

Initial Feedback on Proposed Waikawa Bay Foreshore Reserve Management Plan

By

Waikawa Ratepayers and Residents Association

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To: Linda Craighead
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1. **The Waikawa Ratepayers and Residents Association (“WRRRA”)** provides the following feedback on the proposal to develop a management plan for the Waikawa Bay Foreshore Reserve under the Reserves Act 1977. The feedback also includes comments relating to the adjacent Waikawa Road Esplanade Strip, and the Council owned local purpose reserve located to the east of the Waikawa Marina.
2. The feedback is in response to the Marlborough District Council (“MDC”) request for initial feedback and suggestions prior to the preparation of a draft management plan for the reserve which will then be subject to a formal public notification, submission and hearing process. The association notes that at this stage the contents of the draft plan are unknown, therefore the following feedback is necessarily at a general level, and does not preclude new or more detailed issues and concerns being raised in submissions at the draft plan stage.

The Association

The WRRRA is an incorporated society, incorporated on the 25th day of March 1976. It is a community organisation which has the following objectives:

- i. To promote, arrange for, control and maintain either alone or jointly or in co-operation with any other Association, Body or persons, the Ratepayers and Residents interests in the area of Waikawa which comprises the area from Joseph Sullivan Drive to the Snout and Karaka Point.
 - ii. Acquire (by purchase or otherwise) such equipment or recreational amenities as may from time to time be deemed desirable in order to provide amusements and a children’s playground as well as adult facilities.
 - iii. To do such other lawful things as are incidental or conducive to the attainment of the above objects, or any of them in the interests of the ratepayers and residents of Waikawa.
3. The WRRRA has had a long association with the County Council, Picton Borough Council and now the MDC. Its objectives then and still are the protection and enhancement of the Waikawa Bay Foreshore. Over the years the Association in conjunction with the above entities has achieved many things including:
 - Planting of the phoenix palms
 - The initial children’s playground
 - Building the initial launching ramp and adjoining area

- Building the 80 metre concrete seawall
 - Repairing and extending the Waikawa Jetty
 - Building the old (now replaced) BBQ and shelter
 - Further extensions to the launching ramp
 - Monetary contribution to sealing of the boat trailer carpark
 - Lobbying for a floating jetty and linkspan
 - Lobbying for better footpaths around the Foreshore area
 - Building a new jetty and floating pontoon on south side of ramp
 - Lobbying for new toilet block
 - Monetary contribution towards the upgrade of the grassed area and paving
 - Tiling the old (now replaced) existing BBQ area
 - New donations boxes and shelters for the envelopes etc
 - Installation of an AED
 - Lobbying for the resealing and parking lines in the boat trailer area
 - Purchase and installation of new BBQ's
4. In 2003 the WRRRA transferred ownership of the boat launching ramp to the MDC, due to public liability concerns, and since then it has operated and managed the ramp on behalf of the MDC, with revenue from ramp fees contributing to community projects.
5. The WRRRA holds an overarching vision for the Waikawa Bay Foreshore Reserve and other foreshore areas within the bay, including its preservation and protection as a recreational and marine facility for the benefit of local residents, visitors and the public at large. It seeks the protection of the Bay's open spaces for public recreation and enjoyment, and in particular notes the importance of the public playground and picnic areas, use of the boat ramp for public boat launching and retrieval, associated vehicle and trailer parking and manoeuvring within the reserve, and it acknowledges the significance of the Bay to Te Atiawa, and the interest of the Te Atiawa o Te Waka-a-Maui Trust and Arapawa Maori Rowing Club Inc in the Arapawa Maori Rowing Club site and building. The land under part of the building is vested in the trustees of the Te Atiawa o Te Waka-a-Maui Trust as the Te Ataiawa Arapaoa Waka Recreation Reserve.
6. The WRRRA notes that the recreation reserve held by the trust is not owned or administered by the MDC – it is therefore presumed that any reserve management plan prepared by the MDC can only apply to the Waikawa Bay Foreshore Reserve that the MDC owns and administers, and not to the separate trust reserve? Clarification of whether it is intended to include the Te Atiawa Arapaoa Waka reserve is sought.
7. In the preparation of this feedback, the WRRRA has also asked association members, ramp subscription users and other interested local residents to provide feedback on their wishes for the reserve in the form of a questionnaire. The questionnaire received 123 responses which have been incorporated into this feedback, which reflects majority views held by members of the Waikawa Bay community.

Reserve Management Plans

8. The WRRRA notes that Management Plans are required for reserves under MDC control under section 41 of the Reserves Act 1977. There is presently no plan for Waikawa Bay Foreshore Reserve (nor for the separately administered Te Ataiawa Arapaoa Waka Recreation Reserve). Under section 41(3) *"The management plan shall provide for and ensure the use, enjoyment, maintenance, protection, and preservation, as the case may require, and, to the extent that the*

administering body's resources permit, the development, as appropriate, of the reserve for the purposes for which it is classified, and shall incorporate and ensure compliance with the principles set out in section 17, section 18, section 19, section 20, section 21, section 22, or section 23, as the case may be, for a reserve of that classification." underling added

9. In this case the Waikawa Bay Foreshore Reserve is classified as a recreation reserve under s17, and the principles that apply are *"the purpose of providing areas for the recreation and sporting activities and the physical welfare and enjoyment of the public, and for the protection of the natural environment and beauty of the countryside, with emphasis on the retention of open spaces and on outdoor recreational activities, including recreational tracks in the countryside."*
10. The WRRRA notes that these are binding statutory requirements that apply to the MDC in the preparation of a reserve management plan.
11. In general, the WRRRA considers that it's vision and aspirations for the Waikawa Bay Foreshore Reserve are consistent with the principles of section 17.
12. Additional land subject to this feedback also includes the Waikawa Rd Esplanade Strip, the Waikawa Marina Local Purpose Reserve (contained in Lots 3 & 4 DP 6862 Lots 2 & 3 DP 7721 and land marked R on SO 6661) extending east of the Marina trailer parking area and along the foreshore to the east of the Waikawa Stream mouth, and the foreshore area between these parcels. These parcels are not presently vested as recreation reserve.

WRRRA Feedback

13. The WRRRA seeks that the reserve continues to be managed in a way that is consistent with its vision and aspirations. This includes:
 - a) That the importance of the reserve as a community asset for all of the Waikawa and wider community for its recreational values continue to be recognised and provided for.
 - b) Continued development of appropriate public recreational facilities including picnic and BBQ areas, play areas, walking and cycle paths and associated siteworks and landscaping.
 - c) The importance of the reserve for the provision of public boat launching and retrieval facilities, including provision of associated vehicle and trailer parking and manoeuvring areas that avoid and/or reduce the incidence of spill-over parking on surrounding roads and streets.
 - d) Recognition of the long standing historic and cultural values attributed to the reserve and surrounding features by all member of the Waikawa Community.
 - e) Recognition of the sensitivity of the foreshore area to inappropriate use and development that may conflict with natural and cultural values in the coastal environment.
 - f) Acknowledgement of the long-standing association of the WRRRA in the development and management of the reserve and associated facilities, and of their desire for that association and management to continue, and that the MOU presented to council in 2018 be incorporated in the Management Plan.
 - g) Avoidance of new activities that are inconsistent with the purposes and principles of section 17, and which may detract from or diminish the use and enjoyment of the reserve by the wider community for existing activities, including recreation, boat launching and associated parking.

- h) Recognition of the interest of the Te Atiawa o Te Waka-a-Maui Trust & the Arapawa Maori Rowing Club Inc in the Arapawa Maori Rowing Club building and its existing site, and support for potential redevelopment of the site in a way that does not conflict with the values in a – g above.

14. In addition to the above matters, the WRRRA also seeks that the proposed Management Plan be extended to include the provision of a future walk/cycle path linking the existing Waikawa Bay Foreshore Reserve with the Waikawa Marina and the walk/cycle path linking the Waikawa Marina to Picton via the Marina Local Purpose Reserve and the Waikawa Rd Esplanade Strip and the foreshore land between these parcels.

15. The following provides additional commentary on some of the above matters:

Open Space and Recreation Facilities

16. The WRRRA is supportive of the retention and development of areas of open space and public recreation facilities within the reserve. In response to the WRRRA questionnaire, 84% of respondents sought that more open green space be provided. This may also include continued upgrade and improvement of picnic, BBQ and play areas, which the WRRRA has historically contributed towards.

17. The WRRRA is also supportive of a Master Plan being prepared to outline long term development of public facilities and amenities, and landscaping of the Reserve.

Boat Launching / Parking Facilities

18. The reserve is of high importance to the WRRRA, and to the wider community, for the provision of boat launching facilities and associated trailer and vehicle parking and manoeuvring areas. Given the high level of boat use for recreational activities, as well as essential access to properties throughout the wider Queen Charlotte Sound area, the provision of safe and convenient boat launching access is of high district wide importance.

19. The present facilities include the sealed launching ramp and parking areas at the north end of the reserve, as well as the unsealed parking area at the southern end, adjacent to the Arapawa Maori Rowing Club building on the Te Atiawa Arapaoa Waka Recreation Reserve. The unsealed area does not have formal trailer / vehicle parks marked, however it has capacity for upwards of 15 vehicle / trailer combinations as well as up to 10 additional single vehicles parked in an informal basis.

20. Recent observations during the Queens Birthday Holiday weekend showed this car park to be consistently full, with high numbers of additional trailers and vehicles required to park on surrounding streets including Arthur and Ameila Crescents, Finlay Grove and Waikawa Road. This is a regular occurrence during popular weekends and holiday periods and over the summer months, and indicates a deficiency in available safe trailer parking in the vicinity of the reserve.

21. The resultant overflow parking creates hazards and inconvenience for local residents, pedestrians and road users.

22. The WRRRA would like to see the southern parking area sealed, and the capacity of the trailer park maintained in order to reduce potential increase in overflow parking on surrounding streets.

23. The WRRRA is concerned with any proposal that may reduce or detract from the availability and use of the reserve for boat trailer parking, including any proposal that may reduce the available safe manoeuvring area for long vehicles and trailers.

Arapawa Maori Rowing Club Building and Land Swap Proposal

24. The WRRRA is aware of the proposed land exchange whereby the 228m² of land presently occupied by the Arapawa Maori Rowing Club building and vested in the Te Atiawa o Te Waka-a-Maui Trust as the Te Atiawa Arapaoa Waka Recreation Reserve would be exchanged for 390m² of MDC reserve land, comprising much of the southern car park area.
25. The WRRRA is opposed to this land exchange, as it will significantly reduce the present trailer parking area as discussed in the previous section, and exacerbate existing safety issues associated with parking on surrounding roads.
26. The proposal to swap 228m² of land for 390m² of land also entails a larger area of land than that presently vested in the trust. Further, the location of the proposed land swap area will effectively sever approximately 250m² of land comprising the existing rowing club building site and an additional narrow triangular area to the west of the new site from the balance of the MDC reserve and trailer parking area, making that area inaccessible also. The 228m² of now inaccessible land being swapped will not compensate in any way for the 390m² of valuable reserve land that would be given up.
27. The effect of this is that the available boat trailer and vehicle manoeuvring area will be severely reduced, such that only around 6 trailer combinations and 4 single vehicles will be able to park and manoeuvre in the reserve – a reduction of 9 trailers and 6 vehicles. This will reduce the parking capacity to around a third of that which presently exists. These vehicles and trailers will be required to park on nearby streets, creating a hazard and inconveniencing other road users and residents.
28. WRRRA considers that alternative designs and sites could be developed that would achieve a replacement building in a way that would maintain the trailer parking area and open up access to the foreshore between the Recreational Reserve and the Local Purpose Reserve at Waikawa Marina. For example, a new building could be pushed out over the water in a like fashion to the new Queen Charlotte Yacht Club building in Picton, or, could be built on the Reserve land at Waikawa Marina. In addition, there may be other possibilities that could be explored such as utilising part of the road reserve to the south of the existing building to push the siting back and avoid seabed encroachment.

Arapawa Maori Rowing Club Building Replacement and Use

29. The WRRRA is aware of proposals to replace the present building with a new structure. It is not opposed to replacement of the structure on its existing site, however for the reasons outlined above it is opposed to replacement on the proposed land swap site. There may also be alternative solutions that provide access past the current building site as well as maintaining the boat trailer parking area.
30. The WRRRA is also concerned with proposals that may include commercial use of the replacement building (possible Tea Room or Café) and establishment of offices in a replacement building.
31. Neither of these uses would be consistent with the Recreation Reserve classification and purpose under the Reserves Act.
32. Further, such activities would require resource consent under the Open Space 1 zoning of the site under the Proposed Marlborough Environment Plan.

33. The WRRRA is concerned with the potential effects of commercial and office activities on the site and the effect on the Waikawa Bay Foreshore Reserve – in particular, commercial activities such as a café are likely to give rise to significant traffic generation and parking demand. The Rowing Club building site (both existing and as per proposed land swap) occupies all of its site. There is no space on the site for any car parking associated with commercial or office uses. The result of this would be use of the Waikawa Bay Foreshore Reserve for parking associated with commercial activities on an adjacent site – which will be contrary to the purpose of the reserve, and make parts of the reserve unavailable for recreational users of the reserve.

Proposed Waikawa Marina Walkway

34. The WRRRA is supportive of proposals to establish a walking / cycling link between the Waikawa Bay Foreshore Reserve and the Waikawa Marina, as reported to the MDC in March 2020.

35. The MDC already controls much of the land necessary for such as link, being the existing local purpose reserve located to the east of the Waikawa Marina parking area and extending east along the foreshore beyond the Waikawa Stream mouth, and the Waikawa Rd Esplanade Strip which extends westwards of the foreshore reserve.

36. Further land linking these two areas includes Open Space 3 zoned foreshore to the west of the esplanade strip, and other private land. Links over or past this land could potentially be established through land purchase or negotiation and/or use of the foreshore area. It is noted that a footbridge would also be necessary over the Waikawa Stream.

37. The land subject to the walking / cycle link proposal is not presently included in the Waikawa Bay Recreation Reserve, however the WRRRA considers that a policy should be included in the Reserve Management Plan to actively pursue the walkway proposal, and for the MDC to make provision for this in its annual plan process.

Conclusions

38. The WRRRA notes that the above submissions comprise initial feedback on the as yet unprepared draft reserve management plan. As such, the feedback is necessarily general, and the WRRRA is likely to have further feedback at the formal submission stage.

39. The feedback reflects the views of the WRRRA, and members of the Waikawa Bay community.

40. The WRRRA is happy to work with the MDC and other Key Stakeholders in addressing the issues identified.

Signed:

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