

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

Date: Tuesday 10 December 2019
Time: 9.30am
Meeting Room: Collingwood Firestation
Venue: Tasman Street, Collingwood

Golden Bay Community Board

CORRESPONDENCE

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GBCB Meeting 12.11.19

Hospitality Coordinator update for Sept/Oct, including Recreation events on behalf of Abbie.

Events

27.09.19 - After the success of the outdoor movie night, Abbie organised a drive-in Movie and screened Grease. We charged \$30 per vehicle, for a maximum of 8 people per vehicle. We had about 12 vehicles and just over 70 people attend. Prizes were given out to the best dressed on the evening.

During the first week of October, we ran a successful school holiday programme. 5 days of activities for 5-13 year olds including arts, crafts, baking and ended with a glow disco in the stadium. Really good feedback from parents and children that attended.

19/20 October – Bridge held a weekend long tournament, with 92 players attending from all over the South Island.

During the week 21 – 26th Oct, the Squash Club had Club Champs which ended with finals and a shared dinner on the Saturday night.

During Labour weekend, the mussel inn masters held a weekend long football tournament. They moved to the rugby fields for the weekend. 6 games were played on the two fields on the Saturday, with the semi-finals and finals held on the Sunday. On the Saturday night, they had a shared dinner and 80's disco in the clubrooms. They set up the rugby on a projector in the community room and squash players joined them after their shared dinner. The feedback has been great and it worked well with the different sports happening at the same time.

The following weekend, on the 2nd November, the Golden Bay Sports awards was held in the stadium. The first sports awards in 20 years. The place looked fantastic and over 180 people attended the gala dinner and awards ceremony. About \$10,000 was raised in the auction and raffle alone, with all proceeds going towards the pump track at Takaka Primary School. The group also showed the RWC final on the big screen. The hope is that the group can pass the baton on to another fundraising group, who can fundraise for another community event in 2 years time.

Last weekend, we held the fireworks extravaganza. We sold nearly 300 tickets for this event. We have had a lot of positive feedback and we hope to do the same next year and have the fireworks to music and have a lot more stalls and food carts and hope to make it a great community event.

Regular Bookings

Mondays – Twilight netball

Tuesdays – Touch rugby, flow club

Wednesday, Bridge club night, pickleball in the stadium

Thursday – badminton (daytime) youth games (13-15 year olds), tumble time

Friday - Bridge, tumble time

Sunday - bridge

Corporate bookings

Pure exploration – a week long pre-hospital first aid course for mountaineering guides, they even used the school holiday programme kids to practice their emergency first aid on

TDC with Mohua 2040 – used the whole centre 12th Oct and then a hearing this week

Civil defence welfare meetings

Agri Womens development trust – held classes for women in the farming business

Football AGM

Mountain bike club AGM

Site safe

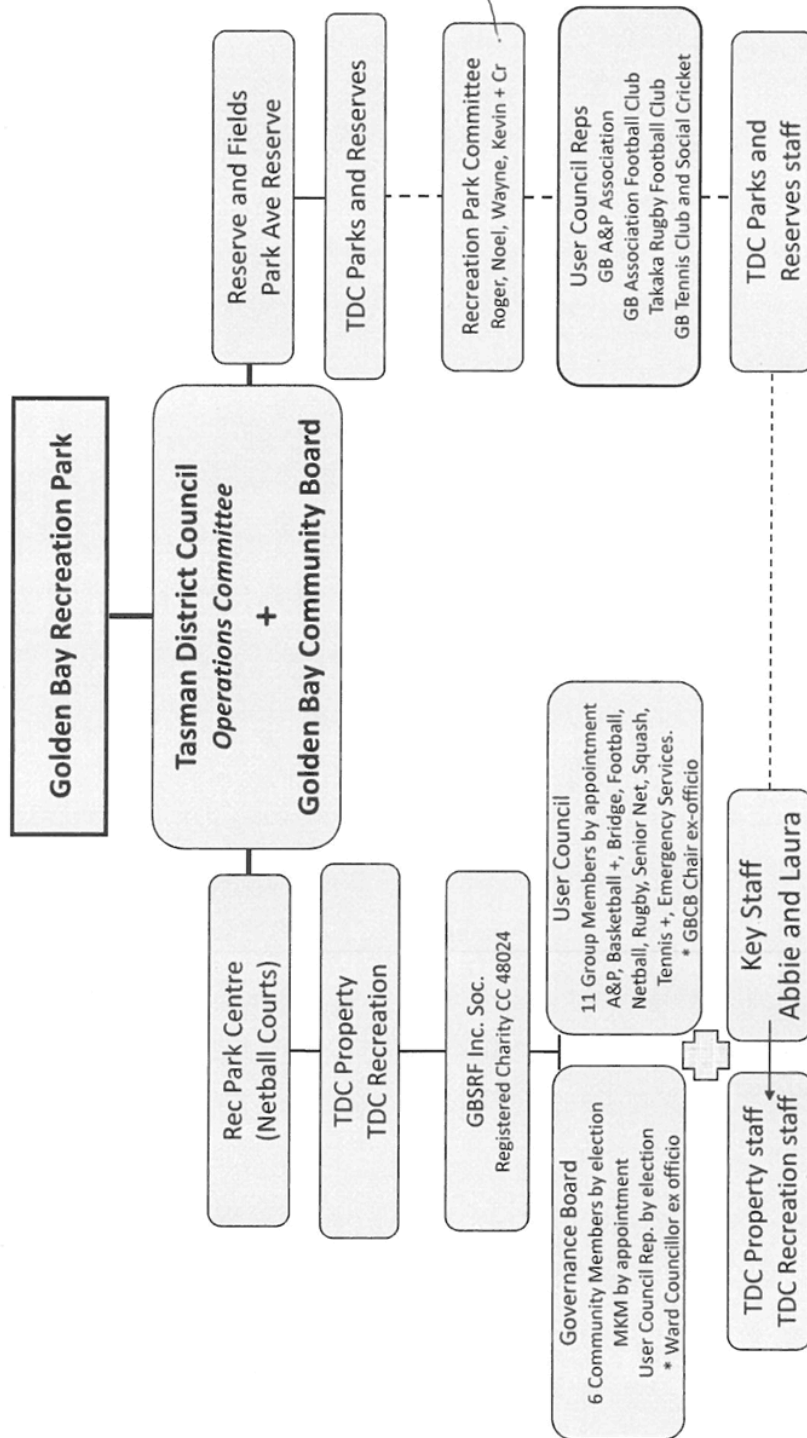
Nurse maude

Agrilearn have started their classes again

Dairy NZ held a drop in session, they used mezzanine as all other spaces were booked.

Fonterra shareholders meetings

We are receiving lots of positive feedback for the centre use and all the community events being put on.



Prepared for Golden Bay Community Board August 2019

Grant Knowles

From: Hansina [hansina08@gmail.com]
Sent: Monday, 11 November 2019 8:32 PM
To: tribulldrums@xtra.co.nz
Subject: Fulton Hogan yard at Riley St

Hi Grant

good talking to you last night and apologies that I can't make it to the community board meeting tomorrow.

The query I have is about the Fulton Hogan yard that is slowly evolving into a major industrial site on those paddocks at Riley St opposite the library and market. I wonder what the process was to get this site approved and established. I also query if it is appropriate to have such a site right next to the children's playground, the park, the library and the weekly market that is now a major tourist attraction during the summer months.

My question is, is this consented and if not, is there still an opportunity for public discussion, consideration and submission.

thanks heaps for reading this email to the board and for finding the answers to my questions.

yours sincerely

Hans Stoffregen

23 Lansdowne St, Clifton

ph 027-2015992

PS could you please quickly acknowledge receipt of this mail by replying so I know that I have used the correct address

Notes for Community Board meeting Nov 2019

Friends of Golden Bay nitrate test Programme at Te Waikoropupū

Origin of the programme

In Nov 2015, the Takaka FLAG decided more frequent monitoring was needed, and it was agreed to go ahead.

Two weeks later, TDC staff declined to fund it.

Friends of Golden Bay (FoGB) decided the information was needed anyway and so we set up our programme. It is funded by donations from Golden Bay people. Since the beginning of the programme, we have given our results to TDC staff.

The long term record.

There are a few readings taken by Michaelis in the 1970s. Regular testing started in the early 1990s under the National Groundwater Monitoring Programme. The first graph shows these results up to 2016, and FoGB results from Feb 2016 to the present. All units are mg/l of nitrate-N.

Last year, one of TDC's 3-monthly samples returned a result of 0.84. The FoGB one, taken an hour apart, gave 0.44 which was a typical, value at the time.

It turned out TDC staff had accidentally swapped the tops of two bottles and polluted the sample with nitric acid. It was the existence of the independent FoGB programme that led to the discovery and correction of this mistake. Otherwise the mistake would have passed into the accepted historical record.

Now we look back at the long term record and see several other very similar 'outlying' high results.

In the FoGB record there are no outlying results in more than 600 samples over nearly 4 years. So the most likely reason for these isolated 'outliers' in the long term record is that they are also mistakes.

So here is the edited long term record for Main Spring, with outlying results removed.

It shows the present level of 0.51 is as high as it's ever been. This is not 'just' one result, but 6 consecutive measurements of Main Spring, and also 6 consecutive measurements of Fish Spring.

The present.

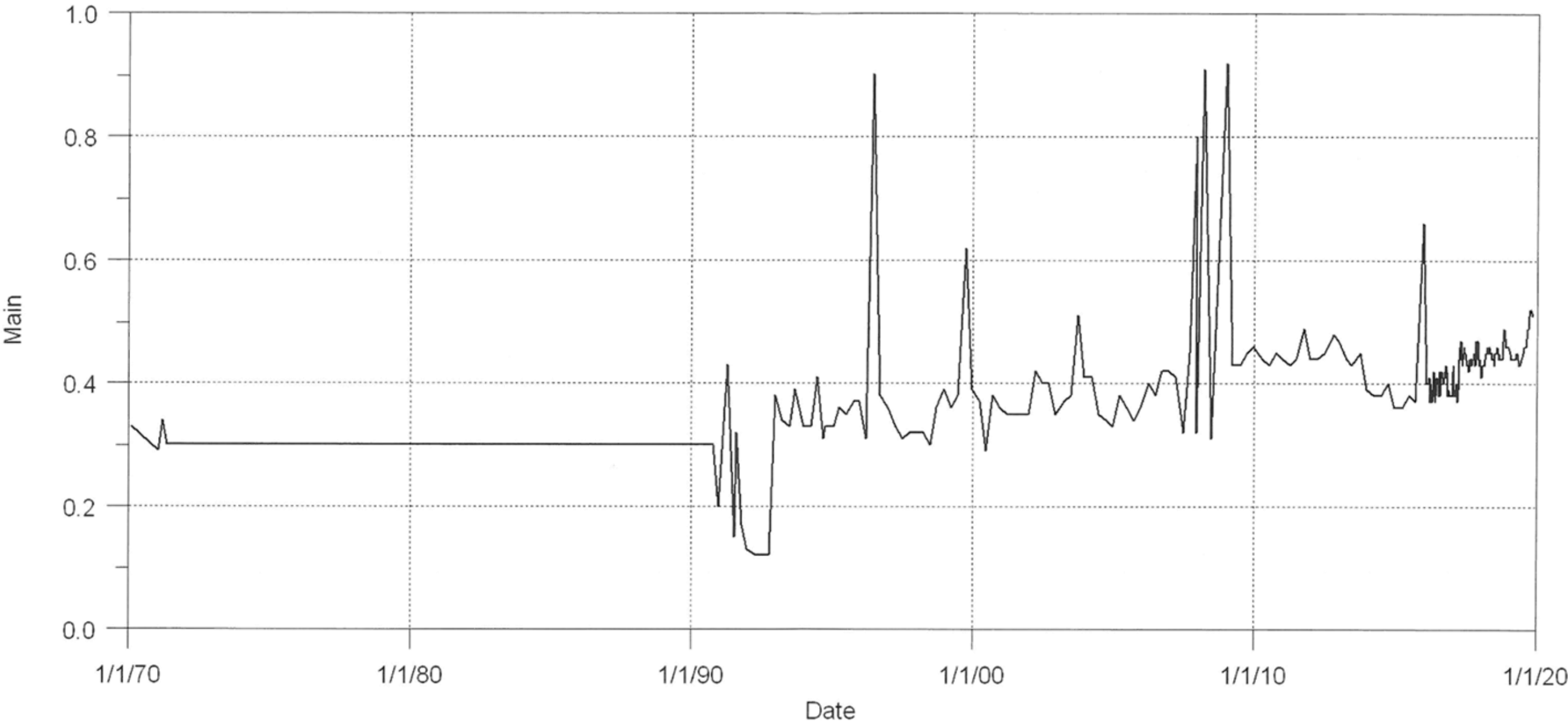
It is nonsense for the staff spin-doctor to respond in public with remarks like 'one reading does not define the trend', and to repeat that TDC's measurements lie between 0.66 and 0.33

The present levels have not been seen before. They are a cause for serious concern and they require urgent corrective action.

FoGB's test results and further information about nitrate in the Takaka Valley are available at

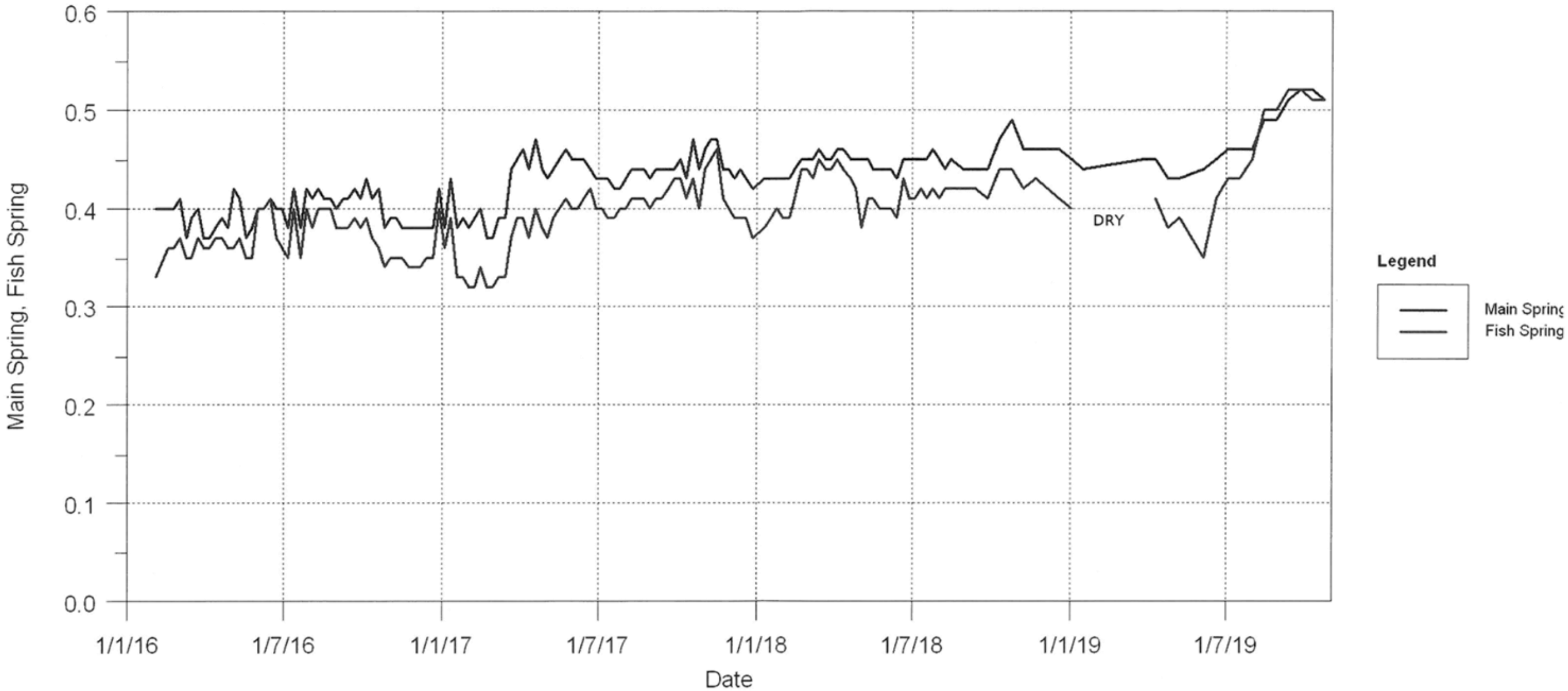
<http://fogb.org.nz/home/water-quality/nitrate/>

We update the page regularly, as we receive new results.



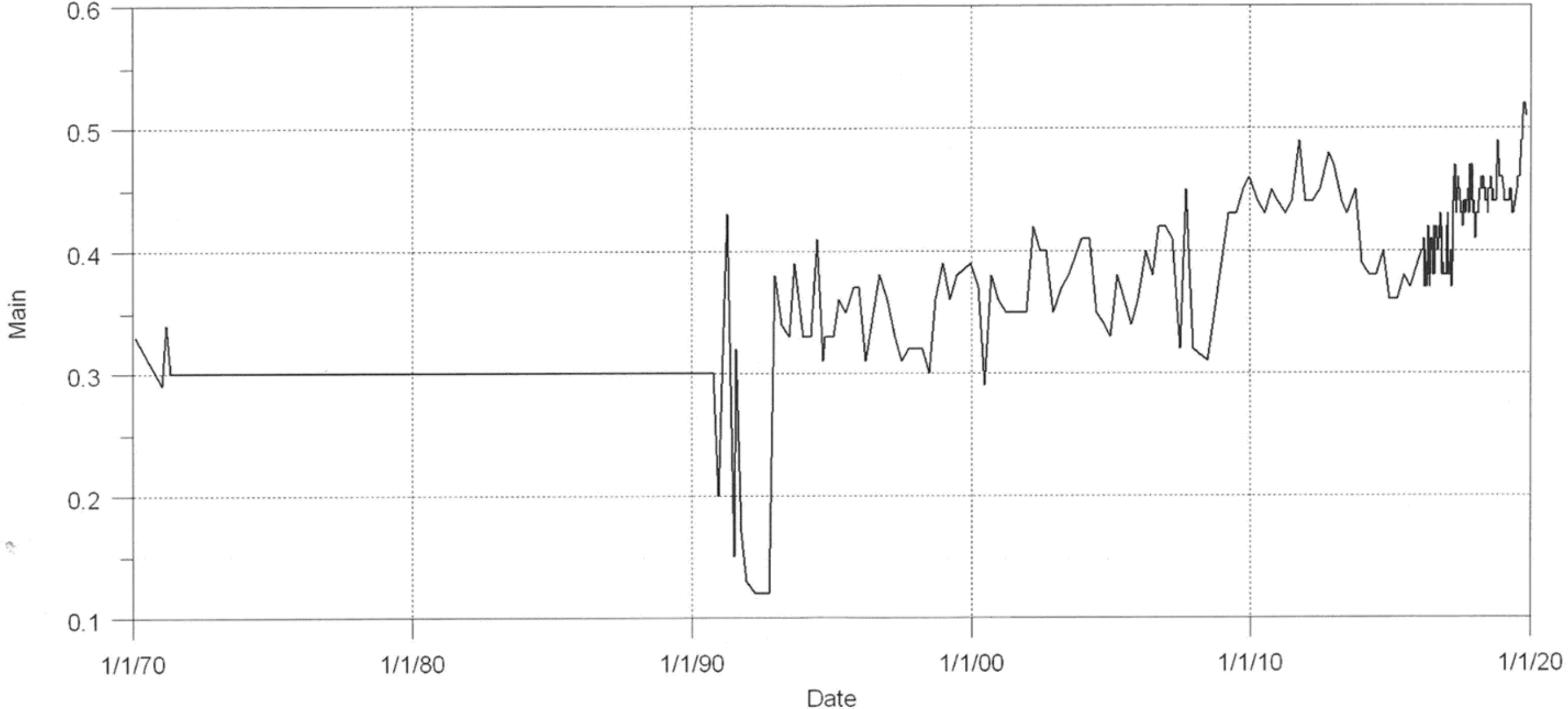
Item

Attachment 4



Item

Attachment 4



Emma Gee

From: Halie East on behalf of Reception Richmond
Sent: Thursday, 14 November 2019 3:43 pm
To: Emma Gee
Cc: Reception Takaka
Subject: FW: ATTENTION CHAIR GOLDEN BAY COMMUNITY BOARD

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

From: John Lee <zazamanc73@gmail.com>
Sent: Thursday, 14 November 2019 3:14 PM
To: Reception Richmond <Reception.Richmond@tasman.govt.nz>
Subject: ATTENTION CHAIR GOLDEN BAY COMMUNITY BOARD

COULD YOU PLEASE FORWARD THIS TO THE CHAIR GB COMMUNITY BOARD

59c Selwyn Street

POHARA

14 November 2019

The Chair

GOLDEN BAY COMMUNITY BOARD

Dear Chair

Pohara -Takaka new cycleway

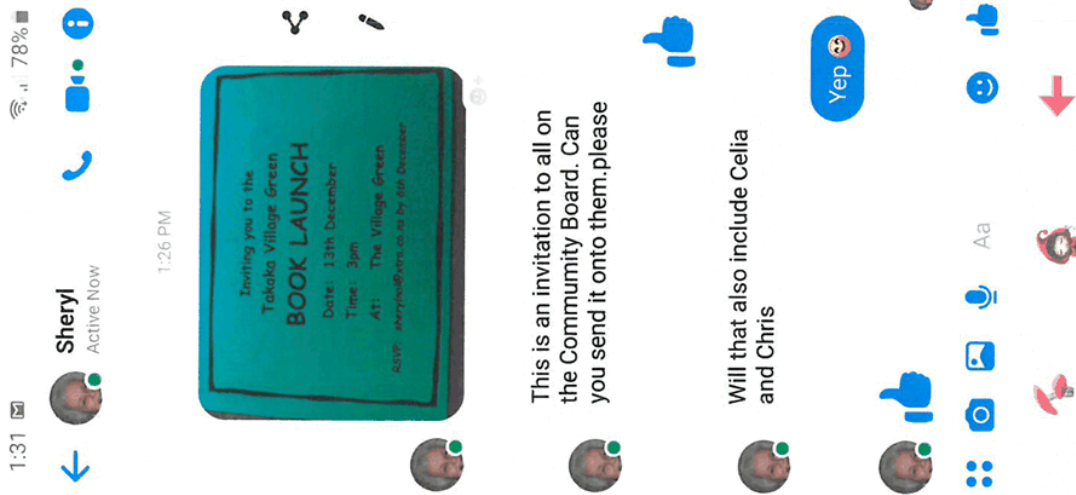
While it is great that a long debated project is starting to get off the ground, this cycleway raises some critical questions.

I seek your considered response to them.

1. Is either TDC, and/or the Community Board, accountable for effective road safety measures in Golden Bay?
2. Are ALL cyclists obligated to use the new cycle way?
3. Is it solely for cycles? or may pedestrians also use it? if so, what about prams and pushchairs, mobility scooters, cycles with electric motors, push and electric scooters?
4. Given such potential multiple users, who has ‘right of way’ on such a narrow track? Those going to Takaka or those moving toward Pohara?
5. The track’s narrowness means that one user, meeting another, has either to use the ‘safety ‘ of the tarmac of the road or jump into the ditch – both acts physically hazardous.
6. Where Burnside Drive meets the main road, do cars exiting Burnside Drive have Right of Way over cyclists etc. on the cycleway, as it extends - presumably – on to Burnside Road
7. At Motupipi Bridge, where must cyclists dismount before pushing cycles over the road so as to ride over the bridge before pushing their cycle back on to the cycle track? What if cyclists choose to push their cycles over the bridge, in direct confrontation with coming vehicular traffic? Must they remain on the left hand side of the bridge?
8. Will there be effective signage to show what has to happen? i.e. signs on the road itself or posted on the berms?
9. Similar questions arise at all other junctions

Sincerely

John Lee



Emma Gee

From: Abbie Langford <abbie.langford22@gmail.com>
Sent: Monday, 25 November 2019 12:35 pm
To: Emma Gee
Subject: Fwd: Golden Bay projects update for the Community Board
Attachments: imagef0056f.PNG

----- Forwarded message -----

From: **Graham Rimmer** <Graham.Rimmer@tasman.govt.nz>
Date: Fri, 22 Nov 2019, 8:16 AM
Subject: Golden Bay projects update for the Community Board
To: Abbie Langford <abbie.langford22@gmail.com>
Cc: Jeremy Katters <Jeremy.Katters@tasman.govt.nz>, Karin Hoffman
<Karin.Hoffman@tasman.govt.nz>

Good Morning Abbie

Hope you're having a good morning

Below are some answers to the questions that have been asked. If they don't make sense just give me a call. 0275 853 650

I was talking to Kim Arnold about meeting you, as I am pushed for time next Wednesday 27, can I meet you at the totally **Roasted Café** at 1pm. My projects are the cycle way which is next to the café and the Pohara Valley pump station. Bring all your questions that you wish to ask and I'll answer them. Or email the questions and I'll answer them for you.

I'll even buy you a coffee ☺ I just have to leave the Bay by 2pm.

Hopefully this gives us enough time.

Any further questions please do not hesitate to contact me.

[Questions and Answers](#)

1. *Is either TDC, and/or the Community Board, accountable for effective road safety measures in Golden Bay?*

Road safety is primarily the responsibility of all road users. Tasman District Council as the Road controlling authority are responsible for identifying and prioritising measures to improve road safety in the Tasman District, including Golden Bay. The GBCB can help to identify and prioritise local issues relating to road safety. The NZ Police are responsible for enforcing the Land Transport Rule and associated legislation relating to road safety.

2. *Are ALL cyclists obligated to use the new cycle way?*

No, cyclists may still choose to use the road if they wish.

3. *Is it solely for cycles? or may pedestrians also use it? if so, what about prams and pushchairs, mobility scooters, cycles with electric motors, push and electric scooters?*

The path will be a Shared Path as per clause 11.1A of the Land Transport (Road User) Rule 2004. This generally means everything apart from motor vehicles. E-bikes/scooter etc are able to be used if they meet the definition for a wheeled recreational device as per the legislation.

4. *Given such potential multiple users, who has 'right of way' on such a narrow track? Those going to Takaka or those moving toward Pohara?*

The path is designed such that, in most cases, users may pass each other in opposing directions without the need to give way. However, clause 11.1A of the Land Transport (Road User) Rule 2004 applies as follows;

11.1A Use of shared path

(1)

This clause applies to a path that—

(a)

may be a cycle path, a footpath, or some other kind of path; and

(b)

may be used by some or all of the following persons at the same time:

(i)

pedestrians:

(ii)

cyclists:

(iii)

riders of mobility devices:

(iv)

riders of wheeled recreational devices.

(2)

A person using the path—

(a)

must use it in a careful and considerate manner; and

(b)

must not use it in a manner that constitutes a hazard to other persons using it.

(3)

A rider of a cycle, mobility device, or wheeled recreational device on the path must not operate the cycle or device at a speed that constitutes a hazard to other persons using the path.

5. *The track's narrowness means that one user, meeting another, has either to use the 'safety' of the tarmac of the road or jump into the ditch – both acts physically hazardous.*

From experience with similar track widths on the TGTT, I believe it is unlikely that this will be an issue. Track users should be courteous to each other.

6. *Where Burnside Drive meets the main road, do cars exiting Burnside Drive have Right of Way over cyclists etc. on the cycleway, as it extends -presumably – on to Burnside Road*

As the Shared Path becomes part of the road shoulder in this location, cyclists are effectively road users on Abel Tasman Drive and the normal intersection control rules apply, therefore vehicles entering/exiting Burnside need to give way. Please note that this also means that typical pedestrian rules apply in this location i.e. Pedestrians give way to vehicles. This is the case for all uncontrolled crossings where the path merges with the road shoulder.

7. *At Motupipi Bridge, where must cyclists dismount before pushing cycles over the road so as to ride over the bridge before pushing their cycle back on to the cycle track? What if cyclists choose to push their cycles over the bridge, in direct confrontation with coming vehicular traffic? Must they remain on the left hand side of the bridge?*

Cycles do not need to dismount, but hold bars will be installed at the crossing locations so that cycles are better able to wait for a gap in traffic where they feel comfortable to cross. The sections over the bridge are uni-directional, so users should cross in the same direction as the traffic, not against it. This should be clear once it is constructed. Hopefully, this will only be a temporary arrangement until the clip on bridge is constructed in the future.

8. *Will there be effective signage to show what has to happen? i.e. signs on the road itself or posted on the berms?*

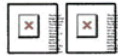
These will be adequate warning signage in place for road users and path users alike.

9. *Similar questions arise at all other junctions*

Several intersections will have Give Way signage on the path, such as the intersections with Rototai Road. All others will be as the reply to question 6 above.

Graham Rimmer | Engineering Services
Project Manager
DDI 03 543 8631

Graham Rimmer
Project Manager
DDI 03 543 8631 | Graham.Rimmer@tasman.govt.nz
Private Bag 4, Richmond 7050, NZ



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