



appendices

APPENDIX 1. CONSULTATION FEEDBACK

Detailed Consultation Feedback

FOCUS GROUP FINDINGS FOR PICTON

On 8 February two meetings took place to exchange ideas between groups of stakeholders, Council staff and the consultant team. These meetings generated spatial and non-spatial ideas and suggestions for Picton and its context. The two groups constituted a wide range of representatives and sometimes contradictory ideas and opinions were raised for consideration in the project:

General

- Affordability of goods and services is under pressure in Picton. It is important to cater for the local population, rather than aiming all investments on Tourism.
- Better signage will showcase historical areas and items in Picton.

Community facilities

- Suggested locations for a swimming pool include Memorial Park and Endeavour Park. Other locations should be considered. Key question is whether to cater for visitors or residents or both. The connection with the town centre or a more central location should be considered.
- A new swimming pool should be easily accessible for children, elderly, visitors and therefore needs a prominent location. It was suggested that Picton is a better location than Waikawa.
- The connections between local schools and the swimming pool should be considered.
- The Picton library is constrained in size. A bigger space is needed.
- It is suggested that the majority of the community is happy with the current location, as it has good access for the elderly, given that the building could be extended. Several other options for its location are suggested: mostly in the southern end of the town centre and one option for a location on the foreshore.
- It is perceived that there are many community buildings in Picton. The majority of them are not utilised and the services are poorly connected.
- There is a need for programmes to bridge generational gaps and address misunderstandings/ tension between generations.
- Walkways to schools are important to help with school traffic to and from mainly low decile schools.

Crime Prevention Through Environmental Design (CPTED)

- Most of the crime and nuisance issues in the town centre are alcohol-related.
- There are already cameras on the carparks of the marina. More CCTV cameras are desirable from the Police's point of view.
- There are some issues with people sleeping in sheltered spots on the foreshore.

- Tagging on the museum is an issue.
- Specific attention should be paid to the Oxleys corner area.
- Picton currently has five front line constables.
- According to the police Picton has a low burglary rate.

Biodiversity

- Protecting the planting on the surrounding hill sides is important from a biodiversity point of view. Street planting is mere icing on the cake.
- Improving linkages between residential and natural areas will increase accessibility and experience of wildlife.
- Picton and Waikawa are surrounded by natural areas at a relatively short distance.
- The point of The Snout should be protected.
- Kaipupu Point (40ha) could be seen as the starting point for spreading birdlife.
- The Waikawa and Waitohi Streams could be seen as important biodiversity links

Recreation and Open Space

- A recreational cycle link between Picton and Linkwater was suggested.
- The land surrounding Picton needs to remain green. Logging on the surrounding hills would spoil the aesthetic appeal.
- The paddling pool on the foreshore should be retained.
- Existing soft open spaces in the town centre are valued and should not be paved
- A new walkway between the Bluebridge terminal and the town centre could be constructed.

Tourism

- Reconstruction and upgrades need to be undertaken during the quieter months rather than during the visitor season.
- Picton could be better presented as tourism destination and gateway to the South Island. Signage to CBD should be improved and a sense of arrival should be created, which helps to entice people to extend their stay in Picton. This also applies to northbound movement.
- Picton i-Site could be made more visible and the associated parking improved.
- A change of location of the i-site should be considered. The lack of visibility for traffic that takes Kent Street should be addressed.
- The (maritime) history of Picton could be better protected and exposed. Suggested was a whaling museum and streetscape elements that serve this purpose.

Employment

- Local employment needs attention. This would also help with attracting a younger population.
- The Waikawa marina area could be better utilised for related services and light industrial uses.

Movement

- Parking pressure in the peak times could be better addressed. Current parking regime: High Street: 60-120 min, waterfront: \$2 per day (no parking was lost from the London Quay upgrade).
- A lot of the available carparking capacity is taken up by residents of holiday houses in the Marlborough Sounds.
- Existing passing lanes could be extended and new ones constructed to deal with large amounts of campervans southbound on SH1.
- Northbound traffic being slowed down decreases the time people can spend in Picton.
- The railway line causes a barrier between two sides of the town with sometimes trains blocking the two crossings.
- Walking and cycling could be improved and promoted as alternatives to the car. For this reason walking and cycling routes and tracks should be extended.
- Picton accommodates an ageing population. There are many dangerous and difficult points for mobility scooters around the western end of Waikawa Road.
- In some older residential parts of Picton there are streets without footpaths, which forces people to walk on the road. Examples are Russell Street, Taranaki Street.
- London Quay should not be left two-way, rather than one-way traffic.
- Some public open space could be gained around London Quay by removing parking between Wellington and High Streets.
- The traffic safety near Picton School could be improved by targeting speeding on Kent Street.
- 'School zone' signs should be considered for Picton in its entirety.
- In the high season there are parking problems on Beach Road in Waikawa. The road is too narrow to accommodate parking on both sides and particularly trailer parking takes up a lot of space.
- A new boat ramp at Shakespeare Bay is suggested to alleviate boat launching in Waikawa Bay.
- Waikawa Road is the only option for connectivity between Picton and Waikawa. The capacity of this road for cars and cyclists should be addressed.
- There is a need to improve facilities for coach parking.

Streetscape

- The streetscape of Upper High Street should be brought in line with Lower High Street.
- The character of Wellington Street will change as a result of the foreshore redevelopment plans.
- Outdoor seating is blocking the footpath at the Oxleys corner.
- The entrances to Picton could be improved by 'Welcome' signs.

Building controls

- There is a need for clear urban design controls on the visual impacts of buildings.
- A conflict between commercial and residential uses in the CBD could be perceived. Reverse sensitivities are caused by restaurant noises during the day and in the early evening. There are complaints about café noise between 10pm and midnight and cleaning equipment noise during the night.

Growth

- Instability of the land surrounding Picton is the largest barrier to expansion of the town.
- The need for affordable housing should be addressed.
- Industrial uses could be relocated to Shakespeare Bay to free up currently industrial land for residential. Example: the area west of the Waitohi Rugby Club.

Infrastructure

- It was suggested that overhead powerlines should be undergrounded.
- Picton's tap water is seen by some as the worst tasting water in New Zealand.

FINDINGS OF THE PUBLIC MEETING IN PICTON

On 9 February a public meeting was organised to exchange ideas between the local residents, Council staff and the consultant team. This meeting generated spatial and non-spatial ideas and suggestions for Picton and its context. As the public constituted a wide range of people, sometimes contradictory ideas and opinions were raised for consideration in the project:

Community facilities

- Accessibility for all ages to services and facilities is important and could be improved.
- There is a need for more activities young people. There is a particular need for indoor places to hang out.
- The skatepark should be more exposed and the accessibility to it could be improved.
- There is a need for a public pool. Its location is not so important. The pool should be community-focussed with links to schools.
- The swimming pool should be referred to as an aquatic centre, as it should accommodate much more than swimming.
- Suggested locations for a new pool include: Upgrade and open up the pool at Queen Charlotte College; build a new facility in Endeavour Park;
- The library should be extended in its current location, either up or out. The medical centre moving out would create more space for the library. Heatherly House could be useful to extend the library into or move the medical centre to.
- The parking situation around the library should be improved.
- An additional storey on top of the library could serve for community purposes.

- The arts could be better celebrated, e.g. by way of an art trail. A combination with activities in the library could be possibility.
- A saltwater pool could be a useful attraction/ facility for Picton. A suitable location would be (near) the Harbour. More specifically, the area near the Queen Charlotte is suggested.
- A way to tackle crime is by installing CCTV around Wellington Street and London Quay.

Open space/ landscape/ recreation

- The ferry could be linked with the activities in the town centre by way of green open spaces.
- Nelson Square could be turned into a botanic garden.
- The Waitohi Stream could be made more accessible by constructing boardwalks along its edges.
- There are opportunities to complete circuitous walking and cycling tracks.
- If walking tracks would be made more suitable for children it would provide more activities for the youth and provide access to natural areas.
- The construction of a walkway in Boons Valley was suggested.
- There is a need for areas to walk the dog.
- Potential to beautify the Waikawa Stream corridor

Streetscape

- Upper High Street could receive the same upgrade as Lower High Street.
- The toilets on London Quay could be improved.
- There is a need for more rubbish bins throughout the town centre.
- Pedestrian crossings and street lighting in the town centre could be improved.
- The situation for pedestrians could be improved by constructing footpaths on the many streets throughout Picton that do not have footpaths currently.
- A way to tackle graffiti is by having murals painted on town fences.
- "Welcome to Picton" signs on the approaches to the town would signal the transition from a rural to an urban environment.
- Better signage would help direct visitors from the ferry to the town centre.
- A fountain in the Harbour is suggested.

Tourism

- The Harbour could be made suitable to cater for Cruise ships.
- There is a need for more boat moorings in Picton for people from the wider Sounds area.
- The Maritime Festival needs better promotion.
- A National Whaling Museum located in Picton could be an attraction.
- Visitors arriving by ferry should be attracted to visit the town centre.

- A miniature passenger railway line could be a good way to promote visitors arriving per ferry to visit the town centre.
- The I-site should be left in its current location.
- A better location for the I-site would be where the museum is currently located.

Movement

- The public transport services between Picton and Blenheim could be improved by a more frequent bus service or the introduction of a passenger train service. This service could cater for both commuters as well as backpackers.
- A safe cycle route to Blenheim would improve regional connectivity.
- The dangerous situation around the Kent Street-Wairau Road intersection should be solved.
- The traffic volumes and behaviour on Kent Street causes dangerous situations around the Picton School.
- Broadway between High and Market Streets could be turned into flyover across the railway.
- Pedestrians and cyclists should be better catered for. Particularly the cycling connections with Waikawa need attention.
- A combination of general traffic, cars with boats on trailers, and trucks causes large traffic pressures in Waikawa Bay during the high season. Especially Beach Road in Waikawa needs traffic management during these peak times.
- Picton has a relatively high proportion of mobility scooter users and there are many difficult and dangerous spots for these road users.
- There is a need for an alternative for Waikawa Road as a route to Waikawa Bay.
- The traffic volumes on Waikawa Road are causing problems.

Building controls and heritage

- The issue of reverse sensitivity in the town centre should be looked at. Some residents of the apartments are complaining about town centre noises, which might lead to limiting night-time activities in the town centre. The influence of apartment dwellers on the timing and type of local events on foreshore is also questioned.
- Picton should be more carefully protecting heritage items.
- The community is divided over whether the Memorial Wall on the foreshore should be retained in its current location or relocated to improve the connectivity between the town centre and the public open space on the foreshore.
- There is a need to control the buildings heights in Picton. Increased building heights are seen as less problematic away from the foreshore.

Land uses/ growth

- Victoria Domain should be protected as an open space asset.
- Waitohi Domain is not a suitable area for industrial uses.
- Shakespeare Bay is the ideal location to expand Picton's industrial uses.

- Fisherman's Reserve should be retained as a public open space.
- The community is divided over whether the Waikawa marina and its facilities should be extended or not.
- The community is divided over whether new residential land should be developed in Waikawa or not.

Services/ infrastructure

- The supply of clean potable water should be secured.
- The timber treatment plant is seen as polluting Picton's clean air.
- The stormwater drainage and flooding situation in the town needs to be sorted out.
- It is suggested to take measures to retain water in the Harbour at low tide.

FINDINGS OF THE PUBLIC MEETING IN HAVELOCK 8 FEBRUARY 2010

On 8 February a public meeting was organised to exchange ideas between the local residents, Council staff and the consultant team. This meeting generated spatial and non-spatial ideas and suggestions for Picton and its context. As the public constituted a wide range of people, sometimes contradictory ideas and opinions were raised for consideration in the project:

General

- Market Havelock as a seaside village. Establish visual links with the port and the marina.
- Focus on the design of the town, rather than directly funding tourism.
- Havelock should remain a quiet village.

Land-use/ Development

- Residential growth areas for Havelock should be Kaiuma and Canvastown.
- Residential development could take place on the eastern side of Queen Charlotte Drive.
- The northern end of the Port could be redeveloped, whereby Sandford could be relocated to the southern end of the port.
- The Marlborough Lines building could be used as the new fire station.
- The area around the Slip-In Restaurant could be further developed as a café and restaurant precinct.
- A heritage trail could be established to showcase listed NZHPT buildings and other items. Examples: the Community Hall, Brownlee's old store, the Post Office.

Open Space and landscape

- The park by Outram Street could accommodate activities such as a BMX-park, midget golf etc.

- There is a need for areas to walk the dog.
- The end of Rose Street could be targeted for landscaping interventions.
- There is a need for a green waste disposal area.
- The Inglis Street-Lawrence Street area could be used for a botanic garden.
- The paper road at the western end of Neil Street could be utilised and lead to a possible viewing platform.

Recreation

- Suggestions for walking:
 - A walkway on the eastern side of the Kaituna River;
 - Viewing platforms around the port;
 - Improve the Takorika track into more accessible walkway;
 - A walkway around the coast and on the northern side of Queen Charlotte Drive;
 - A walkway Kavanagh PI around cemetery; and
 - A walkway on the foreshore.
- The camping ground could be developed for a public swimming pool.
- There is a need to establish recreational activities for youth. Suggestions: gymnasium, sailing, rowing for kids, minigolf, a maze, paintball etc.
- A saltwater pool could be considered for the area near the old timber jetty, just off SH6 on the northern end of the town.
- A north-facing beach could be constructed on the northern end of the town.
- The Marlborough Lines building could be utilised for a recreational complex, accommodating swimming, squash, gym etc. The School pool can only be used 3 months a year.
- Use the Reservoir for swimming.

Tourism

- A picnic area could be constructed by the old wooden wharf on the northern end of town to make people stop in Havelock.
- A purpose-built interactive mussel information centre or perhaps a floating mussel exhibition could showcase what Havelock is about.
- A large Green-lipped mussel sculpture could depict Havelock's main produce.
- The town is short of a public playground for children over the age of 2. Constructing such a playground could also help to attract passing traffic to stop in Havelock.
- An area for campervans could be established on the other side of the river off Queen Charlotte Drive, which frees up the current motor camp for redevelopment.

Traffic

- Traffic safety will be improved by extending the 50 km/h zone on SH6 on both sides of the town. The speed limit on Main Road through the town should be 40 km/h.
- Traffic safety for school children will be improved by constructing a pedestrian crossing by the school and by "School Zone" signs.

- Traffic safety could be improved by warning lights by St Johns Ambulance, the fire station and by the school.
- There is a need for more public parking, particularly in close proximity of the shops.
- A suitable area for a public carpark would be the vacant section near the corner of Lawrence Street and Main Street.
- Parking for Sandford workers causes problems in Cook Street.
- There is a potential to connect the Domain with the Port area.
- There is a need for more access points between Main Road and the Port. Suggested links are via Outram Street or Neil Street.

Streetscape

- The streetscape of Main Road could be formalised by a kerb and channel treatment on both sides.
- The current stormwater verges in town should be retained.
- Lawrence Street could be improved by flattening and widening it.

Signage

- There is a need for characteristic Havelock signs.
- Havelock is a hub for the wider Sounds area. This should be reflected in improved signage for access to the Sounds.
- Currently any signs for the local information centre are not allowed as it is a private business. These rules should be changed and better signage could improve the visibility and use of this facility.

RAI VALLEY

What we heard

The following illustrates the key findings from the Rai Valley community consultation:

- ① Speed through the township
- ② Good amount of community facilities, health facilities lacking
- ③ Rai Valley area school important community facility
- ④ What to do with derelict mussel factory?
- ⑤ Lots for sale on the western side of town
- ⑥ The Anzac monument is an important historical element

Other issues:

- Diverse community in terms of affluence
- Poor provision of mental health services
- Important reserve located to the south that serves freedom campers



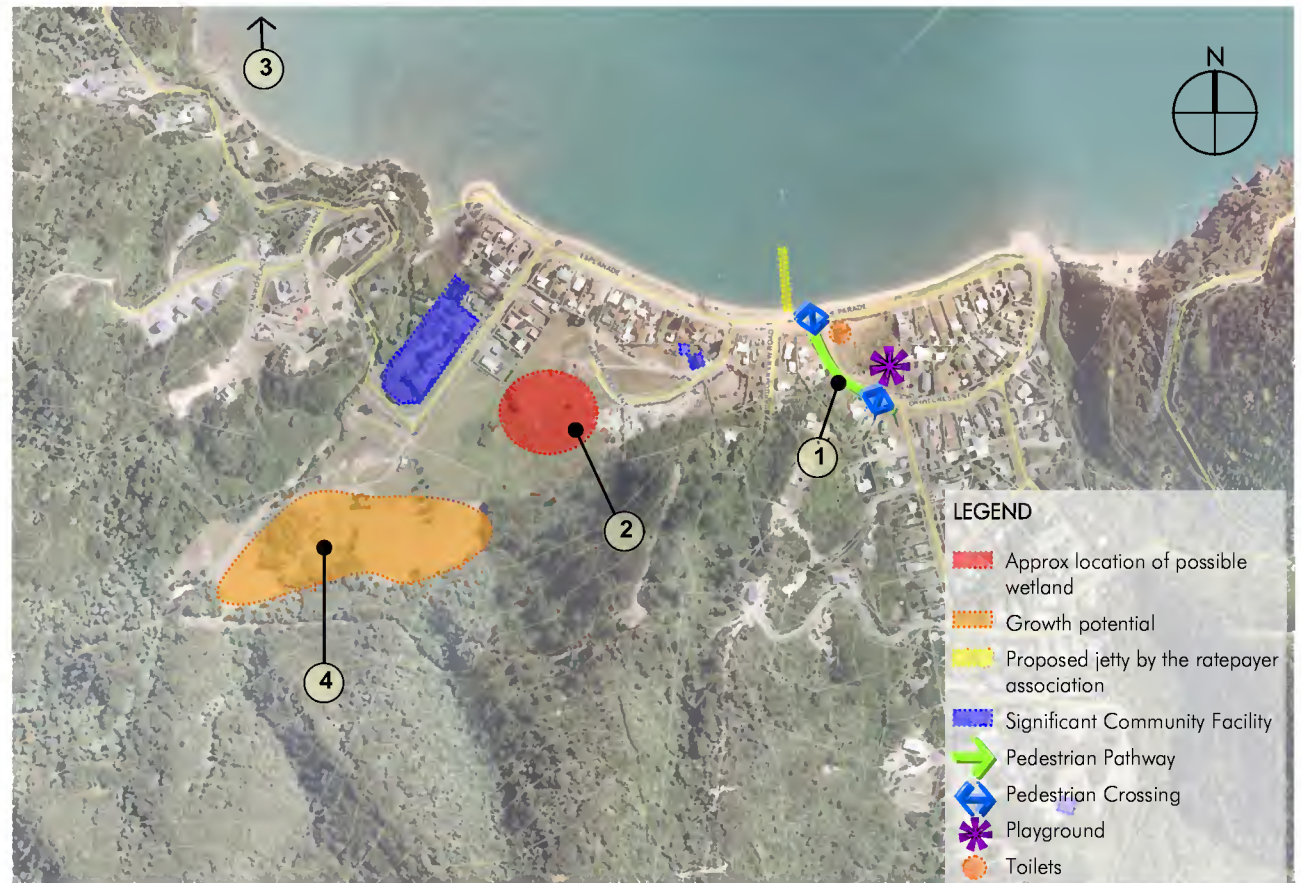
RIGHT: Summary of consultation findings in Rai Valley

OKIWI BAY

What we heard

The following illustrates the key findings from the Okiwi Bay community consultation:

- ① Improve situation for pedestrians near the playground
- ② Community plans for wetland and walking track
- ③ Retain public access to jetty
- ④ Scope for expansion
Develop a community sewerage system



ABOVE: Summary of consultation findings in Okiwi Bay

ANAKIWA / TIRIMOANA

What we heard

The following illustrates the key findings from the Anakiwa community consultation:

- ① Speed on road along foreshore
- ② Sea defences to slow erosion
- ③ Signage to all visitor accommodation
- ④ Parking required, especially near the jetty
- ⑤ Boat washing area near the jetty
- ⑥ Speed bump near the jetty
- ⑦ 'No Overnight Parking' signage near the backpackers and Outward Bound



ABOVE: Summary of consultation findings in Anakiwa

LEGEND

- Speed Restrictions
- ⊙ Signage
- Accommodation
- Parking area
- ⊛ Boat Wash
- Speed Bump
- - - Sea Defences Against Erosion

ANAKIWA / TIRIMOANA

What we heard

The following illustrates the key findings from the Tirimoana community consultation:

- ① Speed on road along foreshore
- ② Support for maintaining the link track
- ③ Children's playground in the reserve
- ④ Ensure access to reserve by buying section for sale along Thompson Place
- ⑤ Parking near boat ramps
- ⑥ Boat washing near the jetty
- ⑦ Dredging by the jetty
- ⑧ New public toilets in popular jetty area
- ⑨ Sea defences to slow erosion



ABOVE: Summary of consultation findings in Tirimoana

LINKWATER / THE GROVE

What we heard

The following illustrates the key findings from the Linkwater / The Grove community consultation:

- ① Speed on Queen Charlotte Dr
- ② Walkway off the main road
- ③ Picnic area near the jetty
- ④ Jetty requires repair
- ⑤ Breakwater to protect jetty
- ⑥ Boat launching ramp needs replacement
- ⑦ Grove Reserve needs reclassification to 'recreation' so community can maintain
- ⑧ Farm has caveat stating it cannot be subdivided

Other Issues:

- Roadside trash
- Problems freedom camping (non-self containing campers)
- More signposted public toilets along QC Dr.



ABOVE: Summary of consultation findings in Linkwater / The Grove

OHINGAROA BAY

What we heard

The following illustrates the key findings from the Ohingaroa Bay community consultation:

- Speed needs to be restricted on the populated straight stretch of road.
- Freedom camping should be prevented with enforcement. Assistance is needed.
- Growth is starting to get restricted.
- A new jetty is required in Willow bay or Ohingaroa Bay.
- Constructing public toilet facilities could attract an undesired increase in the number of people staying overnight in the vicinity of these facilities.



ABOVE: Location of Ohingaroa Bay and Willow Bay

NGAKUTA BAY

What we heard

The following illustrates the key findings from the Ngakuta Bay community consultation:

- ① Improve walking and cycling along Queen Charlotte Drive
- ② Speed restrictions to improve crossing opportunities
- ③ Café or store for community, camp site, and freedom campers
- ④ Coastal properties at risk from sea level rise
- ⑤ Jetty needs upgrade
- ⑥ Residential development possible at southern end

Other issues:

- Land stability issues entire area
- Water supply a big issue; there are six sources but only one has resource consent; water quality is average
- Several sewerage systems running at max. capacity
- Need slow vehicle bays
- Iwi interest in Ngakuta Pa
- Need pest control for rodents, stoats and feral cats
- Untapped resources & experience in the community
- Impact of logging trucks through the settlements



ABOVE: Summary of consultation findings in Ngakuta Bay

WHATAMANGO BAY

What we heard

The following illustrates the key findings from the Whatamango Bay community consultation:

WHATAMANGO

- Water supply is a development constraint in Whatamango, although there is an existing Council owned well.
- Needs a small sewerage system.
- Comprises of twenty houses, although more sections are being developed. However existing lots are small and there is limited room for expansion.
- Suffers from flooding from the Graham River.
- There are issues with stability on the slopes.
- New signage is needed on the top terrace of Karaka Point. This should say 'No Camping'.
- New signage is needed at the end of McCormicks Road. This should say 'No Camping' in order to put off Freedom Campers because they are currently obstructing boat launching and access to vehicle turning.
- McCormicks Road could be tar sealed because dust is problem (destroys roof collected water quality).
- Logging trucks are an issue, since the lifting of restrictions. The result is road damage.
- There is unclear information about the moorings in the bay, for instance who belongs to what. There is also uncertainty about where the moorings are.
- Moorings should be linked to properties.
- The DOC reserve is a great asset.



ABOVE: Location of Whatamango Bay and Ahuriri, relative to Waikawa