



PORT marlborough
NEW ZEALAND LTD

Waikawa Bay Private Plan Change Request

Consultation Report

February 2010

**Port Marlborough New Zealand Limited
14 Auckland Street
Picton**

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1. INTRODUCTION

- 1.1 This report summarises consultation undertaken prior to lodgement of Port Marlborough's Private Plan Change proposal in relation to Waikawa Bay. This proposal is the culmination of comprehensive planning and research undertaken by Port Marlborough¹. Development of the Plan Change content has been informed throughout by extensive consultation with a wide range of stakeholders.
- 1.2 Early consultation focussed on further development of Waikawa Marina and possible solutions for swing mooring applicants within Waikawa Bay, ahead of resource consent applications for further marina developments. These developments and solutions were contemplated as leading ultimately to a series of resource consent applications under the existing Marlborough Sounds Resource Management Plan.
- 1.3 The partial hearing in April 2008 of resource consent application U040624 for 186 individual swing moorings in Waikawa Bay directed attention rapidly towards complex and conflicting demands for space.
- 1.4 As consultation progressed it became apparent that a comprehensive Plan Change was an appropriate method for establishing long term plans for Waikawa Bay in a way that considered the needs of all stakeholders through an inclusive and robust process.
- 1.5 Consultation outcomes from all phases of planning for Waikawa Bay as outlined above have been considered as informing the content of this Plan Change proposal. Port Marlborough has found much of the feedback valuable, and considers it has contributed to a proposal which will result in positive outcomes for Waikawa Bay as a whole. The Waikawa Moorings Working Group in particular have worked together to achieve a method which will ensure integrated management of swing moorings for Waikawa Bay.
- 1.6 The structure of this commentary firstly considers general and multi-stakeholder reports and events. It then details consultation with specific stakeholder groups, identifying issues raised and Port Marlborough's response to these issues in terms of the provisions proposed within this Plan Change.

¹ For the purposes of this commentary, Port Marlborough includes both Port Marlborough New Zealand Limited and its former subsidiary, Sounds Property Holdings Limited, which undertook elements of early consultation.

2. MULTI-STAKEHOLDER CONSULTATION REPORTS AND EVENTS

2.1 Boat Accommodation Study – Boffa Miskell – October 2007

2.1.1 In 2007 Port Marlborough commissioned Boffa Miskell Limited to investigate the needs and issues relating to boat accommodation in Picton, Waikawa and surrounding areas. The study identified and engaged with a range of stakeholders including Marlborough District Council, tangata whenua, boat building and servicing businesses, commercial shipping operators, commercial fishing, transport and tourism operators, an array of boating clubs and organisations, recreational boaties and the Department of Conservation. The report is included as Appendix 1. Key findings included:

- There are numerous stakeholders with broadly divergent (and often conflicting) needs
- Significant segments of the local economy (tourism, fishing, and marine services industries) are directly reliant on availability of cost-effective boat accommodation
- The community is feeling increasingly affected by the growing amount of commercial activity along the coastline
- There is an inherent lack of understanding and lack of agreement in the community regarding usage rights in the Coastal Marine Area; there were mixed views regarding appropriate long terms use of Waikawa Bay
- 'Fairness' in decisions for allocation of space is a requirement of many stakeholders

2.2 Waikawa Marina Development Open Days – March 2008

2.2.1 Port Marlborough consulted widely during 2008 regarding its aspirations to expand marina capacity at Waikawa. This consultation was based on a two-stage expansion that would comprise a marina extension in an area of Coastal Marine Zone to the north west of the existing marina (the area proposed to become Marina Zone under this Plan Change request) and a second marina development that filled the existing area of Marina Zone and protruded to an extent beyond the boundary of the Zone.

2.2.2 Open Days held by Port Marlborough at Waikawa Boating Club on Monday 24 March and Thursday 27 March were attended by 155 and 47 people respectively. A number of information boards displayed the company's proposals for expansion of Waikawa Marina and several senior Port Marlborough personnel were available for discussion and to receive feedback. Take-away information was provided along with forms and contact details to give written feedback. Feedback mechanisms have remained available on the company's website.

2.2.3 Prior to the Open Days, individual letters were sent to each resident and land-owner associated with property on The Snout, Beach Road, Marina Drive, and the seaward side of Waikawa Road (numbers 295 to 329) explaining the company's ambition to expand Waikawa Marina and enclosing 'Waikawa Marina Consultation Update No 1' giving details of the proposed project, as well as information regarding initial assessment of environmental effects. The letters included an invitation to attend the Open Days and provided contact details for senior company staff. Material relating to the Open Days is included as Appendix 2.

3. CONSULTATION WITH SPECIFIC STAKEHOLDER GROUPS

3.1 Waikawa Residents and Wider Picton Community

3.1.1 Significant consultation input was received from Waikawa residents at and subsequent to the March 2008 Open Days.

3.1.2 Port Marlborough has undertaken active consultation with the Waikawa Residents and Ratepayers Association, having met with the Association in October 2008, March 2009 and December 2009. The presentation provided to the December 2009 meeting is included as Appendix 3.

3.1.3 The Association independently initiated a survey of all households in Waikawa to assess views on further development of Waikawa Marina. This showed a preference for any berth expansion to occur to the North West of the existing marina. Full details of the survey are provided in the Appendix 4.

3.1.4 Port Marlborough was invited to address the Picton Ward Forum in June 2009 and presented an overview of issues in Waikawa Bay, and proposed concepts addressed by this proposal.

3.1.5 Comments and issues of residents and the general community are summarised below.

Issue / Comment	Response
A broad range of opinions of support or opposition to further development; some want no further development at all, others want more development now; general acknowledgement that further marina capacity is required.	
Context of development – planning should be integrated and consider all needs, not be secretive and	Port Marlborough's resource consent applications for marina extension developments put on hold in favour of comprehensive long term view taken

piecemeal	through Plan Change process
Concern about ultimate scale of development	Research of long-term demand to assess 30-40 year capacity requirements; plan enables staged development to occur so marina grows as external environmental context becomes increasingly developed
General preference for marina expansion into north west area first, and north east area later or never	Clear undertaking from Port Marlborough to pursue NW extension first, contingent on Plan Change proceeding
Visual Amenity – any future marina in the existing Marina Zone needs to occur entirely within the Marina Zone and be sympathetic to view shafts into the Bay for residents surrounding the Waikawa Stream Delta	Strengthening of Plan provisions to encourage marina development to remain fully within bounds of Marina Zone, at the same time making marina development more difficult in the Coastal Marine Zone
Waikawa Stream Delta – concern regarding siltation, impacts on customary food gathering	Engineering review of Waikawa Stream in relation to marina concept plans for further development within the existing Marina Zone confirm that a marina built fully within the Zone would not impede dispersal of delta sediments
<p>Swing Moorings in Waikawa Bay</p> <ul style="list-style-type: none"> - Desire for clear water outlook in centre of bay - Lack of visual and recreational amenity at foreshore – moorings too close to shoreline - Concern that mooring holders should be fairly treated; control of private moorings should not default to Port Marlborough - Concern about on-going sprawl of moorings across the bay – general sentiment that existing quantities OK, but cap numbers - Waterside access through moorings to Waikawa Bay ramp and jetty 	<p>Moorings Management Areas aligned to edges of Bay, preliminary mooring area footprints reduced through efficient mooring technology</p> <p>Establishment of an amenity buffer zone between the shoreline and nearest moorings</p> <p>Jurisdiction for moorings remains with Marlborough District Council through Moorings Manager</p> <p>Proposed Moorings Management Areas have sufficient space for existing moorings; draft management plan proposes tradable licenses</p> <p>Clear navigation channel provided</p>

Traffic and parking issues mainly associated with Waikawa Marina launching ramp	Specific traffic mitigations would be considered within any resource consent application for extension of the marina, within context of Plan provisions
Swimming and coastal amenity – moorings encroaching close to shore line constraining swimming space	Moorings Management Areas arranged to provide clear coastal amenity strip significantly larger than that exists now

3.2 Tangata Whenua

- 3.2.1 Consultation has been primarily with Te Atiawa Manawhenua Ki Te Tau Ihu (Te Atiawa) in their acknowledged role as Kaitiaki of Waikawa Bay.
- 3.2.2 In August 2007 Port Marlborough approached Te Atiawa's Nelson-based Trust Chairman for an opportunity to consult with Te Atiawa regarding Port Marlborough's aspirations for further development in Waikawa Bay. The Chairman referred communication to local Waikawa Trust members. With the exception of attendance at a Hui-a-lwi, consultation has been with members of Te Atiawa's Resource Management Committee.
- 3.2.3 Port Marlborough has met formally with Te Atiawa on at least five occasions since 2007 and attended a Hui-a-lwi at Waikawa Marae in October 2008. Presentation material (PowerPoint graphics) and notes used for this event are included as Appendix 5.
- 3.2.4 There have been other formal interactions with Te Atiawa around resource consent applications inherent to the wider issues in Waikawa Bay. These have related to proposed moorings system trials and areas for future private swing mooring relocation.
- 3.2.5 On 30 October 2009 Port Marlborough sought to meet again with Te Atiawa to consult on the specific content of this Plan Change proposal. A further request was made in mid-December. As at date of lodgement, Te Atiawa has not responded to this request.
- 3.2.6 At Te Atiawa's suggestion, Port Marlborough commissioned an archaeological survey of its Waikawa land, including all land associated with the area subject of this proposal. Te Atiawa provided an observer for the survey field work.
- 3.2.7 Early in 2008, attempts were made to identify a person acceptable to Te Atiawa to undertake a Cultural Impact Assessment regarding the company's proposals for Waikawa Bay such as were current at that time. Several persons were identified by Te Atiawa as being suitable, however none was able to undertake the work. Ultimately an independent person was engaged by Port Marlborough to provide broader background to iwi interests in Waikawa Bay.

3.2.8 Port Marlborough has offered on at least two subsequent occasions to fund Te Atiawa's requirements in preparing a Cultural Impact Assessment in relation to Waikawa Bay. Te Atiawa has elected not to accept this offer.

3.2.9 The following table summarises a number of issues raised by Te Atiawa in conversations with Port Marlborough

Issue	Response
Te Atiawa does not want any further development in Waikawa Bay	Port Marlborough believes that there is demand for additional facilities and that this demand can be achieved in a manner consistent with the requirements of the Resource Management Act 1991
Waikawa Bay has enough swing moorings – shouldn't be any more	Moorings Management Areas sized to accommodate current applications; tightened provisions dissuade new applications in wider bay
A full archaeological assessment of Waikawa Marina area should be undertaken; recommendation of Mamaku Archaeological Consultancy as provider	Mamaku Archaeological Consultancy engaged to conduct a full archaeological survey of Port Marlborough's land and adjacent sites; meet costs of Te Atiawa iwi observer
Concern regarding impacts on access to customary kai moana resources; concern regarding influence of marina structures on Waikawa Stream flood and in particular siltation of Waikawa Stream Delta	Cawthron Institute study of the benthic environment at Waikawa, specifically focusing on the Waikawa Stream delta and coastline of the Snout; shellfish populations in these areas, and potential for conservation measures; any resource consent application for marina development will require a full assessment of affects on such matters
Overall scheme for expansion of Waikawa Marina should be considered in the same context as the relocation of swing moorings, and a suite of consents applied for in a single set of resource consents	Suspension of individual consent application processes for marinas and swing moorings in favour of development of this integrated Plan Change proposal
Alienation of customary activities and access to the Marlborough Sounds through previous development within Waikawa Bay	Provision of Waka Mooring Management Area adjacent to the Arapawa Maori Rowing Club

3.3 Waka Activity Stakeholders

- 3.3.1 Authorities for moorings previously utilised by waka in Waikawa Bay have been held in recent times by the Elkington family. Applications to legitimise these two moorings are included in the bulk Waikawa mooring consent. The space required for these mooring sites is in significant conflict with several adjacent privately sought mooring sites. The Arapawa Maori Rowing Club (AMRC) has an equally important interest in provision for waka mooring facilities and navigational ease.
- 3.3.2 Several conversations have been held each with Mr Carl Elkington and with Mr D Riwaka (representing AMRC) to scope the requirements for a specific Waka Mooring Management Area. An area acceptable to Mr Elkington is nominated within this proposal. This area is consistent with (but larger than) an area previously agreed with Mr Riwaka. A further discussion was sought with the Arapawa Maori Rowing Club in mid-January 2010 to confirm the suitability of this revised area, however this meeting has not been able to occur prior to lodgement. Any required amendments to the Waka Area will be able to be introduced as processing of the Plan Change progresses.

3.4 Department of Conservation

- 3.4.1 Port Marlborough has consulted extensively with the Department of Conservation. Regular engagement has occurred with the Sounds Area Office and Nelson/Marlborough Conservancy, including formal briefings in October 2008 and October 2009 to senior policy and planning staff.
- 3.4.2 The following table summarises comments from the Department, issues raised, and Port Marlborough's response.

Issue / Comment	Response
Private Plan change is a sensible way to address related issues of marina expansion and the management of moorings in Waikawa Bay	Port Marlborough is proceeding with the subject Plan Change.
Preference that any additional development should occur in areas that are already modified, rather than relatively natural areas; Waikawa Bay is already highly modified	Port Marlborough believes the Plan Change will give effect to this preference.
Concern regarding ad hoc management of moorings throughout the Marlborough Sounds; support for philosophy of concentrated and localised mooring areas rather than	Proposal of Moorings Management Areas Proposal for concentration of additional marina capacity adjacent to existing marina structures and supporting

sprawling distribution; support for linkage of mooring consents to land ownership and access requirements	infrastructure Planning disincentives for marina or mooring development outside of specified (zoned) areas
Generally satisfied that proposals for marina (including phasing of development) and mooring areas are unlikely to raise significant concerns regarding DoC's statutory interests, contingent upon appropriately detailed assessment of effects	Comprehensive assessment of effects provided as part of this section 32 assessment.
Contribution to cumulative effects of recreational boating in the Sounds	Ongoing cooperative work with Sounds Area Office staff developing educational, waste management and other environmental initiatives for boating population

3.5 Landowners and Coastal Permit Holders/Applicants Adjacent NW Marina Zone

- 3.5.1 The proposed extension to the Marina Zone lies adjacent to four privately-owned coastal properties. These properties have various associated coastal permits or applications for jetties and swing moorings. Individual agreements have been reached with each of these property holders that identify and meet their needs.
- 3.5.2 A number of other swing moorings subject to existing coastal permits or applications lie within the footprint of the proposed Zone extension. Port Marlborough has reached formal agreement with each of the applicants or coastal permit holders that each will transition into Moorings Management Areas in the event that this Plan Change proposal is effected. The Moorings Management Areas have specifically provided for each of these mooring holders.
- 3.5.3 Private properties to the North of the proposed Zone extension are accessible only by water and owners of these properties have expressed concern that clear access be maintained. The extent of the proposed Marina Zone will not affect access to these properties. These stakeholders have also noted the change in visual amenity and a potential intrusion of mooring activity in what is presently a clear water area. As a consequence of these concerns the North West Mooring Management Area is set back well from the coast to ensure that no moored vessel at its full swing extent will pass less than approximately thirty metres from the shoreline.

3.6 Swing Mooring Applicants – Waikawa Moorings Working Group

- 3.6.1 The genesis of this Plan Change proposal occurred during a hearing of resource consent application U040624, which is a 'bulk' application for 186 individual swing moorings within Waikawa Bay.
- 3.6.2 Divergent needs represented in hearing evidence starkly demonstrated the conflicting needs of applicants and submitters. Clearly, a collaborative approach would be required to achieve acceptable long term outcomes. Further, the hearing identified the need to seek and consider the views and requirements of a broad range of Waikawa Bay stakeholders, not just those directly involved in the hearing of U040624. Consequently the hearing was adjourned (and remains so) pending development of a 'bay-wide' solution for Waikawa Bay.
- 3.6.3 A majority of mooring applicants have been represented through the hearing and subsequent processes by the Marlborough Berth and Mooring Association (MBMA). MBMA has collaborated closely with Port Marlborough through a Waikawa Moorings Working Group, under the Chairmanship of a Marlborough District Council resource management officer and with on-going participation of the Marlborough Harbourmaster. Consultation with individual mooring holders throughout development of the mechanisms contained within this Plan Change has occurred through the MBMA organisation, and when necessary through Marlborough District Council as administrator of the adjourned U040624 hearing process.
- 3.6.4 MBMA's input on behalf of mooring applicants has been pivotal in developing the 'mechanics' of the Mooring Management Areas. While these mechanics are technically enabled through the independent but parallel process of a local government By-law, the draft documentation for ultimate allocation and management of the Moorings Management Areas (Licence Agreement and attendant Management Plan) have been developed in very close consultation between MBMA and Marlborough District Council staff.
- 3.6.5 A very high level of support has been achieved from mooring applicants through this process. Appendix 6 includes a selection of documents representative of consultation with mooring applicants.
- 3.6.6 MBMA representatives continue to work closely with Marlborough District Council's contractor and individual mooring applicants and are close to achieving a draft layout for individual mooring locations to guide physical implementation of new mooring arrangements should the Plan Change be effected.

3.7 Marlborough District Council Harbourmaster

- 3.7.1 The Harbourmaster has been consulted in an ongoing manner during development of this Plan Change proposal, both through his participation in the Waikawa Moorings Working Group and, when appropriate, independently. His

input has been instrumental in the development of the principles and content of this proposal.

3.8 General Boating Community

- 3.8.1 MBMA is also a significant voice in representation of the wider boating community, and has made representations to Port Marlborough regarding wider issues around expansion of marina activities at Waikawa.
- 3.8.2 Port Marlborough has direct relationships with a high proportion of recreational boating users of Waikawa Marina through the company's ownership and management of the marina. An extensive user research exercise conducted in December 2008 specifically sought feedback on future marina expansion at Waikawa. The survey indicated a support from around two thirds of respondents, with 40% indicating that expansion "is an essential development for the marina."
- 3.8.3 Port Marlborough's regular newsletter 'Marina Matters' has provided on-going updates to marina users, and advises contacts for customer feedback.
- 3.8.4 Significant issues raised by both MBMA as representatives of boating stakeholders, and individual members of the boating community, follow.

Issue	Response
A relatively high level of support for additional berth capacity; encourage company to take long term view in planning for provision of facilities	Recognise future capacity requirements; zoning provides opportunity for staging of future development
Preference for initial development to north west of existing marina	Clear undertaking from Port Marlborough to pursue NW extension first, contingent on Plan Change proceeding
Strong desire to see swing mooring applicants treated fairly; control of private moorings should not default to Port Marlborough	Jurisdiction for moorings remains with Marlborough District Council through Moorings Manager
Need to ensure adequate provision for back up maintenance and other services to existing and expanded marina capacity	Proposal seeks greater ease for consenting of marina activities, within appropriate rule provisions
Parking	Traffic and parking needs have been reviewed; specific resource consent applications will need to be supported with detailed assessments of effects

3.9 Other Stakeholders

3.9.1 Members of the Master Swimmers and Multi-sport groups have noted the absence of clear water swimming areas that are safe and suitable for long distance swim training. Those accessible areas that are clear of boat access lanes are generally cluttered with swing mooring lines. The clear set-back area between the Snout coastline and the proposed North West Mooring Management Area will provide a suitable area for this activity.

3.9.2 Port Marlborough regularly holds briefings for Picton / Waikawa Stakeholders. Meetings held in June 2008, April 2009 and February 2010 have included consultation on development plans and Plan Change intentions for Waikawa Bay. Stakeholder groups invited to attend these discussions included:

- Bay of Many Coves Ratepayers and Residents Assn
- Department of Conservation
- Destination Marlborough
- Guardians of the Sounds
- Marine Farming Association
- Marlborough Berth and Mooring Association
- Marlborough District Council Picton Councillors
- Ngakuta Bay Community Association
- Ngati Kuia
- Picton Business Group
- Picton Police
- Picton Residents Association
- Port Underwood Ratepayers and Residents Association
- Queen Charlotte College
- Rangitane
- Seaport News
- Te Atiawa
- Tirimoana / Anakiwa Residents Association
- Waikawa Residents and Ratepayers Association

Appendix 1

Boat Accommodation Study



Prepared for: Sounds Property Holdings Limited
By: Boffa Miskell Limited
Ref: W07070_002

ISSUES AND NEEDS

BOAT ACCOMMODATION IN PICTON, WAIKAWA & SURROUNDING AREAS

October 2007

Executive Summary

- This Boat Accommodation Study provides an overview of the current issues and needs for the provision of boat storage (land or water based) in the Picton area, including:
 - Existing wharf facilities in Shakespeare Bay and Picton.
 - Existing marinas in Picton and Waikawa.
 - Land based storage options such as boatsheds, drystack facilities and compounds in Picton and Waikawa.
 - Launching ramps in Picton and Waikawa.
 - Moorings in Shakespeare Bay, Picton, Waikawa, and Whatamonga Bay.
- This study does not attempt to provide a full analysis of the appropriateness of the potential boat accommodation options, but rather seeks to identify the principal potential options and highlight the anticipated benefits and issues of those options. It then recommends an approach that might be taken to determine an appropriate way forward to resolve current and future boat accommodation issues.
- Boat accommodation in the Picton area has direct relationships with the local economy, particularly in terms of tourism, fishing and the marine services industry. Also there are many stakeholders affected by the provision and management of boat accommodation in the Picton Area, with a divergence of needs that often conflict with each other.
- An overriding issue facing Port Marlborough, in operating boat accommodation facilities, is that there is an increasing demand for finite resources in terms of sheltered water space, coastal access and flat land adjacent to the foreshore. The balance between the availability of suitable boat accommodation space and the demand for that space has shifted from a position of ample supply to one now of limited availability. Efficiency in the use of such space and the fairness in terms of its allocation are key considerations for the short, medium and long term.
- Historically, there has been no consistent or integrated approach to managing the occupation of the coastal marine area for boat accommodation activities. Consequently, there is a range of issues associated with boat accommodation

in the Picton area, with the key issues deriving from the increasing demand for existing boat accommodation infrastructure. This current demand is anticipated to continue to grow, thus placing even more pressure on existing infrastructure.

- Except for moorings, almost all boat accommodation facilities in Picton and Waikawa are commercially operated with the majority of these facilities located on Port Marlborough owned land. Port Marlborough therefore plays a leading role in the operation of boat accommodation facilities in the area.
- As a port company subject to the Port Companies Act of 1988, Port Marlborough has statutory obligations to operate as a successful commercial business. However, some members of the local community object to this commercial focus and believe that Port Marlborough should have a community-based 'not for profit' emphasis.
- Like other waterfront town centres throughout New Zealand, the commercial growth of waterfront developments and high demand for waterfront land in Picton and Waikawa is forcing some members of the local community to give up existing occupations of coastal areas that have, in some cases, been enjoyed for many decades.
- To effectively resolve current and future issues associated with boat accommodation in the area, it is recommended that an integrated strategic management policy framework be established through consultation with stakeholders.
- There are short and long term development options that can be implemented under the guidance of an integrated policy document to provide for current and future demand. However, each of these options has associated economic costs, environmental impacts and places restrictions on other land use opportunities.
 - Short-term options include development of a new drystack facility, extending the Waikawa Marina, developing undeveloped parts of the Waikawa Marina for other forms of boat accommodation, as well as upgrading the Picton Marina and Memorial Park for boat accommodation purposes.
 - Long-term options include the comprehensive development and redevelopment of water and land based boat accommodation facilities in Shakespeare Bay, Picton, Waikawa and Whatamonga Bay.

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2.0 current boat storage & stakeholders

3.0 needs

4.0 issues

5.0 potential options & alternatives

6.0 key findings

7.0 recommendation - next steps

ISSUES AND NEEDS BOAT ACCOMMODATION IN PICTON AND WAIKAWA

prepared for: Sounds Property Holdings Limited
by: Boffa Miskell Limited
BML Ref: W07070_002



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1.0 Introduction

1.1 Sounds Property Holdings Limited

Sounds Property Holdings Limited (SPHL) was established as a wholly owned subsidiary of Port Marlborough in 2007 to oversee the development of Port Marlborough land. Port Marlborough is one of the largest marina operators in New Zealand. It operates a diverse range of port facilities and services in and around Picton and Havelock, at the heads of Queen Charlotte and Pelorus Sounds at the north of the South Island.

The Port of Picton is one of the busiest ports in New Zealand, hosting some 4,000 ship visits each year, with the InterIsland ferry berths in Picton Harbour facilitating the journeys of more than one million passengers per year. All road and rail freight between the North and South Islands travels through Picton via the InterIsland ferries. Increasingly, Picton also hosts a number of cruise ship visits each summer, as well as a growing number of tourism and adventure-tourism operators. A deep-water berth in Shakespeare Bay services export shipping, with major cargoes of logs and salt. Smaller facilities in Picton, Havelock, Elaine Bay and Oyster Bay service fishing fleets, marine farms and barge operators, as well as providing transport services for the communities of and visitors to the Marlborough Sounds.

A significant component of Port Marlborough's business is the provision of facilities for tourism and leisure industry operators. It has commercial wharfs and marinas in Havelock, Picton and Waikawa that together cater for the storage of nearly 2000 boats, including 1250 marina berths as well as boatsheds and trailer compounds. Port Marlborough has significant land holdings in Shakespeare Bay, Picton and Waikawa containing a range of marine industry businesses and boating activities, including the coastguard, pilot service and recreational boating clubs.



Location Map (source: www.portmarlborough.co.nz/Marlborough%20Sounds%20Marinas)

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- 2.0 current boat storage & stakeholders
- 3.0 needs
- 4.0 issues
- 5.0 potential options & alternatives
- 6.0 key findings
- 7.0 recommendation - next steps

ISSUES AND NEEDS BOAT ACCOMMODATION IN PICTON AND WAIKAWA

prepared for: Sounds Property Holdings Limited
by: Boffa Miskell Limited
BML Ref: W07070_002



October 2007

1.2 Boat Accommodation Study

The term *boat accommodation* refers to those facilities that accommodate boats for storage or servicing, whether on land (dry) or in the water.

Currently in Picton and Waikawa the demand for boat accommodation resources is exceeding supply, and there are a number of physical, economic and cultural constraints that limit development opportunities to meet this excess demand. In addition, there is a range of commercial and recreational stakeholders whose interests and requirements are creating conflict. For example, Port Marlborough's position in opposition to resource consent applications for moorings in Waikawa and Shakespeare Bay has concerned the applicants and others within the boating community.

Consequently, this boat accommodation study seeks to better understand the issues and needs for boat accommodation in Picton and Waikawa, and to identify and explore options on how these issues might suitably be addressed in the short and long-term.

1.3 Scope and Limitations of Study

This study is limited to understanding the needs and issues and potential options for boat accommodation in and around Picton and Waikawa, but does not extend to Pelorus Sound or Havelock. Shakespeare Bay and Whatamonga Bay are also included in this study, given their proximity and accessibility to Picton and Waikawa.

This study does not attempt to provide a full analysis of the appropriateness of the potential boat accommodation options, but rather seeks to identify the principal potential options, and highlight the anticipated benefits and issues of those options. It then recommends an approach that might be taken to determine an appropriate way forward to resolve current and future boat accommodation issues.



Study Area

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- 2.0 current boat storage & stakeholders
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ISSUES AND NEEDS BOAT ACCOMMODATION IN PICTON AND WAIKAWA

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1.4 Methodology

This study has two key components.

First, it seeks to understand the needs and issues that relate to boat accommodation. To do this it is necessary to identify the key stakeholders and the current boat accommodation capacity, including taking a stock-take of different boat accommodation types. This component requires the engagement of representatives of the stakeholders to ensure the issues and needs of the various stakeholders are identified. It is then necessary to identify the current and anticipated pressures on this capacity.

The second component of this study is to identify options for meeting the excess demand, and to highlight the anticipated benefits and issues of those options.

1.5 Stakeholders

In commissioning this Boat Accommodation Study, SPHL has wanted to seek inputs from, and consult with, persons with various interests in boat accommodation issues at Picton, Waikawa and the surrounding areas.

Therefore, this study seeks to identify and engage various stakeholders to ensure a more comprehensive and integrated understanding of the issues and needs for boat accommodation and also to ensure key factors likely to influence decision-making outcomes are identified.

The following parties are considered to be the key stakeholders in boat accommodation in and around the Picton area:

Marlborough District Council (MDC)

MDC is a local authority with statutory responsibilities relating to structures such as moorings, jetties, and boat sheds, which occupy the coastal marine area. Under the Resource Management Act (RMA), MDC's responsibilities include the development and administration of the Marlborough Sounds Resource Management Plan, including determining resource consent applications for the occupation of the coastal marine area and foreshore. MDC is also responsible for determining whether to impose coastal occupancy charges, although to date, MDC has chosen not to introduce such charges.

The Council is also responsible for navigation and safety of shipping in the Marlborough Sounds, being represented by the Harbourmaster, with statutory obligations under the Maritime Transport Act.

MDC owns land throughout Picton, Waikawa and the Marlborough Sounds and has an indirect ownership interest in Port Marlborough through a subsidiary company.

Port Marlborough New Zealand Ltd (Port Marlborough)

Port Marlborough is a significant landowner of the coastal margin in Picton, Shakespeare Bay and Waikawa and operates the Port and Marina facilities in these areas. It also operates the local Pilot Service, which utilises a marina berth at Waikawa. The Port Company provides:

- Port facilities and services for Cook Strait freight and passenger ferry services including ro-ro berths, two passenger terminals and associated facilities.
- Wharf facilities for bulk cargo ships, cruise ships, fishing vessels, freight barges and vessels used in the marine farming industry.
- Cargo storage areas.
- Marinas and boat storage facilities for recreational craft and facilities for associated businesses.
- Facilities and services related to the above activities.

■ Tangata Whenua

Local iwi have kaitiakitanga interests over the seabed and foreshore in and around Queen Charlotte Sound. Therefore these parties are generally affected by boat storage activities, particularly new development proposals that occupy the coastal marine area or restrict access to the foreshore.

■ Boat Building and Servicing Businesses

Picton and Waikawa have an established history of boat building and servicing activities on the foreshore or nearby. Currently, there is a range of boat building and servicing activities in both Picton and Waikawa, with the servicing operations at Waikawa Marina offering comprehensive boat building and servicing options (in New Zealand only Auckland, Tauranga and Waikawa have marinas that provide such comprehensive servicing at a single location).

■ Commercial Shipping

Commercial shipping operators, such as the InterIsland ferries, are the most frequent users of the Marlborough Sounds, with long-term leases of large wharf facilities in the Port of Picton. In addition, international export and cruise ship operators are significant users of wharfs in Shakespeare Bay and Picton.

■ Commercial Fishing, Transport and Tourism

Picton serves as a base for various fishing, transport and tourism businesses. Fishery operations include lobster and wet-fish caught outside the Sounds, as well as marine farms (mussel and salmon) that are located throughout the outer Sounds. There are at least four barging businesses that transport goods to the outer parts of the Sounds and also throughout New Zealand. At the time this study was undertaken, there were six water taxi businesses operating in Picton, but two of these were being bought out by a larger company. There are also various small tourism operations based out of both Picton and Waikawa.

Together, these businesses rent/own or utilise all the forms of boat accommodation available in Picton and Waikawa and also use some of the moorings in Shakespeare Bay.

■ Clubs and Organisations

There is an array of sporting clubs and organisations that use boat accommodation facilities in both Waikawa and Picton, including:

- Waikawa Boating Club.
- Marlborough Coastguard.
- Picton Rowing Club.
- Queen Charlotte Yacht Club.
- Picton Sea Scouts.
- Arapawa Maori Rowing Club.

The Coastguard and Sea Scouts use facilities in Picton Marina, while the Waikawa Boating Club uses land and marina berths and moorings in Waikawa. The Queen Charlotte Yacht Club is located immediately north of Shelly Bay in Picton, and the Arapawa Maori Rowing Club is located east of the Waikawa Bay Beach. The Queen Charlotte Yacht Club and the Arapawa Maori Rowing Club lease reserve land from MDC.

■ Recreational Users

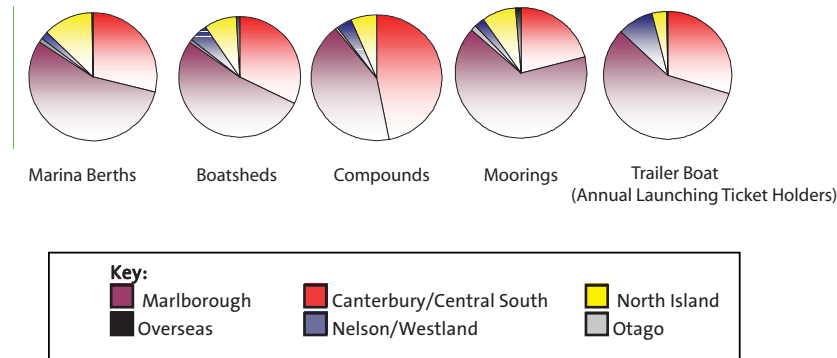
The majority of all marina, mooring and land based boat storage facilities in Picton, Shakespeare Bay, Waikawa and Whatamonga Bay are licenced to private individuals for recreational purposes. These range from small trailer boats stored on private land to large super yachts permanently berthed in marinas – and everything in between.

All private users incur costs to maintain/occupy their marina berth or mooring or to use boat launching facilities, which they derive utility from. In some cases users may derive economic benefits where their occupancy rights are able to be traded (for example, marina berths in the Waikawa Marina Trust area and privately held moorings).

Users of the boat accommodation facilities in Picton and Waikawa come from all over New Zealand as well as a few users from overseas. For example, in terms of the occupancy of the Waikawa Marina facilities and moorings:

- Approximately half of the users tend to be from Marlborough, except for mooring occupancy where two-thirds of users are from Marlborough.
- A third or more users are generally from Canterbury.
- Approximately 80% of North Island users are from the Wellington Region and generally North Island users account for 10-25% of all users.
- Other user groups include people from Otago, Nelson and Westland.

Location of users of Waikawa Marina and Moorings



The use of marina berths and moorings is not restricted to individuals that own or lease a mooring. For example, the Waikawa Boating Club leases two marina berths in the Waikawa Marina that can be used by any member of the Waikawa Boating Club, Mana Cruising Club or the Pelorus Boating Club. Another example includes private clubs such as the 40° South Boat Building & Cruising Club, which has a membership of over 50 boat owners from the lower North Island that utilise moorings throughout the Marlborough Sounds, including Shakespeare Bay, Picton and Waikawa.

The Department of Conservation

The Department of Conservation (DoC) has the statutory responsibility to manage the Conservation Estate (Crown land), and, under the RMA, shares a governing role of activities within the coastal marine area with the Council. In this regard, Council's planning provisions relating to coastal marine activities must be consistent with the New Zealand Coastal Policy Statement that is administered by DoC.

In addition, DoC (on behalf of the Minister of Conservation) has a shared decision making role with the Marlborough District Council on determining certain restricted coastal activities under the Marlborough Sounds Resource Management Plan, such as reclamations and new structures in the coastal marine area (including moorings and marinas).

Other Stakeholders/Interested Parties

A portion of the land surrounding the coastal margin in and around Picton and Waikawa is privately owned and some of these landowners are affected by boat accommodation activities.

There is a privately operated restaurant/bar and café located within each of the Waikawa and Picton Marinas.

Future users include those on waiting lists for the marina, boatsheds and drystack (refer part 4 of this Study) and might include visitors (e.g. tourists) and new residents to the area.

Communities (and their representatives) are also stakeholders. While it will be very important to consult local communities prior to deciding on specific development and policy options, communities have not been engaged in the study given the study's focus on key stakeholders directly associated with Boat Accommodation activities.

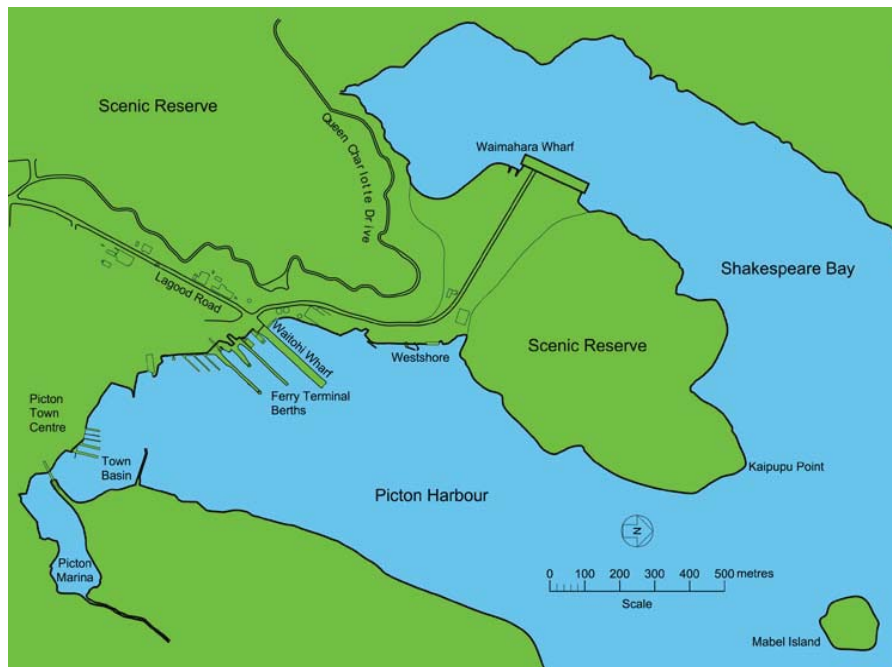
2.0 Current Boat Storage and Stakeholders

Within the study area there are different types of boat storage options that are either land or water based. Each option has varying users and demands from those users, as discussed below.

2.1 Picton Harbour and Shakespeare Bay

Port Facilities

The Port of Picton is 18 nautical miles from the northern entrance to Queen Charlotte Sound and 17 nautical miles from the alternative Tory channel entrance. The Port is located at the head of the sheltered Queen Charlotte Sound on the northeastern tip of the South Island of New Zealand. The Port includes the Port facilities in Picton Harbour and in the adjacent Shakespeare Bay (see map).



Location Map (source: www.portmarlborough.co.nz/Marlborough%20Sounds%20Marinas)

The Port of Picton has been the focal shipping link between the North and South Islands since its development in 1910, from which date the port infrastructure has gradually grown.

A multimillion dollar deep water export shipping berth was opened in Shakespeare Bay in 2000 to accommodate the expanding needs of the local export industry, particularly forestry. However, more recently, the berth has been used to accommodate a variety of large imported cargoes, including equipment associated with energy infrastructure such as a gas pipeline development in Taranaki and a windfarm development in Wellington.



Waimahara Wharf, Shakespeare Bay

Picton provides the only vehicular and rail transport connection with the North Island. There are three main wharfs that accommodate the ferries, as well as visiting cruise ships, barge and fishing operations. In addition, there are three piers south of the main wharfs that accommodate smaller vessels needing temporary berthage. A float plane tourism operation also operates from this area.

There are a number of boat servicing and fishing activities that occupy the reclaimed land along the foreshore between the Waitohi and Waimahara Wharfs (an area referred to as Westshore), as well as truck marshalling for the Strait Shipping line.

Infrastructure between the two shipping wharfs includes various loading/unloading and servicing areas, including a recently developed sheetpile wharf, jetties and a slipway.

The infrastructure at Shakespeare Bay includes some 8ha of reclaimed land to service the 200m long Waimahara Wharf. The Port is a strategic national asset, being the only sheltered deep water port at the top of the South Island, and the closest one to the South Island's West Coast.

With a natural depth of 16m, the Port at Shakespeare Bay is the deepest export port in New Zealand and does not require dredging. This offers a unique opportunity for ship exports as elsewhere in New Zealand depth can limit ship loads. For example, logging ships initially loaded in Nelson often 'top-up' their load in Picton as the Port at Nelson is not deep enough to support maximum shiploads.

All foreshore land within the operational Picton Port is owned by Port Marlborough with the businesses having leasing rights to occupy and use the land.



Picton Marina



Picton Wharfs

■ Picton Marina, Picton Basin & Shelly Bay

Five small wharfs are located immediately adjacent to the Picton town waterfront. Four of these wharfs are occupied by commercial tourism and fishing operators, with one wharf available for visitors requiring temporary berthage.

Picton Marina contains 209 berths primarily occupied by fishing fleets and large launches, including some super yachts. The berths range in size from 8m to 35m with a recent expansion at Shelly Bay providing for 35m+ vessels. There are also 109 boatsheds ranging in size from 27m² to 47m², as well as a boat launching ramp with parking and a loading/ unloading area with parking. Constructed in the early 1960s, the aged Picton Marina now requires a significant upgrade or refurbishment.

The Picton foreshore area is owned by either MDC or Port Marlborough, with land leased to local businesses. Some land is held as reserve (including Memorial Park).

The Queen Charlotte Yacht Club is located immediately to the north of Shelly Bay and consists of boatsheds, a parking area, and a club launching ramp.

The Picton Coastguard, local Sea Scouts and a café/restaurant are also located within the Marina. The Marina basin also has established jetties and private boatsheds associated with waterfront housing along Waikawa Road.

■ 2.2 Waikawa

■ Waikawa Marina

Waikawa Marina is a relatively modern facility, being developed in the early 1980s and then extended in the mid-1990s. The Marina provides a comprehensive range of on-site marine services and facilities. It provides a unique marine servicing facility in that it accommodates all boat repair, servicing, storing and buying/selling businesses associated with boating activities, including:

- A boat repair business.
- A sail rigging business.
- Boat painting.
- Mechanical marine engineers.
- A slipway and travel lift.
- Boat broker and charter hire.
- Boat hardstand and servicing area.
- Launching ramp and parking.
- 118 boatsheds ranging in size from 35m² to 55m².
- 4 compounds containing approximately 175 trailer spaces (variable).
- 598 berths ranging in size from 8m to 23m.

All land and water space within the marina is owned by Port Marlborough. However, 144 berths (developed as an extension to the marina in the late 1990's) are administered by the Waikawa Marina Trustee Limited and, unlike other berths leased by Port Marlborough, occupancy rights for these berths can be traded on the market.

Users of the compounds include owners of relatively large trailer boats (generally greater than 1 Tonne), or owners of sail boats, which can be difficult to store or transport.

The Waikawa Boating Club, a privately operated bar/cafe and a restaurant are located within the Marina. The boat servicing activities such as the travel lift and hardstand area are privately operated by local businesses. All businesses, including the boating club, restaurant and bar, have leases from Port Marlborough on a range of terms.

Users of the Marina come from a range of regions, from Otago through to Northland, and include one owner in London. However, the majority of berth users are from Marlborough (55%), Canterbury (29%) or Wellington (10%). Public access is generally available throughout the marina and also to the trailer boat launching ramp.

Other Facilities in Waikawa

In terms of boating activities, the eastern part of Waikawa Bay contains:

- A jetty and open slipway associated with the former Jorgensen boat building business established in 1950.
- Privately owned boatsheds.
- The Arapawa Maori Rowing Club.
- A public boat launching ramp and jetty.

All existing private boatsheds along the foreshore have been granted resource consent by the MDC.

Historically, there were other private boatsheds along the cockle beach in Waikawa Bay, but they were removed in the mid 1990s.



2.3 Moorings

There are over 300 swing moorings in the study area [refer Appendix 1]:

- 32 in Shakespeare Bay.
- 26 in Picton.
- >200 in Waikawa Bay.
- 36 in Whatamonga Bay.

No alternative type of mooring currently exists in the study area (such as pole and 'fore & aft' moorings). Swing moorings are of simple design, being a single point float attached to rope and chain set on a [minimum 2T] concrete block and due to the swinging nature of moorings, require a relatively large amount of water space compared to alternative boat storage options (as discussed in section 4.3 below).

Historically, moorings have been used in the Marlborough Sounds ever since arrival of the first European settlers. The occupation of the coastal marine area through mooring ownership was formalised through exchangeable licenses issued by the Marlborough Harbour Board under The Harbours Act 1950. This legislation was repealed in 1991 and replaced with the RMA. Under the RMA, MDC became the unitary authority responsible for resource management functions in the region, including the considering of applications for moorings to occupy the coastal marine area.

Due to the large number of moorings under the jurisdiction of the Council (2700+ throughout the Sounds), the Council has chosen to progressively require resource consent applications on an area-by-area basis, granting consent to some 2318 applications and declining only nine. However, 36 of the approved applications (in Shakespeare Bay) and 4 of the declined applications have been appealed to the Environment Court. Resource consents for over 350 moorings have yet to be determined, including those in Waikawa Bay.

Moorings are the cheapest form of water-based boat accommodation and are utilised by a range of users. The main users include Marlborough residents and local businesses, including marine industry, fishing and tourism operators. Individuals from Canterbury and the lower North Island are also common users of moorings within the study area.



Waikawa Bay



Picton Harbour



Shakespeare Bay

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- 2.0 current boat storage & stakeholders
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- 5.0 potential options & alternatives
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prepared for: Sounds Property Holdings Limited
by: Boffa Miskell Limited
BML Ref: W07070_002



October 2007

2.4 Drystack Facilities

Drystack facilities are large purpose built storage warehouses that have stacked boat storage capabilities. They are located near the foreshore so forklifts or gantry cranes can directly transport the boats from the storage building to the sea. They are a relatively new concept to New Zealand, with only three in operation (all located in the North Island). A proposed drystack facility on the foreshore at Waikawa Marina, capable of accommodating up to 250 (8m-14m) boats, was granted resource consent in early 2006 but has not yet been developed.



Operating Drystack Facility

2.5 Private Boat Storage & Businesses

Private (non-commercial) boat storage activities are present in the form of the private boat sheds located in Picton and Waikawa as well as the storing of trailer boats on private land. While the waterfront boat sheds have direct access to the foreshore, trailer boats require utilisation of launching facilities and parking. The type of boats stored on privately owned land is typically small because, legally, boat trailers must weigh less than 3 tonne when towed on roads.

In addition to Port Marlborough, there are at least three private businesses that provide land based indoor boat storage. Sounds Storage Ltd is the largest of these, currently with over 150 boats permanently stored in warehouses located throughout Picton. Its service also includes delivery and retrieval of boats between the storage location and the water (i.e. boat-owners call ahead to organise their boat being transported to the water to be ready upon their arrival). The majority of these users own properties in the Sounds.

Some swing moorings are also understood to be used for private commercial purposes, with some mooring owners leasing out their moorings.



Sounds Storage



Sounds Storage



3T Trailer boat (Sounds Storage)



3T Trailer boat (Waikawa Marina)

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3.0 Needs

3.1 Obligations of Marlborough District Council and Port Marlborough

MDC is responsible for administering resource consent applications for moorings, marinas and other boat accommodation activities. When assessing resource consent applications under the RMA, the Council is required to consider, among other things, the effects on the environment which include social and economic issues affecting the local community.

Port Marlborough has a statutory obligation under the Port Companies Act to ensure it operates as a successful business. It also has to provide a publicly available Statement of Intent outlining its objectives and performance targets, which currently include:

- To ensure that the operations of the company are performed in an efficient and safe manner, to employ staff as required to achieve these objectives and to be a good employer.
- To maintain a sense of social and environmental responsibility that respects the interests of the communities and the environment in which the company operates.
- To maintain and grow the company's position as the prime inter-island shipping port in the South Island.
- To achieve maximum use of the company's facilities, by taking advantage of Picton's strategic position as an inter-island link and its natural advantages as a central, deep water, export port.
- To develop and operate the best commercial marina facilities for pleasure craft in the South Island.
- To advance the company's position as the principal provider of port facilities for the marine farming industry and to increase use of the company's facilities by fishing vessels.
- To maximise cost efficiency in every operation, maximise the benefits of the company's capital expenditure and regularly review the company's operations to maximise the value of the company's assets to shareholders.

- To operate each trading activity at a profit.
- To develop the Port of Picton, Waikawa Marina and the Port of Havelock consistent with the economic viability of those operations.
- To promote the provision of competitively-priced marshalling and stevedoring services to exporters using the Port of Picton.
- To plan and provide for the development of land and facilities and to maintain a property portfolio which supports this objective.
- To promote visits of cruise ships to Marlborough

Port Marlborough also has the following current performance targets:

- To achieve a pre-tax profit of at least \$8 million for the operations of Port Marlborough for the year ending 30 June 2008. For the years ended 30 June 2009 and 30 June 2010, the net target returns on Shareholders' Funds including adjustments required by International Financial Reporting Standards (IFRS) are 6% and 7% post tax respectively.
- Return on new investments will be considered on a case-by-case basis consistent with the company's desire to generate returns greater than the weighted average cost of capital.
- Maintain legislative compliance with all appropriate statutes.

Principally, the Port Company needs to operate as a business with financial responsibilities to its shareholder. As part of this mandate, Port Marlborough intends to develop its holdings through opportunities to increase visitor numbers by promoting the Marlborough Sounds as a "destination", providing enhanced facilities and waterfront access for people while protecting the operational capability of the port.

In addition to the above, both MDC (Harbour Master) and Port Marlborough require boat accommodation facilities including secure storage, workshops and Marina berths in order to operate.

3.2 Port Requirements

General Port Operations

The following boat accommodation needs are required to ensure effective Port operations in Picton and Shakespeare:

- Large flat land areas adjacent to the wharfs are required to store cargo so that it can be loaded onto ships efficiently (it can cost over \$25 000 per day to operate a ship); cargo needs to be loaded/unloaded immediately adjacent to ships to ensure quick turn around periods.
- Ships can generally only berth at wharfs that are equal or larger to their length; as ships are getting larger (particularly cruise ships), larger wharfs are required with clear access to deep water.
- Picton and Shakespeare Bay require security for international visitors in accordance with the statutory requirements under the Maritime Transport Act.
- Generally, as the number of ship movements increases the supporting facilities also need to increase.

Wharf Facilities

To operate effectively, businesses throughout Picton require wharf facilities to have sufficient:

- Loading and unloading areas, including the extension of sheet-pile wharfs where possible (for example at Westshore).
- Space for further growth in port infrastructure to enable business to grow (for example, fish needs to be unloaded efficiently for immediate transport to processing factories or markets).
- Berthage and mooring space.
- Staff and visitor parking.
- Security of long term leases and affordable rent.
- Access to hardstand areas for maintenance.

Some businesses must be well separated from other activities, for example the loading areas for fishing boats cannot be located near boat building/maintenance or industrial shipping operations for food hygiene reasons. There are also personal safety risks associated with sharing facilities that need to be avoided, particularly wharfs used by both tourists and fishing operations. Generally, these different user groups tend to prefer to be physically separated from each other to avoid user conflicts.

In addition, some businesses using the wharf facilities need to have their boats and offices located on or near the foreshore. In particular tourism businesses consider it imperative to be located on the foreshore to market their services effectively. Also, many marine industry businesses require practical access to a travel lift so boats can be transported between the water and their premises on land.

Pilots & Coastguard

Both the Harbour Pilots and the Coastguard require berthage with easy access to the coastal marine area. The Coastguard also requires a boatshed or building adjacent to its berthage for storing goods necessary for rescue and other operations.

Harbour Master

The Harbour Master requires that safe passage is always provided for boats through the Sounds, in particular around those areas that are heavily occupied or receive frequent use, such as Waikawa, Picton and Shakespeare Bay. Among other things, the Harbour Master's requirements include:

- Suitable space for navigational lights.
- Maintenance of access to all beaches and jetties.
- A safe anchorage area in Waikawa, for vessels smaller than ships, because no anchorage is permitted in Picton Harbour (ships have a designated anchorage area outside of Picton Harbour in the middle of Queen Charlotte Sound).

3.3 Mooring User Requirements

Users of the moorings typically require:

- Moorings to be protected from extreme wind and sea conditions.
- Accessibility in terms of being close to the foreshore and close to the urban amenities of Picton or Waikawa for loading and unloading goods and people.
- Access to temporary berthage near Picton or Waikawa.
- Adequate manoeuvring space (particularly for yachts which are not easily manoeuvrable, especially in windy conditions).
- Water space if new moorings are to be established.

In addition, it was found that the mooring users also wanted to have security of legal ownership of the moorings, and retention of the relatively low costs of owning/using a mooring.

3.4 Land-based Storage and Marina Requirements

The needs for land and marina-based boating storage include:

- More berthage, boatsheds, compounds to meet demand.
- Access and use of travel lift, hardstand and maintenance areas.
- Access to launching ramp(s) and sufficient trailer parking space.
- Reduced user conflict, for example, separating trailer boat activity from marina berths and moorings.
- Vehicle access for trailer boat users to be located near a waterside loading area.
- Larger boats and yachts to be accommodated near the foreshore as a 3T trailer is the maximum that can be towed on a road and yachts have masts which can be awkward to safely tow because of overhead power lines. In addition, many wooden boats need to be stored on water to prevent timber shrinkage.
- Temporary berthage for visitors (including sounds residents).
- Vehicle access for boatshed users to their boatsheds and boat launching ramps.

In addition, some Marina users (particularly local ratepayers) want transparent fees and many users want security of occupation (i.e. long term licenses) of their berths. It was also found that some boatshed users want to retain the ability to use the boat sheds for non-boat storage activities, such as storing personal goods, or as a base to operate a small business.

3.5 Public Recreational Activities

Clubs and organisations such as the Waikawa Boating Club, Queen Charlotte Yacht Club, Picton and Arapawa Maori Rowing Clubs, and the Sea Scouts require land, buildings and water space. Proximity and access to the foreshore is critical for the effective operation of these activities, particularly where spectators (including parents) can view the activity. It is also necessary that these activities do not conflict with adjacent activities. For example, rowing and sailing clubs need water space and launching areas away from vehicles and other boats (including moored boats) to ensure safe manoeuvrability.

Notwithstanding this, the Waikawa Boating Club generally needs to be located within the Marina in close proximity to the boating activities to ensure sufficient usage of its members and increase the general amenity values/social atmosphere of the club.



Queen Charlotte Yacht Club, Picton



Arapawa Maori Rowing Club, Waikawa



Sea Scouts, Picton

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4.0 Issues

4.1 Ad-hoc Management Framework

The development and management of boat accommodation in the Marlborough Sounds has, to date, been undertaken by different entities with different responsibilities and under a variety of statutory regimes. This has caused the development of boat accommodation in the Sounds to be ad-hoc and fragmented and, historically, to have been without overall strategic direction.

4.2 Existing Demand and Capacity

All activities that require boat accommodation facilities to function effectively are competing for limited foreshore and coastal space near Picton and Waikawa. In particular, there are competing demands between commercial shipping port requirements and the requirements of the recreational boating sector.

Demand for Commercial Shipping Infrastructure

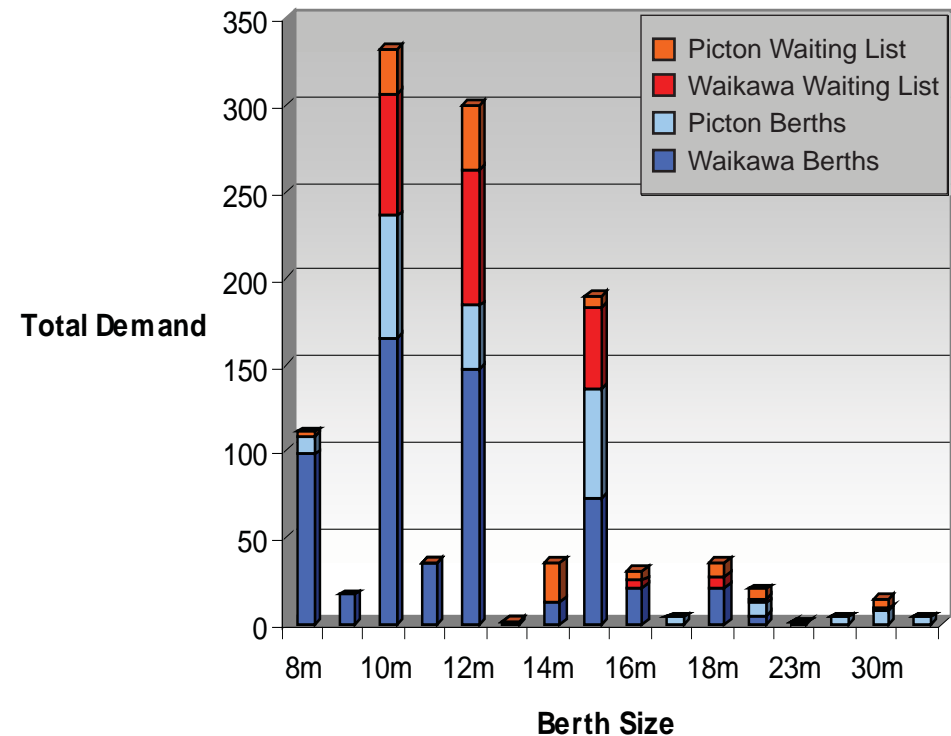
There is greater demand for more space and facilities from commercial shipping activities than can currently be accommodated. The existing Waitohi and Waimahara wharfs and loading/unloading areas in Picton and Shakespeare Bay are operating at full capacity. For example:

- Large cruise ships (longer than 240m) are being turned away because the Waitohi wharf in Picton can only accommodate boats of up to 240m in length.
- Waimahara wharf in Shakespeare Bay can only accommodate one large ship at a time.
- The land area available for servicing (loading and unloading) the Waimahara and Waitohi wharfs is at full capacity. For the Waimahara wharf, the amount of cargo that can be stored on the wharf for loading onto various ships is restricted by the size of the reclamation area.
- Log exports through Shakespeare Bay have the potential to more than double, from around 350,000m³ currently to over 700,000m³ by 2020 (Source: MAF (2006), Nelson/Marlborough Forest Industry and Wood Availability Forecasts).

Demand Associated with Accommodating Other Boats

Demand for permanent boat accommodation in Picton and Waikawa has increasingly exceeded supply for many years. For example, the Picton Marina has had a marina berth waiting list for over 25 years, while the Waikawa Marina extension was filled within two years of its completion in the mid 1990s, with a waiting list for berths since. Currently, the waiting lists for a marina berth in Picton stands at 123, and at 209 for Waikawa Marina, totalling 332 for both marinas – refer graph below.

Marina Berth Supply & Demand



Boatsheds in Picton are operating at approximately 95% occupancy while those in Waikawa are full with a short waiting list (<10). It is noted that the boatsheds in Picton have until recently been fully occupied with waiting lists; however, demand has slightly dropped since Port Marlborough indicated that the boatsheds would be removed. The boatsheds in Waikawa have been progressively developed to the current capacity of 118 since 26 were first established in the mid 1990s.

Demand for swing moorings in Picton, Shakespeare Bay and Waikawa is very high and overall the moorings are heavily utilised. However, water space available to accommodate swing moorings in these areas is becoming increasingly restricted due to geographic constraints and competing activities (for example port and marina development).

The greatest area of demand is by trailer boats during the peak summer holiday periods, as well as at Labour Weekend, Christmas/New Year, and Easter. During these periods, there are simply not enough parking spaces near any of the launching ramps to cater for current demand, with Port Marlborough off-loading excess trailers to Memorial Park in Picton when the parking spaces at Waikawa and Picton are full.

The only other form of boat storage managed by Port Marlborough in the study area that is not currently at capacity are the compounds, which are at approximately 95% occupancy. However, these compound facilities have increased in capacity gradually overtime in response to demand, for example, two compounds were established within the Marina in the early 1980s, with a third established in the mid 1990s and a fourth in the late 1990s.

While the approved drystack has yet to be developed, it has some 200 registered interested parties with over 10% pre-confirmed users, with the anticipation by Port Marlborough that the occupancy of the drystack development should take four years to reach capacity.

In addition, the privately owned land based storage businesses are operating near capacity with continuing growth, particularly from the increase in Sounds residents.

Demand for each form of boat storage at each location can be summarised as:

Infrastructure/ Facility	Demand Issue
Shakespeare Bay	There are a range of potential port and non-port development opportunities for the Bay. However, the physical constraints of the Bay mean that non-port developments will likely restrict port development opportunities and, similarly, the port cannot expand without restricting or excluding other activities from occurring within the bay (including the existing moorings).
Waitohi/Ferry Wharfs	Permanent use of the shipping wharfs and associated land areas in Picton are heavily competed for by the ferries, barge operators and marine farmers. The businesses would increase their land holding and wharf facilities if able. In addition, increasing the capacity of the wharfs would enable larger cruise ships into Picton.
Westshore	All available space is allocated to users and is heavily competed for by users that include commercial fishers, boat building and maintenance services, and barge operations. Businesses are competing to use the same resources and most would increase their own land holding and wharf facilities if able.
Picton Basin and Marina Berths	The Picton wharfs are used to capacity by tourism operators, temporary visitors to Picton, commercial fishers and water taxis. These operators particularly want more loading and unloading space. Picton Marina is used by all types of users, particularly fishing, recreational and tourism ventures, and has a waiting list for berthage of 123. The Marina berths require refurbishment. The Marina can be heavily congested during peak times, creating difficulties for users. The parking area and temporary loading/unloading area is heavily utilised and is also used by commercial activities when the wharfs in the Picton basin are congested.
Picton Boatsheds	The Picton boatsheds are used by all types of users including business and recreation users and storage for residents in the outer Sounds. Until recently, these sheds have traditionally been fully occupied; however, their occupancy has fallen since Port Marlborough identified these sheds for removal. Currently, these sheds have a 95% occupancy rate.

Infrastructure/ Facility	Demand Issue
Picton Launching Ramp/Parking	Demand for the launching ramp and associated parking exceeds capacity during peak periods at summer and Easter. Memorial Park (a public recreation ground) is used during these peak periods to park excess boat trailers.
Picton Moorings	There are 26 swing moorings in Picton that were all granted resource consent in 1997 for 20 years. There is very limited room for any new moorings because of the high use of the coastal marine area, in particular by commercial users.
Waikawa Marina Berths	The 600 marina berths have been fully occupied since the late 1990s with currently over 200 people on waiting lists, with the majority of these requiring 10-15m berths.
Waikawa Compounds	The compound facilities are approximately 95% occupied.
Waikawa Boatsheds	The boatsheds have been fully occupied since the first boatshed was established in the mid 1990s, and currently have short waiting lists.
Waikawa Marina Launching Ramp	The launching ramp and associated parking exceeds capacity during peak periods at summer and Easter, with Port Marlborough often closing the ramp to other users, redirecting them to the facilities at Picton.
Waikawa Bay Launching Ramp	The parking associated with this launching ramp is very limited and parking demand exceeds supply during peak times.
Waikawa Bay Moorings	There are some 200 moorings in Waikawa Bay occupied by a range of users but predominantly private recreational users. There is limited space in the whole of Waikawa Bay for new moorings that are currently easily accessible and adequately sheltered. However, the spaces available are in deeper water, thereby requiring higher construction costs and larger swing circles.
Whatamonga Bay Moorings	There are some 30 moorings in Whatamonga Bay that are used by local residents but generally demand for mooring space in Whatamonga Bay is low given its distance to urban amenities, accessibility issues, and its susceptibility to severe weather conditions.

Another observed demand issue is that a noticeable proportion of boatsheds are not being used for storing boats. Car storage is thought to be a popular use of these facilities, with Sounds' residents/visitors requiring secure vehicle parking. Examples of other uses include temporary goods storage and light industry such as boat repairs and maintenance services.

4.3 Inefficient Use of Space

Existing boat accommodation facilities vary in their efficiency in terms of use of water or land area. This issue is increasingly evident in congested areas such as Picton Harbour and Waikawa Bay where demand for easily accessible foreshore land and water space is high.

Swing moorings are clearly the most inefficient form of boat accommodation. As an example, 185 swing moorings in Waikawa Bay occupy approximately 30.3ha of water space (roughly equating to an average of 1638m² of water space per boat). However, in comparison, the Waikawa marina occupies some 10.7ha of water space and accommodates 598 boats (roughly equating to an average of 180m² of water space per boat). This means that, on average, a boat within the Waikawa marina occupies only 10% of the water space used by a boat on a swing mooring.

Alternative moorings such as pole moorings and fore/aft moorings are more compact than swing moorings as they do not require a full swing circle. However, they are still not as efficient as marinas and have yet to be tried in the Marlborough Sounds.

In terms of land based storage, boatsheds and compounds are typically more compact compared to marinas. However, they require additional land area for transporting boats between the boatshed or compound and the foreshore.

Overall, drystack facilities provide the most efficient form of boat storage facility and comparatively they require very little land and water space. For example the drystack facility approved in Waikawa in 2006 provides storage for up to 250 boats on approximately 4000m² of land (including a canal to the sea), which roughly equates to 16m² of land/water space per boat (or approximately 10% of the space required for a marina).

4.4 Growth Trends and Future Demand

Commercial Shipping

There is increasingly more demand and opportunities for commercial shipping at Waitohi and Waimahara wharfs. The number of cruise ships wanting to visit Picton continues to grow and the types of cargo/goods that can be shipped into and out of Picton is also increasing. The depth of the Shakespeare Bay facility is unique in New Zealand, and is particularly important in the north and west of the South Island, presenting the only feasible growth opportunity for commercial shipping activity in this part of New Zealand.

Commercial Businesses

The number of commercial boating related business such as boat building and servicing businesses, fisheries, and water taxis, has grown significantly in the past decade. This growth is generally directly attributable to growth in the marine farm and the tourism industry, as well as the subdivision and land development in the outer Sounds. All of these developments require the transportation of goods and people throughout the Sounds. As these activities grow, additional boats are required on the water thus increasing demand on existing infrastructure and servicing needs.

In addition, boat building, maintenance and servicing businesses are continually increasing in activity as commercial and recreational boating activities increase.

Recreational Users

The number of boats in New Zealand has increased substantially over the past decade. While there is limited statistical data that enables the growth of boat numbers and trends in New Zealand or the Marlborough Sounds to be accurately measured, the growth is demonstrated by:

- Continual growth in the marine industry sector, with total annual sales in 2005 being \$1.5b (\$1b domestic and \$0.5b export) with forecasted growth of up to over \$3b by 2020 (Source: 2005 New Zealand Marine Industry Survey – Summary Report: New Zealand Marine Industry Association).

- Observed increases in local boating activity, evident in the demand and capacity issues from increases in:
 - Subdivision and residential development in the outer Sounds
 - Tourism operators using the Picton Basin facilities.
 - The number of boats and barges used by individual businesses in Picton and Waikawa.
- Marina berths in Waikawa and Picton have been operating at full capacity for decades, with waiting lists for marina berthage in Picton and Waikawa currently over 300.
- Local and national trends of increasing visitor numbers to New Zealand and increasing tourism activities. For example, a 200% increase in visitors to New Zealand occurred over the last decade, with 2 million people visiting in 2006 compared with 1 million in 1996 (Source: Marlborough Region Regional Focus Report – Report for Period 1/4/05-1/3/06: The Marlborough Regional Development Trust).
- The number of tourism operators and types of activities requiring boat accommodation (such as water taxis, tours and boat charters) has increased from 13 operators with 16 vessels in 1997 to 16 operators with 25 vessels in 2007. It is important to note that the size of these vessels is also increasing to cater for more visitors.
- It can be assumed that population growth in main centres such as Palmerston North, Wellington, Christchurch and Nelson will correlate with an increase in users of the Marlborough Sounds from these areas.
- The number of trailer boat trailers registered in the Marlborough District and Canterbury region has doubled in the past decade (from approximately 1007 to 1993 in the Marlborough District and from approximately 5500 to 11 000 in the Canterbury region).

There is also a clear observation from all key stakeholders that the size of boats berthed in marinas is increasing, which is evident in the increasing demand for 12m-14m berths as opposed to 8m-10m berths that were previously in high demand in the 1980s and 1990s. This is also evident in the 35m+ berths recently developed in the Picton Basin to accommodate super-yachts.

Another trend is the increasing costs of owning/leasing a boat storage facility. For example, the average lease fees of a Marina berth in Picton and Waikawa has increased some 30% over the past 5 years. In addition, the market value of the privately-owned berths in Waikawa has considerably increased in value over the past decade with recent selling prices for a 12m+ berth exceeding \$100 000, compared to the original selling price of approximately \$25 000.

In addition, privately owned moorings in the area have traded for higher prices in recent years from only a few thousand dollars to \$10000+ each.

■ Temporary Demand Peaks

There is extremely high seasonal demand for the use of temporary boat accommodation facilities such as launching ramps and temporary berthage at Picton and Waikawa. These peak periods include the Christmas and New Year Holiday period and long holiday weekends such as Labour Weekend and Easter.

While there is no specific data or written record detailing the frequency of these peak uses, there is anecdotal evidence of these peak periods from users, locals (including Sounds residents), private boat storage businesses and Port Marlborough staff, particularly in terms of reporting congestion in trailer parking and temporary boat berthage.

Over recent years, Port Marlborough has restricted access to the launching ramp at Waikawa Marina when the parking capacity at the marina is reached and trailers begin parking on the side of public roads. When this occurs, Port Marlborough redirects boat trailer users to the Picton Marina, where the spill over parking demand is accommodated at Memorial Park.

■ Pressure from Subdivision & Development

Increasingly, land within the Sounds is being developed for residential purposes. While there is no specific data available detailing the actual increase in development in Queen Charlotte Sound, there have been observed trends to increased and extended summer occupation of Sound's residences, evidenced by increased business activity in Picton, and anecdotal accounts from water taxis and other service providers including private boat storage businesses.

Importantly, until recently, it does not appear that the effects of this intensification on the boat storage infrastructure in Picton and Waikawa has been effectively assessed, either at a strategic planning level or at case-by-case basis in the evaluation of subdivision applications.

■ 4.5 Maintenance

Older facilities such as Waitohi wharf and the Picton Marina berths are run down and require continual maintenance; these facilities will need to be upgraded in the near future. In addition, all water based infrastructure requires ongoing maintenance to ensure it is safe and secure. Similarly, the general nature of boating activities being carried out in the often harsh coastal environment means that regular boat maintenance is integral to owning or operating a boat in the Sounds.

4.6 Access to Coastal Land

As explained on page 24, the cost of accommodating and using boats has increased, particularly with higher demand for coastal land for commercial activities leading to increased competition for boat accommodation.

These higher costs can be linked to the historical development of the foreshore and seabed that has reduced accessibility to the coast, in particular to long standing members of the community who, 'back in their day', had the ability to freely occupy coastal land and access water space.

In addition, the use of marinas, launching ramps and other facilities by people from outside of Marlborough is perceived as pushing the price of those facilities up, to the detriment of local users.

Other examples of restricted access to the foreshore and coastal marine area in Picton and Waikawa include:

- Resource consent applications for moorings which have been in place for some years are being opposed by the owners and operators of commercial developments.
- There are currently no areas where members of the public can launch [trailer] boats without incurring fees (which, upon investigation, appears to be relatively unusual for a New Zealand coastal town/city).
- There are no public areas in either Picton or Waikawa to service or maintain boats, with all hardstand and slipways commercially operated by a small number of private companies (it is not uncommon for local boats to be serviced in the Wellington region where a range of hardstand and servicing areas are more readily available).
- Demand for foreshore land is very competitive, and businesses located on the foreshore that are not able to 'keep up the pace' are unlikely to survive in the market.

Compared to most other coastal settlements throughout New Zealand that tend to have alternative opportunities to access the coastline, flat coastal land is a rare commodity in and around Picton and Waikawa, which has exacerbated the actual and perceived reduction of people's access to the coast.

While all members of the public have 24 hour access to the use of trailer boat launching facilities, the geographic constraints of the area significantly restrict opportunities for accessing the coast – including the development of new boat accommodation facilities, as detailed in section 4.7 below.

4.7 Constraints

The physical environment of the Marlborough Sounds is unique in New Zealand. The ria (drowned river valley) topography of the area means that there is very limited flat land that can feasibly be developed.

In addition, the steep topography of the area significantly restricts the transportation links between urban centres. Generally, all roads in the Marlborough Sounds are characterised by being narrow and windy, increasing the difficulty and undesirability of travelling these roads.

In terms of Boat Accommodation, the above factors increase the demand pressure on existing flat land in the area, particularly foreshore land in close proximity to the urban centres of Picton and Waikawa that is easily accessible from major transport links including SH1 (including Blenheim and Picton Airports) and the shipping wharfs (including the ferries).

A summary of specific development constraints in Shakespeare Bay, Picton, Waikawa and Whatamonga Bay is provided on the pages below.

Shakespeare Bay

Shakespeare Bay is an enclosed bay of about 300ha, including the Waimahara Wharf and 8ha of reclaimed land associated with the wharf. The land within the inner parts of the Bay (accessible by road) is zoned for rural purposes and is owned by Port Marlborough, while the outer parts consist of protected reserve land, including the scenic reserve to the west and the Kaipupu Point Mainland Island to the east. While the Bay is relatively shallow on its western margin, it is deep in the middle of the bay and along its western margin. The existing port itself offers the deepest export berth in New Zealand.

Commercial growth opportunities in the Bay are likely to require expansion of the existing wharf facilities, including further reclamations. The size and depth of the Bay means that any expansion to the Waimahara Wharf would require further reclamation and the removal or relocation of the existing moorings from the Bay. In addition, there are opportunities to develop the western part of the Bay. Any development on this side of the Bay may require dredging and/or reclamation, as well as the removal or relocation of the existing moorings.

Overall, there is confined space for new development in Shakespeare Bay and the acceptability of any additional large-scale development is likely to be influenced by:

- The level of adverse impact on the natural ecology and character of the Bay;
- The outcome of the appeal presently before the Environment Court (relating to the term of the existing moorings); and potentially
- The ability of affected swing mooring users to find alternative boat accommodation.



Shakespeare Bay

Picton

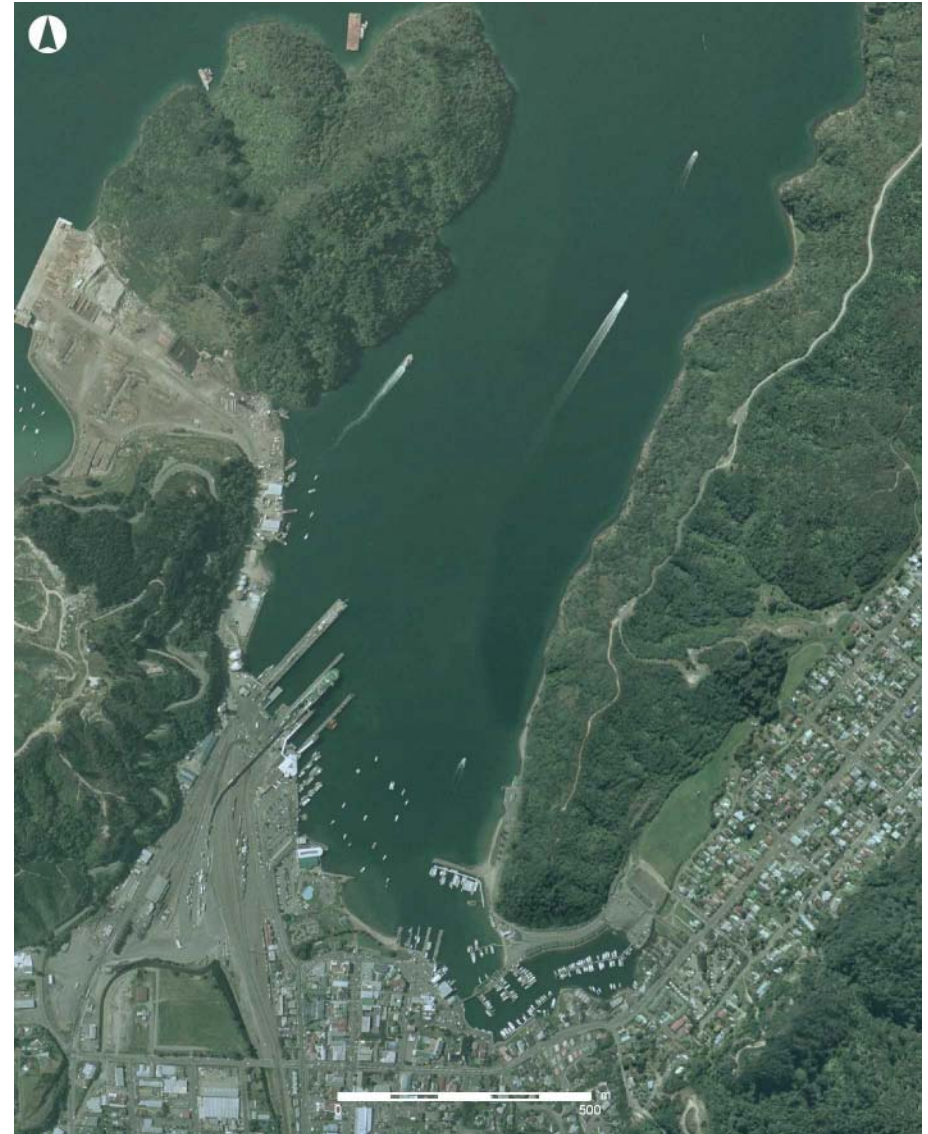
Picton Bay is a large bay with Picton town being the main urban centre of the Marlborough Sounds. Development of the foreshore in Picton has gradually occurred since it was first settled by Europeans, particularly after the first large-scale wharf was constructed in 1910.

Over time, there has been much reclamation of the area, including at Westshore and the Picton Marina including Memorial Park. Infrastructure has continued to be expanded and today the only parts of the coastal margin that remain undeveloped are reserve areas including the Kaipupu Point Mainland Island.

Memorial Park is a flat recreational reserve that presents an opportunity for the development of additional boat accommodation facilities, given its proximity to the Picton Marina. The development of Memorial Park for boat accommodation activities is likely to be influenced by its cost feasibility, and community acceptance in terms of developing public recreational space.

There is opportunity to develop the water space for boat accommodation activities beyond existing infrastructure but such opportunities are restricted by:

- The need to protect the Kaipupu Point Mainland Island;
- The demand for public open space and access to the coastal margin, including effects on the two beaches in the bay, both of which are popular;
- The high volume of boat traffic throughout the Bay (in particular navigational safety adjacent to the manoeuvring area for Interisland ferries); and
- The lack of available land to support additional water based infrastructure.



Picton Harbour

■ Waikawa Bay

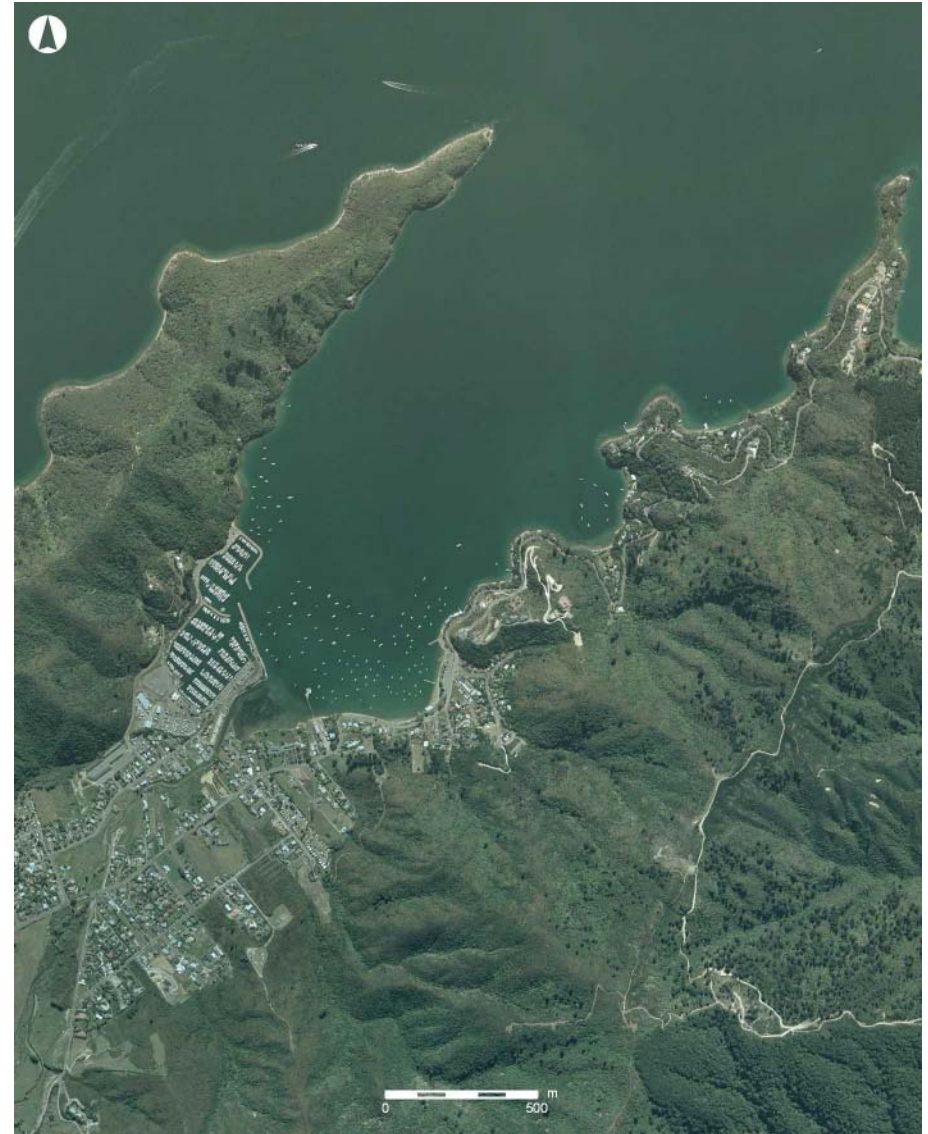
The Waikawa Marina, the former Jorgensen slipways and wharf, and the public launching ramp occupy the accessible foreshore areas in Waikawa Bay, while over 200 existing swing moorings occupy all of the water space immediately near foreshore areas.

However, there are opportunities to extend the marina. The marina could be extended in the water space immediately to the north-east, within the area of water space that is zoned for marina purposes, or along the foreshore to the north. There is also water space and foreshore located to the east of the marina (including an area where cockles are collected) that could potentially accommodate an expanded marina.

Potential constraints limiting marina expansion in Waikawa include:

- Significant opposition from public and Iwi if access to the cockle-bed area is restricted or the bed is disturbed;
- Significant opposition from landowners adjacent to the development areas;
- Potential marine ecology impacts;
- Displacement of existing moorings; and
- Effects on natural character and landscape issues.

Port Marlborough also owns approximately 3ha of undeveloped land located behind the existing boatsheds and approximately 7ha of undeveloped land along the 'snout' that could be utilised for additional land-based boat accommodation activities, including a drystack facility.



Waikawa Bay

■ Whatamonga Bay

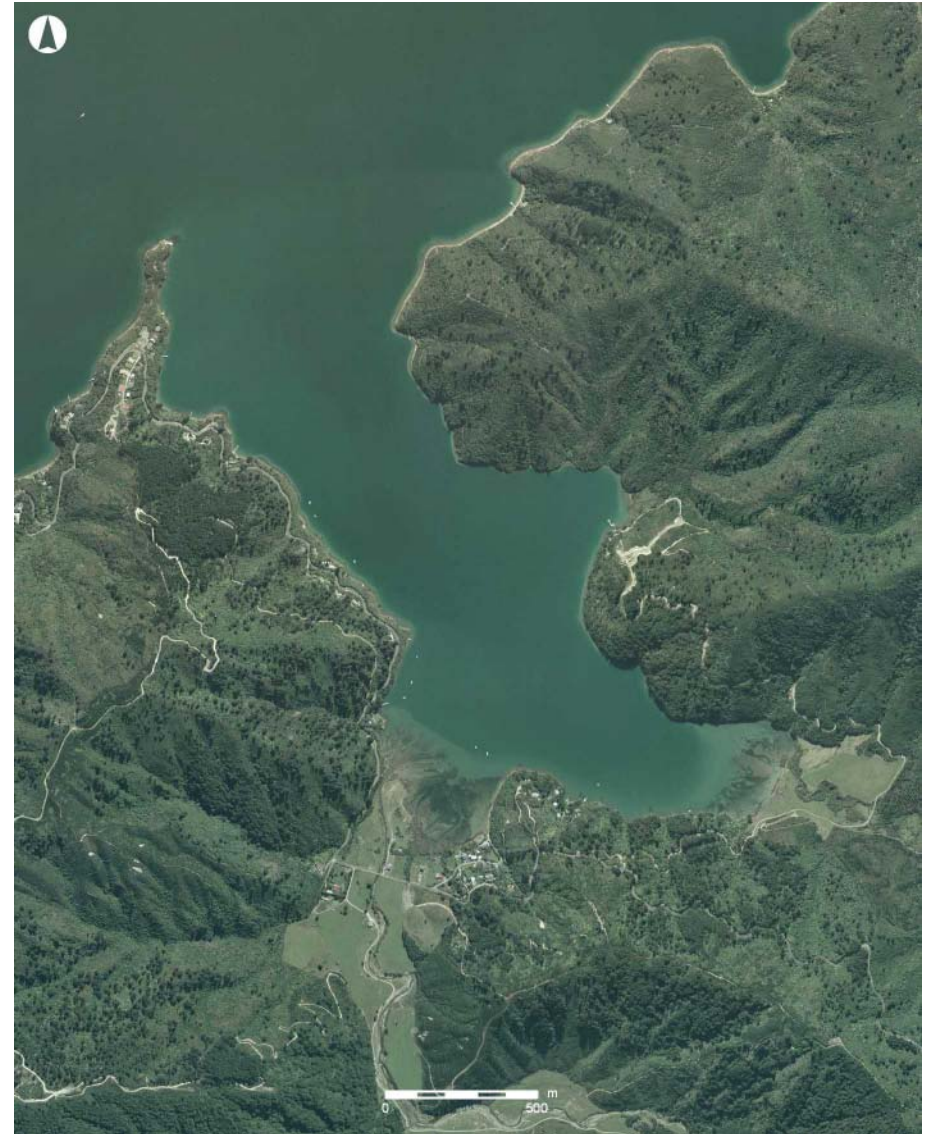
Whatamonga Bay is a relatively undeveloped and open bay that has much water space available for potential boat accommodation developments, including moorings. However, the Bay has many limits for future development, including being:

- Susceptible to extreme weather conditions and it is not as sheltered as Picton, Shakespeare Bay or Waikawa;
- Relatively shallow at the head, requiring significant dredging for any new development near the foreshore;
- Relatively undeveloped - there would likely be opposition to large development that might adversely impact the natural ecology and character of the area; and
- Isolated from the amenities of Picton and Waikawa, with relatively poor transport roading links (a sealed but winding and narrow road).

■ Supporting Land Capacity

Each boat accommodation activity requires land for supporting activities, in particular parking, loading and servicing areas. It is difficult to determine exactly how much space is needed per activity, although:

- There is not enough space available for car and trailer parking in Picton or Waikawa during peak periods, with staff parking and long-term parking for commercial operators in Picton limited throughout the year.
- There is limited room for commercial loading and unloading on the wharfs in the Picton Basin.
- The travel lift in Waikawa is currently operating at relatively full capacity.
- There is undeveloped land available within the Waikawa Marina that could potentially be used to enlarge the areas for servicing boat accommodation, but it requires significant earthworks and would be relatively expensive to develop.
- Additional land needs to be provided to support any wharf extension to be used for commercial purposes – for example at Shakespeare Bay.



Whatamonga Bay

Legal/Political

There are various legal and political constraints associated with boat accommodation in and around Picton that need to be considered, such as:

- Moorings without a resource consent do not have current legal status and Port Marlborough is opposing the granting of resource consents for moorings in locations that might compromise opportunities for future port or marina developments.
- Moorings have never had permanent use rights and historically, mooring owners have had to make way for Port operations.
- There is a tension between Port Marlborough's operation as a private commercial company and its ownership by a subsidiary of MDC. Generally, stakeholders view the community as having rights to participate in decision making because of the MDC affiliation but some stakeholders feel excluded from decisions made regarding the Port and Marina facilities.
- Port Marlborough leases a significant proportion of land to local businesses on varying lease terms.
- If resource consents are granted for 20 year terms on moorings, then this will potentially restrict commercial development opportunities, including Port and Marina expansion.
- Port Marlborough's commercial focus on the way it operates its boat accommodation facilities is opposed by some members of the local boating community who consider marinas, for example, should be operated on a not-for-profit basis.

Environmental

There are various environmental elements in the area that are likely to constrain development options, including:

- The need to enhance and maintain public access to the foreshore.
- The need to conserve natural ecosystems.
- The sensitivity of the natural character of the area, particularly undeveloped foreshore areas.
- The displacement of various stakeholder groups that have traditionally occupied the coastal marine area.
- The sensitivity of Iwi issues in some parts of the area.

Affordability

There are substantial upfront and on-going costs associated with the development of boat accommodation facilities, particularly Marinas that require modification to the seabed and foreshore, and require ongoing maintenance because of their exposure to the coastal marine environment.

Accordingly, accommodating boats can be expensive. Marinas are currently the most expensive form of boat accommodation. There are also upfront and on-going costs associated with owning/using a mooring, boatshed or compound area, although these costs are less expensive compared to owning/leasing a marina berth.

Through engaging the stakeholders it was found that many members of the boating community believe the Port Company prices its boat accommodation fees too high, and that this is a consequence of Port Marlborough being the primary commercial operator of boat accommodation in the area.

In this regard, the ability to enter into the boat accommodation market requires extremely high upfront costs and considering the limited land capacity available for development, there is little opportunity for new competitors to enter into the boat accommodation market.

5.0 Potential Options and Alternatives

5.1 Retaining the Status Quo

Other than the repair and maintenance costs associated with the older facilities in Picton, doing nothing will be the least financially expensive option, at least in the short-term. It will also benefit those who are satisfied with the status quo; for example, existing users of marinas, moorings, boatsheds, and wharfs who have what they need – particularly businesses that have competitive advantages over other businesses.

However, doing nothing will not resolve the current issues, including:

- Restrictions on commercial efficiency and growth of port operations in Picton and Shakespeare Bay.
- The commercial efficiency and growth restrictions for businesses wanting more space to operate near the foreshore, specifically:
 - the need for further loading and unloading areas.
 - the need to provide sufficient vehicle parking.
 - the need for more hardstand/maintenance areas.
- The requirements of those boat owners on waiting lists and other future users.
- Recreational boat users wanting hardstand or boat maintenance areas.
- Trailer boat users need parking spaces during peak periods.
- All boat users needing temporary berthage at Picton and Waikawa during peak periods.

5.2 Redesigning Existing Infrastructure

It is possible to redesign the existing layout of the marinas and wharfs to provide more efficient resource use, particularly at Picton where the infrastructure is due for replacement.

Redesigning the internal layout of Marinas could also increase capacity for larger berths with smaller boats being accommodated in alternative land-based options such as compounds, boatsheds or a drystack.

In addition, redesigned mooring systems could reduce the area of water space currently used by swing moorings, thereby creating opportunities for new development to occupy this space. However, the feasibility and appropriateness of such systems would first need to be investigated.

The benefits of redesigning the layout of existing infrastructure and mooring systems include:

- More efficient utilisation of land and water space with fewer environmental impacts.
- The potential to enhance accessibility and usability of existing resources.
- The increasing need to upgrade the Picton Marina berths and boatsheds.
- Some short-term reduction in demand.
- The ability to rationalise the utilisation of the undeveloped flat land at Picton and Waikawa Marinas by relocating activities that need not be located on the foreshore such as trailer parking, compounds and boatsheds (however, such development would need to have good vehicle and pedestrian accessibility to a launching ramp and loading area).

Issues associated with redesigning the layout of existing infrastructure include:

- Redesigning an existing marina would be a significant undertaking and raises questions about about financial viability and who pays
- Redesigning existing infrastructure will not significantly reduce demand pressures.
- Current users and some locals are likely to oppose change, particularly if the redesigned/alternative infrastructure is not perceived as being preferable to the existing situation.

5.3 Port/Marina Berth Expansions on Water

It is possible to expand the existing wharf and marina infrastructure.

The benefits of expanding existing infrastructure include the:

- Provision of further opportunities for commercial and economic growth.
- Provision of opportunities to enhance access to foreshore and seabed.
- Reduction in the demand from those on waiting lists.
- Provision of opportunities for new urban development through residential and mixed use development within these areas.

Issues associated with expanding existing infrastructure include:

- The economic viability of expansion and the cost of the development – who pays?
- The displacement of existing activities that use/occupy the coastal marine areas, such as moorings, recreational yachting and rowing.
- Potential adverse environmental impacts, particularly on natural character and seabed ecology.
- Potential opposition by some residents and members of the community.
- Does not provide a long term solution – for example, what happens if the expanded infrastructure reaches capacity in the near future?

5.4 Drystack Facility(s)

As detailed in section 4.3 drystack facilities are the most efficient form of boat storage activity in terms of the area of land and water space occupied. Therefore developing a drystack facility is a logical option for trying to optimise the efficient allocation of space for boat accommodation activities. Other benefits from drystack facilities include the protection boats have from being stored indoors (away from damaging weather elements) and, generally, drystack facilities have limited adverse effects on the physical environment if appropriately designed and located (for example, unlike marinas, boats do not need to be anti-fouled and only limited modification to the seabed and foreshore is required to construct a drystack).

However, drystack facilities have the following disadvantages:

- Only a limited range of boats can be stored in drystack facilities;
- There are limited locations where drystack facilities might be appropriate, particularly given:
 - The need to be located near the foreshore (to ensure suitable transfer of boats between the building and the sea).
 - The need for supporting land (to enable parking and vehicle access).
 - The potential adverse effects on visual amenity values and natural character/urban form (because of the large bulk and scale of a drystack building).
- The cost of storing boats in a drystack facility tends to be higher than alternative boat storage options.
- Drystack facilities require high upfront costs to develop - who pays?

5.5 New and Alternative Moorings

There is limited space for new swing moorings in Shakespeare Bay, Picton, Waikawa Bay and Whatamonga Bay. There are also difficulties with developing new moorings in these areas because of issues relating to accessibility, shelter and construction and maintenance costs.

Swing moorings currently offer the cheapest water based storage option and are considered by many to be the least strenuous on boats compared to other mooring options. However, they are very inefficient in terms of space allocation compared to alternatives such as pole or aft/stern moorings that enable boats to be more densely located.

In addition, there are issues with equitable allocation of water space. For example, without strategic policy, long term coastal occupancy rights are likely to be determined through the resource consent process on a case-by-case 'first in first served' basis.

With alternative mooring options, there may be opportunities in parts of Shakespeare, Picton, Waikawa and Whatamonga Bays to increase the density of moorings while retaining some swing moorings. The actual capacity for moorings is dependent on the technical feasibility and costing of relocating and constructing moorings, as well as the acceptability of the alternative mooring design and location by mooring users and other stakeholders.

5.6 Increased Land Supply for Boat Accommodation Activities

Port Marlborough and MDC have ownership of foreshore land that could be developed to increase the land supply for boat accommodation or servicing activities. In addition, there is undeveloped private land in Waikawa Bay that could be used for boatsheds, excess parking or compound areas to accommodate trailer boats.

Generally, increasing the land supply for boat accommodation activities would enable a reduction in the demand on current infrastructure and enable growth in boating activities to occur with lesser conflict between users if suitably designed and managed. However, the following issues are likely to arise:

- Any utilisation of the land or water at Shakespeare Bay for non-port activities will potentially conflict with the existing and growing demand port activities (reverse sensitivity).
- Boat accommodation activities away from the foreshore increases accessibility issues in terms of accessing launching ramps.
- There is competing demand for the undeveloped foreshore land currently available for development in Picton and therefore boat accommodation activities would restrict opportunities for commercial and residential development. In addition, commercial development of Memorial Park may be opposed by some members of the community, particularly as the park is gazetted for reserve purposes.

5.7 Development in Shakespeare Bay

There is a desire of some members of the boating and local community to remove Port activities from Shakespeare Bay and to promote the development of smaller commercial, recreational and even urban residential activities.

However, removing port activities from Shakespeare Bay has many detrimental and wide reaching socio-economic impacts. The Shakespeare Port provides a shipping resource that is unique within New Zealand, and not available elsewhere in this part of the South Island (including Nelson or the West Coast). Therefore, there are potential economic implications at a national level if the port operations are restricted. Furthermore, removing port activities from Shakespeare Bay would have only limited benefits for boat accommodation activities unless provision was made for other associated forms of development, such as a marina, launching ramp, and boatsheds.

Notwithstanding the above constraints, the size of undeveloped land adjacent to the foreshore in Shakespeare Bay, as well as its proximity and accessibility to Picton, presents potential development opportunities to accommodate a mix of uses including commercial, recreational and even new urban development in and around the Bay. However, it will be important to avoid potential reverse sensitivity issues from the port activity in Shakespeare Bay, particularly with the potential for growth in this industry and given the significance of the deep water port.

The likely benefits of mixed use development in Shakespeare Bay include:

- Providing new development opportunities for commercial, recreational and urban activities would reduce demand on existing infrastructure in Picton and Waikawa.
- Providing opportunities to enhance public access to the coastal marine area and public reserves.
- Providing opportunities to relocate existing boat accommodation or boating activities, thereby freeing up other occupied land. For example, relocating recreational activities such as the Queen Charlotte Yacht Club from Picton to Shakespeare Bay, which might create development opportunities north of Shelly Beach.

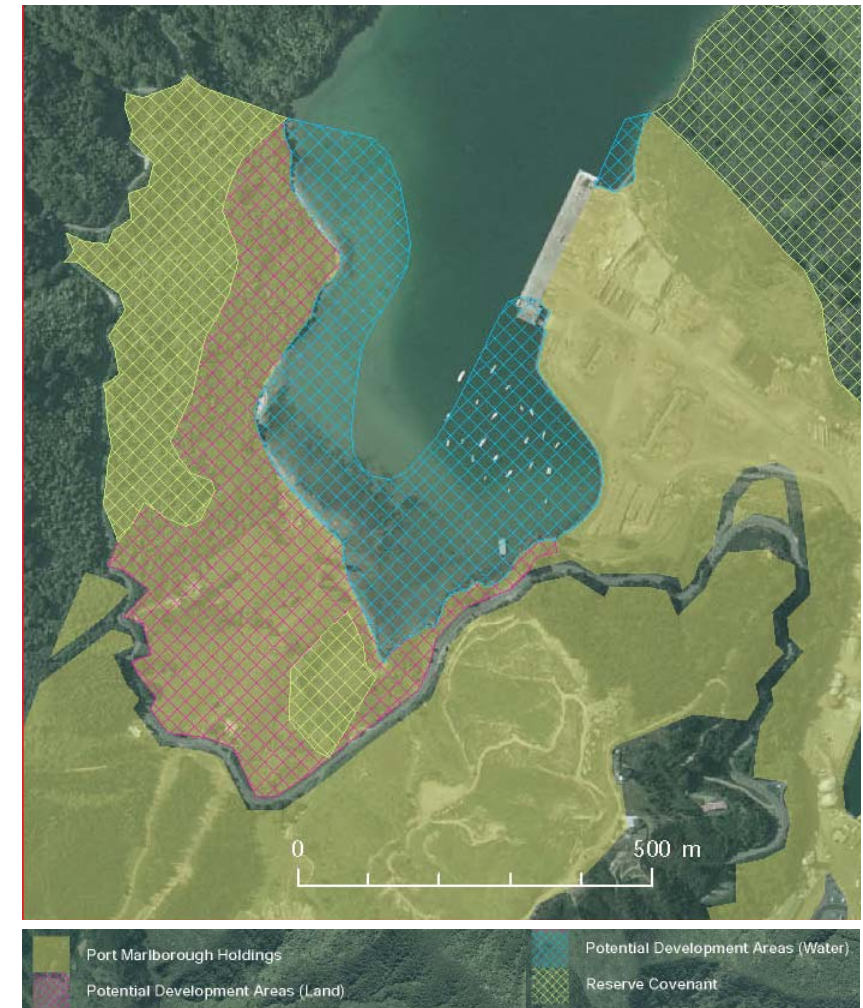
Issues associated with mixed use are likely to include:

- The cost of the development – who pays?
- Displacement of existing activities that use/occupy the coastal marine areas, such as moorings.
- Adverse environmental impacts particularly on natural character and seabed ecology.
- Potential for reverse sensitivity, particularly in terms of restricting commercial port growth opportunities.

5.8 Development in Whatamonga Bay

Whatamonga Bay presents an opportunity for development to relieve the pressures on Shakespeare Bay, Picton and Waikawa Bays because of its close geographic link with these areas. However, developing Whatamonga Bay is likely to present significant issues such as:

- The shallow depth of the Bay at its margins would necessitate significant dredging and reclamation for a marina development.
- Without dredging, moorings would have to be located some distance from the foreshore.
- Whatamonga Bay does not have any urban amenities and it is too far, and potentially unsafe, to walk to Picton or Waikawa given the narrow and winding nature of the main road, which would likely require upgrading if traffic demand substantially increases or more trailer boats use the road.
- Accessibility to the foreshore is limited with no existing infrastructure near roads, requiring development (such as a parking area, walkway and jetties) to improve accessibility.
- The Bay reputedly has extreme weather conditions and is less sheltered than Picton, Shakespeare and Waikawa Bay
- The Bay is relatively undeveloped and any new large physical development would adversely affect the natural ecology and character of the area and would thus likely be opposed by some members of the community



Potential development opportunities in Shakespeare Bay - see Appendix 2

6.0 Key Findings

- To date, there has been no consistent or integrated approach to managing occupation of the coastal marine area for boat accommodation activities such as marinas and moorings.
- Port Marlborough is required by law to operate a successful business. Port Marlborough owns and operates the majority of boat accommodation facilities in the Picton area and, like other places throughout New Zealand, operates its boat accommodation facilities as a business. However, some stakeholders believe the management and operation of boat accommodation facilities in the Picton area should not be as commercially driven.
- Demand for boat accommodation in and around Picton is exceeding supply. While this demand is unlikely to be avoidable during the peak holiday periods, it gives rise to temporary demands and existing boat accommodation capacity in Shakespeare Bay, Picton and Waikawa can be increased to meet this demand.
- The management of boat accommodation facilities and associated land occupancy has a direct relationship with the local economy in terms of enabling or restricting the operational capabilities of commercial activities such as shipping, tourism and fishing.
- There are separate demands for the same land and water resources from a diverse range of users. Each has differing needs and each has the potential to adversely impact on the others.
- Demand for more and larger boat accommodation facilities and supporting infrastructure is increasing.
- Like other coastal urban centres throughout New Zealand, members of the Picton and Waikawa communities are feeling increasingly affected by the growing amount of commercial activity along the coastline. This is not unique, but it has been exacerbated by the limited alternative opportunities in Picton and Waikawa to access the coastline because of the physical constraints of the geography of the area.
- There is an inherent lack of understanding among the community, or agreement over user rights, of the coastal marine area. In particular there are mixed views over the long term use of the water space in Shakespeare Bay, Picton and Waikawa.
- As the deepest export port in New Zealand and being the South Island's maritime transport hub to the North Island, there is a nationally significant commercial and economic incentive to develop the port operations in Picton and Shakespeare Bay.
- Swing moorings are often preferred as a boat accommodation method because some boats need to be accommodated permanently on water and, in the main, swing moorings offer the most affordable boat storage option. However, there are a number of difficult issues to consider in relation to swing moorings in terms of efficiency of use of space and fairness of allocation.
- Development of a drystack facility would reduce current demand on boat storage capacity and is likely to be supported provided:
 - The development does not compromise any significant ecological systems or significantly compromise natural character.
 - Public access to the foreshore is retained, if not enhanced, and the cockle-bay seabed and foreshore area remains undeveloped.
 - The development forms part of a comprehensive decision-making process that investigates developing alternatives (such as re-designing the layout of Picton Marina and developing Shakespeare Bay for recreational boat storage such as a marina).
 - Potential parking issues are satisfied.

- Extending the marina at Waikawa would reduce current demand on boat storage capacity and is likely to be supported provided:
 - Benefits to a wide range of the community, including boat owners, are justified.
 - The needs of existing mooring users are provided for by retaining water-based boat storage options in Waikawa.
 - Any new development does not compromise any significant ecological systems or significantly compromise natural character, particularly for any new urban development on the hillside that might be enabled by extending roading along the 'Snout'.
 - Public access to the foreshore is retained, if not enhanced, and the cockle-bay seabed and foreshore area remains undeveloped.
 - The development forms part of a comprehensive decision-making process that investigates developing alternatives (such as redesigning the layout of Picton Marina and developing Shakespeare Bay for a mix of uses).
 - Landowners affected by extensions along the 'Snout' are sufficiently mitigated/remedied.
- The redevelopment of Picton Marina and its extension inland would reduce current demand on boat storage capacity and is likely to be supported provided:
 - Benefits to a wide range of the community, including boat owners, are justified.
 - Existing users needs are met.
 - Public access to the foreshore is retained, particularly the swimming area at Shelly Bay.
- Most swing moorings in Waikawa and Shakespeare Bay have no current legal status having been unlicensed since the RMA came into effect in 1991. Through the resource consent process under the RMA, MDC has since taken a staged approach to determining resource consent applications for all moorings throughout the Marlborough Sounds with the moorings in Shakespeare Bay and Waikawa still to be determined.
- Some boat owners that use moorings located near existing port or marina activities will need to find alternative boat accommodation if new facilities are to be developed. However, development of new marina berths, drystack building(s) and other types of mooring systems would provide alternative boat accommodation options to replace existing swing moorings, although the costs to boat-owners are likely to be greater.

7.0 Recommendation - Next Steps

To provide for increased boat accommodation and associated infrastructure and services in the Picton/Waikawa area in a planned and coordinated approach, a strategic integrated approach needs to be developed and implemented. Such an approach will be critical to supporting resource consent applications and plan changes

To achieve a strategic approach requires the following actions:

1. Port Marlborough should develop an overall strategic plan for the ongoing development of boat accommodation facilities, outlining opportunities for, and feasibility of, new developments such as drystack facilities, port and marina redevelopment/extensions and alternative mooring systems.
2. Port Marlborough should develop an overall plan for enhancing land and foreshore resources to improve temporary berthage facilities, vehicle and boat trailer parking capacity, loading and unloading areas, as well as boat servicing areas.
3. Port Marlborough should consider the issues identified in this study and seek to clarify the resource management direction for the future occupancy and use of the coastal environment under its holdings, and what constraints and opportunities are presented in the relevant Planning provisions in the Regional Policy Statement and the Marlborough Sounds Resource Management Plan. More specifically;
 - What existing provisions relating to the coastal environment could be modified to encourage efficient use of coastal land and water space;
 - What changes are required in relation to the provision for boat accommodation activities within the Port and Marina Zones; and
 - Should new mooring and open water space zones be introduced to provide for more strategic management of heavily utilised parts of the coastal marine area.

4. Consider the promotion of developing Local Management Plans/Frameworks/Strategies for specific areas or resources prepared in partnership with stakeholders to address particular development and/or environmental issues (for example, the Picton waterfront or Waikawa Marina).

The last two actions would require discussion with Marlborough District Council to identify appropriate paths forward, and to progress the necessary changes.

If a strategic and integrated process is not implemented, then long-term development of the foreshore and coastal marine area in and around Picton and Waikawa is likely to result in inefficient use of the foreshore and coastal marine area, as well as create significant adverse social, ecological, and cultural effects.

Notwithstanding that a long term policy framework is required to effectively manage boat accommodation issues and needs in and around Picton, implementation of some short-term development(s) would reduce current demand pressures and issues facing stakeholders. The following actions could be carried out in attempt to resolve these pressures and issues, provided adequate planning and design is undertaken, including consultation with affected stakeholders:

1. Develop Land At Waikawa

Assess the options for developing the flat undeveloped land at Waikawa Marina for boat accommodation uses that need not be located on the foreshore, such as boatsheds and compounds. The ability to provide additional parking and hardstand areas for marina businesses should also be investigated.

2. Plan Shakespeare Bay

Develop a long-term development strategy for Shakespeare Bay. In the meantime, short-term occupancy rights of moorings could be granted to allow time to confirm the future use of Shakespeare Bay and also to allow alternative longer term boat accommodation arrangements for the existing moorings to be examined.

3. Extend Waikawa Marina

Extend the Waikawa Marina and relocate affected moorings further out in the Bay, ensuring suitable accessibility to those moorings. All existing moorings could be granted short term consents (e.g. 5 years) to allow time for development options and alternatives to moorings to be suitably investigated.

4. Construct a Drystack

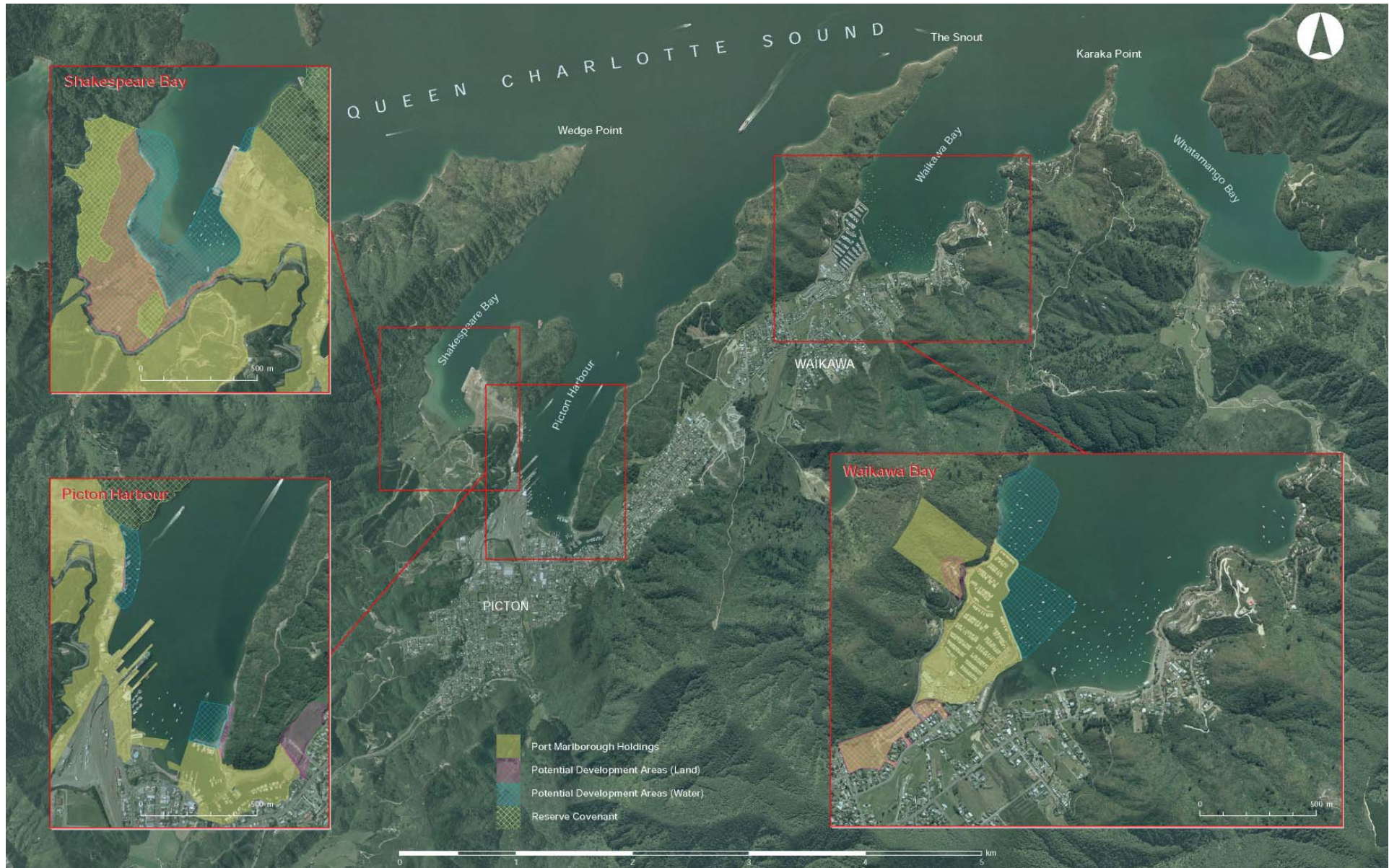
Develop a drystack facility in either Waikawa or Picton.

5. Develop Picton Marina

Upgrade the Picton Marina in association with the redevelopment of London Quay and enhance Memorial Park for Boat Accommodation



Appendix 1: Moorings within Study Area



Appendix 2: Port Marlborough Holdings & Potential Areas for Boat Accommodation Developments

Appendix 2

Waikawa Marina Open Day Material

20 March 2008

«Owner»
«Postal_Address»

Dear «Greeting»

We are writing to you because you are property holder in the area immediately adjacent to Waikawa Marina. Port Marlborough is developing plans to extend Waikawa Marina and we recognise that you will have a particular interest in these plans.

In total, the company intends to provide around 500 new berths through construction of two extensions to the existing marina. The first extension would be to the North West, along the coastline of The Snout. A second extension would follow in the future to the North East, seaward beyond the existing launching ramp breakwater.

A broad range of issues including likely impacts on local residents, amenity values and environmental considerations have been investigated to identify the potential effects (both favourable and adverse) of the proposed marina development. We enclose a summary of this work for your information.

You will see that the project has been considered in two parts with construction activity being addressed separately. Specific operational plans will be in place during the construction period to ensure that disruption to marina users and local residents is kept to a minimum.

Consultation with those who may be affected by the marina extension project is now underway. As part of this, we extend an invitation to you to attend an 'Open Day' at the Marina. Based at the Waikawa Boating Club, Port Marlborough staff will be on hand to provide further details of the project. This will be a relaxed and informal opportunity to address any queries or concerns that you may have.

Open Day times are: **Monday 24 March (Easter Monday), 11am – 6pm**
Thursday 27 March, 3pm – 7pm

If you are unable to attend either of the Open Days, you are welcome to call us or write to us for more information or to express your views. Information will also be regularly updated on our website, www.portmarlborough.co.nz. Contact details are:

Rose Prendeville
Email rose@sphl.co.nz
Telephone 03 520 7513

Yours sincerely



Mark Wheeler
ACTING CHIEF EXECUTIVE

Marine Navigation

Navigational safety is controlled by the Harbourmaster.

The Harbourmaster will continue to be consulted to ensure that the proposal satisfies all marine safety requirements.

Swing Mooring Users

23 existing swing moorings would be directly affected by the North West extension and 39 swing moorings would be directly affected by the North East extension.

Port Marlborough has investigated alternative options for these mooring and is consulting with affected mooring holders directly to find a solution.

Amenity Values

'Amenity values' relate to an individual's own appreciation of an area. They are entirely personal. Amenity can be affected by, for example, a change in landscape or view, noise, glare and odour.

The existing marina is already a key part of the area's existing amenity value and characteristics, and design criteria for the new parts of the marina have been carefully set to ensure that the extensions fit as seamlessly as possible into the existing environment of the Bay. The marina is a vital component of the Waikawa community and is extensively accessed by the public.

Marina activities in general emit relatively low noise levels. Noise consultants have monitored existing noise at the marina and have assessed that the extensions would be unlikely to introduce unreasonable noise or nuisance for neighbours.

Extension of marina facilities at Waikawa will improve public access to the coastal environment of the Marlborough Sounds by providing additional berths.

Feedback from consultation will help Port Marlborough to understand the viewpoints of those in Waikawa about the potential amenity affects.

Tangata Whenua

Tangata Whenua links with Waikawa Bay are very strong. In December 2007 an archaeological survey of the site was completed in consultation with Iwi.

No historical sites were found that would be affected by the proposal, and protocols will be established in case sites are accidentally discovered during construction.

A cultural impact assessment is being undertaken to document the cultural significance of the area, to identify specific effects on cultural values that may arise from the project, and to propose how any adverse effects can be avoided or remedied.

Economic Impact

Development can generate positive benefits to the local economy through creating business and employment opportunities.

The likely economic contribution that extension of the marina will make to the Picton and wider Marlborough economies has been broadly investigated. A large portion of the materials and labour for the development would be sourced from within Marlborough. Once operational, the larger marina will generate increased custom for existing businesses in Waikawa and Picton and the increased visitor numbers will lead to a larger 'visitor spend', with many downstream economic benefits.

Where to from Here?

Design details and environmental studies are currently being finalised. Consultation is underway with residents, marina tenants, Iwi, and many different stakeholders who live, work and / or play in the bay. Feedback will be incorporated into the resource consent process.

Port Marlborough is planning to lodge resource consent applications with the Marlborough District Council in April 2008. Council will then 'notify' the applications to the public, who will have one month to lodge submissions (in support or opposition) to the applications. A hearing will then be held by Marlborough District Council to decide whether resource consent will be granted, and what conditions may be imposed.

Port Marlborough will continue to consult with affected parties throughout the resource consent process. Your feedback and comments are welcome at any time.

Get in Touch

If you want to know more or would like to have your say, you can:

Talk to us: Jeannine Paul, 03 520 3306 *or*
Rose Prendeville 03 520 7513

Email us: jeannine@pmnz.co.nz *or*
rose@sphl.co.nz

Visit our website: www.portmarlborough.co.nz

Write to us: Jeannine Paul, Marinas Manager
Port Marlborough New Zealand Ltd *or*
Rose Prendeville, Executive Officer
Sounds Property Holdings Ltd
PO Box 111, Picton

Attend Open Days: Monday 24 March (Easter Monday)
11am - 6pm
Thursday 27 March, 3 - 7pm



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MARCH 2008

Waikawa Marina Consultation Update No.1

Introduction

Port Marlborough proposes to extend Waikawa Marina to meet the increasing demand pressures for marina berths in the Picton area. The proposal includes a 'North West' extension approximately 350 metres along The Snout coastline and a 'North East' extension seaward of the launching ramp breakwater.

The company is preparing an application for resource consents under the Resource Management Act to build and operate the marina extensions. A major part of that

work involves investigating what beneficial or adverse impacts the proposal will have on the natural, physical and social environments.

We now wish to share the latest information with the community. This document provides a summary of likely environmental effects of the proposal and also explores ways in which any adverse effects can be mitigated.

If you have questions or would like to express your views, you are welcome to call us or write to us. Project information will be continually updated on our website. See the final page for full contact details.

Why Develop Additional Marina Berths at Waikawa?

There is strong demand for marina berths at Waikawa and Picton and this is expected to continue. There are currently over 300 people waiting for berths.

Port Marlborough has been looking at ways to provide for this demand:

- Picton Marina has already been extended, and reconfiguration of the inner basin berths is planned.
- Extending Waikawa Marina has been investigated.
- New marina sites in Shakespeare Bay, Whatamonga Bay and Grove Arm have been considered.
- Alternative and more space-efficient mooring structures have been scoped.

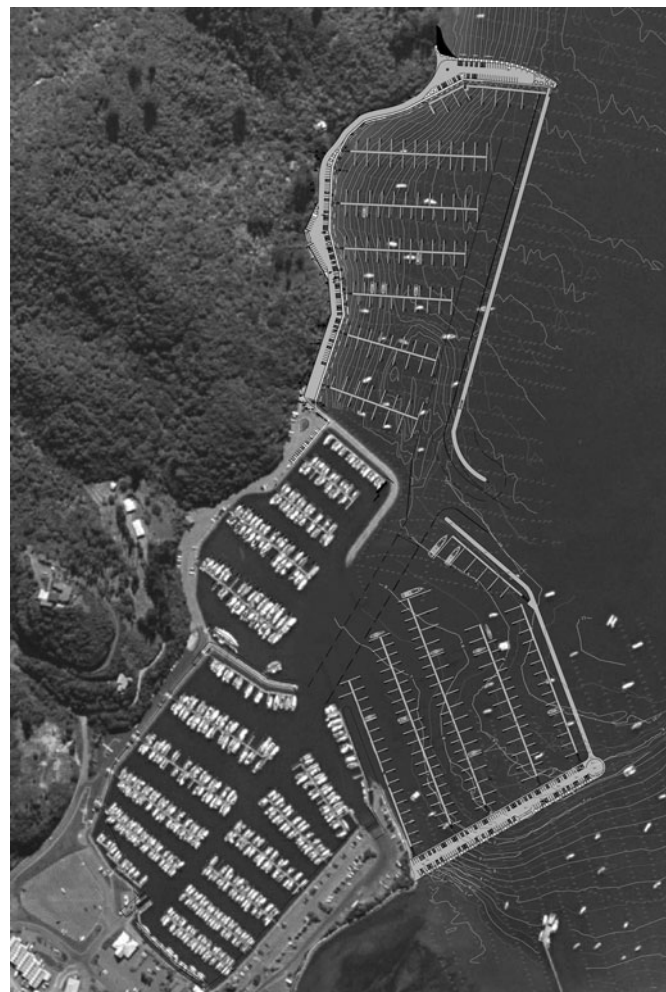
The Marlborough Sounds Resource Management Plan has identified Waikawa Bay as a suitable place for increased marina capacity by designation of a Marina Zone within the Bay.

We believe that the proposed Waikawa Marina expansion is the most efficient means currently available to provide additional wet boat storage while minimising potential adverse environmental effects.

Land-based storage options are suitable for some types of vessels, and the company continues to plan for greater capacity through provision of boatshed and secure trailer-boat compounds, and future development of a drystack.

What is the Proposal?

- Altogether approximately 500 new marina berths would be established in a two-stage development to increase the total capacity of the marina to around 1100 vessels.
- The North West extension would require a one hectare reclamation to provide access and parking along the existing coastline of the Snout, as well as a northern breakwater. The extension would occupy approximately six hectares of water space.
- The North East extension would also occupy around six hectares of water space. It would require extension of the existing mole with a reclamation of around half a hectare, and construction of a new breakwater.
- New carparking areas would be provided adjacent to the new berths.
- The launching ramp would be retained in its existing location with a minor realignment of vehicle access.
- Additional land area would be made available for servicing of boats and related businesses to support the increase in boat numbers.
- The beach at the northern end of Marina Drive would be replaced with an improved beach at the end of the new North West extension, and public access would be maintained.



The plan shows a preliminary design layout for the expanded marina. The North West extension lies alongside the coastline of The Snout, and the North East extension lies seaward of the existing launching ramp.

Resource Consents Required Under the Resource Management Act

A number of resource consents are required from the Marlborough District Council, including land use consents for minor alterations to the existing marina, a coastal permit for the new marinas and reclamations, and a discharge permit for stormwater. The applications will be publicly notified to give people and groups who may be affected an opportunity to provide input.

The proposal must also be assessed by the Minister of Conservation because of its location in the coastal marine area, and aspects of the project will require the Minister's approval.

Potential Environmental Effects

Construction Activities

Construction activities can have undesirable impacts on neighbours (marina users and local residents) from such things as dust and mud tracking, noise and vibration, traffic safety and road congestion, and the restriction of public access around the construction site for safety reasons.

For this reason, Environmental Management Plans will be put in place during construction which will make certain that all contractors follow specific protocols such as limiting working days and hours, keeping neighbours informed, imposing speed and route restrictions for vehicles, watering to prevent dust on windy days and other practical solutions to mitigate any undesirable effects.

Natural Character

Landscape architects have assessed how the marina extension may affect the natural character of Waikawa Bay. The degree of natural character of a landscape depends on:

- *The extent to which natural patterns and processes occur;*
- *The nature and extent of modifications to the landscape/ seascape and ecosystems.*

The existing natural character of Waikawa Bay ranges from low, in the highly modified area at the head of the bay (the urban settlement) to high levels of natural character on the northern parts of the Snout landform (regenerating native vegetation).

While the extension will be a noticeable change, a landscape assessment found that the existing marina and urban area provides a modified landscape that would assist to 'absorb' the proposed marina extensions without significant changes to the overall natural character of the bay.

Construction & Timing

- Construction of the North West extension would start soon after resource consents are obtained, and would be completed within around twelve months. Rubble and fill material would be sourced from existing quarries in Picton over a six month period. Armour rock would be brought from existing stockpiles in Shakespeare Bay and from Pukaka Valley quarry over a one month period.
- Construction of the North East extension would follow at some time following completion of the North West extension. The earthworks portion would take around 14 months with material sourced from Picton quarries. All armour rock would be sourced from Pukaka Valley, over a two month cartage period.
- All cartage would be undertaken under strict environmental management plans to minimise the impact of lorry movements.



Existing Marina

Existing View

NE Extension NW Extension



View showing both Marina Extensions

The photo montage shown above provides an indicative view of Waikawa Marina as it exists now, compared with a visualisation of how the larger Marina would appear with the North West and North East extensions in place. The view shown is from an elevation of approximately 40 metres, taken from Cooks Ridge, Port Underwood Road.

Waikawa Bay Marine Environment

During construction of the breakwaters and jetties, the marine environment can be affected by silt, and by the disturbance of the sea bed. Once built, breakwaters can change the way that sand and silt moves around a bay.

Detailed scientific investigations have shown that the soft sea bed underlying the marina sites has for decades been disturbed by chain-sweep from swing moorings and that the marina will not have any greater impact on the seabed. The marine species established in the area, including sea grass, cockles and other marine life well-established on the tidal flats and the Waikawa Stream delta, are well-adapted to disturbances and are anticipated to recover from any temporary disruption. During construction, water quality effects from silt disturbance will be local and temporary. The scientific investigation also considered that any changes in currents would have no more than minor adverse effects.

During operation, discharges from boats (oil, sewage, litter etc) can potentially impact on water quality and the health of marine life.

At Waikawa Marina discharges are – and will continue to be - very strictly controlled by protocols.

Use of Water Space

Space and water access in Waikawa Bay are finite resources. There are many different users of these resources and they generally have competing needs. It is therefore important to use water space efficiently.

Marinas are the most space-efficient method of storing boats on water. A marina can accommodate 80 boats per hectare, compared with traditional swing moorings at fewer than 14 boats per hectare.

Marina planning and design professionals have considered the various ways to use the available space in Waikawa Bay in terms of storage of boats to try to balance the needs of all users.

Flooding and Sea Level Rise

The marina, particularly the North East extension, has the potential to affect or be affected by flooding of the Waikawa Stream and future sea level rises.

In this regard, engineers and scientists have determined that the location of the extended mole will not have any adverse impact on flood behaviour of Waikawa Stream. Looking to the future, the marina has been designed to accommodate future rises in sea level.

Traffic and Parking

Extension of the Marina will generate additional vehicle movements in the area and increase parking demand.

Consequently, traffic planners have studied the traffic and parking demands of the existing marina and the performance of the local road network over the busiest period of the summer and have assessed the projected traffic generation created by the extended marina. The traffic planners assessed that sufficient parking for the new marina berths will be provided on the new reclamations and that the local road network has capacity to service the traffic movements of the expanded marina, even at the busiest times.

WHY DEVELOP ADDITIONAL MARINA BERTHS AT WAIKAWA MARINA?

More than 300 people are waiting for berths in Picton/ Waikawa and strong demand is expected to continue.

Port Marlborough has explored options to provide for this demand:

- Further development in Picton is constrained by lack of water space.
- Development in Shakespeare Bay is constrained by the requirements of the commercial shipping port, lack of services and lack of boat servicing infrastructure.

Extension of Waikawa Marina is the most efficient option currently available to meet the requirement for more berths while minimising any potential adverse effects.

- The Marlborough Sounds Resource Management Plan has identified Waikawa Bay as a suitable place for increased marina capacity by designation of a Marina Zone within the bay.
- The extensive boating infrastructure at Waikawa provides an excellent base for development.
- Waikawa is an established hub for water-based leisure activities

THE EXPANDED MARINA

- Increased coastal access
- Alleviation of pressure on the existing marina infrastructure
- Trade opportunities for local marine-related businesses, the local tourism industry and broader business community
- Expansion of land-based commercial support services
- Additional facilities for the enjoyment of all berth holders eg: ablutions, fuel and maintenance services
- Economies of scale will enhance the provision of overall marina management and services

The development will provide facilities for the larger volume of vessels, vehicles and people in an outstanding marina environment, without impeding the enjoyment of existing berth-holders and the many others who enjoy this water space.

THE WAIKAWA MARINA EXTENSION PROPOSAL

Port Marlborough proposes to construct approximately 500 new berths, plus associated parking and support services in a two-stage development:

- An extension to the North West, approximately 350 metres along the coast of the Snout, with a one- hectare reclamation to provide access and parking along the existing coastline, and a northern breakwater.
- An extension overlaying the Marina Zone to the North East of the existing breakwater, extension of the existing mole to accommodate services, access and parking, and construction of a rubble breakwater at the seaward edge.

The launching ramp would be retained in its current location, with minor realignment of vehicle access.

A new public beach would be established on the seaward side of the new North West breakwater.

PLANNING PROCESSES TO DATE

- Detailed site investigations
- On-going consultation with specialist advisors and stakeholders
- Research into impacts on the natural, physical and social environments; and how to resolve or minimise any potential adverse effects:
 - Land and ecological surveys to assess impacts on flora, fauna and marine life
 - Noise, lighting and visual impact assessments
 - Investigation of traffic flows and parking within the marina and nearby
 - Archaeological site survey (Cultural Impact Assessment in progress)
 - On-water studies focusing on boat traffic, berth occupancy and fuel berth demand
 - Investigation of alternative options for swing moorings located within the proposed marina extension areas
 - Assessment of future requirements for increased areas for maintenance facilities and commercial marine industry requirements
 - Preparation of Management Plans to avoid or minimise effects during construction
 - Economic Impact assessment

PROJECT TIMING

Expansion of the marina in two phases:

- Construction of the North West extension would start soon after resource consents are obtained and detailed design is completed. Estimated construction time is 12 months.
- Construction of the North East extension would follow at some time after completion of the North West extension. Earthworks component of this stage is estimated to take 14 months.



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Share Your Views on the Expansion of Waikawa Marina

As part of the consultation process we would like to hear your views about the expansion of Waikawa Marina. Your comments are welcome on any aspect of the project, e.g.

- the way it will look
- the location and design of the extensions
- the marine environment
- additional marina services and facilities you would like to see
- how you use the marina - or any other comments or suggestions

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What further information do you need from us?

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I would like to be on the project mail list for regular updates (please tick)

I would like to be directly contacted to respond to my comments or queries (please tick)
(Please supply appropriate contact details):

Name.....

Address.....

Phone Number.....

Email:.....

**Please return this form to: Port Marlborough, PO Box 111, Picton.
OR Fax to: (03) 573 7695**

Appendix 3

**Presentation to Waikawa Residents & Ratepayers Association,
December 2009**

Waikawa Bay Plan Change



Many Stakeholders in Waikawa Bay

- Residents / land owners
- Iwi
- Marlborough District Council
- Mooring Owners
- Port Marlborough
- Others

Changing Demands Over Time

- Waikawa population increasing
- Demographics changing
- Recreational use of Bay increasing
- Significant rise in coastal property values
- Changes in expectations and priorities

What You've Told Us Previously

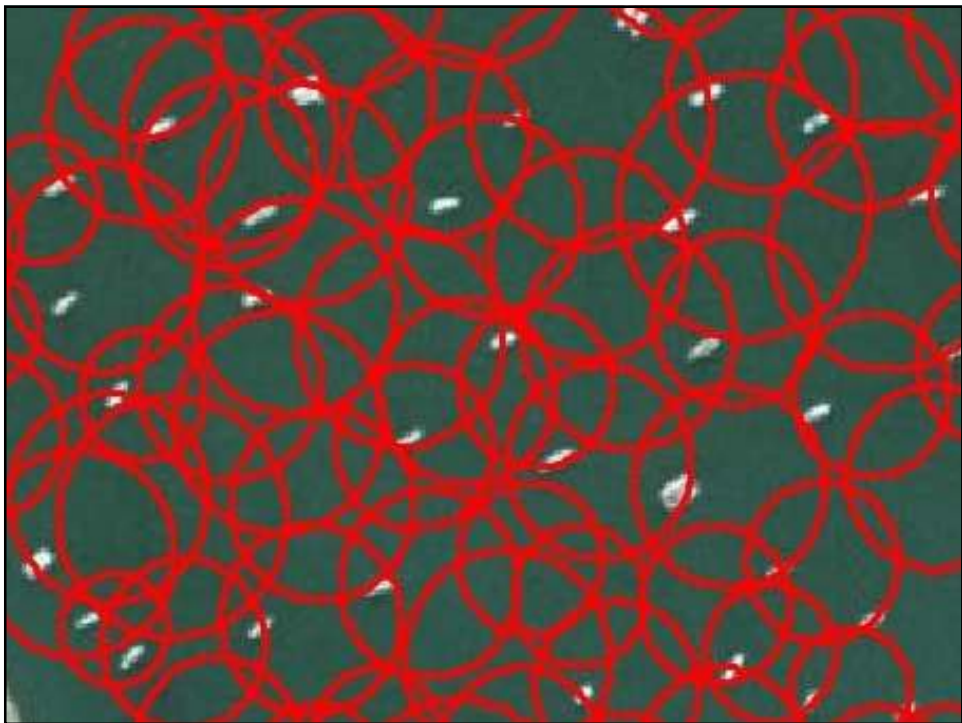
- Consider everyone's needs – it's not just about boats
- Recreational and visual amenity are important
- The Bay has a 'finite capacity'
- Plan for the long-term
- Be open and honest
- Existing moorings OK – but limit new ones
- Don't build marinas that aren't necessary

What are the Issues?

- 'Bulk' resource consent application for 186 swing moorings – **UNRESOLVED**
- Future marina expansion – **UNRESOLVED**
- Rights and expectations of non-boating users – **ON-GOING**

Swing Moorings

- Mooring 'sprawl'
- Ad hoc approach to mooring placement – no clear management
- Moorings in Marina Zone
- Navigational Safety Issues
- 'Bulk' application for 186 swing moorings that don't physically fit under current layout



Demand for Marina Berths

- Currently 300 'Expressions of Interest' for marina berths in Picton and Waikawa
- Detailed demand forecast undertaken:
 - Additional 250 berths required as soon possible
 - A further 250 berths required somewhere between year 13 and year 30
 - This would meet demand for next 25 – 40 years, depending rate of demand growth

***A Plan Change
can help find
the right balance
for the long term . . .***

WHAT IS A PLAN CHANGE

- Marlborough Sounds Resource Management Plan says what can and can't happen in various Zones – sets the rules
- Plan Change process involves two phases of public consultation and submissions
- Resource consent applications are considered under the terms of the Plan

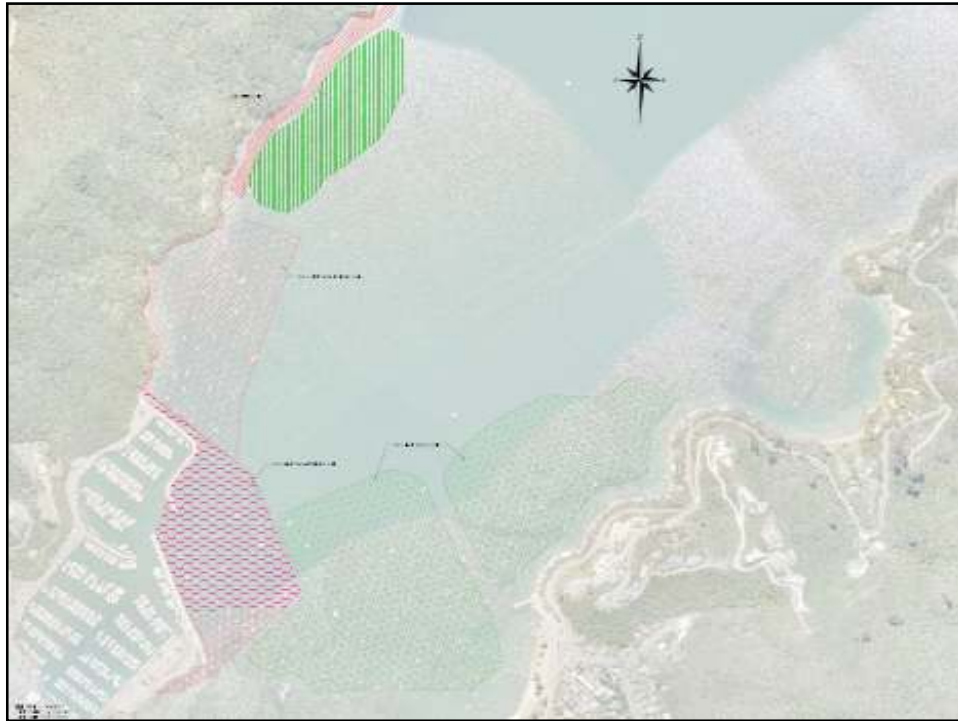
THIS PLAN CHANGE PROPOSES:

- Moorings Management Areas that would be managed under a licensing system by MDC or it's delegated contractor (NOT PMNZ)
- Expansion of Marina Zone to provide for long-term future demand
- A defined Waka Mooring Area
- Increased recreational amenity
- Respects issues of finite capacity

Swing Moorings - Solution

- Mooring solution developed between MBMA, Port Marlborough, MDC and Harbourmaster
- Sets up Moorings Management Areas and licensing system (not resource consents)
- Limits to existing applications
- Waterfront land-owners can apply for resource consent in other areas of the Bay
- Consistent with practices elsewhere

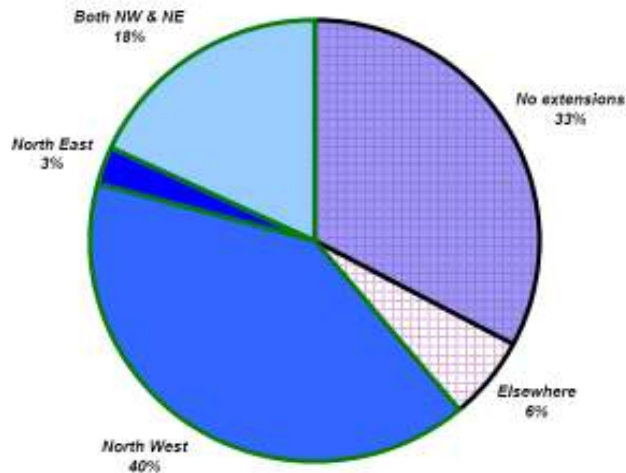




Marinas - Solution

- Recognition that, long term (25 – 40 years) two areas likely to be required – new North West and existing North East
- Resource Consent process still required for permission to build
- Staging process – aim is to build in North West first in keeping with stakeholder preferences
- Second area not developed until much later – and would need separate consent

WAIKAWA RESIDENTS AND RATEPAYERS ASSN.
Questionnaire Results - Waikawa Marina Development, June 2009
(800 households polled, 457 responses)



TIMING

- Still working with MDC to finalise technical details of Plan Change documentation
- Final rounds of consultation before lodgement
- Lodge late January 2009?
- Public notification Q1 2009
- Submission process and hearings
- Outcomes late 2009
- Marina extension RC application after that



Appendix 4

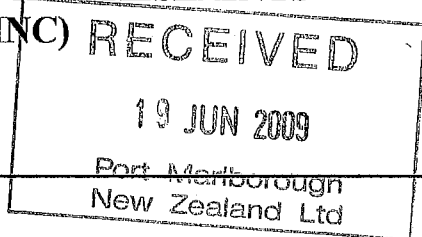
Waikawa Residents Opinion Survey

THE WAIKAWA RATEPAYERS AND RESIDENTS

ASSOCIATION (INC)

P.O. BOX 630

PICTON 7250



18th June 2009

Port Marlborough NZ Limited
P O Box 111
PICTON

Attn: Mr I McNabb

RE: WAIKAWA MARINA DEVELOPMENT

The Waikawa Ratepayers and Residents Association have recently conducted a Questionnaire within the greater Waikawa area regarding future Marina development in Waikawa Bay. Of the 800 households polled, 457 replies show the following results.

Option 1	No further Marina extensions in Waikawa Bay 33% of total votes.	150 votes
Option 2	Extend the Marina to the North West 40% of total votes.	184 votes
Option 3	Extend the Marina to the North East 3% of total votes.	13 votes
Option 4	Both Marina extensions 18% of total votes.	82 votes
Option 5	Move to another location e.g. Shakespeare Bay 6% of total votes.	28 votes

The above results indicate a definite preference for no further Marina extensions in Waikawa Bay, particularly when Option 1 and 5 are combined, resulting in 39% opposed to any further development.

Option 2, extend the Marina to the North West shows 40% support from residents probably accepting there is some genuine need for more berths, and this is the preferred option.

- 2 -

The number of replies to our Questionnaire reflects the concern shown by the local community regarding Port Marlborough's plans for Marina extensions in Waikawa Bay.

The Waikawa Ratepayers and Residents Association Inc requests Port Marlborough to cease plans for the North East Marina extension as it is against the wishes of the majority(79% against) of local ratepayers and residents.

A copy of the results are enclosed for your information.

We shall be releasing the results of our Questionnaire to the local media early next week.

We look forward to your response.

Yours faithfully



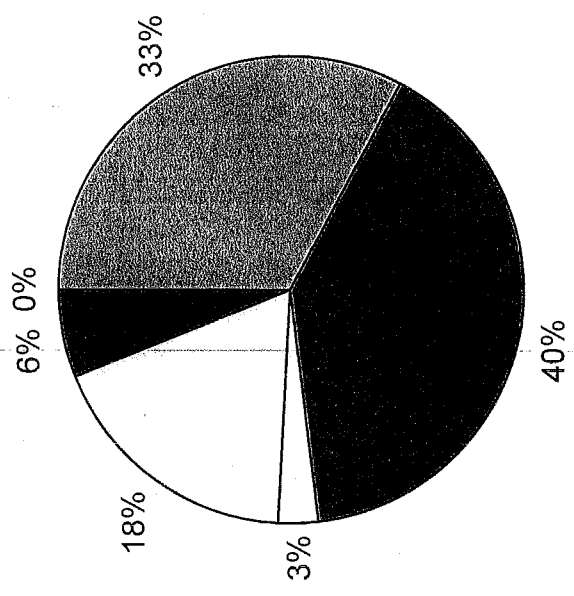
Brian King
Chairperson

c.c. Marlborough District Council

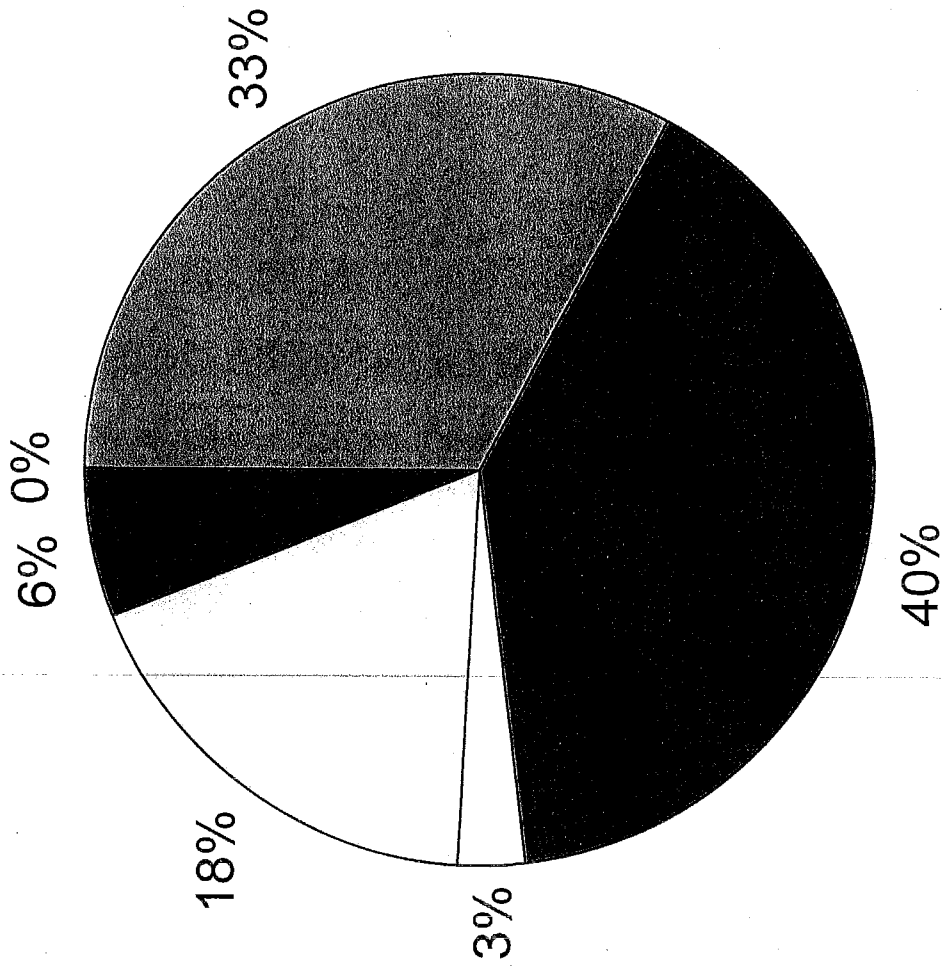
THE WAIKAWA RATEPAYERS & RESIDENTS ASSOC. INC

RESULTS OF QUESTIONNAIRE 9 JUNE 2009

- Option 1. No further Marina Extensions in Waikawa Bay
- Option 2. Extend the Marina to the North West along Snout
- Option 3. Extend the Marina to the North East into the Bay
- Option 4. Both Marina Extensions
- Option 5. Move to another location e.g Shakespeare Bay



Option 1.	No further Marina Extensions in Waikawa Bay	150	33%
Option 2.	Extend the Marina to the North West along Snout	184	40%
Option 3.	Extend the Marina to the North East into the Bay	13	3%
Option 4.	Both Marina Extensions	82	18%
Option 5.	Move to another location e.g Shakespeare Bay	28	6%
RESULTS OF 457 SURVEY FORMS RETURNED			



- Option 1. No further Marina Extensions in Waikawa Bay
- Option 2. Extend the Marina to the North West along Snout
- Option 3. Extend the Marina to the North East into the Bay
- Option 4. Both Marina Extensions
- Option 5. Move to another location e.g. Shakespeare Bay

**THE WAIKAWA RATEPAYERS AND RESIDENTS
ASSOCIATION (INC)
P.O. BOX 630
PICTON 7250**

COPY

18th June 2009

Marlborough District Council
P O Box 443
PICTON

Attn: Mr A Sowman

RE: WAIKAWA MARINA DEVELOPMENT

The Waikawa Ratepayers and Residents Association have recently conducted a Questionnaire amongst 800 local ratepayers and residents within the greater Waikawa Bay area regarding Port Marlborough's proposed Marina extensions at Waikawa Bay.

The North East extension is least favoured by residents. As the main shareholder of Port Marlborough we implore the Council to respect the wishes of local ratepayers and oppose the north east extension.

The argument has been used that Port Marlborough is charged with maximising profits independent of the Marlborough District Council. Surely ratepayers should be top priority for Council, particularly when 65-70% of Marina berth holders are from other centres.

We realise that profits from Marinas contribute to Council revenue, but a just balance between revenue and ratepayers interests should be established.

We are willing to meet and discuss these matters further with Council Representatives. May we suggest our next monthly meeting which will be held on Wednesday the 8th of July at the Waikawa Boating Club at 5.30 p.m.

For your information, the results of our Questionnaire will be published in the local paper early next week.

We look forward to hearing from you.

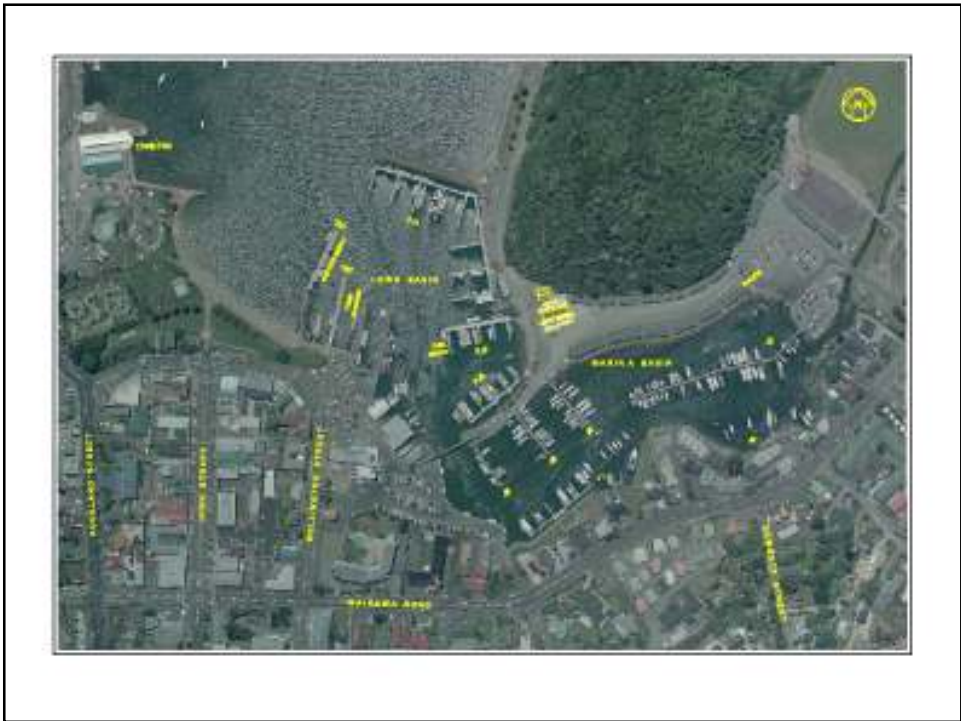
Yours faithfully

Brian King
Chairperson
c.c. Nigel Weetman, Cliff Bowers and Port Marlborough NZ Ltd

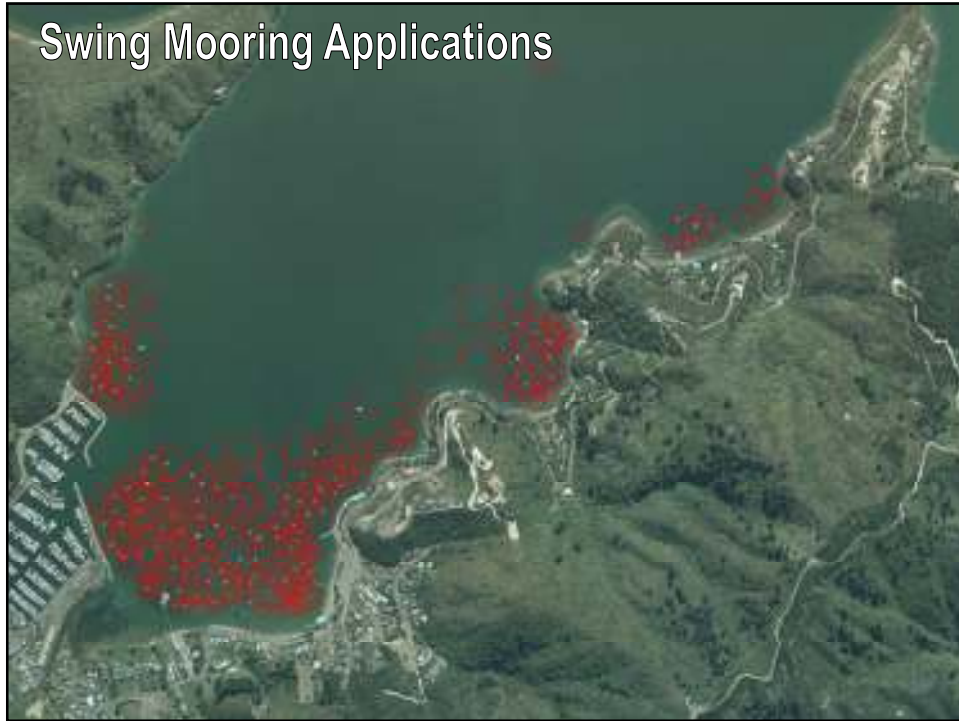
Appendix 5

Presentation to Te Atiawa Hui-a-Iwi





Swing Mooring Applications



Waikawa - All Swing Moorings Occupied



Expanded Marina & Controlled Mooring Areas



Appendix 6

**Consultation Material, Swing Mooring Applicants;
Draft Mooring Area License Agreement and Management Plan**

NEWSLETTER

SWING MOORING RESOURCE CONSENT APPLICANTS BULK APPLICATION U040624 – SWING MOORINGS

This newsletter overviews progress to date with the resource consent hearing re the 'bulk' application (U040624) for swing moorings in Waikawa Bay.

It outlines the solutions that the Waikawa Bay Moorings Working Group intends to propose to Commissioner Maassen at the end of November.

The Commissioner may base his decisions regarding your swing mooring consent application on these proposals.

Therefore, please read this information carefully, and take the opportunity to respond. (Response sheet and contact details are given at the end of the newsletter.)

Mooring applicants, please:

- 1. Read the enclosed material carefully**
- 2. Respond no later than 11 November**

CONSULTATION MEETING FOR MOORING APPLICANTS

WAIKAWA BOATING CLUB

SATURDAY 15TH NOVEMBER

10.30 – 12 NOON

BACKGROUND

From the early 1990's, all swing moorings in the Marlborough Sounds have been required to have individual resource consents. These requirements are defined by the Marlborough District Council's (MDC's) regional plans, in this case the Marlborough Sounds Resource Management Plan.

There are some 3,500 moorings in the Sounds. In an attempt to work through the resource consent process for these moorings in a way that was efficient and cost-effective for both Council and individual mooring applicants, the MDC has (over several years) helped mooring holders to 'legitimise' their moorings. Council has organised bay-by-bay 'bulk' lots of applications for moorings to be considered for consent together.

Waikawa Bay was left until last in this process, due mainly to the large numbers of moorings in the Bay, and the complex layout of the moorings. Some of the swing circles for the moorings overlap to a large degree, as illustrated in below. The red circles show swing circles of moorings in the bay as currently recorded.



The Waikawa bulk mooring consent application was finally 'notified' to the public in March 2007. The only major objector was Port Marlborough, who had by then begun to develop specific plans for future extensions to Waikawa Marina. (The existing marina has been full, with long waiting lists, since the late 1990's.)

Port Marlborough lodged an objection to the whole of the bulk application for the inner bay. The company explained that this was to ensure the way remained open for the whole of the inner bay to be considered and, through rearrangement of some groups of moorings and in some cases the use of more efficient systems, spaces ultimately found for all existing mooring applicants (including those currently in the Marina Zone).

The hearing for the moorings consent got underway in late April 2008, before an independent Resource Management Commissioner (John Maassen). The Marlborough Berth and Mooring Association (MBMA) represented 123 of the 186 mooring applications; while a small number applicants represented themselves.

As the hearing progressed the Commissioner expressed a view that he would find it difficult to allow resource consents for swing moorings within the Marina Zone. This is because the Sounds Plan specifically sets aside the Marina Zone for intensive marina development. Swing moorings are a non-complying activity in the Marina Zone and if a decision had been required there and then, the 34 applications for moorings within the Marina Zone would most likely have been declined.

During the hearing, the idea of a 'bay-wide solution' was put forward in relation to moorings in Waikawa Bay. The Commissioner was interested in this concept and, after two days, agreed to adjourn the hearing to enable mooring holders and Port Marlborough to work together to see if a bay-wide solution might become a reality.

A working party was formed under the Chairmanship of a Senior Resource Management Officer from the Marlborough District Council (MDC). On the basis of good early progress, the adjournment was extended to the end of November. At that time the Working Group must make its final report to the Commissioner.

WAIKAWA MOORINGS WORKING GROUP

1. Working Group Composition:

Chairman	Keith Heather, Senior Resource Management Officer, Marlborough District Council
MBMA	Phil Vining, Phil McMath, Dick Hall, Paul Williams
Port Marlborough	Ian McNabb (Chief Executive), Rose Prendeville
Advisors	Alex van Wijngaarden, Marlborough Harbourmaster
	Boffa Miskell Limited, Environmental Planners

2. Representation

MBMA represents those mooring applicants who are members of MBMA (around 120 of the 186 applications).

The Marlborough District Council as the resource consent regulatory authority is responsible for communicating with all parties to the consent application and hearing.

Port Marlborough was the primary submitter to the bulk consent application.

3. Objective

To develop a whole-bay solution for moorings in Waikawa Bay that accommodates all applicants to the bulk mooring application, in an arrangement that is navigationally safe, and is sustainable in the long-term.

4. Timeframe

The Working Group is required to summarise outcomes and present recommendations to the Commissioner at the end of November 2008.

5. Major Issues Confronted

- The resource consent process for moorings dictates an exact site (with defined Northing and Easting coordinates) for the location of each mooring. Once a mooring has resource consent, the consent is site-specific and the mooring can only be located at those precise coordinates. If it is moved, the mooring breaches the legal conditions of the resource consent.**
- The existing physical layout of the Waikawa moorings does not (in many cases) reflect the coordinates of individual applications.**
- If the moorings were to be laid out as per the details of the individual applications, overlaps of theoretical swing circles would in many cases create irreconcilable conflicts between adjacent moorings.**
- There is a finite supply of space available within Waikawa Bay that is suitable for swing moorings, ie: that is in reasonable water depth and is close enough to land for practical access.**
- Vessels moored on traditional swing mooring tackle in deeper water occupy large swing circles: the efficiency of traditional tackle systems decreases rapidly as water depth increases.**

- The Marina Zone is set aside under the Marlborough Sounds Resource Management Plan for future marina development. In the medium to long term, it is expected that further marina development will occur at Waikawa and this area would not then be available to swing moorings.

6. Methodology

The Working Group has taken into consideration:

- Space availability and land-side access at Waikawa Bay
- Zoning within the Bay, as defined the Marlborough Sounds Resource Management Plan
- Mechanisms used by other regional authorities throughout New Zealand to manage moorings
- International examples of ‘best practice’ mooring technologies
- More general issues and requirements relating to Waikawa Bay, for example visual and recreational amenity of residents and other stakeholders who are not involved in boating, including Tangata Whenua and Department of Conservation. (These issues and requirements have been established through specific consultation with these stakeholders.)
- Port Marlborough’s intention to apply for resource consent for extension of berth capacity at Waikawa Marina

PROPOSED OUTCOMES

- Establish ‘Controlled Mooring Areas’ to provide long-term mooring tenure for moorings in Waikawa Bay
 - Within these areas, swing moorings would be managed through a ‘Permit’ system, rather than through individual resource consents.
 - The areas would be administered by some authority (possibly the Harbourmaster’s Office) through a licensing system similar to the arrangements that were previously managed by the Harbour Board pre-RMA
 - A set of ‘Management Rules’ would govern the Controlled Mooring Areas, and an Implementation Plan would define initial physical set-up of the systems. *[Both of these documents have been developed to the stage of ‘Working Drafts’ and are included with this newsletter. We seek feedback on both of these documents – please see attached.]*

- ii. **Optimise efficiency of mooring layout**
 - In deeper water, where swing circles from traditional tackle systems are large, implement more space-efficient tackle technologies which minimise swing circles (improving space utilisation by over 50% in many cases)
- iii. **Restrict 'Mooring Sprawl' in the wider Bay**
 - In other areas of Waikawa Bay, outside of the Controlled Mooring Areas, resource consent would be required for swing moorings. Rules would be introduced that would facilitate owners of adjacent land to be able to obtain mooring consents, but would restrict that ability for others (consistent with protocols already applied broadly throughout the Marlborough Sounds).
- iv. **Recognise and provide for the needs of non-boating stakeholders**
 - Provide a coastal amenity strip (clear of swing moorings) along the Waikawa Bay foreshore to meet the needs of local residents and other users.

HOW WILL THIS BE ACHIEVED?

A formal 'Plan Change' to the Marlborough Sounds Resource Management Plan will be required to enable these outcomes to be achieved.

- A Plan Change is publicly notified resource management process which provides significant opportunity for public input through a comprehensive submission process.
- The timeframe for a Plan Change is somewhere between two and five years.

In the meantime, the current resource consent hearing for the bulk moorings application at Waikawa needs to be completed. At the hearing in April Commissioner Maassen clearly indicated that the mooring applications as they presently are for Waikawa Bay, with significant overlaps of swing circles and with a fair number lying in the Marina Zone, present some difficulties in terms of being able to obtain consents. He gave a clear steer that the way to manage moorings in the long-term would most readily be achieved through a Plan Change of the nature outlined above.

In response to the Commissioner's comments and significant work undertaken since the hearing began in April, the Waikawa Moorings Working Group proposes to make its final report to the Commissioner at the end of November. It will seek the following outcomes:

- That moorings in the Marina Zone be issued with resource consents subject to each applicant offering an 'Ogier condition' such that, if or when resource consent is achieved for further development of marina facilities in the Marina Zone, the mooring holder will vacate the mooring site. *[By the time this occurs, the Controlled Mooring Areas would be established under the Plan Change, with space provided therein to accommodate all of the moorings from the Marina Zone.]*
- That resource consents for the remainder of the moorings be issued for a term which anticipates the moorings to be provided for within the Controlled Mooring Areas on expiry of individual resource consents.

BENEFITS OF PROPOSAL

1. All existing moorings can be accommodated in Waikawa Bay
2. Expansion of Waikawa Marina can be accommodated
3. Provides a 'Bay-wide' solution that is cohesive and provides improved amenity for other users and local residents
4. A safer layout of moorings and in particular improved clear line of passage into the Waikawa Marina and the public Waikawa boat ramp and jetty
5. Eliminate conflicting swing circles
6. Provides certainty for the mooring owners and general community as to extent, location and numbers of moorings
7. Eliminates costly, uncertain and lengthy resource consent process for individual mooring owners once the Plan change is in place
8. Provides for a system to manage moorings, conflicts and issues through one authority

WHAT DO YOU NEED TO DO?

This is your opportunity to have your say about these proposed outcomes. If you are an applicant for a swing mooring within the bulk consent application subject to the hearing that began in April, you will be affected by the outcome of this process. So if you want to comment, now is the time to do it.

Please:

- Read the enclosed material thoroughly;
- Give us some feedback by 11 November **latest** – constructive suggestions, questions, criticisms or comments (either return the enclosed feedback form or make contact with one of the individuals listed below).

A consultation meeting for mooring holders / applicants will be held at the Waikawa Boating Club 10.30am Saturday 15th November, following which a final report will be prepared for the Commissioner prior to him deciding the outcome of the mooring resource consents.

CONTACTS:

MARLBOROUGH DISTRICT COUNCIL

Keith Heather Senior Resource Management Officer

Phone 03 520 7400

Email Keith.Heather@marlborough.govt.nz

MARLBOROUGH BERTH AND MOORING ASSOCIATION

*Phil Vining 03 573 7457 Bus, 03 573 6446 A/H,
0274 466 939; vinings@xtra.co.nz*

*Phil McMath 03 579 4774 Bus, 03 578 8855 A/H,
021 458 161; phil@constructioncoatingsltd.co.nz*

*Paul Williams 03 579 6221 Bus, 0274 577 009,
paul.williams@smartalliances.co.nz*

*Dick Hall 03 573 7603 Bus & A/H, 027 4481 866
dick@maritime.co.nz*

Waikawa Controlled Mooring Areas

FREQUENTLY ASKED QUESTIONS

IMPORTANT NOTE:

These rules are subject to change following further consultation with mooring owners, the Harbourmaster's Office, the Marlborough District Council, and further legal input.

Therefore the following material has been prepared on present expectations and is subject to change.

1. Where will the Controlled Mooring Areas be?

Inner Waikawa Bay.

2. Who will 'Control' the Controlled Mooring Areas?

A suitable organisation will be appointed as Mooring Area Manager. Our view is that the best organisation to fill this role would be the Harbourmaster's Office; we are working with Marlborough District Council to progress this option.

3. What is the role of the Mooring Area Manager?

The Mooring Area Manager will be responsible for allocating mooring locations, assessing and approving mooring service providers, communication with mooring holders and day to day management of the Controlled Mooring Areas. It will be responsible for ensuring that all resource management requirements for the area are complied with.

4. What say will I have?

We are proposing that there will be representation regarding the management of moorings from the Marlborough Berth & Mooring Association. Individual mooring licence holders would have access to direct communication to the Mooring Area Manager.

5. Would I still own my mooring?

Yes. You would use space in the coastal marine area under a licensing arrangement rather than needing to have an individual resource consent.

6. Who would be responsible for maintenance and inspection?

Mooring owners would be responsible for maintenance and would be required to have the mooring serviced at least once every two years.

7. Will I be forced to use a particular mooring service provider?

Mooring owners will be able to choose from a list of service providers approved by the Mooring Area Manager. It is hoped that a variety of service providers will apply for approval.

8. Will I be able to sell my mooring?

Yes.

9. What will happen to the value of my mooring?

Under the proposed arrangements there will be clarity and long term licence tenure for moorings. Therefore we expect that moorings will at least retain their value.

10. Will I be able to sub-lease my mooring?

Yes.

11. Will my mooring have to be moved?

That depends.

Establishment of the Controlled Mooring Areas will enable improvement in layout of moorings where adjacent swing circles are in conflict. The opportunity will be taken to provide a wider public amenity strip along the frontage of the Waikawa Bay beach, and to improve clear-water access to Waikawa Wharf and the launching ramps.

Some moorings may not need to be altered at all, while others may need to be moved just a small amount. Other simple

alterations may include for example reduction of chain lengths to provide safe moorings which don't take up more space than they need.

Those moorings in the Marina Zone may need to be moved out of the Marina Zone in the long term, if any extension to the marina occurs in that area in the future. Space has been allowed in the controlled mooring area for relocation of these moorings.

12. Will the tackle system need to be changed?

Vessels in shallower depths (for example less than 5 – 8 metres) will generally be able to stay the same (albeit in some cases on shorter tackle). Moorings in deeper water will need to change to more space-efficient tackle.

13. Would I be forced to use a particular mooring tackle system?

No. Restrictions will be on space allocation, not on tackle type. Individual mooring holders will be able to choose what type of tackle they use, but will be required to work within a swing circle radius relevant to the depth of water. The mooring holder will just have to satisfy the Mooring Area Manager that the tackle is suitable.

We are working to have at least two types of tackle system 'pre-approved' by the Mooring Area Manager. At least one of these will be non-proprietary so would not tie mooring holders to using only one mooring service provider, or brand of tackle.

Sample moorings of the proposed types are being installed on some Port Marlborough moorings shortly so will be able to be observed in Waikawa Bay in the coming months.

14. What will it cost to set up and who will pay?

We remain conscious of the need to keep costs to a minimum.

Actual costs to upgrade moorings to a more space efficient system are not yet clear but are expected to be in the region of \$3,000 upwards, dependent on the depth of water and the size of vessel etc.

Mooring holders (either individually or collectively) will need to meet some of these set-up costs however Port Marlborough has given an undertaking to make some contribution to the overall establishment.

15. What will it cost me on an on-going basis?

Costs are expected to be restricted to an annual licence fee (\$100 has been suggested as a starting point). On transfer of a license from one mooring holder to another, a transfer fee in the order of \$150 has been proposed. Final costs will need to be worked through with the Mooring Area Manager.

16. How long will the license last?

The terms of individual mooring licences are expected to be continuously renewable.

Mooring holders will be required to use and operate their moorings in accordance with the terms of the licence and to pay licensing fees. The Mooring Area Manager will have the authority to cancel mooring licences under circumstances of non-compliance with the terms of the licence.

17. Will there be any improvement in facilities, eg: dinghy storage?

Yes. Port Marlborough and Marlborough District Council will work together to provide better facilities for mooring owners and users. Dinghy lockers / storage areas are planned for the NW end of Waikawa Marina and on the eastern side of Waikawa Bay. They are also working on ways to improve car parking.

RESOURCE CONSENT APPLICATION FOR A MOORING AFFECTED BY NEW MARINA ZONE

The Applicant whose name and address are set out below **HEREBY CONSENTS** to any resource consent issued being issued subject to the following condition:

That this resource consent shall be issued for a minimum term of two years.

Thereafter, it will be surrendered by the then holder three months after a resource consent or other authority is issued to enable a marina to be constructed or extended into the Marina Zone as shown on the Marlborough Sounds Resource Management Plan.

The Applicant agrees that the Applicant will not directly or indirectly oppose the grant of a resource consent or other authority to enable the marina to be constructed or extended into the Marina Zone.

Name of Applicant _____

Address of Applicant _____

Number Of Resource Consent Application _____

Mooring Number _____

Signature of Applicant _____

Date _____

RESOURCE CONSENT APPLICATION FOR A MOORING NOT AFFECTED BY MARINA ZONE

The applicant whose name and address are set out below agrees to one of the following

- 1 MBMA & P.M. apply for an adjournment of the Resource Consent hearing for 6 months to enable a bay wide solution to be found. .. OR
- 2 Request that the Resource Consent Hearing goes ahead and the Commissioner makes a determination on the evidence presented. **(Please tick preference)**

Name of Applicant _____

Address of Applicant _____

Number Of Resource Consent Application _____

Mooring Number _____

Signature of Applicant _____

Date _____

MARLBOROUGH DISTRICT COUNCIL

MOORINGS MANAGEMENT AREA

LICENCE ISSUED BY MOORINGS MANAGER

Dated this day of 200#

NAME OF LICENSEE: [to be completed]

PURSUANT TO THE NAVIGATION SAFETY BYLAW 2009 (MOORINGS
MANAGEMENT AREAS) THE MOORINGS MANAGER, ON BEHALF OF
MARLBOROUGH DISTRICT COUNCIL (COUNCIL), NOW ISSUES THE
FOLLOWING LICENCE TO THE LICENSEE AS FOLLOWS

PARTICULARS

Owner (Licensee):

Name:

Occupation:

Address:

Contacts:

Commencement Date:

**Particular Moorings
Management Area (Area):**

**Particular Mooring
(precise location and type):**

Description of Vessel:

Name:

Overall length in metres:

Beam in metres:

Type:

GENERAL TERMS AND CONDITIONS

Grant of Licence

1. The Moorings Manager grants the Licensee:
 - (a) The right to place and continue to have in place a mooring of the kind specified in Particulars in the location specified in Particulars
 - (b) The right for the vessel described in Particulars to occupy the mooring described in Particulars;
 - (c) The right to travel in and around the Area for the purpose of getting to and leaving the mooring;

Term of Licence

2.
 - (a) This Licence shall begin on the Commencement Date specified in Particulars and shall end on the 30th day of June next following the Commencement Date but on the basis that unless the Moorings Manager determines otherwise, the Licence shall be renewed for a further term of one (1) year commencing on the 1st day of July next following and shall thereafter continue on a rolling term basis unless and until terminated **in terms of this Licence**;
 - (b) Notwithstanding 2(a) no Licence shall come into effect unless and until there is an operative provision in the Marlborough Sounds Resource Management Plan for Moorings Management Areas and the Navigation Safety Bylaw 2009 (Moorings Management Areas) is fully in force.

Licence Fee

3. The Licensee shall pay all reasonable fees as shall be determined by Council.

Termination

4. The Licensee may give written notice to the Moorings Manager no later than the 1st day on June in any year that it wishes to terminate the Licence with effect from 30 June following. In the event of termination under this clause:

- (a) Any financial obligations which accrued to account of the Licensee before or as a result of termination shall continue to be met;
 - (b) The vessel will be removed from the mooring on or before 30 June unless the Moorings Manager has affixed a Notice of Lien to the vessel relating to outstanding financial obligations;
 - (c) If the vessel is not removed by 30 June then such fees for casual mooring as may apply shall apply until the vessel is removed.
5. The Moorings Manager may terminate this Licence with immediate effect and without prejudice to the Moorings Manager's legal rights and remedies in the event that the Licensee is in serious breach of the Licensee's obligations. Non payment of the Licence Fee for more than sixty (60) days from its due date constitutes a serious breach. In the event of termination under this clause:
- (a) Any financial obligations which accrued to the Licensee before or as a result of termination shall continue to be met;
 - (b) The vessel will be removed from the mooring immediately unless the Moorings Manager has affixed a Notice of Lien to the vessel relating to outstanding financial obligations;
 - (c) Casual moorings rates will apply until the vessel is removed.

Financial Obligations:

6. The Licensee has the following financial obligations:
- (a) To pay all licence fees. These fees are to be paid one month in advance in accordance with accounts rendered. In the event that any monies due by the Licensee are not paid then interest shall accrue at the rate of 12% per annum until payment is made;
 - (b) To reimburse the Moorings Manager or Council for or meet the cost of any work or services undertaken or arranged by the Moorings Manager or Council resulting from:

- (i) Any emergency; or
- (ii) Rectification of the Licensee's default.

Obligations of Licensee

- 7. (a) To comply with any relevant Bylaws;
- (b) To comply with any Rules or Management Plan adopted by the Moorings Manager;
- (c) To generally observe the standards and practices reasonably expected of a competent, responsible and considerate Licensee of a mooring.

Rights of the Moorings Manager

- 8. The Moorings Manager shall have the power and entitlement to:
 - (a) Enter on or into any vessel by force if necessary to endeavour to secure or prevent loss or damage to the vessel or any other vessel or property in the Area;
 - (b) Move the vessel in an emergency or where the vessel needs to be moved to allow work to be done or for any other reasonable purpose;
 - (c) Secure the mooring or do work on the mooring for any reasonable purpose;
 - (d) Engage third parties to undertake work on the vessel or the mooring or in respect of damage caused by the vessel where the circumstances are such that such work needs to be undertaken quickly provided that the work shall be no more than is immediately necessary in the circumstances.

Assignment

- 9. (a) This Licence is personal to the Licensee but may nevertheless be transferred by the Licensee to some other person or persons subject to compliance with the following:

- (i) Payment of transfer fees adopted by the Moorings Manager from time to time;
 - (ii) All annual licence fees and any other fees being paid up to date prior to any application for a transfer being made;
 - (iii) The completion of the appropriate application for transfer form;
 - (iv) The completion by the Transferor and the Transferee of all appropriate documentation (the Transferee may be required to enter into a new Licence document);
 - (v) Such other requirements as the Moorings Manager may reasonably impose.
- (b) This Licence relates to the provision of accommodation for the vessel described and no other. Nevertheless, the Licensee may apply to the Moorings Manager to endorse the Licence in favour of an alternative vessel consistent with the carrying and special capacity of the mooring and if the Moorings Manager determines accordingly this Licence shall then apply to the alternative vessel;
 - (c) The obligation of the Licensee continues notwithstanding that the mooring may not be occupied.

Lien

- 10. (a) Council and the Moorings Manager shall have a right of lien or charge in respect of any vessel, mooring or other property in or about the Area for the purpose of recovering all monies due whether on account of non payment of fees, non payment or other monies due to Council or the Moorings Manager (on behalf of Council), recompense for damage done or otherwise howsoever;
- (b) This lien may be established by Council or the Moorings Manager by giving notice in writing to the Licensee upon any default which may result in a financial entitlement to Council or the Moorings Manager from the Licensee arising;

- (c) Upon the Licensee having received or having been deemed to have received the notice of lien or charge the vessel, mooring or other property shall be under the exclusive control of the Moorings Manager and may not be removed, entered upon or physically dealt with by the Licensee in any respect without the consent of the Moorings Manager;
- (d) In order to recover monies due to Council or the Moorings Manager, Council or the Moorings Manager may sell the vessel, mooring or other property by such fair means as they consider appropriate. Monies received shall be allocated:
- (i) First in payment of any sales costs including those of Council or the Moorings Manager;
 - (ii) Secondly in payment of all monies due to Council or the Moorings Manager;
 - (iii) Thirdly in payment of any monies due to any security holder in respect of the vessel or other property known to Council or the Moorings Manager;
 - (iv) Finally as to any balance to the Licensee.
- (e) In the event of the Licensee committing a default, the Moorings Manager may remove any vessel or other property out of the Area on the basis that neither Council nor the Moorings Manager shall attract any liability in respect of such actions. Any costs incurred shall be a charge against the vessel or other property and may be recovered in the same manner as if such costs were licence fees in arrears.

No Charge or Security

11. The Licensee may not mortgage, charge or encumber the mooring in any way and in the event of a breach of this requirement, this Licence shall forthwith be terminated and the mooring shall vest in Council without the Licensee being entitled to any compensation whatsoever.

Exclusion of Liability

12. Council and the Moorings Manager accept no responsibility or liability for loss of or damage to the vessel or other property in or about the Area whether belonging to or in the possession of the Licensee or any other person. This exclusion of liability includes liability for negligence (the Licensee is urged to arrange comprehensive insurance).

DATED this day of 200#

**Moorings Manager or person duly authorised
by the Moorings Manager**

Accepted by the Owner: _____

MARLBOROUGH DISTRICT COUNCIL

DRAFT MANAGEMENT PLAN UNDER THE NAVIGATION SAFETY BYLAW **2010 (MOORINGS MANAGEMENT AREAS)**

1.0 Allocation

- 1.1 Any person may apply to the Moorings Manager for a licence to have a mooring within the Moorings Management Area.
- 1.2 Subject to available space within the Moorings Management Area, the Moorings Manager shall have the discretion whether or not to issue an applicant with a Licence.
- 1.3 The Moorings Manager shall develop at least two categories into which applicants shall fall being:
- (a) Those persons who have applied for a resource consent for a mooring in Waikawa Bay prior to 1 January 2008 and who have not been granted a coastal permit under the Resource Management Act 1991 in respect of such application;
 - (b) All other applicants.
- 1.4 The Moorings Manager shall make all reasonable endeavours to give priority to the applicants in category 1.3(a) before making allocations to applicants in category 1.3(b). For such purposes the Moorings Manager may establish reasonable requirements and time limits on applicants and proceed appropriately if such applicants do not meet such requirements or time limits.
- 1.5 In considering whether to issue a licence for a mooring, the Moorings Manager shall take into account:
- (a) The categorisation of the applicant;
 - (b) The need to allocate the moorings fairly amongst the applicants where demand exceeds availability.

1.6 Water space for a mooring will be allocated at the discretion of the Moorings Manager giving consideration to the following and such other matters as the Moorings Manager acting fairly may consider appropriate:

- (a) The current mooring position
- (b) The proximity to, and location of, other moorings
- (c) The size of the swing circle required to moor the subject vessel
- (d) The type of vessel
- (e) Whether alternative mooring systems are appropriate for reducing the size of the swing circle required to moor the subject vessel
- (f) Potential restrictions on safety and navigation, including the maintenance of access corridors between the shore and the outer parts of Waikawa Bay
- (g) Provision of adequate buffer areas to the foreshore, recreation swimming areas, and areas for special moorings such as for Maori waka.
- (h) The overall efficiency of allocation of mooring space within the Moorings Management Area.

2 Sublicensing

2.1 A licensed mooring holder may sub-licence their mooring provided –

- (a) Written notification is given to the Moorings Manager.
- (b) There are no outstanding fees applying to the subject mooring
- (c) The mooring has been serviced within the last two years or as otherwise specified by the Moorings Manager.

- (d) The subject vessel is an appropriate type and size for the allocated water space or approved mooring system

3.0 Transfers

- 3.1 The rights and obligations of a licensee under a licence shall be transferable in accordance with the provisions of that licence.

4.0 Moorings Specifications

- 4.1 Moorings in water depth less than 7 metres in dept shall operate conventional mooring tackle.
- 4.2 All Mooring blocks and tackle are to be specified by an approved mooring provider and the details forwarded to the Moorings Manager for approval.
- 4.3 Mooring buoy colours will be specified by the Moorings Manager.
- 4.4 Moorings in water over 7 metres in depth as specified by Moorings Manager shall have efficient moorings systems such as submerged buoys or flexible tackle to limit the size of the swing circle in accordance with the specifications adopted by the Moorings Manager

5.0 Operational and Associated Matters

- 5.1 In addition to the obligations under the Bylaw and under the Licence, a licensed mooring holder shall be responsible for:
 - (a) Payment of all associated mooring fees to the Moorings Manager
 - (b) Maintaining the mooring in a safe and efficient condition and upgrading the mooring as necessary to keep it so.
 - (c) Ensuring the mooring is inspected at least once every two years by a mooring service provider as approved by the Moorings Manager with a copy of the inspection certificate to be forwarded to the Moorings Manager within two months of the inspection being carried out.

- (d) Ensuring the mooring is marked by a correctly coloured and marked mooring buoy with the correct number on - as determined by the Moorings Manager. . The number must be clearly visible while buoy is in the water or on the boat.
- (e) Contacting the Moorings Manager if a boat is on the mooring which is not the vessel shown on the mooring licence
- (f) Ensuring up to date contact details of the licensed mooring holder have been provided to the Moorings Manager.
- (g) Informing the Moorings Manager of any temporary user or person subleasing your mooring and confirm the vessel does not exceed the length allocated to that mooring block.
- (h) Securely fixing the moored vessel to the mooring and not the buoy rope.
- (i) Advising the Moorings Manager if the moored vessel sustains damage whilst occupying a mooring or if another vessel is too close to the subject mooring.
- (j) Contacting the Moorings Manager if there is a vessel on the mooring that does not have authority to be there.
- (k) Ensuring the mooring is not sold without going through the transfer process referred to in 3.1 above.
- (l) Ensuring the mooring is not re-sited unless prior approval is provided by the Moorings Manager in writing.
- (m) Ensuring any unauthorised vessel (if on the mooring with the licence holders knowledge) is moved off the subject mooring if it does not have approval from the Moorings Manager.
- (n) Ensuring any vessel attached to a mooring is capable of being secured in a proper manner and the vessel is maintained in a seaworthy condition.
- (o) Ensuring the mooring is not vacant or unattended for a period of longer than 12 months without informing the Moorings Manager.

- (p) Ensuring compliance with sign adopted by the Moorings Manager.
- (q) Ensuring compliance with reasonable directions given by the Moorings Manager.
- (r) Ensuring that there is no obstruction of any waterway or walkway.
- (s) Ensuring that the name of the vessel is clearly displayed at all times.
- (t) Ensuring that no damage is done to the property of third parties.
- (u) Ensuring that no effluent whether treated or not or rubbish or other pollutants enter waters and in the case of an accidental entry ensuring that immediate steps of an appropriate kind are taken to rectify the discharge or entry.
- (v) Ensuring that the vessel is not lived upon while at the mooring (occasional overnighting is permissible so long as no effluent is discharged into the waters).
- (w) Ensuring that suitable fire fighting apparatus is established and maintained on the vessel and that all reasonable steps to minimise the hazard of fire are taken.

6.0 Administrative and Miscellaneous Matters

6.1 If any licensee or applicant for a licence wishes to dispute any decision of the Moorings Manager then the following procedures shall be adopted:

- (a) The licensee or applicant shall give notice in writing to the Moorings Manager of the matters in issue;
- (b) The parties shall have discussions to see whether such dispute can be resolved, if the dispute cannot be resolved the matter will proceed to arbitration;
- (c) Any dispute which is required to go to arbitration shall be determined by a single arbitrator to be agreed upon by the parties or in default of agreement such arbitrator shall be appointed by the New Zealand Law Society;

- (d) The arbitrator shall have all necessary powers to set procedures and proceed expeditiously to determine the matters in issue.

Marlborough Berth & Mooring Association.

(Incorporated Society)

Box 692, Picton Email: marlb.berth.mrg.assn@xtra.co.nz



17th November 2009

NEWSLETTER TO MEMBERS WITH WAIKAWA BAY MOORINGS.

Your mooring committee has been meeting with officers of Port Marlborough and the District Council throughout the year working on your behalf to safeguard your long term interests in the bay.

We have had excellent co-operation from all parties.

Toby May was appointed by the Council to oversee the process and we are pleased to report that he will be sending out the final drafts of the mooring layout, new mooring systems, plan change & mooring zone rules during next week. As a committee we have had full input into the process and must report to you that we are pleased with the outcome.

It is important to remember that a large amount of work has gone in by all parties to come up with the current proposals and while all moorings need to be re-sited they have been placed to ensure as little movement as possible from current sites. We have researched mooring rules used by other Councils around NZ and incorporated the best & most suitable parts into our document. A little give & take is required to see this solution move ahead however at the end of it all mooring owners will have:

1/ A plan change that will create swing mooring zones in Waikawa Bay that cements in place permanently the rights of current owners. The rights of other interest groups like swimmers, canoeists, trailerboats using the launching ramp plus Maori waka etc have all been recognised and zones placed accordingly.

2/ All current mooring holders will have a license to occupy in the mooring zones for as long as the mooring zone is operational and provided they meet their obligations. There will be a yearly license fee payable to the Moorings Manager to cover the costs of managing the area. For example, licenses for other mooring areas around NZ are in the order of \$150-200 pa

3/ There will be no requirement for on-going individual resource consent renewal applications, just the annual licensing fee and documentation.

4/ The moorings will be run & managed under a proper written Management Plan by a mooring manager.

5/ Moorings can be bought, sold and sub-leased as at present.

6/ Moorings that are in deeper water than 7m will have their moorings upgraded to a more modern space saving system like Seaflex.

7/ Moorings in depths less than 7m will stay on the current block & chain system but will have their moorings checked and resited.

8/ All moorings will be resited with the correct space for the swing room required by their current registered length. The present overlapping of swing circles and boats being too close to others in some cases will hopefully be a thing of the past.

9/ For moorings in the area NW of the existing marina adjacent to the Snout, Port Marlborough already has arrangements in place with individual mooring owners regarding costs and relocation of moorings in the event that the marina is extended in that area.

10/ Port Marlborough has offered to make a significant bulk financial contribution to setting up the moorings areas and physical rearrangement of moorings, and this would offset the cost of relocating the balance of the moorings in the new swing mooring zones in the central and NE side of the bay. While final costs cannot be guaranteed at this stage, we anticipate that each mooring owner with a mooring in waters less than 7m deep will pay around \$500-700 and those in deeper water around \$1500-2000.

11/ Improved dinghy storage areas are planned for swing mooring users.

Please consider the proposals from Council carefully. Your committee all own moorings themselves so have experience as to what will or will not work in the bay. We have set out to obtain a fair long term solution for everybody at the best possible price.

We urge acceptance of the current proposals (albeit with various improvements that may come after input from mooring owners).

The alternative of not going ahead is a return to the Courts, lawyers, expense and protracted negotiations that may in the end be unsuccessful with some mooring owners missing out on retaining their current space due to the many overlapping swing circles currently in the bay.

We believe the current proposals are in line with other mooring areas around NZ that are now run on similar lines to what is proposed for Waikawa.

Once you have had time to read the information package from Toby, if you have any queries please do not hesitate to discuss with any committee members below or Council rep Toby May.

Paul Williams
Paul.williams@smartalliances.co.nz
Bus (03)5796211
Pvt (03)5779239
027 4577009

Phil Vining
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Bus (03)5737457
Pvt (03)5736446
027 4466939

Phil McMath
phil@constructioncoatingsltd.co.nz
Bus (03)5794774
Pvt (03)5788855
021 458161

Dick Hall
dick@maritime.co.nz
Bus & Pvt (03)5737603
027 4481866

Alistair Rooney
ajrooney@xtra.co.nz
Pvt 03 5739223

or Council Representative
Toby May
soundsprojects@clear.net.nz
021 811875

Appendix 7

Research Outcomes, Marina Users



**MARLBOROUGH MARINAS CUSTOMER SURVEY 2008
TOP LINE RESULTS - DECEMBER 2008**

The Marinas Customer Survey was undertaken by email during late November – early December 2008. Analysis of results is based on 420 responses distributed as follows:

Customer Type	Number of Responses	%
Waikawa Marina Berth Holder	118	28%
Picton Marina Berth Holders	63	15%
Havelock Marina Berth Holder	100	24%
Waikawa Boatshed	27	6%
Picton Boatshed	20	5%
Havelock Boatshed	16	4%
Waikawa Enclosed Compound	30	7%
Havelock Enclosed Compound	16	4%
Waikawa Trustee Berths	30	7%

The survey achieved an above average response rate (45% of total sample) and has a margin of error of +/- 3%.

**EXCERPT ONLY OF FULL REPORT: FURTHER EXPANSION OF
BERTH CAPACITY AT WAIKAWA MARINA**

**8. SUPPORT FOR EXPANSION OF BERTH CAPACITY AT WAIKAWA
MARINA**

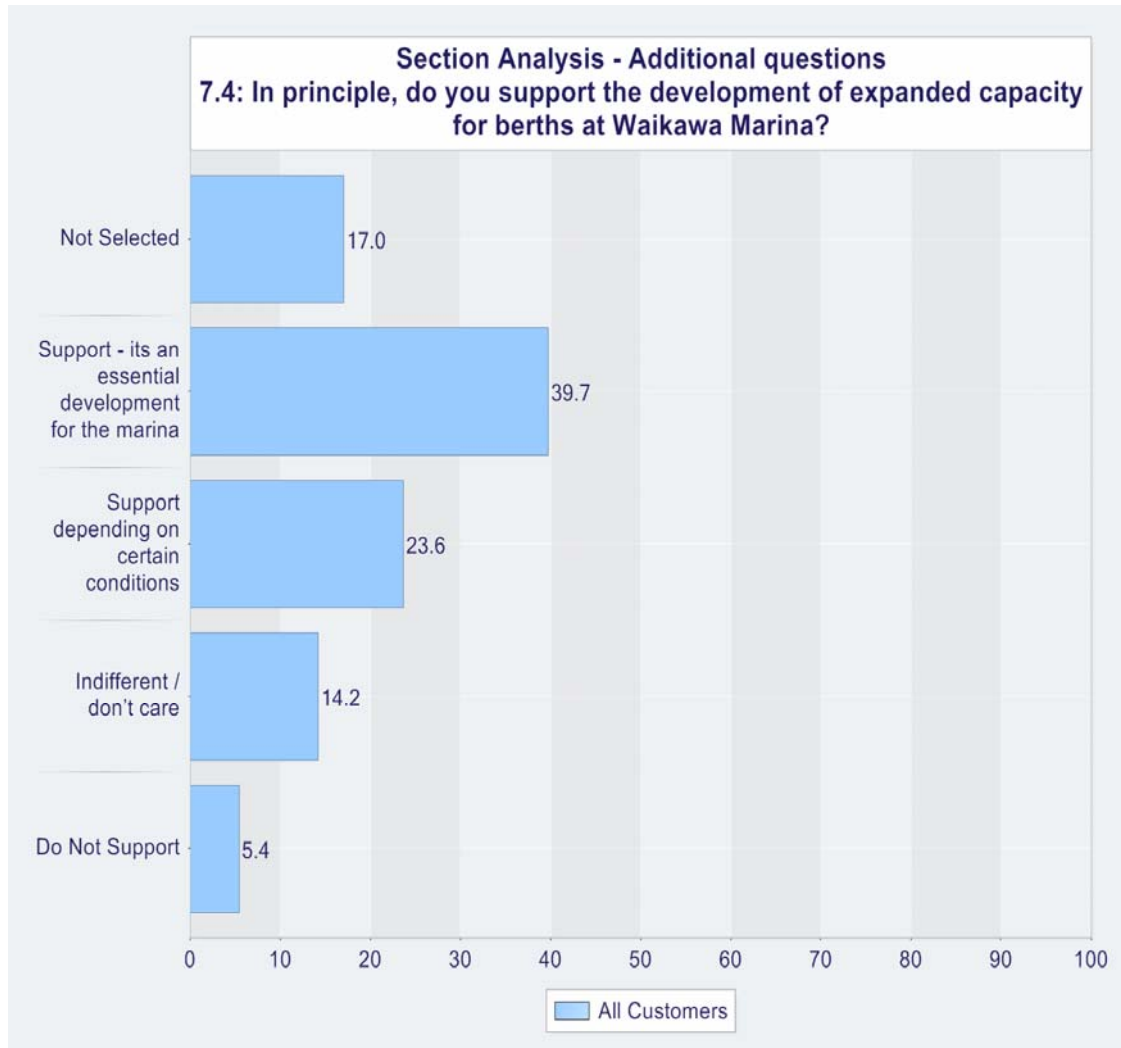
8.(a) Total Customers

NB. Almost 1/5th of customers did not respond to this question, including 1/3rd of Havelock customers.

A majority of customers support the development of expanded capacity for berths at Waikawa Marina. When those who provided conditional support are taken into consideration, the total level of support is close to 2/3 of all customers.

Comments reflect that support is significantly based on the perceived opportunity to increase supply / reduce marina berth prices.

Comments from those who would support the development contingent on certain conditions refer to: consideration of the impacts on moorings, accompanying expansion of support and services, affordability of new berths, reduction of fee increases for existing berth-holders and sensitivity to environmental concerns. A full transcript of comments is provided in the Appendix.



8.(b) Analysis by Marina

	Waikawa	Picton	Havelock	WMTB
Not Selected	5.7	17.5	33.8	3.3
Support - its an essential development for the marina	51.1	35.0	30.1	30.0
Support depending on certain conditions	30.7	25.0	8.3	46.7
Indifferent / don't care	7.4	13.8	25.6	6.7
Do Not Support	5.1	8.8	2.3	13.3

As shown above Waikawa Marina customers provided the highest level of support for expanded berth capacity. The support ratings were consistent within Waikawa customer groups.

Waikawa Marina Trust Berth customers again reflect a degree of division, with a comparatively high level of conditional support and the highest level of opposition. Concerns expressed include: disadvantage to Trust berths (e.g. access, parking), need for supporting facilities, amenities and maintenance, and need for appropriate consultation throughout the development.