

## **22. Council Funding for a Toilet in the Tory Channel (R495-S02)**

(Clr Weetman) (Report prepared by R Bartlett)

### **Purpose**

1. The purpose of this report is to bring to the attention of councillors the request from the Sounds Advisory Group for Council's financial assistance with a public convenience in the Tory Channel.

### **Background**

2. The Sounds Advisory Group has asked DOC to investigate the possibilities of a toilet in Tory Channel. It was suggested that a cost sharing arrangement be developed between DOC and Council
3. DOC does not have much land in Tory Channel with one toilet and campground in Ngaruru Bay. The Perano Whaling Station has been suggested as the most suitable site as it is a site of historic interest, boat access is good but the land is an unauthorised reclamation built by the Peranos between 1924 and 1964.
4. Information has been supplied to Council to have the site included in the District Plan to ensure its protection. In the past DOC has provided interpretation, built structures for visitors, repaired the breastworks and made the site safe by removing heaps of dangerous items loosened by the elements.
5. DOC is in the very early stages of seeking resource consent to legalise the reclamation and seek occupation of the land as a possible historic reserve.
6. In the not too distant future the breastworks will have to be repaired again so diggers will have to be got on site. This may be an opportunity for a pit toilet with a holding tank to be installed. Once installed the holding tank will need to be pumped out probably every two years. This could be worked in with the trip to Ngaruru or the Te Pangu salmon farm.
7. DOC is proposing that Council pay for the purchase of the toilet and tank and DOC will continue to maintain.

### **The Comments**

8. To date Council does not normally finance public conveniences on non Council land although assistance with capital costs has been given to DOC in the past.
9. The funding of this facility will need to come from rates budgets estimated at \$10 000

### **Summary**

10. The Sounds Advisory Group has approached DOC for an additional toilet facility in the Tory Channel who has in turn approached Council to purchase the facility and holding tank.
11. Council support for this toilet could create a precedent for a more widespread involvement on Sounds reserves administered by DOC.

### **RECOMMENDED**

**That the Committee decides whether the funding of this facility should be referred to the LTCCP process.**

## **23. Koromiko Forest Reserve – Opportunity to Purchase Adjacent Treelands (R495-K01)**

(Clr Weetman) (Report prepared by R Dunn)

### **Purpose of Report**

1. Previous discussions have been held with the adjacent landowners to Koromiko Forest Reserve regarding the ecological value of their property and the potential amalgamation of the treeland portion of their property with the Koromiko Forest Reserve. The owners, through their agent, have recently offered to sell a 1.4 ha tree covered portion of their land to Council. The portion of land offered possesses significant indigenous tree species which are not represented within the current Forest Reserve. Due to the Forest Reserve's current narrow width, an increase in the reserves size would reduce wind exposure along its boundary and significantly enhance the reserves biodiversity. Subject to securing funding, a straightforward boundary adjustment would make this amalgamation possible.
2. The Reserves Section seeks Council's consideration and approval in principle to purchase this 1.4 ha of land subject to securing suitable funding.

### **Background**

3. The Koromiko Forest Reserve is located on State Highway 1 on the corner of Freeths Road and is a 3.4 ha recreation reserve. The Collins Memorial Picnic Reserve is a popular resting spot and is located directly on the corner and comprises 0.7 ha. Both reserve areas were formerly run as a deer park by the Marlborough Branch of the New Zealand Deer Stalkers' Association until 2002. Restoration of the remnant indigenous totara and beech treelands was suggested when Council recommenced management of the Reserve. An ecological survey was carried out and ranked the reserve's vegetation as having a medium to high ecological value. A restoration programme was prepared for this recreation reserve and the area was renamed Koromiko Forest Reserve. This programme was approved by Council and the Koromiko School and community were invited to become involved. The first planting took place in 2003 and with subsequent plantings, over 15,000 locally sourced plants are now establishing within this reserve. The reserve's significance was also recognised by the QEII National Trust and the reserve was covenanted in 2006 and a management plan prepared.

### **Discussion**

4. The adjacent land proposed for sale possesses significant white Maire and Matai trees, with both species absent from the Forest Reserve. As previously discussed, the reserve is long and very narrow and therefore provides reduced shelter from wind and the elements within the reserve. The purchase of additional land adjacent to the reserve is strongly supported by ecologist, Geoff Walls, as by increasing the width of the reserve the quality of habitat and biodiversity will significantly increase.
5. The owners' agent has provided a recent registered valuation of the portion of land they have offered for sale. The value has been determined at between \$150,000 and \$250,000 plus GST with various options of sale proposed. To date no further negotiations have taken place with the owners or their agent and no further valuation has been sought. If purchase is approved in principle, it is proposed to discuss options further with their agent.
6. Koromiko Forest Reserve is a valuable asset for all Marlburians, located on SH 1 and being a unique ecological snapshot and remnant of the historical forest that once covered Marlborough's valleys. The restoration work undertaken over the last five years within Koromiko Forest Reserve is testimony to how quickly and successfully restoration can be achieved at relatively low cost. Honda NZ's "TreeFund" has also contributed to the success of this restoration project over recent

years. To secure this additional land would significantly increase the diversity and future value of this ecological and recreation reserve for future generations.

7. The Land Subdivision Reserve Account would be the usual funding source for such a purchase, however other options may also be available. Due to the area's significance, funding through the QEII National Trust or the Ministry of Environment's - Biodiversity Fund may be alternative options. Applications to the Lotteries Grants Commission and Canterbury Community Trust may also be explored or the land could be purchased by way of a loan and paid off from the Land Subdivision Reserve Account over a five or 10 year period. The Land Subdivision Reserve needs to be managed very carefully given the extensive projects already planned and the recent economic downturn which may impact on revenue.
8. The reserve purchase could also be considered as a 150 year Marlborough Commemorative Project, with the purchase made in recognition of Marlborough's natural history and preservation of its unique biodiversity.
9. Attached is an aerial map identifying the potential land offered for sale and its proximity to the Forest Reserve. A location plan is also attached.

#### **RECOMMENDED**

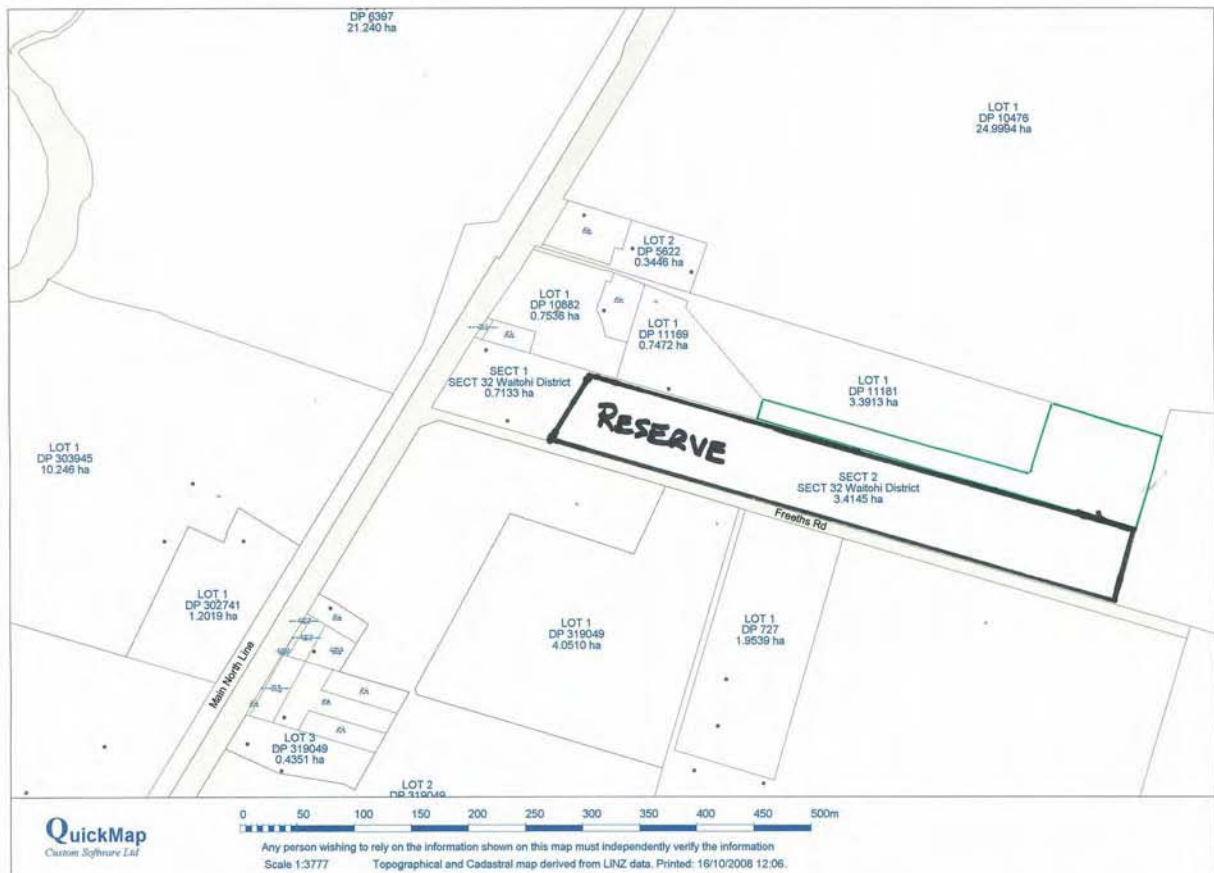
1. **That the Committee approve in principle the purchase of this 1.4 ha portion of treeland property located adjacent to Koromiko Forest Reserve.**
2. **That the matter be referred to Council's Landscape Group for further consideration.**

KOROMIKO FOREST RESERVE - POTENTIAL LAND PURCHASE



- Proposed Portion for Sale and to Amalgamate with Reserve (1.4 Ha)  
 - Existing Koromiko Forest Reserve (3.4Ha)

The accompanying material has been released by Council from its



## 24. Havelock Memorial Park Entrance – Proposed Upgrade (R495-H03)

(Clr Weetman) (Report prepared by R Dunn)

### Purpose of Report

1. To seek approval to utilise a portion of the buffer funds held within the Land Subdivision Reserve Account to undertake stages 1 and 2 of this project, (Contract 2008/25) this financial year.
2. Connell Wagner Ltd has prepared design, specification and contract tender documents for the total project involving four stages, however to complete both Stage 1 and 2 the lowest tender price was \$306,000, with three tenderers submitting prices. This price was 10 percent higher than the engineer's estimate, however largely relates to increased street furniture prices.

### *Neil Street and Havelock Memorial Park Entrance*



3. An Annual Plan submission of \$160,000 was lodged earlier this year by the Havelock Community Association for this project however was deferred at this year's land subdivision reserve budget meeting. \$60,000 was allocated towards this project this year, as had been deferred and carried forward from the previous year. This funding has been used to provide project design and tender costs to date and surplus funds will be used for project management and construction.
4. Considerable community expectation exists to reinstate the memorial archway and construct a formal park entrance and courtyard and retain the park's historical significance. Therefore funding approval is sought to proceed with this component of the upgrade project with some urgency.
5. The total funding being requested to complete Stages 1 and 2 is \$356,000, which includes an additional \$50,000 for construction of the relocated skatepark. Stages 1 and 2 involves completion of the entrance courtyard and carpark upgrade to be located on the current skatepark site, all stormwater work and Neil Street south upgrade. It is practical and cost effective to undertake Stages 1 and 2 together, as drainage and other associated works are required in both areas. (Refer plan below).





## **25. Proposed Cycle/Walk Path – Grove Road Bridge to Aberharts Road on Road Reserve (R495-07)**

(Clr Maher) (Report prepared by R Dunn)

### **Purpose**

1. The purpose of this report is to seek Council approval for constructing a cycle/walk path along road reserve beside SH 1 between Grove Road Bridge and Aberharts Road (refer attached plan). The purpose for proceeding with this path with some urgency is to provide an immediate alternative off-road cycle and pedestrian access from Blenheim to Grovetown, the rowing clubs and other destinations.
2. A letter has been received by both Marlborough Roads and BikeWalk Marlborough from Marlborough Rowing Association (Inc) (as attached below). This letter identifies the existing hazardous section of road for the many rowers that cycle out to both rowing clubs. Many other cyclists and pedestrians use this section of SH 1 and often ride on the opposite side of the road to avoid crossing the highway twice. Construction of a low cost gravel and crusher dust path would negate the need for cyclists to cross the highway and would be wide enough for two way use. This section of path is proposed to be funded from this year's Cycling and Walking Facilities budget and is estimated to cost approximately \$15,000.
3. Upgrade of this path to a sealed path standard is proposed in the future when the path is extended along the rail corridor through to Grovetown and Spring Creek. This path along the rail corridor to Grovetown and Spring Creek and the Blenheim to Riverlands path are proposed to be funded by NZTA's State Highway budget; however funding for these sections may be some months away.
4. The proposal was tabled at the recent BikeWalk Marlborough meeting and it was agreed construction of this section of track should commence as soon as possible. Marlborough Roads have agreed to assist with the design and approvals for this section of path construction and also specify and provide all signage needs.

### **Background**

5. It is considered that this proposal is a small component of Council's approved Walking and Cycling Strategy and has been clearly flagged as part of the Annual Plan process and should not require adherence to the formal decision making process contemplated under the Act.
6. It is not seen that the proposed section of cycle/walk path and a decision to continue or at least the method by which the proposed cycle/walk path is actioned involves a significant activity; involves a strategic asset or impacts in any way on an activity identified in the Long Term Council Community Plan.

### **Summary**

7. This proposal is generally covered within the objectives and action plan of Council's Walking and Cycling Strategy.
8. The purpose for proceeding with this path is to provide an immediate alternative off- road cycle and pedestrian access from Blenheim to Grovetown, the rowing clubs and other destinations.
9. Funding is currently available from this years Cycling and Walking Facilities budget and this section of path is estimated to cost approximately \$15,000. Marlborough Roads will assist with design, approval and signage requirements and BikeWalk Marlborough have fully endorsed the project.

10. Upgrade of this path to a sealed path standard is proposed in the future when the path is extended by NZTA, as proposed along the rail corridor through to Grovetown and Spring Creek, however this is some months away.
11. In the interests of increasing cyclist and pedestrian safety along a busy section of SH 1 and at relatively low cost, it is recommended construction of the path proceed as soon as is practical.

### **RECOMMENDED**

1. **That approval is given to proceed with construction of a cycle/walk path along road reserve beside State Highway 1 between Grove Road Bridge and Aberharts Road.**
2. **That funding of up to \$15,000 is approved from this year's Cycling and Walking Facilities budget for track construction and assistance will be provided by Marlborough Roads regarding design, all necessary approvals and signage requirements.**

## ***Marlborough Rowing Association (Inc)***

Secretary  
Rosanne Marsden  
49 Purkiss Street  
**BLLENHEIM**

**Phone: 03 578 1203**  
**Fax: 03 578 1202**  
**Cell: 021 404 576**

15 September 2008

Frank Porter  
Marlborough Roads  
The Forum  
**BLLENHEIM**

cc  
Alister Sowman  
Marlborough District Council  
Seymour Street  
**BLLENHEIM**

Dear Mr Porter

### **CYCLE PATHWAY - GROVE ROAD BRIDGE TO ABERHARTS ROAD**

With increased traffic using State Highway One north of Blenheim the wider rowing family in Marlborough has become increasingly concerned about the safety of members cycling to and from the Wairau and Blenheim Rowing Clubs. Between both Clubs there are 80 potential cyclists.

The Wairau Rowing Club also hosts the Central Region High Performance Centre. This year an additional 40 rowers will be based out of the Boathouse in Steamwharf Road, Grovetown. An integral part of their cross training programme is cycling however this is becoming increasingly hazardous.

Rowing is no longer a summer only sport with many Club members training year round. During the height of the season rowers train before and after work, in both instances traffic movements on State Highway One are at their peak.

On the way out to training members on bikes currently cross the road to the foot bridge on the Blenheim side of the Grove Road Bridge, cross the Highway at the Picton end then cross the road again to make their way out to their respective Clubs. Blenheim members use the Lower Wairau turn-off, Wairau members carry on to either Aberharts Road or Fell Street. This continual crossing of a major highway is a very unsafe practice.

It has come to our notice that a Cycle Pathway is in the process of being developed from Riverlands to Grovetown and Spring Creek along the existing Rail corridor. We appreciate this will take time to come to fruition however our Association sees the issue as urgent on the Grove Road Bridge to Aberharts Road section.

**May we request that a temporary pathway be developed (along the Road Reserve) for immediate use between the Grove Road Bridge and Aberharts Road to ensure the safety of our members and the general public who use the Highway to commute between Blenheim and Grovetown.**

Please do not hesitate to call me if you require any additional information.

Yours faithfully

**Rosanne Marsden**  
**SECRETARY**  
**MARLBOROUGH ROWING ASSOCIATION (INC)**

## **26. Concession Application - Commercial Helicopter Landings Waitohi Domain (R495-WO3)**

(Clr Weetman) (Report prepared by D Pettigrew)

### **Purpose**

1. To consider a concession application for commercial helicopter landings at Waitohi Domain.

### **Background**

2. In the past one off helicopter landing applications on reserves have been considered on an individual basis.
3. In October 2006 Blue water helicopters were granted approval for 12 months to use Waitohi Domain for the purposes of casual landings and take offs associated with their commercial operation.
4. At the end of the 12 month agreement period a six month extension was granted including a condition that upon expiry if they wished to continue a licence and licence fees (concession) would be required to be entered into.
5. At the beginning of October 2008 an application was received from Precision Helicopters Ltd (PHL) to use the Waitohi Domain for take offs and landings as part of a commercial sight seeing operation during the days the Cruise ships are in Picton for approximately 18 days between 29 October 2008 and 11 of March 2009.

### **Discussion**

6. The preferred landing area is Waitohi Domain due to the close proximity of the cruise ships and the limited impact of noise on residential areas associated with this site, however if necessary would like Council to consider alternative reserves in the area.
7. Consideration needs to be given to alternative reserves in the area for helicopter landings.
8. It is possible for two operators to operate from the domain if Blue Water Helicopters or another operator decides to apply for a concession.
9. Abel Properties have investigated landing fees at Koromiko Airport these range between \$10 - \$50 per landing.
10. Other concessions/licence fees in Picton such as those on the Foreshore are set at \$1000 per year.
11. A concession document needs to be developed by Abel Properties and the District Solicitor and will include these matters:
  - a) Commercial Aviation Authority approval
  - b) Other consents as required
  - c) Refuelling
  - d) Health and Safety
  - e) Term and days suitable
  - f) Non-exclusivity

## **Summary**

12. An application for a concession the use of Waitohi Domain for commercial helicopter landings has been received from PHL to service cruise ship passengers over the summer period.
13. In the past an agreement was reached with Blue Water Helicopters to allow a similar operation which has since expired. If the activity it is to continue they have been notified approval upon application for a licence/concession is required, however only a request to extend the original agreement, and not a formal application for a concession, has been received as yet.
14. The application from PHL has initiated the need for guidelines for helicopter landing concessions.

## **RECOMMENDED**

1. **That Council give approval for a concession to be granted to Precision Helicopters Ltd (PHL) for the use of Waitohi Domain for landings and take-offs on the days the cruise ships are in Picton between 26 November 2008 and 11 March 2009.**
2. **That Council allow a concession to be granted to Blue Water Helicopters to use Waitohi Domain for casual helicopter landings and take-offs associated with their commercial operation if applied for.**
3. **That concession documentation be prepared by Abel Properties Ltd and the District Solicitor which cover the issues raised in this report.**

## **27. Removal of Pine Trees - Rarangi (R505-08)**

(Clr O'Sullivan) (Report prepared by R Hutchinson)

### **Purpose of Report**

1. The purpose of this report is to bring to Council's attention requests from Department of Conservation and Marlborough Lines to remove a number of pine trees from the Rarangi Beach Road Reserve.

### **Background**

2. On both sides of the Rarangi Beach Road and along the beach front at Rarangi there are large numbers of semi-mature pine trees growing.
3. Also along the seaward side of Rarangi Beach Road is an 11,000 kV power line which Marlborough Lines believes the pines pose a threat to, should they (pines) fall over.
4. The Department of Conservation and Marlborough Roads have reached an accord and the Department of Conservation will be taking over management of a large section of road reserves around their camp ground at Monkey Bay and a number of the pine trees are in the way of a fence they are installing.
5. A request from a resident to remove a number of these trees two years ago was turned down.

### **Comments**

6. Council staff have discussed this request with the Rarangi Residents' Association who have said they do not wish the trees be removed at present.
7. An experienced arbourist has inspected the pines and provided a report. In the report he recommends two trees be removed, some remedial pruning works be undertaken, but the rest of the trees remain.
8. This type of request does create opportunities for succession planting and one option could be that Department of Conservation and Marlborough Lines fund replacing plantings so that the pine could be removed in five years time when this replacement planting has growth, so to lessen the impact of their (pines) removal.
9. Marlborough Roads is ambivalent to the requests.

### **Summary**

10. Council has received letters requesting the removal of pine trees on Rarangi Road from Marlborough Lines and Department of Conservation. Photos and letters are attached for the councillors' information and as per Street Tree Policy any request for removal is put before Council.
11. There is no criteria in the Tree Assessment Checklist that would normally justify removal to be approved eg; tree health/condition; footpath damage; road damage; kerb channel damage; buried services damage; is tree shading the property?; is tree damaging the property?

### **RECOMMENDED**

1. **That the request from Department of Conservation and Marlborough Lines to remove the pine trees immediately be declined.**

- 2. That staff discuss the funding of succession plant with Department of Conservation, Marlborough Lines and the Rarangi Residents' Association and if agreement can be reached this work begin in the Autumn of 2009.**
- 3. That permission is given to remove two pine trees as outlined in the Arbourist's report.**
- 4. That permission be given to remove the remaining pines once the succession planting has been in the ground and growing for a maximum period of five years.**



## DAVID JAMES TREE SERVICES LIMITED

157 ALABAMA ROAD, BLENHEIM.  
PHONE: (03) 577 5430 FAX: (03) 577 5077 EMAIL: DJTS@xtra.co.nz

Robert Hutchinson  
Marlborough District Council  
Seymour St  
Blenheim

18/9/08

Dear Robert,

As per your request I have completed a ground based inspection of approximately ten *Pinus radiata* on road reserve along Rarangi Beach road.

The Pines are all to the West of Marlborough Lines' 11Kv circuit. All of the trees inspected are between 10m and 15m in height and are close enough to the power lines to fall on them if they were to fall to the East. Some trees have branches that are close to encroaching on the clearances required by the Electricity (Hazards from Trees) Regulations 2003.

The trees are all in good health with no signs or symptoms of pests or disease.

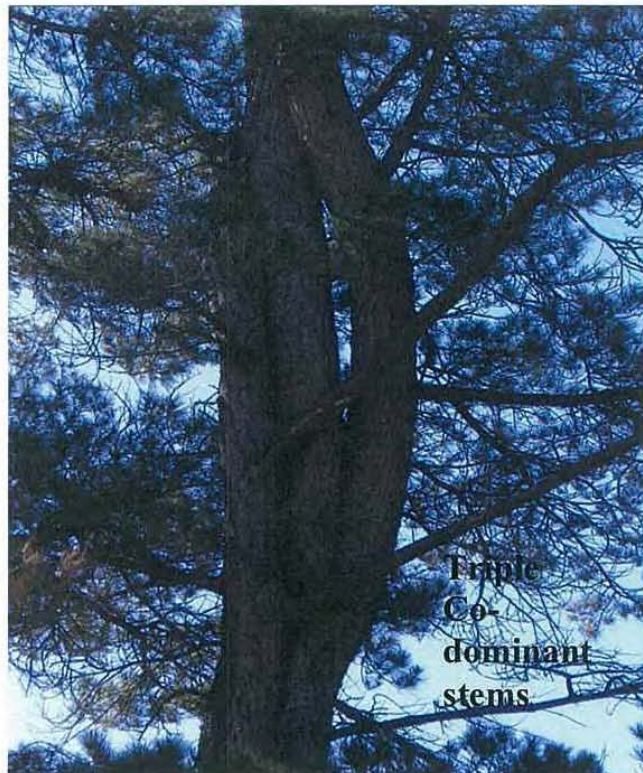
There are some trees with evidence of wind damaged branches.

All the trees inspected have very large and extensive structural root systems demonstrating that they have undergone adaptive growth to mitigate the inherent instability of the sand/gravel soils. Generally there is no evidence of instability in these [or other nearby] trees that would suggest that there is any immediate risk of them falling except in the event of extreme high winds.

However the most southern tree [immediately south of the beach access road] has had its roots damaged by the formation of the road and will have an increased risk of windthrow. The adjacent tree [to the north] has been removed recently increasing the susceptibility of this tree to N.W. wind events.



The next tree to the north [southern most of two] has a severe structural defect with three co-dominant stems with a high risk of failure. This tree also has an increased risk of failure with likely damage to the power lines.



With the exception of these two trees which should probably be removed in the near future, and monitoring and some clearance pruning on the other trees which will be ongoing no other immediate work is required.

A handwritten signature in black ink that reads "Tim Lovejoy".

Tim Lovejoy.

**From:** Jarrod Gilchrist [mailto:JarrodGilchrist@linesmarl.co.nz]

**Sent:** Tuesday, 16 September 2008 8:20 a.m.

**To:** Robert Hutchinson-8203

**Subject:** RE: Rarangi Pines.

Hi Hutch, please find attached a few photos.

These pines do pose a threat to the 11kv lines should they fall over, there are several that are leaning towards the lines.

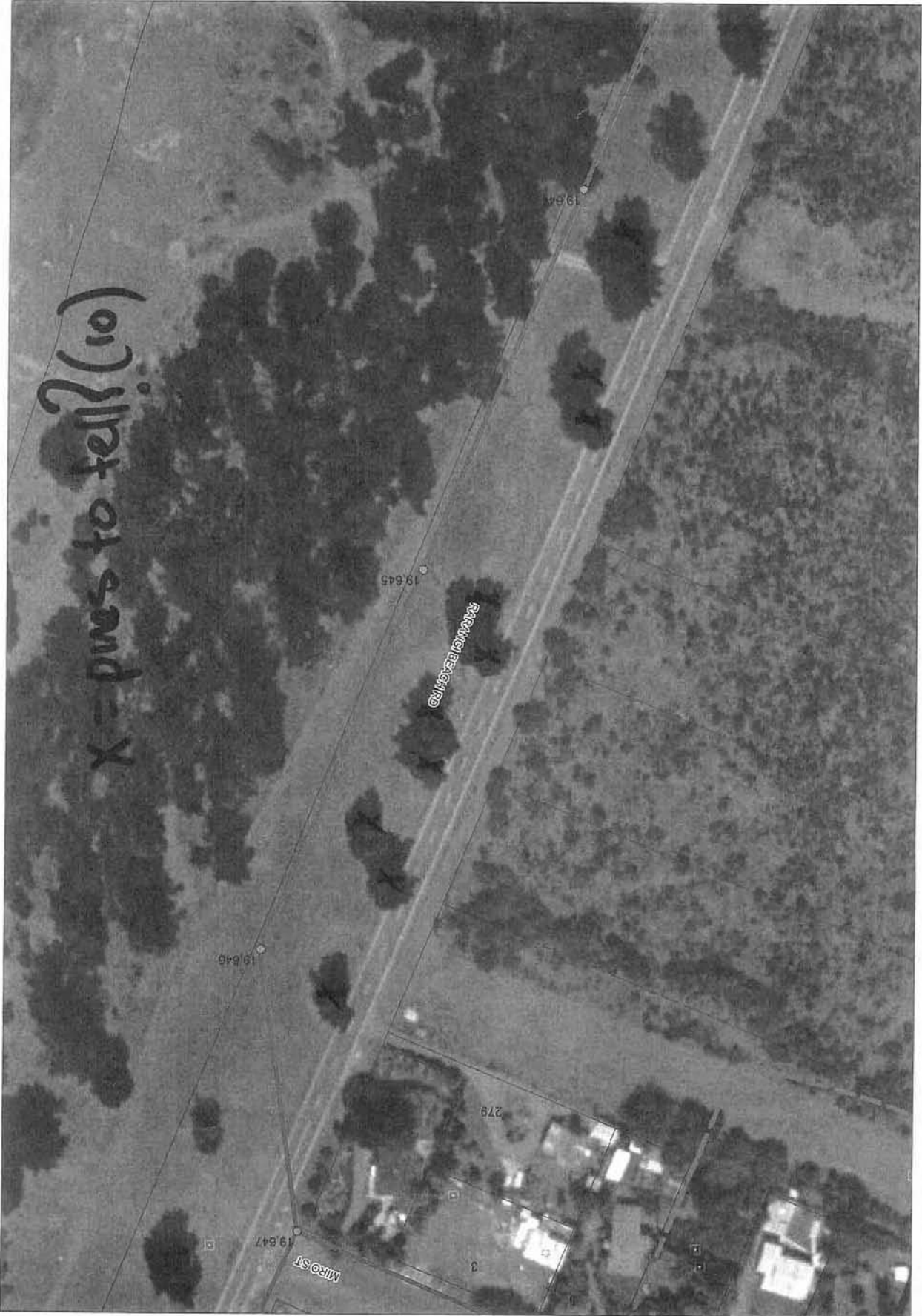
We are basically working in with DOC , who have a need to remove them also.

There are 10 that are proposed to be felled in this stage, there are another 20 or so towards the fire station that could go as well.

I realise there are a few issues in relation to these trees , so all relevant permission must be obtained, in saying that I do not think the residents would appreciate their power going off because one fell over.

I imagine there will be a planting program to replace any felled trees?

Jarrod.



## **28. Decision to Conduct Business with the Public Excluded**

**Decided** That the public be excluded from the following parts of the proceedings of this meeting, namely:

**- Pipeline Documentation**

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

<b>General Subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under Section 48(1) for the passing of this resolution</b>
<b>Pipeline Documentation</b>	<b>In order to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to members or officers or employees of any local authority as provided for under section 7(2)(f)(i).</b>	<b>That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under Section 7 of the Local Government Official Information and Meetings Act 1987.</b>