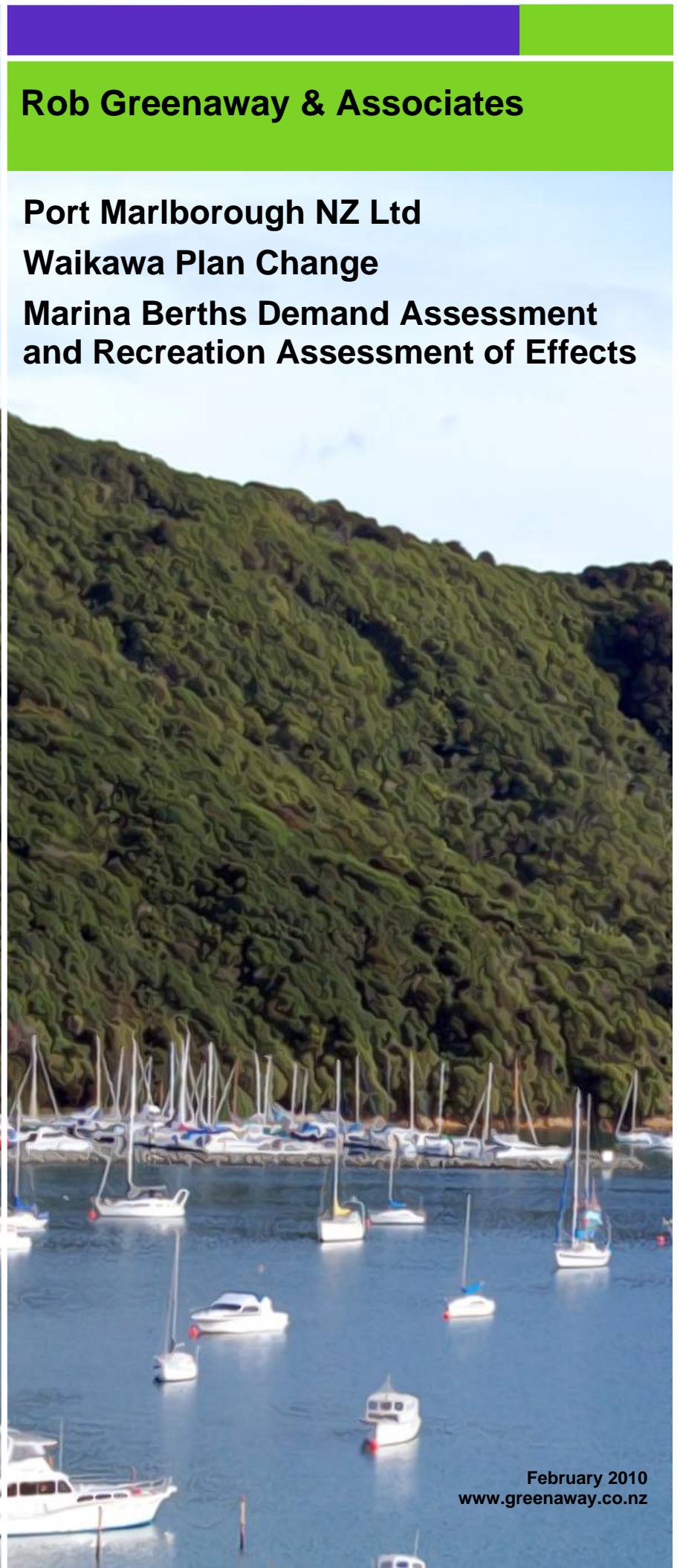


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Port Marlborough NZ Ltd

Waikawa Plan Change

**Marina Berths Demand Assessment
and Recreation Assessment of Effects**



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www.greenaway.co.nz

Port Marlborough NZ Ltd

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Recreation Assessment of Effects

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1. Introduction

Port Marlborough NZ Ltd (PMNZ) is seeking a Plan Change to provide for an expansion of the Marina Zone at Waikawa Bay and, more broadly, to rationalise mooring management areas and berthage in the Bay. This report identifies the scale of demand for additional marina berths in Waikawa and assesses the recreation effects of the proposed Plan Change.

1.1. Aims

This analysis aims to:

- Quantify demand for marina berths and marine services and other facilities, including:
 - a) Short-term demand for marina berths as expressed by the existing PMNZ waiting list,
 - b) Medium- and long-term demand for additional berths and marina facilities and services as expressed by national trends in marine recreation and the expectations of current and future berth holders.
- Support the analysis of changes to economic activity generated by additional berth holders and extrapolation of this information to future activity as a result of the Plan Change. This output is completed by Copeland (2009) based on survey data contained in this report.
- Describe the local and regional marine recreation setting in relation to the management of the current marina and the proposed extensions, and assess the effects of the Plan Change proposal on recreation in Waikawa Bay and the Marlborough Sounds.

1.2. Method

Appendix 1 reports on the findings of a postal and on-line survey of PMNZ marina berth holders and those on the waiting list for permanent berths at Picton and Waikawa. The survey results support the analysis in this document and the economic analysis completed by Copeland (2009).

Literature review (listed in the references) and interviews with stakeholder representatives provide additional basis for the findings of this report.

Interviews were carried out with:

- Bruno Brosnan, Planner, Marlborough District Council (MDC)
- Dave Marshall, Deputy Harbour Master, MDC
- Robin Dunn, Reserves & Amenities Officer & Bike/Walk Marlborough Coordinator, MDC
- Buna Riwaka, Arapawa Maori Rowing Club
- Robin Cox, Community Relations Programme Manager, Department of Conservation
- Katherine Hughes, Community Relations Manager, Department of Conservation (DOC reserve locations only, by email)
- Clive Ballett, Immediate Past President, Waikawa Boating Club
- Neil Croad, Deputy Chair, Marlborough Berth & Mooring Association
- Roy Grose, Sounds Area Manager, DOC

2. Summary

The Plan Change proposal includes extending the Marina Zone in Waikawa Bay. PMNZ is contemplating two stages of future expansion of Waikawa marina, contingent on later resource consent applications being successful. The zoning would provide area for an additional 250 berths in the short term, and another 250 as future demand dictates. The water space for moorings will require redistribution into a more space-efficient configuration, but the net area in Waikawa Bay available for moorings will not change.

Existing demand for the first stage of development will outstrip supply. If the second stage is developed ten years later, capacity is reached after seven more years under a high growth scenario, and in 21 more years in a medium growth scenario.

Future development of an expanded Marina Zone has potential adverse effects on foreshore access to the north of the existing marina, and will facilitate an increase in the number of large boats accessing the Sounds generally. Changes to recreational use of the foreshore to the north-west of the existing marina is likely to most affect those living adjacent to the development.

Expansion of the Marina Zone will facilitate an increase in the number of large boats accessing the Sounds generally. The Plan Change will benefit recreational boating in the Marlborough Sounds and in Waikawa Bay by supporting additional uptake of an important national recreation pastime and better managing mooring distribution in Waikawa Bay. A lack of marina development will result in a significant constraint on boating opportunity in the Sounds, as mooring capacity is clearly limited. The proposal will not change the need for the boating community, marine service providers and regulatory authorities to manage the growing popularity of the Sounds as a recreation destination.



3. The proposal

Significant growth in recreational boating activity over recent years has put increasing pressure on those few areas suitable for accommodating boats in and around Picton and Waikawa Bay. Port Marlborough's marinas at Picton and Waikawa have been full for some years and there are over 300 people whose requirements cannot at present be met waiting for berths. Demand for swing moorings in Waikawa Bay has increased to the point where capacity of convenient and safe mooring space has all but been exhausted.

In 2004 Marlborough District Council facilitated a bulk application process whereby holders of existing swing moorings would collectively seek to legitimise their moorings to meet Resource Management Act requirements. As this consenting process progressed, it became evident that not all of the 186 applications for the inner part of Waikawa Bay could be physically accommodated in appropriately zoned areas without stretching mooring fields into impractical areas of very deep water, impacting negatively on visual and amenity values within the Bay.

Meanwhile, Port Marlborough has been exploring options for expansion of Waikawa Marina to provide for the existing and future needs of recreational boat owners. While demand for additional facilities is widely acknowledged, ad hoc use of space within Waikawa Bay is seen as having developed in the absence of adequate long-term, transparent planning. During consultation, many stakeholders have advocated development of an overall vision for Waikawa Bay that balances the needs of boat owners with the needs of other stakeholders. Such a vision would contemplate an appropriate ultimate capacity for the amount of space allocated to boat storage within the Bay.

To reconcile and provide for the needs of a range of stakeholders, changes are proposed to the Marlborough Sounds Resource Management Plan which would enable more efficient long term management of water space in Waikawa Bay. These changes have been identified through consultation with stakeholders and the Marlborough District Council, and reinforced by the recommendations of a Boat Accommodation Study prepared for Port Marlborough New Zealand in 2007.

The purpose of the Plan change request is to address these issues in a considered and coordinated way. It proposes that a new overlay for Waikawa Bay be created within the Coastal Marine 1 Zone that would:

- Establish Managed Mooring Areas in inner parts of Waikawa Bay. Swing moorings within these areas would either not require resource consent, instead being managed through a licensing system, or be provided for as a restricted discretionary activity.
- Retain the ability for existing or new swing moorings to be held outside the Managed Mooring Management Areas through resource consent processes;
- Provide for the special needs of mooring waka in an identified area near the Arapawa Maori Rowing Club;
- Define a specific clear water amenity strip between low water and the nearest moored vessels to provide for increased recreational activity and visual amenity;
- Provide access avenues to enable safe and convenient on-water access to and from the Waikawa Bay jetty, launching ramp and Arapawa Maori Rowing Club waka mooring area;
- Increase the size of the designated swimming area adjacent to the Waikawa Bay Foreshore Reserve;
- Rezone as Marina Zone an area to the north west of the existing marina which has been identified by Port Marlborough for future extension of Waikawa Marina berth capacity.

Figure 1 shows a 2002 aerial photo of the Waikawa Bay setting. Figure 2 simulates the setting with existing mooring consents and those under application fully occupied. Figure 3 depicts the potential outcome of the Plan Change proposal, with redistributed moorings fully occupied.

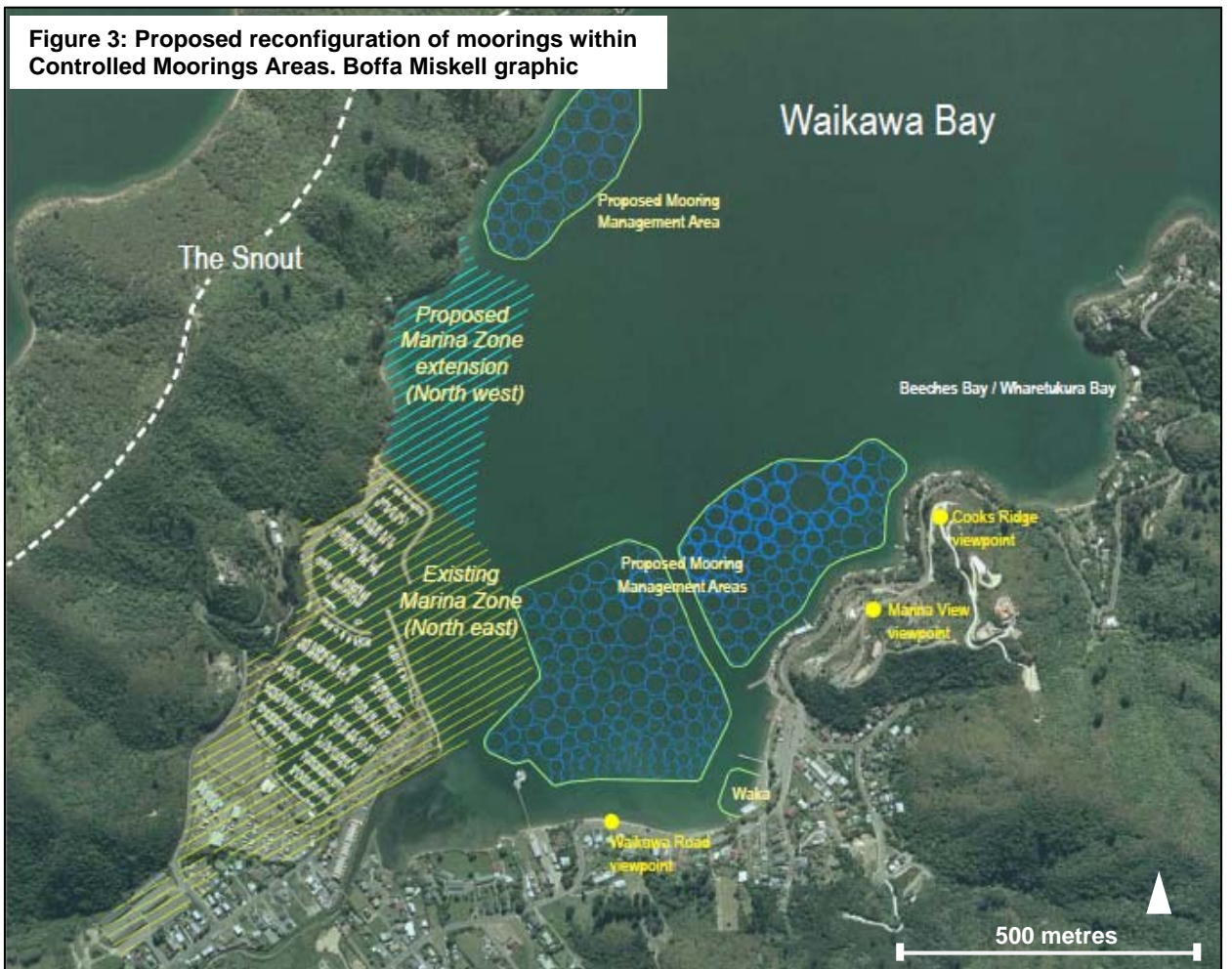
The current District Plan zone for the marina already provides for the proposed 250 berths to the east of the marina (the 'existing marina zone' in Figure 3). The Plan Change refers to the north-west extension area only.



Figure 2: Waikawa Bay simulation with existing mooring consents and those under application fully occupied. Boffa Miskell graphic



Figure 3: Proposed reconfiguration of moorings within Controlled Moorings Areas. Boffa Miskell graphic



4. Demand for berths and marine recreation

This section reviews data which helps describe marine recreation in New Zealand, summarises the level of activity regionally, and describes demand scenarios for the proposed extended marina at Waikawa.

4.1. Marine recreation in NZ

Maritime New Zealand (MNZ 2007) reports various estimates of the total number of recreation water craft in New Zealand and the rate of growth in boat numbers. The following data, drawn from the MNZ 2007 Pleasure Boat Safety Strategy, are useful – although not all are complementary:

- A 1981 census gave an estimate of the number of pleasure craft in New Zealand at 176,000. Pleasure craft include all recreational craft, including kayaks, sailing dinghies, trailer yachts, runabouts, launches and keelers.
- The Marine Industry Association estimated in 2004 that the pleasure craft fleet was growing by 20,800 new craft annually.
- A more refined assessment by MNZ estimated that approximately 8000 craft are scrapped annually, with a 2006 total count of 350,000 vessels in operation, giving a net increase estimate of 12,600 new pleasure craft each year in New Zealand.
- A MNZ survey in 2007 concluded that there were 409,000 pleasure boats in the country.
- The number of small craft is growing rapidly with up to 10,000 kayaks or canoes sold annually.
- There is a tendency for boats to be used rather less for long-term cruising and more for day or weekend trips than in the past. Consequently the popularity of trailer craft has increased ahead of permanently moored yachts and launches.
- Increasing demand for marina berths indicates a continued demand for larger craft. About 7% of pleasure boats are suitable for cruising and living aboard for extended periods. These boats are normally kept in marinas or on permanent moorings.
- Approximately 1.4 to 1.5 million New Zealanders make a voyage in a pleasure craft each year, or one in three New Zealanders.
- In 2007 the Marine Industry Association estimated that the national fleet of pleasure craft was made up of about 5% yachts and launches, 33% trailer power boats, 1% personal watercraft (jet skis), 2% trailer yachts and 60% dinghies, canoes, sailing dinghies and windsurfers.

Maritime New Zealand has completed several national surveys of boat ownership over the past several years, the latest in 2007 as quoted above, but these do not provide data by region (Jim Lott, MNZ Manager of Recreational Boating, pers. comm.). However, Mr Lott estimates that boat ownership in New Zealand is generally proportional to population, and around 30% of boats in the country would be based south of Taupo.

Sport and Recreation New Zealand (SPARC 2001) estimated that in 2001, 5% of all Kiwi adults went yachting or sailing. By comparison, 6% of New Zealanders played rugby. By age group, yachting or sailing was the fourth most important sport for 35 to 49 year olds, the second most important sport for 50 to 64 year olds and the fifth most important sport for 65 to 74 year olds. No data were available from the SPARC survey on other forms of boating.

SPARC (2001) reported that fishing, including freshwater and marine, was the third most important 'active leisure' pursuit for men (after walking and gardening), with 36% participating in 2001, and the eighth most important pursuit for women, with 14% participating. Overall, a quarter of all Kiwi adults fished for recreation in 2001 (674,300 participants), placing it fifth as a national active leisure pursuit. In 2008, the reported proportion of adults fishing was just over 19% (30% for men), and it was the sixth most popular activity with 633,769 participants, having been overtaken by cycling

(SPARC 2009). Unwin (2009) reports that the 2007/08 Fish and Game New Zealand fishing licence database for freshwater angling contained 98,620 records. This compared with 119,343 licences in 2001/02 (Unwin & Image 2003). If each of the Fish and Game database records is taken to represent an individual angler and these are deducted from the SPARC estimate for both marine and freshwater anglers, there were 554,957 marine fishers in New Zealand in 2001 and 535,149 in 2008. This is a difference of less than 4% between periods, and considering the margins of error in both SPARC surveys (2001 and 2009), and in Unwin (2009) and Unwin & Image (2003), it would be safe to say that total number of participants in marine fishing is reasonably stable, although it may have dropped as a proportion of the population (there was 3.8 million people in NZ in 2001 and 4.2 million in 2008).

4.2. Regional recreation craft

If we assume a correlation between population and the number of boats in New Zealand, we can estimate trends in boat numbers in New Zealand. The following figures are used (based on the discussion and references above):

- 400,000 craft in NZ in 2007.
- 7% of craft rely on moorings and marinas ('large craft').
- = 28,000 large craft in NZ.
- 4.18 million New Zealanders in 2007.
- = One large craft per 150 people.
- Annual average population growth rate (1999 – 2009) was 1.2%
- If 1.2% growth is applied to 28,000 craft we should have 336 new large craft annually, nationally.
- MNZ estimate 12,600 new pleasure craft annually. If 7% are large craft, we should have 882 new large craft annually.
- Potentially, large boat ownership is growing at more than twice the rate of the population growth (336 pa relying on population growth compared with 882 pa for MNZ estimates).

In Queen Charlotte and Pelorus Sounds there are three main mooring options for large craft: moorings, marina berths and hard stand areas. Google Earth provides a high resolution image of the western half of Queen Charlotte Sound taken on Monday 19 February 2007, and all of Pelorus Sound on Tuesday 22 January 2008. In these images:

- 309 boats appeared to be stored on moorings (at the Okiwi, Momorangi, Ngakutu, Shakespeare, Picton, Waikawa, Boot, Onahau and Double anchorages),¹
- 195 boats were in the Picton marina (from 205 berths available),
- 582 boats were in the Waikawa marina (from 600 berths available),
- 265 boats were in the Havelock Marina (from the 270 berths available at the time),
- 207 boats were on the hard in the Waikawa compound,
- 44 boats were on the hard in the Havelock compound,
- 9 boats were in and around the Jorgensen boatyard and wharf.

This totals 1351 craft in the water. The total count for 'large craft' should exclude those on hard stands as these will mostly be trailerable craft. Although the hard stand count will include some large craft, the count for boats in the water will also include some trailer craft stored on berths and moorings.

The Picton and Waikawa berths were 97% occupied at the time. If we assume that the same level of occupancy applied to the Queen Charlotte moorings, then another eight boats would have been

¹ This figure appears to be low compared with estimates given by interviewees and may need further review. However, a coarse estimate only is the intention of this assessment. The MDC on-line GIS orthophotography for 2002 (no month) gives a higher count of approximately 390 moored craft in the same areas.

in use and not counted. The total number of large craft identified via this count in Queen Charlotte and Pelorus Sounds, plus those assumed to be in use, totals 1359. Of those, 1086 were in Queen Charlotte Sound.

By comparison, just over 1000 consented moorings are located in Queen Charlotte Sound alone, plus another 30% to 45% unconsented moorings (Bruno Brosnan, MDC, pers comm.). The majority of these moorings will be in use only during the summer season and do not provide permanent storage.

If 1086 large craft represents 7% of all boats (according to the MNZ analysis), compared with 35% of vessels which are trailerable powerboats and yachts, then the Queen Charlotte marine recreation catchment could contain another 5430 trailerable craft.

Forty-eight percent of berth-holder respondents to the Marina Berth Holders and Wait List Survey 2009 (Appendix 1) were from the Marlborough District. This suggests that 652 of the large craft counted in both Sounds belong to 'locals', assuming mooring occupiers have the same ownership profile. The 2006 Census counted 42,558 residents in the Marlborough District. If we apply the national ratio of one large craft per 150 people, there should be 284 large craft owned by Marlborough residents. The count suggests the Marlborough region is over-represented amongst large craft owners by a factor of more than two. Considering that the Sounds is a prime cruising ground in the South Island, besides Abel Tasman, this over-representation stands to reason.

Although these figures are coarse, they all appear reasonable considering the triangulations discussed.

4.3. Demand projections for Waikawa marina

The PMNZ waiting list for marina berths in Picton and/or Waikawa contains approximately 330 individuals. Respondents to the Marina Berth Holders and Wait List Survey 2009 (Appendix 1) stated that, if they gained a new berth, 33% would bring their current boat into the district, 21% would acquire a new boat, 20% would move their current boat from a swing or pile mooring to the marina, 11% and move their boat from another local marina or a temporary Waikawa berth, and 15% would move from a hardstand in the district to a berth. This equates to, potentially, 168 new boats in the district (54% of 330), assuming any boat purchased was from outside the district, plus 50 local boats in the water that were previously on hard stands and 66 from local moorings. The total new boats to Queen Charlotte in the water at the end of year one in the expanded marina would be at least 200, and 75% of these would be new to the area. The total number of boats in the extended marina at the end of year one would be 284, plus an additional 20 above any base growth rate by the end of the second year. The remainder of those on the waiting list are assumed to represent those on temporary berths or with other arrangements with existing berth holders.

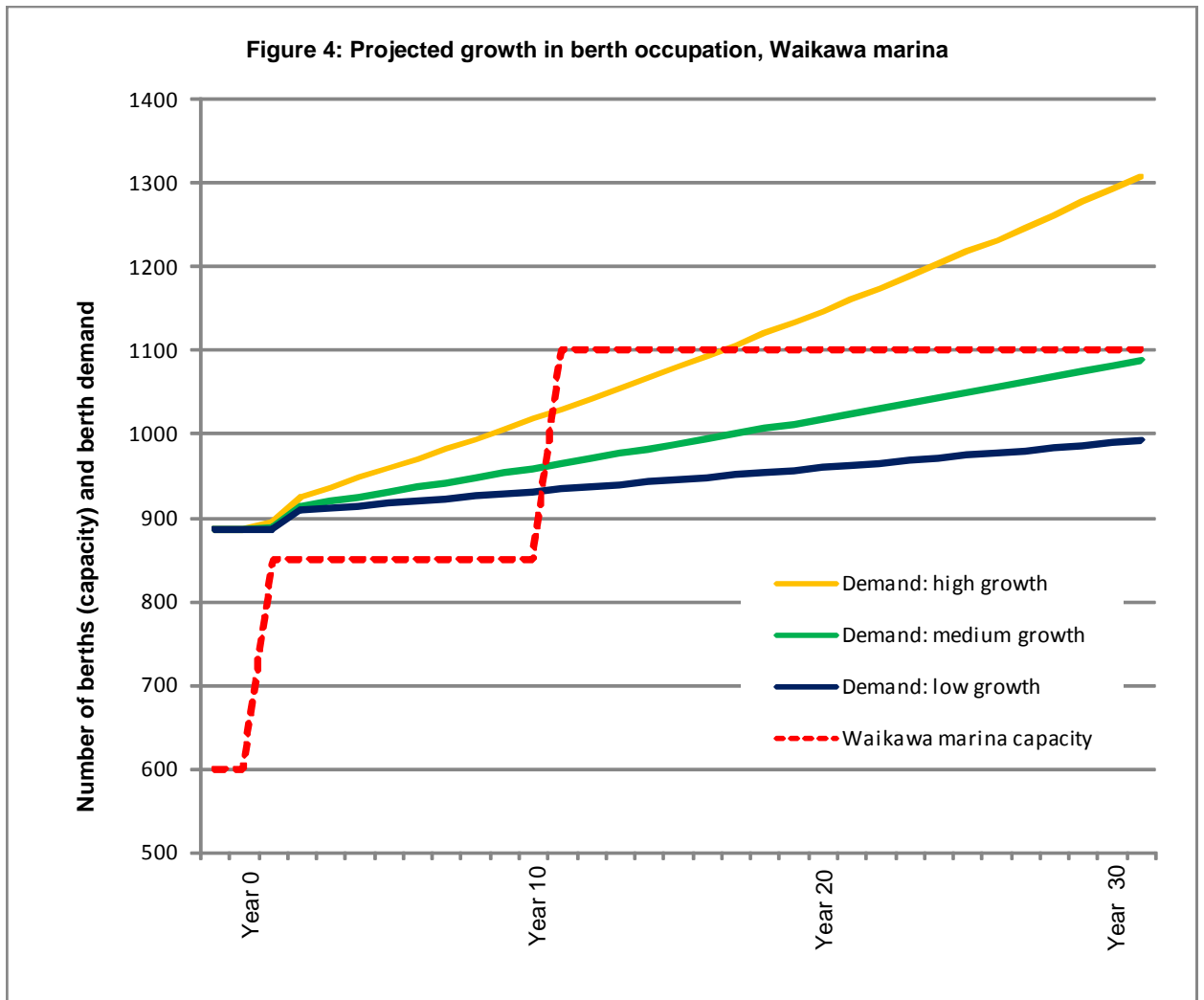
The total estimated capacity of the proposed expansion to the Waikawa marina is 500 berths developed over two stages, with 250 in the first stage.

If the 75% proportion of new boats is applied, the proposal at full capacity would result in 375 new boats in Queen Charlotte Sound. The remaining 125 would come from existing local moorings and hard stand areas.

Statistics NZ's medium projection for population growth in the Marlborough District, using a 2006 base is 0.4% pa. The national figure for the same period is 0.8% pa. The combined figure for the Wellington, Tasman, Nelson, Marlborough and Canterbury regions is 0.6% (Copeland 2009). The latter figure is used as the base growth projection for the demand projection, shown in Figure 4.

The low growth projection uses half the growth figure, and the high growth projection uses double. The high growth projection may be a stronger candidate considering the relatively high existing ratio of large craft to population in the Marlborough District. Capacity for the Stage 2 development is reached in Year 17 under the high growth scenario, and in Year 31 in the medium growth scenario.

The demand projection will be confounded by the economic climate. However, this will most likely only relate to the appropriate timing of the second stage development. Stage 2 is shown in Figure 4 as occurring in Year 10, although in reality its development time will depend on numerous factors.



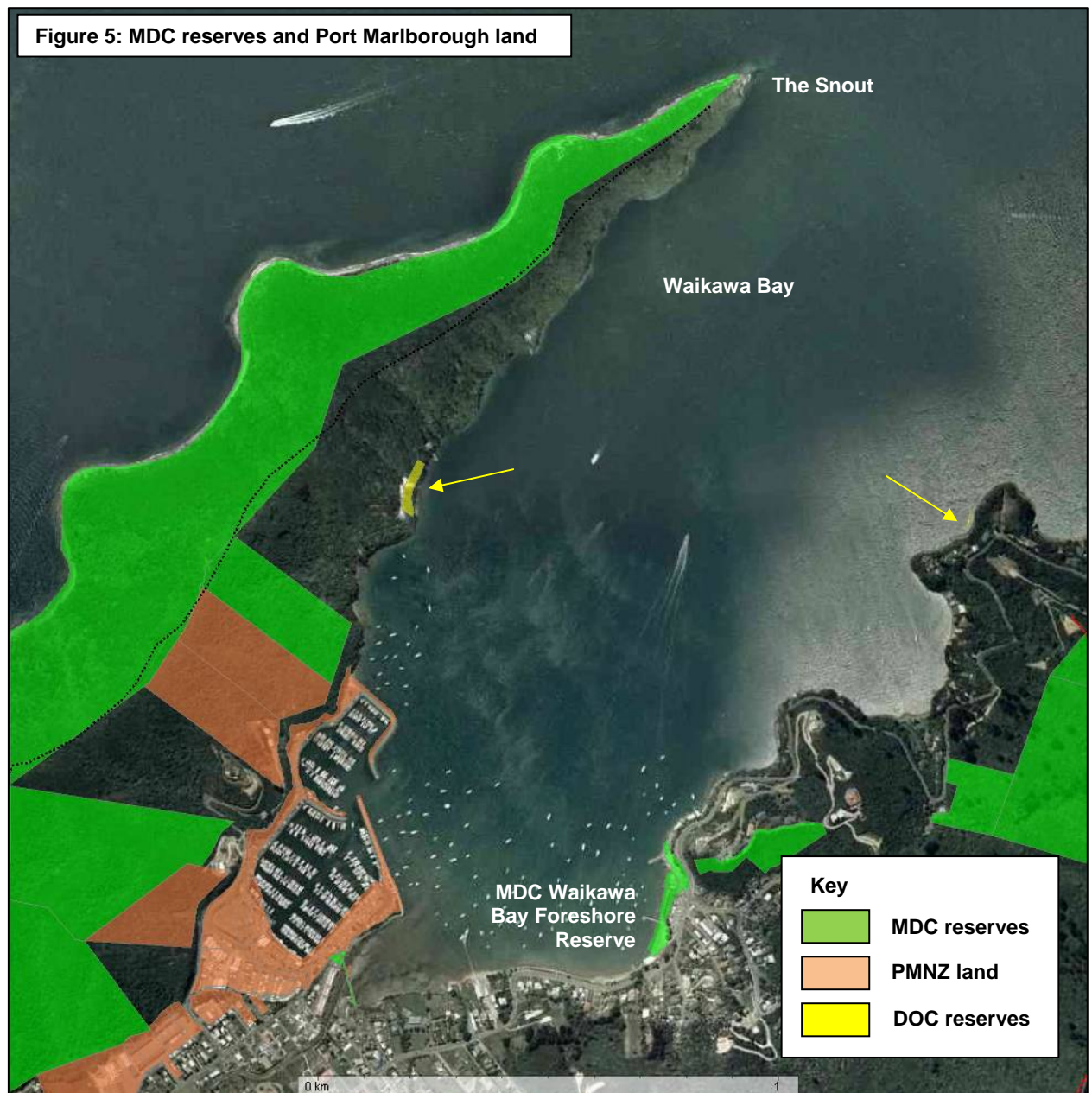
5. Existing recreation setting

5.1. Terrestrial recreation

The Marlborough District Council holds large blocks of reserve land around Waikawa Bay, but very little on the coastal edge (Figure 5). Coastal reserve land in the Bay is limited to the Waikawa Bay Foreshore Reserve in its south-eastern corner. Road reserve extends from the end of Marina Drive, immediately west of the Waikawa Marina, along the coast to the end of The Snout. However, physical access is difficult. Two foreshore reserves are administered by DOC in the Bay; one 300 metres north of the Waikawa marina on the eastern side, and a very small unit (140 m²) on the headland north of Wharetukura Bay (both indicated with arrows in Figure 5). DOC also administers the Karaka Point Recreation Reserve shown in Figure 6.

Public access on PMNZ land is confined to the marina parking and retail areas and the marina fingers and breakwaters. Viewing boats from the marina fingers is an important recreation activity for boat owners, aspirants and other casual visitors.

Figure 6 details the public accessways promoted by the MDC in its *Picton by Foot or Bike* brochure (MDC no date). The brochure states in relation to these:



Queen Charlotte View to Snout Head 40 minutes

From the Snout Track carpark, walk along the gravel road. From the road end the track climbs to the Queen Charlotte View Lookout. Extensive views can be enjoyed along the way. A toilet and picnic table are located at the lookout. The track then descends through bush to the picnic area at the end of the headland. Note: Sections of this track can be slippery when wet.

Picton to Waikawa Track 50 minutes

This walking and mountain bike track starts at the Picton Marina and ends at the Waikawa Marina. There are several entry/exit points along the way. At the end of the track, Waikawa Foreshore reserve can be reached by turning right into Marina Drive, left at Beach Road and via Nautique Place. Sections of the track are still being upgraded, therefore can be muddy when wet.

The MDC describes the Waikawa Foreshore Reserve thus²:

A great beach with playground and BBQ facilities. Popular boat launching ramp.

Location: Waikawa Bay, Waikawa

Toilets, Disabled Persons, Picnic Facilities, Swimming, Boat Ramp, Playground.



² <http://www.marlborough.govt.nz/reserves/parksthereserves.cfm>

5.2. Marine recreation

Waikawa Bay is dominated by its use for mooring, berthing, launching and maintaining boats. The MDC manages the moorings and boatsheds north of the Waikawa Bay Foreshore Reserve and PMNZ the berths and other hardstand storage facilities on its land. Boat maintenance services are provided by independent providers. Boat launching facilities and trailer parks are provided by PMNZ at the Waikawa marina and by the MDC at the Waikawa Bay Foreshore Reserve.

The beach off the Waikawa Bay Foreshore Reserve is a designated marine swimming area (one of three managed by the MDC). The area is defined by yellow buoys and is reserved for swimming over summer between Labour weekend and Easter. A swimming raft is also provided.

Waikawa Bay is one of 15 marine bathing areas tested by the MDC for water quality for contact recreation (Suitability for Recreation Grade – SFRG). The 2009 SFRG for Waikawa was ‘fair’ (suitable for recreational use). The MDC reports that the main impact on the water quality has been found to be urban storm water.³

The Arapawa Maori Rowing Club is based at the southern end of the Waikawa Bay Foreshore Reserve and launches its craft from the reserve. The Club provides for both waka ama and masters rowing (and boxing) and was formed in 1919. Rowing races are held on the lower Waiau River, and Waikawa Bay is used for training only. Rowers generally head to Karaka Point or Whatamango Bay to avoid the wakes of the ferry and other boats. Waka ama is better able to handle rough conditions. The Club often has difficulty over summer with casual public car and trailer parking on the Foreshore Reserve blocking access to their clubrooms. The Club is supporting a Te Atiawa Waitangi Tribunal claim to the club site and the foreshore extending from the clubrooms to Jorgensen’s Wharf.⁴

The Marlborough District Council carried out a process of consultation leading up to the preparation of a concept plan for redevelopment of the Waikawa Bay Foreshore Reserve. This was adopted by the MDC in 2005 and its implementation is awaiting funding. Consent has been gained for retaining wall construction and drainage works. The development plan has no relationship with the Plan Change proposed for the marina area.

5.2.1. Moorings

The MDC is in the process of reviewing the coastal permits required to place a mooring in the Marlborough Sounds. Approximately 3500 consented moorings are located in the Sounds, as well as perhaps 1500 unconsented moorings, plus many more which are temporary and/or illegal. Just over 1000 consented moorings are located in Queen Charlotte Sound alone, plus another 30% to 45% unconsented moorings (Bruno Brosnan, MDC, pers comm.). The capacity for additional moorings is limited.

It is not possible to correlate the number of moorings to the number of water craft in the Sounds. Club moorings may service many craft, while many moorings service baches and homestays and may be only used occasionally.

Moorings in Waikawa Bay include a mix of consented and unconsented. Those in the inner Bay – just over 180 – are under application and are not currently consented. Just over 120 boats are apparent on these moorings in 2002 in the aerial photo in Figure 1.

5.2.2. PMNZ marina activity

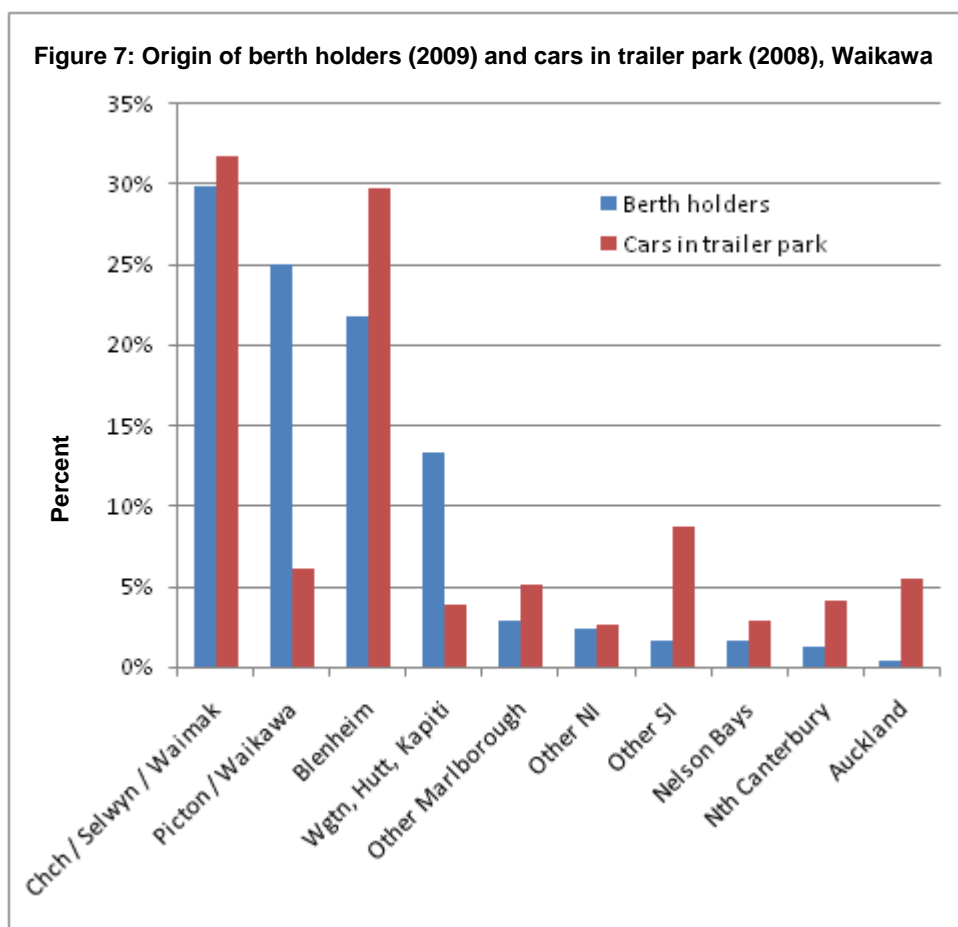
PMNZ currently provides 598 berths in the Waikawa marina, 459 of which are leased and 139 are owned by berth occupiers via the Waikawa Marina Trust. PMNZ also provides launching and parking options for trailered craft, with capacity for 134 trailers.

³ http://www.marlborough.govt.nz/enviromonitoring/bathing_marine.cfm?section=waikawabay

⁴ Buna Riwaka, Arapawa Maori Rowing Club, pers comm.

Counts of boat trailers in the PMNZ parking lot were carried out by PMNZ over the 2007/08 and 2008/09 peak summer seasons. Between 20 December and 16 January, trailer numbers peaked at 134 on the 2nd of January 2008. The maximum number of empty berths in the Waikawa marina peaked at 265 (from 598) on the 1st of January 2009 – representing 44% of craft away from their berths. The maximum combined number of empty berths and parked trailers was 379 on the 1st of January 2009. The average daily percent of craft away from their berths between 20 December and 18 January was 22% in 2008 and 25% in 2009. The average daily number of boat trailers in the same period was 91 and 79 respectively.

Figure 7 shows the results of an analysis of the licence plate registration origin for cars in the trailer park (Traffic Design Group 2008) and the origin of berth-holders in the Waikawa marina. There is a slight tendency for trailered craft to come from further afield than Waikawa marina users. However, residents of Picton and Waikawa may be more likely to use the MDC launching ramp at the Waikawa Foreshore Reserve, which has only a dozen full size trailer parks, and/or store their trailers at home.



Results of the Marina Berth Holders and Wait List Survey 2009 are appended and present a more full description of the origins, activities and opinions of PMNZ berth holders. Key findings include:

- The mean number of full or part days a recreational vessel was used in the 2008/09 main boating season (October 2008 to April 2009 inclusive) was 33. The mean number of full or part days a recreational vessel was used in the 2008 calendar year was 43. Approximately 77% of recreational use occurred during the seven main cruising months (60% of the year). Those in the Havelock marina used their vessels on fewer days than those who leased their berth in Waikawa (35 days versus 48 days in 2008).
- Roughly a third of all berth holders generally took day trips, a third took short overnight cruises (1 to 2 nights) and a third preferred long overnight cruises (3 nights or more). Havelock marina berth holders were more likely to take short overnight cruises in

preference to day trips, and those who leased a berth in Waikawa were more likely to take day trips in preference to long overnight cruises.

- A lack of leisure time for berth holders was the key limitation to boating activity (42% of all respondents) followed by the cost of boating (18%) and family commitments (11%). Lack of leisure time limited 27% of those on the waiting list, and lack of easy boat storage or marina berthage affected 23%.
- Almost half of berth holders considered boating to be their most important recreation activity, while just over 40% considered it to be 'just one of the many things I do in my spare time'. Only 5% considered boating to be, 'the most important thing in my life', and 3% had had enough of boating.
- The average spend in 2008 on 'looking after a boat' for berth holders (including storage or berthage, repairs and maintenance, slipping and hardstand services and new equipment) was almost \$11,500, although the average 'typical spend' was only almost \$7800. Ninety-two percent of this money was spent in the Marlborough District and 81% was spent in the township immediately around each marina.
- The average spend in 2008 on boat trips for berth holders (including car running, off-boat accommodation, boat fuel and oil, groceries and provisions, restaurants and bars and other shopping) was almost \$3900. Ninety percent of this money was spent in the Marlborough District and 69% was spent in the township immediately around each marina.
- In general terms, survey respondents were price-sensitive in relation to marina berthage costs. There were a variety of opinions about marina extension options (generally supportive or provisionally supportive) and the need for and effects of ancillary service development. The latter is not of direct relevance to the Plan Change option, but will advise future service development options, such as maintenance and fuelling services.

6. Effects of the Plan Change proposal

This section reviews the potential effects of the proposal on the Queen Charlotte and Waikawa Bay recreation settings.

6.1. Terrestrial recreation

There is no physical effect on the terrestrial recreation settings in Waikawa Bay besides an increased capacity in the Waikawa marina to service large craft.

Any effect will relate to changes in landscape values. Considering the current domination of the Bay by marine recreation and boats, it is unlikely that there will be any changes to the quality of experience afforded to, especially, users of the Waikawa Bay Foreshore Reserve and The Snout walkway.

6.2. Marine recreation

The following potential issues arising from the Plan Change proposal have been identified:

- Small boat launching options and trailer parking
- On-water fairway creation for entry in and out of launching areas
- Change to swing mooring options
- Change in boat activity in Queen Charlotte Sound and Tory Channel generally
- Use of the Waikawa Bay Foreshore Reserve
- Marine activity servicing (marine industry options)
- Arapawa Maori Rowing Club activities
- Waikawa Boating Club activities
- Private boat shed activity
- Changes in access to the foreshore

These issues have been identified via the *Marina Berth Holders and Wait List Survey 2009* (appended), and the *Issues and Needs – boat accommodation in Picton, Waikawa and surrounding areas* report (Boffa Miskell 2007).

There are no direct effects resulting from the Plan Change proposal on:

- Small boat launching options and trailer parking
- Use of the Waikawa Bay Foreshore Reserve
- Arapawa Maori Rowing Club activities. A specific 'waka mooring area' is included in the proposed Plan Change to run from the Rowing Club building to the Waikawa Jetty, which is presently cluttered with moorings (see Figure 3). This area will provide for mooring of waka and also provision for waka ama activities as requested by the Club during consultation carried out by PMNZ.
- Waikawa Boating Club activities (although growth in club membership will need to be accommodated)
- Private boat shed activity
- Marine activity servicing (marine industry options)

General tidying of mooring arrangements will provide very similar on- and off-water options for these activities. Creation of more clear fairways within the Mooring Management Areas will be of benefit.

Commercial marine activity servicing options support the recreation setting and are not considered to adversely affect marine recreation under the Plan Change proposal. However, there is demand from the boating community for the development of more marine servicing options.

Three issues remain: moorings, foreshore access, and changes in boating activity in the Sounds beyond Waikawa Bay due to increased boating activity.

6.2.1. Waikawa Bay moorings

The status quo with regard to moorings is a specific issue addressed by the Plan Change proposal. The intent is to provide a solution to the current problems resulting from a limited mooring area, inefficient mooring methods and permitting the moorings under the MDC District Plan.

The expansion of the Marina Zone within the Plan Change proposal removes the potential for mooring in approximately 6.3 ha of water area in the north-west extension (Figure 3). The current area occupied by moorings south of Wharetukura Bay is approximately 27 ha (Figure 1). A similar level of provision for mooring space is proposed by the Plan Change (25.55 ha but with a more efficient allocation of space). The net effect on mooring opportunities is nil, with the intention of providing an efficient solution to existing mooring issues.

6.2.2. Foreshore access

The proposed Marina Zone extension is on the west of Waikawa Bay and will occupy a coastal area bounded by road reserve extending from the end of Marina Drive, and an area used for dinghy storage by adjacent mooring holders (Figure 8).

The western foreshore offers no formed public access options, with beach scrambling at low tide. Any existing general recreation in this setting will be pushed further north. Three private property owners will lose direct access to the natural foreshore. The proposal would provide for vehicle access along this coastal strip.

As any new marina development will require a resource consent for a discretionary activity, the effects of the loss of the dinghy storage area and the small beach area would be assessed through the consenting process, and appropriate mitigation measures could be required as conditions of consent.



6.2.3. Boating activity in Queen Charlotte Sound and Tory Channel

No studies of recreational carrying capacity have been carried out in the Marlborough Sounds and it is not currently possible to define one. A social carrying capacity is a relative concept and relates to expectations for encounter rates between users of a recreation setting, and the scale of conflict between different and similar recreation and commercial pursuits. Expectations and experiences vary from person to person and between different places.

For comparison, 837 marina berths are provided by PMNZ in Picton and Waikawa, and there is at least another 310 permanently moored large craft in Queen Charlotte Sound. Westhaven Marina in Auckland provides 1472 berths, plus 382 swing and pile moorings. Bayswater Marina in Auckland adds another 415 berths, West Park 592, Orakei 180, Half Moon Bay 500, 1032 are at Gulf Harbour and another 213 are at the OBC marina. Other mooring areas are available. The subtotal is, very approximately, 4786 'large craft' in greater Auckland.

Queen Charlotte Sound and Tory Channel provide approximately 32,000 ha of waterway. In comparison, and while noting the innate differences between almost all marine recreation settings in New Zealand, the Waitemata harbour and inner Hauraki Gulf provide approximately 72,000 ha (from Whangaparaoa Peninsula to the South of Waiheke Island), although a large part of that is open water.

In the Queen Charlotte and Tory Channel setting there is approximately 28 ha of waterway per locally berthed large vessel, and this figure would reduce somewhat if vessels visiting from Wellington and Mana vessels were included. In Auckland, the figure is 15 ha per large vessel, although this figure would be almost halved if only waterways less than two kilometres from shore were considered. The marine catchment for the Picton and Waikawa marinas is relatively quiet compared with Auckland. An additional 500 berthed craft – including the 250 currently allowed for in the existing District Plan and the additional 250 sought by the Plan Change proposal – would result in a ratio of 19 ha per large craft in Queen Charlotte Sound and Tory Channel. Naturally, not all craft will be on the water at one time.

There is no existing statutory ability to control the number of boats using the Sounds. Boating opportunity is defined by the ability to own, rent and store vessels, and to access the foreshore for the purpose of reaching a moored craft or to launch a boat. These capacity controls are not limited to the Sounds as vessels also enter the area from the lower North Island and Canterbury. In effect, there is only limited ability to control the number of recreational craft using the Sounds by relying on local measures (trailer parking areas, number and efficiency of launching ramps, mooring and berthage capacity). Nor is there any existing directive to attempt control.

The Department of Conservation has an interest in recreational use of the Sounds in relation to marine mammal interactions and recreational use of marine and on-shore reserves. No data relating to recreational use of the marine area has been gathered since the formation of the Department of Conservation in 1987⁵.

The maximum recorded vacancy from the Waikawa marina is 44% (1 January 2008), and the mean between late-December and mid-January was 22%. Such high levels of activity occur for short periods each year. The busiest day represents approximately 370 vessels away from the marina at one time. With the additional 250 berths allowed by the proposed Plan Change, and applying the same level of activity, the Plan Change could result in a maximum of 110 additional large craft in the Sounds on a peak day, and 55 on average over a the busy period summer, assuming that there is no reduction in boats relying on moorings as a result of the proposal. This will be against a background in growth of small trailer craft, which may outnumber the large craft by as much as a factor of five, using MNZ data, and the marina extension currently provided for.

⁵ Robin Cox, Roy Grose, DOC, pers comm.

The Plan Change proposal has the capacity to increase, to a limited degree, the level of boating activity in the Marlborough Sounds. It is not possible to define the net scale of effect of this change on the social setting, considering background growth and progressive changes in the expectations of recreational boaters. As boating activity increases, regardless of the Plan Change proposal, additional attention to general adherence to navigational safety rules and marine codes of conduct will be necessary. For example, increased scrutiny of the use of marine holding tanks for sewage will be important (PMNZ currently provides pump-out facilities at Waikawa).

7. Conclusion

Many issues of relevance to marine recreation in Waikawa identified through this study relate to on-shore service provision, such as hard-stand and maintenance building developments, and the costs of berthage, which are not controlled by the Plan Change proposal.

Most terrestrial recreation settings in Waikawa Bay are unaffected by the Plan Change: importantly, the Waikawa Bay Foreshore Reserve and the Arapawa Maori Rowing Club. Both these settings are in the midst of separate and independent development and resource planning processes. The rationalisation of moorings in Waikawa Bay will benefit both. The Rowing Club has a specific waka mooring area provided for in the Plan Change.

The Plan Change proposal has the capacity to increase the level of boating activity in the Marlborough Sounds. It is not possible to isolate the Waikawa Plan Change's net scale of effect of this change on the social setting, considering background growth and progressive changes in the expectations of recreational boaters. As boating activity increases, regardless of the Plan Change proposal, additional attention to general adherence to navigational safety rules and marine codes of conduct will be necessary. This is a double-edged sword – more people enjoying recreation is a good thing. Although existing users will have to adapt to a busier recreation setting, and this may come at some personal cost, if all resource users adopt the appropriate (and the statutory) social and environmental ethics, recreation satisfaction will remain high. There will be a requirement, as the national recreation population grows, for all resource management agencies to address issues relating to the increased use of accessible and popular recreation settings, and it is not anything particular to the Marlborough Sounds.

The proposed area for the extension of the marina zone in the west of Waikawa Bay will occupy a coastal area bounded by road reserve extending from the end of Marine Drive, and an area used for dinghy storage by adjacent mooring holders. Houses directly adjacent to an extended marina would lose immediate recreation access to foreshore, although vehicle access along this stretch of coast would be possible with the proposal in place. Through the necessary resource consenting process required for any new marina at the rezoned site, a full and thorough assessment of effects will assess the effects of this displacement and, if required, mitigation can be provided by way of conditions of consent.

There is immediate apparent demand to support Stage 1 of the proposed extension, and in the longer term, population growth projections support the rationale for Stage 2 at a later date.

In summary, the Plan Change will benefit recreational boating in the Marlborough Sounds and in Waikawa Bay. A lack of marina development will result in a significant constraint on boating opportunity in the Sounds, as mooring capacity is clearly limited. The proposal will not change the need for the boating community, marine service providers and regulatory authorities to manage the growing popularity of the Sounds as a recreation destination. The proposal is justified in terms of supporting existing and projected demand for marina berths.

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Appendix 1: Marina Berth Holders and Wait List Survey 2009

Port Marlborough NZ Ltd

Marina Berth Holders and Wait List Survey 2009

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1. Introduction

Port Marlborough New Zealand Ltd (PMNZ) is preparing data to advise a proposed Plan Change to support the expansion of the marina at Waikawa. This survey is designed to support analysis of the economic and recreational effects of that development proposal.

2. Method

Port Marlborough New Zealand maintains two databases in relation to its marina holdings: berth holders in the Waikawa, Picton and Havelock marinas (1009 entries), and those on the wait list for a berth at the Picton and/or Waikawa marinas (431 entries). Each entry describes a preference for communication from PMNZ to be made by email or by post.

A questionnaire specific to each address list was designed (Appendix A), with hard-copy and on-line versions specific to those wishing for postal or email contact from PMNZ. The on-line questionnaire was hosted at www.nzrecreation.info.

Each hard-copy questionnaire was accompanied by an explanatory letter on PMNZ letterhead, signed by the Marinas Manager (Appendix B). This contact also gave respondents the opportunity to complete the survey on-line. Each email contact was sent the same letter in the body of a personal email from the Marinas Manager.

To complete the questionnaire on-line, each respondent required a unique username and password. Both the hard-copy and on-line versions gave respondents the chance to update their contact details as held by PMNZ. The on-line survey contained a database of all contact details which were called up on entering the correct password and username. Contact details were stored in a separate database to the questionnaire responses.

One follow-up communication was sent to those who had not completed the questionnaire within two weeks of the first contact. Those who received contact by post were sent a second hard-copy questionnaire as well as a second letter (Appendix B).

Respondents were rewarded with four chances to win a six-pack of Marlborough wines.

Table 1 defines the number of contacts made, subdivided by email and post. A 50% response rate was gained from the wait list, and 46% from the berth holders. Twenty-nine of the berth holder respondents only updated their contact details and/or did not complete enough of the questionnaire to be included in the results. The same applied to ten of those on the wait list. Most of these were the result of temporary boatlessness. The completed response levels for berth holders totalled 430 and for the wait list 160.

| Table 1: Response rates | | | | | Response percent |
|-------------------------|----------|-------|------|--------|------------------|
| | | Email | Post | Totals | |
| Wait list | Sent | 29 | 310 | 339 | 50 |
| | Returned | 29 | 141 | 170 | |
| Berth holders | Sent | 362 | 647 | 1009 | 46 |
| | Returned | 143 | 316 | 459 | |

Table 2 to **Table 5** compare specific results from respondents with comparable data within the source address lists. These show that the respondent group is representative of the target population for berth holders in terms of which marina they are berthed at and whether their berth is owned (via the Waikawa Marina Trust) or leased from PMNZ. For both berth holders and those on the wait list, the respondent group was also representative with regard to where they live.

| Table 2: Berth holders – berth location (%) | | |
|---|---------------------|-----------------------|
| Location | Respondents (n=430) | Address list (n=1009) |
| Waikawa | 58 | 53 |
| Havelock | 25 | 29 |
| Picton | 17 | 18 |
| Shed or other | <1 | <1 |
| Total | 100 | 100 |

| Table 3: Berth holders – berth owned or leased (%) | | |
|--|---------------------|-----------------------|
| Location | Respondents (n=430) | Address list (n=1009) |
| Leased | 86 | 87 |
| Owned | 14 | 13 |
| Total | 100 | 100 |

| Table 4: Berth holders – home city (%) | | |
|--|---------------------|-----------------------|
| Location | Respondents (n=430) | Address list (n=1009) |
| Christchurch | 23 | 24 |
| Blenheim | 20 | 22 |
| Picton | 19 | 19 |
| Wellington | 8 | 7 |
| Nelson | 5 | 7 |
| Havelock | 4 | 5 |
| Other | 20 | 17 |
| Total | 100 | 100 |

Forty-eight percent of berth holder respondents and those on the original address list were from the Marlborough region.

| Table 5: Wait list – home city (%) | | |
|------------------------------------|---------------------|----------------------|
| Location | Respondents (n=160) | Address list (n=340) |
| Christchurch | 30 | 31 |
| Picton | 20 | 18 |
| Blenheim | 15 | 14 |
| Wellington | 13 | 10 |
| Auckland | 2 | 2 |
| Lower Hutt | 2 | 2 |
| Other | 18 | 22 |
| Total | 100 | 100 |

Thirty-eight percent of wait list respondents and those on the original address list were from the Marlborough region.

The response groups are self-selected and do not constitute a random sample of the target populations. It is therefore not appropriate to apply forms of statistical analysis which rely on random sampling, such as error estimates. The response rate is excellent for a survey of this type, and the level of representativeness is very good. The data are sound and should be considered generally representative of the target populations.

Data tables presented in this report mostly show percentage responses, and the relevant sample size (n). Counts are occasionally used. The sample size varies slightly for each question due to incomplete responses. Rounding affects some percentage totals.

3. Berth holder results

This section reviews responses from berth holders at PMNZ's Picton, Waikawa and Havelock marinas.

3.1. Ownership and activity

1. Three percent of respondents (11) owned commercial vessels.
2. Ninety percent of recreational vessels (370) were, 'used primarily by me and/or a single family'.
3. Seven percent of recreation vessels (27) had shared use within a syndicate or group of owners. Forty-five percent of those (12) had two owners, and an equal number had three or four owners. Two boats had six owners, and one had nine.
4. Eight recreational boats were made available for bare-boat charter via a commercial operator.
5. The mean number of people typically aboard a recreational vessel on any one day was 3.2. The range was from one to eight.
6. The mean number of people typically aboard a commercial vessel on any one day was 3.7. The range was from one to 12.
7. A mean of 95% of days boating during the 2008 calendar year was spent in the Marlborough Sounds (n=406).

Table 6 and **Figure 1** illustrate the trend for boat use, as represented by part or full days of activity.

The mean number of full or part days a recreational vessel was used in the 2008/09 main boating season (October 2008 to April 2009 inclusive) was 33. The mean number of full or part days a recreational vessel was used in the 2008 calendar year was 43. Approximately 77% of recreational use occurred during the seven main cruising months (60% of the year).

The mean number of full or part days a commercial vessel was used in the 2008/09 main boating season (October 2008 to April 2009 inclusive) was 123. The mean number of full or part days a commercial vessel was used in the 2008 calendar year was 154. Approximately 80% of commercial use occurred during the seven main cruising months (60% of the year).

| Location | Mean days 08/09 season | Mean days 2008 year |
|-----------------|-------------------------------|----------------------------|
| Havelock | 27 | 35 |
| Picton | 31 | 45 |
| Waikawa all | 36 | 46 |
| Waikawa lease | 38 | 48 |
| Waikawa owned | 31 | 38 |

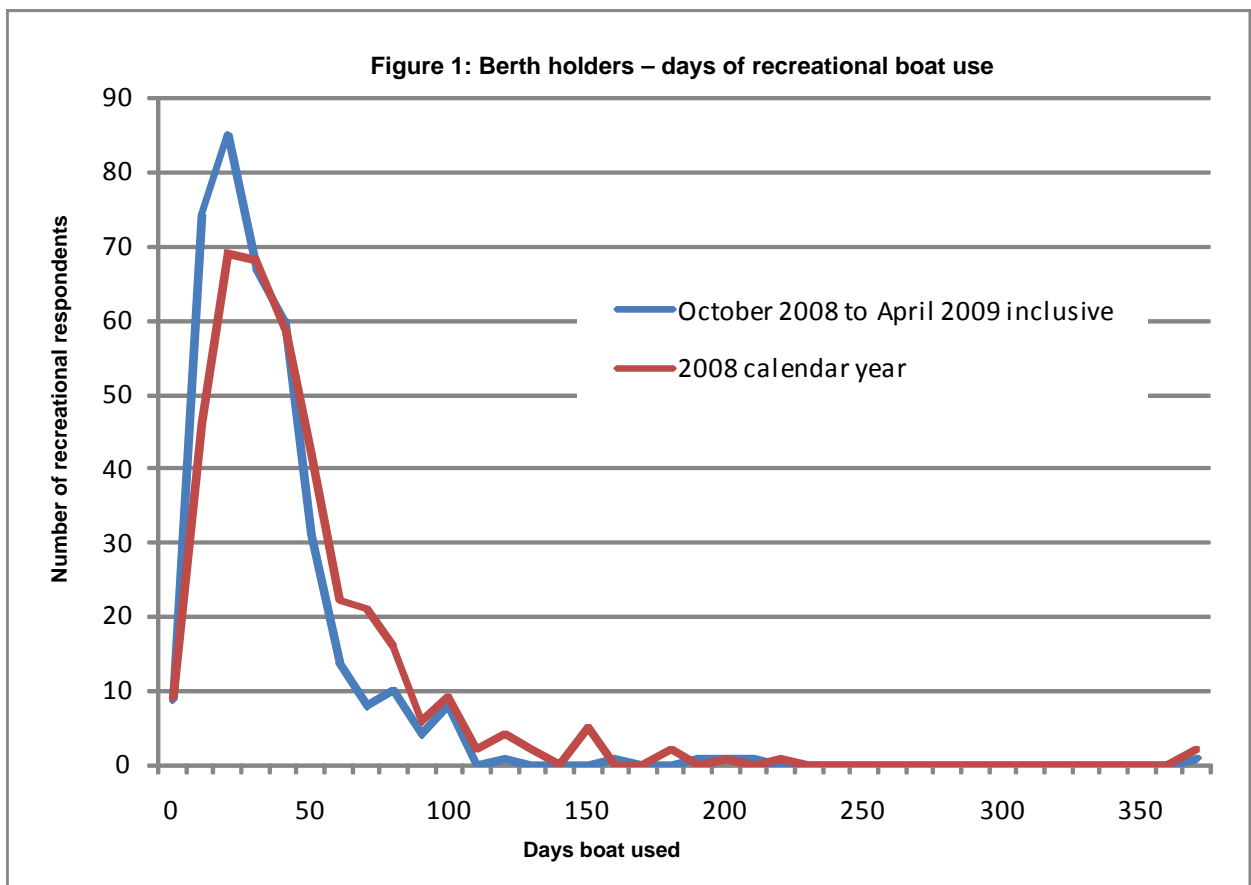


Table 7 and **Figure 2** show responses to the question, ‘What is most likely to limit your ability to go boating at the moment’. Respondents were presented with a defined list of options and the choice of selecting ‘other’ (**Table 8**). A lack of leisure time was the key issue, slightly more so at Waikawa than at Havelock or Picton.

| Limiting factor | Havelock | Picton | Waikawa all | Waikawa lease | Waikawa owned | All |
|--|----------|--------|-------------|---------------|---------------|-----|
| Lack of leisure time | 36 | 42 | 45 | 46 | 42 | 42 |
| Cost of boating | 23 | 19 | 15 | 17 | 10 | 18 |
| Family commitments | 7 | 13 | 12 | 10 | 17 | 11 |
| Other | 10 | 11 | 8 | 7 | 12 | 9 |
| Travel time to the marina | 7 | 8 | 7 | 6 | 12 | 9 |
| Other recreation priorities | 10 | 3 | 8 | 8 | 6 | 7 |
| Physical disability | 5 | 3 | 3 | 4 | 0 | 4 |
| Lack of easy boat storage or marina berthage | 1 | 2 | 0 | 1 | 0 | 1 |
| No one to go boating with | 0 | 0 | 1 | 1 | 2 | 1 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 |

Figure 2: Berth holders – limitation by marina

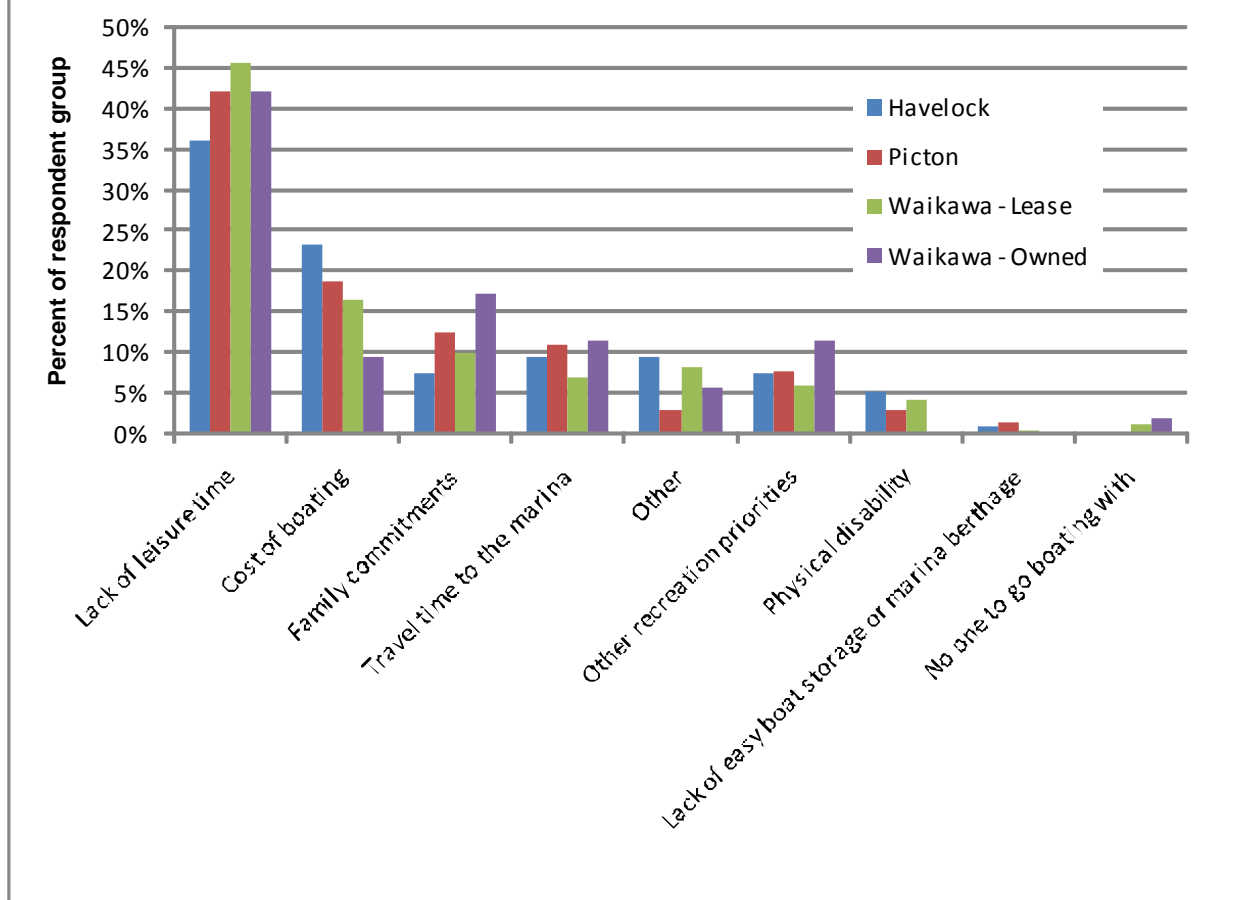


Table 8: Berth holders – other limitations by marina (count)

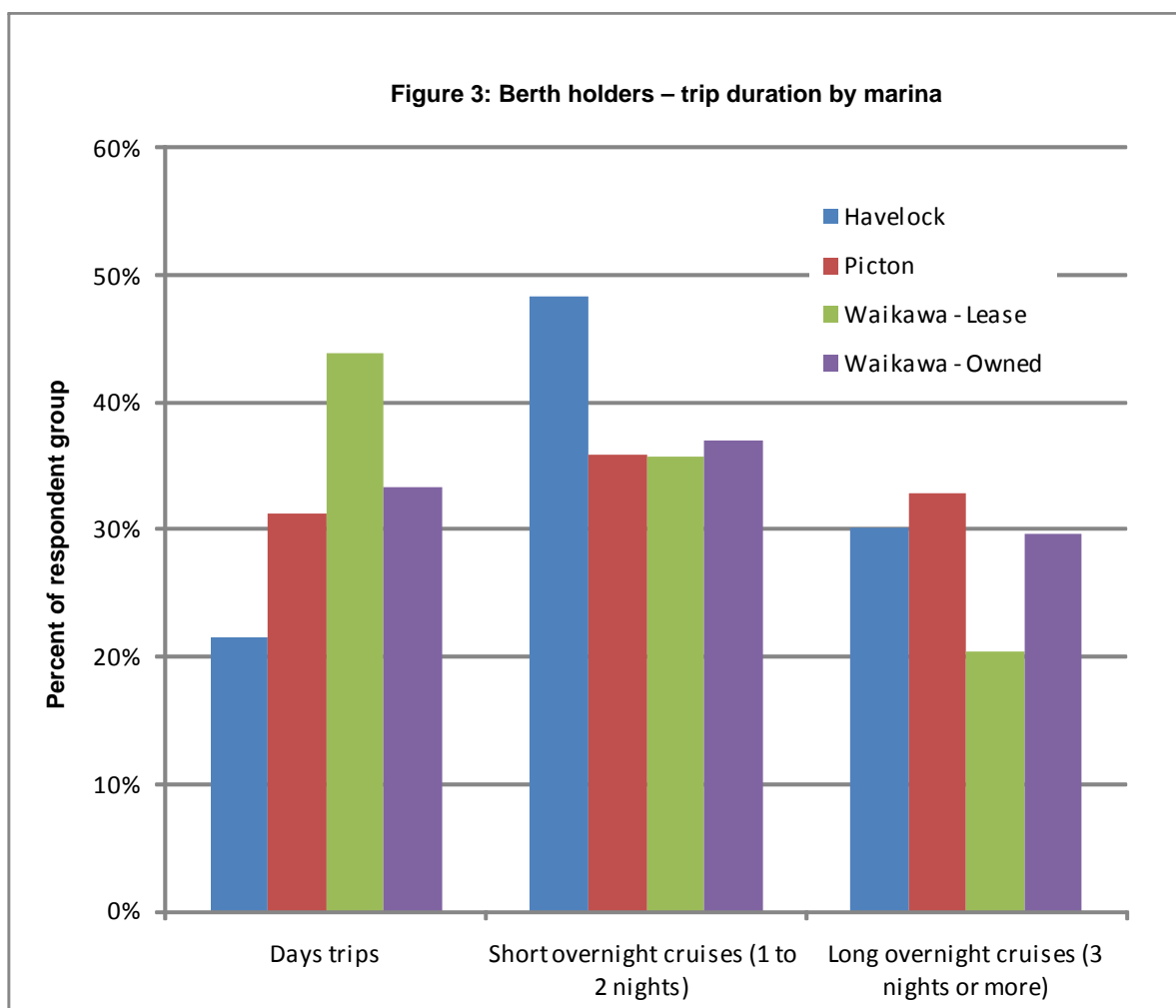
| | Havelock | Picton | Waikawa lease | Waikawa owned | Total |
|-----------------------------|-----------|----------|---------------|---------------|-----------|
| Weather | 3 | | 9 | 3 | 15 |
| Boat maintenance | 6 | 1 | 1 | | 8 |
| Berth cost | 2 | 1 | | | 3 |
| No boat | | | 1 | 1 | 2 |
| Cod ban | | | 2 | | 2 |
| Lack of work | | | 1 | | 1 |
| Lack of seats on Sounds Air | | | | 1 | 1 |
| Commercial vessel | | | 1 | | 1 |
| Total | 11 | 2 | 15 | 5 | 33 |

Boating was the most important recreation activity for almost half of berth holder respondents (Table 9).

| Table 9: Berth holders – importance of boating (% n=391) | |
|--|-----|
| Boating is my most important recreation activity | 48 |
| Boating is just one of the many things I do in my spare time | 43 |
| Boating is the most important thing in my life | 5 |
| I've had enough and would like to quit boating | 3 |
| Total | 100 |

Table 10 and Figure 3 show the type of boating, by duration of trip, by marina. Waikawa lease holders have a slightly greater tendency towards day trips, while Havelock boats tend towards short overnight cruises.

| Table 10: Berth holders – type of boating (% n=391) | | | | | |
|---|----------|--------|---------------|---------------|-------|
| | Havelock | Picton | Waikawa lease | Waikawa owned | Total |
| Days trips | 22 | 31 | 44 | 33 | 35 |
| Short overnight cruises (1 to 2 nights) | 48 | 36 | 36 | 37 | 39 |
| Long overnight cruises (3 nights or more) | 30 | 33 | 20 | 30 | 26 |
| Total | 100 | 100 | 100 | 100 | 100 |



3.2. Effect of Waikawa expansion

Respondents were asked if they would shift to a permanent Waikawa berth if one came available. Four percent (16) of respondent said yes (**Table 11**), with nine from Havelock, five from Picton and two from Waikawa. **Table 12** presents the reasons given for shifting by current location.

| Table 11: Berth holders – shift to Waikawa if berth became available (%) | |
|---|--------------|
| Preference | n=381 |
| Already a Waikawa berth-holder | 57 |
| No | 39 |
| Yes | 4 |
| Total | 100 |

| Table 12: Berth holders – reason for moving to Waikawa if a berth became available, by current location |
|--|
| Havelock |
| Closer to friends and family |
| Deep water to get in and out. Experience different Sound |
| Easy access not so tidal |
| Havelock is tidal |
| If marina berths at Waikawa were more affordable. |
| Lack of quality entertainment in Havelock |
| More convenient location |
| More facilities |
| Want Queen Charlotte Sound not Kenepuru |
| Picton |
| Because no consideration for berthing boats has been taken into account when designing Picton Marina. Most of the berths sit side-on to prevailing winds; also having multiple boats to a finger has already caused considerable damage to our boat. Picton Marina sits in a wind funnel making berthing difficult. We also take part in racing ex Waikawa Boating Club and being closer to the start line would get us to more races. |
| Friends and family |
| I am currently on a pile mooring, and plan to use the boat much more in the near future. |
| To be on a floating marina |
| To get a marina berth closer to the Sounds |
| Waikawa |
| Change of area - temporarily |
| Ease of access to the boat |

3.3. Expenditure – boat operations, and percent spent in marina area and region

Table 13 to Table 24 detail the costs of looking after and operating a vessel as estimated by respondents, and the percent of expenditure in the Marlborough region, and local to each marina area. The tables are in sets of two: the first showing the mean cost estimates by boat type and length, and expenditure area; the second showing the sample size from which the data in each cell in the previous table was drawn. Respondents were asked to either give a cost break-down for four components of costs associated with caring for a boat, or to estimate the total grouped spend on those four items (*Estimated total for 2008*). If the 2008 year was atypical, respondents were also asked to give an estimate for average years (*Total for average year if 2008 not typical*). Tables represent cost summaries for all respondents (Tables 13 and 14) and then for each marina, and for commercial boats only (Tables 23 and 24). Commercial data is omitted from all other tables (they show only recreational activity). The final tables (25 to 28) subdivide expenditure by Marlborough residents and non-residents for all marinas.

| Table 13: All locations – Average estimated per recreational boat spend by activity area and vessel type for 2008 calendar year | | | | | | | |
|---|------------------------|-----------------|-----------------|----------------|-----------------|----------------|-----------------|
| Expenditure areas | Power boats / launches | | | Yachts | | | All |
| Expenditure looking after the boat 2008 | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Storage, marina, mooring fees | \$3,603 | \$5,249 | \$4,611 | \$2,640 | \$4,301 | \$3,402 | \$4,244 |
| Repairs and maintenance | \$2,624 | \$7,119 | \$5,375 | \$1,533 | \$4,729 | \$2,999 | \$4,654 |
| Slipping and hardstand | \$320 | \$911 | \$682 | \$349 | \$781 | \$547 | \$641 |
| New equipment | \$2,559 | \$1,830 | \$2,113 | \$962 | \$2,335 | \$1,592 | \$1,955 |
| <i>Total</i> | <i>\$9,106</i> | <i>\$15,109</i> | <i>\$12,780</i> | <i>\$5,484</i> | <i>\$12,146</i> | <i>\$8,540</i> | <i>\$11,493</i> |
| Estimated total for 2008 | \$8,120 | \$16,668 | \$12,782 | \$7,967 | \$20,000 | \$11,978 | \$12,549 |
| Total for average year if 2008 not typical | \$5,229 | \$10,800 | \$8,616 | \$3,962 | \$7,204 | \$5,498 | \$7,769 |
| Percent spent in marina area | 83% | 79% | 80% | 84% | 81% | 83% | 81% |
| Percent spent in Marlborough district | 94% | 90% | 92% | 94% | 92% | 93% | 92% |
| Expenditure while on boat trips 2008 | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Car running | \$536 | \$988 | \$809 | \$316 | \$889 | \$592 | \$742 |
| Off-boat accommodation | \$107 | \$67 | \$83 | \$45 | \$174 | \$107 | \$90 |
| Boat fuel and oil | \$1,584 | \$2,226 | \$1,971 | \$194 | \$516 | \$349 | \$1,477 |
| Groceries and provisions | \$677 | \$1,011 | \$879 | \$538 | \$1,003 | \$762 | \$843 |
| Other shopping | \$145 | \$263 | \$217 | \$85 | \$171 | \$126 | \$189 |
| Restaurants and bars | \$390 | \$628 | \$534 | \$347 | \$450 | \$396 | \$492 |
| <i>Total</i> | <i>\$3,439</i> | <i>\$5,183</i> | <i>\$4,492</i> | <i>\$1,526</i> | <i>\$3,203</i> | <i>\$2,333</i> | <i>\$3,834</i> |
| Percent spent in marina area | 74% | 68% | 70% | 62% | 67% | 64% | 69% |
| Percent spent in Marlborough district | 93% | 88% | 90% | 87% | 90% | 88% | 90% |

| Table 14: All locations – Number of respondents per item in Table 13 | | | | | | | |
|--|------------------------|-----------------|------------|------------------|-----------------|------------|--------------|
| Expenditure areas | Power boats / launches | | | Yachts | | | All |
| | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Expenditure looking after the boat 2008 | | | | | | | |
| Storage, marina, mooring fees | 97 | 153 | 250 | 59 | 50 | 109 | 359 |
| Repairs and maintenance | 97 | 153 | 250 | 59 | 50 | 109 | 359 |
| Slipping and hardstand | 97 | 153 | 250 | 59 | 50 | 109 | 359 |
| New equipment | 97 | 153 | 250 | 59 | 50 | 109 | 359 |
| Estimated total for 2008 | 10 | 12 | 22 | 6 | 3 | 9 | 31 |
| Total for average year if 2008 not typical | 61 | 93 | 154 | 30 | 27 | 57 | 211 |
| Percent spent in marina area | 103 | 157 | 260 | 60 | 51 | 111 | 371 |
| Percent spent in Marlborough district | 108 | 164 | 272 | 63 | 51 | 114 | 386 |
| Expenditure while on boat trips 2008 | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Car running | 96 | 146 | 242 | 55 | 51 | 106 | 348 |
| Off-boat accommodation | 96 | 146 | 242 | 55 | 51 | 106 | 348 |
| Boat fuel and oil | 96 | 146 | 242 | 55 | 51 | 106 | 348 |
| Groceries and provisions | 96 | 147 | 243 | 55 | 51 | 106 | 349 |
| Other shopping | 96 | 147 | 243 | 55 | 51 | 106 | 349 |
| Restaurants and bars | 96 | 146 | 242 | 55 | 51 | 106 | 348 |
| Percent spent in marina area | 106 | 163 | 269 | 59 | 52 | 111 | 380 |
| Percent spent in Marlborough district | 105 | 163 | 268 | 60 | 52 | 112 | 380 |

Table 15: Havelock Marina – Average estimated per recreational boat spend by activity area and vessel type for 2008 calendar year

| Expenditure areas | Power boats / launches | | | Yachts | | | All |
|--|------------------------|-----------------|-----------------|------------------|-----------------|-----------------|-----------------|
| | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Expenditure looking after the boat 2008 | | | | | | | |
| Storage, marina, mooring fees | \$3,613 | \$5,121 | \$4,580 | \$2,070 | \$4,584 | \$3,865 | \$4,471 |
| Repairs and maintenance | \$2,098 | \$7,265 | \$5,410 | \$1,275 | \$6,040 | \$4,679 | \$5,299 |
| Slipping and hardstand | \$293 | \$781 | \$606 | \$100 | \$515 | \$396 | \$574 |
| New equipment | \$593 | \$1,188 | \$974 | \$625 | \$4,425 | \$3,339 | \$1,334 |
| <i>Total</i> | <i>\$6,597</i> | <i>\$14,355</i> | <i>\$11,570</i> | <i>\$4,070</i> | <i>\$15,564</i> | <i>\$12,280</i> | <i>\$11,678</i> |
| Estimated total for 2008 | \$8,750 | \$19,253 | \$15,752 | | | | \$15,752 |
| Total for average year if 2008 not typical | \$5,210 | \$7,968 | \$7,295 | \$3,000 | \$4,000 | \$3,667 | \$6,642 |
| Percent spent in marina area | 85% | 76% | 79% | 90% | 74% | 79% | 79% |
| Percent spent in Marlborough district | 91% | 89% | 90% | 93% | 86% | 88% | 90% |
| Expenditure while on boat trips 2008 | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Car running | \$579 | \$596 | \$590 | \$167 | \$1,290 | \$1,031 | \$657 |
| Off-boat accommodation | \$65 | \$21 | \$37 | \$0 | \$30 | \$23 | \$35 |
| Boat fuel and oil | \$2,538 | \$2,177 | \$2,308 | \$63 | \$518 | \$413 | \$2,018 |
| Groceries and provisions | \$442 | \$820 | \$686 | \$133 | \$920 | \$738 | \$694 |
| Other shopping | \$100 | \$227 | \$182 | \$33 | \$65 | \$58 | \$163 |
| Restaurants and bars | \$252 | \$509 | \$416 | \$33 | \$381 | \$301 | \$398 |
| <i>Total</i> | <i>\$3,977</i> | <i>\$4,351</i> | <i>\$4,218</i> | <i>\$430</i> | <i>\$3,204</i> | <i>\$2,564</i> | <i>\$3,965</i> |
| Percent spent in marina area | 79% | 71% | 73% | 78% | 58% | 64% | 72% |
| Percent spent in Marlborough district | 90% | 84% | 86% | 90% | 84% | 86% | 86% |

Table 16: Havelock Marina – Number of respondents per item in Table 15

| Expenditure areas | Power boats / launches | | | Yachts | | | All |
|--|------------------------|-----------------|------------|------------------|-----------------|------------|--------------|
| | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Expenditure looking after the boat 2008 | | | | | | | |
| Storage, marina, mooring fees | 28 | 50 | 78 | 4 | 10 | 14 | 92 |
| Repairs and maintenance | 28 | 50 | 78 | 4 | 10 | 14 | 92 |
| Slipping and hardstand | 28 | 50 | 78 | 4 | 10 | 14 | 92 |
| New equipment | 28 | 50 | 78 | 4 | 10 | 14 | 92 |
| Estimated total for 2008 | 2 | 4 | 6 | | | | 6 |
| Total for average year if 2008 not typical | 11 | 31 | 42 | 3 | 6 | 9 | 51 |
| Percent spent in marina area | 28 | 52 | 80 | 4 | 10 | 14 | 94 |
| Percent spent in Marlborough district | 28 | 56 | 84 | 4 | 9 | 13 | 97 |
| Expenditure while on boat trips 2008 | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Car running | 26 | 46 | 72 | 3 | 10 | 13 | 85 |
| Off-boat accommodation | 26 | 46 | 72 | 3 | 10 | 13 | 85 |
| Boat fuel and oil | 26 | 46 | 72 | 3 | 10 | 13 | 85 |
| Groceries and provisions | 26 | 47 | 73 | 3 | 10 | 13 | 86 |
| Other shopping | 26 | 47 | 73 | 3 | 10 | 13 | 86 |
| Restaurants and bars | 26 | 46 | 72 | 3 | 10 | 13 | 85 |
| Percent spent in marina area | 28 | 53 | 81 | 4 | 10 | 14 | 95 |
| Percent spent in Marlborough district | 28 | 53 | 81 | 4 | 10 | 14 | 95 |

| Table 17: Picton Marina – Average estimated per recreational boat spend by activity area and vessel type for 2008 calendar year | | | | | | | |
|---|------------------------|-----------------|-----------------|------------------|-----------------|-----------------|-----------------|
| Expenditure areas | Power boats / launches | | | Yachts | | | All |
| | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Expenditure looking after the boat 2008 | | | | | | | |
| Storage, marina, mooring fees | \$2,926 | \$5,103 | \$4,263 | \$1,824 | \$3,758 | \$3,113 | \$4,205 |
| Repairs and maintenance | \$2,587 | \$4,770 | \$3,928 | \$800 | \$14,015 | \$9,610 | \$4,212 |
| Slipping and hardstand | \$484 | \$1,157 | \$897 | \$700 | \$752 | \$735 | \$889 |
| New equipment | \$6,148 | \$2,855 | \$4,126 | \$200 | \$1,510 | \$1,073 | \$3,973 |
| <i>Total</i> | <i>\$12,145</i> | <i>\$13,885</i> | <i>\$13,213</i> | <i>\$3,524</i> | <i>\$20,035</i> | <i>\$14,531</i> | <i>\$13,279</i> |
| Estimated total for 2008 | \$4,250 | \$20,000 | \$9,500 | | | | \$9,500 |
| Total for average year if 2008 not typical | \$6,356 | \$12,872 | \$10,700 | \$500 | | \$500 | \$10,336 |
| Percent spent in marina area | 84% | 71% | 77% | 70% | 80% | 77% | 77% |
| Percent spent in Marlborough district | 93% | 86% | 89% | 100% | 90% | 93% | 89% |
| Expenditure while on boat trips 2008 | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Car running | \$699 | \$1,845 | \$1,371 | \$200 | \$750 | \$567 | \$1,331 |
| Off-boat accommodation | \$125 | \$158 | \$144 | \$0 | \$0 | \$0 | \$137 |
| Boat fuel and oil | \$1,607 | \$2,045 | \$1,864 | \$0 | \$800 | \$533 | \$1,799 |
| Groceries and provisions | \$830 | \$928 | \$887 | \$0 | \$2,400 | \$1,600 | \$922 |
| Other shopping | \$233 | \$487 | \$382 | \$0 | \$750 | \$500 | \$388 |
| Restaurants and bars | \$517 | \$763 | \$661 | \$0 | \$750 | \$500 | \$653 |
| <i>Total</i> | <i>\$4,011</i> | <i>\$6,226</i> | <i>\$5,310</i> | <i>\$200</i> | <i>\$5,450</i> | <i>\$3,700</i> | <i>\$5,231</i> |
| Percent spent in marina area | 81% | 72% | 76% | 20% | 40% | 33% | 74% |
| Percent spent in Marlborough district | 93% | 85% | 89% | 100% | 70% | 80% | 88% |

Table 18: Picton Marina – Number of respondents per item in Table 17

| Expenditure areas | Power boats / launches | | | Yachts | | | All |
|--|------------------------|-----------------|------------|------------------|-----------------|------------|--------------|
| | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Expenditure looking after the boat 2008 | | | | | | | |
| Storage, marina, mooring fees | 22 | 35 | 57 | 1 | 2 | 3 | 60 |
| Repairs and maintenance | 22 | 35 | 57 | 1 | 2 | 3 | 60 |
| Slipping and hardstand | 22 | 35 | 57 | 1 | 2 | 3 | 60 |
| New equipment | 22 | 35 | 57 | 1 | 2 | 3 | 60 |
| Estimated total for 2008 | 2 | 1 | 3 | | | | 3 |
| Total for average year if 2008 not typical | 9 | 18 | 27 | 1 | | 1 | 28 |
| Percent spent in marina area | 25 | 32 | 57 | 1 | 2 | 3 | 60 |
| Percent spent in Marlborough district | 26 | 34 | 60 | 1 | 2 | 3 | 63 |
| Expenditure while on boat trips 2008 | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Car running | 24 | 34 | 58 | 1 | 2 | 3 | 61 |
| Off-boat accommodation | 24 | 34 | 58 | 1 | 2 | 3 | 61 |
| Boat fuel and oil | 24 | 34 | 58 | 1 | 2 | 3 | 61 |
| Groceries and provisions | 24 | 34 | 58 | 1 | 2 | 3 | 61 |
| Other shopping | 24 | 34 | 58 | 1 | 2 | 3 | 61 |
| Restaurants and bars | 24 | 34 | 58 | 1 | 2 | 3 | 61 |
| Percent spent in marina area | 26 | 34 | 60 | 1 | 2 | 3 | 63 |
| Percent spent in Marlborough district | 26 | 34 | 60 | 1 | 2 | 3 | 63 |

Table 19: Waikawa Marina Leased – Average estimated per recreational boat spend by activity area and vessel type for 2008 calendar year

| Expenditure areas | Power boats / launches | | | Yachts | | | All |
|--|------------------------|-----------------|-----------------|------------------|-----------------|----------------|-----------------|
| | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Expenditure looking after the boat 2008 | | | | | | | |
| Storage, marina, mooring fees | \$4,115 | \$6,832 | \$5,578 | \$2,891 | \$5,273 | \$3,708 | \$4,765 |
| Repairs and maintenance | \$3,099 | \$8,901 | \$6,223 | \$1,593 | \$4,847 | \$2,708 | \$4,695 |
| Slipping and hardstand | \$255 | \$928 | \$617 | \$369 | \$933 | \$562 | \$593 |
| New equipment | \$1,790 | \$2,156 | \$1,987 | \$902 | \$1,868 | \$1,233 | \$1,659 |
| <i>Total</i> | <i>\$9,259</i> | <i>\$18,817</i> | <i>\$14,406</i> | <i>\$5,754</i> | <i>\$12,921</i> | <i>\$8,211</i> | <i>\$11,712</i> |
| Estimated total for 2008 | \$10,240 | \$16,250 | \$12,911 | \$7,160 | \$27,500 | \$12,971 | \$12,938 |
| Total for average year if 2008 not typical | \$4,918 | \$12,828 | \$8,873 | \$4,535 | \$9,281 | \$6,644 | \$8,116 |
| Percent spent in marina area | 83% | 82% | 83% | 88% | 85% | 87% | 84% |
| Percent spent in Marlborough district | 96% | 91% | 94% | 95% | 95% | 95% | 94% |
| Expenditure while on boat trips 2008 | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Car running | \$385 | \$832 | \$616 | \$272 | \$882 | \$490 | \$560 |
| Off-boat accommodation | \$133 | \$0 | \$64 | \$56 | \$40 | \$50 | \$58 |
| Boat fuel and oil | \$1,005 | \$1,749 | \$1,390 | \$207 | \$568 | \$336 | \$920 |
| Groceries and provisions | \$713 | \$1,176 | \$952 | \$505 | \$962 | \$668 | \$826 |
| Other shopping | \$137 | \$130 | \$133 | \$87 | \$150 | \$109 | \$123 |
| Restaurants and bars | \$413 | \$704 | \$564 | \$401 | \$506 | \$438 | \$508 |
| <i>Total</i> | <i>\$2,786</i> | <i>\$4,591</i> | <i>\$3,720</i> | <i>\$1,528</i> | <i>\$3,108</i> | <i>\$2,092</i> | <i>\$2,994</i> |
| Percent spent in marina area | 71% | 63% | 67% | 63% | 74% | 67% | 67% |
| Percent spent in Marlborough district | 96% | 93% | 94% | 89% | 95% | 91% | 93% |

Table 20: Waikawa Marina Leased – Number of respondents per item in Table 19

| Expenditure areas | Power boats / launches | | | Yachts | | | All |
|--|------------------------|-----------------|------------|------------------|-----------------|------------|--------------|
| | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Expenditure looking after the boat 2008 | | | | | | | |
| Storage, marina, mooring fees | 42 | 49 | 91 | 46 | 24 | 70 | 161 |
| Repairs and maintenance | 42 | 49 | 91 | 46 | 24 | 70 | 161 |
| Slipping and hardstand | 42 | 49 | 91 | 46 | 24 | 70 | 161 |
| New equipment | 42 | 49 | 91 | 46 | 24 | 70 | 161 |
| Estimated total for 2008 | 5 | 4 | 9 | 5 | 2 | 7 | 16 |
| Total for average year if 2008 not typical | 35 | 35 | 70 | 20 | 16 | 36 | 106 |
| Percent spent in marina area | 45 | 51 | 96 | 46 | 25 | 71 | 167 |
| Percent spent in Marlborough district | 48 | 52 | 100 | 49 | 26 | 75 | 175 |
| Expenditure while on boat trips 2008 | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Car running | 42 | 45 | 87 | 45 | 25 | 70 | 157 |
| Off-boat accommodation | 42 | 45 | 87 | 45 | 25 | 70 | 157 |
| Boat fuel and oil | 42 | 45 | 87 | 45 | 25 | 70 | 157 |
| Groceries and provisions | 42 | 45 | 87 | 45 | 25 | 70 | 157 |
| Other shopping | 42 | 45 | 87 | 45 | 25 | 70 | 157 |
| Restaurants and bars | 42 | 45 | 87 | 45 | 25 | 70 | 157 |
| Percent spent in marina area | 47 | 54 | 101 | 46 | 26 | 72 | 173 |
| Percent spent in Marlborough district | 46 | 54 | 100 | 47 | 26 | 73 | 173 |

Table 21: Waikawa Marina Owned – Average estimated per recreational boat spend by activity area and vessel type for 2008 calendar year

| Expenditure areas | Power boats / launches | | | Yachts | | | All |
|--|------------------------|-----------------|----------------|------------------|-----------------|----------------|----------------|
| | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Expenditure looking after the boat 2008 | | | | | | | |
| Storage, marina, mooring fees | \$2,225 | \$1,776 | \$1,870 | \$1,583 | \$2,511 | \$2,174 | \$2,015 |
| Repairs and maintenance | \$1,740 | \$6,464 | \$5,480 | \$1,414 | \$2,264 | \$1,955 | \$3,794 |
| Slipping and hardstand | \$310 | \$753 | \$660 | \$316 | \$713 | \$569 | \$617 |
| New equipment | \$4,230 | \$794 | \$1,510 | \$1,571 | \$1,762 | \$1,693 | \$1,597 |
| <i>Total</i> | <i>\$8,505</i> | <i>\$9,787</i> | <i>\$9,520</i> | <i>\$4,885</i> | <i>\$7,251</i> | <i>\$6,390</i> | <i>\$8,023</i> |
| Estimated total for 2008 | \$4,000 | \$12,667 | \$10,500 | \$12,000 | \$5,000 | \$8,500 | \$9,833 |
| Total for average year if 2008 not typical | \$5,383 | \$8,528 | \$7,270 | \$3,112 | \$4,400 | \$3,697 | \$5,758 |
| Percent spent in marina area | 60% | 88% | 83% | 60% | 81% | 73% | 78% |
| Percent spent in Marlborough district | 88% | 96% | 95% | 87% | 92% | 90% | 93% |
| Expenditure while on boat trips 2008 | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Car running | \$875 | \$790 | \$804 | \$738 | \$634 | \$665 | \$742 |
| Off-boat accommodation | \$0 | \$162 | \$136 | \$0 | \$541 | \$379 | \$244 |
| Boat fuel and oil | \$1,313 | \$3,648 | \$3,274 | \$191 | \$382 | \$325 | \$1,963 |
| Groceries and provisions | \$905 | \$1,219 | \$1,169 | \$1,075 | \$938 | \$979 | \$1,084 |
| Other shopping | \$0 | \$267 | \$224 | \$117 | \$200 | \$175 | \$202 |
| Restaurants and bars | \$280 | \$510 | \$473 | \$157 | \$357 | \$297 | \$395 |
| <i>Total</i> | <i>\$3,373</i> | <i>\$6,595</i> | <i>\$6,080</i> | <i>\$2,277</i> | <i>\$3,051</i> | <i>\$2,819</i> | <i>\$4,630</i> |
| Percent spent in marina area | 36% | 70% | 64% | 54% | 65% | 61% | 62% |
| Percent spent in Marlborough district | 86% | 91% | 90% | 71% | 88% | 82% | 86% |

Table 22: Waikawa Marina Owned – Number of respondents per item in Table 21

| Expenditure areas | Power boats / launches | | | Yachts | | | All |
|--|------------------------|-----------------|------------|------------------|-----------------|------------|--------------|
| | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Expenditure looking after the boat 2008 | | | | | | | |
| Storage, marina, mooring fees | 5 | 19 | 24 | 8 | 14 | 22 | 46 |
| Repairs and maintenance | 5 | 19 | 24 | 8 | 14 | 22 | 46 |
| Slipping and hardstand | 5 | 19 | 24 | 8 | 14 | 22 | 46 |
| New equipment | 5 | 19 | 24 | 8 | 14 | 22 | 46 |
| Estimated total for 2008 | 1 | 3 | 4 | 1 | 1 | 2 | 6 |
| Total for average year if 2008 not typical | 6 | 9 | 15 | 6 | 5 | 11 | 26 |
| Percent spent in marina area | 5 | 22 | 27 | 9 | 14 | 23 | 50 |
| Percent spent in Marlborough district | 6 | 22 | 28 | 9 | 14 | 23 | 51 |
| Expenditure while on boat trips 2008 | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Car running | 4 | 21 | 25 | 6 | 14 | 20 | 45 |
| Off-boat accommodation | 4 | 21 | 25 | 6 | 14 | 20 | 45 |
| Boat fuel and oil | 4 | 21 | 25 | 6 | 14 | 20 | 45 |
| Groceries and provisions | 4 | 21 | 25 | 6 | 14 | 20 | 45 |
| Other shopping | 4 | 21 | 25 | 6 | 14 | 20 | 45 |
| Restaurants and bars | 4 | 21 | 25 | 6 | 14 | 20 | 45 |
| Percent spent in marina area | 5 | 22 | 27 | 8 | 14 | 22 | 49 |
| Percent spent in Marlborough district | 5 | 22 | 27 | 8 | 14 | 22 | 49 |

Table 23: Commercial – Average estimated per commercial boat spend by activity area and vessel type for 2008 calendar year

| Expenditure areas | Power boats / launches | | | Yachts | | | All |
|--|------------------------|-----------------|-----------------|------------------|-----------------|-----------------|-----------------|
| | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Expenditure looking after the boat 2008 | | | | | | | |
| Storage, marina, mooring fees | \$9,000 | \$8,380 | \$8,535 | | \$5,000 | \$5,000 | \$7,828 |
| Repairs and maintenance | \$12,000 | \$37,667 | \$31,250 | | \$1,500 | \$1,500 | \$25,300 |
| Slipping and hardstand | \$3,000 | \$6,500 | \$5,625 | | \$0 | \$0 | \$4,500 |
| New equipment | \$2,000 | \$7,333 | \$6,000 | | \$6,000 | \$6,000 | \$6,000 |
| <i>Total</i> | <i>\$26,000</i> | <i>\$59,880</i> | <i>\$51,410</i> | | <i>\$12,500</i> | <i>\$12,500</i> | <i>\$43,628</i> |
| Estimated total for 2008 | | \$20,000 | \$20,000 | | | | \$20,000 |
| Total for average year if 2008 not typical | | \$40,000 | \$40,000 | | | | \$40,000 |
| Percent spent in marina area | 90% | 70% | 74% | | 100% | 100% | 78% |
| Percent spent in Marlborough district | 100% | 93% | 95% | | 100% | 100% | 96% |
| Expenditure while on boat trips 2008 | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Car running | \$6,000 | \$2,250 | \$3,500 | | \$0 | \$0 | \$3,000 |
| Off-boat accommodation | \$0 | \$0 | \$0 | | \$300 | \$300 | \$43 |
| Boat fuel and oil | \$33,900 | \$66,875 | \$55,883 | | \$250 | \$250 | \$47,936 |
| Groceries and provisions | \$225 | \$10,550 | \$7,108 | | \$50 | \$50 | \$6,100 |
| Other shopping | \$1,000 | \$250 | \$500 | | \$150 | \$150 | \$450 |
| Restaurants and bars | \$0 | \$0 | \$0 | | \$1,000 | \$1,000 | \$143 |
| <i>Total</i> | <i>\$41,125</i> | <i>\$79,925</i> | <i>\$66,992</i> | | <i>\$1,750</i> | <i>\$1,750</i> | <i>\$57,671</i> |
| Percent spent in marina area | 95% | 58% | 70% | | 40% | 40% | 66% |
| Percent spent in Marlborough district | 100% | 75% | 83% | | 70% | 70% | 81% |

| Table 24: Commercial – Number of respondents per item in Table 23 | | | | | | | |
|---|------------------------|-----------------|------------|------------------|-----------------|------------|--------------|
| Expenditure areas | Power boats / launches | | | Yachts | | | All |
| | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Expenditure looking after the boat 2008 | | | | | | | |
| Storage, marina, mooring fees | 1 | 3 | 4 | | 1 | 1 | 5 |
| Repairs and maintenance | 1 | 3 | 4 | | 1 | 1 | 5 |
| Slipping and hardstand | 1 | 3 | 4 | | 1 | 1 | 5 |
| New equipment | 1 | 3 | 4 | | 1 | 1 | 5 |
| Estimated total for 2008 | | 1 | 1 | | | | 1 |
| Total for average year if 2008 not typical | | 2 | 2 | | | | 2 |
| Percent spent in marina area | 1 | 4 | 5 | | 1 | 1 | 6 |
| Percent spent in Marlborough district | 2 | 4 | 6 | | 1 | 1 | 7 |
| Expenditure while on boat trips 2008 | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Car running | 2 | 4 | 6 | | 1 | 1 | 7 |
| Off-boat accommodation | 2 | 4 | 6 | | 1 | 1 | 7 |
| Boat fuel and oil | 2 | 4 | 6 | | 1 | 1 | 7 |
| Groceries and provisions | 2 | 4 | 6 | | 1 | 1 | 7 |
| Other shopping | 2 | 4 | 6 | | 1 | 1 | 7 |
| Restaurants and bars | 2 | 4 | 6 | | 1 | 1 | 7 |
| Percent spent in marina area | 2 | 4 | 6 | | 1 | 1 | 7 |
| Percent spent in Marlborough district | 2 | 4 | 6 | | 1 | 1 | 7 |

Table 25: Expenditure by Marlborough Region residents by activity area and vessel type for 2008 calendar year

| Expenditure areas | Power boats / launches | | | Yachts | | | All |
|--|------------------------|-----------------|-----------------|------------------|-----------------|----------------|-----------------|
| | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Expenditure looking after the boat 2008 | | | | | | | |
| Storage, marina, mooring fees | \$3,660 | \$5,906 | \$4,793 | \$2,723 | \$4,835 | \$3,515 | \$4,365 |
| Repairs and maintenance | \$1,982 | \$7,487 | \$4,760 | \$1,182 | \$4,657 | \$2,485 | \$3,997 |
| Slipping and hardstand | \$284 | \$728 | \$508 | \$295 | \$795 | \$482 | \$499 |
| New equipment | \$977 | \$1,068 | \$1,023 | \$867 | \$2,776 | \$1,583 | \$1,211 |
| <i>Total</i> | <i>\$6,904</i> | <i>\$15,189</i> | <i>\$11,084</i> | <i>\$5,067</i> | <i>\$13,063</i> | <i>\$8,065</i> | <i>\$10,072</i> |
| Estimated total for 2008 | \$9,457 | \$12,100 | \$10,558 | \$7,900 | \$5,000 | \$6,933 | \$9,833 |
| Total for average year if 2008 not typical | \$4,526 | \$8,197 | \$6,608 | \$3,504 | \$6,000 | \$4,368 | \$5,982 |
| Percent spent in marina area | 82% | 81% | 82% | 84% | 83% | 83% | 82% |
| Percent spent in Marlborough district | 97% | 95% | 96% | 96% | 96% | 96% | 96% |
| Expenditure while on boat trips 2008 | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Car running | \$234 | \$265 | \$249 | \$231 | \$626 | \$392 | \$296 |
| Off-boat accommodation | \$35 | \$7 | \$21 | \$0 | \$15 | \$6 | \$16 |
| Boat fuel and oil | \$1,480 | \$2,405 | \$1,942 | \$189 | \$512 | \$320 | \$1,408 |
| Groceries and provisions | \$340 | \$674 | \$508 | \$383 | \$903 | \$595 | \$537 |
| Other shopping | \$48 | \$54 | \$51 | \$30 | \$209 | \$103 | \$68 |
| Restaurants and bars | \$219 | \$331 | \$275 | \$215 | \$470 | \$319 | \$290 |
| <i>Total</i> | <i>\$2,356</i> | <i>\$3,737</i> | <i>\$3,048</i> | <i>\$1,047</i> | <i>\$2,736</i> | <i>\$1,735</i> | <i>\$2,615</i> |
| Percent spent in marina area | 78% | 74% | 76% | 60% | 73% | 65% | 73% |
| Percent spent in Marlborough district | 98% | 96% | 97% | 94% | 96% | 95% | 96% |

Table 26: Marlborough Region residents – Number of respondents per item in Table 25

| Expenditure areas | Power boats / launches | | | Yachts | | | All |
|--|------------------------|-----------------|------------|------------------|-----------------|------------|--------------|
| | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Expenditure looking after the boat 2008 | | | | | | | |
| Storage, marina, mooring fees | 55 | 56 | 111 | 35 | 21 | 56 | 167 |
| Repairs and maintenance | 55 | 56 | 111 | 35 | 21 | 56 | 167 |
| Slipping and hardstand | 55 | 56 | 111 | 35 | 21 | 56 | 167 |
| New equipment | 55 | 56 | 111 | 35 | 21 | 56 | 167 |
| Estimated total for 2008 | 7 | 5 | 12 | 2 | 1 | 3 | 15 |
| Total for average year if 2008 not typical | 30 | 38 | 68 | 17 | 9 | 26 | 94 |
| Percent spent in marina area | 59 | 60 | 119 | 34 | 22 | 56 | 175 |
| Percent spent in Marlborough district | 62 | 61 | 123 | 36 | 22 | 58 | 181 |
| Expenditure while on boat trips 2008 | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Car running | 55 | 55 | 110 | 32 | 22 | 54 | 164 |
| Off-boat accommodation | 55 | 55 | 110 | 32 | 22 | 54 | 164 |
| Boat fuel and oil | 55 | 55 | 110 | 32 | 22 | 54 | 164 |
| Groceries and provisions | 55 | 56 | 111 | 32 | 22 | 54 | 165 |
| Other shopping | 55 | 56 | 111 | 32 | 22 | 54 | 165 |
| Restaurants and bars | 55 | 55 | 110 | 32 | 22 | 54 | 164 |
| Percent spent in marina area | 62 | 61 | 123 | 33 | 22 | 55 | 178 |
| Percent spent in Marlborough district | 61 | 61 | 122 | 34 | 22 | 56 | 178 |

Table 27: Expenditure by non-Marlborough Region residents by activity area and vessel type for 2008 calendar year

| Expenditure areas | Power boats / launches | | | Yachts | | | All |
|--|------------------------|-----------------|-----------------|------------------|-----------------|----------------|-----------------|
| | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Expenditure looking after the boat 2008 | | | | | | | |
| Storage, marina, mooring fees | \$3,528 | \$4,870 | \$4,465 | \$2,519 | \$3,915 | \$3,283 | \$4,138 |
| Repairs and maintenance | \$3,465 | \$6,906 | \$5,866 | \$2,046 | \$4,781 | \$3,542 | \$5,225 |
| Slipping and hardstand | \$368 | \$1,016 | \$820 | \$428 | \$771 | \$615 | \$764 |
| New equipment | \$4,630 | \$2,271 | \$2,984 | \$1,100 | \$2,016 | \$1,601 | \$2,602 |
| <i>Total</i> | <i>\$11,991</i> | <i>\$15,063</i> | <i>\$14,135</i> | <i>\$6,093</i> | <i>\$11,483</i> | <i>\$9,042</i> | <i>\$12,729</i> |
| Estimated total for 2008 | \$5,000 | \$19,930 | \$15,451 | \$8,000 | \$27,500 | \$14,500 | \$15,094 |
| Total for average year if 2008 not typical | \$5,887 | \$12,599 | \$10,180 | \$4,562 | \$7,806 | \$6,445 | \$9,190 |
| Percent spent in marina area | 83% | 77% | 79% | 84% | 80% | 82% | 80% |
| Percent spent in Marlborough district | 90% | 88% | 88% | 91% | 89% | 90% | 89% |
| Expenditure while on boat trips 2008 | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Car running | \$942 | \$1,424 | \$1,274 | \$435 | \$1,088 | \$799 | \$1,140 |
| Off-boat accommodation | \$205 | \$103 | \$134 | \$109 | \$295 | \$213 | \$156 |
| Boat fuel and oil | \$1,723 | \$2,118 | \$1,995 | \$202 | \$520 | \$379 | \$1,539 |
| Groceries and provisions | \$1,129 | \$1,218 | \$1,190 | \$753 | \$1,079 | \$935 | \$1,118 |
| Other shopping | \$276 | \$392 | \$356 | \$163 | \$141 | \$151 | \$298 |
| Restaurants and bars | \$618 | \$808 | \$749 | \$530 | \$435 | \$477 | \$672 |
| <i>Total</i> | <i>\$4,893</i> | <i>\$6,063</i> | <i>\$5,700</i> | <i>\$2,191</i> | <i>\$3,558</i> | <i>\$2,953</i> | <i>\$4,923</i> |
| Percent spent in marina area | 68% | 65% | 66% | 64% | 63% | 63% | 65% |
| Percent spent in Marlborough district | 87% | 83% | 84% | 78% | 86% | 82% | 84% |

Table 28: Non-Marlborough Region residents – Number of respondents per item in Table 27

| Expenditure areas | Power boats / launches | | | Yachts | | | All |
|--|------------------------|-----------------|------------|------------------|-----------------|------------|--------------|
| | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Expenditure looking after the boat 2008 | | | | | | | |
| Storage, marina, mooring fees | 42 | 97 | 139 | 24 | 29 | 53 | 192 |
| Repairs and maintenance | 42 | 97 | 139 | 24 | 29 | 53 | 192 |
| Slipping and hardstand | 42 | 97 | 139 | 24 | 29 | 53 | 192 |
| New equipment | 42 | 97 | 139 | 24 | 29 | 53 | 192 |
| Estimated total for 2008 | 3 | 7 | 10 | 4 | 2 | 6 | 16 |
| Total for average year if 2008 not typical | 31 | 55 | 86 | 13 | 18 | 31 | 117 |
| Percent spent in marina area | 44 | 97 | 141 | 26 | 29 | 55 | 196 |
| Percent spent in Marlborough district | 46 | 103 | 149 | 27 | 29 | 56 | 205 |
| Expenditure while on boat trips 2008 | <= 10m | > 10m | All | <= 10m | > 10m | All | Total |
| Car running | 41 | 91 | 132 | 23 | 29 | 52 | 184 |
| Off-boat accommodation | 41 | 91 | 132 | 23 | 29 | 52 | 184 |
| Boat fuel and oil | 41 | 91 | 132 | 23 | 29 | 52 | 184 |
| Groceries and provisions | 41 | 91 | 132 | 23 | 29 | 52 | 184 |
| Other shopping | 41 | 91 | 132 | 23 | 29 | 52 | 184 |
| Restaurants and bars | 41 | 91 | 132 | 23 | 29 | 52 | 184 |
| Percent spent in marina area | 44 | 102 | 146 | 26 | 30 | 56 | 202 |
| Percent spent in Marlborough district | 44 | 102 | 146 | 26 | 30 | 56 | 202 |

3.4. General comments

Berth holders were asked, 'Please provide any comments you wish to make about how you think Waikawa Marina should develop in the future or how development might affect your current boating activities.' **Table 29** presents the responses grouped by 27 key words. Where respondents made more than one relevant comment, their statement has been divided into segments relating to each key word.

| Table 29: Berth holders' general comments | |
|---|--|
| Key word | Comment |
| Price/cost related | Keep costs down and development to a realistic programme. Keep berthage fees to inflation rate. |
| | Keep costs reasonable |
| | Keep costs down. |
| | A drop in price would be nice. |
| | Keep to your core business of providing berths for boats at reasonable cost. Boaties resent the past rate of fee increases and council telling ratepayers that profits are made by marinas. |
| | Allow full purchase of berth |
| | Limitation to boating are increased berth fees and non parking. If fees increase something may need to change. |
| | Any increase in marina berth charges may well see us out of boating |
| | Local berth holders and rate payers should not subsidise rates. Non local rate payers should pay higher fees, not locals who use their vessels for recreational uses. |
| | Berth costs are becoming too expensive. Any future development should take this into account or there will be more and more empty berths. |
| | Lower cost internet wi fi current setup is far too expensive using the charge cards which I refuse to pay for |
| | Berthage costs need to come down. |
| | Lower cost so more people can enjoy not just the rich |
| | Capping costs |
| | Make it cheaper to keep a boat there |
| | Cost of boating is too dear for the working class man |
| | Marina charges in Marlborough are too high hope to see a reduction in charges |
| | Despite our best efforts our charter business is suffering. We consider the \$75 per month passenger levy/fee to be completely unjustified and ask for your assistance and removal. |
| | May sell marina berth - too high marina berth costs. |
| | Encourage boating by keeping costs down - fees too high for average person. |
| | More realistic berth rentals. Currently half price of house rental in Picton. Must be one of the best return on investments in NZ |
| | Hold or reduce costs at each berth. |
| | My concern is that improvements in Waikawa are likely to add increased berthage fees to us boat owners in the other marinas. As it is all increased berthage fees have not given me any increased facilities over the years, the status quo still applies. |
| | I believe berth costs should be lowered as a large amount of money is spent in Marlborough by boaties and berth holders. Berth expenses are dissuading people to become involved in boating. |
| | My fees have gone from \$1500 to \$6000 since 1992. Service is little changed. PM is in its endless pursuit of profit; is killing off the old boats and locals. It's just for the rich now. Look forward to revaluation downwards. |
| | I worry that I may soon be priced out of the marina. |
| | No more development because marina fees will keep rising. |
| I would only shift to Waikawa if the berth fee are the same as I am paying now | |
| No opinion one way on the Waikawa marina development - but generally concerned about the increasing developments driving up berth prices. | |
| If cost too high revert back to Wellington area base | |
| Not happy with intention to tender for berths. Small boat owners such as myself will be burned off by super yacht types. | |
| If prices increase we will do something else (campervan?). | |

Table 29: Berth holders' general comments

| Key word | Comment |
|----------|--|
| | Ongoing cost increases will put owning a launch out of reach for the average boat owner |
| | In the five years I have paid the marina fees they have gone up 20%. I have paid 25K, no maintenance. Can you explain why it is so expensive. |
| | Operations of the marina are recreational and should be non-profit for PMC or MDC |
| | Increase in marina berths costing might make me give up boating - it is a very expensive hobby! |
| | Please don't compare pricing of wooden berths in Havelock with new concrete berths you are providing in Havelock, Picton and Waikawa |
| | It would not affect me what happened in Waikawa. The only problem I would have would be if marina berths and registered mooring charges go up elsewhere. |
| | PM reduce their costs to berth holders. |
| | Marina fees are about the max we can afford |
| | Port Marlborough Marina fees are too expensive with no accountability or realistic information given for the annual huge increases over recent years. |
| | An increase in costs would make us reconsider being a berth holder. |
| | Powers that seem to believe everyone running a boat in the Marlborough Sounds is made of money and can always claim costs against income - NOT SO! |
| | Berth costs will always be an issue especially if they keep rising |
| | Price needs to be kept down to current levels or will become unaffordable for many part-time boaties. |
| | Charge less for berths. The price has quadrupled over the last 10 years to use an asset our parents already paid for via rates. PM and the Blenheim Council are gouging. The Mayor even boasted about it in the paper. PM is a rip-off and the only purpose of this questionnaire seems to be to justify more spending. There is a recession on. Cut back! |
| | Provide marina berths without water (less costs). |
| | Difficult to determine the point of this survey. Marina berth costs are excessive. Why not provide some cheaper berth options in all marinas instead of elite expensive options only. |
| | Reduce price of berth to stop continuous moaning of all berth owners. |
| | I am concerned about the marina berth fees rising, to the point where boating will become unaffordable for the average person and become a sport for the rich only. |
| | Standardise the pricing of marina berths in a larger marina. Maintain anchorage zone size. |
| | I would like to see more maintenance of existing marina and/or lowering of holding charges for berthage. |
| | The company or board seems very secretive and closed shop I think that is why almost all the people I ever speak to think it's a big rip-off. Maybe it isn't but nobody knows. It's Board or public company? How about we all get a copy of the books at the end of the year? To keep it fair and honest the port company should be using the money it gathers in the sectors it gathers it. I think on the little jetty 4 in Havelock I'm on would have paid a combined one million dollars in the last 5 years yet. It's exactly the same now as it has been since it was built. That's not fair!!! I know nothing about the company but I'm guessing some of the money I pay every month goes into the coppers to pay for some big project somewhere else?? Each sector should be paying only for its own costs. Big projects should be financed on their own costs, incomes and viability, and not paid for by some family man like me who just wants to be able to afford to keep a boat and enjoy life a little. I'm the first to admit to knowing nothing about the port company's finance's but in order to keep it honest I believe it should split its budgets into sectors or users and monitor spending and income of each so we are all paying our fair share. Big projects and developments should be financed by those sectors and users. |
| | If marina fees get driven up in costs to support growth - recovery costs or user pays |
| | The cost of boating and in particular marina costs are extremely high hence any development needs to be cost effective. If costs, fuel and marina costs continue to escalate I will sell the boat and look for other cost effective recreational activities. |
| | In the last six years there have been no improvements made to Picton Marina, despite fees going up and despite requests for simple services such as lighting, fire fighting equipment, wash down water and proper cleats installed. Evidently Port Marlborough see no need to supply these services; some competition might change this! |
| | The high cost of leasing a berth may force us, albeit reluctantly, to give up boating and 'swallow the anchor' |

Table 29: Berth holders' general comments

| Key word | Comment |
|--|--|
| | <p>Just economic is main area of concern</p> <p>The inhibiting factor to using Waikawa Marina is the exorbitant cost</p> <p>Berth charges are very expensive when compared with other marinas</p> <p>The marina should develop keeping in mind the ever increasing costs to boat owners. Boating is mostly recreational sport, Port Marlborough need to support this and keep marina fees in line with boaties needs.</p> <p>Cost of marina includes 8% return and \$100,000 estimated value of owning berth plus fees plus power for berths. NB with total life of berth to run only another 12 years value of berth will probably decline requiring further write offs.</p> <p>Those making a decision to expand Marina need to be very mindful of a 'new economic landscape'. Expensive leisure activities like boating may be severely affected, especially for those of us who live outside Marlborough</p> <p>I consider marina fees very expensive. I only berth at Waikawa because Picton does not offer that option</p> <p>Transfer marina to community ownership to dampen financial expectations of PM.</p> <p>If the new developments cause the cost of marina berthage to increase too much we would have to sell or move elsewhere.</p> <p>Waikawa should develop as recreational public facility. Akin to any park or reserve. Profit motives do not encourage community access.</p> <p>A reduction in fees making boating more affordable</p> <p>Want to buy a larger boat but the rising cost of berths is stopping me. Are more likely to cause me to shift away from Marlborough</p> <p>High cost</p> <p>We feel Port Marlborough should not have the control over a new marina development. This should be carried out by private enterprise allowing some competition and undoubtedly better pricing and service than Port Marlborough are currently supplying to their customers.</p> <p>Increasing costs will limit my boating activities</p> <p>We have real concerns as to ability of recreational boaties to meet PM yield requirements financially - further development should be affordable.</p> <p>If cost of funding is spread over Port Marlborough income requirements development would be ... Suggest deferral until economic demand returns.</p> <p>We would NOT like to see berthage fees increase</p> <p>Biggest fear berthage getting too expensive once I retire. Not enough infrastructure for maintenance if marina expands .</p> <p>Will this lower my berth costs or increase; as berth costs are now making it for the wealthy.</p> |
| <p>Support proposed development</p> | <p>Had to buy a berth due to lack of berths - bound to impact on others</p> <p>I believe more permanently owned berths would be valuable and feel marina extension essential</p> <p>I think consideration should be give to more development to the East side. The development of the west side should only about half the size of the proposed area otherwise there will be congestion at the entrance and fuel berth area.</p> <p>I think Waikawa should develop on a need basis. Ie in stages to gauge the requirements of boaties in these uncertain times. In saying that I believe the Marlborough sounds are sure to get more visitors and holiday makers in the future. I believe New Zealanders will holiday locally rather than overseas. I see the development as a good thing for our local economy.</p> <p>Additional fuel berth facilities when marina is expanded.</p> <p>I would be keen to see a marina extension, if demand is there. However, I would like to see marinas as a non profit part of Port Marlborough's activities.</p> <p>As an owner of a berth licence in the Extension, we are obviously interested in the financial impact on the value of our berth of a greater supply of berths. Overall though we are keen to see more berths.</p> <p>If get a berth will move</p> <p>Develop quickly!!!!!!!!!!!!!!!!!!!!!!</p> <p>It needs more berths</p> <p>Develop west side of Waikawa Bay for some berths</p> <p>Marina expansion.</p> |

Table 29: Berth holders' general comments

| Key word | Comment |
|-------------------------------|---|
| | <p>Easier access to my boat save powering out to the mooring and if the cost is not too high</p> <p>Marina should be extended and enhanced.</p> <p>Expand the berths available</p> <p>Marina size currently adequate. Perhaps could support one extension 250 berths plus services upgrade</p> <p>Extend west side.</p> <p>More berths to enable us to more easily shift to a larger berth in future.</p> <p>Extension plans in place are good</p> <p>More provision for smaller boat berths. Recent developments have provided berths mainly for larger vessels. Small boat owners (25-30 ft) are being squeezed out.</p> <p>Any extensions would enhance both the marina and the Marlborough Sounds area</p> <p>No comment as I am not privy to PM information on wait lists and future planning forecasts etc. But if the need is there for future extensions to the marina in time has to happen.</p> <p>Allow it to grow to suit supply/demand.</p> <p>Obviously more marina berths are going to be needed i.e. Marina extension.</p> <p>Develop Waikawa in consultation with boating public</p> <p>One only extension is achievable on the west side.</p> <p>Easier access to slip your boat and facilities to get to top of mast to do small repairs like a gantry of sorts, there are lots of boats racing</p> <p>Pier 3 at Picton is very old. The electric system keeps tripping out. Unless this is modernised to a float system then we need an extension at Waikawa to accommodate us.</p> <p>Extension of marina no problems.</p> <p>Should proceed ASAP</p> <p>A single extension on the N/W side should be on the agenda - no more.</p> <p>To boat in to marina is too tight</p> <p>Development of Waikawa Marina will not affect the frequency of our boating activities and I am confident that future development will be carefully considered prior to decisions being made.</p> <p>To make more berths available for purchase</p> <p>Greater marina berthage</p> <p>Waikawa marina could possibly expand on the east side. Car parking is already a problem on west side.</p> <p>Expand the Waikawa marina but make sure all the services increase as well.</p> <p>We are 100% behind the expansion proposals for our Waikawa marina.</p> <p>Big shortage of berths - an increase in berthing is definitely a positive endeavour. Need to upgrade berth my berth as my boat too big for current.</p> <p>Without knowing very much about the planned extensions I am keen for extension out beyond West side.</p> |
| <p>Happy at moment</p> | <p>Maintain the current high standards of facilities and ease of access</p> <p>More than happy how it is now</p> <p>We have found Havelock fantastic and although the toilet and showers blocks are still unwelcoming it is more than made up for by the fantastic local community, the PBC, and the shops and quality restaurants being within walking distance (also gets heaps more sun!). Trust this helps.</p> <p>Overall have no real issues.</p> <p>I am at west bay Picton on a PM swing mooring. Suits me just fine.</p> <p>Staff are great.</p> <p>I am happy with Waikawa marina as it is - it suits me.</p> <p>Supervisors/support is good at present.</p> <p>I think you are doing an excellent job already.</p> <p>The facilities suit us well as the moment.</p> <p>The service of the port company is great, no complaints there!</p> |

Table 29: Berth holders' general comments

| Key word | Comment |
|--|---|
| | <p>These figures are approx only and not to be taken as exact. The present berth facility is ideal for me.</p> <p>I am happy with the present expansion.</p> <p>Very happy with how Waikawa Marina is currently run. Just look forward to having more leisure time down there. Cheers</p> <p>It all seems pretty good to me at the moment. I get in and out easily and fuelling up is hassle free</p> <p>Waikawa marina is an excellent facility.</p> <p>I think that the existing operating structure and design/facilities in the Waikawa Marina are very good. The further expansion should follow the same model.</p> <p>We are generally very happy punters</p> <p>All good,</p> <p>You are doing a good job and Brian Carver is very helpful and a good face for Port Marlborough</p> |
| <p>More facilities and services (general)</p> | <p>It provides us with lift out, slipping and maintenance facilities plus retail outlets - very important to us and very convenient.</p> <p>It would be great if we could encourage somebody to open a dairy/supermarket within walking distance. We fly in and getting supplies for the boat is a hassle, maybe a service to pickup supplies and deliver them to Waikawa for a small would be great</p> <p>Better facilities for servicing companies.</p> <p>Keep Oddies - we love Oddies.</p> <p>Every increase in berths should be balanced with consistent increases in other facilities and resources.</p> <p>Providing the ability to fill gas bottles</p> <p>Facilities need to be upgraded now so more berth holders even more demand on facilities.</p> <p>Security need to expand their services as well.</p> <p>Infrastructure will need to increase to accommodate increased demand. Boatyards are already started.</p> <p>Take the best ideas from other marinas around NZ and implement make the place customer friendly so boaties can't wait to get here.</p> <p>Does Waikawa have enough room for services to boating if extended? (Car parking etc).</p> <p>The more facilities the better</p> <p>In any new development it would be hoped that any present facilities would be enhanced by that development e.g. Fuel facility, rather than compromised because of lack of space as a result of development.</p> <p>There is a need for additional services if the marina expands.</p> <p>Expand the Waikawa marina but make sure all the services increase as well.</p> <p>There is a total disregard and lack of infrastructure for trailer boats or property owners to park and go ashore to spend 'money' at both marinas and that will always be the case at Waikawa with any proposal to date.</p> <p>Any development should/must involve maintaining the provision of support service businesses. Absolutely fundamental to successful marina functioning.</p> <p>We need to take into account the added resources required with the increase of berth users, e.g. Restaurants, bars, amenities, berth facilities, etc.</p> |
| <p>Car parking</p> | <p>I feel that the development could restrict my access to suitable parking close to my berth area which even now at times it is very hard to find a car park.</p> <p>Car parking is already a problem on west side.</p> <p>I have an issue with wheel clamping</p> <p>Move parking facilities for boating families both at Waikawa and Picton</p> <p>More car parks</p> <p>Congestion at fuelling and exiting/entering marina. Lack of car parking.</p> <p>Development restricts current parking and this must be addressed.</p> <p>Car parking over Xmas is a problem.</p> <p>Car parking is the most important for any future development.</p> |

| Table 29: Berth holders' general comments | |
|--|---|
| Key word | Comment |
| | <p>Need public hardstand where you can work on our won boat and cheaper. If marina extended more hardstand and infrastructure needed.</p> <p>Provide sufficient car parking space.</p> <p>Need to maintain easy parking for berth holders.</p> <p>More parking.</p> |
| Dry stack | <p>Do not impinge on marina area with dry stack users.</p> <p>Don't mix dry stack with berth holders.</p> <p>And also dry stack should be looked at on the east side e.g. Jorgenson boat yard area.</p> <p>Dry stack. More sport boat/day boat facilities.</p> <p>Boat stack? I would store my boat in it.</p> <p>Dry storage - as has been indicated - no!</p> <p>Waikawa Marina urgently needs Dry Stack facility to compliment floating berths and to maximise the efficient use of space in Waikawa.</p> <p>Keen for 'limited' dry stack development</p> <p>Construct a dry stack at Waikawa marina (although I doubt I could afford it).</p> <p>Small storage units, large enough to store inflatable and outboard would be a great asset.</p> <p>Berth holders require a secure boatshed with pigeon hole lockers to store the dingy (such as those provided by Port Wellington - have a look at Evans Bay marina boat sheds). The existing PML boatsheds are a) too large b) too expensive to rent for dingy storage c) too far away from berths as the dingy has to be dragged over the distance.</p> <p>The current 'on hold' boat stack proposal was absolutely absurd, and I am appalled at how much money was spent developing this proposal. I have an unlimited legal budget to oppose this proposal should there be any renewed move to progress it.</p> |
| Fuel | <p>Fuelling facilities are totally inadequate now and would need relocation and increase in size and petrol facilities kept away from diesel facility</p> <p>Better fuel pumps.</p> <p>Making sure fuel is continued to be available at marina</p> <p>Consideration should also be given to larger fuelling area.</p> <p>Much more attention needs to be paid to fuel berth.</p> <p>Fuel berth even now can get congested.</p> <p>Refuelling facilities drastically need to be enlarged now for present and further in future</p> <p>Extra fuel berths.</p> <p>Relocate fuel area to where there is more space</p> <p>Congestion at fuelling and exiting/entering marina. Lack of car parking.</p> <p>To make petrol jetty bigger as at times can take up to 1/2 hour wait to get fuel</p> |
| Boat maintenance facilities | <p>I would like Port Marlborough to provide a work area (sometimes referred as Breast Work) that a vessel can temporarily be tied up to so that maintenance can be carried out on masts, superstructures etc using land based vehicles such as cherry pickers. This would greatly enhance owners and/or contractors ability to carry out maintenance on boats without the expense of haul-out and crane hire.</p> <p>A gantry for working on and removing masts</p> <p>Like to see more provision and choice for repairs and maintenance - hardstand for public use.</p> <p>Boat maintenance facilities are constrained by space and may prove inadequate in an expanded marina</p> <p>More hard stand area built in ecological manner.</p> <p>Also availability of 'hire' equipment, trailer etc at suitable fees. We feel this is an untapped source of income/service</p> <p>PM to lease hard stand area where I can employ my own tradesmen to work on boat</p> <p>Boat maintenance need to expand their services as well.</p> <p>We would really like you to consider making an 'area' available for boat owners to move (trailer) boats to, for maintenance work by owner or contractor - secure.</p> |
| No development/not interested | <p>I don't think Waikawa needs to grow any more.</p> <p>Any further development will be unwelcome and would infringe on myself as a boat owner and Waikawa resident in a negative way</p> |

| Table 29: Berth holders' general comments | |
|---|---|
| Key word | Comment |
| | <p>No current interest in Waikawa</p> <p>Do not need any more development. More than enough boats here already, especially during summer.</p> <p>Not going to use Waikawa at this time</p> <p>As a resident of Waikawa Bay, I would prefer no intrusion into the Sound</p> <p>Not in Waikawa so does not affect us.</p> <p>The marina is too big. Having been a seagoing person all my life have seen the comradeship, helpfulness and care go from the Marlborough boating scene. Why does the marina need to increase in size? It is a parking space for many unwanted vessels. The area is not appealing.</p> <p>Not interested in Waikawa, Picton marina closer to home shopping and activities</p> |
| Toilet/shower | <p>More toilet facilities closer at hand would be advantageous</p> <p>Good toilets and showers</p> <p>If extended needs another toilet/shower block on east side.</p> <p>More shore facilities such as showers, toilets and general amenities</p> <p>As well please maintain the superb standard of toilet/shower provision</p> <p>Swipe card for berth holders for shower/laundry use so they don't have to pay. Hot water in the toilet blocks</p> <p>More showers and toilets.</p> <p>You need to keep in mind that showers, toilets, laundry facilities need to be expanded along with any marina extensions. They are at times pretty rushed already.</p> |
| Picton preferred | <p>I think Picton should have priority. Would not consider going to Waikawa. Picton is right there for all your shopping and hardware for boat especially if you don't have transport. A lot of boaties do not.</p> <p>Keep commercial operations in Picton not Waikawa</p> <p>I do not use Waikawa as we own a house at the Sounds and there are no areas for me to berth at so that I can utilise the on shore facilities available to me. This fact alone makes me use the facilities in Picton.</p> <p>Picton is the better destination because of access to shops, restaurants, sea and air terminals, and other recreational facilities.</p> <p>As come from Wellington, prefer Picton, as can go and get boat and pickup other people at ferry terminal. Do not have car in Picton</p> <p>Too crowded for my liking. Was once a Waikawa user but found that the space for my boat was too hard to get to and traffic in high season, too congested. Thus moved to Picton.</p> <p>I like the town ship of Picton and hope Picton marina develops to the standard of Waikawa. If it does I would stay in Picton</p> <p>We are in Picton marina. We would like to see Waikawa developed for boaties and Picton left as it is without the expensive upgrade - do repairs with Kevlar etc like on Wgtn wharves and keep Picton a cheaper alternative for lower value boats otherwise there won't be anywhere for the small boatie to berth.</p> |
| Travel lift | <p>More infrastructure and facilities at Waikawa - another travel lift.</p> <p>A travel lift facility would be an advantage at Havelock especially for yachts</p> <p>Removal of monopoly on travel-lift.</p> <p>Lack of information on current travel lift lease. Very high charges for travel lift and lack of competition with lift. Need a bigger lift.</p> <p>Second travel lift facility</p> <p>If marina extension goes ahead more hard stand area needed plus extra travel lift needed to service it. Boating was the reason for shifting to Marlborough</p> <p>Travel lift too small to accommodate the size of boats now coming to area .at 52 ft I am marginal because of our beam.</p> |
| Havelock preferred | <p>Present berth at Havelock too small. Previous berth did not have extra pole at entrance mooring difficult in windy conditions.</p> <p>Since we use Havelock our interest is limited. However we believe the cost of berthage where we are is excessive, with the marina offering diminishing value</p> <p>Better haul out at Havelock.</p> <p>Very happy at Havelock marina</p> <p>Because we are very happy in Havelock and enjoy Pelorus we have no ideas.</p> |

| Table 29: Berth holders' general comments | |
|---|--|
| Key word | Comment |
| | We are berthed at Havelock and we find the facilities and the staff of the highest standard. |
| Launching ramp | <p>As previously a trailer boat owner a larger launching ramp with a floating centre pontoon would speed up and make easier launch and retrieval</p> <p>Launching ramps need to be removed from marina. Holiday periods are mayhem. Trailer boats circulating in marina awaiting crew who are parking car and trailer.</p> <p>Another launching ramp.</p> <p>The power boat slipway should not be within the confines of the marina they are a hazard to berth holders entering and exiting the marina and have generally no respect for marina or marine boating rules.</p> <p>Another boat ramp away from the marina entrance.</p> <p>We want to see better facilities put in for launching both fizz boats, but especially rig up and launching area for such things as centreboard yachts- on the assumption that one day Queen Charlotte Yacht Club and Waikawa may amalgamate. Napier is an example.</p> |
| Entrance/exit | <p>Ease and safe use of marina. If Waikawa is to grow, much more attention needs to be paid to main access channel</p> <p>Improve entrance to marina.</p> <p>Exit and entry points need to be large enough to accommodate increased traffic flow.</p> <p>Don't exit from new extension via present entrance/exit - dangerous and foolish.</p> <p>The current marina needs some dredging.</p> |
| Sounds environment | <p>PM develop the Sounds for better fishing, diving and boating</p> <p>Any marina expansion should take into account other marine activities, whether it is the swing moorings, and sheltered anchorage in Waikawa Bay or local foreshore/swimming and recreational activities</p> <p>Query whether the Sounds can continue to accommodate more boats without affecting the beautiful place it is</p> <p>Further development of the marina will result in overcrowding of the Marlborough Sounds. I will consider moving my boat somewhere else (Nelson or Canterbury) if it gets too busy.</p> <p>The only negative is more pressure will be put on the outer Sounds fishery</p> |
| Over-crowding marina | <p>I think there should be a limit on number of boats in marina based on safety (e.g. Fire) congestion, environmental impact.</p> <p>Keep non berth holders out of marina please</p> <p>Note that increasing marina berths will attract more boats and not necessarily reduce the waiting list. The marina was built by a local body for local boat owners who do not want the Sounds over crowded with Wellington or Chch boats.</p> <p>I believe there is ample development in the marina now. The proposed extension to the marina etc will only cause more congestion</p> <p>Would be concerned further development at Waikawa will cause waterways & facilities to become even more overcrowded particularly at peak times.</p> |
| Location of marina | <p>A boat stacker is a good idea but NOT in the Waikawa marina area. Shakespeare Bay would be an excellent location. There is more than enough boat traffic in Waikawa Bay now.</p> <p>I would like to see a marina in the outer Sounds Elaine Bay or similar</p> <p>PMNZ should expand all types of berths - dry, stack, swing, marina in Shakespeare Bay.</p> <p>Should new marina be in Shakespeare Bay?</p> |
| Security | <p>Lock gates all day , to stop thieving etc.</p> <p>Patrol the marinas during daylight hours to intercept unauthorised people who sneak aboard.</p> <p>For security have more live aboard.</p> <p>Security would need to be upgraded.</p> |
| Commercial operations | <p>PM see commercial vessels as an easy source of money should appreciate value of commercial vessels and more fairly spread costs.</p> <p>Work boat in the mussel industry</p> <p>Commercial vessel owned by MSMP and PM Pilot Launch</p> <p>Your survey doesn't place much importance on industry based users.</p> |

| Table 29: Berth holders' general comments | |
|---|---|
| Key word | Comment |
| Casual/visitors berths | If empty berths were more freely available to exiting PM berth holders we could visit Picton/Waikawa on a more regular basis. |
| | It would be nice if we could swap marinas. |
| | Be more user friendly to visiting boats i.e. Welcoming berths, services. Thanks. |
| | Would like to alternate between Havelock and Picton or Waikawa |
| Shore power | Stop the nonsense about power leads to boats. |
| | I can't use the shore power and I can't stay on it if I wanted to. |
| | Ridiculous imposition of unnecessary regulations e.g. Latest shore power requirements. |
| Public transport | If Wellington boaties are an important component of Waikawa patronage then the service provided by Sounds Air is very important. Without it , I would use my yacht a lot less. |
| | Good public transport between Picton and Waikawa would be useful. |
| | Waikawa marina is basically fine. What I REALLY need is a traffic tunnel underneath Cook Strait so I can drive there. Basically a big solid rubber tube sitting the seabed, so it can move with the earthquakes. |
| | |
| Rubbish | Complete rubbish recycling system |
| | Maintain excellent rubbish collection. |
| Moorings | If there are more berths we need more moorings |
| | More moorings should be made available for those who find the cost of marina fees prohibitive |
| Residential development | I am opposed to residential or apartment developments adjacent to the Trust part of the marina. Long term this could compromise consent renewals due to conflicting interests of the different users |
| | Marina should stick to core activities - no high-rise buildings etc. |
| Other | More rigid enforcement of the length rule since some boats stick out far too much |
| | A community spirit! You have bled it dry with your drive to expel live-aboards. Comfortable amenities ie barren, cold, limited toilet and showers don't cut it (look to BOI and Tutukawa for examples of an acceptable standard for volume use amenities.) No easy access to basic day to day goods - which is more a case of the local business community not seeing a profit in the marina for groceries etc. |
| | PM provide an easy way for marina users to communicate with each other. |
| | Be honest with us. |
| | Should include the option of boats being used to access remote properties in the Sounds, our boat is predominantly used for this as opposed to day trips. |

4. Wait list results

This section reviews responses from those on PMNZ’s wait list for a permanent berth at Picton and/or Waikawa.

4.1. Ownership and activity

- Twenty-four percent of respondents (38) preferred a permanent berth in Picton, 52% (82) sought one in Waikawa and 25% (39) sought a permanent berth in either Picton or Waikawa.
- Seventy-six percent of respondents (116) owned a vessel which they would move to a berth at Waikawa should one become available.
- Four of those on the waiting list owned commercial vessels.
- Eighty-six percent of recreational vessels owned (96) were ‘used primarily by me and/or a single family’.
- Nine percent of recreation vessels (10) had shared use within a syndicate or group of owners, with between two and four partners.
- Five recreational boats were made available for bare-boat charter via a commercial operator.
- The mean number of full or part days a recreational vessel was used in the 2008/09 main boating season (October 2008 to April 2009 inclusive) was 40. The range was from 0 to 365 days. The mean number of full or part days a recreational vessel was used in the 2008 calendar year was 52. The range was also from 0 to 365. Approximately 77% of recreational use occurred during the seven main cruising months (60% of the year).
- The mean number of full or part days a commercial vessel was used in the 2008/09 main boating season (October 2008 to April 2009 inclusive) was 83. The range was from 12 to 154 days. The mean number of full or part days a commercial vessel was used in the 2008 calendar year was 137. The range was from 12 to 250. Approximately 60% of commercial use occurred during the seven main cruising months (60% of the year).

Lack of leisure time and the lack of easy boat storage or marina berthage were the two key limitations to boating (Table 30).

| Table 30: Wait list – what currently limits your boating (%) | |
|--|-------|
| Limiting factor | n=147 |
| Lack of leisure time | 27 |
| Lack of easy boat storage or marina berthage | 23 |
| Travel time to where my boat is stored or moored | 12 |
| No boat | 8 |
| Cost of boating | 7 |
| Family commitments | 6 |
| Travel time to the marina | 4 |
| Other recreation priorities | 2 |
| Physical disability | 1 |
| No one to go boating with | 1 |
| Other (weather 42%, fishing regulations 14%) | 9 |
| Total | 100 |

4.2. Effect of Waikawa expansion

Sixty-two percent of respondents (89) stated that gaining a permanent berth at Waikawa would change their current boating activities. A third would move an existing vessel to Waikawa, 21% would acquire a new boat, and 11% would move from another marina in the District (Table 31). Fifteen percent would shift a vessel from a local hardstand area.

| Action | Marlborough residents (n=36) | Other residents (n=53) | All (n=89) |
|---|------------------------------|------------------------|------------|
| I would move my current boat from outside the Marlborough District to the marina at Waikawa | 11 | 47 | 33 |
| I would acquire a boat and berth it at the marina at Waikawa | 28 | 17 | 21 |
| I would move my current boat from a swing or pile mooring in the Marlborough District to the marina at Waikawa | 31 | 13 | 20 |
| I would move my current boat from another marina in the Marlborough District to the marina at Waikawa | 17 | 8 | 11 |
| Other – all related to moving an existing boat within the Waikawa Picton area, mostly from a hard stand area to a berth | 14 | 15 | 15 |
| Total | 100 | 100 | 100 |

Those who owned vessels which could be moved to a permanent berth spent on average 82% of their boating time in the Sounds. That same group estimated that they would spend 90% of their boating time in the Sounds if they had a permanent berth at Waikawa.

Those who did not currently have a boat estimated that they would spend 89% of their boating time in the Sounds if they acquired a new vessel as a result of gaining a permanent berth at Waikawa.

Table 32 shows the types and lengths of boat likely to be shifted to a new berth. Almost 90% of respondents said they would move within 12 months of the option being available (Table 33).

| | Launch | | Yacht | | Total |
|---------|--------|-------|--------|-------|-------|
| | <= 10m | > 10m | <= 10m | > 10m | |
| Count | 20 | 69 | 7 | 42 | 138 |
| Percent | 14 | 50 | 5 | 30 | 100 |

| Limiting factor | n=92 |
|-------------------|------|
| Immediately | 47 |
| Within 6 months | 30 |
| Within 12 months | 11 |
| Within 2 years | 8 |
| Within 5 years | 2 |
| More than 5 years | 2 |
| Total | 100 |

Sixty-three percent of respondents stated that having a berth at Waikawa would increase the amount of leisure time spent in the Marlborough District. Table 34 details some explanations as to why and how the visiting patterns would change, by key word.

| Table 34: Wait list – what would change and by how much | |
|---|--|
| Key word | Comment |
| Commercial reasons | We wish to set up a charter business and employ locals |
| Easier to get in and out of marina | <p>Able to come and go and not worry if we have somewhere to tie up</p> <p>Ease of access</p> <p>Easy access to vessel</p> <p>My boat is currently on a mooring - easier access to a berth</p> <p>The ease of access and the facilities attract me. I am now retired and wish to spend a great deal of time boating.</p> <p>We would commute by ferry thus removing the challenge, limitations and attendant issues that arise by having to cross Cook Strait</p> <p>We would step back from work commitments allowing us more time to be able to spend in the sounds and having a boat to stay on would make this easier</p> <p>Would be easier to get in and out of marina</p> <p>Work on my boat more</p> <p>More day trips with no need to allow for tides.</p> |
| More time in Sounds | <p>We would stay weekends on the boat and do local things/entertaining</p> <p>All public holidays and 10 plus weekends throughout the whole year</p> <p>At present go to Nelson as no marina in Waikawa available. Prefer Sounds</p> <p>Currently own a power boat. A berth would allow more recreation time in the Sounds</p> <p>I and my friends with baches would keep coming here from all over NZ to do our recreational boating and baching. Being able to store our things and wait for weather changes tides etc has been an essential and safe choice and having a boat shed allows this.</p> <p>We will increase by approx 10%</p> <p>Join Waikawa boat club and join in their activities</p> <p>More time spent using my boat.</p> <p>More time would be spent boating, all of which would be within the Marlborough Sounds.</p> <p>More use by family members</p> <p>No tidal decisions. Friends with property in Queen Charlotte</p> <p>One weekender month and every school holidays would be in Sounds</p> <p>Plus 20 percent</p> <p>Significantly more leisure time would be spent in district.</p> <p>The location makes it an easy weekend activity. All syndicate members currently live in Canterbury and Waikawa is only a 5 hour drive, Nelson is too far for a weekend.</p> <p>We currently don't own a vessel, but should this change and we parked at Waikawa or Picton, then we'd spend time in the area.</p> <p>We have a holiday home in Waikawa ways access to launch and berth rather than waiting to launch trailer boat and parking</p> <p>We would feel more 'connected' to the marina. Probably increase days by 35</p> <p>We would have a greater sense of commitment and permanence to our boating arrangements, which would likely result in increased usage and longer term forward planning.</p> <p>Would take family and friends out more often</p> <p>Would travel to Waikawa by ferry in weekends and school holidays. Sail around inner and outer sounds and D'Urville Island. Used to do this before. Travel around Marlborough region when too windy. Use boat for accommodation and use car.</p> <p>Would use boat more often as no need to cross Strait</p> <p>More time would be spent boating, all of which would be within the Marlborough Sounds.</p> |

4.3. General comments

Those on the wait list were asked, 'Please provide any comments you wish to make about how you think Waikawa Marina should develop in the future or how development might affect your current

boating activities.’ **Table 35** presents the responses grouped by 23 key words. Where respondents made more than one relevant comment, their statement has been divided into segments relating to each key word.

| Table 35: Wait list general comments | |
|--|---|
| Key word | Comment |
| Support proposed development | The Waikawa marina should provide boating storage and activities for everyone to use. Even non boaties enjoy watching the activities and the restaurant facilities. The area should be for everyone to enjoy and not just the wealthy and exclusive. Waikawa is the gateway to the Marlborough Sounds and there is huge economic opportunities to develop the area as such. This would be a great benefit to the local residents. |
| | If Waikawa marina was extended may free up space at Picton so I could permanently berth my boat at Picton. |
| | It would make ownership of our boat less stressful to have a permanent berth and more affordable as paying casual rates on publicly open jetty for up to two years is a worry! |
| | A boat in the marina makes easier access and a huge amount of extra boating time. |
| | Make it bigger |
| | Concentrate on providing more berths than wasting time and money on developing apartments etc. Stick to core business and local needs. |
| | Marina berths should be given to local (Marlborough) residents as a priority |
| | Could look at getting a bigger boat |
| | More berths |
| | Development should start immediately. It would enhance Waikawa along with the number of people using the area. |
| | More berths are required. We have been trying to buy one for five years. |
| | Development would encourage more use of boat. |
| | Need more berths. |
| | Extension on the western side |
| | Need to larger berths 14-18m. Allow for more boats to return to marina each night (as in US and Canada). Can't support the yacht club |
| | Hopefully the marina extension will commence soon. Having our own berth is very important to us because we can be given 30 days notice to vacate the berth we are leasing. |
| | Our boat is currently in a permanent berth but will shift to a more suitable berth when available |
| | I don't think dry stacking is the way to go. Just too costly for both user and provider. |
| | Please note that current boat is for sale and when sold will be replaced with a 12m plus launch or keelboat |
| | I would like to sell my 11m berth and buy a 12m berth |
| | Sold yacht due to inadequate marina facilities. Have been on waiting list for years. Was akin to cutting off a body part. Such a pity that more people cannot take advantage of such a wonderful resource as the sounds. Consider it a gross failing of region. |
| | Look forward to a bigger facility being available. |
| | The boat would be easier to use |
| Consider the wind in any extension. Try to provide wind breaks to aid manoeuvring. | |
| The development of the marina should be at a level that allows enough berthage for everyone who needs it without huge lengthy waiting lists. | |
| Development would allow us to own a larger boat. An increase of larger berths - 12 m plus | |
| The opportunity of a larger berth may allow us to enjoy a larger yacht and involve friends, introduce friends to the area from a boating perspective | |
| Extra berths are definitely required | |
| The Waikawa Marina is one of the best in the country but it seems there is strong demand for new berths. Serious and urgent consideration should be given to extending the Marina in the same format as the existing marina. | |

Table 35: Wait list general comments

| Key word | Comment |
|----------------------------------|---|
| | <p>I think extending Waikawa Marina is a good idea, only so long as current marine-related businesses are not detrimentally affected. Also, more marine businesses will be needed. This will be a good thing because it will force some particular businesses to be more competitive in their pricing.</p> <p>There has always seemed to be a shortage of Waikawa berths.</p> <p>By far my main preference would be a walk-on berth - not a swing mooring</p> <p>To make more berths available for purchase</p> <p>Extending Waikawa marina is absolutely a must.</p> <p>Waikawa is further out than Picton so over a year there would be a cost saving in fuel</p> <p>If I lose my current short-term arrangement I am in the poo. Just get on and do an extension!</p> <p>We have a bach in Waikawa we will spend a lot more time in the Queen Charlotte Sounds</p> <p>I am a returning resident who wishes to buy a home and settle in Picton. If we cannot get a secure berth we will probably have to settle in Auckland or Bay of Islands.</p> <p>We will be commuting weekly from island to Waikawa from Jan 2005 we would therefore use facilities over 4 nights most weeks at Waikawa access to and from the boat and Waikawa/Picton township would be most convenient for the family.</p> <p>Develop with other users (moored boats etc) respected.</p> <p>When new boat is ready for launching will consider swing mooring, pole berth or permanent berth. Swing mooring would only be temporary.</p> |
| <p>Price/cost related</p> | <p>If expenses increase too much and/or ease of access diminishes I would have to look at if I would continue boating in the Marlborough Sounds</p> <p>If got too expensive, would need to get a smaller boat or reassess affordability.</p> <p>Any new berth uptake would depend on price of rental. Would have to be equal to or lower than Nelson prices.</p> <p>If got too expensive, would need to get a smaller boat or reassess affordability.</p> <p>Cost for Waikawa berth has to be comparable with Wellington or I will not consider the trade-off. Currently two times the price!</p> <p>My vessel is used more for recreational use than commercial as I have retired. Will continue to use Port Underwood as it is cheaper. Would consider moving to a berth in a few years as I get older.</p> <p>Develop Picton and reduce the rates per metre by 40% and then Waikawa.</p> <p>Reduce the cost of the marina berths</p> <p>As a landlord of residential property we find it interesting that Port Marlborough seem justified in increasing rentals of their facilities on an annual basis. Lack of commercial competition seems to give Port Marlborough a licence to print money. If the existing Pole berths had been maintained the need to upgrade with floating berths and charge hugely increased rental could have been avoided. Many boaties are quite happy with the existing pole berths had a portion of their rental been used for ongoing regular maintenance. With the exception of a few weeks over Christmas, no real effort is made to collect fees for the use of launching facilities, casual berthage, permanent resident sticker, etc. If the Port Company collected fees from all casual users permanent tenants and those who do pay may not face such large and regular increases.</p> <p>The only thing that would affect my boating is the price of berths.</p> <p>Cost of berthage is too high.</p> <p>Think carefully about pricing. It is a very expensive service. More visitors berths for temporary stays would suit us better. With easy access in winds.</p> <p>As long as the rentals are not high</p> <p>Very disappointed to learn that tenders will be called for marina rental - could not handle more than present cost at Havelock. Even these have risen 18% since acquiring my boat.</p> <p>I haven't answered question 11 as I don't know your current marina fees. If they were significantly higher than those at Seaview then I would stay at Seaview.</p> |

| Table 35: Wait list general comments | |
|---|---|
| Key word | Comment |
| | We feel that the Council/Port Marlborough should be providing boating facilities to the locals at affordable prices. At the moment it feels as though we, the rate payers, who should be the beneficiaries of any profits are second class citizens and rich overseas/out of town boaties are the customers of preference. |
| Dry stack | <p>Please provide boatsheds with water access for rental or purchase. You would be surprised at the numbers of bach owners and fellow boaties who need this service and don't we have a right and you an obligation to keep the sheds we have since that has been an occupational use for over a hundred years in the basin area. I have seen photos from 1800s showing sheds on the foreshore!</p> <p>Dry stack would be good</p> <p>Suggest that more ground level secure boat storage facilities be constructed at each marina.</p> <p>If evicted from E16 Picton I would be interested in other storage arrangements. Berth implies floating situation. Survey no application to my needs.</p> <p>The reputation of Port Marlborough as the guardian of boating facilities in Marlborough is appalling. Incompetent and out of touch. I was one of those who paid a \$10,000 deposit on a the proposed dry stack.</p> |
| Sounds environment | <p>More boats in the marina will no doubt mean more boats in the Sounds and pressure on moorings and the environment. We would/will need to be more conscious of these issues.</p> <p>The larger number of boats will greatly reduce our enjoyment of the Sounds.</p> <p>Concern with over exploitation of the Sounds following extra boats in the Sounds.</p> |
| Casual/visitors berth | <p>Definitely needs to allow more room for visitors. We would use the marina facilities (chandlery, restaurants, services) but there is no visitors berth. Seems too hard to get a temporary marina berth.</p> <p>Future development must include monitored casual bat berthage e.g. 2-4 hours for shopping etc. Port Marlborough should have a more conciliatory approach and be much less autocratic.</p> <p>More visitors berths for temporary stays would suit us better. With easy access in winds.</p> <p>Lack of casual berthage precludes opportunities for boaties to enjoy local Waikawa facilities.</p> |
| Happy at moment | <p>I am happy with yacht moored at our holiday home</p> <p>It is a top marina</p> <p>I am happy with our current arrangements on the privately owned mooring. However, our lease won't be forever.</p> <p>Waikawa marina is becoming a world class facility for a world class cruising ground.</p> |
| Fuel | <p>If the proposed marina extension goes ahead, the existing fuel jetty would have to be looked at to try an avoid further congestion.</p> <p>Dramatic improvement required in fuel wharf for larger boats.</p> <p>Position fuel away from entry.</p> |
| More facilities and services (general) | <p>For what I pay in compound and price to rise - No water, no power, no camera, gates always open.</p> <p>A shop for general food supplies.</p> <p>I also do not believe that you will be able to provide sufficient hard stand areas for maintenance, car parking etc.</p> |
| Picton preferred | <p>Might make more berths available in Picton as we prefer a berth at Picton</p> <p>As do not use Waikawa marina and require a berthage in Picton we do not feel any developments in Waikawa will affect us</p> <p>Only interested in a marina berth in Picton</p> |
| Launching | <p>I think you need better launching</p> <p>As previously a trailer boat owner, a larger launching ramp with a floating centre pontoon would speed up and make easier launch and retrieval.</p> <p>Suggest that more launching facilities be constructed at each marina.</p> |

| Table 35: Wait list general comments | |
|---|--|
| Key word | Comment |
| Moorings | <p>There may be a need for more club moorings in Queen Charlotte</p> <p>I am wanting a mooring where the extension is planned to go. Could be a worry for me.</p> <p>We would be just as happy with a swing or pile mooring at Waikawa</p> |
| No development/not interested | <p>Already have permanent berth. I believe there is ample development in the marina now.</p> <p>I am strongly against any further development of the Waikawa marina.</p> |
| Car parking | <p>I think you need better parking facilities for trailer boats as these have been found to be more popular given the cost factor for keeping a boat these days.</p> <p>Lack of parking in peak periods.</p> |
| Public transport | <p>Establish a free/low cost shuttle from Waikawa/Picton and to airport and ferry. i.e. Make use of marina by out of area people more accessible.</p> <p>The key issue for us is the distance/transport requirement from Picton and shops. If there was transport to and from Picton and the ferry it would make Waikawa much more attractive and accessible to us.</p> |
| Over-crowding marina | <p>Needs to be environmentally considerate. Not put undue pressure on club mooring and anchoring locations.</p> <p>The proposed extension to the marina will only cause more congestion.</p> |
| Commercial operations | <p>As the Duke of Marlborough is a tourist excursion boat specialised hour cruises round Pupu Point and into Shakespeare Bay a shift to Waikawa not an option</p> <p>My focus now is on the commercial side which is best operated from Picton but if a berth cannot be found there, one at Waikawa would suffice.</p> |
| Location of marina | <p>Just extra berths required whether Waikawa or even Shakespeare development.</p> <p>NI users use ferry and taxi</p> |
| Toilets/showers | <p>Need more showers.</p> |
| Security | <p>Gates on fingers and video surveillance</p> |
| Boat maintenance facilities | <p>It would be very handy to have a couple of berths available to do maintenance work, or an area set aside for this purpose.</p> |
| Other | <p>Suggest that berth holders continued allocation be subject to minimum usage requirements to free up berths held by occupants that seldom use their boats. A marina swipe card could electronically record boat usage.</p> <p>Allowing live-aboards within the marina. We are a live-aboard and certainly has advantages within a marina.</p> <p>The fishing regulations have changed my use of the boat and use of the marinas.</p> |

Appendix A: Questionnaires



R&R Consulting (NZ) Ltd
PO Box 358
Nelson 7040



SURVEY OF PORT MARLBOROUGH MARINA BERTH HOLDERS

There are 2 sections to the questionnaire and 13 questions. The first section gives you an option to check and update your contact details with PMNZ. The remainder focuses on your boating activities.

When finished please fold the form on the dotted lines to create a Freepost envelope with this part as the back of the envelope. *Thanks for your time. Good luck with the prize draw.*

SECTION 1: YOUR CONTACT DETAILS Please check and update your details below. Port Marlborough will be provided with this information to update your contact details as appropriate. No other details from the questionnaire will be provided to the company in disaggregated form. The address details will also be used for the prize draw.

First Name: _____ Preferred Name: _____ Last Name: _____

Company Name: _____

Street No. and Name: _____

City: _____ Post Code: _____

email: _____

Home Phone: _____ Work Phone: _____ Mobile: _____

Boat name: _____ Boat length: _____

Boat type: _____ Marina Berth Location: _____



Preferred contact method: _____ Please change my preferred contact method to: EMAIL POST

SECTION 2: ABOUT YOUR BOAT AND BOATING

For each of the following questions please answer with regard to the boat you have berthed at the marina.

Q1. Please select the option that best describes the current use of that boat.

- Recreational Use
 Used primarily by me and/or a single family _____
 Shared use with a syndicate/group of co-owners. How many members in the syndicate/group. _____
 Owned by me but made available for bare-boat charters via a commercial operator
Other (state): _____
 Commercial Use

Q2. On average, how many people typically go out on your boat on any one day? _____

For Q 3 - 7, please try to answer on behalf of all users and owners of the boat if the ownership or use is shared.

Q3. In the 2008/2009 main boating season (October 2008 to April 2009 inclusive), how many full or part days was your boat used? _____

Q4. Throughout the 2008 calendar year, approximately how many full or part days was your boat used? _____

Q5. Of the boating days you recorded in Q4, how much of the time was based in the Marlborough Sounds?

- 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

Q6. Approximately how much was spent looking after your boat in 2008 on each of the following items:

Boat storage, marina or mooring fees \$ _____ Repairs and maintenance \$ _____
Slipping and hard stand fees \$ _____ New equipment and hardware \$ _____

If you are not able to separate out each cost area, what is your estimated total spend? \$ _____

If 2008 was not a typical year for costs associated with looking after your boat, what is your estimated annual average budget for boat care? \$ _____

Of the money spent in 2008, approximately how much was spent in the Marlborough District?

- 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

Of the money spent in 2008, approx. how much was spent local to your marina berth (i.e. in one of the Havelock, Picton or Waikawa areas)? 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

Q7. Approximately how much was spent while on boating trips in 2008 on each of the following items:

Car running and fuel costs \$ _____ Boat fuel and oil \$ _____ Restaurants, bars and takeaways \$ _____
Groceries and provisions \$ _____ Off-boat accommodation \$ _____ Other shopping and entertainment \$ _____

Of the money spent, approximately how much was spent in the Marlborough District?

- 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

Of the money spent, approximately how much was spent local to your marina berth?

- 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

Q8. What is most likely to limit your ability to go boating at the moment? (select one)

- Lack of leisure time Cost of boating Physical disability
 No one to go boating with Travel time to the marina Family commitments
 Lack of easy boat storage or marina berthage Other recreation priorities

Other: _____

Q9. How important is boating to you? (select one)

- Boating is the most important thing in my life Boating is my most important recreation activity I've had enough and would like to quit boating
 Boating is just one of the many things I do in my spare time

Q10. What type of boating is your vessel mostly used for? (select one)

- Days trips Short overnight cruises (1 to 2 nights) Long overnight cruises (3 nights or more)

Q11. If your boat is not berthed at the Waikawa Marina, would more available permanent berths at Waikawa encourage you to move there from your current marina? Yes No Already a Waikawa berth-holder

Q12. If you answered yes to question 11, why would you shift? _____

Q13. Please provide any comments you wish to make about how you think Waikawa Marina should develop in the future or how development might affect your current boating activities.



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Nelson 7040



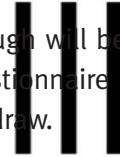
SURVEY OF WAIKAWA MARINA BERTH WAIT-LIST

There are 3 sections to the questionnaire and 14 easy questions. The first section gives you an option to check and update your contact details with PMNZ. The second focuses on your current boating activities (you only need to answer this section if you currently own a boat that you could move to a permanent berth at Waikawa Marina). The last section asks about the potential effects on you of an extension to the marina at Waikawa.

When finished please fold the form on the dotted lines to create a Freepost envelope with this part as the back of the envelope.

SECTION 1: YOUR CONTACT DETAILS

Please check and update your details below. Port Marlborough will be provided with this information to update your contact details as appropriate. No other details from the questionnaire will be provided to the company in disaggregated form. The address details will also be used for the prize draw.



First Name: _____ Preferred Name: _____ Last Name: _____

Company Name: _____

Street No. and Name: _____

City: _____ Post Code: _____

email: _____

Home Phone: _____ Work Phone: _____ Mobile: _____

Preferred Marina Berth Location: _____

Preferred contact method: _____ Please change my preferred contact method to: EMAIL POST

SECTION 2: ABOUT YOUR BOAT AND BOATING

Q1. Do you currently own a boat that you could move to a permanent berth at Waikawa, if one became available?

- Yes No If no go to question 8

Q2. Please select the option that best describes the current use of that boat.

- Commercial Use
 Recreational Use
 Used primarily by me and/or a single family.
 Shared use with a syndicate or group of co-owners.

Please indicate the number of members in syndicate/group. _____

- Owned by me but made available for bare-boat charters via a commercial operator

Other (state): _____

Q3. Where do you currently keep your boat? _____

Q4. What sort of boat is it, _____ and how long is it in metres? _____

For Q 5 - 7, please try to answer on behalf of all users and owners of the boat if the ownership or use is shared.

Q5. In the 2008 / 2009 main boating season (October 2008 to April 2009 inclusive), how many full or part days was your boat used? _____

Q6. Throughout the 2008 CALENDAR YEAR, approximately how many full or part days was your boat used? _____

Q7. Of the boating days you recorded in Q6, how much of the time was based in the Marlborough Sounds?

- 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

SECTION 3: EFFECTS OF A MARINA EXTENSION AT WAIKAWA BAY

Q8. What is most likely to limit your ability to go boating at the moment? (select one)

- No boat Cost of boating Physical disability
 Lack of leisure time No one to go boating with Family commitments
 Travel time to where my boat is stored or moored Lack of easy boat storage or marina berthage Other recreation priorities

Other (state): _____

Q9. Would gaining a permanent berth at Waikawa make a change to your current boating activities?

- Yes No If no go to question 13

Q10. How would your boating activity change. (select one)

- I would acquire a boat and berth it at the marina at Waikawa

Describe likely type _____ and length (in metres) _____

- I would move my current boat from outside the Marlborough District to the marina at Waikawa
 I would move my current boat from a swing or pile mooring in the Marlborough District to the marina at Waikawa
 I would move my current boat from another marina in the Marlborough District to the marina at Waikawa

Other (state): _____

Q11. How long would it take for you to do the action you selected in question 10, if a permanent berth at Waikawa became available? Immediately Within 6 months Within 12 months Within 2 years
 Within 5 years More than 5 years

Q12. If you had a permanent marina berth at Waikawa how much of your boating time do you think would be spent in the Marlborough Sounds?

- 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

Q13. Would having a permanent berth at Waikawa mean you would spend more leisure time in the Marlborough District? Yes No If yes, please describe what would change and by how much.

Q14. Please provide any comments you wish to make about how you think Waikawa Marina should develop in the future or how development might affect your current boating activities.

Thanks for your time. Good luck with the prize draw.

Appendix B: Covering letters (email versions)

Berth holders

Dear Sir / Madam

Port Marlborough NZ is working towards gaining planning permission to extend its marina in Waikawa. As part of this process we need to get a good understanding of the likely economic impacts of providing more marina berths and supporting infrastructure in the Picton/Waikawa area, and how such development might affect current berth-holders at all three of our marinas.

We appreciate that you may have taken part in our 2008 customer survey which provided an excellent base of information for our initial planning. We now wish to build on that survey by gathering information about your current boating activities and providing a further opportunity for feedback about the future development of Waikawa Marina.

All of our marina berth-holders are included in the survey sample and we welcome your response regardless of whether or not you participated in our earlier survey. **As a thank-you we are giving away four chances to win a six-pack of selected premium Marlborough wines.**

The questionnaire should take five to ten minutes to complete. All you need to do to enter the draw is complete the survey on-line at: www.nzrecreation.info **Your username and password**, which are needed to complete the questionnaire online, are printed on the bottom of this email. These codes are only of use for this survey and you can forget them afterwards.

Please submit your response by the 25th of May 2009.

Please note that all responses will be coded and analysed by an independent research company. Port Marlborough will not see your completed questionnaire. We will be provided with your contact details to update our records, but all other responses you make will be aggregated and reported to us separately. Port Marlborough will not be able to correlate your responses with any personal information.

Thanks very much for your help. **If you need to contact me in relation to this survey, reply to this email. Otherwise use my normal email address:** Jeannine.Paul@pmnz.co.nz

Kind regards

Jeannine Paul
Marinas Manager
Port Marlborough New Zealand LTD
PH 03 5203306 DDI
Jeannine.Paul@pmnz.co.nz

To complete the questionnaire on-line, go to: www.nzrecreation.info and use the following two codes to start:

Your user name is: 8091

Your password is: 3739

Wait list

Dear Sir / Madam

Port Marlborough NZ is working towards gaining planning permission to extend its marina in Waikawa. As part of this process we need to get a good understanding of the likely economic impacts of providing more marina berths and supporting infrastructure in the Picton/Waikawa area.

We have your name on our wait list for berths and would like to know how having a permanent berth available in Waikawa would affect your boating activities. You may be on the wait list for a berth in Picton, however we would still be interested in your view about berth options at Waikawa.

All of our current and wait-listed marina berth-holders are included in the survey sample and we welcome your response regardless of whether or not you participated in an earlier survey of existing berth holders. **As a thank you we are giving away four chances to win a six-pack of selected premium Marlborough wines.**

The questionnaire should take five to ten minutes to complete. All you need to do to enter the draw is complete the survey on-line at www.nzrecreation.info **Your username and password**, which are needed to complete the questionnaire online, are printed on the bottom of this letter. These codes are only of use for this survey and you can forget them afterwards.

Please submit your response by the 25th of May 2009.

Please note that all responses will be coded and analysed by an independent research company. Port Marlborough will not see your completed questionnaire. We will be provided with your contact details to update our records, but all other responses you make will be aggregated and reported to us separately. Port Marlborough will not be able to correlate your responses with any personal information.

Thanks very much for your help. **If you need to contact me in relation to this survey, reply to this email. Otherwise use my normal email address:** Jeannine.Paul@pmnz.co.nz

Kind regards

Jeannine Paul
Marinas Manager
Port Marlborough New Zealand LTD
PH 03 5203306 DDI
Email: Jeannine.Paul@pmnz.co.nz

To complete the questionnaire on-line, go to: www.nzrecreation.info and use the following two codes to start:

Your user name is: 8652

Your password is: 5252

Reminder

Dear Sir / Madam

Last week we sent you a message about helping Port Marlborough better understand the impacts and benefits of the proposed extension to the marina at Waikawa Bay, by completing a quick on-line questionnaire. We would really appreciate your assistance, but see that you haven't yet had a chance to complete the survey.

This is a friendly reminder that by completing the survey you will go into a draw for four six-packs of premium Marlborough wines, and will greatly assist our planning process for the future development of the marinas. Use the website, user name and password at the bottom of this email.

Thanks very much for your help. **If you need to contact me in relation to this survey, reply to this email. Otherwise use my normal email address: Jeannine.Paul@pmnz.co.nz**

Kind regards

Jeannine Paul
Marinas Manager
Port Marlborough New Zealand LTD
PH 03 5203306 DDI
Email: Jeannine.Paul@pmnz.co.nz

To complete the questionnaire on-line, go to: www.nzrecreation.info and use the following two codes to start:

Your user name is: 8567

Your password is: 5167