

Picton Regional Forum held at Picton Emergency Centre, Memorial Park, Picton on Monday 6 July 2020, at 1.30 pm

Present

Clr Taylor (Chairperson), Clr Oddie, Dean Heiford (MDC)

Group Representatives

Rose Prendeville (Port Marlborough), Bryan Strong (Marl Community Vehicle Trust), John Reuhman (Picton, Marlborough Sounds Tourism), Tanya and Shane Jacks (Tirimoana/Anakiwa Res Assn), Raewyn Buchanan (Karaka Point), Stuart Eyes (Bike Walk Picton and Picton Historical Society), Monyeen Wedge (QCS Residents Association), Rob Burn (QC Track and Picton Smart & Connected), Graham Low (Waikawa Ratepayers and Picton Smart & Connected), Anne Goodyear (Picton Business Group), Graham Gosling (Picton Business Group), Tim Healy (QC Residents Association), Don Miller (Whatamango Bay),

Guest Speakers

NZ Police – Constable James Mangos, Marlborough Roads – Steve Murrin, Shaun Perrin (Contract Manager) and Antony Mackay (Sounds Supervisor), PMNZL Ferry Precinct Redevelopment Update – Gavin Beattie (Infrastructure Manager/Project Director) and Rose Prendeville (PMNZL Capabilities Manager)

Attending

Chris Hines (MDC Secretary)

1. Apologies

Clr Faulls, Steve Merito (Rātā Foundation), Beryl Bowers (Picton Historical Society), Ian Shapcott (Te Atiawa), Brian Henstock (Older Persons Forum), Rebecca Woledge (Karaka Point) and Margaret McHugh (Picton, Marlborough Sounds Tourism).

**Motion to accept apologies.
Graham Low/Brian Strong - Carried**

2. Confirmation of previous meeting minutes

No changes to minutes.

**Motion to confirm the minutes of the meeting held on 9 March 2020 as a true and correct record.
Clr Taylor/Rob Burn - Carried**

3. NZ Police – Constable Jim Mangos

Constable Mangos moved to Picton from Southland around 25/26 March at the beginning of lockdown. Other officers at the station are Constable Ash Harrison who moved from Auckland about 3 weeks ago and Constable Glen Richardson. A new Sergeant is expected around the end of August. Ideally there will be five officers in the future.

1.38 pm Peter Beech (Guardians of the Sounds) joined the meeting.

Picton Police have been targeting the drug scene lately, particularly methamphetamine suppliers and dealers. Being a port town, drugs come in using the port access. Four successful search warrants were executed within the last 3 weeks resulting in charges and court appearances.

Constable Mangos confirmed that Police can only be as good as information received and encouraged those present to give information even if it seems trivial.

Questions/Answers

How do you contact Police particularly if the watch house is closed? Ring 111 if it is an urgent/important police matter; if not requiring an immediate response, ring 105. Some police officers will give out their personal mobile numbers but not to everyone.

Has there been an increase in gang establishment? There are some with gang associations living locally, however, not in big numbers.

Don informed Constable Mangos of the informal car rally over to Port Underwood and back which occurs around 1 am on Saturday mornings. Constable Mangos was unaware that this was an event and suggested to Don ring 111 when it is occurring. It could be a possibility that someone from Picton station could attend.

Police are on call 24/7 and Blenheim will cover the station if there is a shortfall. Constable Mangos reminded everyone to lock their doors following an incident that had occurred recently in Picton. The perpetrator has been caught and will face charges.

4. Marlborough Roads – Shaun Perrin (Contract Manager)

Steve Murrin introduced Shaun Perrin who is the Contract Manager for Marlborough Roads from 1 April 2020 when the new contract was put in place. The new contract is a 50/50 joint venture between HEB and Fulton Hogan. Anthony Mackay is Northern Marlborough Area Supervisor covering the Picton/Sounds area.

Shaun gave a presentation which is attached as **Appendix 1**.

What is unique to Marlborough is that Marlborough Roads is responsible for both state highways and local roads. Looking after jetties is also different than most other NOC contracts. Of all the national contracts, 1,808 kilometres is about twice the size of the next biggest.

There are about 110 people who work as part of the contract. Antony Mackay has the area north of the Wairau River, Pelorus and Picton zones, and Angela Stratton looks after Wairau, Awatere and Blenheim zones.

Shaun showed a video demonstrating how electronic data reporting in the field helps identify what roads are priorities for remedial work. This method is also used for signage and culverts.

Questions/Answers

What is the subsidy from Central Government for local roads?

Currently is 51% after going up at the last review.

Is Marlborough Roads involved in road signage and if so, could the signs in English on Queen Charlotte Drive be changed to internationally recognized signs, given that this is a tourist area?

There is currently a manual that has to be complied with for road signage. However, there is movement towards more internationally recognized symbol signs. Over time there will be change.

Is the Weld Pass rebuild on the radar?

It was put up for funding to Government in the NLTP 2018-2021 three year funding cycle, but didn't get finance. It will be put up in the next NLTP 2021-2024 funding cycle. It was identified as the number one top priority project across the Top of the South, but it goes into a competitive process across the whole country, and unfortunately on this occasion was not funded.

Is there any program to increase the number of passing lanes with the new ferry redevelopment?

This was something also put into the last NLTP but didn't get funded. It will be put up again at the next round.

Street cleaning – who will be operating this in Picton?

There is a new street sweeper which is currently in Blenheim, but will also service Picton CBD.

What is the reason why vehicles can't be stopped going around Nelson Square and parking?

Vehicles can't be stopped by Marlborough Roads. Council could stop vehicles parking but this would necessitate a by-law to make this happen and advice is that any parking ban at Nelson Square would have to apply equally to all classes of vehicle. As long as a truck is Class 1, it cannot be stopped going on any road.

Waikawa Bay car parking area has a lot of potholes

This is a reserve and therefore Council responsibility.

Where or to whom are maintenance problems reported?

Report to adminsadmin@marlboroughroads.com, admin@marlboroughroads.com or ring 0800 213 213.

When will the Kaikoura work finish?

The work should finish on 15 December 2020. Marlborough Roads does try to program the work so that there is minimal number of stops. Other works outside Marlborough Roads sphere of responsibility can sometimes impact.

What is happening with reduction of speed limits around town and through the different bays?

A paper is going to the Assets and Services Committee on 9 July 2020. The Picton CBD speed limit will be part of the new review along with the Blenheim CBD limits. The paper is available for reading on-line. The top 10% of dangerous roads are being looked at and the remainder of roads across Marlborough, including the bays will be reviewed in the next stage under the planned new NZTA 'Tackling Unsafe Speeds' program.

5. Ferry Precinct Redevelopment Update – Gavin Beattie (Infrastructure Manager/Project Director for PMNZL) and Rose Prendeville (PMNZL)

Gavin gave a power point presentation updating all present about the Waikawa Marina Extension and the Ferry Precinct Redevelopment. Attached as **Appendix 2**.

The breakwater at the Waikawa Marina Extension has been specially designed for the location to combat the conditions. Jetties and gate housing are similar to other marinas in the area. A silt boom has been installed to control any sedimentation going out of the project site area into Waikawa Bay.

The name of the project for Waitohi Picton Ferry Precinct Redevelopment is iReX (Interisland Resilient Connection Project), the purpose of which is to connect the North and South Islands together in a much more resilient long term sustainable way than what it is currently.

The new ships are a 30 year investment for Kiwirail. Purchase of the ships is allowing for growth over a 30 year period. It is expected that there will be increased use of the capacity over that period.

Over the period of development Kiwirail will continue to run their existing fleet. They are looking at having 900 metre long trains which will have impacts on roading. PMNZL is currently working with NZTA and Marlborough Roads to determine what those impacts will be and how to mitigate them. The preferred solution is having a bridge go over Dublin Street as indicated on the page 13 (attached Appendix 2) (the greyed out area).

A temporary use of the Waitohi Reserve through the construction of the project is likely to be acquired with the reserve being put back as it was after the project. It is a challenging site to work with as current operations will have to continue and be worked around in the existing footprint, while new development is occurring.

Questions/Answers

Will the harbour have to be dredged for the new ships?

There will be some around the new berths and particularly where there has been some build-up under the old wharf.

With the Azimuth system, will the ships come in and pivot to turn around rather than take a wide swing down the middle of the harbour?

It has just been modelled to check that it can be done either way, but Gavin is unaware of the preferred option.

Will the new passenger terminal have the same facility of bringing your boat up to the terminal for transporting of friends and family off the ferry and out to the Sounds?

Yes the same considerations will be made.

Will the terminal building be able to be used for people who come off the cruise ships?

No, it is purely for Kiwirail Interislander service.

Rose talked about community connection associated with the redevelopment and the consenting methodology. (Last two slides of **Appendix 2**.)

There is a terminal process and project which Gavin and Rose are involved with and Kiwirail have an on-going and parallel process around ship procurement.

Currently feedback and community consultation is being collated into a report which will be shared with the public. There is a website www.pictonferryprecinct.co.nz where on-going information is posted. There will be public information days around mid to late August depending on some design work that is on-going.

About 60% of the consultation feedback has been about the downstream loading impacts, the wider intersection areas and roading, which is very central to the development. All parties involved have their own mandates and responsibilities but are working together in an integrated and co-ordinated way.

If there are any questions please ring Rose at the Port. Alternatively email her at the following address: Rose.Prendeville@pmnz.co.nz. She is happy to answer questions and to talk to small groups.

Regarding consent preparation, the extensive assessment of affects also includes marine mammals. The marine mammals populations in and around Picton Harbour are currently being monitored so when piling is done there is awareness of what times of the year to avoid and/or how to mitigate the impacts.

Questions/Answers

Will the culverts over the Waitohi floodway have to be strengthened?

To put the rail line over the existing triple culverts will mean they will have to be strengthened. There will be a slight change to the design to give more capacity. Currently working with MDC to find a solution.

Will groups like the residents associations be able to make submissions during the consent process?

Because the consent process will now come under the COVID-19 Recovery (Fast Track Consenting) Act the consent decision will be made by a panel headed by the environment court nominee (an Environment Court Judge or retired Environment Court Judge), representative/s of iwi, local authority nominee and possibly one other; the panel themselves will make the decision about who they want to submit. The panel appraises itself of the local knowledge that they wish to engage in the consenting process. There are stringent requirements on the applicant which are around the directly affected parties, such as neighbours etc but not including community groups as far as Rose is aware.

The requirements for the COVID-19 Recovery (Fast Track Consenting) Act consenting process is far more stringent than the traditional consenting process. Sensible responses to the consultation process have to be shown to be built into the project. The panel impose the consent conditions and the application has to be well prepared and demonstrate even more clearly with appropriate detail, that the applicants have been listening.

Does the consent process take into consideration that the bigger ferries may have an adverse effect on Queen Charlotte Sound?

There is a completely different set of processes around ferries. These issues are taken care of by the District Plan and it is up to Council Compliance to enforce. Kiwirail is very aware of the PMEP.

3.20 pm the Marlborough Roads team left the meeting.

Will the land be raised?

Yes, different parts of the land will be raised at different amounts. This will occur mostly around rail to get the correct gradient, enabling trains to travel out of Picton.

Will the fill from dredging go on to dry land and not into the sea?

The intention is to deposit it on to dry land.

Will there be additional noise and are there measures in place to gauge that?

There will be very little noise effect. There are noise zone boundaries around the port where noise contours have to be met through construction as well as operation. There are limitations and controls in place.

3.35 pm Tim Healy left the meeting

Will more use be made of the northern entrance?

Existing ships do use the northern entrance from time to time in order for the Masters to stay proficient in using the alternate route. The national transportation route which was just through Tory Channel to Picton has now been extended to include the northern entrance to provide for both. Kiwirail will continue to come through Tory Channel, but the northern entrance will remain an alternative for emergencies and to keep the Masters proficiency.

6. Actions from the previous meeting

Action	Person Responsible
1. Send out information regarding the open day for Waikawa Marina development to all Picton Regional Forum members. <i>Done</i>	Chris Hines
2. Contact Steve Murrin re bringing new contract manager to next meeting. <i>Done</i>	Chris Hines
3. Contact NZ Police for a guest speaker at next meeting. <i>Done</i>	Chris Hines
4. Check the geographic coverage of those who paid the targeted rate.	Clr Taylor

The outstanding item (4) was addressed by Clr Taylor who advised that the targeted rate has been refunded and is no longer being collected.

7. Other Matters

Result of submissions made to the Annual Plan for Picton.

Clr Taylor advised there were requests for three feasibility studies for tourism/destination projects. One was a commercial mountain bike park, another - pool (site to be determined) and wellness and the third, the heritage or enhanced Edwin Fox. Councillors considered all submissions and they were referred to the Picton planning process for further high level work to be done including economic value to the town. Dean Heiford is overseeing this process.

A request for a speaker at next meeting.

Monyeen would like to have a speaker to talk about the Picton Potable Water supply. Noted and put into actions for the next meeting.

8. Actions from the meeting

Action	Person Responsible
1. Invite a speaker to talk about the Picton Water Supply.	Dean Heiford/Chris Hines

Action	Person Responsible
2. Invite a speaker from Kiwirail to next meeting re the Ferry Redevelopment.	Dean Heiford/Chris Hines
3. Invite a speaker from NZTA re roading and the Ferry Redevelopment.	Dean Heiford/Chris Hines

The meeting closed at 3.47 pm.

Future Speakers

MDC - Picton Water Supply:

1. Quality – monitoring program
2. Quantity - now and after 2020 upgrade
3. Usage – Residential/commercial
4. Plans for conservation – roof water collection tanks, recycling systems in factories, fixing leaking pipes

MDC Reserves Team regarding the implementation process for the new Reserve Management Plans.

Proposed Dates for meetings in 2020

- 7 September 2020
- 9 November 2020

Marlborough Roads



Who We Are

Introduction and What we do | July 2020

Introduction

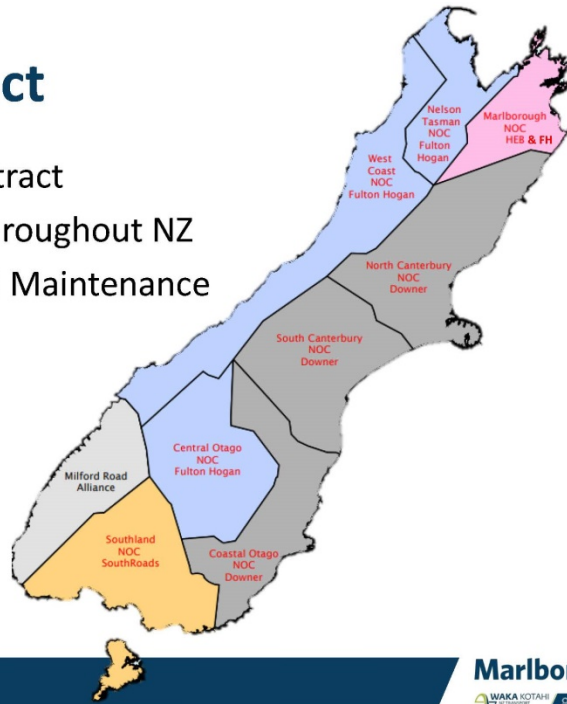
Marlborough Roads



- NOC Contracts
- Marlborough Roads NOC JV
- How we deliver and our teams
- How we work and systems
- Questions

NOC Roding Contract

- NOC = Network Outcomes Contract
- One of 21 National contracts throughout NZ
- Standardised approach to Road Maintenance



NOC Scope of Works

- **State Highway Roding Maintenance**
 - Potholes to Heaves and Shoves
 - Re surfacing: Resealing and Asphalting
 - Pavement Area wide Treatments
- **Asset Management**
 - Forward works programming
 - Budget projections
- **Corridor and Network Management**
 - Access for Contractors onto the network
 - Traffic management
 - Road Safety and Resource consent management



What makes this Network Outcome Contract unique?



Additional Marlborough Specifics

- Local Sealed Roads Management and Specifications
- Unsealed Roads Management and Specifications
- Central Business District Clean and Servicing
- Bridges, structures and Jetties
- Traffic management for Community Events



Marlborough Contract Area

• State Highway	259 km
• Council Roads	
- Sealed	909 km
- Unsealed	640 km
TOTAL	1,808 KM

Council Bridges - 369

NZTA Bridges - 79

Jetties - 15



Marlborough Roads



Local Roads Infrastructure

- Asset Value \$827m
- Annual Operating Cost \$24.5m
- Annual Capital Spend \$21.1m
- 20% of Councils Annual Expenditure



Marlborough Roads



Appendix 1

On 1 April, contract began as Marlborough Roads NOC JV.



Contract is made up of

50:50 Joint Venture



Working for



How we deliver

- **Key Suppliers** and 28+% spend with them
- **Pavement and Renewal Contractors**
 - Edridge Contracting
 - Gill Construction
 - TC Nicolls
 - Fulton Hogan Marlborough
- **Maintenance and Operational Contractors**
 - Weedworkz
 - Total Vegetation Control
 - Central Suction Cleaning



Our Teams

- **Operations Team** – Delivery of Works
- **Sub-contractors** – Supporting our contract with services and resources
- **Asset Management** – Forward Works scoping, programing and budgeting



Our Teams

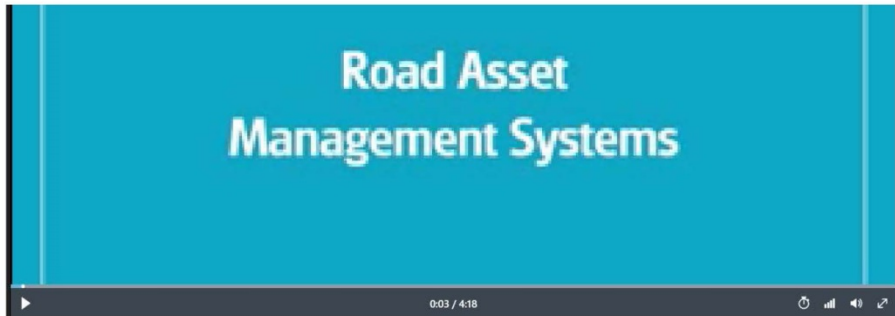
- **Network and Corridor** – Access on the Road, Traffic Management and other contractors, Road Safety improvements and crash analysis
- **Customer and Stakeholder Management**- Relationships, customer experience and key messages
- **Administration** – Supporting our business and contract



Our Teams



How we work and systems



Strategic Objectives

- Provide value for money to MDC and the Waka Kotahi
- Maintain service levels to existing standards
- Maximise the integration of State Highway and local roading network functions
- Enhance the public perception of "Marlborough Roads"



Appendix 1



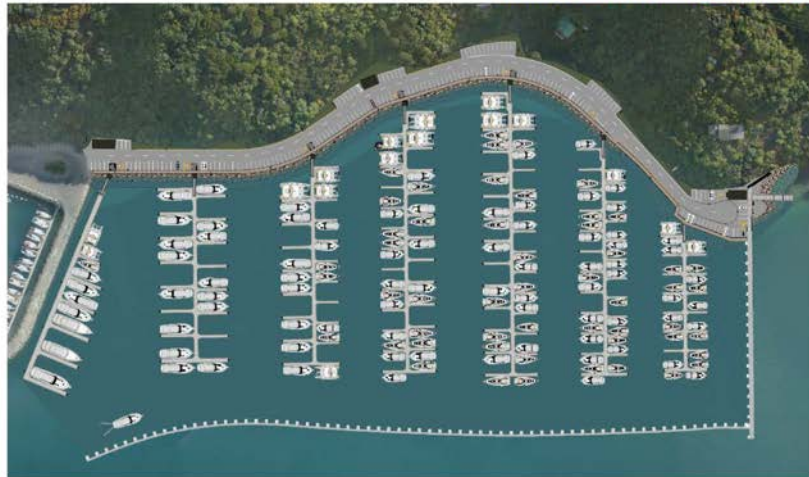
Appendix 2



Project Recap

- 251 berth extension
- 3805 metres of berthage
- Optimised design, caters for:
 - mix of vessel size
 - Mix of vessel type
- Fixed panel breakwaters
 - Deep water
 - Wave climate
 - Climate change
- ~100 jobs during construction
- ~\$1.8m additional to Marlborough GDP

Waikawa Marina Extension



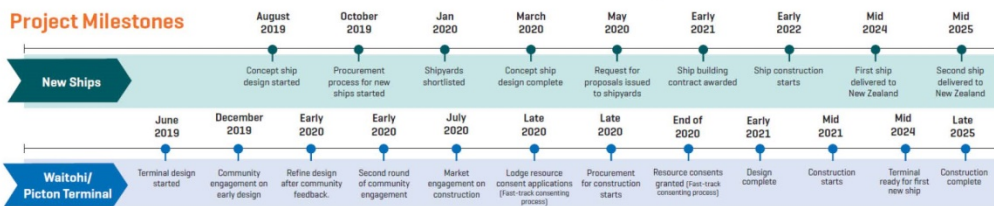
Appendix 2



3

iReX Project Recap

- Replacement of aging ships
- Future proof for future demand
- Strengthen critical Auckland Christchurch link
- Resilience
- Sustainability
- Increased used of rail – safety and climate change



4

Appendix 2

Ferries

- 2 new rail enabled ferries
 - Freight off roads
- Hull designed specifically for purpose
 - Wake energy for Sounds
 - Seakeeping for Cook Strait
- Power & propulsion
 - Diesel electric (electric in harbour)
 - 40% reduction in CO2
 - Reliability
 - Future proofed for alternative fuels
 - Azimuth thrusters – better handling



5

Key facts about the new ships



Aratere		New Ships	
Length	185m	Length	220m
Beam	20.5m	Beam	30.8m
Gross Tonnage	18,000T	Gross Tonnage	50,000T
Max Draught	5.5m	Max Draught	7m
Service Speed	19.5 knots	Service Speed	20 knots
Passenger Capacity	650 passengers	Passenger Capacity	1910 passengers
Cargo Capacities		Cargo Capacities	
Freight or Passenger Vehicles	30 rail wagons + 25 trucks	Freight or Passenger Vehicles	42 rail wagons + 62 trucks + 170 cars
	240 cars		652 cars

Azimuth thruster technology



6

Appendix 2

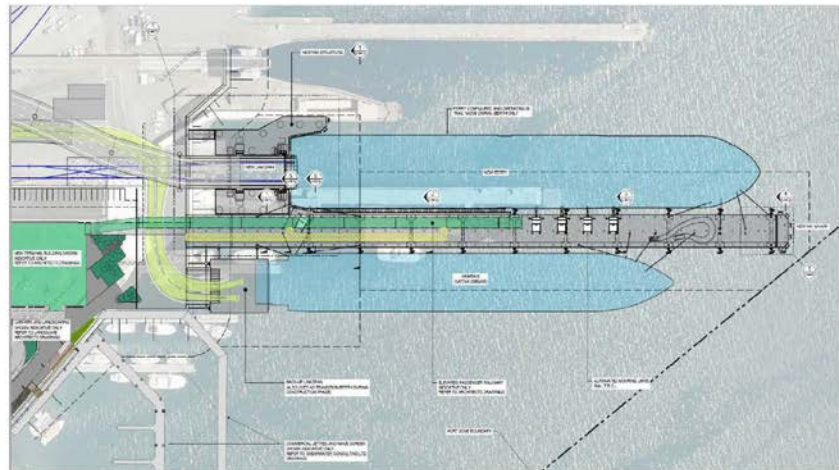
Port Infrastructure

Primary berth

- Concrete piled finger wharf
 - 282m length
 - 14m wide
 - 100 year design life
 - Auto-mooring units
 - Bollards
 - Gangways
- Dredging
- Scour protection works
- Sea Walls
- Shore power
- Fixed 2 level link-span

Transition berth

- Floating link-span (road)

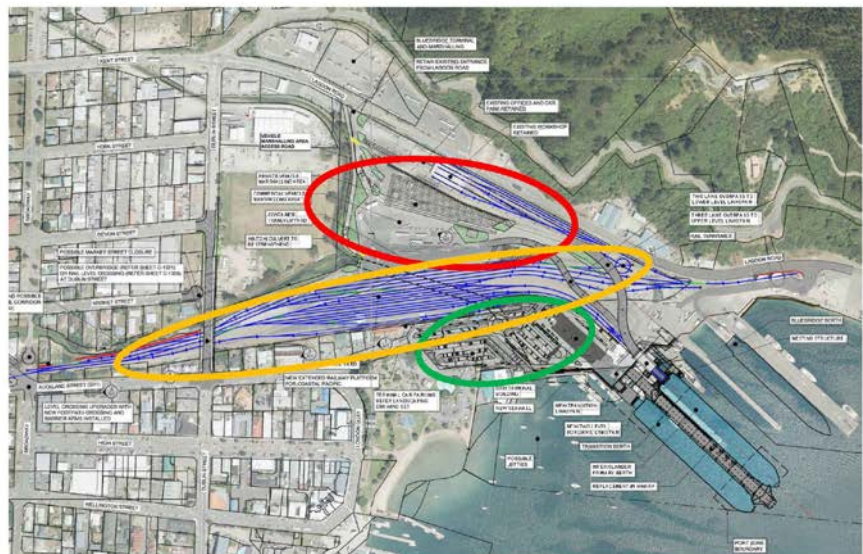


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Landside Infrastructure

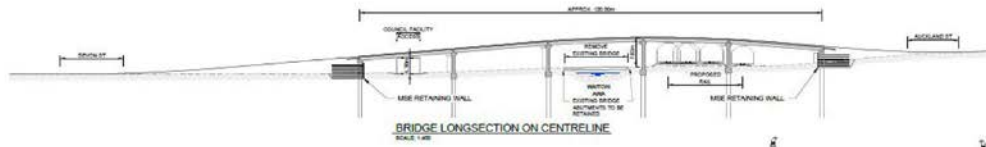
Vehicle marshalling area

- Embarking
 - Disembarking
 - Traffic to Blenheim
-
- Car parking / rental cars
 - Passenger terminal
-
- Rail marshalling area
 - Train length
 - Container transfer
 - Over-bridge



8

Roading



9

Passenger Terminal

- 5 Green star rating
- Seismic – importance level 3 + low damage design
- Utilise public space to link harbour edge to building and Picton
- Acknowledge historical location of Waitohi Pa
- Acknowledge Waitohi Awa location and quality
- Acknowledge local history, culture and legend
- Enhance public interaction with water's edge

Indicative Materials

<p>Inlay and details that reference place & history</p> 	<p>Unitised curtainwall glazing</p> 	<p>External shading structures</p> 	<p>Metal cassette cladding panels</p> 	<p>Articulated building facades to frame views</p> 
<p>Internal & external colour highlights</p> 				<p>Combination of glazed transparent, and mass cladding types</p> 
<p>Adjacent landscape planting & greenspace</p> 	<p>Unitised curtainwall glazing</p> 	<p>Natural materials in selected areas</p> 	<p>Shelter, shade and ability to utilise building edges</p> 	<p>Proximity to water & views of the Sounds</p> 

10

Passenger Terminal



11

Community Connections

Terminal Project Consultation

- December 2019
- Second round during COVID-19 – moved to 'on line'
- Feedback on consultation outcomes during August
- Ongoing connection with public and stakeholders through website, public information days and means

Waka Kotahi NZ Transport Agency

- Separate but parallel process
- Looking at wider 'Picton Inc' scope
- Undertaking specific consultation

Marlborough District Council

- Picton planning – parallel process, Council led

Integration and coordination across all parties to the project; PMNZ, KiwiRail, MDC, Waka Kotahi NZTA



12

Consenting

Consent preparation

- Extensive assessment of affects including
 - Cultural
 - Fresh water / terrestrial
 - Coastal processes
 - Marine ecology
 - Seabirds
 - Noise
 - Water quality
 - Traffic
 - Navigation
 - Landscape and visual

... all informed by community and stakeholder consultation

COVID-19 Recovery (Fast Track Consenting) Act

- Waitohi Picton Ferry Precinct Redevelopment 'listed' for fast tracking; will reduce timeframe hasten economic activity
- 200 jobs to construct + 100 through wider supply chain
- Fast track – not a short cut – process; has a different structure for affected party input; no 'public submissions' component
- Requires an even more thorough application and AEE
- Due diligence has been done with community and stakeholder feedback informing the design that will be consented
- Consent decision panel headed by environment court nominee



Proposed permeable surface: Rain Garden



Proposed permeable surface: Amenity Planting



Proposed permeable surface: Waitohi Awa Terraces



Port Marlborough