

I hereby give notice that an ordinary meeting of the Golden Bay Community Board will be held on:

Date: Tuesday 11 December 2018
Time: 9.00am
Meeting Room: Collingwood Firestation, Tasman
Venue: Street, Collingwood

Golden Bay Community Board Correspondence

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Emma Gee

From: Chris Rowse <11nikaus@gmail.com>
Sent: Monday, 29 October 2018 8:09 p.m.
To: Emma Gee
Subject: PDVT Golden Bay Community Board grant application Nov 2018
Attachments: PDVT Golden Bay Community Board grant application Nov 2018.docx; BPV & OMB Status with All MUs numbered June 2018.jpeg

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Emma

I heard at the last meeting, when I was waiting to speak, that the Community Board was asked for a grant. This prompted me to do the same as Project De-Vine is struggling to keep the pest vine control work going in the west of the Bay, where the numbers are very low. The amount we need is not much. This is difficult to obtain when our main applications are for much larger control work projects, where they can only be made yearly.

I spoke with Grant Knowles about the options and he advised me to apply for the total of what we need and see what the Community Board can manage.

Here is the paperwork. If the Board want more info or me to speak to the application I can do so.

kind regards
Chris Rowse
Project Director
Project De-Vine Trust

Item

Attachment 1

Golden Bay Community Board Grant application

Date: 29 October 2018

Applicant name: Project De-Vine Trust

Postal Address: c/o Chris Rowse, 11 Upper Rocklands Road, Takaka RD1 7183

Contact person: Chris Rowse Position: Project Director

Phone: 03-525-8588 day or evening or 020 4111 2626

E-mail: 11nikaus@gmail.com

.....

What is the main purpose of your organisation?

Project De-Vine Trust focuses on invasive vines and other environmental pest plants that threaten our native forest and animals in Golden Bay. The vines targeted are Banana Passion Vine, Old Man's Beard and Climbing Asparagus. These vines smother and strangle our forests forever changing the unique biodiversity of species that live in them.

Through the successful raising of funds for weed control, Project De-Vine has been able to establish a paid team of workers who carry out the vine control work. They work as contractors on private properties in funded areas as well as undertaking contract work on Tasman District Council and QEII lands.

Volunteers assist our paid team during working bees on some properties to support local owners and promote vine control work. Project De-Vine works closely with the Tasman District Council, the Department of Conservation and Project Janszoon, a trust set up to assist DOC to control pest plants and animals in Abel Tasman National Park (ATNP) and re-establish key native birds.

A close working relationship between these groups has enabled better targeting of control efforts with more effective outcomes. By working in the areas adjacent to ATNP, Project De-Vine is playing a vital role in the buffer zone around the park to control the spread of vines.

Over its 9 years of activity, Project De-Vine has transitioned from being under the umbrella of Forest and Bird into an independent Charity. It has expanded its area of control to much of Golden Bay and has been maintaining vine control on the western side of the Bay, where the infestation levels are low, for years. The original funding for this work from WWF has run out and it is time for all the sites of vines there to be reassessed, documented and controlled. Western Golden Bay is referred to by us as Management Units A and B – see the enclosed map.

See our website: www.projectde-vinetrust.org.nz **for more details about us.**

Number of members: We have many groups of volunteers, and other supporters, who assist at working bees near to their part of the Bay. Approx. 50. One volunteer Project Director, and 3 Trustees. We have one paid Office Administrator, a Field Supervisor / Health and Safety officer and 6 or more contractors to carry out the control work.

Amount \$ requested: \$856 – excl GST

Reason:

As stated above, Project De-Vine has expanded its area of control to much of Golden Bay and has been maintaining vine control on the western side of the Bay, where the infestation levels are low, for years. The original funding for this work from WWF has run out and it is time for all the sites of pest vines there to be reassessed, documented and controlled.

The person who carried out the control work has retired from most work and is unable to carry out the more energetic work that is often needed to reach the sites of the vines. So, this grant will enable a smooth transition to allow another member of our team to learn all the sites and what is required and visit them yearly or as appropriate.

Project De-Vine has kept up the work out of its own funds, for the last 1+ year, but needs them to establish new projects. A grant for this work will allow us to focus on other worthy areas, where we do not have funding yet. Eg We are planning a new project at the Motupipi Spit to clean up the exotic trees and pest plants there, followed by a planting programme with DOC and others.

We realise that the GB Community Board has limited funds at its discretion and asks for whatever the board feels it can manage towards this work. We have tried another local fund with no success and find small amounts like this to be hard to fund, as our main applications are much larger and do not fit well with add-on jobs. The work is our actual expenses, with no overheads added.

Costs anticipated for pest vine control work in western Golden Bay from Nov 2018 to June 2019:

- 7 hours for two persons to visit all pest vines sites in the Aorere and adjoining areas and GPS and document the state of the pest vines there2 x 7 hours @ \$25 ph (Average of two different rates) = \$350
- Travel costs for above work.Estimated 200kms @ \$0.75c per km = \$150
- 7.5 hours for one person to visit all active pest vines sites in the Aorere and adjoining areas, carry out control work, GPS plant sites and assess for future work 1 x 7.5 hours @ \$27.50 ph = \$206
- Travel costs for above work/ + Chemicals = Mix of Chemicals + Max 200kms @ \$0.75c per km = \$150
- Total required for the job:= \$856

What fund raising are you doing towards this project:

Here is a list of the various funding to date for this programme:

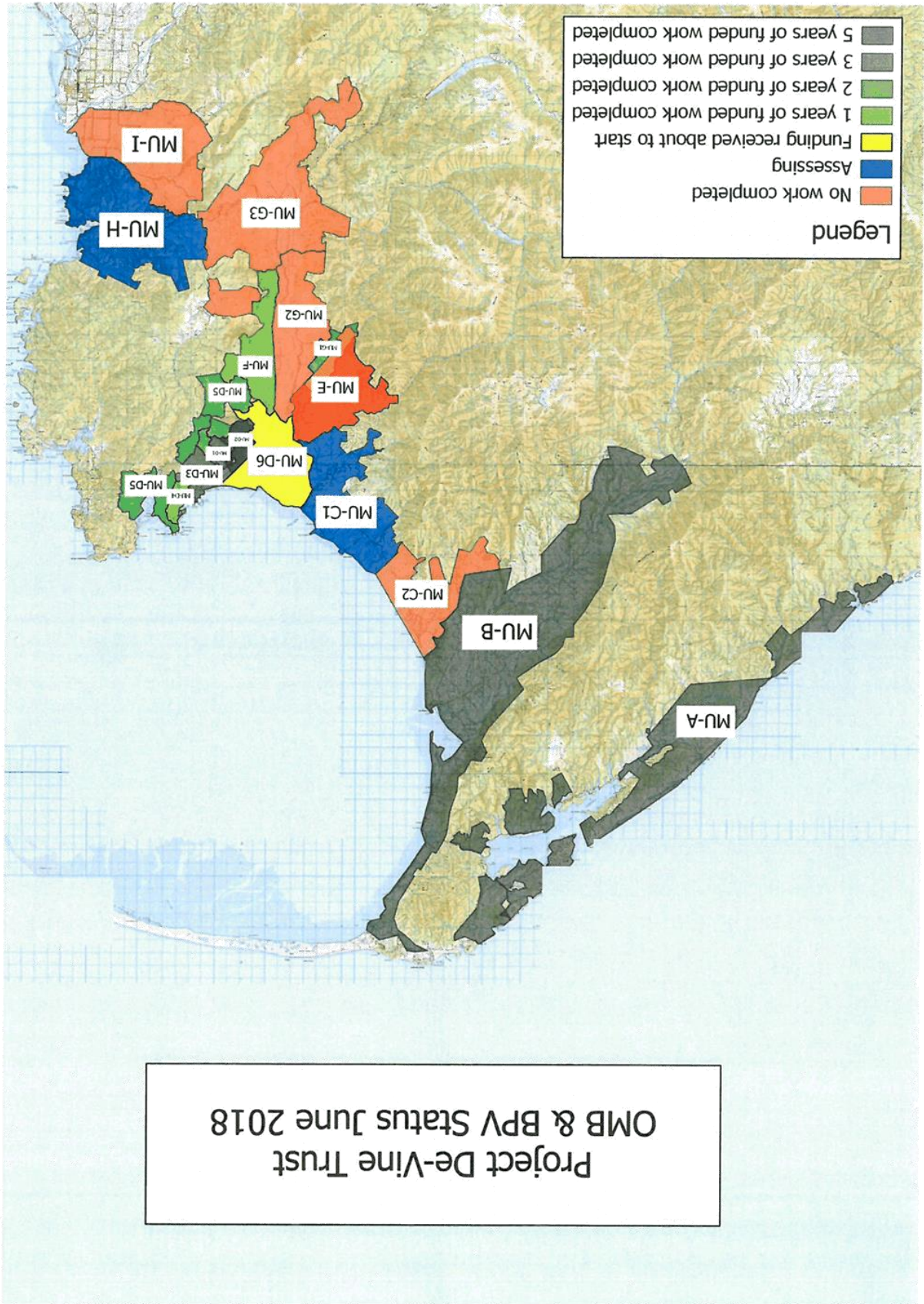
1. WWF various funding over the last 11 years to keep up the pest vine control programme Approx \$8000
2. Payments made out of the “surplus” funds of Project De-Vine Trust in 2017 to June 2018 \$580
3. Payments made out of the “surplus” funds of Project De-Vine Trust in 2018 since July 2018 \$390
4. Our office operating expenses are covered by grants from TDC, Rata Foundation and our own “surplus” funds.

Applying now to:

Golden Bay Community Grant for collating current state of pest vines sites in Management Units A and B and carry out control work the in the period to June 2019 = \$856 – excl GST

Attachments:

- Map of the Banana Passion Vine & Old Man's Beard Status with All MUs numbered June 2018



Item

Attachment 1

Emma Gee

From: Ratepayers and Residents <ratepayersandresidents@gmail.com>
Sent: Wednesday, 7 November 2018 8:04 p.m.
To: ratepayersandresidents
Cc: chairperson.bgwca@gmail.com; ourmapua@gmail.com; Marahau Sandy Bay Ratepayers and Residents Association; secretary.bgwca@gmail.com
Subject: 20181107 To Ratepayers in the Tasman District : Ratepayers of New Zealand : Inaugural Conference in Nelson : 10th and 11th of November : DRAFT Constitution : Forums for input

Kia ora to everyone involved in ratepayers groups in the Tasman District

Representatives from Ratepayers and Residents Associations from all round New Zealand are meeting at a [conference in Nelson this weekend](#) to discuss setting up a [national Ratepayers group](#). We have made provision for those of you who are unable to make the trip to Nelson, to ensure that you can be involved in the process, contribute your ideas and monitor developments.

It is important to note that NOTHING HAS BEEN DECIDED or has been formalised at this preliminary stage.

A [DRAFT constitution](#) has been prepared and is available for you to read through and comment on on the www.ratepayersandresidents.org.nz web-site.

Your own and your groups' input into what function a national ratepayers group should perform is sought and a forum page '[ideas to consider](#)' has been set up on the website.

You can e-mail your comments to us at : ratepayersandresidents@gmail.com to have them added to the web-site for discussion.

All responses will be acknowledged and a link to your input will be sent to you.

Alternatively, for users of Facebook, members of the [Ratepayers and Residents of New Zealand](#) Group can initiate and participate in discussions.

We will be keeping you informed on developments through the www.ratepayersandresidents.org.nz web-site, so keep an eye on that - and links to developments will also added to [the facebook group](#).

[Video-conferencing](#) has not been set up for this conference - as yet - but we are working on it and will keep you informed.

Please forward this message through to your members and through your networks and to others who may be interested.

The more input we have, the more representative this group is likely to be.

Alan Preston in Mangawhai.

ratepayersandresidents@gmail.com

Please check to see if your organisation is listed on the www.ratepayersandresidents.org.nz website, and let us know by if you'd like to add/update or change anything: ratepayersandresidents@gmail.com in order that we be able to communicate and co-ordinate with each other to combine our energies to more effectively achieve the outcomes we seek.

Having an dedicated e-mail address, as opposed to a contact form on your web-site, will make it easier for your group to be included in a nation-wide network of ratepayer & residents' groups.

A large percentage of the addresses www.ratepayersandresidents.org.nz have been given by Councils are already out of date and we're encouraging Ratepayer groups around New Zealand to set up e-mail addresses using providers such as gmail , yahoo etc (as opposed to addresses associated with any individual's personal provider account - xtra ,clear, vodafone.co.nz etc) - and to use the name of your organisation within the address . e.g. mytownsorganisation@gmail.com - or which are associated with your organisation's own website e.g. me@mytownsorganisation.org.nz

to ensure that, by being transferrable, your organisation remains contactable after its members inevitably move on.

For a good model , check out the [Waiatarua Ratepayers and Residents' Association Inc's](#) excellent web-site .

Item

Attachment 2

Emma Gee

From: Anne Hunter on behalf of Reception Richmond
Sent: Wednesday, 7 November 2018 4:04 p.m.
To: Emma Gee
Subject: FW: NO resealing inGB last two years . Attn:: GB Com Board

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Emma, have you been dealing with this? Is it a highway or a TDC road?

Cheers Anne

Reception Richmond |
 Customer Services Team
 DDI (03) 543 8400

From: RI <uttakaos@xtra.co.nz>
Sent: Wednesday, 7 November 2018 2:21 p.m.
To: Abbie Langford <abbie.langford22@gmail.com>; r07lgf0rd@gmail.com
Cc: averill grant <averillgrant@hotmail.com>; Reception Richmond <Reception.Richmond@tasman.govt.nz>
Subject: Re: NO resealing inGB last two years . Attn:: GB Com Board

HELP. The 'repair' work that has been attempted on Puramahoi Straight over the last few months has been to the poorest standard I have seen ever. In some cases the surface has failed inside 24 hours and in others has not been filled to the correct levels. The rest is uneven as to resemble a roller coaster at best.

CONTRACTORS should not be paid for the failed 'repairs'

To then cover this, as scheduled by NZTA 5th Nov, is a disgrace.

<https://www.facebook.com/photo.php?fbid=10156884449455990&set=gm.2003461613054884&type=3&heater&ifg=1>

please fix the road surface first.
 On 26/07/18 10:28 AM, Abbie Langford wrote:

Hi Rod

I have added your email into correspondence for our August meeting

Regards
 Abbie

On Thu, 26 Jul 2018, 10:24 AM rl, <uttakaos@xtra.co.nz> wrote:

Attn GBCommunity Board

Hi Averill +co , Zero Km resealed in 2018 and bugger all in 2017.

You may have seen this but it worth another look. I had no feedback from the community Board.

- 1/ i think it is a community health and safety issue
- 2/ people may 'forget' over time , having passed a hundred times safely. the effect of the signs, may well wear off .
- 3/ people trust the NZTA to maintain the roads and the Truth will be a surprise to them (much as with TDC) so this info should be public NATION wide.
- 4/ at the North end of Puramahoi the warning signs only apply to a few hundred meters of SH60. It could have been fixed recently but the machinery left having only done a short length of repair at Milnthorpe. aprox 4Km was in program . Quote below

"

"It is confirmed that the Watercutting Subcontractor started work on Takaka Hill on Saturday

(2nd June) and will be progressing along SH60 through Golden Bay this week. 3,960m2 is

programmed to be water-cut (4,470m2 was done last year)."

5/ preferably , live could be saved.

Regards
Rod Langford
Onekaka

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.....
.....
.....

----- Forwarded Message -----

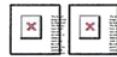
Subject:FW: SH60 "slippery when wet" signs Tak -Cwd
Date:Wed, 6 Jun 2018 20:43:59 +0000
From:Emma Gee <Emma.Gee@tasman.govt.nz>
To:'uttakaos@xtra.co.nz' <uttakaos@xtra.co.nz>

Hi Rod

Please see a response to your recent email to the Golden Bay Community Board from NZTA.

Kind Regards
Emma

Emma Gee
Team Leader Customer Services - Takaka
DDI (03) 525 0054 | Emma.Gee@tasman.govt.nz
PO Box 74, Takaka 7142, NZ



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From: Gareth Baxter <Gareth.Baxter@nzta.govt.nz>
Sent: Tuesday, 5 June 2018 2:11 p.m.
To: Emma Gee <Emma.Gee@tasman.govt.nz>; Jeremy Katterns <Jeremy.Katterns@tasman.govt.nz>
Cc: Roger Ashworth <Roger.Ashworth@nzta.govt.nz>; Frank Porter <Frank.Porter@nzta.govt.nz>; Peter McDonald <Peter.McDonald@nzta.govt.nz>; HUNT, Dean <Dean.Hunt@fultonhogan.com>; POWICK, Eamon <Eamon.Powick@fultonhogan.com>
Subject: FW: SH60 "slippery when wet" signs Tak -Cwd

Emma,

My response to your email enquiry via Jeremy to Dean Hunt refers, with apologies for the delay in replying.

It is acknowledged that additional "Slippery when Wet" signs have been erected on SH60 in Golden Bay. These are a temporary/safety measure taken until such time as the excess binder can be water-cut off the surface, and/or a SCRIM seal can be placed next summer.

It is confirmed that the Watercutting Subcontractor started work on Takaka Hill on Saturday (2nd June) and will be progressing along SH60 through Golden Bay this week. 3,960m² is

programmed to be water-cut (4,470m² was done last year).

It is noted that SH60 has had a significantly heavier than normal heavy traffic loading in recent

times, due to the rock cartage to the barges for Transmission Gully, and the highway is suffering from that loading. Significant heavy pavement maintenance has been done.

Works currently programmed on SH60 Golden Bay are as follows:

- Puamahoe Straight - 2.4km (both sides) of high lip removal and reforming water tables

programmed - to be completed by 30th June.

- Puamahoe Straight - 4 short lengths of Area Wide Pavement Treatments (granular overlays)

programmed to be done next summer (totalling 473 metres length).

- 2018/19 Reseals on SH60 Golden Bay (Cobb Valley Road to end of SH60) - 2.39km currently

also be a

programmed, inclusive of 260 metres of SCRIM (skid) seals. There will

advanced

post-winter inspection to confirm whether other reseal sites need to be

due to accelerated deterioration.

- 2019/20 reseals as above - currently programmed for 473 metres of second coat sealing to

AWPTs, with the Annual Planning and Post Winter processes to come.

Reseal lengths completed in recent years are as per the following table:

SH60 RS 70 to End - Chipsealing

Financial Year	Carriageway Length (m)
----------------	------------------------

2005/06	10,262
---------	--------

2006/07	12,661
---------	--------

2007/08	4,237
2008/09	4,925
2009/10	2,644
2010/11	5,595
2011/12	0
2012/13	3,943
2013/14	4,476
2014/15	1,272
2015/16	3,933
2016/17	365
2017/ May18	0
Grand Total	54,313
Average/year	4,178 metres

Hopefully the above is sufficient for your needs, but don't hesitate to email me if you require anything further.

Regards

Gareth

Gareth Baxter / Senior Network Manager

System Design and Delivery

Wellington – Majestic Centre

DDI 64 4 894 6155 / Mob 021 877 046

Email gareth.baxter@nzta.govt.nz

-----Original Message-----

From: HUNT, Dean [<mailto:Dean.Hunt@fultonhogan.com>]
Sent: Thursday, 24 May 2018 7:37 a.m.
To: Roger Ashworth; Frank Porter; Peter McDonald; Gareth Baxter
Cc: Anabelle Chaney (Fulton Hogan); Jeremy Katterns
Subject: FW: SH60 "slippery when wet" signs Tak -Cwd

Morning All,

This request has come through Council from the Golden Bay community board, originally from a public enquiry, with questions asked about the slippery when wet signage recently erected.

It is probably best that the Agency answer these questions, not sure who would 'manage' the response

Regards dean

-----Original Message-----

From: Jeremy Katterns [<mailto:Jeremy.Katterns@tasman.govt.nz>]
Sent: Thursday, 24 May 2018 7:31 AM
To: HUNT, Dean <Dean.Hunt@fultonhogan.com>
Cc: Abbie Langford <abbie.langford22@gmail.com>; Emma Gee <Emma.Gee@tasman.govt.nz>
Subject: RE: SH60 "slippery when wet" signs Tak -Cwd

Hi Dean,

As all the below questions appear to be related to the SH, can you please respond to the Community Board?

Thanks,

Jeremy

Jeremy Katterns

Road Engineer

DDI 03 543 7239 | Mobile 027 223 4001 | Jeremy.Katterns@tasman.govt.nz Private Bag 4,
Richmond 7050, NZ
<http://scanmail.trustwave.com/?c=2838&d=gcOF21CR3NRtHwx648C8QW-VVvY2h4f1xiiMw5JuSA&u=http%3a%2f%2fwww%2etasman%2egovt%2enz>

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-----Original Message-----

From: Emma Gee

Sent: Monday, 21 May 2018 9:13 a.m.

To: Jeremy Katterns <Jeremy.Katterns@tasman.govt.nz>

Cc: Abbie Langford <abbie.langford22@gmail.com>

Subject: FW: SH60 "slippery when wet" signs Tak -Cwd

Hi Jeremey

Are you able to answer any of Rod's queries, please reply to me and I can pass onto the Board to prepare a response to Rod.

Thanks

Emma

Emma Gee

Team Leader Customer Services - Takaka

7

DDI (03) 525 0054 | Emma.Gee@tasman.govt.nz PO Box 74, Takaka 7142, NZ
<http://scanmail.trustwave.com/?c=2838&d=gcOF21CR3NRtHwx648C8QW-VVvY2h4flxiiMw5JuSA&u=http%3a%2f%2fwww%2etasman%2egovt%2enz>

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-----Original Message-----

From: rl <uttakaos@xtra.co.nz>

Sent: Monday, 21 May 2018 9:06 a.m.

To: Averill Grant <averillgrant@hotmail.com>; Golden Bay Community Board <GoldenBayCommunityBoard@tasman.govt.nz>; r07lgf0rd@gmail.com

Subject: SH60 "slippery when wet" signs Tak -Cwd

Good Morning Several signs have appeared between Onekaka and Takaka and a 50km speed 'temporary' limit was in place - maybe still?- at Milnthorpe.

This is the new - in lieu of, 'sealing the roads', plan - People will chash on these slippery roads. "Slippery when WET" is a very cheap and dangerous option

1/ What sealing has happened on Golden Bay state highways the last two years- 2016 and 2017 ?

2/ What sealing happened on average, each year , of the last ten - 2005 -2015 ?

3/ What sealing is forecast for SH60 Golden Bay, the next two years 2018 , 2019 ?

Under last govt bugger all sealing and roadside mowing happened .

TDC complaints resulted in TDC increasing again mowing around richmond (and probly mot) as townies like it tidy. - TDC newsletter -a rough quote

Plenty of TDC roads have just been sealed in Takaka area, this Autumn .

SH60 from Upper Takaka to COLLINGWOOD is slippery when wet and a danger to all road users , due to NO annual maintenance.

This shows as long stretches of seal with no road chip on top in both wheel tracks in both lanes.

Rod Langford

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to http://scanmail.trustwave.com/?c=2838&d=gcOF21CR3NRtHwx648C8QW-VVvY2h4f1xn_bwsc5Tg&u=http%3a%2f%2fwww%2efultonhogancareers%2ecom

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Item

Attachment 3

Emma Gee

From: Graham and Denise Rogers <casarosa1@ts.co.nz>
Sent: Thursday, 8 November 2018 10:47 a.m.
To: Abbie Langford; Averill Grant; David Gowland; Grant Knowles; Paul Sangster; Sue Brown; Dennis Bush-King; Emma Gee
Subject: Pohara flooding report

Good morning all, I have had no reply from Kim Arnold in response to my email to him (30 October with copy to each of you) requesting a progress report on the Pohara flood mitigation works.

I intend to ask at the Community Board meeting Tuesday 13 November.

Are you able to help please?

Graham Rogers
10 Watino Place
Pohara
08 November 2018

Emma Gee

From: Kim Arnold
Sent: Thursday, 8 November 2018 11:23 a.m.
To: carosa1@ts.co.nz
Cc: Abbie Langford; Averill Grant; David Gowland; Grant Knowles; Paul Sangster; Sue Brown; Dennis Bush-King; Emma Gee
Subject: Re Pohara Stormwater Improvements

Good Morning Graham
It is no problem to provide an update for the Community Board Meeting.
We have discussed with Denis and will provide Denis a summary for the meeting.
Regards
Kim

Kim Arnold
Project Manager
DDI 03 543 8577 | Mobile 027 223 5111 | Kim.Arnold@tasman.govt.nz
Private Bag 4, Richmond 7050, NZ



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Emma Gee

From: Graham and Denise Rogers <casarosa1@ts.co.nz>
Sent: Tuesday, 13 November 2018 12:14 p.m.
To: Jeremy Katterns
Cc: Golden Bay Community Board; Dennis Bush-King
Subject: Re: Fonterra factory corner traffic hazard

HALLELUJAH AND PASS THE SALT!!!! THANKS JEREMY AND THE-PASSER-ON-OF-MY-MESSAGE. JUST THE RESULT I WAS HOPING FOR. I LOOK FORWARD TO SAFER JOURNEYS.

FONTERRA FACTORY CORNER HENCEFORTH TO BE KNOWN AS KATTERNS' CORNER. GRAHAM.

From: Jeremy Katterns
Sent: Tuesday, November 13, 2018 9:46 AM
To: casarosa1@ts.co.nz
Cc: Golden Bay Community Board ; Dennis Bush-King
Subject: RE: Fonterra factory corner traffic hazard

Hi Graham,

Your email was forwarded to me for reply. I am sorry to hear of the concerning incidents involving drivers not adhering to the road rules.

You are correct that vehicle movements from Motupipi Street onto Abel Tasman Drive and vice versa have the right of way.

In response to the issue to you have raised, I propose to install a Straight Ahead Traffic Give Way sign on Abel Tasman Drive as you suggest which is common place for similar intersections in the district (E.g. Moutere Highway/Waimea West Rd) and seems to be effective.



Thanks for bringing this to my attention and feel free to let me know if you have any further concerns.

Regards,
 Jeremy

Jeremy Katterns
 Road Engineer
 DDI 03 543 7239 | Mobile 027 223 4001 | Jeremy.Katterns@tasman.govt.nz
 Private Bag 4, Richmond 7050, NZ



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From: Graham and Denise Rogers [casarosa1@ts.co.nz]
Sent: Thursday, November 08, 2018 11:10 AM
To: Abbie Langford; Averill Grant; David Gowland; Grant Knowles; Paul Sangster; Sue Brown; Dennis Bush-King; Emma Gee
Subject: Fonterra factory corner traffic hazard

Good morning all. This is to alert you to a potentially serious perhaps even fatal traffic situation which exists at the Fonterra factory corner.

On two occasions recently I have been very close to being an accident statistic when biking home from Takaka to Pohara. Both times I was biking along Motupipi street to turn right at the Fonterra corner. Both times a car proceeded straight through from Pohara into Meihana Street towards the Rural Service Centre. The drivers must have concluded that they were proceeding straight ahead and I was on their left and turning right so I had the double responsibility to let them go first i.e. I should give way to my right, and, right turn goes last.

The situation here is that the painted centre white line curves in the direction from Pohara into Motupipi Street but the white line denotes that legally the curve is straight so I am physically turning but legally going straight ahead. Therefore the car driver is physically going straight ahead but is legally turning right. This is the same situation as exists at Wool Store corner at Riwaka.

In the days of the small circular bump at the Fonterra corner the situation was controlled by a GIVE WAY sign on the approach to the corner from the Pohara side. As I recall there was a secondary sign "straight ahead traffic give way".

Now that the corner has been rebuilt there is no GIVE WAY sign on the approach from Pohara. Given my two experiences – and I doubt that I am alone – I think the situation needs a re-examination with a view to re-instating a GIVE WAY sign to make the situation clearer and safer.

Biking is supposed to be good for my health. My two experiences at Fonterra corner were definitely detrimental to my health at the time. Please give this matter your consideration.

Graham Rogers
 10 Watino Place
 Pohara
 08 November 2018

Emma Gee

From: cheryl@goldenbaynz.co.nz
Sent: Wednesday, 7 November 2018 8:49 p.m.
To: Jeremy Katters; Reception Richmond; Reception Takaka
Cc: Golden Bay Community Board; 'Devangi'; 'Manager'
Subject: RE: Willow Street Carpark Service request 1824843

Thanks for your prompt reply Jeremy.

I was on site again today and although there is now a yellow line at the stop sign, a freshly painted larger bus stop, a new wheelchair park, and a refreshed dump station yellow lines and 3 arrows in the carpark there was still utter mayhem - probably worse than yesterday to be honest.

Tractors with trailers coming in the stop sign entrance, buses trying to get in and back up while others are trying to drive in, people backing out of the EV or disabled space into the bus, or nearly hitting the new thinly erected barrier arm, I filmed the bus trying to exit the carpark at the stop end, it is too thin and she could not see what was coming.

The back of the white van in pic 2, had to duck into the bus stop space as there was a bus parked, and a tractor coming out entry - no where for the van to go except back up on to the road...

The video is too big to email.

Here is a couple pics for you from today.

The area that needs some immediate attention is the bus park on the road, I did not see it today but was informed that there were campervans parked in the bus stop for some length of time this morning. The space to get off the bus needs to be worked on - its just ridiculous that you get off into a rock garden.



Look forward to progress and fast

Cheryl Elsey

Chairperson
Golden Bay Promotion Association

0272330539

Come Stay Play



From: Jeremy Katterns [mailto:Jeremy.Katterns@tasman.govt.nz]
Sent: Wednesday, 7 November 2018 7:18 AM
To: cheryl@goldenbaynz.co.nz
Cc: Golden Bay Community Board
Subject: RE: Willow Street Carpark

Hi Cheryl,

Thanks for the detailed email expressing your concerns. I really appreciate that you took the time to provide such detail and clear photos of the issues. It seems that several of the designed changes have not gone quite to plan as I had considered all of this when I designed the changes on site. The points you have raised are all valid and I will be following the issues up with the contractor to remedy to situation asap and have the carpark as ready as possible for summer.

I agree with your assessment that the space in general is badly thought out. This is a symptom of ad-hoc changes and additions over a number of years. In my opinion, there is far too many different facilities crammed into the one small carpark. I have raised this concern with both the GBCB and the Transportation Manager on previous occasions and will continue to do so. Longer term, several of the facilities would be far better located elsewhere.

Let me know if you would like to discuss any of your concerns in further detail, I am happy to do so.

Regards,
Jeremy

Jeremy Katterns
 Road Engineer
 DDI 03 543 7239 | Mobile 027 223 4001 | Jeremy.Katterns@tasman.govt.nz
 Private Bag 4, Richmond 7050, NZ



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From: cheryl@goldenbaynz.co.nz [cheryl@goldenbaynz.co.nz]
Sent: Tuesday, 6 November 2018 9:39 p.m.
To: Reception Takaka; Reception Richmond; Jeremy Katterns
Cc: Cheryl Elsey; Devangi Farah; Grant Knowles; Jane Dixon; Jasmine Polglase; 'Kerstin Knight'; Lisa Savage; 'Marg Braggins'; Michelle - GBPA; Paul Sangster - Councillor External Email
Subject: Willow Street Carpark

Hello TDC

I was at the Willow St Carpark today, like I am most weekdays. There has been some new signage erected today and it is causing much confusion already, near collisions, congestion and general mayhem and that was in the 30 minutes I was on site today. I can only imagine what the summer will bring.

I understand the space is to become a one way system, which in theory sounds great but the way it is being put together at such piecemeal way is appalling and it is dangerous.

New Entry:

- There is only signage on one side of the new entry way, so from the main road the entry there is no notice that the carpark is one way
- There is no indication that this is an entry only entrance.
- There is no road markings indicating a one way system
- As people approach the space to EXIT the signage on to the road says no entry - surely it should say NO EXIT.
- The entry space is too narrow with the addition of an island now for large buses to come in and park
- There needs to be clear signage on the entry side saying ENTRY ONLY - people were so confused - both vehicles below exited the no entry space



New Exit:

- The exit signage says no entry however it is flush with the road and not able to be seen by anyone driving along.
- There is a STOP sign inside the carpark however there are no yellow lines and there is no stop written on the road - this is confusing. If the stop lines are painted where the sign is, there is not way you can see the road and what is approaching.
- The EXIT space is so small - there is a rock on one side and a newly marked carpark for the Top shop on the other. The exit gap can take a car, but not a campervan or a bus or a vehicle with a trailer if there were cars parked either side.
- There is a huge rock that will take someone's underbelly out of their car or camper
- I asked the contractor today when they were putting up the signage why it was flush to the road, they said it had to go on the existing post, I mentioned that it could not be seen by someone driving, they said they could not dig another hole to move the post
- The exit is SO dangerous, one needs to be quite a way out to see if there is anything coming, there is a post, a tree and a pedestrian barrier and tree shade blocking the view.
- Surely this would be better labelled EXIT ONLY and positioned so that motorists can see it approaching the area from the North
- NOT ONE vehicle managed to exit the space without going over the parking lines of the newly marked spaces.
- Can you turn left or right once you are at the exit? Whatever direction you choose it seems dangerous.



New Bus Stop:

- There is a new bus stop marked on the road - this is a good idea HOWEVER.... the passengers have to disembark into a rock garden and there is nowhere to unload the luggage
- A new path has been created through the existing garden but it does not line up with the bus stop
- Who decides where these things are to go - there is absolutely no logic in it at all



Further Confusion

- there is a dumping station sign at the new entrance but no further information for visitors as to where to go.
- At the dumping station site, there is marked car parks with yellow do not park lines over it - so is it a carpark or a non parking zone



I can only imagine the absolute bedlam in here once the new shower block is added.

The Golden Bay Visitor Centre has 90,000 people visit in any one year and this space seems to be so badly designed and thought out. Were there on site inspections to work this out or was is designed in an office?
 I would be keen to have some answers as to how this can be so badly designed and implemented and some answers as to when it will be safe for vehicles and pedestrians, buses and tourists who are not familiar with the area.
 Many thanks

Item

Attachment 7

Emma Gee

From: Jeremy Katterns
Sent: Wednesday, 7 November 2018 7:18 a.m.
To: cheryl@goldenbaynz.co.nz
Cc: Golden Bay Community Board
Subject: RE: Willow Street Carpark

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Cheryl,

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Regards,
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Jeremy Katterns
 Road Engineer
 DDI 03 543 7239 | Mobile 027 223 4001 | Jeremy.Katterns@tasman.govt.nz
 Private Bag 4, Richmond 7050, NZ



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Subject: Willow Street Carpark

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Many thanks

THE G.B. WEEKLY

TAX INVOICE

GB COMMUNITY BOARD
 C/- TDC
 Commercial Street
 Takaka 7110

Invoice Date
 31 Oct 2018

Invoice Number
 INV-2787

GST Number
 122-760-480

Mohua Media Limited
 T/A The Golden Bay
 Weekly
 2055
 Collingwood-Puoponga
 Main Road
 RD 1
 Collingwood 7073
 E: admin@gbweekly.co.nz
 P: 03 525 8679

Description	Quantity	Unit Price	Amount NZD
Public Notice - change of Nov meeting time	27.00	0.43	11.74
6cm colour ad 26 October, 2 and 9 Nov - change of meeting time	3.00	39.13	117.39
4cm double colour ad - Local Board discussions - 5 October	1.00	52.17	52.17
		Subtotal	181.30
		TOTAL GST 15%	27.20
		TOTAL NZD	208.50

Due Date: 20 Nov 2018

Direct Credit payment to: Kiwibank 38-9018-0707902-00

Payments by cash or cheque may also be left at our agents:
 Paradise Entertainment, Commercial St, Takaka or
 On The Spot, Tasman St, Collingwood.

Payment due 20th of month following invoice



PAYMENT ADVICE

To: Mohua Media Limited
 T/A The Golden Bay Weekly
 2055 Collingwood-Puoponga Main Road
 RD 1
 Collingwood 7073
 E: admin@gbweekly.co.nz
 P: 03 525 8679

Customer GB COMMUNITY BOARD
Invoice Number INV-2787

Amount Due 208.50
Due Date 20 Nov 2018

Amount Enclosed _____
 Enter the amount you are paying above

Emma Gee

From: Jeremy Katterns
Sent: Tuesday, 13 November 2018 10:48 a.m.
To: Golden Bay Community Board
Cc: Dennis Bush-King
Subject: Willow St Carpark
Attachments: Bus Stop - Willow St looking north.jpg; Willow St CP bus stop remarked.jpg; Willow St bus stop looking south.jpg; Willow St CP vehicle exit to be widened.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

Hi All,

Work has been recently undertaken to modify the Willow St carpark to be a one-way as previously agreed with the GBCB. During this work, several issues have been raised by affected community members and businesses. I am expecting that this may be a topic of discussion at the meeting this afternoon.

I met with the contractor urgently last week to arrange some minor changes to the signage layout and placement, as well as a slight widening of the vehicle exit at the northern end of the carpark. These changes should assist drivers to properly navigate the one way system and help make doing so safer. For locals who are used to driving in and out both ends, it may take some time to adjust.

Another issue is that of the bus stops. At the GBCB meeting, when the changes were discussed, the bus stop changes were to be deferred to a later date. Unfortunately, the contractor made a mistake has gone ahead with these changes as well. The bus stop adjacent to Willow St in particular has created further issues as passengers are forced to disembark into the garden area, and the bus stop is unable to be used if vehicles choose to park right up to it, as no entry or exit tapers were marked at the same time.

As the bus stop changes have already been done, I propose that they are left in place for the summer to assess how they work. This will require the some of the garden area to be removed to allow passengers room to disembark, as well as the entry and exit tapers to be marked. The alternative is to remove the marking and revert the space to its previous form. Can the GBCB please discuss this matter in particular and come back to me with a preference?

Kind Regards,
 Jeremy

Jeremy Katterns
 Road Engineer
 DDI 03 543 7239 | Mobile 027 223 4001 | Jeremy.Katterns@tasman.govt.nz
 Private Bag 4, Richmond 7050, NZ



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Ake ake kia kaha



GOLDEN BAY HIGH SCHOOL

Golden Bay Community Board C/- Tasman District Council
 Carolyn McLellan
 PO Box 74
 TAKAKA 7142

8 November 2018

Dear Carolyn

END OF YEAR CLOSING CEREMONIES AND SCHOOL MAGAZINE

Thank you for your sponsorship for the End of Year Closing Ceremonies and/or school magazine. The recognition of our students' achievements is made possible by donations such as yours.

We appreciate the generosity.

Yours sincerely

Linda Tame
 Principal

RECEIPT Date 1 / 11 / 18 **4427875**

Received from Golden Bay Community Board

the sum of one hundred dollars

Prizegiving DONATION

per L. Mason

Notes	\$	100 : —
Cheque	\$:
Cash	\$:
Total	\$:

COLLINE AS 40L NCR

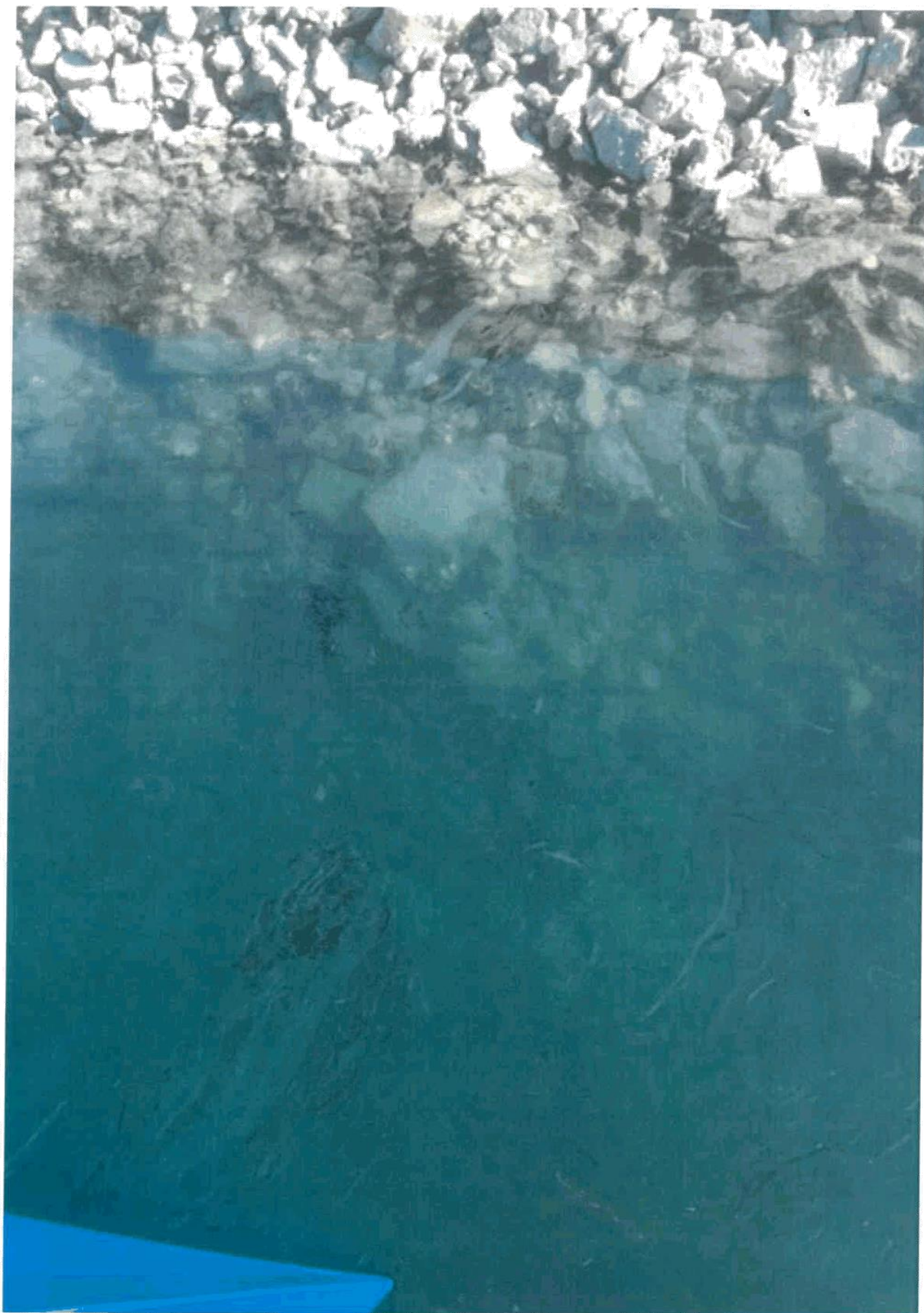
12 Waitapu Road, Takaka 7110, New Zealand • Tel 00643 525 9914 • Fax 00643 525 9067 • email: postie@gbh.school.nz

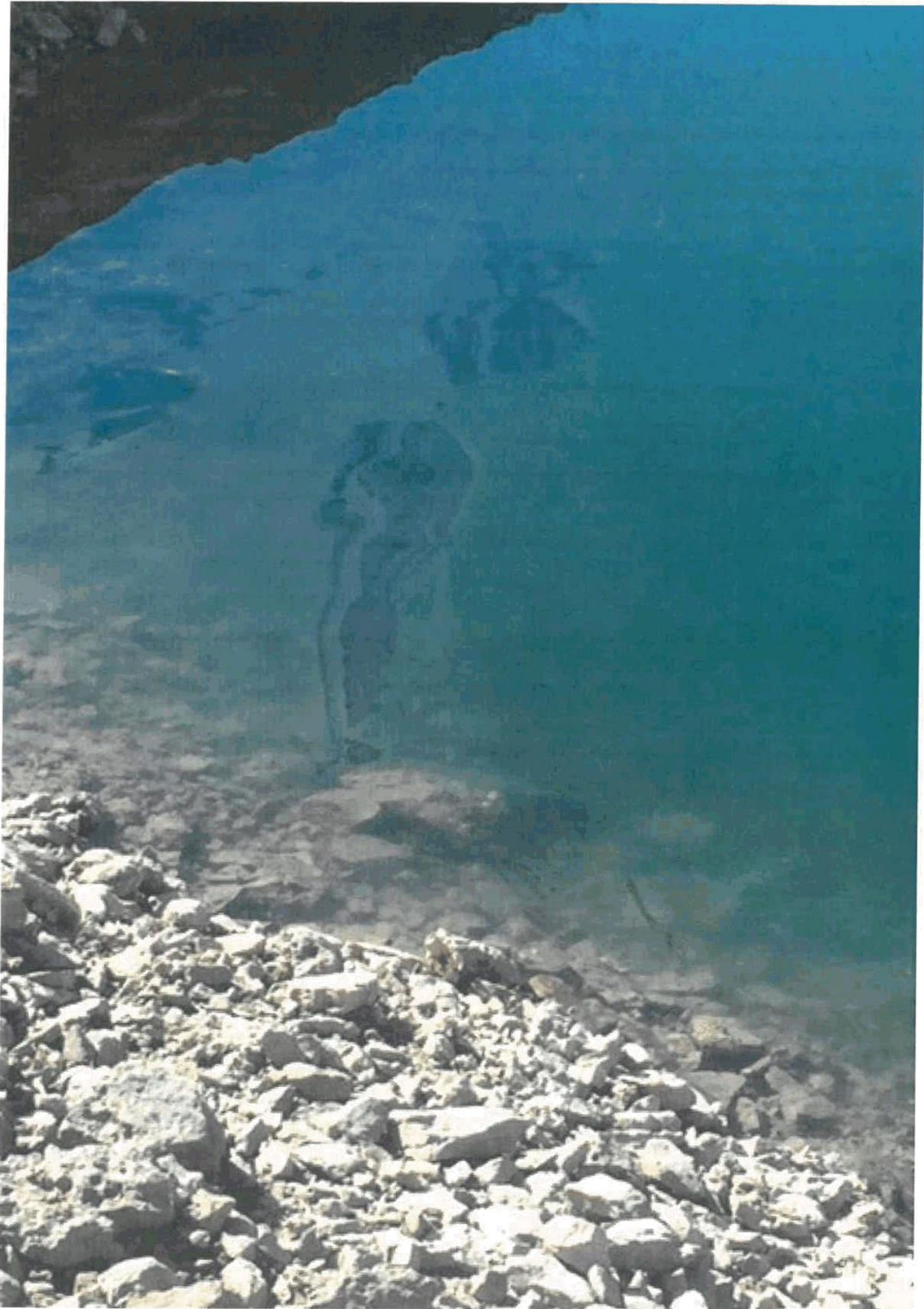


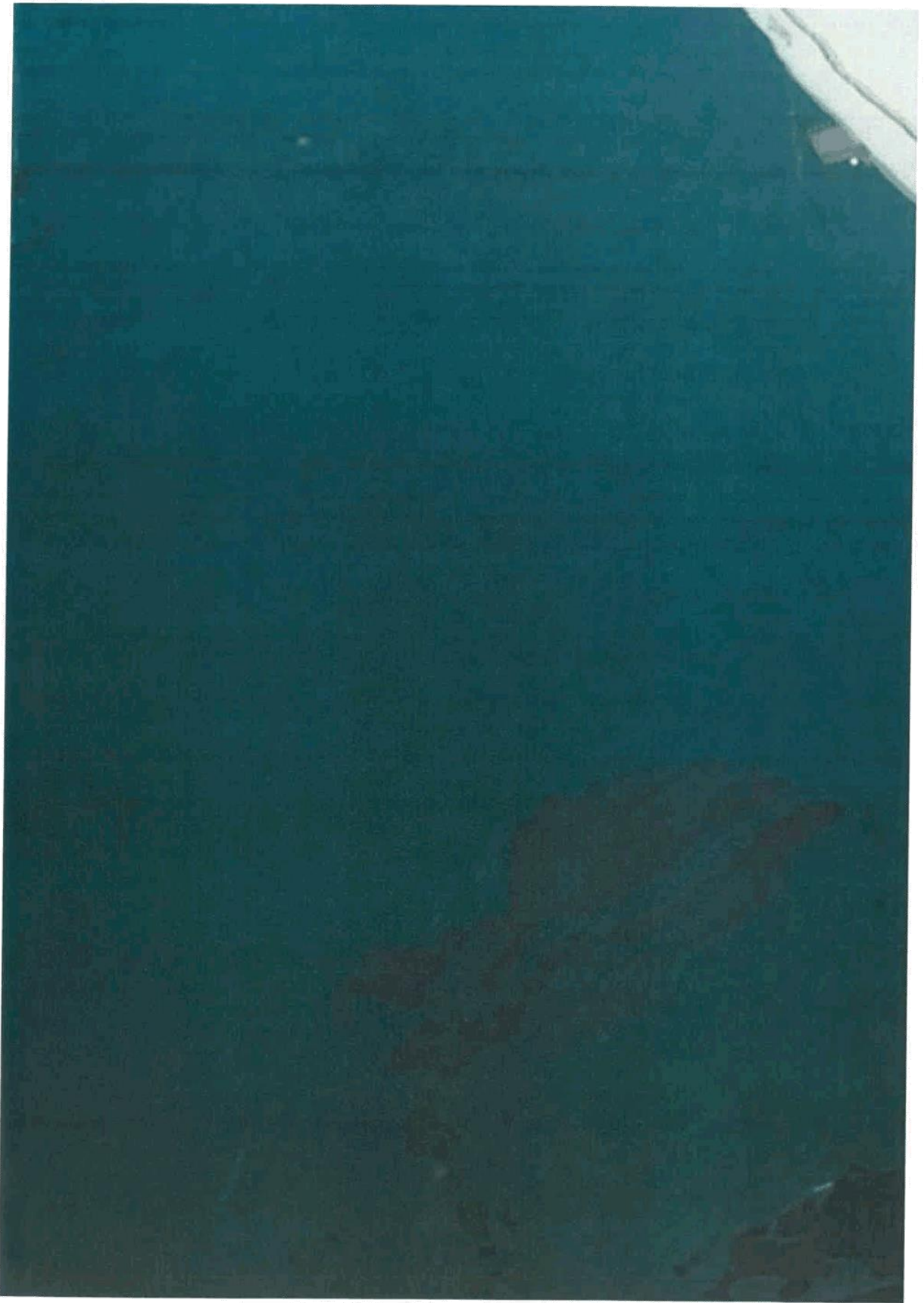
Item

Attachment 11





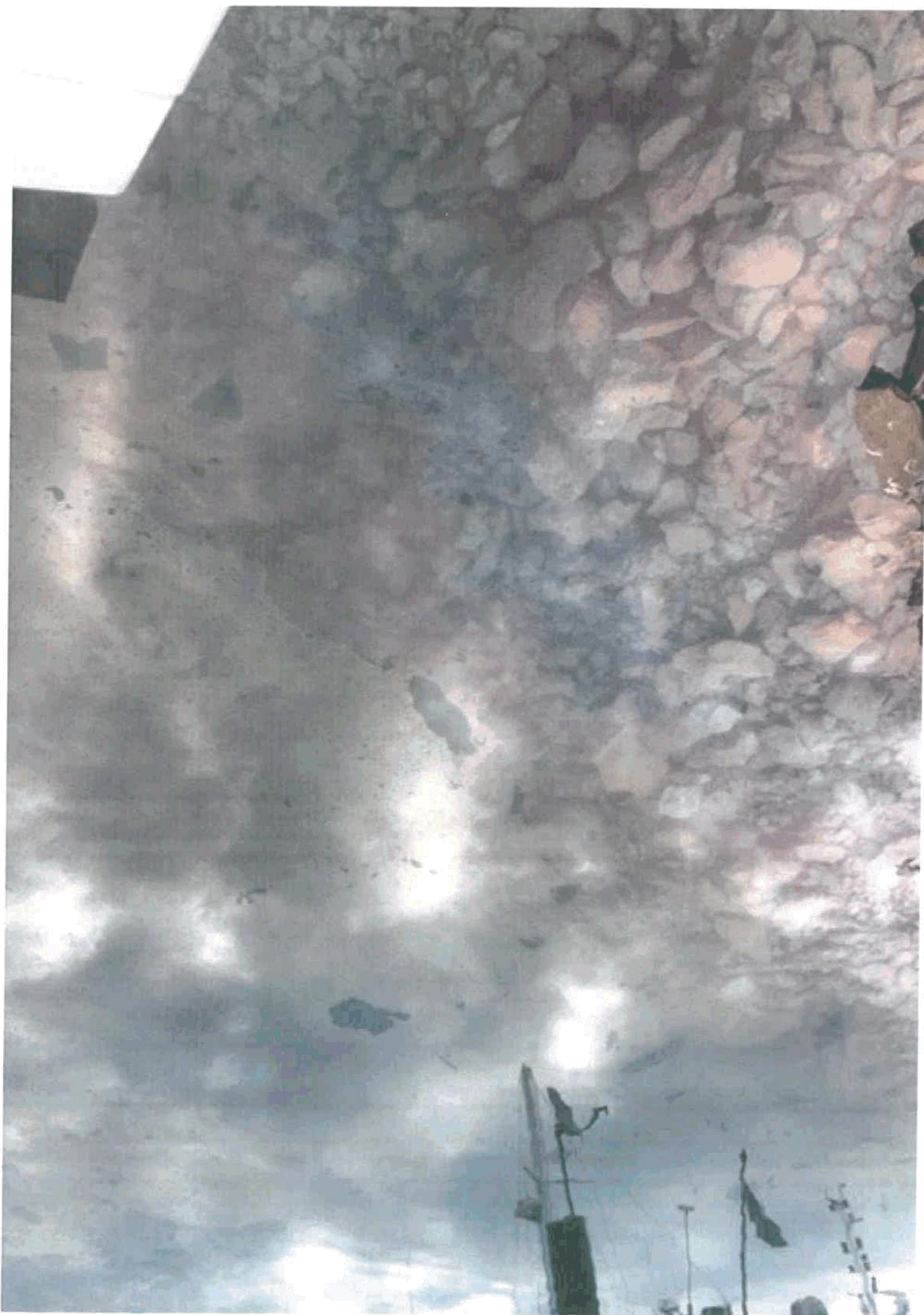


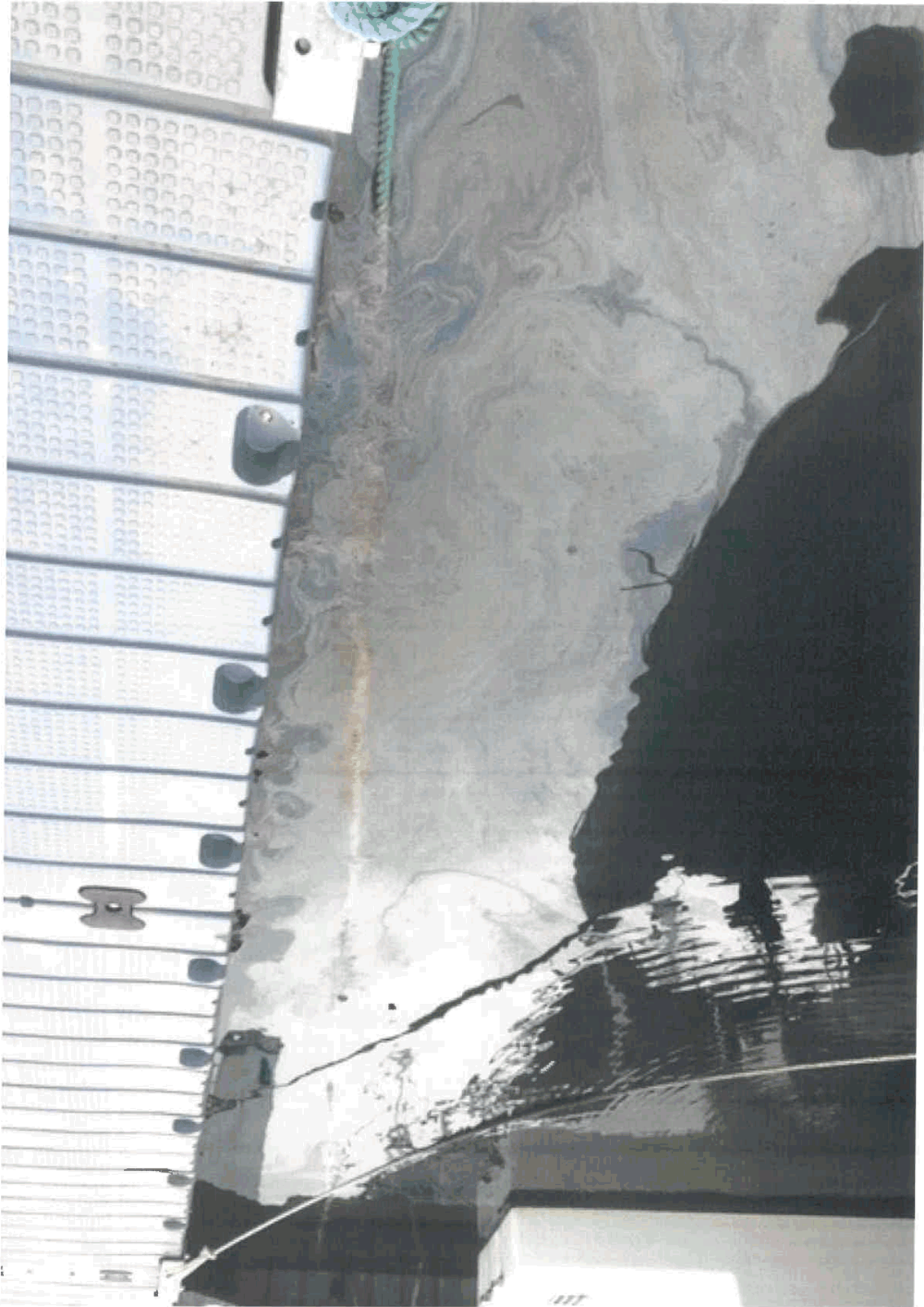


Item

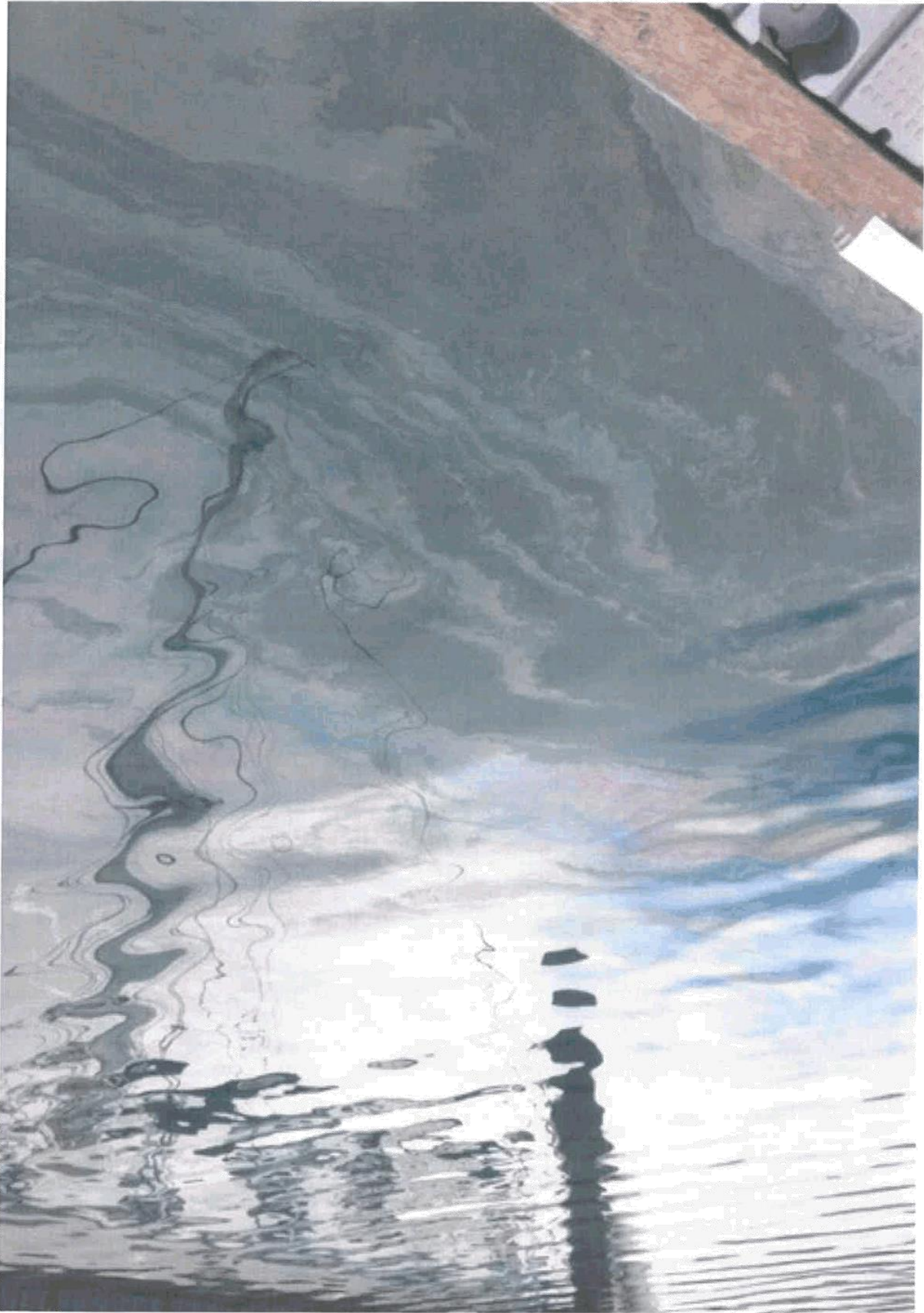
Attachment 11







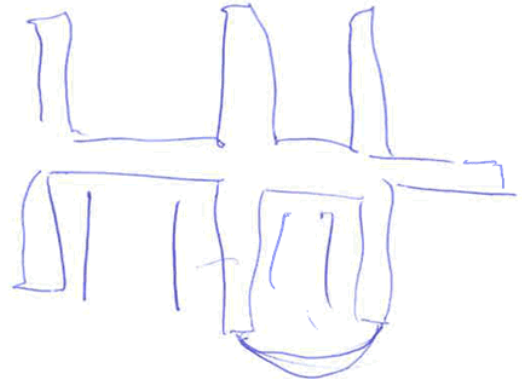




= all boats to have barge
inspectors

= access to oil spill kit so all
harbour users can contain oil spills
+ advise TDC

=



* Takaka Community board

I Mark Nicholls have been advising
TDC harbour manager about fuel oil
oil contamination in the harbour; I
advised Sue Brown + another TDC
representative at a meeting regarding
harbour berth holder charges and
still no response!

at the beginning of November there
was unbelievable amounts of oil in
the harbour and weather was
bad causing waste oil to stop up
on to boats ^{covering} ~~containing~~ these water inlets +
bulk in oil, and the walkways + rocks
TDC advised by official Complainant 1st Nov
complainant was told TDC have
5 days to act it is now 12th
and no action taken?

TAKAKA COMMUNITY BOARD MEETING
13th NOVEMBER 2018

Resource consent RM090020 for the control of vegetation along the state highways by NZTA was granted on 4th March 2009 for a period of 10 years. Next March this consent will be up for renewal.

The Cawthron Institute supplied a document titled the "Potential impacts of the proposed herbicides on freshwater aquatic life". The information was sourced primarily from the Canadian Water Quality Guidelines 1992, and from chemical manufacturing companies in the late 1992 and early 1993. This information was already 16 years old when the consent was renewed in 2009. It states, "The following data refer in some instances to tradenames (e.g. Roundup, Escort) and at other times to active ingredients (e.g. oryzalin, triclopyr). The distinction is sometimes important because the formulated product (which can contain surfactants or other additives) can be more toxic than the active ingredient. Technical data often relates to the active ingredient only, which introduces an element of uncertainty to an assessment of product toxicity."

This is well illustrated by the herbicide Roundup whose active ingredient is glyphosate. E G Vallianatos spent 25 years in the US Environmental Protection Agency and was privy to thousands of documents relating to pesticides. In his book, "Poison Spring" page 205 he states, "Studies published in 2010 show glyphosate causes birth defects in frogs and chicken embryos at amounts smaller than farmers and gardeners leave in food. Older studies document other dreadful effects of glyphosate including cancer, endocrine disruption, damage to DNA, and deleterious malformations of the reproductive, neurological, and developmental systems of animals as well as humans. Researchers also link glyphosate to miscarriages in humans and livestock. Monsanto and government authorities have known about the toxic effects of glyphosate since the 1980's. And both industry and regulators have kept the public in the dark." The full formulation of Roundup is many times more toxic than glyphosate.

The above are known effects of one of the active ingredients authorised by this consent and is considered by most people to be the least toxic. Other authorised ingredients are metsulfuron, terbuthylazine, and triclopyr. Also the herbicides may be supplemented with penetrants to increase the efficacy. The most frequently used mix is Roundup, metsulfuron and a penetrant. When combined their toxicity increases exponentially.

The document from the Cawthron Institute is lacking as it is mainly concerned with the effects on aquatic life, not the whole environment, uses chemical companies information which has been manipulated by the company and regulators, and out of date. For Roundup it states, "Inactivated on contact with soil so has no residual activity." The French court took Monsanto to court over this claim and it has been deleted from the label as it was proven to be false. Therefore this environmental impact report should not be used as a basis for the renewal of this consent.

On page 8 of the consent it states, "The adverse environmental effects of the activity are considered to be no more than minor. The Council's Resource Consents Manager has, under

the authority delegated to him, decided that the provisions of Section 94(2) of the Act have been met and therefore the application has been processed without notification."

Section 94(2) of the RMA has been repealed so there is no criteria to gauge whether the effects are less than minor. The above effects can be life changing therefore the resource consent should be publically notified.

Cancer rates have now risen to 1 in 3 and children as young as 3 years old have cancer. They have been exposed to toxic chemicals while in utero and are continually exposed throughout their life. The public have been kept in the dark by the very agencies that are supposed to protect them, namely the Environment Protection Agency. The public have a right to have input into saying whether or not they are to be exposed to toxic chemicals while walking, running, horse riding, cycling and driving along public roads. I suggest the public should be made aware of the harmful effects of these chemicals and then the consent should be publically notified.

The use of organic sprays or steam would be healthier for the environment.

A friend has mentioned to me a new invention. Electro-thermal weeding.

Re Waimea Dam. Attention All Councillors Of T.D.C. 6.11 2018.

It is upon people like yourself the rest of us rely to make the sensible choices.

Up until now some you have been supporting the Lee Valley Dam. To continue to do so will rob the district in general of the local finance we are going to need to prepare for the now inevitable climatically caused challenges of the near future.

The dam is a white elephant even as it is being planned. This was made very clear during the recent Mike Joy meetings on water health in which he spoke generally on the current knowledge on dams. Our district can do better than to be so short sighted in approving this project for about 170 growers in the Waimea who should be self-sufficient.

As Mayor Kempthorne personally acknowledged to me on the December 2017 submission day, the new ratepayers, for \$5000.00 for tanks, and the cost of filtration, can provide for themselves.

With the climate changing there will be a wide scale switch in land use. The dam won't help any of that.

It takes courage to switch in midstream but you will be acknowledged for your leadership if you vote against this huge project which, if allowed, will rob each of the four individual areas in Tasman District of normal expectations for other infrastructure upkeep.

We need good leadership, not loyalty to such an obviously misguided scheme.

Regards,

Karen Brookes

Golden Bay.

This email has been checked for viruses by Avast antivirus software.
<https://www.avast.com/antivirus>



Earthquake Prone Priority Buildings Statement of Proposal

**Identification of essential transport and pedestrian routes to assist
in the subsequent identification of Earthquake Prone Priority
Buildings**



1. Introduction

The system for identifying and managing earthquake-prone buildings changed on 1 July 2017, when the **Building (Earthquake-prone Buildings) Amendment Act 2016** came into force. The new system ensures the way our buildings are managed for future earthquakes is consistent across the country, and provides more information for people using buildings. There are new requirements, powers and timeframes to address earthquake-prone buildings. More specifically for this consultation is the identification of essential transport and/or pedestrian routes that may be affected by earthquake prone buildings in an event.

The new system prioritizes the identification and remediation of earthquake-prone buildings that either pose a high risk to life safety, or are critical to recovery in an emergency. Certain hospital, emergency, and education buildings that are earthquake prone will be 'priority buildings'. Other earthquake-prone buildings may be priority buildings due to their location, and the potential impact of their failure in an earthquake on people. Priority buildings must be identified and remediated in half the usual time, to reduce the risks to life safety more promptly.

It is not just about the safety of those, or the services, inside the buildings in a seismic event. It is the risks posed by those identified buildings on the roads, footpaths and other thoroughfares used in the event of an emergency that should be prioritized that will, in turn, enable the prioritization of buildings on those routes.

The consultation is not just limited to those routes identified in this document, but with the invitation to submitters to identify potential other routes that could be compromised by earthquake prone buildings in an event.

This consultation is undertaken in accordance with section 133AF(2)(a) and (b) of the Building Act 2004, requiring the Council to consult as required by the Local Government Act 2002.

The consultation is **NOT** for the Council to identify certain potential earthquake-prone priority buildings at this stage. That is a process the Council will undertake after the relevant roads, footpaths, thoroughfares and strategic routes have been identified.

2. Why we're consulting

Your input is required to identify some priority buildings.

To determine which buildings (other than certain hospitals, emergency and education buildings) may be priority buildings, the Council must identify:

1. which thoroughfares have sufficient vehicular or pedestrian traffic to warrant prioritization, if part of a unreinforced masonry (URM) building were to fall onto them in an earthquake, and
2. which transport routes of strategic importance would be impeded if buildings collapsed onto them in an earthquake.

Your views on the acceptable level of risk, our buildings, and their uses, will inform Council's decision on which thoroughfares and routes to prioritize.

3. Proposals

3.1 Vehicular and pedestrian thoroughfares with sufficient traffic to warrant prioritization



Council has applied the following criteria to identify roads, footpaths or other thoroughfares to be prioritized:

High pedestrian areas (people not in vehicles)

Description of use	Description of area	Example of area
Areas relating to social or utility activities	Areas where shops or other services are located	Areas such as the shopping areas on a main street, the local pub, community centre
Areas relating to work	Areas where concentrations of people work and move around	Areas around businesses where there is a concentration of workers in numbers larger than small shops or cafes
Areas relating to transport	Areas where concentrations of people access transport	Areas around transport services, car parks, tourist centres
Key walking routes	Key walking routes that link areas where people are concentrated	Routes from bus stops or other areas relating to transport to areas where shops, other services or areas people work are located

and/or

Areas with high vehicular traffic (people in motor vehicles/on bikes)

Description of use	Description of area	Example of area
Key traffic routes	Key traffic routes regularly used by vehicles including public transport	Central business district streets, well trafficked suburban streets, arterial routes, heavy use bus routes
Areas with concentrations of vehicles	Areas where high concentrations of vehicles build up	Busy intersections, areas where traffic builds up at peak hours

and

Potential for part of an unreinforced masonry building to fall onto the identified thoroughfare¹.

¹ An unreinforced masonry (URM) building has masonry walls that do not contain steel, timber or fibre reinforcement. URM buildings are older buildings that often have parapets, as well as verandas, balconies, decorative ornaments, chimneys and signs attached to their facades (front walls that face onto a street or open space).



The Council is seeking your views on whether the following roads, footpaths and other thoroughfares warrant prioritization and whether there are any other thoroughfares that should be included.

The roads below have already been identified as key routes by Civil Defence Emergency Management, and have sufficient traffic and the potential for part of an unreinforced masonry building to fall. The roads identified also include other roads that form part of the road network where the Council envisages more pedestrian and cycle usage. Accordingly, the Council proposes the following thoroughfares be prioritized.

1. Queen Street, Richmond (between Gladstone Road and the intersection with Hill Street);
2. Oxford Street, Richmond (between Gladstone Road and the intersection with Queen Street);
3. Sundial Square, Richmond;
4. McGlashen Avenue and Talbot Street, Richmond;
5. Salisbury Road, Richmond;
6. Wensley Road, Richmond;
7. Cambridge Street, Richmond;
8. Aranui Road, Mapua;
9. Moutere Highway, Upper Moutere (from the intersection with Supplejack Valley Road and The Moutere Inn);
10. High Street (SH60), Motueka (from the intersection with Whakarewa Street and Poole Street);
11. Greenwood Street, Motueka;
12. Pah Street, Motueka (from the intersection with High Street and Kerei);
13. Whakarewa Street, Motueka (from the intersection with High Street and Grey Street);
14. Commercial Street (SH60), Takaka (from the intersection with Motupipi Street and Waitapu Road);
15. Tasman Street, Collingwood;
16. Ellis Street, Brightwater;
17. Lord Rutherford Road North, Brightwater;
18. Edward Street, Wakefield (from intersection with Clifford Road (SH6) and Pitfure Road).
19. Fairfax Street, Murchison (88 Fairfax Street to the intersection with Waller Street (SH6)).
20. Waller Street (SH6), Murchison (from the intersection with Brunner Street and Beechwoods Café);
21. Riwaka-Kaiteriteri Road and Kaiteriteri-Sandy Bay Road (from the intersection with Martin Farm Road and 45 Kaiteriteri-Sandy Bay Road)
22. Sandy-Bay Marahau Road, Marahau.

Questions

1. Do you agree with the thoroughfares identified for prioritization?



2. If not, which thoroughfares do you disagree with and why?

3. Are there any other thoroughfares that meet the criteria but are not listed?

3.2 Buildings on a transport route of strategic importance

Access to emergency services in emergencies is essential for a number of reasons, including saving lives. Buildings impeding a strategic transport route in an earthquake could inhibit an emergency response to the detriment of the community, i.e. loss of life, if access to emergency care is not possible.

Council has applied the following criteria to identify buildings on transport routes of strategic importance in an emergency for prioritization:

Emergency routes

(a) routes likely to be used by emergency services in:

- (i) transiting from their bases to areas of need in a major emergency, or
- (ii) transiting to central services such as hospitals, where there are no alternative routes available

with

(b) at least one building located on them that, if it collapsed, would impede the route.

Council seeks your views on whether the following emergency routes should be prioritized. It also seeks your views on whether there are any other routes that should be included.

Based on there being a likelihood of use by emergency services in an emergency (as identified by Civil Defence Emergency Management) and the potential for at least one building to impede the route if it collapsed, the Council proposes the following routes be prioritized

1. State Highway 6 (from the borders with Buller District and Nelson);
2. State Highway 65 (from O'Sullivan's Bridge / Upper Buller Gorge Road, to the border with Buller District);
3. State Highway 63 (from the junction with SH6 and the border with Marlborough District);
4. Korere-Tophouse Road (from the junction with SH63 and SH6);
5. Moutere Highway, Main Road Lower Moutere and Queen Victoria Street (from SH6 at Appleby to Motueka);
6. Queen Street, Richmond;
7. Wensley Road and Salisbury Road, Richmond;
8. Lower Queen Street and Lansdowne Road, Richmond;
9. State Highway 60 (from Richmond to Collingwood);



10. Mapua Drive, Stafford Drive and Aporo Road (from intersections with SH60 at Mapua and Tasman);
11. Aranui Road, Mapua;
12. Motueka Valley Highway, College Street and King Edward Street (from the intersection with SH6 and SH60 {Motueka});
13. Riwaka-Kaiteriteri Road (from the intersection with SH60 to Kaiteriteri);
14. Riwaka Sandy Bay Road and Sandy Bay-Marahau Road (from the intersection with SH60 to Marahau);
15. Kaiteriteri-Sandy Bay Road (from Kaiteriteri to Sandy Bay);
16. Motupipi Street and Abel Tasman Drive (from the intersection with SH60 and Totaranui Road / McShane Road);
17. Collingwood-Bainham Main Road (from Collingwood to Bainham).
18. Collingwood – Puponga Main Road (from Collingwood to Puponga).
19. Cobb Valley Road and Cob Dam Road (from SH60 to the Cobb dam and powerstation).

Questions

1. Do you agree with the routes identified for prioritization?
2. If not, which routes do you disagree with and why?
3. Are there any other routes that meet the criteria but are not listed?

4. Have your say

The deadline for submissions is 3 December 2018.

Submissions can be made by the following means:

- Online at www.tasman.govt.nz/feedback
- In writing for the attention of Phil Beck. These are to be addressed to Tasman District Council, 189 Queen Street, Private Bag 4, Richmond 7050, New Zealand.
- By E-mail addressed to phil.beck@tasman.govt.nz. The “subject” title must state “Submission on earthquake-prone priority buildings public consultation”.
- By Fax to 03 543 9524 for the attention of Phil Beck, with the title “Submission on earthquake-prone priority buildings public consultation”.
- Public presentations to the Council are currently being scheduled for February 2019.

5. What happens next?

Once priority thoroughfares have been finalised through this consultative process, Council will look at buildings on those thoroughfares to determine whether they are potentially earthquake prone in



accordance with the EPB methodology². Affected building owners will be notified. Owners of potentially earthquake-prone buildings, whether a priority building or not, have 12 months to provide an engineering assessment. Council will then determine whether the building is earthquake prone, and notify the building owner of remediation requirements.

6. New system for managing earthquake-prone buildings

The *Building (Earthquake-prone Buildings) Amendment Act 2016* came into force on 1 July 2017. It changes the current system for identifying and remediating earthquake-prone buildings.

The new system ensures the way our buildings are managed for future earthquakes is consistent across the country, and provides more information for people using buildings, such as notices on earthquake-prone buildings and a public register. Owners of earthquake-prone buildings will be required to take action within certain timeframes depending on the seismic risk area their building is located in. Affected owners will be contacted by Council in due course.

Tasman District has been categorized as both a **medium and high seismic risk area**.

More information on seismic risk areas can be found at: <https://www.building.govt.nz/managing-buildings/managing-earthquake-prone-buildings/how-the-system-works/#jumpto-seismic-risk-areas-and-time-frames>. Specific reference is made to the section titled “*Seismic risk areas and time frames*”.

For that part of Tasman District which has been categorized as a **high seismic risk area**, Council must identify potentially earthquake-prone priority buildings within 2½ years (by 1 January 2020) and other potentially earthquake-prone buildings within 5 years (by 1 July 2022), and building owners must strengthen or demolish earthquake-prone priority buildings within 7½ and all other building within 15 years³.

For that part of Tasman District which has been categorized as a medium seismic risk area, Council must identify potentially earthquake-prone priority buildings within 5 years (by 1 July 2022) and other potentially earthquake-prone buildings within 10 years (by 1 July 2027 (by 1 July 2027), and building owners must strengthen or demolish earthquake-prone priority buildings within 12½ years and all other buildings within 25 years⁴.

More information about the new system can be found at: <https://www.building.govt.nz/managing-buildings/managing-earthquake-prone-buildings/>

A tabulated summary is shown below.

Seismic risk area	Territorial Authority must identify potentially earthquake-prone buildings by:		Owners of earthquake-prone buildings must carry out seismic work within (time from date of issue for the earthquake-prone building notice):	
	Priority buildings	Other buildings	Priority buildings	Other buildings
HIGH	1 Jan 2020	1 July 2022	7.5 years	15 years

² The EPB methodology is a regulatory tool that sets out the types of buildings that [Council] must identify as potentially earthquake prone.

³ from the date the earthquake-prone building notice is issued.

⁴ from the date the earthquake-prone building notice is issued.



MEDIUM	1 July 2022	1 July 2027	12.5 years	25 years
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Certain hospital, emergency, and education buildings that are earthquake prone are likely to be priority buildings. Some other buildings may also be priority buildings due to their location, and the potential impact of their failure in an earthquake on people.

Further guidance on priority buildings is available at: <https://www.building.govt.nz/managing-buildings/managing-earthquake-prone-buildings/resources/>



Nelson-Tasman Lifelines Project

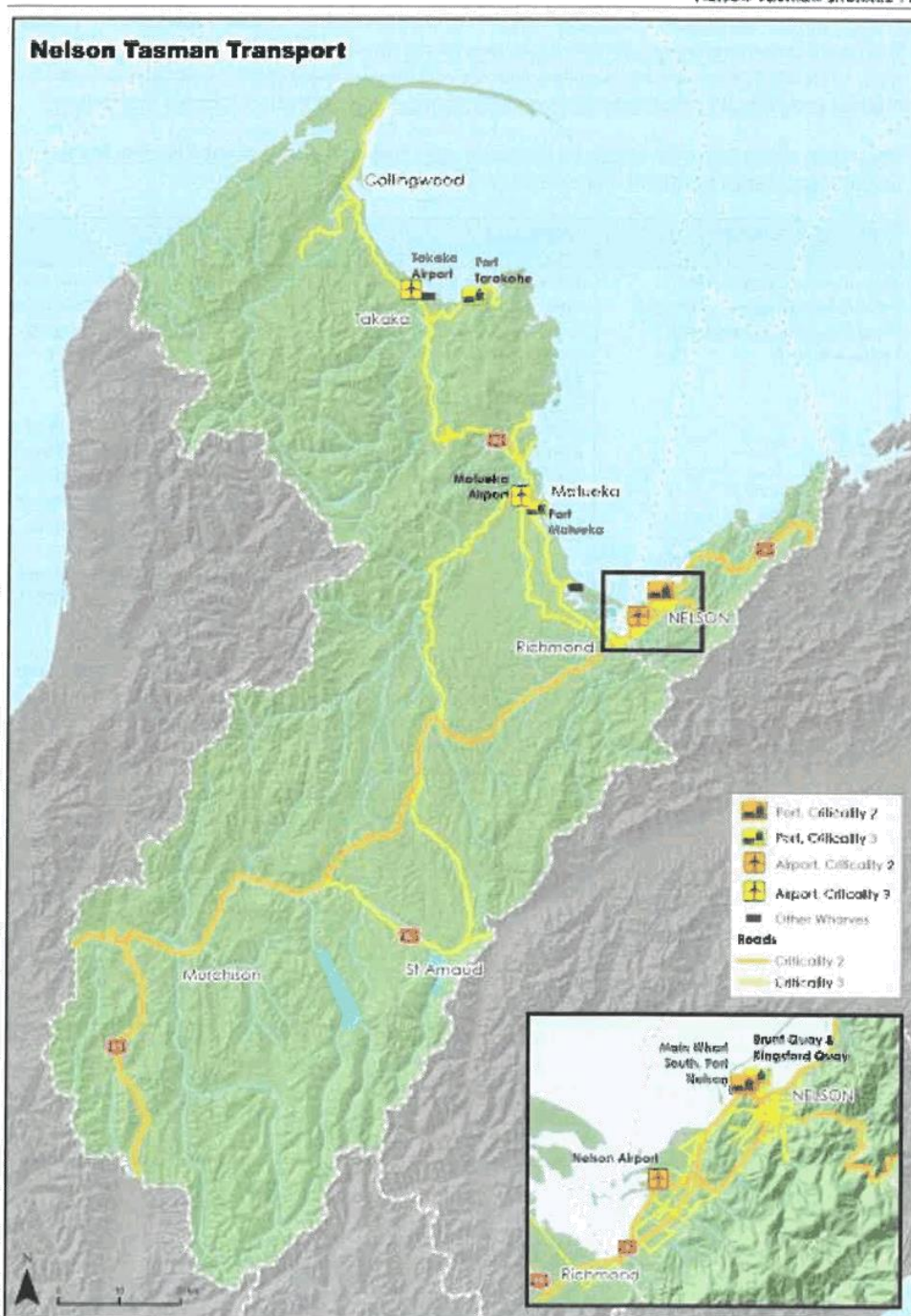


Figure 3-8 Nelson-Tasman Transport Infrastructure

Nationally Significant = Criticality 1, Regionally Significant = Criticality 2, Locally Significant = Criticality 3



7. **Alternative Proposals**

This consultation document has been based around the new earthquake-prone building legislation from 1 July 2017, plus associated guidance provided by Government (MBIE), and those critical lifelines established by Civil Defence Emergency Management (CDEM) for Tasman and Nelson.

Regardless of the base information on which this consultation has been drafted (specifically the lifelines established by CDEM), there are some alternative proposals.

Alternative Proposal	Implications	Consequences
Not include Oxford Street, Richmond (between Gladstone Road and the junction with Queen Street)	Although Oxford Street does not have as higher pedestrian numbers as Queen Street, it still serves as an important vehicular arterial route, plus access to the Richmond fire station, Civil Defence building, commercial premises, TDC offices, and an early childhood centres.	If, in the event Queen Street was blocked as a result of the collapse of any building (or part thereof) along it, Oxford Street would become one important alternative route (e.g. for emergency services). As such, if Oxford Street was excluded from this assessment, and it became blocked itself due to the collapse of any building along the street, this could have significant consequences to the rescue and recovery of a large number of people.
Not include McGlashen Avenue and Talbot Street (between the Richmond deviation and the junction with Salisbury Road)	Although McGlashen Avenue and Talbot Street don't have as higher volume of pedestrians as Queen Street, it's still an important vehicular arterial route, particularly if either Queen Street and/or Oxford Street were blocked by any collapsed buildings as a result of an earthquake.	If McGlashen Avenue and Talbot Street were excluded from the assessment, and subsequently were blocked by buildings (or part thereof) that could collapse across them, this has the potential consequences of limiting vehicular access (e.g. for emergency services), particularly if other alternative routes may be affected, bearing in mind the number of Schools and early childhood centres located along Salisbury Road.
Not include that part of State Highway 6 (from Beechwoods Café [Murchison] to the border with Buller District)	There are very few buildings located along this stretch of SH65, and those that are, appear to be sufficiently set back from the road that if they were to collapse in the event of an earthquake, they're unlikely to block the road.	Low risk and unlikely to affect the strategic route that services the West Coast as well as Tasman District and Nelson. This does not include any bridges which are excluded under Section 133AA of the Building Act 2004.
Not include that part of State Highway 63 from the junction with Korere-Tophouse Road and	There are very few buildings located along this stretch of SH63, and those that are, appear to be sufficiently set back from the road that if they were to collapse in	Low risk and unlikely to affect the strategic route that serves St Arnaud or Marlborough District.



the border with Marlborough District.	the event of an earthquake, they're unlikely to block the road.	This does not include any bridges which are excluded under Section 133AA of the Building Act 2004.
Not include state highway 65 (from O'Sullivan's Bridge / Upper Buller Gorge Road to the border with Buller District)	There are very few buildings located along this stretch of SH65, and those that are, appear to be sufficiently set back from the road that if they were to collapse in the event of an earthquake, they're unlikely to block the road.	Low risk and unlikely to affect the strategic route that serves that part of Tasman District south of Murchison. This does not include any bridges which are excluded under Section 133AA of the Building Act 2004.
Not include: Riwaka-Kaiteriteri Road and Riwaka Sandy Bay Road	The two roads are critical for local residents, and a large number of visitors, to Kaiteriteri and Marahau. However, other than residential dwellings (the majority of which are excluded from the new earthquake-prone legislation), there are no other or priority buildings along these routes which would block the roads if they collapsed in an earthquake.	There is a risk that some residential buildings in close proximity to the roads, if they were to collapse in the event of an earthquake, may block the routes. However, <i>most</i> buildings used wholly or mainly for residential buildings are excluded under the new earthquake-prone building legislation (Section 133AA(a) of the Building Act 2004).
Not include: Collingwood-Bainham Main Road and Collingwood-Puponga Main Road	The two roads are critical for local residents, and visitors, to those areas north and west of Collingwood. However, other than residential dwellings (the majority of which are excluded from the new earthquake-prone legislation), there are no other or priority buildings along these routes which would block the roads if they collapsed in an earthquake. The notable exception is Pakawau Memorial Hall which has been assessed as an earthquake risk (40%NBS), not earthquake-prone.	There is a risk that some residential buildings in close proximity to the roads, if they were to collapse in the event of an earthquake, may block the routes. However, <i>most</i> buildings used wholly or mainly for residential buildings are excluded under the new earthquake-prone building legislation (Section 133AA(a) of the Building Act 2004). This does not include any bridges which are excluded under Section 133AA of the Building Act 2004.

8. Further information

Further information on the new system for managing earthquake-prone buildings can be found at: <https://www.building.govt.nz/managing-buildings/managing-earthquake-prone-buildings/>

Key Council contacts associated with this consultative process:

Sharon Threadwell, Building Assurance Manager, Environment and Planning, Tasman District Council
E-mail: sharon.threadwell@tasman.govt.nz
Tel: 03 543 8400



Phil Beck MBE, Technical Lead, Building Assurance, Tasman District Council
E-mail: phil.beck@tasman.govt.nz
Tel: 03 543 8400

Dr. Roland Toder, 442 Glenview Road
Motupipi

Council Meeting/13 Nov 2018

I was initially against the dam solely because the financial approach TDC implemented to realize this project was just unbelievably bad and indicated a large shift of public money into the hands of a few private entities - irrigators.

IN TWO YEARS FROM NOW, I HOPE THAT THE COUNCILLORS CURRENTLY IN OFFICE, WHO VOTE FOR THE DAM, TAKE PERSONAL RESPONSIBILITY WHEN WE'LL FIND OUT HOW MUCH MORE THIS DAM WILL COST THE TDC RATEPAYERS.

X I have talked in council meetings many times about the financial framework around the dam with an unjustified shift of risks to the ratepayers because the commercial partner had limited financial resources (Funny enough this commercial partner raised \$11million in 4 days because their promising investor pulled out). TDC's cost estimate and ridiculous 'P95' evaluation of costs was another indication how crude the financial process was. Therefore it was no surprise for me that within 6 months the costs exploded again to a whopping \$102million. From the 'bush-drums' in Richmond I learned that within contractor circles the number of \$140million is circulating. My bet is \$200million should they really go ahead, so let's see and talk in 2 years from here.

The LTP had (based on the old numbers of \$82.5million) already a debt of \$199million in 20/21, so we will be now clearly above the TDC announced limit of \$200million. To my believe, this limit is not a free decision or an ethical move, it is simple the maximum the Council can borrow against it's assets.

The public was excluded in the decision dam or no dam (yes there where consultation but these were window dressings and only talking about the funding options). With the LTP, the council also changed the Significance and Engagement Policy, so that the Mayor and Councillors can now decide whether a significant project will be subject to public consultation or not. This was obligatory before they changed this policy. I criticised this change in my submission to the LTP and talked to it during the submission hearing but never got any feedback other than realising later that the Draft I criticized is now the standard policy.

While I am working in corporate management with all the necessary financial processes and methods, I am also a Scientist (Geneticist by training) and therefore interested in facts, data, results. What I have read over the last few months around dams is very sobering, countries like the USA who have approx. 77000 large dams paint a very dark picture around this issue. First of all, based on the estimates of the American Society of Civil Engineers (ASCE), the average lifespan of a dam like the Waimea dam is 50years not 100years as claimed from the comparably unexperienced TDC. Already this shift will blow all the calculations around dam alternatives out of the water.

ASCE calculated that in 2020 85% of their dams pass the 50year mark and that they would need approx. \$32billion to fix and maintain them. Further to that, an overwhelming amount of information is available through these 77 000 dams showing how damaging a dam is for rivers, its flora and fauna and environment. In the US and in other regions of the world, we see a strongly increasing movement to decompose dams for the very reason and to re-establish the natural river flow again.

WE - New Zealand - COPY NOW IN 2018 EXACTLY WHAT OTHER NATIONS REGRETFULLY DID 50-70 YEARS AGO.

I am glad that Sue Brown went to the talk of Mike Joy, one of New Zealand's leading freshwater ecologists who has rubbished claims that the Waimea Dam will produce any significant environmental improvements. I question Sue whether she will eventually listen to people highlighting the negative impact of large dams to our NZ nature while she was stubbornly ignoring all the points highlighted to her around the flawed financial model.

Mike Joy believes that the council has failed to understand the complex nature of river ecology and ignored the critical upstream and downstream effects of the dam – there is no time here to go into more details, but I am sure Sue will recall the points. This is in line with reports from the US.

Dr Joy said that the root of Waimea's water problem lies simply in council's historical generosity regarding water- take consents. "At a very basic level, they completely over- allocated a river then, to fix their mistake, make another huge mistake and build a dam."

So, now we look into a full council meeting end of November where TDC, not the ratepayers, will make their final decision on whether to go ahead with the dam or not, I can only call on Sue Brown, even with little hope since she was ignoring all financial issues, to finally change her mind and vote against this project that will drive this council into insolvency, while destroying waterways and a nice piece of NZ nature.



Dr Roland Toder; PhD, habil
Managing Director

AKALPA LifeScience Consulting Ltd.
2nd Floor
100/101-102/103
100/101-102/103

Emma Gee

From: Mike van Enter
Sent: Thursday, 15 November 2018 4:56 p.m.
To: m.delceg@xtra.co.nz
Cc: Golden Bay Community Board; Jamie McPherson
Subject: Motupipi Street Pedestrian Refuge
Attachments: Motupipi Street Ped Refuge-Layout1.pdf

Hi Mike,

Attached is an initial sketch showing a pedestrian refuge across Motupipi Street. This has some key features that will need to be worked through, including:

- Restricting the right turn out from Motupipi Street for truck and trailer units.
- The crossing distance from the refuge island to the footpath on the service station corner is still greater than desirable.

We will draw a second option looking to further reduce the crossing distance by moving the refuge island slightly along Motupipi Street. This may need to allow the occasional truck to drive over it, to maintain vehicle tracking width for the left turn into Motupipi Street.

I think if I wait to send you the perfect design, I may never send you anything, so in the meantime, we are happy to receive feedback so we can move towards a solution that helps.

A zebra crossing option is not favoured at this location as they do not on their own improve safety, drivers typically focus on the junction rather than the crossing. This is exacerbated at this intersection due to the geometry allowing cars to right turn at speed. The visibility to the pedestrian waiting locations is also more difficult due to the angles of the intersection, the crossing width should be a maximum of 10m (which would be difficult to achieve here). The design guides and New Zealand literature suggest a 28% increase in pedestrian crashes when installing a zebra crossing. This may well be worse at this location, with the intersection constraints. A well sited, mid-block zebra crossing like the one on Commercial Street may be crash risk neutral.

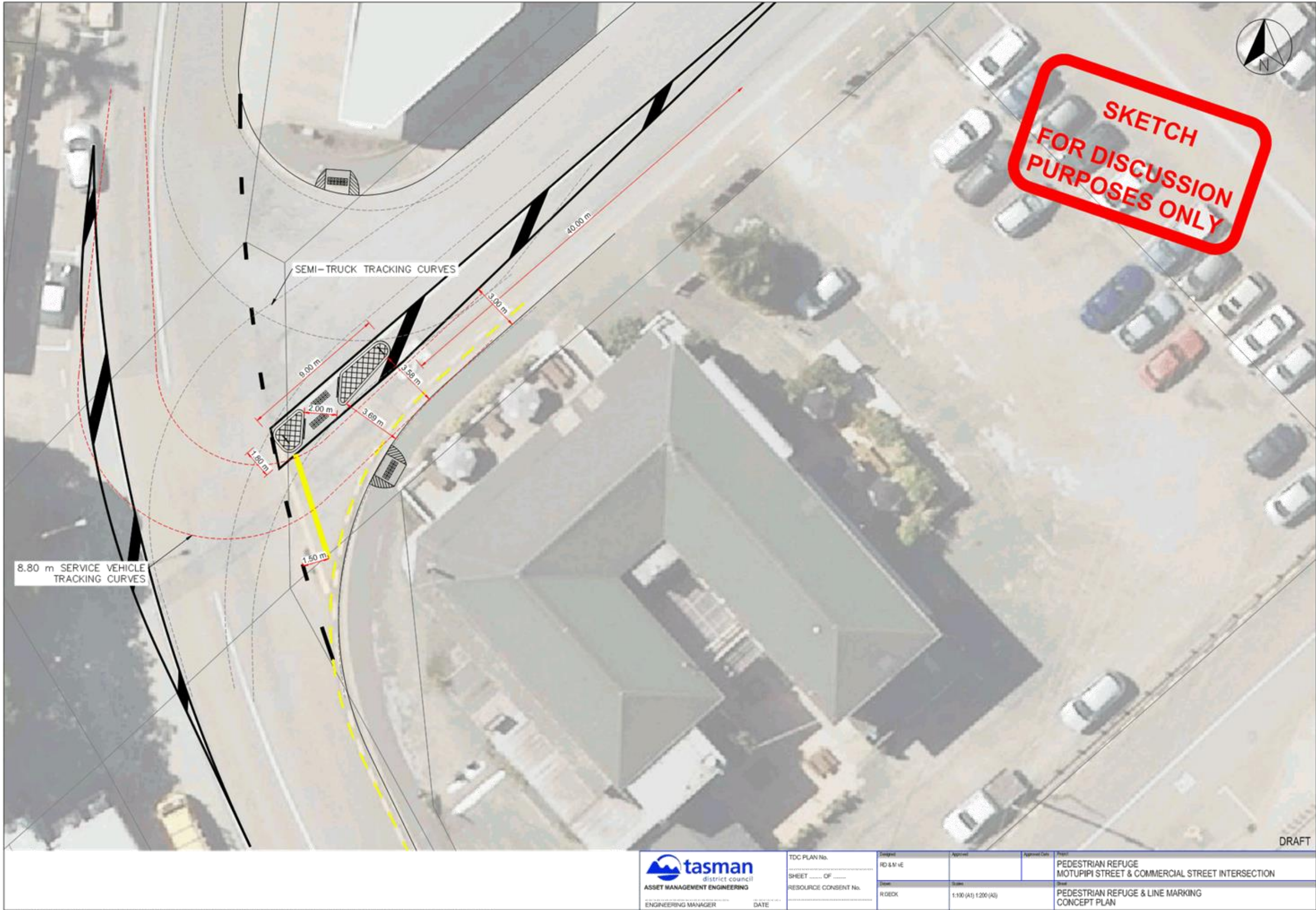
I've also included the Golden Bay Community Board so we can gather feedback from a wider group.

Regards

Mike van Enter
Senior Transportation Engineer
DDI 03 543 7238 | Mike.vanEnter@tasman.govt.nz
Private Bag 4, Richmond 7050, NZ



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11/21/2018

https://go.cin7.com/Cloud/Docs/?T=Order&idWebSite=10169&UN=le&ID=2724&SID=106918097



Tax Invoice

Invoice Date 19 Nov 2018	Internal Ref GBAY12730-1	Invoice No 5302	Customer PO No	Tracking Code
------------------------------------	------------------------------------	---------------------------	-----------------------	----------------------

Customer:
Golden Bay Community Board
 Abbie Langford
 C/O Tasman District Council
 Takaka Service Centre
 PO Box 74, Takaka 7142

Ship To:
Golden Bay Community Board
 Abbie Langford
 C/O Tasman District Council
 189 Queen St
 Richmond, nelson

Phone:

For Golden Bay Community Board

Code	Item	Options	Qty	Price	Disc	Amount
PT88221RDG D	Tinsel Chunky 6 Ply Red & Gold 150mm X 6M	EA	8	\$21.15	15%	\$143.82
PT88221RDG N	Tinsel Chunky 6 Ply Red & Green 150mm X 6M	EA	8	\$21.15	15%	\$143.82
PT88221MGN	Tinsel Chunky 6 Ply Metallic Green 150mm X 6M	EA	8	\$21.15	15%	\$143.82
	Send Freight Free		1			

Payment Terms

7 Days from invoice

Product Cost: \$431.46

Delivery Details: \$0.00

Sub Total: \$431.46

Tax (15%): \$64.72

Tax Invoice Total (NZD): \$496.18

Total Paid (NZD): \$0.00

Outstanding (NZD): \$496.18

Bank Details: ANZ Celebrations Group Ltd 06-0103-0175989-00

Celebrations Group
 GST number: 106-485-976

Postal:
 PO Box 56666, Dominion Rd, Auckland 1446
Delivery:
 18 Frost Rd, Mt Roskill, Auckland 1041

P +64 9 377 8400
 E accounts@celebrationsgroup.co.nz
 W <http://www.celebrationsgroup.co.nz/>

https://go.cin7.com/Cloud/Docs/?T=Order&idWebSite=10169&UN=le&ID=2724&SID=106918097

1/1



TAX INVOICE

Golden Bay Community Board
 PO Box 74
 Takaka
 Takaka 7142
 NEW ZEALAND

Invoice Date
 16 Nov 2018

Invoice Number
 INV-0030

Reference
 Donation

GST Number
 109-683-124

Golden Bay Shared
 Recreation Facility Inc.
 Attention: Nick Schramm
 PO Box 192
 Takaka 7142
 Golden Bay
 NEW ZEALAND

Description	Quantity	Unit Price	Amount NZD
Donation: Santa Parade & Carols on the Green	1.00	500.00	500.00
		Subtotal	500.00
		TOTAL NZD	500.00

Due Date: 20 Dec 2018

Direct Credit : NBS 03-1354-0345692-01 GBSRF Recreation Account

All invoices due 20th Month Following

All goods remain the property of the vendor until invoice is paid



PAYMENT ADVICE

To: Golden Bay Shared Recreation Facility Inc.
 Attention: Nick Schramm
 PO Box 192
 Takaka 7142
 Golden Bay
 NEW ZEALAND

Customer Golden Bay Community Board
Invoice Number INV-0030

Amount Due **500.00**
Due Date 20 Dec 2018

Amount Enclosed
 Enter the amount you are paying above

Registered Office: Attention: Nick Schramm, PO Box 192, Takaka, Golden Bay, 7142, New Zealand.

Emma Gee

From: Jeremy Katterns
Sent: Monday, 26 November 2018 9:27 a.m.
To: Golden Bay Community Board
Cc: Robert Deck
Subject: Change to Golden Bay Road Engineer

Morning All,

Great news; there is a change happening in the near future to the Engineer who will be managing the Road Maintenance contract for Golden Bay. Robert Deck will be taking this role effective as of 3 December 2018. I will continue to be involved in a support role for some time after the change to assist with the transition.

Please join me in welcoming Robert to the fantastic GB community and all the wonderful opportunities and challenges that this will undoubtedly bring.

Robert and I will be at the board meeting on 11 December for introductions.

Cheers,
Jeremy

Jeremy Katterns
Road Engineer
DDI 03 543 7239 | Mobile 027 223 4001 | Jeremy.Katterns@tasman.govt.nz
Private Bag 4, Richmond 7050, NZ



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