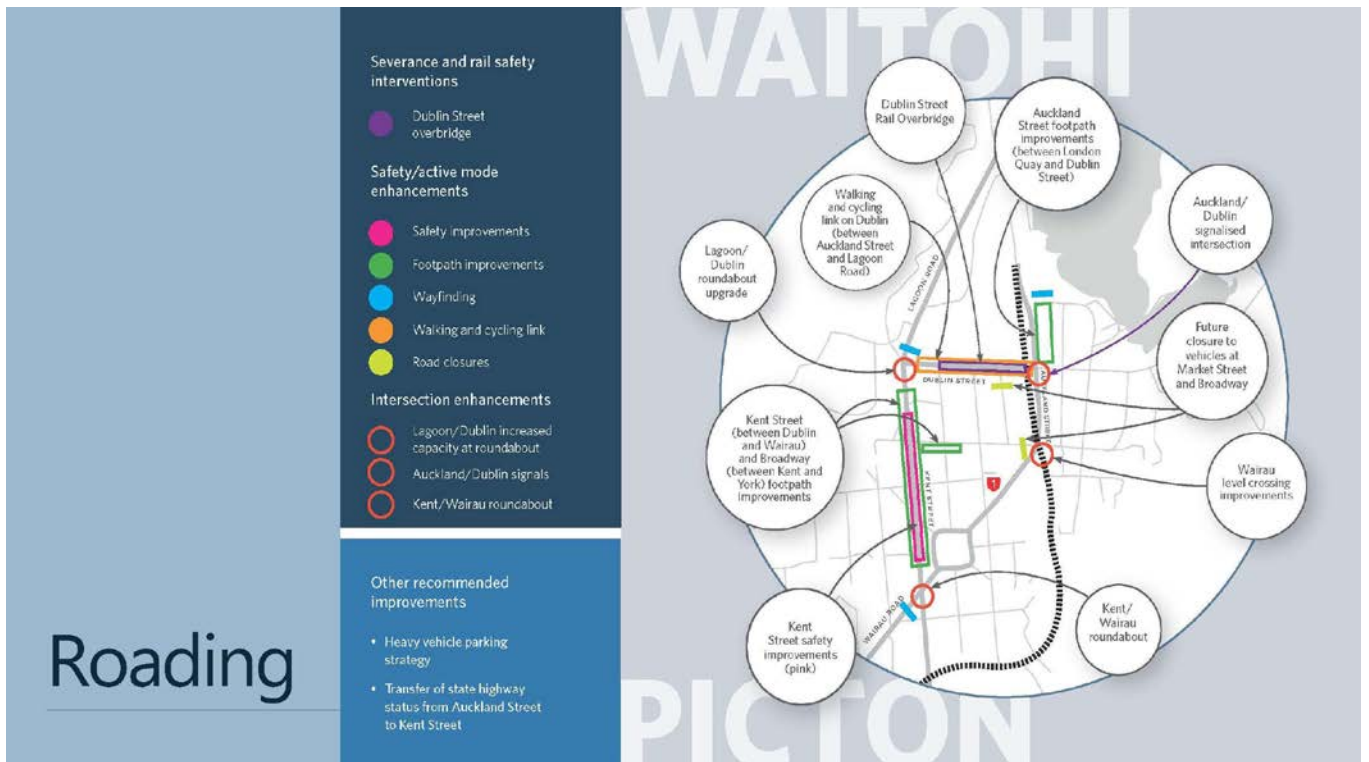
- Community



- Innovation

Timeline

2022	2023	2024	2025/2026
Design and enabling works – temporary marine works and passenger terminal building; Waitohi culvert	Dublin Street overbridge and main construction begins	New terminal building, wharf, groundwork, and seawalls	Finalising construction, landscaping, finishing and furnishing



Business Opportunities

- Marlborough's strong and connected business community
- Council will raise a loan, once legal agreements have been finalised, of up to \$110 million to on-lend to Port Marlborough to finance its share of the Waitohi Picton Ferry Precinct Redevelopment
- This is a big project right on our doorstep
- Significant benefits to Waitohi Picton and the wider Marlborough community
- Seamless connection between the North and South that lifts our region's profile as a culturally rich destination of distinction



Appendix C – Picton Forum Rates Refunded Properties

